

Hillsborough County Aviation Authority
Strategic Business Plan



TABLE OF CONTENTS

1. Background 1
 1.1 Purpose and Scope 4
 1.2 Acknowledgement..... 4

2. Hillsborough County Mission, Vision and Goals 6
 2.1 Development Goals 6
 2.2 Financial Goals..... 7

3. Forecast Review 10
 3.1 Tampa Bay Demographics..... 10
 3.2 Air Service and Enplanements 11

4. Capital Program Overview 15
 4.1 Airfield Development Projects..... 16
 4.2 Terminal Facility Projects 17
 4.3 Roadworks Projects 19
 4.4 General Aviation Projects 19
 4.5 Public Parking Projects 20
 4.6 Cargo Development Area Projects..... 20
 4.7 Miscellaneous Projects 21
 4.8 Commercial Real Estate Projects 21

5. Funding Strategies 25
 5.1 20-Year Capital Program Funding Strategy 26
 5.2 Horizon 1 Funding Strategy 26
 5.3 Horizon 2 Funding Strategy 27

6. Financial Capacity Analysis 30
 6.1 Current and Projected Long Term Debt 31
 6.2 Debt Service Coverage..... 34

7. Operating Revenues, Expenses and P&L Projections..... 37
 7.1 Operating Revenues 37
 7.2 Operating Expenses 38
 7.3 Airline Costs..... 38
 7.4 Projected Bottom Line Performance 39

8. Capital Horizons Challenges and Action Items..... 42

9. Summary 47
 9.1 Updates to the Plan 47

10. Appendices..... 48

LIST OF EXHIBITS

Exhibit 3A	Tampa Bay Cost of Living Index
Exhibit 3B	Tampa International Airport Drive Time Map
Exhibit 3C	Tampa International Airport Enplanement Projections
Exhibit 4A	20-Year Capital Program Cost
Exhibit 4B	Horizon 1 Capital Development Program Cost Per Year
Exhibit 4C	Horizon 1 Capital Development Program Cost Per Category
Exhibit 4D	Horizon 2 Capital Development Program Cost Per Year
Exhibit 4E	Horizon 2 Capital Development Program Cost Per Category
Exhibit 4F	Runway Repaving Project Rendering
Exhibit 4G	Elevated Taxiway-A Map
Exhibit 4H	Proposed Airside D Rendering
Exhibit 4I	Curbside Expansion Rendering
Exhibit 4J	Map of Proposed George Bean Parkway Widening
Exhibit 4K	Gateway Development Area Rendering
Exhibit 4L	Gateway Development Area Map
Exhibit 4M	East Development Area Rendering
Exhibit 4N	Perimeter Parcel Rendering
Exhibit 5A	20-Year Capital Development Program Funding Sources
Exhibit 5B	Capital Development Horizon Program Cost
Exhibit 5C	Horizon 1 Funding Sources
Exhibit 5D	Horizon 2 Funding Sources
Exhibit 6A	PFC Collections and Usage Projections
Exhibit 6B	Current HCAA Total Annual Debt Service Profile
Exhibit 6C	Current HCAA Annual GARB Debt Service Profile
Exhibit 6D	Projected HCAA Annual GARB Debt Service Profile
Exhibit 6E	Projected HCAA Total Annual Debt Service Profile
Exhibit 6F	HCAA Projected GARB Debt Per Enplaned Passenger
Exhibit 6G	HCAA Projected GARB Debt Per Enplaned Passenger vs. Competitive Set
Exhibit 6H	Projected HCAA Debt Service Coverage levels
Exhibit 7A	Projected 2017-2025 Operating Revenues
Exhibit 7B	Projected 2017-2025 Operating Expenses
Exhibit 7C	Projected Tampa International Airport Cost Per Enplanement
Exhibit 7D	Tampa International Airport Cost Per Enplanement vs. Competitive Set
Exhibit 7E	Projected 2017-2025 Summarized Profit & Loss Statement

Section I

BACKGROUND



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Tampa Executive Airport

1 BACKGROUND

In November 2011, Hillsborough County Aviation Authority (“the Authority”) embarked on its most recent Master Plan update for Tampa International Airport. Typically, airports in the United States develop master plans based on passenger forecasts every five to seven years to establish a blueprint for development over a 20-year period. These plans consider land use requirements and facility needs for passenger terminals, airfield and airspace zones, cargo, parking, rental cars, roadways and various other facilities. The 2012 Master Plan update was completed in March 2013 and was approved by the Authority’s Board of Directors in April 2013. The original 2012 Master Plan update contained 3 Phases totaling approximately \$2.5 billion in project cost with construction ending in 2028. In addition to the 2012 Master Plan which addressed needs at Tampa International Airport as well as the three general aviation airports, the Authority also completed a separate General Aviation Master Plan in 2015 which provided a more detailed 20-year outlook for the three general aviation airports.

Authority policy requires that any new approved Master Plan, or any significant changes to an approved Master Plan be accompanied by a detailed Strategic Business Plan to estimate costs and identify funding strategies for major capital projects over a planning horizon. The Authority’s first Strategic Business Plan was based on the 1999 Master Plan and presented to the Board on September 6, 2001. It was updated in February 2003, June 2006 and May 2010. The Authority completed a Strategic Business Plan for the 2012 Master Plan update in October of 2013.

An update to the 2013 Strategic Business Plan is now required due to changes in the mix of projects and financial assumptions contained within Phase 2 of the 2012 Master Plan Update.

The original Phase 2 presented to the Authority Board in April, 2013 totaled \$452 million, with the primary projects consisting of the demolition and relocation of the existing air traffic control tower and TRACON facility, the buyout of the lease of the existing Marriott hotel and the construction of new Authority offices in the South Development area, the construction of a replacement hotel in the South Development area that would replace the existing Marriott hotel in the Main Terminal, the construction of a new parking garage in the South Development area to support both the office building and hotel, and the demolition of the Red Side Garage and existing Service Building offices.

Since the 2012 Master Plan Update was approved, increased cost estimates on some of the original Phase 2 projects; increased congestion on the Authority’s curbsides due to changing airline fleet characteristics and ground transportation behaviors; and an interest in maintaining true to the airport’s original design principles with dispersed security checkpoints prompted the Aviation Authority to amend its contract with HNTB to identify alternative Phase 2 and 3 solutions. The analysis concluded that passenger forecasts from the 2012 Master Plan are on target, but airport curbsides remain stressed and call for additional lanes sooner than anticipated.

The 2017 Business Plan updates Master Plan Phase 2 with a focus on expanding capacity of the curbsides during Phase 2 of the Master Plan rather than Phase 3 and continuing to prepare for construction of a new airside in Phase 3. In addition, HNTB recommended not expanding the airport terminal to the north to accommodate a consolidated security checkpoint for Airside C and the future Airside D. This achieves cost savings by eliminating the need to relocate the air traffic control tower and buy out the Marriott Hotel lease. This change also maintains

the dispersed security checkpoints that are critical for maintaining quick and convenient security screening at Tampa International.

While Phase 1 of the Master Plan eases congestion by removing 2.7 million cars from the airport's roads and some curbs, changing ground transportation dynamics, driven in part by an 85% increase in curbside traffic at peak times due to new flights and larger aircraft arriving in the same time channels and a new mix of ground transportation providers, continue to stress airport curbs and cause measurable delays during peak traffic periods.

The 2012 Master Plan Update included increases in curbside capacity in Phase 3 by adding 10 new lanes; four at a new international curbside and two new lanes at three other curbsides. The 2017 plan calls for four new lanes at each existing Main Terminal curbside. Of the total Phase 2 program cost of \$667 million, \$304 million, or almost half of the program is related to the curbside project, with about \$194 million required to double the curbside capacity on both the red and blue sides of the Main Terminal, on both the arrival and departure drives. Adding the lanes requires the Authority to demolish, rebuild and relocate the Central Energy Plant., demolish the existing Airport Administration Building; and rebuild an FAA parking lot and Main Terminal loading dock, projects that total approximately \$110 million.

Other project include roadway expansions totaling about \$49.7 million and a new elevated cross-Taxiway A on the North end of the airfield, with a cost of about \$57.8 million.

Finally, Phase 2 of the Master Plan includes approximately \$121 million related to new infrastructure within the Gateway Development Area, around the new Consolidated Rental Car Facility. This includes preparing roughly 17 acres for development, as well as building a

commercial curb, a pedestrian walkway from the rental car center to than office building and build-out of Aviation Authority offices. Since the 2013 Business Plan, the Authority's plans for the new office building have evolved, with the current plan leasing the land for the building to a private developer, the Authority renting space in the building for the first three to five years, then purchasing the building outright prior to the end of year five.

This Strategic Business Plan summarizes the updated capital improvement program, updates financial projections through 2025, and identifies appropriate business and funding strategies necessary to implement the 20-year development program through 2037. Greatest emphasis is placed on Phase 2 of the Master Plan, which covers the 2018-2023 period. This phase addresses immediate growth needs due to capacity needs on the curbside and roadways and continues the plan for development of the Gateway Development Area.

Since the 2013 Strategic Business Plan, passenger traffic at Tampa International Airport has continued its recovery from the 2008 global economic recession. Traffic levels have increased at TPA by 13% since 2012 with the Authority handling 18.9 million passengers in 2016, just below the Authority's all-time record of 19.3 million passengers seen in 2007. The Authority anticipates a further 1.6% growth in 2017, finishing the year having served 19.3 million passengers, a total which should match or slightly surpass the all-time record.

This Strategic Business Plan is based upon the continued slow but steady economic recovery of the Tampa Bay area with Tampa International Airport projected to experience medium to longer term passenger traffic growth rates of approximately 2.1% through the remainder of the Business Plan period. International

passenger traffic, which has increased by 113% since 2010, will experience lower annual growth rates through the remainder of the business plan period than what was experienced over the last five years. Despite the lower growth rates, international passenger traffic is still projected to become a larger share of total traffic. In 2016, international traffic on nonstop services accounted for approximately 4.5% of Tampa's overall passenger traffic, up from 2.3% in 2010. The Authority's Master Planning consultant projects that international traffic will account for more than 7% of total traffic at Tampa International Airport by 2031.

The domestic passenger market in Tampa will continue to see slow but steady growth, with increased traffic numbers driven more by population growth in the Tampa Bay region and the U.S. as a whole, versus the introduction of new nonstop domestic services. With the recent introduction of new San Francisco, Seattle and Salt Lake City nonstop services to Tampa, Tampa International Airport will have nonstop services to all of the major airline hubs and airline focus markets within the United States. Moving forward, most of the growth in domestic markets will come from natural growth in existing markets with TPA's carriers increasing the size of aircraft serving existing routes.

The 2012 Master Plan update set activity and business triggers for major development projects with an estimated timeline for reaching those triggers. Phase 1, which addressed immediate needs related to the Authority's rental car business and decongestion of the Main Terminal will be complete in 2018. Phase 2, which was originally solely enabling projects for a future Phase 3 in the 2013 Business Plan, also now includes curbside capacity projects that must be addressed as soon as possible. Phase 3 covers the 2024-2028 period and contains a series of growth projects designed to extend

the life of the existing facility by adding gates. Projects not related to passenger growth are tied to real estate development, existing facility life cycles and best maintenance practices.

On October 3, 2002, the Board adopted a policy regarding the Authority's strategic Business Plan which states the following:

"The plan will provide a detailed funding analysis of operating expenses, revenues, and projected airline charges and establish development and financial goals along with measurement criteria. The plan's overriding objective is to place the Authority in a healthy financial position without overburdening the air carriers while maintaining competitive airline rates and charges. Funding strategies and recommendations will ensure airport facilities and improvements are brought on line when needed, based on established trigger points, funded in a manner that preserves the Authority's competitive cost structure, and maintains maximum flexibility under changing circumstances."

In preparing this Strategic Business Plan, the Authority focused on the following two primary objectives;

- To provide a detailed financial structure that provides financial flexibility for the future through responsible financial planning and execution.
- To match financial milestones with planning and development timelines to ensure smooth implementation of the Master Plan projects.

1.1 PURPOSE AND SCOPE

Based on the objectives outlined above, the Strategic Business Plan ensures airport facilities are brought on line when they are needed, funded in a manner that preserves the airport's cost competitive structure, and planned to afford the Authority maximum flexibility under changing circumstances. The Business Plan supports the responsible and resilient development and operation of Tampa International Airport.

The Strategic Business Plan also provides a framework for decision making by Authority management and the Board, as well as informing other stakeholders about the key components related to airport development. The Plan summarizes future facility requirements, establishes the necessary time frames for development, estimates the cost impacts of the required investments, maintains an acceptable non-airline revenue ratio and identifies a strategy for maintaining a cost competitive environment.

This document will provide detailed implementation and financial impact statements through 2025, which is when the full impact of the new Plan of Finance for Phase 2 will be realized. The projections will include revenues, expenses, debt service, bottom line performance and cost per enplanement projections for the 2016 through 2025 period. The Plan will also include detailed proposed annual capital program funding information for the annual capital program through 2037 and long term debt projections through 2053 for all debt scheduled to be issued through 2023.

1.2 ACKNOWLEDGMENT

The Strategic Business Plan update would not be possible without the contributions of internal staff, the Authority's Airport Consultant, Ricondo and Associates as well

as its Financial Advisor, PFM, led by Kenneth Fullerton. Passenger growth, operations and landed weight projections were provided by the Authority's Master Planning consultant, HNTB Inc. and were updated by Ricondo and Associates, the Authority's Airport Consultant.

Section II

MISSION, VISION AND GOALS



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2 HILLSBOROUGH COUNTY AVIATION AUTHORITY MISSION, VISION AND GOALS

The Authority's mission is to be a major driver in the economic growth of the Tampa Bay region. Through this mission, the Authority team will be leading edge innovators to create global access and extraordinary customer experiences through our people and facilities to build prosperity for our stakeholders and the region. This mission also reflects the Authority's commitment to balancing the social and environmental aspects of Tampa International Airport's development and operation.

The Authority's vision is to be a vibrant aviation gateway for Tampa Bay, providing access and economic opportunity for our stakeholders. The goal of this mission and vision is simple; to make Tampa International Airport America's favorite airport.

Five specific strategic objectives underpin both the mission and vision statements:

- **Customer Service Excellence.** The Authority is focused on providing an industry leading customer experience, from airport entry to the gate, as well as from arrival gate to airport exit. The primary goal of every Authority staff member is to provide airport customers the very best travel experience available at any airport.
- **People, Culture and Community.** The Authority recognizes that its success is closely tied to the success of its people, and that the Authority's success will play a significant part in the overall success of the Tampa Bay community as a whole. As such, the Authority is expending substantial resources in the continued development of its employees and involvement in the

community. The Authority strives to be a catalyst for change in the Tampa Bay region, identifying and implementing opportunities to drive growth at a regional level.

- **Safety and Security.** Providing a safe and secure environment is required before any of the Authority's other primary goals or objectives can be met. As such, goals tied to successful completion of the FAA Part 139 Audit, the Transportation Security Administration safety audit, and to a reduction of passenger injuries have been incorporated into the Authority-wide goals.
- **Growth and Financial Strength.** In addition to focusing on maintaining a cost competitive structure for businesses operating at our facilities, and maximizing revenue opportunities, the Authority is continuing to build sufficient reserves to create a more stable financial base for the future operations.
- **Innovation and Process Improvement.** The Authority is focusing on continually upgrading its processes and infrastructure through cutting edge technology, internal and external process review, and continually developing its employees.

2.1 DEVELOPMENT GOALS

To support the mission and overall direction of the Authority, Management identified five prerequisites for the development program:

- **Just-in-Time Capital Development Programs.** All airport development will be linked to activity or management triggers, and specific projects will only be built to meet projected demand. This approach allows the Authority to open facilities at the time they are needed based on predetermined activity levels.

- **Cost Effective Development.** Projects will be designed and constructed to deliver safe, secure, convenient and efficient facilities. Facilities will be designed to deliver the most cost effective approach balancing functionality, aesthetics, sustainability, life cycles and security requirements.
- **Customer Convenience.** Development will ensure customer convenience is maintained and improved upon. Standards associated with walking distances, way finding, customer amenities and ease of using the facilities will continue to define facility development.
- **Timely Reaction to Tenant Demands and Growth.** Airport development will be accomplished in a timely manner using various delivery methods to reduce the amount of time it takes to respond to tenant requests for facility modifications and demand driven expansion.
- **Minimize Customer Impacts During Construction.** Avoid negative impacts and congestion during construction.

2.2 FINANCIAL GOALS

The Authority is focused on revenue growth and has operated in a conservative and fiscally responsible manner. Management has focused on the diversification of operating revenues, has maintained very strict control of day-to-day operating costs, and has limited the growth of personnel expenditures. Through this approach, the Authority has been able to direct more than \$40 million into new Authority reserve accounts since 2011. The Authority's financial projections over the updated planning horizon have been created utilizing the same conservative philosophy.

The Authority has also taken a very conservative

approach to managing its annual Capital Plan, capping expended Authority funds, which has traditionally been between \$25 million and \$31 million per year, with a 2% growth rate per year and a \$35 million cap through the period of the Plan. Authority staff, in conjunction with the airport's financial advisor, PFM, has devised a financial structure that would allow the airport to implement Master Plan Phase 2 while maintaining both debt coverage at healthy levels, as well as a positive contribution to reserves after all O&M and capital expenses are paid. Costs to the Authority's airlines will increase with the implementation of Phase 2, but the resulting CPE will still allow the Authority to remain competitive amongst its competitive set of airports.

The Authority has developed a series of financial objectives designed to maximize its financial health. These objectives mirror the Authority's overriding principals which are designed to make Tampa International Airport the model for other organizations industry-wide. The following objectives constitute the base structure necessary for the Authority to operate in a fiscally successful manner

- **Continue to Increase Profits:** The Authority has increased its net profits each of the past six years, with revenue growth far outpacing passenger growth. This, combined with a fiscally conservative approach to expenses, has resulted in consecutive increases in the Authority's reserve accounts.
- **Reward and Retain Our Talented Team:** The Authority has amassed one of the very best employee teams in the airport industry and must ensure that its staff members are compensated fairly to retain its talent.
- **Maintain a Competitive Cost Environment:** A competitive cost environment will allow Tampa International Airport to more easily

attract additional air carriers as well as to increase services with incumbent airlines.

To accomplish these objectives, five financial goals were established under the Strategic Business Plan for Phase 2 as follows:

- **Maximize Revenue Generation:** Maximizing revenues will allow the Authority to fund a greater percentage of development and capital costs internally while also contributing to a stronger bottom line. By the end of FY2016, overall revenues had increased over a six-year period by more than 31% on only a 14% increase in passenger traffic, with the revenue increase primarily driven by diversification of revenue sources and the introduction of new services and concessions.
- **Prudent Management of the Authority's Long Term Debt:** Minimizing the Authority's long term debt will allow it to fund larger annual capital programs as well as drive additional funds to the Authority's reserve accounts. The Authority aggressively seeks both state and federal funding for its capital program, thereby decreasing the amount of debt required for capital needs. Also, the Authority has taken every opportunity over the past three years to take advantage of the current lower interest rate environment through both traditional market refundings and well as a series of direct placement refundings of existing debt which have significantly reduced the interest rates owed on existing debt. Given the limited Passenger Facility Charge ("PFC") capacity remaining at the Authority, a higher percentage of Phase 2 costs will be funded through the issuance of Senior revenue GARBs than what were issued to fund Master Plan Phase 1.
- **Diversify non-airline revenue sources:** The Authority has embarked on a program designed to increase and diversify non-airline revenue sources with new emphasis being placed on revenue generators such as commercial real estate as well as additional services in existing areas such as parking and concessions. In 2016, non-airline revenues accounted for more than 77.7% of the Authority's total revenues, significantly higher than the U.S. airport average of around 50%.
- **Minimize the Increase in Authority-Funded Debt Service:** Annual debt service levels funded by the Authority will increase from its current level of approximately \$50 million during Phase 2. Minimizing the amounts of new Senior GARB funding needed for Phase 2 will maintain additional capacity which could be utilized for Master Plan Phase 3, as well as driving additional funds towards the annual capital programs and reserves.
- **Maintain Existing Debt Ratings:** Maintaining its current strong debt ratings is critical to the Authority as it enters Phase 2 of the 2012 Master Plan projects. The Authority will be issuing more than \$730 million dollars of new senior lien revenue GARBs during 2018 so a primary focus of the Authority's Finance team and PFM, the Authority's financial advisor, has been to create a financing structure which is designed to give the Authority the best chance to maintain its current ratings even with the new debt.

Section III

FORECAST REVIEW



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3 FORECAST REVIEW

Future development at the Authority through the term of this Strategic Business Plan will be tied very closely to projected passenger growth, capacity constraints, and new revenue opportunities. The short term Master Plan development contained in this plan, now defined as Phase 2, is being driven by existing facility constraints related to the Authority's arrival and departure curbsides. Phase 3 of the Master Plan, plus most of the other projects in the Authority's longer term Capital Plan, will be triggered by passenger and activity levels, as well as traditional replacement schedules and revenue growth opportunities. The original timeline within the 2012 Master Plan, provided by HNTB, the Authority's Master Planners, projected that the beginning of Phase 2 would start between 2018 and 2020, with new facilities coming online in 2023.

In April of 2016, the Authority amended its contract with HNTB, the Authority's Master Planners, to re-validate the original passenger forecast included in both the 2012 Master Plan Update and the 2013 Strategic Business Plan. HNTB compared the Authority's 2012 through 2016 actual performance for domestic, international and total traffic versus the projections contained within the 2012 Master Plan Update, as well as re-forecasted passenger traffic levels through 2033. HNTB's analysis indicated that the original passenger traffic forecasts from 2012 projected a 2.7% annual traffic growth rate were still valid. In 2015, Ricondo, the Authority's Airport Consultant, forecasted passenger enplanements as part of the Feasibility Study related to the issue of \$383 million in CFC-backed bonds. Ricondo's passenger projections were lower than HNTB's, projecting an annual growth rate of 2.1% for Tampa International Airport through 2033.

All financial projections and project schedules listed in this Strategic Business Plan are based on the more conservative Ricondo forecast. If passenger levels increase at a greater rate than the 2.1% average projected by Ricondo, the project timelines included in this capital plan could accelerate and funding sources could change. Operational triggers, such as the accelerated introduction of additional international widebody services could also begin Master Plan Phase 3 earlier than currently planned. In addition to the passenger forecast, analysis of the current economic environment, projected industry performance and overall population and Gross Domestic Product growth, comparing both the Tampa Bay region and the U.S. and global economies were considered.

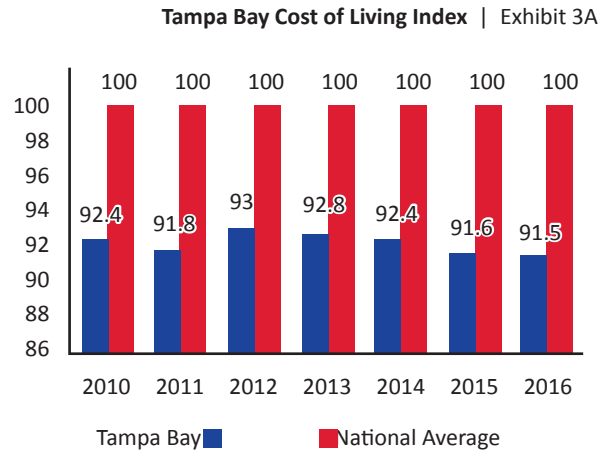
3.1 TAMPA BAY AREA DEMOGRAPHICS

The strength of the Tampa International Air Trade Area, defined as Hillsborough County, Pinellas County, Pasco County and Hernando County, will have a significant impact on the overall performance of the Authority over the forecast period and beyond. Exceptionally strong projections related to population and job growth may provide some upside to the projections contained within this Business Plan as the passenger traffic growth estimates utilized in this document were created during a period of lower population growth forecasts.

The Tampa Bay area population totaled 4.5 million during 2016, an increase of more than 6.7% since 2010. Over the next five years, the local Bay area population is projected to continue to grow by an additional 6.4% with more than 287,000 new residents expected to call the Tampa Bay area home.

One of the primary attractions for potential new residents is the relatively low cost of living enjoyed by Tampa Bay area residents. In 2016,

the average cost of living in the Tampa Bay area was 8.5% lower than the national average, dropping for the fourth year in a row versus the national levels. The lower cost of living for Tampa Bay area residents creates additional discretionary income which can be made available for air travel through Tampa International Airport. Exhibit 3A displays a 5-year history of the Tampa Bay cost of living index versus the national average. Over the next five years, Median Household income in the Tampa Bay area is projected to grow by more than 13.4% due to the growing business environment, while average home values are projected to grow by more than 21.2% over the same period.



The Tampa Bay region contains more than seven million people within a two-hour drive of Tampa International Airport and remains one of the most vibrant areas within the State of Florida. Exhibit 3B displays a recent drive time map of the region that illustrates that Tampa International Airport is able to attract passengers from a large percentage of the State.

The Air Trade Area has seen great improvement in its business climate with several leading indicators showing significant growth. Overall employment in the Tampa Bay area continues to grow with total employment levels increasing by more than 36,000 people in February versus 2016. The Air Trade Area has also been successful in attracting new businesses to locate in the Tampa Bay area via the expansion or introduction of new major companies either expanding in, or moving into the region.

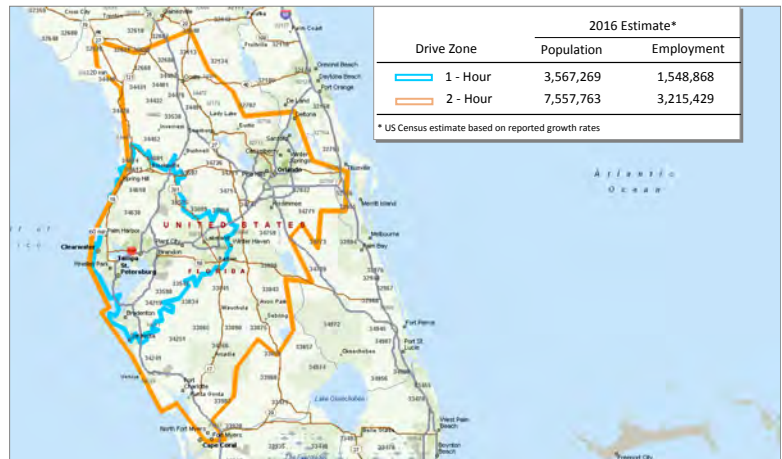


Exhibit 3B

3.2 AIR SERVICE AND ENPLANEMENTS

The condition of the U.S. airline industry will also be the primary driver of passenger traffic at Tampa International Airport. The industry is now recording record profits due to the combination of a series of consolidations and fundamental changes in how the airlines do business. Greater capacity discipline, higher average fares, and the introduction of ancillary fees such as those for checked baggage and pre-reserved seats have created a much more stable environment.

Since the release of the 2013 Business Plan, passenger traffic at Tampa International Airport has fully recovered from the recession of 2008 through 2010. Traffic levels increased by 2.4% in 2014, by almost a further 7% in FY2015 and 2.4% in FY2016 with FY2016 year ending figures approaching

TPA’s all-time record levels of around 19 million passengers. The FY2017 Budget projects a further passenger increase of 1.9% which would result in TPA matching or exceeding its all-time traffic level of 19.3 million passengers.

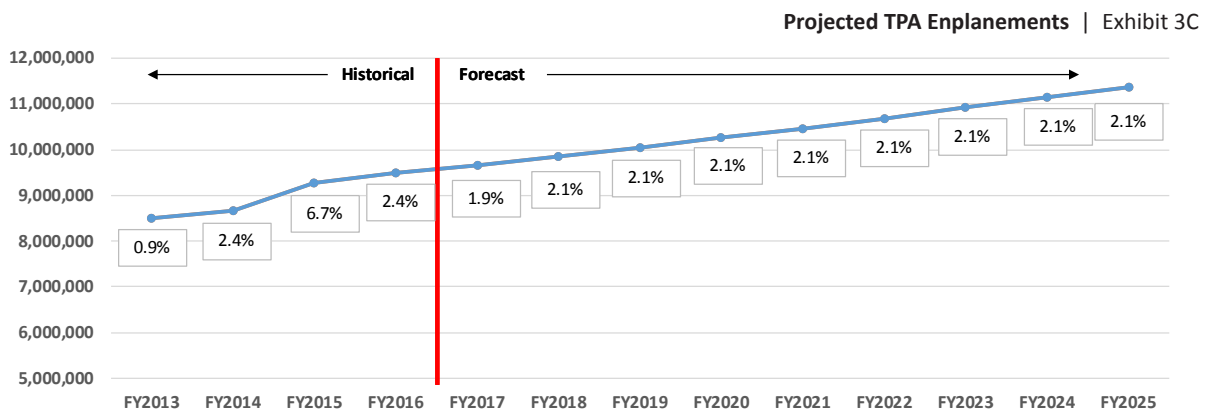
Since 2013, the Authority has been built on its initial success of attracting new nonstop domestic and international services to TPA. Through the introduction of new services such as Lufthansa to Frankfurt, COPA to Panama City, Panama, and the continued growth of existing services to Zurich and London, international traffic at TPA has increased by more than 113% since 2010, and by 61% since the current Strategic Business Plan was released. TPA’s services to Cuba, started in 2011 have continued to grow with passenger traffic increasing by more than 86% since 2013. In September of 2016, the United States and Cuba relaxed the air transport regulations between the two countries allowing scheduled service between both countries. In December of 2016, Southwest Airlines began the first scheduled service between Tampa and Cuba with its daily Boeing 737 service into Havana. Looking forward, international traffic levels at TPA are projected to continue to grow, albeit at a slower rate than what was experienced between 2010 and 2016.

The domestic market has also continued to grow since 2013 with the Authority attracting new nonstop services to 6 markets, with United to San Francisco, Alaska Airlines to Seattle, and Delta to

Salt Lake City examples of recent domestic market growth. Over the next several years the Authority expects continued growth in the domestic market to primarily come from additional frequencies or the up-gauging of aircraft in existing markets as Tampa now has nonstop service to most major domestic target markets.

The annual passenger activity at Tampa International Airport is on target with the original traffic projections contained within the 2013 Strategic Business Plan. Traffic levels are expected to grow to 22.7 million passengers by the end of the Strategic Business Plan update period of 2025. Whereas the overall passenger traffic levels are similar to the original Business Plan, the airlines movement towards fewer operations with larger aircraft, implementation of a no-waiting program at the curbs, combined with the growth of Transportation Network Companies (“TNC’s) have created increased congestion issues at Tampa International Airport which has resulted in the Authority accelerating and expanding the amount of curbside work required during the Business Plan period.

Exhibit 3C shows both historical and projected passenger enplanement traffic growth at the airport. After an initial growth during FY2017, growth rates are projected to average approximately 2.1% per year with total enplanements expected to total 11.3 million by 2025.



With airlines moving towards larger capacity aircraft, the number of flight operations at Tampa International Airport is projected to grow at a slower rate throughout the Plan period than passenger volume. Passenger aircraft operations are projected to increase at a rate of 0.8% per year through 2025, with General Aviation (“GA”) operations up 0.3% and both military and air cargo operations projected to increase by 0.1% and 2.0% per year respectively.

Section IV

CAPITAL PROGRAM OVERVIEW



Peter O. Knight Airport
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4 CAPITAL PROGRAM OVERVIEW

The Authority’s capital program is continually evolving to combine major capital projects with the ongoing year-to-year maintenance capital expenditure needs of the Authority. This Strategic Business Plan update includes Phases 2 and 3 of the 2012 Master Plan update as well as a 20-year look at the annual capital expenditure projects that typically cover replacement or enhancement of existing programs, systems or assets. The Capital Program identified in this document totals \$3,408,975,030 in capital expenditures through the 2017-2037 period.

The Capital Program in this Plan is broken into two horizons, with greater detail and emphasis placed on Horizon 1 which falls within the first 8-year window of this Strategic Business Plan update. Horizon 1 contains both Phase 2 and 3 of the 2012 Master Plan Update, as well as the Authority’s ongoing capital projects through 2026. Horizon 2 contains the Authority’s ongoing capital projects between 2027 and 2037. During the Fall of 2016, the Authority’s Development Program Services Department conducted a review of the 20-year annual capital program to ensure the most up to date costs. The Authority’s Planning and Development Department has provided applicable escalated project costs and the Development Program Services Department has provided estimates regarding probable Federal and State funding assistance. Exhibit 4A illustrates the cost breakout by Horizon over the 20 year plan period.

Exhibit 4A

	Years	Program Cost
Horizon 1	2017-2026	\$2,440,352,273
Horizon 2	2027-2037	\$968,622,757
Grand Total	2017-2037	\$3,408,975,030

Horizon 1, which covers all capital projects between 2017-2026, includes Phase 2 and most of Phase 3 of the Master Plan, is projected to total \$2.4 billion overall. Exhibit 4B illustrates the per-year cost of the Capital Program through Horizon 1, with most of the capital projects allocated during 2018 and 2022 due to the construction of expanded curbsides at the Main Terminal, projects in the Gateway Development Area, and eventually the construction of a new Airside D. Exhibit 4C illustrates that of the total Horizon 1 program, approximately 81% of the total cost is related to Terminal and Airfield improvements.

Exhibit 4B

Year	Project Cost
2017	\$220,658,180
2018	\$404,270,900
2019	\$337,630,649
2020	\$129,466,649
2021	\$76,960,050
2022	\$850,682,912
2023	\$176,528,394
2024	\$112,031,814
2025	\$78,342,195
2026	\$53,780,531

Exhibit 4C

Project Category	Project Cost	Percentage of Horizon 1
Terminal	\$1,588,792,008	65.1%
Airfield	\$391,971,426	16.1%
Miscellaneous	\$192,218,390	7.9%
General Aviation	\$110,679,737	4.5%
Parking	\$68,693,286	2.8%
Roadways	\$66,200,510	2.7%
Cargo	\$21,796,915	0.9%
Grand Total	\$2,440,352,273	

Horizon 2, which covers 2027-2037, is projected to total \$968 million and is comprised almost exclusively of projects contained within the Authority’s annual CIP programs. Exhibit 4D illustrates the per-year allocation of project cost through the Horizon while Exhibit 4E illustrates that more than 65% of the total Horizon 2 cost is related to Airfield and Terminal development projects.

Exhibit 4D

Year	Project Cost
2027	\$287,523,315
2028	\$63,262,613
2029	\$130,627,937
2030	\$105,773,095
2031	\$159,987,687
2032	\$82,265,637
2033	\$24,076,010
2034	\$30,056,180
2035	\$20,480,510
2036	\$14,024,224
2037	\$50,545,548

Exhibit 4E

Project Category	Project Cost	Percentage of Horizon 1
Terminal	\$1,588,792,008	65.1%
Airfield	\$391,971,426	16.1%
Miscellaneous	\$192,218,390	7.9%
General Aviation	\$110,679,737	4.5%
Parking	\$68,693,286	2.8%
Roadways	\$66,200,510	2.7%
Cargo	\$21,796,915	0.9%
Grand Total	\$2,440,352,273	

Notable projects during Horizon 2 include a significant number of large runway, taxiway or ramp replacement or rehabilitation projects. In 2027 alone, the Authority will be embarking on a \$72 million complete pavement replacement of its primary runway, 1L/19R, as well as the \$60 million construction of a run-up taxiway and additional ramp to a 4th MRO hangar site. During Horizon 2, the Authority is also planning a concrete pavement replacement for Taxiways D, E, P, Q, R and S in 2027, an expansion of the air cargo ramp in 2029, and a pavement replacement on Runway 10/28 in 2032. The Authority is also planning on several significant repaving projects at both Tampa Executive and Peter O’ Knight general aviation airports in 2030.

4.1 AIRFIELD DEVELOPMENT PROJECTS

Apart from planned Terminal development projects, Airfield development represents the largest area of capital investment throughout the 20-year period. Between 2017 and 2037, the Authority is planning on spending approximately \$755 million on airfield development projects.

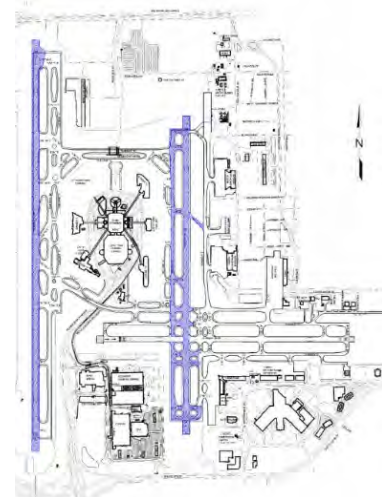


Exhibit 4F

The Authority is planning on extensive re-pavement efforts for both the 1L and 1R parallel runways, spending a combined \$145 million in 2023 and 2027 respectively. Due to the projected continued growth of the Authority’s MRO businesses, the Authority also in 2027, plans on spending approximately \$60 million to construct an extension of a run-up taxiway as well as the creation of a new ramp up to the site of a proposed 4th maintenance hangar on the East side of the airport. The 4th MRO hangar project is currently planned as a public-private partnership which will be funded by a private developer and not the Authority. Exhibit 4F illustrates a map of the airfield demonstrating where both the runway re-pavement projects as well as the location of a new proposed MRO terminal would be located.

As part of Horizon 2, the Authority is also planning on replacing existing taxi-lane A with the construction of a new elevated Taxiway A. The new elevated taxiway is to be included in the FY2018 budget, and is expected to be completed before 2020. The new taxiway will



Exhibit 4G

enhance safety on the Tampa International Airport airfield as it will eliminate the current need for all existing HCAA employee bus crossings on active taxiways at the Authority. At present, all employees utilizing the North employee parking lot are required to cross active Taxi lane A via the use of employee shuttles. Exhibit 4G illustrates the location of the new elevated Taxiway A on the North side of the airfield.

Other large airfield projects costing more than \$20 million contained within the 20-year planning horizon include;

1. **The potential construction of additional hardstand overnight parking positions in both the North cargo area as well as near Airside F (\$62 million combined, 2019 & 2021)** At present, Tampa International Airport is utilizing 100% of its gates for overnight aircraft parking, and projected growth will require the use of additional hardstand facilities.
2. **The pavement replacement for Taxiway C (\$40 million, 2023)** Taxiway C is one of the primary use taxiways for the East side of the airfield, and maintaining its integrity in key to an efficient flow of aircraft onto and off of TPA's main 1L/19R runway.
3. **An Expansion of the existing Air Cargo Ramp (\$40 million, 2029)** Air cargo volumes

at Tampa International Airport increased by more than 33% during 2016 due to the growth of ABX Air operations in Tampa. Further projected growth in the Tampa market will require an expansion of the existing cargo ramp area to allow additional air cargo operations.

4. **The reconstruction and realignment of Taxiway E, north of runway 10/28 (\$37 million, 2025)** The Authority is currently overlaying Taxiway E with an expected life of 8-10 years. During the next reconstruction, the Authority also plans on realigning Taxiway E to enable the taxiway to handle group 5 aircraft.
5. **The pavement replacement of Runway 10/28, west of runway 1R (\$25 million, 2032)** This project would reconstruct Runway 10/28 east of Runway 1/R replacing the existing asphalt surface with concrete.
6. **The extension of Taxiway A from Taxiway J to Runway 1R (\$25 million, 2025)** The Authority is planning on extending Taxiway A so as to allow the FAA to stack aircraft waiting to take off from the south end of the airfield.

4.2 TERMINAL FACILITY PROJECTS

The Authority currently plans on investing almost \$1.9 billion in its Main Terminal complex facilities between 2017 and 2037, with \$1.3 billion of the total related to Master Plan Phases 2 and 3 terminal projects, and the remaining \$534 million consisting of non-Master Plan terminal projects.

Approximately \$798 million of the total is for the construction of a new Airside D terminal, as well as the construction of a new APM connecting the new airside with the Main Terminal complex. Airside D and the APM are contained within Horizon 2 but represent the final Phase of the

2012 Master Plan update which will enable the Authority to serve up to 34 million passengers within the existing Main Terminal complex, and will extend the life of the current facility to approximately 2040. Under the current timeline, it is expected that Airside D will open sometime between 2024 and 2026, and will consist of 16 swing-gates which will allow for utilization by either domestic or international air carriers, as well as provide enough widebody gate and international arrivals capacity for further international growth. The airside project is scheduled to be included in the 2022 capital budget. Exhibit 4H illustrates a rendering of the proposed Airside D with accompanying APM.

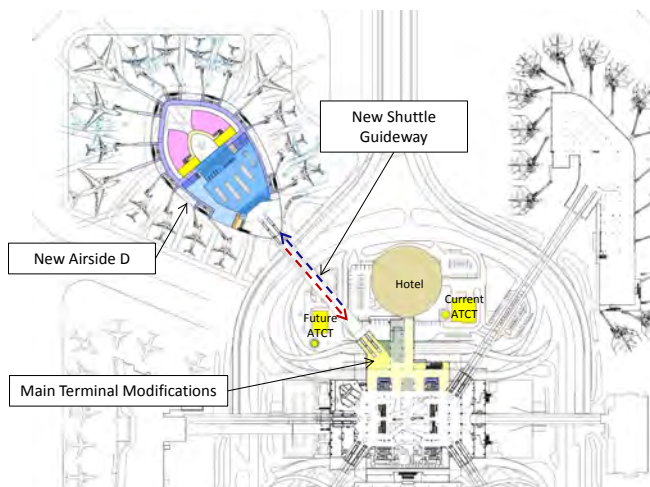


Exhibit 4H

Within the Master Plan Phase 2 terminal facilities projects, the Authority will also be spending \$194 million to double the Main Terminal curbsides on both the red and blue sides, for both arrivals and departures. Exhibit 4I illustrates the current rendering of what the expanded curbsides will look like beginning in 2020 with the opening of the Blue Side curbs. The Authority will also be spending \$90 million to relocate the existing chillers and Central Energy Plant in order to enable the curbside expansion and demolition of the existing employee service building. Other Master Plan Phase 2 Terminal projects costing more than \$20 million include

a \$30 million expansion of Airside F, and a \$24 million expansion of the Airside A security checkpoint. These two projects are included in the capital program, however they may or may not occur depending on the timing of the construction of a new Airside D and the timing of additional international carrier growth at TPA.

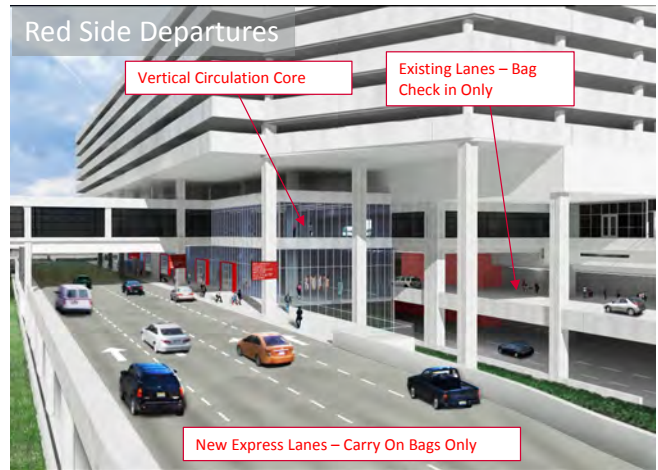


Exhibit 4I

The largest non-Master Plan Terminal projects between 2017 and 2037 are a mix of Shuttle car replacement projects and baggage system upgrade projects. Shuttle system replacement and rehabilitation projects will occur in 2018 with a \$44 million rehabilitation of the Airsides A and C shuttles and system and a \$30 million replacement of the monorail cars and system controls which transport passengers between the short term and long-term parking garages. In 2029, the Authority is planning on a \$21 million rehabilitation of the Airside F shuttle cars.

In 2024, the Authority has allocated \$60 million towards the West Side Checked Baggage Enhancement project. This project would reconstruct the baggage system on the west side of the Main Terminal allowing better baggage flow-through between ticket counters and gates on both the East and West sides of the airport. The timing of this project is dependent on TSA's ability to partially fund this project.

4.3 ROADWAY PROJECTS

The 20-year capital program currently includes \$84 million to be put towards the Authority’s roadway networks. Approximately \$42 million of the total is related to required roadway widening and enhancements for Phase 2 of the Master Plan, specifically the addition of an additional exit lane onto the George Bean Parkway south of the Post Office and a widening of the George Bean Parkway between the South Development area and the Main Terminal complex. Exhibit 4J illustrates the road widening projects related to Master Plan Phase 2.

The largest non-Master Plan roadway projects during the plan period include a \$7.5 million asphalt overlay of the George Bean Parkway and Bessie Coleman Service Road from the Post office north to Airside F in 2029 and \$7.3 million for the replacement of all of the dynamic signage on the roads leading to the airport and the George Bean Parkway in 2026.

4.4 GENERAL AVIATION PROJECTS

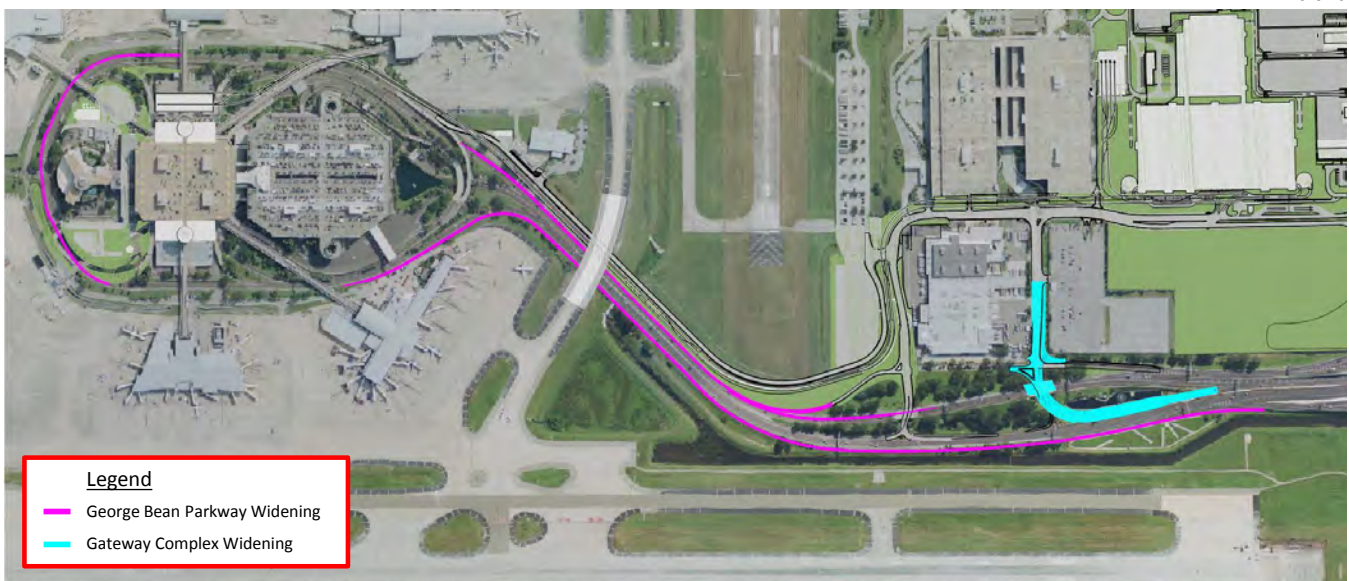
The Authority’s General Aviation facilities comprise an integral part of the overall Authority

Airport network acting as both destinations for the private and corporate aircraft community; as well as acting as reliever airports for Tampa International Airport. Within the 20-year development plan, the Authority currently has planned \$228 million of General Aviation related projects across the Tampa International Airport, Peter O’ Knight Airport, Tampa Executive Airport and Plant City Airport campuses.

Beginning in 2016, the Authority expanded its potential funding sources for future GA projects by beginning to accept Federal AIP funds towards General Aviation projects, as well as by looking towards public private partnerships as the preferred funding source for any hangar development projects. Previously, the Authority had relied primarily on Authority generated monies to fund GA projects.

The Authority’s General Aviation project costs for the 2017-2037 period consists of \$125 million to be funded via Authority funds, \$51 million to be funded via Florida Department of Transportation grants and \$37 million in funding which would be sourced from private parties, primarily towards the construction of new hangar capacity across the four airports.

Exhibit 4J



\$123 million of runway and taxiway remediation work makes up the vast majority of General Aviation program development cost over the next 20 years, with the three largest projects all involving runway, apron or taxiway projects. In 2030, the Authority plans on reconstructing Aprons A, B and C at Tampa Executive Airport at a cost of \$38 million. Also in 2030, Runway 18/36, multiple taxiways, taxilanes, parking areas and a parking lot will undergo a mill & overlay project at a cost of \$18 million. In 2022, the Authority plans on the relocation of Taxiway A and some Apron Run-Up areas at a cost of \$10 million. In addition to the runway and taxiway project costs, more than \$46 million of hangar development projects and \$21 million of various tree trimming projects are planned before 2037.

4.5 PUBLIC PARKING PROJECTS

The Authority's parking business continues to be the largest revenue generator for the Authority so it is imperative that the organization continue to invest in the parking facilities at Tampa International Airport. Over the 20-year capital development period, the plan calls for more than \$128 million in cumulative projects to reclaim, rehabilitate and enhance the existing parking facilities.

The largest parking project over the plan period is a \$15.6 million reclamation project of levels 1 and 2 of the Long Term parking garage. This project, which was the last remaining project of Master Plan Phase 1, increases long term parking capacity by more than 33%, reclaiming spaces which previously had been utilized for rental car storage. These additional spaces will both generate additional revenues for the Authority, as well as provide more capacity during the peak travel periods. In 2016, the Authority was forced to close the Long Term garage more than 20 times during the year due to the facility being 100% full. Closing the garage had resulted

in additional parkers utilizing the short term garage but at the lower long term daily rate.

The Authority's existing garages undergo ongoing repairs and rehabilitation on a cyclical basis. Between 2017 and 2026, the Authority has planned \$11 million of repaving and floor rehabilitation of the short term garage, \$8 million in the long term garage, and \$6 million in the economy garage. In the period between 2027 and 2037, the Authority is also planning on spending between \$4.0 and \$4.8 million per year on comprehensive rehabilitation and repairs across all of the existing parking facilities combined plus the new rental car facility scheduled to open in February of 2018

4.6 CARGO DEVELOPMENT AREA PROJECTS

The cargo business at Tampa International Airport has returned to a growth trajectory after several years of relatively flat performance. Total cargo carriage at TPA increased by nearly 30% in 2016 due to the introduction of ABX Air into the Tampa market. ABX is currently operating double-daily widebody cargo operations out of Tampa International Airport, complementing FedEx's widebody operations out of TPA. With increasing cargo growth prospects in the Tampa market, the Authority has programmed almost \$37 million in improvements to the Cargo operations areas at the Authority over the next 20 years.

The largest cargo related projects include an \$8.1 million expansion to the new dedicated Cargo building, scheduled for 2029, as well as \$6.7 million in rehabilitation and replacement projects related to the roof of the FedEx building; and \$6.9 million for the construction of additional airfield maintenance storage facilities throughout the period.

4.7 MISCELLANEOUS PROJECTS

Over the 20-year development period, the Authority is currently planning on spending almost \$145 million on individual projects not directly related to any of the groups listed above. Information technology, Security and Financial/HR system related projects comprise the largest types of projects contained within this category.

Across the aviation industry, information technology is gaining a larger footprint across an airport's overall operations. Through its \$66 million in planned projects, the Authority is committed to making sure that its information technology environment is both leading edge as well as safe and secure. Most of the \$66 million of IT projects currently included in the Authority's 20-year capital plan are related to periodic refreshes of current technology, typically between every 5-7 years which allow the Authority to maintain first-in-class solutions. The current capital plan include periodic refreshes of the technology in the South office complex, the IT Network Operations Center, the Airport Operations Center, Baggage Claim video walls, the Authority's Common Use Self Service ("CUSS") network, the Authority's website, email systems and flight information display ("FIDS") systems.

In this category, the Authority has also programmed almost \$60 million in security related projects into the capital plan focusing on both physical and cyber security. Included in the plan are \$42 million tied to the periodic replacement of the entire Airport Security System Replacement in 2027 and 2037; and \$12 million tied to improvements in the Authority's CCTV environment.

4.8 COMMERCIAL REAL ESTATE PROJECTS

Commercial Real Estate will be an area of increasing focus as the Authority moves through

the 8 year forecast period and the 20-year capital program period. In addition to the planned development of the East Development Area and the Perimeter properties contained within the 2013 Business Plan, the revised Phase 2 of the 2012 Master Plan Update now includes more than \$121 million in real estate investment in the Gateway Development Area (formerly known as the South Development Area) around the new consolidated rental car center.

The \$121 million investment includes site preparation for the 17-acre Gateway Development Area, as well as a 700-foot commercial curb, an elevated pedestrian walkway connecting the rental car center to an atrium which also connects a new office building to a future hotel; and the build-out of the Aviation Authority offices. Exhibit 4K displays a rendering of the curb, walkway, atrium, office building and hotel.

Exhibit 4K



In addition to the projects mentioned above, connections to regional trail networks and a convenience store with gas station, a second hotel and retail space along Boy Scout Boulevard are also planned for the 17-acre area. Exhibit 4L displays the proposed layout of the entire Gateway Development Area.

The new Aviation Authority offices in the Gateway Development Area are a required component of the revised Master Plan Phase 2, as the existing Service Building which houses approximately 60% of the Authority's



Exhibit 4L

employees will be demolished in 2018 to create room for the required expanded curbsides.

The interior fit-out of the Authority offices will comprise approximately 40% of the new commercial office building. The Authority is planning on leasing the land for the office building and hotel to a third party who will construct the space, with the Authority having first right of refusal to purchase the assets in the future.

The Authority currently plans to lease the 40% of the new Authority office building for the first 3 years, and anticipates purchasing the office building in approximately 2023. At that time, the Authority would issue debt to purchase the office building at which point the property would become a revenue driver for the Authority through the leasing of the other 60% of the facility to third parties. At present, no revenue assumptions from the office

building have been included in the 8-year P&L projections displayed later on in this document.

The East Development Area consists of approximately 205 acres in the old Drew Park acquisition area which is located directly east of Runway 1R/19L and is bordered by Hillsborough Avenue to the north and Airport Cargo Road to the east. This area consists of properties that have been purchased by the Authority over the past 15 years with the intention of eventually developing the parcels once acquisition was complete. Of the 177 original parcels within Drew Park, only three parcels remain outside of Authority control. Through the 2012 Master Plan process, the Authority and HNTB developed a detailed plan to convert the available property into an MRO support corridor designed to support the current MRO business tenant, to expand the Authority’s cargo facilities, and to develop property for manufacturing or warehouse operations that require quick access to airline operations. Exhibit 4M illustrates a rendering of the proposed East Development Area.

The Perimeter parcels, shown in illustration 4N, consist of seven independent parcels located across Tampa International Airport property. These properties were acquired by the Authority for various reasons ranging from creating a sound buffer for residential areas (Area 5), to land

Exhibit 4M



being held in reserve due to potential upcoming commercial development projects (Areas 2, 3 and 4).

Each of these properties was analyzed and the best future use was identified by the Authority’s master planners. With the exception of Area 5, the land designations on all perimeter parcels was converted to a Commercial status meaning that the Authority could begin generating additional revenues as opportunities arise. Over the past several years, the Authority has contracted with Stantec, a real estate consultant, to analyze next and best use for those properties, as well as to develop standards and procedures for leasing the properties, which when completed will provide a framework for development deals that are expected to begin within the next several years.



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

Exhibit 4N

Section V

FUNDING STRATEGIES



Peter O. Knight Airport
Plant City Airport
Tampa Executive Airport

5 FUNDING STRATEGIES

The Authority, both in its day-to-day financial management, as well as management of its capital development programs, continues to operate in a fiscally conservative manner. In establishing a financing plan both for the revised 2012 Master Plan as well as for the Strategic Business Plan periods, the Airport focused on the following governing principles: minimizing airline cost per enplanement, maintaining or improving the Authority's debt coverage ratios; and providing a flexible financial structure to allow the Authority the ability to react appropriately to changes in industry/economic conditions.

The Authority funds its capital program through standard funding mechanisms such as its own internally generated surplus funds, passenger facility charges (PFC's), Federal Airport Improvement Program Grants (AIP); and other funding options such as one-off Florida Department of Transportation (FDOT) grants, rental car Customer Facility Charges (CFC's) and Florida Strategic Intermodal System (SIS) grants. The Airport typically internally generates between \$25 million - \$30 million each year that can be allocated to its capital program or reserves. Through its recent focus on diversification of revenues which has resulted in significantly higher revenue generation, the Airport is now in a position to utilize some of its surplus revenues in order to minimize the requirement for additional debt to the Authority.

The Authority underwent an extensive planning exercise analyzing projected financial performance and funding options across a range of different scenarios. These scenarios assumed different cost, traffic and capital program levels, each resulting in variances to the Authority's projected bottom lines. The Authority's Finance team analyzed those varying inputs with differing outside funding options to determine

projected costs per enplanement and impacts on the Authority's long term debt structure.

For the results projected in this Business Plan update, the Authority is assuming a continuation of the current funding environment and process for the Authority's capital needs. For non-airfield projects, this typically includes between \$9 million and \$16 million a year in grants from the Florida Department of Transportation, as well as between \$3 million and \$8 million a year in grants from the Federal Aviation Administration through its Airport Improvement Program. In years in which there are major airfield capital projects, additional funding of up to \$66 million and \$42 million from the FDOT and FAA are included. The debt and P&L projections included within the document also include a \$300 million state grant from FDOT which would be used to fund part of the program cost for Phase 3 of the Master Plan. FDOT provided the Authority with a \$194 million grant which funded a portion of Master Plan Phase 1, and has indicated support for the Authority's continued growth and development in Master Plan Phase 3.

Overall, the Authority is projected to remain financially strong throughout the updated 20-year Plan period, with both cost per enplanement and debt coverage levels projected to remain competitive and healthy. CPE is projected to increase from historical rates of approximately \$5 per passenger to around \$8 in the 2024-2025 period due to the larger amount of senior GARB debt which will need to be issued in 2018 to fund both Master Plan Phase 2 as well as some larger non-Master Plan projects. Debt service coverage levels are projected to drop from current levels of 2.11 to between 1.65 and 1.70 once the debt issued in 2018 impacts the P&L.

As the Authority has re-evaluated Master Plan Phases 2 and 3, some of the projects, project costs and project timelines have

shifted, resulting in Master Plan Phase 2 now containing more Authority-funded project costs than Master Plan Phase 3. Under the revised Master Plan schedules, the Authority will be issuing most of the senior lien GARB debt in Phase 2 with the full impact of the debt impacting the Authority’s P&L beginning in the 2024-2025 timeframe. Under the original Master Plan schedules, the largest impact of Phases 2 and 3 would have occurred several years later after the completion of Phase 3.

5.1 20-YEAR CAPITAL PROGRAM FUNDING SOURCES

The overall 20-year Development Program between 2017 and 2037 is projected to cost \$3.4 billion consisting of \$1.6 billion of 2012 Master Plan Update projects and the remaining \$1.8 billion comprising the Authority’s annual capital programs throughout the period.

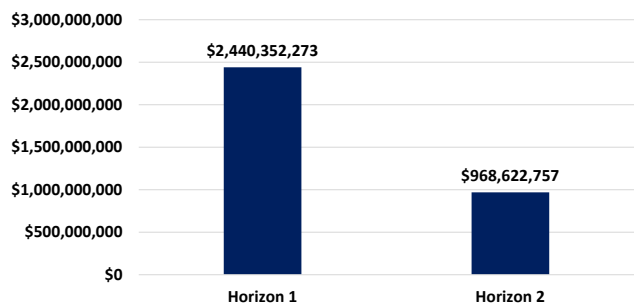
As displayed in Exhibit 5A, bond funds, Authority reserves and the use of Authority funds generated from annual operations will comprise almost 61% of the total funding for the 20-year capital program. Ever since the original funding plan was constructed for the three-phase 2012 Master Plan Update, the Authority has known, and has been preparing for, the amount of bond funding which would be required to fund both Phases 2 and 3 of the Master Plan as well as the large runway, taxiway and apron repaving projects which will be required through the mid to late 2020’s and early 2030’s.

Funding Source	Amount	Percentage of Total
Bond Funds	\$1,305,908,096	38.3%
Authority Funds	\$778,598,880	22.8%
FDOT Grants	\$579,786,356	17.0%
PFC Funds	\$388,869,589	11.4%
AIP Grants	\$229,271,838	6.7%
Public/Private/P3	\$84,722,500	2.5%
TSA Grants	\$42,001,772	1.2%
Grand Total	\$3,409,159,030	

Exhibit 5A

The current funding plan assumes FDOT grants of almost \$580 million between 2017 and 2037, with \$300 million of that amount allocated towards the construction of a new Airside D in the 2024-2026 timeframe. The remainder of the FDOT funding assumptions are tied to annual FDOT grants and are for projects which either have previously been eligible for, or we have received guidance that the future projects should be eligible for FDOT funding. In addition to traditional funding sources, the Authority is also planning on funding approximately \$85 million of the \$3.5 billion program cost through the use of public private partnerships, or P3’s, primarily towards General Aviation hangar development or for the construction of additional MRO hangars on the airfield.

Capital Development Horizon Program Cost | Exhibit 5B



5.2 HORIZON 1 FUNDING SOURCES

Funding sources for the Horizon 1 period, illustrated in Exhibit 5C, indicate that more than 44% of Horizon 1 will be funded through the issuance of additional senior lien GARB debt. During Horizon 1, the Authority is planning on going to the bond market multiple times, beginning in 2018, in order to fund approximately \$1 billion worth of development projects. Of the total bond issuance for Horizon 1, approximately \$730 million will be issued to fund the project costs, capitalized interest and other cost of issuance for Master Plan Phase 2, with major projects including the new Gateway Development Area and new expanded

Horizon 1 Funding Sources (2017-2026)		
Funding Source	Program Cost	% of Total Horizon
Bond Funds	1,074,627,096	44.0%
FDOT Grants	442,676,826	18.1%
Authority Funds from Operations	372,071,453	15.2%
PFC Funds	349,873,789	14.3%
AIP Grants	125,708,938	5.2%
TSA Grants	42,001,772	1.7%
Public Private Partnerships	33,392,400	1.4%
Total Funding	\$2,440,352,273	100.0%

Exhibit 5C

curbsides on both the red and blue sides of the Main Terminal. The current capital plan for Horizon 1 also includes the allocation of an additional \$330 million in bond funds towards Phase 3 of the 2012 Master Plan which would include the construction of a new Airside D, and Airside D APM. The debt projections contained within this document do not include Phase 3 as those P&L statement projections include debt issuance for confirmed projects only. Of the \$442 million in requested FDOT grants within Horizon 1, \$300 million has been allocated for the construction of Master Plan Phases 2 and 3, predominantly towards Airside D

The Authority is planning on utilizing \$372 million of its own monies to fund 15% of the total capital program in Horizon 1, with \$292 million being used to fund the annual capital programs between 2017 and 2026. Between 2012 and 2016, the Authority spent an average of \$24.6 million of its own funds each year to support the annual capital program. Between 2017 and 2025, primarily due to the mix of projects, that average is projected to increase to almost \$29.2 million per year. Also during Horizon 61 the Authority is planning on contributing \$80 million of its own monies to fund part of Master Plan Phase 2. Between 2019 and 2023 the Authority is projecting stronger bottom line performance, with much of those newly generated reserves to be utilized to minimize the amount of senior GARB debt to be issued in 2023.

PFC funds are projected to make up almost \$350 million of the overall funding plan for Horizon 1,

with approximately \$125 million of that amount to be utilized towards Master Plan Phase 2. The Authority currently does not have enough PFC capacity to cover all of the more than \$900 million in identified PFC eligible projects, and will need to fund the remainder of those projects through the issuance of revenue-supported GARBs over time. If the industry is successful in either increasing the maximum PFC rate, or getting approval for local control of the PFC where the Authority Board of Directors could set the local PFC collection rate, a greater percentage of the PFC eligible projects could be funded through the use of PFC's thus lowering the amount of Bond funds or Authority Funds from Operations that would need to be utilized otherwise.

5.3 HORIZON 2 FUNDING SOURCES

Horizon 2 Funding Sources (2027-2037)		
Funding Source	Program Cost	% of Total Horizon
Authority Funds from Operations	\$406,527,427	42.0%
Bond Funds	\$231,281,000	23.9%
FDOT Grants	\$137,109,530	14.2%
AIP Grants	\$103,562,900	10.7%
Public Private Partnerships	\$51,330,100	5.3%
PFC Funds	\$38,995,800	4.0%
Total Funding	\$968,806,757	100.0%

Exhibit 5D

Horizon 2, depicted in Exhibit 5D, consists of \$968 million worth of projects between 2027 and 2037, with all but \$117 million of the total contained within the Authority's annual CIP programs. The largest scheduled projects during Horizon 2 include in 2027 a \$108 million project related to the construction of a 4th MRO hangar and associated ramp and taxiway work on the East side of the airfield which will be funded through public private partnership, in 2031, a \$87 million potential expansion of Airside C (dependent on the timing of Phase 3 of the Master Plan), as well as a \$71 million concrete pavement replacement for Runway 1L/19R in 2027.

The current funding plan for Horizon 2 assumes

that Authority Funds from Operations would be utilized to fund approximately 42% or \$406 million of the total development cost for Horizon 2. The current capital plan assumes that in 2030, \$38 million of Authority funds will be utilized towards the reconstruction of Aprons A, B and C at Tampa Executive Airport. During Horizon 2, the Authority is also currently planning on utilizing more than \$10 million in Authority funds towards the Runway 10/28 pavement replacement in 2032, the Airside F shuttle cars rehabilitation project in 2029, a significant taxiway, taxilane, runway, parking area, service road, and parking lot project at Peter O. Knight airport in 2030, the replacement of the Main Terminal Dynamic Signage in 2028 and the replacement of the Airside E boarding bridges, PCA, air handling units and ground power units in 2027.

The Authority is currently anticipating utilizing Bond funds for more than \$231 million in Horizon

2 project costs spanning 7 projects between 2027 and 2037. The largest four projects, totaling \$219 million in new senior GARBs, will be utilized to fund, in 2031, the potential expansion of Airside C; in 2027 the construction of, and extension to, the run-up taxilane leading to the new 4th MRO hangar site, an expansion of the Air Cargo ramp in 2029, and the expansion of the Airside E security checkpoint in 2031.

FDOT grants are projected to fund approximately \$137 million spread over 103 projects during the 2027-2037 period, with the largest FDOT grant of \$18.7 million allocated towards the concrete pavement replacement of Runway 1L/19R in 2032. Other large FDOT grants include an \$8 million grant towards a Runway 10/28 pavement replacement in 2032 and for two airport security system replacements which combined total \$10 million in 2027 and 2036.

Section VI

FINANCIAL CAPACITY ANALYSIS



Peter O. Knight Airport
Plant City Airport
Tampa Executive Airport

6 FINANCIAL CAPACITY ANALYSIS

The Authority's ability to fund its day to day operations, as well as all of the projects comprising this 20-year plan is contingent upon a series of factors, including adequate internally generated Authority funds as well as the receipt of sufficient passenger and rental car fees, third party funding such as grants from both AIP and FDOT, and the Authority having sufficient access to capital markets.

The Authority currently generates between \$35 and \$40 million per year to its bottom line after O&M expenses, debt service, revenue sharing, the Authority's air service incentive program, and revenue settlement are paid. Those remaining funds are utilized to fund part of the annual capital development and capital equipment budgets, with any residual amounts, typically between \$3 and \$5 million per year being deposited into Authority reserve accounts. During 2017, the Authority maintains a balance of approximately \$160 million in its reserve accounts.

In order to determine the capacity for AIP and FDOT grants throughout the first five years of the Plan period, each identified capital project was evaluated for eligibility and assigned an expected grant level based upon amounts already identified in the FDOT five-year workplan. For projects through the remainder of the 20-year Plan period the Authority received guidance from FDOT regarding initial amounts to be included in the 20-year Capital Improvement Plan. Any FDOT grant amounts included in capital projects in the 2022-2037 period of the Plan are not confirmed and are subject to change. The Authority typically receives between \$5 million and \$8 million per year in ongoing FDOT funding for rehabilitation and replacement projects. In addition, the Authority also has access to FDOT Strategic Intermodal System (SIS) funds which

are "as available" funds typically utilized for capacity-related projects as well as federal Airport Improvement Program funds which typically average approximately \$3 million per year.

Under current guidelines and approved PFC applications, the Authority will be able to collect a PFC amount of \$4.50 per eligible enplaned passenger through April of 2021, with collection rates dropping to \$3.00 per enplaned passenger post April of 2021. The Authority has currently identified more than \$1.5 billion of PFC eligible projects within the 20-year capital program however is only expecting to collect approximately \$683 million in PFC's over that period given the projected traffic levels and collection rates. Of the \$683 million in upcoming collections, more than \$472 million is already pledged to outstanding PFC-backed bonds and is not available for new capital needs. The financing plan will use a mixture of pay-as-you-go and long term debt financing for the PFC funded portion of the capital program with the goal of minimizing the amount of debt and maximizing the amount of pay-as-you-go financing.

The Authority currently holds approximately \$316 million in existing PFC debt, with 100% of this debt scheduled to be paid off by 2044. The Authority is planning on issuing an additional \$117 million in PFC Subordinated Bonds in October of 2018 in order to fund projects contained within Phase 2 of the Master Plan. The debt to be issued in 2018 will fully commit the Authority's PFC collections through 2032 and will extend PFC debt service payments through 2048. Exhibit 6A illustrates the planned PFC collections and usage throughout the 20-year Plan period.

The Authority is working diligently with Local, State and Federal legislators to increase the current \$4.50 per enplaned passenger collection rate. The current \$4.50 collection rate has been in place, and not increased since 2001. There are

multiple efforts underway which, if successful, would lead to either an un-capped PFC where the Authority’s Board of Directors would have the ability to set the PFC amount; or for a federally mandated change to the PFC up to probably between \$6.50 and \$8.50 per passenger. Under either scenario the Authority would be able to significantly increase its current PFC collections and increase PFC funding on future capital projects. Implementation of the new provision would provide increased flexibility with PFC pay-as-you-go funding and a much shorter debt repayment plan or increased PFC utilization on projects with less reliance on General Airport Revenue Bond (“GARB”) debt service than what is currently shown in this Business Plan update. For the sake of this Plan document, all financial calculations and projections have been made assuming the current PFC collection guidelines.

cost per enplanement and maintaining its current debt ratings on its senior GARB debt.

6.1 CURRENT AND PROJECTED AUTHORITY LONG-TERM DEBT

At the time of this Business Plan update, the Authority had total issued principal debt of \$1.144 billion consisting of \$459 million in senior debt Bonds, \$302 million in PFC Subordinated debt Bonds and \$383 million in Customer Facility Charge standalone debt Bonds. There is also \$15.0 million currently outstanding on the Authority’s short-term line of credit with SunTrust Bank.

Of the \$1.1 billion in total debt issued by the Authority, only \$445 million will be repaid from internal Authority funds. The principal on the remaining \$700 million is being paid back through the use of either passenger facility charges or by the rental car companies through the collection of the current \$5.95 per transaction day customer facility charge fee from rental car customers.

At current levels, annual debt service for all Authority-issued debt totals \$80 million to \$100 million per year through 2019 when it is scheduled to begin a steady decline to approximately \$75 million by 2023. Exhibit 6B displays the Authority’s current debt load, including senior GARB debt, PFC subordinated debt, CFC standalone debt and the SunTrust short-term line of credit.

Under its current debt structure, beginning in 2021 the Authority’s annual GARB debt service will begin dropping from its current levels of approximately \$50 million per year down to \$20 million a year by 2024. It has always been the Authority’s strategy to minimize long term debt as much as possible through prepaying its existing debt, the maximized use of other funding sources, and to use GARBs as little as

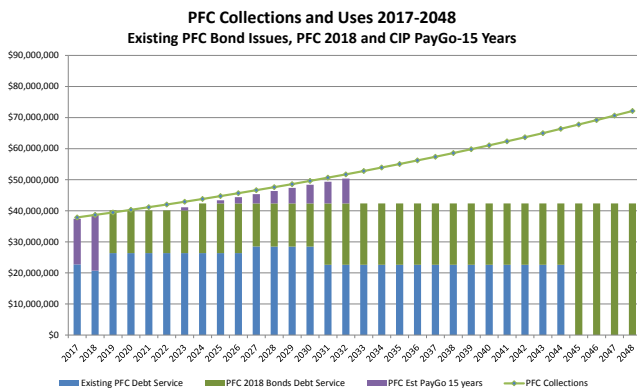
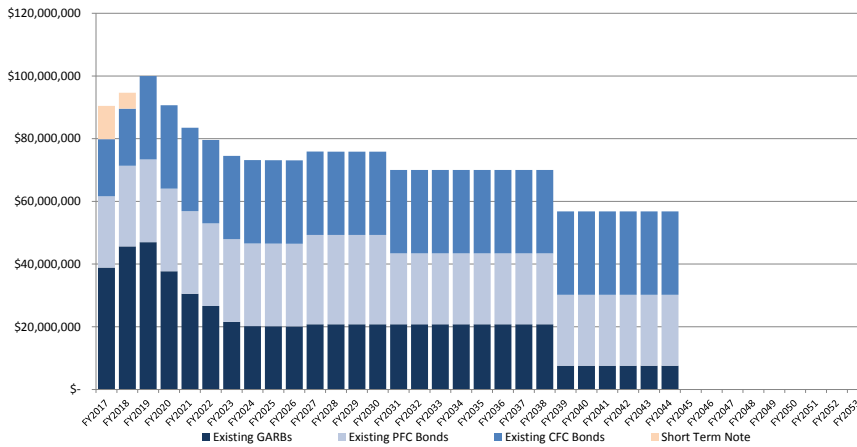


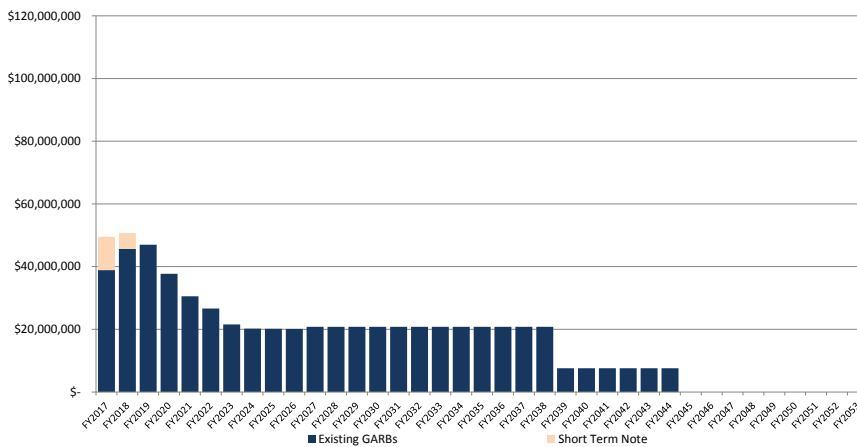
Exhibit 6A

The Authority’s financing plan is continually evolving in order to take maximum advantage of the current financial market. Over the past 3 years, the Authority has concluded four refunding or direct placement transactions related to its current debt which have significantly reduced interest rates on existing debt, reducing future interest payments by more than \$40 million. The current financing plan for the 20-year development program included with this Business Plan has been constructed with two major focuses in mind; minimizing ongoing

Current Annual Debt Service (Total Authority Issued Debt) | Exhibit 6B



Current Annual Debt Service (Authority GARB Debt Pledged to Authority Funds) Exhibit 6C



possible so as to minimize the impact on CPE and the debt ratings. Exhibit 6C displays the Authority’s current senior GARB debt service which is paid through the use of Authority funds.

The current bond financing plan for the forecast period of 2017-2025 begins with multiple bond transactions which are scheduled to occur during the 3rd quarter of 2018, followed by a smaller debt issue in 2023. The 2018 debt issue would involve the issuance of \$732 million of new senior GARB debt and approximately \$117 million of PFC-Subordinated debt, both of which would be utilized to fund Phase 2 of the 2012 Master Plan as well the bond funding

requirements of multiple non-Master Plan projects contained within the capital plan through the early 2020’s. In 2023, the Authority also plans on issuing an additional \$64 million in senior lien GARBs to fund some non-Master Plan repaving projects scheduled for the mid-2020’s. The GARB debt service projections contained within this document address all known funding needs for confirmed projects and as such do not currently include any assumptions regarding Master Plan Phase 3. Once Phase 3 of the Master Plan is confirmed the Authority will issue an update to this Business Plan as per Authority policy.

The \$732 million in senior lien GARBs to be issued in 2018 will fund the Master Plan Phase 2 project costs, plus cost of issuance including 3-years of capitalized interest. The projected

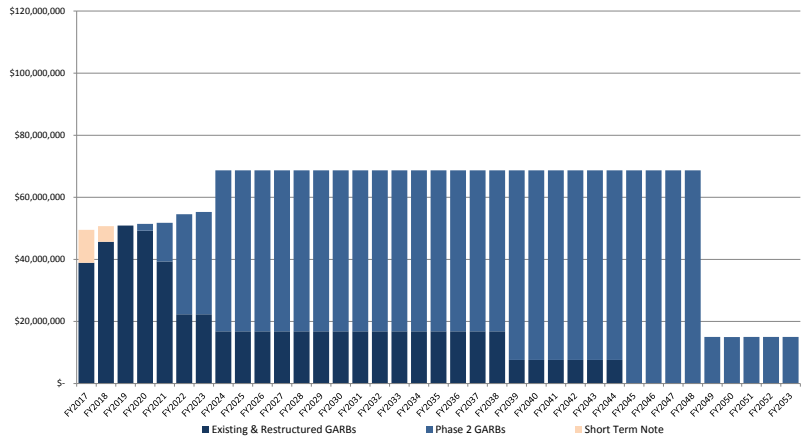
debt service graphs contained within this document contain all currently planned debt issuances between 2017 and 2025.

Also during the 3rd or 4th quarter of 2018, separate from the debt issue referenced above and entirely dependent on market conditions, the Authority is planning on refunding and restructuring approximately \$150 million of Series 2008 A, C and D bonds which become callable on October 1st, 2018. If interest rates in the Bond market remain at current levels, the Authority would expect to restructure all three series of bonds, shortening the remaining maturities, as well

as lowering annual debt service through lower interest rates. The financial projections contained within this document include interest savings from shortened maturities. However, other interest savings from this refunding, or any other refunding opportunities throughout the 8-year financial forecast for the 30-year annual debt service slides are not included. The Authority will also have additional refunding opportunities in 2019, 2023 and 2025. Market conditions prior to those dates will determine whether or not the Authority performs any additional refunding transactions.

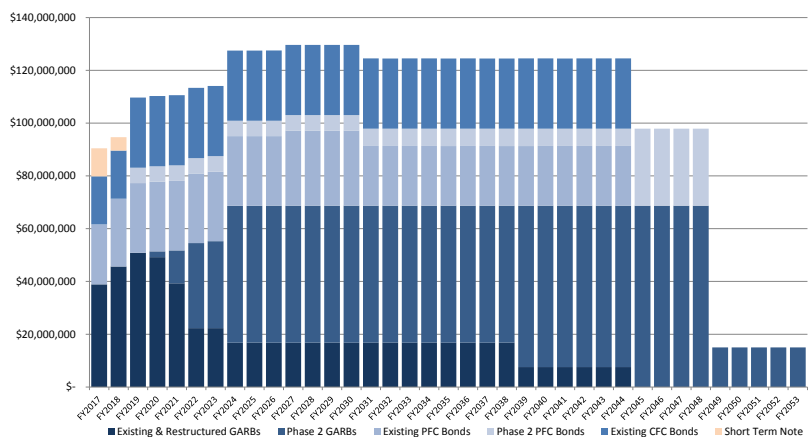
Annual GARB debt service levels, currently at \$50 million per year, are projected to increase to \$68 million per year in 2024 when the full impact of the 2018 and 2023-issued debt is felt on the Authority’s bottom line. After the issuance of the 2023 debt, the Authority’s total senior GARB debt will total \$1,060,570,000. Exhibit 6D displays the projected senior GARB annual debt service post-2023 issue.

Projected Annual GARB Debt Service (Post 2018 and 2023 Issuance) | Exhibit 6D



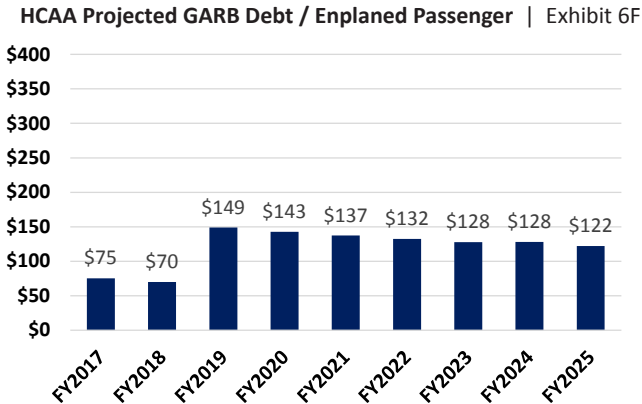
After the issuance of the 2018 and 2023 debt, the Authority will be carrying a debt principal burden of approximately \$1,754,565,000, with annual debt service obligations scheduled until 2053. The total annual debt service related to Authority issued debt is projected to increase from current levels of between \$80 million and \$100 million per year to approximately \$130 million per year between 2024 and 2030, with the Authority responsible for approximately \$68 million of that amount on an annual basis. Exhibit 6E displays the projected annual debt service for all Authority-issued debt post 2023 debt issue.

Projected Total Annual Debt Service (Post 2018 and 2023 Issuance) | Exhibit 6E

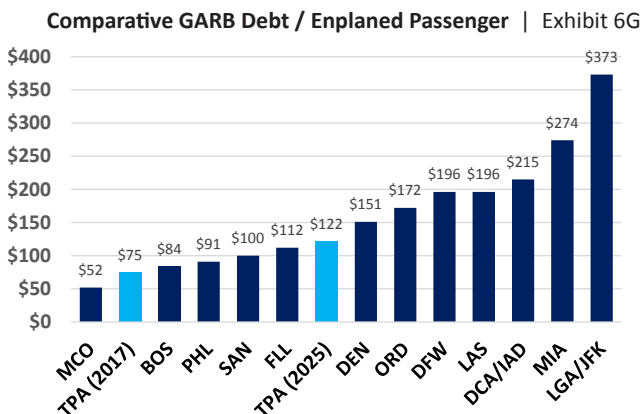


During the forecast period for this Business Plan, the Authority is also planning on maintain a short term line of credit facility. At present, the Authority has a \$200 million line of credit with SunTrust Bank with a balance of approximately \$15 million. The current

balance will be paid off during FY2018 when the current Line of Credit expires. The Authority will be issuing an RFP for a replacement 5-year line of credit to the banking community during the 3rd or 4th quarter of FY2017.



The Authority’s general airport revenue bond debt, secured with airport revenues, has traditionally been below sector averages when analyzed on a per-enplanement basis. The Authority’s 2017 GARB debt per enplaned passenger level of \$75 per enplaned passenger is projected to increase to approximately \$122 per enplaned passenger by 2025 when the full impact of the GARB debt issued in 2018 and 2023 is felt on the Authority’s P&L.



The Authority’s debt per enplaned passenger projections are expected to remain in line with, or below that of its competing airports 2015 levels, even after the TPA increase in 2025. Exhibit 6F illustrates projected GARB debt per

enplaned passenger for the Authority and Exhibit 6G compares those current and projected levels versus current debt per enplaned passenger levels at TPA’s competing airports. Even after the \$425 million senior GARB debt issue in 2018, the Authority will still compare favorably to many of the airports contained within its competitive set

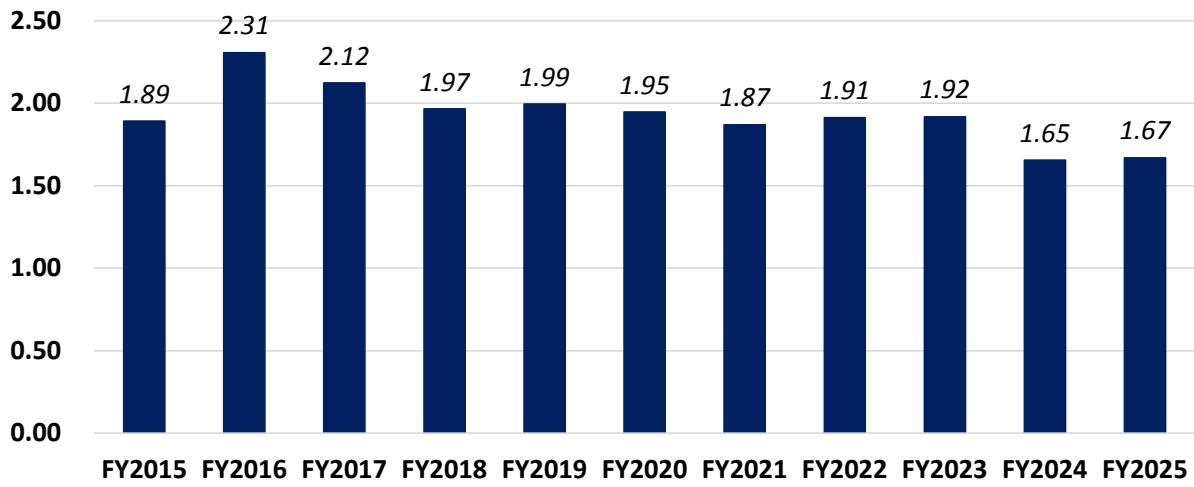
6.2 DEBT SERVICE COVERAGE

One of the primary focuses of the development of the updated Plan of Finance was to enable the Authority to maintain strong senior debt coverage levels and if possible, maintain its current double-A ratings on its senior debt. The Authority and its financial advisors, PFM Inc. focused on creating a structure that would not only allow the Authority to maintain a debt rating of 1.50 or higher, but would also provide as much flexibility for the Authority to add additional debt to fund portions of Phase 3 once finalized.

Under the financing structure contained in this plan, senior debt coverage is projected to remain above 1.65 even after the full impact of the \$795 million in 2018 and 2023 GARB debt is implemented. Exhibit 6H illustrates the projected debt coverage ratios for the Authority with debt coverage projected to remain well above the target level of 1.50 through the entire 8-year forecast period.

The Authority believes that, given the Authority’s strong overall financial performance taking into account strong traffic and revenue growth, and also the strong local Tampa O&D market, it may be possible to maintain its current “AA” ratings through the business plan forecast period despite the issuance of more than \$795 million in new senior debt. If the agencies determine that the amount of new debt necessitates changes to the Authority’s ratings, the Authority and its financial advisor believe the Authority would maintain no less than strong “A” rating levels moving forward.

Projected TPA Debt Service Coverage Levels | Exhibit 6H



Section VII

OPERATING REVENUES EXPENSES AND P&L PROJECTIONS



Peter O. Knight Airport
Plant City Airport
Tampa Executive Airport

7 OPERATING REVENUES, EXPENSES AND P&L PROJECTIONS

Included in the airline rates and charges model are projections of operating and maintenance (O&M) expenditures and non-airline revenues for the period of FY2017 through FY2025. These projections are based on a review of historical financial performance, estimated annual inflationary impacts, estimated future aviation activity levels, discussions with Authority staff as well as our Airport Consultant and includes impacts associated with undertaking projects contained in the development plan.

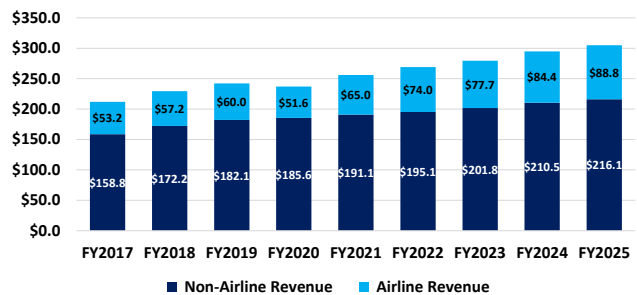
7.1 OPERATING REVENUES

The revenue projections contained within this Business Plan update are based on a continued gradual recovery of the local Tampa Bay, and larger Florida and U.S. economies. Any variation in the expected rate of recovery will have measurable impacts on actual revenue results moving forward. Keeping that in mind, the Authority has projected a very realistic 2.1% annual average growth rate for its passenger traffic, and a lower 0.8% average growth rate in flight operations. Since the Business Plan was released, the Authority has continued to focus on growing its top-line, increasing operating revenues by \$30.8 million or 16.7% since 2013. Over the next 8 years, overall revenues are projected to increase by \$89 million or 41.4% totaling \$304 million by 2025. These projections assume that there are no changes to the current airline agreement which is due to expire in 2020, and a 2% average annual inflation rate over the next 8 years.

Exhibit 7A is a summary of projected annual operating revenues, in millions, broken out between airline generated revenues and non-airline generated revenues over the 2017-2025 Strategic Business Plan timeframe.

Non-airline revenues, which are defined as all revenues with the exception of landing fees and terminal rents, are projected to increase by \$58 million per year when comparing 2025 versus 2017 levels. Airline revenues over the same period are projected to increase by more than \$25 million or 66.9% with airline revenue becoming a slightly higher percentage of total revenue than 2017 levels.

Projected Operating Revenues | Exhibit 7A



The projections for non-airline revenue was calculated by creating projections for each of the individual revenue variables and then combining into an overall total. Each individual variable projection took into account projected enplanement growth by year, combined with expected price inflation. The 2017 through 2025 revenue projections include estimates for all current and known future revenue sources. There was no projected growth for the Authority’s Commercial Real Estate business as there are no known upcoming leases at this time.

Of all of the non-airline revenue drivers, Parking and Ground Transportation is projected to show the largest increase revenues with 2025 annual revenues projected to be approximately \$21.8 million higher than 2017 levels. The Parking and Ground transportation revenues contained within the final projections have been reduced by approximately \$4 million per year for the 2018 through 2023 period due to the increasing impact of TNC’s such as Uber and Lyft.

Food & Beverage; and Retail Concessions at

Tampa International Airport are projected to drive almost \$12.8 million in higher revenues in 2025 versus current levels, a result of the completion of the new concessions program which will be completed in early 2018 and will see the airport opening 69 new concessions units. The Authority’s retail units, typically weaker than the food and beverage business, through the new program is projected to see the stronger growth of the two businesses over the next 8 years.

2025 annual revenues from non-signatory space rentals are projected to increase by more than \$5.5 million versus 2017 levels as the Authority, due to the combined effect of the Authority continuing to increase the amount of square footage leased to new carriers and an increase in the unit rate per square foot. The Authority is also projecting to see annual revenue increases of more than \$1 million between 2017 and 2025 in its interest income, building area rentals, passenger landing fees and the reimbursables and miscellaneous revenues areas.

7.2 OPERATING & MAINTENANCE EXPENDITURES

The Authority defines O&M expenditures as traditional O&M expenses, purchases of all equipment with a unit cost less than \$100,000 and capital projects with a cost less than \$100,000. The projections included in this Plan were made after analyzing both historical and

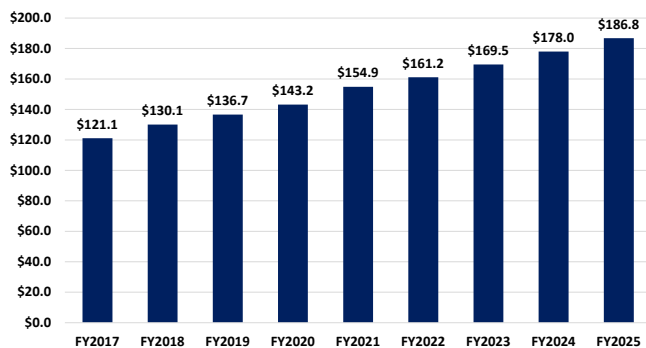
future expected inflationary trends as well as the O&M impact of planned capital programs through the Plan period. Future expenditure projections were calculated utilizing the following factors to the various O&M categories: 4.6% for supplies and materials; 2.6% for utilities and insurance; 3.8% for other, non-personnel expenses and 5.7% for personnel related costs. Projected Operating Expenses through the 8-year forecast period are illustrated in Exhibit 7B.

Through the updated 8-year period of the Strategic Business Plan, forecasted operating expenses are projected to increase by a conservative average of 5.6%. The projected expenses include approximately \$7.4 million in O&M costs tied to capital projects which will be coming online between 2018 and 2025. Major capital projects within this period that contribute to this figure include O&M expenses related to the Gateway Development Area Tenant Improvements, Pedestrian Walkway and Atrium; Central Energy Plant, the red and blue side curbside projects, potential Airside F expansion, and expenses related to the new ConRAC and APM. For this analysis, it is anticipated that all O&M expenses associated with the new ConRAC facility and 40% of the operating costs of the APM will be recovered through CFC funding from the car rental companies and thus are not included in the above figure.

7.3 AIRLINE COSTS

The second primary focus of the Authority in creating the Strategic Business Plan financing was maintaining Tampa International Airport’s position as one of the lowest cost airports for its airline partners. Historically Tampa International Airport has operated with cost per enplanements in the \$5.00 range and has been one of the lowest cost airports in the nation serving 15-25 million passengers annually. Cost per enplanement at TPA is projected to

Projected Operating Expenses | Exhibit 7B



increase into the \$8 range once the full impact of the additional GARB debt from Phase 2 of the Master Plan is felt on the Authority P&L's.

Fiscal Year	Projected CPE
FY2015	\$5.26
FY2016	\$4.90
FY2017	\$5.37
FY2018	\$5.60
FY2019	\$5.61
FY2020	\$5.72
FY2021	\$6.10
FY2022	\$6.90
FY2023	\$7.31
FY2024	\$8.07
FY2025	\$8.24

Exhibit 7C

Between 2017 and 2023, cost per enplanement at Tampa International Airport is projected to increase by an annual average growth rate of approximately 4.5%. Primary

drivers of the 2017-2023 increase in cost per enplanement will be increased O&M generated within the Authority combined with higher landing fees and terminal rental rates charged to the air carriers. Once the full impact of the \$792 million in additional GARB debt issued during 2018 and 2023 is felt, CPE is projected to increase by 10.4% between 2023 and 2024, with cost per enplanement projected to rise to \$8.24 by 2025. Exhibit 7C illustrates Tampa International Airport's projected CPE's for the 8-year forecast period through 2025.

Most Recent Cost Per Enplanement Airport	CPE
Washington IAD	\$23.67
Miami	\$19.87
Washington DCA	\$13.32
Portland	\$10.68
San Diego	\$10.62
Baltimore	\$9.51
Chicago MDW	\$9.16
Orlando	\$7.70
Fort Lauderdale	\$5.84
Tampa	\$4.90
Salt Lake City	\$4.03

Exhibit 7D

Exhibit 7D benchmarks Tampa International Airport's 2016 cost per enplanement versus the most recent published cost per

enplanement for all other North American airports in the 15-20 million passenger category, as well as Tampa's competing Florida airports. TPA's projected 2025 CPE of \$8.24 is already

lower than most of its competitive set of airports 2015 airport costs. Management anticipates that despite its cost per enplanement increasing from \$5 to just over \$8, Tampa International Airport will maintain its position as one of the lowest cost North American airports throughout the entire 8-year Business Plan update forecast period. Cost per enplanement at Orlando, the Authority's closest competitive set airport is projected to increase to more than \$9.45 per passenger by 2020 with the completion of their current development project.

7.4 PROJECTED BOTTOM-LINE PERFORMANCE

In summary, projected strong revenue performance, the continued effective management of costs, and continued proactive debt management is projected to result in continued strong bottom line performance for the Authority throughout the 2017-2025 forecast period. On a bottom line basis, the Authority is projecting to maintain its current operating performance of generating between \$35 million and \$38 million per year, even after all of the debt needed to fund Phase 2 of the Master Plan is taken into account.

The Authority's P&L projection shown below contains all traffic, revenue, expense and debt assumptions discussed earlier in this Plan, all Master Plan and annual maintenance capital expenditure projects through 2025, an extension of the current revenue sharing formula for the Authority's airlines, all new debt issuance discussed earlier in this plan, and a \$35 million a year cap on Authority funding for the Authority's annual capital programs.

At the time of issue of this Business Plan update, the Authority currently maintains reserve balances totaling approximately \$160 million, versus \$85

million in 2011. The Authority has generated approximately \$40 million of increased reserves from annual operations between 2011 and 2016. Management projects that the Authority will be generating an additional \$45 million in reserves from annual operations throughout the 2017-2025 forecast period. The Authority is planning on utilizing the approximately \$61 million of the combined reserves generated from annual operations between 2021 and 2024 as a funding source for development projects in order to minimize the issuance of new GARB debt for Phase 3 of the Master Plan. After the utilization of reserves, the Authority projects its total reserve balance will be no less than \$120 million at any point within the 2017-2025 period.

Exhibit 7E illustrates the projected summarized P&L for the Authority for the 2017-2025 forecast period.

Exhibit 7E

Summary Results (dollars in thousands)	FY2017 Projected	FY2018 Projected	FY2019 Projected	FY2020 Projected	FY2021 Projected	FY2022 Projected	FY2023 Projected	FY2024 Projected	FY2025 Projected
Revenues	211,991	229,462	242,137	247,140	256,117	269,126	279,556	294,933	304,883
Operating Expenses	(121,098)	(130,117)	(136,662)	(143,216)	(154,876)	(161,159)	(169,515)	(178,039)	(186,836)
Gross Profit	90,892	99,345	105,475	103,924	101,241	107,966	110,041	116,894	118,047
Net Debt Service	(49,520)	(50,716)	(50,881)	(51,428)	(51,768)	(54,530)	(55,266)	(68,675)	(68,679)
Funds Available	41,373	48,629	54,594	52,495	49,473	53,436	54,774	48,219	49,368
Estimated Airline Revenue Sharing	(7,700)	(9,625)	(11,310)	(10,907)	(9,937)	(11,247)	(11,642)	(10,040)	(10,568)
ASIP Waivers	(613)	(550)	(550)	(550)	(550)	(550)	(550)	(550)	(550)
Funds Available for Capital And Reserves	\$33,060	\$38,454	\$42,734	\$41,038	\$38,987	\$41,639	\$42,583	\$37,629	\$38,250
Capital Improvements funded by Authority funds	(30,169)	(35,000)	(31,548)	(30,000)	(30,600)	(31,212)	(31,836)	(32,473)	(33,122)
Capital Equipment funded by Authority funds	(2,474)	(2,418)	(2,378)	(2,425)	(2,474)	(2,523)	(2,711)	(2,884)	(3,054)
Contribution to Reserves	\$ 416	\$ 1,036	\$ 8,808	\$ 8,613	\$ 5,913	\$ 7,904	\$ 8,036	\$ 2,272	\$ 2,074
Reserves Used to Fund Capital Program					\$ (20,000)	\$ (20,000)	\$ (20,000)	\$ (20,000)	
Cumulative Authority Reserves	\$ 37,617	\$ 38,653	\$ 47,461	\$ 56,073	\$ 41,986	\$ 29,890	\$ 17,926	\$ 198	\$ 2,271
Cost Per Enplaned Passenger	\$ 5.37	\$ 5.60	\$ 5.61	\$ 5.72	\$ 6.10	\$ 6.90	\$ 7.31	\$ 8.07	\$ 8.24
Senior Debt Coverage Including Additional Airline Contributi	2.12	1.97	1.99	1.95	1.87	1.91	1.92	1.65	1.67
Additional Airline Revenue Required to Meet Coverage	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Senior Debt Coverage Excluding Additional Airline Contributi	2.12	1.97	1.99	1.95	1.87	1.91	1.92	1.65	1.67

Section VIII

CAPITAL HORIZON CHALLENGES AND ACTION ITEMS



Peter O. Knight Airport
Plant City Airport
Tampa Executive Airport

8 CAPITAL HORIZON CHALLENGES AND ACTION ITEMS

The 2017 Strategic Business Plan Update is comprised of two distinct periods, defined as Horizons within this planning document. Each of these Horizons is defined by a differing set of operational and developmental requirements for the Authority.

Horizon 1 Overview (2017 – 2026)

This first horizon contains the modified \$1.6 billion “Enabling” Phase 2 and “Growth” Phase 3 phases of the 2012 Master Plan as well as over \$800 million in maintenance-related capital projects. The modified Phase 2 of the Master Plan, scheduled for 2018-2023, focuses on eliminating identified congestion issues within the Main Terminal complex through the doubling of curbside space on both the red and blue sides, on both the arrival and departure levels. The decongestion focus of Horizon 1 is consistent with the Authority’s sustainability commitment, which favors the optimized utilization of existing facilities where possible, rather than the development of new facilities. Also during Phase 2, the Authority will also develop the Gateway Development Area, formerly known as the South Development area in the 2013 Business Plan, preparing available Authority land for commercial development and building out new offices that will house most of the Authority employees. Horizon 1 also contains an updated Phase 3 of the 2012 Master Plan update which now includes the construction of a 16-gate new international and domestic airside. Strong international growth between 2011 and 2016 has resulted in the Authority reaching capacity with its existing international arrivals facilities. Strong domestic growth, airline consolidation and more peaked airline schedules has resulted in a lack of domestic gate availability for overnight aircraft restricting domestic growth

at the Authority. The construction of a new international and domestic service capable airside, currently envisioned for some time in the mid-to late 2020’s, would extend the life of the current Main Terminal facility, as envisioned in the original 2012 Master Plan update.

Horizon 1 Challenges

- **Uncertain Political Environment.** Although the Tampa Bay regional economy has begun to rebound at a faster rate than the national economy, and local demographic indicators such as population, home prices and job growth project continued strength for the foreseeable future, the uncertain national political environment makes projecting the future more difficult than in years past.
- **Maintaining Acceptable Returns In the Face of Increasing Uncontrollable Costs.** The Authority will continue to focus on revenue diversification as it works to maximize its financial performance. Increased external costs such as utilities, healthcare and the Florida Retirement System will continue to pressure Authority results.
- **Balancing the utilization of the existing facilities while maintaining customer service levels.** As the existing curbside facilities reach their maximum capacity during peak periods, customer service levels will be decreased moderately before the new red and blue side curbside expansion projects are completed. The ability to develop improved operational plans that ease congestion and ensure exceptional customer service will be paramount during this timeframe.
- **Providing Safe and Secure Facilities.** The Authority will continue its proactive approach of working with the Transportation Security Administration (TSA) to ensure a secure

and efficient environment. In addition, the Authority is continuing to expand its security programs to combat cyber threats.

- **Accommodating Changing Airline Requirements.** The Authority will face the challenge of identifying what airlines will look like in Tampa over the next several years. Over the past several years, airline consolidation has resulted in fewer domestic air carriers at TPA, however technological advancements have resulted in airline footprints changing dramatically at airports around the world over the past few years. Passenger processing is changing dramatically with many airlines moving towards self-boarding and self-bag tagging amongst other changes.
- **Passenger Facility Charge increases.** The Authority will continue its efforts to increase the Passenger Facility Charge from \$4.50 per enplaned passenger to either a higher capped level, or a locally controlled uncapped level, to improve its ability to meet future development goals and maintain a competitive rate structure. The Authority will also continue its efforts to co-mingle PFC Applications 10 & 11 prior to April of 2021 in order to enable the Authority to maintain its current \$4.50 collection level.
- **Ensuring Excellent Customer Service Levels.** With significant construction projects scheduled during this horizon for both the Main Terminal, as well as the Gateway Development Area and the George Bean Parkway, maintaining the Authority's exceptional customer service levels will need to be managed throughout Horizon 1. The Authority's Main Terminal expansion and renovated concessions program will be completed during the first few years of Horizon 1 with gradually lessening customer

impact. The Authority will constantly monitor customer requirements and service level indicators during construction and develop transition plans to minimize impacts and ensure projects are delivered when needed.

Horizon 1 Action Items - Business

- Through the use of improved analytics and well-developed research and marketing functions, the Authority must continue to develop new revenue streams and optimize the existing revenue base. Increased debt issued during Horizon 1 will result in a greater reliance on the Authority's revenue base.
- Negotiate a new airline relationship post-2020 that provides the framework to support necessary capital development and continued strong financial performance while still producing a cost competitive rate structure for air carriers.
- Expand the ongoing implementation of a common use passenger processing environment to provide air carriers with an improved platform for information technology passenger processing at check-in and gate operations.
- Finalize a Commercial Real Estate Development Plan for the East Side Development Area and the Perimeter properties and begin actively marketing properties to generate additional revenues for the Authority.
- Actively work with state representatives to maintain or improve FDOT funding opportunities, allowing the Authority to minimize long-term debt levels.
- Develop and execute a detailed financing plan to fully fund Phase 3 of the Master Plan

without significantly impacting rates and charges for Tampa International Airport's airline partners.

- Conclude and execute a contractual agreement between the Authority and the TNC community, primarily Uber and Lyft, in order to allow drivers to operate legally at Tampa International Airport, as well to allow the Authority begin generating additional revenues.
- Implement new parking and ground transportation commercial programs such as parking reservations, commercial parking and VIP parking which will generate additional revenue for the Authority.
- Negotiate a new short term credit facility either to extend or to replace the existing SunTrust Note which expires in 2018.

Horizon 1 Action Items - Development

- Complete the construction of the new Consolidated Rental Car Facility and 1.4 mile APM connecting the ConRAC with the Main Terminal complex before the end of the first quarter of 2018.
- Finalize the procurement, design and construction of the new red and blue side curbsides, chiller and power plant projects as well as for the real estate development efforts for the Gateway Development Area. These projects will allow the Authority to finalize the timeline and further development of Master Plan Phase 3.
- Finalize the planning, scope, timeline and cost for 2012 Master Plan update Phase 3 consisting of the procurement, design and construction of a new international and domestic gate capable airside. The

construction of Airside D will allow the Authority to extend the life of the existing Main Terminal complex to 34.7 MAP.

- Complete the expansion of the east and west sides of the Main Terminal through the Transfer Level Expansion and Concessions redevelopment program. Increasing the terminal footprint on the two sides will reduce congestion around the shuttle lobbies and provide additional space for revenue generating opportunities.
- Expand the roadway system, including both the George Bean Parkway South of the Main Terminal complex and the feeder roads into and out of the new Gateway Development Area in order to allow greater access to the new ConRAC, and greater exit flow to I-275, the Veterans Expressway and Courtney Campbell Causeway.
- Implement the first half of a scheduled extensive runway and taxiway rehabilitation program. This project will see asphalt work on 13 taxiways across Tampa International Airport as well as runway 1R/19L.

Horizon 2 Overview (2027–2037)

Horizon 2 of the Strategic Business Plan update represents a ten-year period which consists of primarily repair and rehabilitation projects within the 20-year capital improvement program. Of the \$968 million in scheduled projects in Horizon 2, only slightly more than \$117 million is related to the 2012 Master Plan Update. Horizon 2 is defined as a period of significant repair, renovation and replacement of the ramps, taxiways and runways at Tampa International Airport and the three general aviation airports. During Horizon 2, most of the active runways or taxiways will undergo a period of concrete or asphalt replacement. The latter end of Horizon

2 will also include beginning planning for the North Terminal complex expansion which should occur somewhere between 2038 and 2043 depending upon passenger growth rates.

Horizon 2 Challenges

- **Managing higher airline costs from Horizon 1.** The Authority will begin to experience higher costs per enplanement at the end of Horizon 1 due to the issuance of more than \$632 million worth of additional debt related to Phase 2. Annual debt service should be expected to increase during the mid-2020's once a plan of Finance is finalized for the construction of Airside D.
- **Maintaining and upgrading existing infrastructure.** Most of the larger projects scheduled in the development program during this period are related to major rehabilitation efforts on the Airfield. A large number of taxiways and the primary West runway will be under construction during this period.
- **Ensure that the Authority is properly staffed and ready for a post-Airside D Environment.** The final completion of Airside D and the 2012 Master Plan Update will result in a different operating environment for the Authority. The Authority will be increasing its overall campus footprint significantly with the new Airside, new Consolidated Rental Car Center and new commercial development areas in the South and East. It is imperative that the Authority ensure proper staffing and efficient processes in order to optimize the performance of the staff.

Horizon 2 Action Items - Business

- Depending on market conditions, take advantage of refunding opportunities in

2026 and 2028 to restructure existing debt and minimize future interest obligations. Restructure the debt in such a manner that allows the Authority to achieve its financial goals while maintaining flexibility.

- Continue developing the Gateway Development Area, adding additional services and choices for our passengers.
- Evaluate, and if appropriate, optimize the use of Public/Private partnerships to help minimize the capital outlay of the Authority. Actively pursue P3 relationships not only for development but for sustainability projects such as solar.
- Continue to focus on making the general aviation facilities self-sustainable to assist in strengthening the Authority bottom line.

Horizon 2 Action Items – Development

- Ensure proper coordination with Operations to ensure minimal downtime and disruption to airline operations at Tampa International Airport and the Authority's general aviation facilities due to the rehabilitation and repair of the Authority's airfields.
- Continue to monitor and as necessary, replace major information systems to take advantage of new technologies and processes.
- Continue development of the MRO function at Tampa International Airport, with the construction of additional MRO hangars through a public private partnership mechanism.

Section IX

SUMMARY



Peter O. Knight Airport
Plant City Airport
Tampa Executive Airport

9 SUMMARY

The primary purpose of this 2017 Strategic Business Plan update is to provide guidance to the Authority's stakeholders regarding the impact of the revised 2012 Master Plan Update Phase 2 as well as to the Authority's ability to manage both the upcoming development and financial requirements at the Authority.

This Strategic Business Plan demonstrates that the Authority has the inherent financial strength and a development plan capable of implementing both the 2012 Master Plan projects as well as 20 years of annual capital programs. It also amplifies the Authority's commitment to taking a sustainable approach to the development and operation of the Airport. Management intends to successfully implement the development projects and programs referenced in this Plan while simultaneously focusing on the Authority mission of growing Tampa International Airport to be a major driver in the economic growth of the Tampa Bay region as well as becoming America's favorite airport.

The funding mechanisms identified within this document are sufficient to allow the Authority to implement the updated 2012 Master Plan projects and ongoing capital requirements while achieving the Authority's pre-Plan goals of maintaining Tampa International Airport as one of the lower cost airports in its passenger range and also generating debt coverage ratios that would allow it to maintain strong debt ratings.

9.1 UPDATES TO THE PLAN

The projections and results illustrated through this Strategic Business Plan are based upon a current set of assumptions and are subject to change as a result of a very fluid environment with regard to air service, economic growth factors and the health of the national economy

as a whole. This Plan represents an informed projection of results based on our understanding of the airport requirements of the future.

The Strategic Business Plan financial analysis will be updated in conjunction with the creation of each new Master Plan or significant operational changes such as significant air service shifts or sustained economic downturns. The Capital Development Program will be updated on an annual basis through the development of each annual Authority budget.

10 APPENDICES

10.1	20-Year Capital Program Project List By Year	49
10.2	20-Year Capital Program Project List By Project Type	64
10.3	Authority Debt Service Schedules Detail	80

10.1 20-YEAR CAPITAL PROGRAM PROJECT LIST BY YEAR

2017 Project Title	Estimated	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Authority		
	Cost					Funds	PFC Funds	P3 Funds
STSA Site Development and Authority Facilities	\$79,269,000	\$0	\$0	\$0	\$79,269,000	\$0	\$0	\$0
Authority Office Fit Out	\$42,500,000	\$0	\$0	\$0	\$42,500,000	\$0	\$0	\$0
Taxiway W from W-1 to W-5 and TW J Pavement Reconstruction	\$17,694,900	\$9,194,500	\$478,900	\$0	\$0	\$0	\$8,021,500	\$0
Reclaim Long Term Parking Levels 1&2	\$15,595,000	\$0	\$0	\$0	\$15,595,000	\$0	\$0	\$0
Checked Baggage System Upgrades (East Airside)	\$14,955,680	\$0	\$2,885,230	\$0	\$0	\$0	\$12,070,450	\$0
Demolish Red Side Garage & Former AS-D Guideway	\$10,631,000	\$0	\$0	\$0	\$4,222,327	\$0	\$6,408,673	\$0
Runway 4/22 and Other Pavement Rehabilitation (POK)	\$6,740,200	\$0	\$2,625,865	\$0	\$0	\$4,114,335	\$0	\$0
Shuttle Guideway Railing Improvements	\$2,890,100	\$0	\$0	\$0	\$0	\$2,890,100	\$0	\$0
STPG Level 8 Rehabilitation	\$2,886,800	\$0	\$0	\$0	\$0	\$2,886,800	\$0	\$0
Airport Security Systems Replacement	\$2,785,000	\$0	\$1,373,300	\$0	\$0	\$0	\$1,411,700	\$0
LTPG RAC Reclamation Project (Environmental)	\$2,500,000	\$0	\$0	\$0	\$2,500,000	\$0	\$0	\$0
Economy Garage No & So-Level 6 & Exit Ramps	\$2,125,900	\$0	\$700,000	\$0	\$0	\$1,425,900	\$0	\$0
Baggage Handling System Server & Software Upgrade (West Side)	\$1,946,600	\$0	\$0	\$0	\$0	\$1,946,600	\$0	\$0
Exterior Dynamic Sign Replacement	\$1,932,900	\$0	\$0	\$0	\$0	\$1,932,900	\$0	\$0
General Aviation Hangar Rehabilitation (see break-out below)	\$1,765,700	\$0	\$882,600	\$0	\$0	\$883,100	\$0	\$0
Airside C Field Boarding Bridge Carpet Replacement	\$1,755,500	\$0	\$0	\$0	\$0	\$1,755,500	\$0	\$0
Common Use Self Service (CUSS)	\$1,686,100	\$0	\$294,900	\$0	\$0	\$1,391,200	\$0	\$0
Structural and pavement rehabilitation	\$1,674,600	\$0	\$755,752	\$0	\$0	\$918,848	\$0	\$0
Automated Transit Systems (ATS) Study	\$1,573,000	\$0	\$0	\$0	\$0	\$0	\$1,573,000	\$0
CCTV Server and Storage Refresh	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0
Enterprise Geographical Information Systems (eGIS)	\$1,389,700	\$0	\$0	\$0	\$0	\$1,389,700	\$0	\$0
ARFF Vehicle Replacements/Addition	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000	\$0	\$0
NOC Technology Enhancements	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000	\$0	\$0
TEA Access Control System Upgrades	\$771,700	\$0	\$226,400	\$0	\$0	\$545,300	\$0	\$0
Perimeter Fence Replacement - Plant City and Peter O. Knight	\$456,200	\$0	\$0	\$0	\$0	\$456,200	\$0	\$0
Cable Management System Replacement	\$450,000	\$0	\$0	\$0	\$0	\$450,000	\$0	\$0
Maintenance and Tenant Contingency	\$335,100	\$0	\$0	\$0	\$0	\$335,100	\$0	\$0
Landside Airline Space Rehabilitation	\$261,400	\$0	\$0	\$0	\$0	\$261,400	\$0	\$0
ARFF Facility Refurbishment	\$186,100	\$0	\$0	\$0	\$0	\$186,100	\$0	\$0
2018 Project Title	Estimated	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Authority		
	Cost					Funds	PFC Funds	P3 Funds
Blue & Red Side Curb Expansion	\$193,829,000	\$0	\$0	\$0	\$193,829,000	\$0	\$0	\$0
Replace Energy Plant	\$90,477,000	\$0	\$0	\$0	\$57,649,000	\$0	\$32,828,000	\$0
Crossfield Taxiway A Bridge	\$57,840,000	\$0	\$4,473,088	\$0	\$0	\$0	\$53,366,912	\$0
Taxilane Extension at Run-Up Stand for new Airline MRO	\$10,500,000	\$0	\$0	\$0	\$10,500,000	\$0	\$0	\$0
New Main Terminal Loading Dock	\$9,515,000	\$0	\$0	\$0	\$9,515,000	\$0	\$0	\$0
Aircraft Visual Docking Guidance System (VDGS)	\$8,028,900	\$0	\$0	\$0	\$0	\$8,028,900	\$0	\$0
Demolish Administration Building	\$5,334,000	\$0	\$0	\$0	\$563,000	\$0	\$4,771,000	\$0
New FAA Parking Lot	\$4,570,000	\$0	\$0	\$0	\$4,570,000	\$0	\$0	\$0
Airside E Restroom Refurbishment	\$4,349,000	\$0	\$0	\$0	\$0	\$4,349,000	\$0	\$0
Airfield Maintenance Equipment Storage Building Addition	\$2,469,300	\$0	\$0	\$0	\$0	\$2,469,300	\$0	\$0
Airside A & F Air Handler Replacement	\$2,237,500	\$0	\$0	\$0	\$0	\$2,237,500	\$0	\$0
Airside C Shuttle Superstructure Painting	\$2,197,100	\$0	\$0	\$0	\$0	\$2,197,100	\$0	\$0
RW 18/36 And Other Pavement Rehabilitation - POK	\$2,018,600	\$0	\$1,230,420	\$0	\$0	\$788,180	\$0	\$0
Paging System Replacement	\$1,844,700	\$0	\$0	\$0	\$0	\$1,844,700	\$0	\$0
Airside A Boarding Level & Bridge Carpet Replacement	\$1,771,400	\$0	\$0	\$0	\$0	\$1,771,400	\$0	\$0
Baggage Claim Video Walls Technology Refresh	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0
Transfer Columns LED Displays	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000	\$0	\$0
Airside F Cooling Towers Reconditioning	\$1,017,900	\$0	\$0	\$0	\$0	\$1,017,900	\$0	\$0
EG No (Levels 4&5 & Stairtower); EG So (Levels 1-5 & Stairtower)	\$732,900	\$0	\$420,548	\$0	\$0	\$312,352	\$0	\$0
Airside A Building Automation System Upgrade	\$629,700	\$0	\$0	\$0	\$0	\$629,700	\$0	\$0
Website Rebuild	\$540,600	\$0	\$0	\$0	\$0	\$540,600	\$0	\$0
Runway 1L/19R Paint Removal and Repaint	\$533,400	\$0	\$0	\$0	\$0	\$533,400	\$0	\$0
Maintenance and Tenant Contingency	\$344,200	\$0	\$0	\$0	\$0	\$344,200	\$0	\$0
Airfield Pavement Management System (APMS) Update	\$300,000	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0
Main Terminal & Airsides Structural & Envelope Inspection	\$290,700	\$0	\$0	\$0	\$0	\$290,700	\$0	\$0
CUPPS/SUPPS Master Plan Update	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0

- Airfield Development Projects
- Terminal Development Projects
- Roadway Development Projects
- Cargo Area Development Projects
- General Aviation Development Projects
- Parking Development Projects
- Miscellaneous Development Projects

2019 Project Title	Estimated Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Authority Funds	PFC Funds	P3 Funds
Airside A&C Shuttle Car Rehabilitation/Replacement	\$43,809,200	\$0	\$5,400,000	\$0	\$3,004,750	\$0	\$35,404,450	\$0
Airside F Expansion	\$30,346,000	\$0	\$15,173,000	\$0	\$9,500,000	\$0	\$5,673,000	\$0
Monorail Cars and Controls Replacement	\$30,300,000	\$0	\$0	\$0	\$30,300,000	\$0	\$0	\$0
Gateway Complex - Add'l Exit lane South of Post Office	\$25,985,000	\$0	\$0	\$0	\$25,985,000	\$0	\$0	\$0
Airside A SSCP Expansion	\$24,444,000	\$0	\$0	\$0	\$24,444,000	\$0	\$0	\$0
Airside F RON Parking	\$24,333,000	\$0	\$0	\$0	\$24,333,000	\$0	\$0	\$0
Widen George Bean Parkway	\$23,836,000	\$0	\$0	\$0	\$23,836,000	\$0	\$0	\$0
Airside F Expansion - Airline Relocation (United/American/Jet Blue)	\$19,300,000	\$0	\$9,650,000	\$0	\$9,650,000	\$0	\$0	\$0
Airside C Restroom Expansion	\$15,000,000	\$0	\$0	\$0	\$15,000,000	\$0	\$0	\$0
Airport Security System Replacement (Construction)	\$10,928,000	\$6,170,934	\$3,193,569	\$0	\$1,563,497	\$0	\$0	\$0
Airside F Expansion - Airline Relocation (Optimize AS-A)	\$10,362,000	\$0	\$0	\$0	\$10,362,000	\$0	\$0	\$0
Replace Airfield Perimeter Fence	\$7,216,400	\$4,638,341	\$0	\$0	\$0	\$2,578,059	\$0	\$0
GBP and Bessie Coleman Service Rd from PO N to AS/F (Asphalt Pavement Overlay)	\$5,770,000	\$0	\$1,223,996	\$0	\$0	\$4,546,004	\$0	\$0
Overlay RW 10-28 & Terminal Apron Seal Coat (PCA)	\$5,658,000	\$0	\$2,705,000	\$0	\$0	\$2,953,000	\$0	\$0
New Terminal Building bldg 3000 and admin bldg 2800 rehabilitation Design - POK	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000	\$0	\$0
Improve Infrastructure for Drew Park MRO Cluster Area	\$4,000,000	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0
Airside F roof rehabilitation	\$3,900,000	\$0	\$109,078	\$0	\$0	\$3,790,922	\$0	\$0
Hangar expansion - Plant City	\$3,676,700	\$0	\$0	\$0	\$0	\$0	\$0	\$3,676,700
T-Hangar 2400 Addition - Plant City	\$3,113,400	\$0	\$0	\$0	\$0	\$0	\$0	\$3,113,400
Overlay Runway 18/36 & Taxiway A, (TEA)	\$3,100,000	\$0	\$626,800	\$0	\$0	\$2,473,200	\$0	\$0
STPG-Level 9 and MT (Levels 1-3)	\$2,963,306	\$0	\$0	\$0	\$0	\$2,963,306	\$0	\$0
T-Hangar 7000 Addition - POK	\$2,396,600	\$0	\$0	\$0	\$0	\$0	\$0	\$2,396,600
RPZ and Approach Areas-Aerials & Tree Trimming (All Airports)	\$2,351,800	\$0	\$407,600	\$0	\$0	\$1,944,200	\$0	\$0
Airfield slab replacement	\$2,200,000	\$0	\$275,000	\$0	\$0	\$1,925,000	\$0	\$0
LTPG - Level 4, Helixes, Vehicle Bridge & OTA Ramps	\$2,053,033	\$0	\$0	\$0	\$0	\$2,053,033	\$0	\$0
STS CISCO Equipment Replacement & Economy Parking Garage - Ph 1	\$1,957,900	\$0	\$0	\$0	\$0	\$1,957,900	\$0	\$0
Structural and pavement rehabilitation	\$1,766,200	\$0	\$0	\$0	\$0	\$1,766,200	\$0	\$0
Simplex fire alarm system upgrade	\$1,646,600	\$0	\$0	\$0	\$0	\$1,646,600	\$0	\$0
Cell Phone Lot LED Replacement	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0
IDF Technology Refresh	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0
Airside A Restroom Refurbishment	\$1,378,700	\$0	\$0	\$0	\$0	\$1,378,700	\$0	\$0
Airside C Restroom Refurbishment	\$1,378,700	\$0	\$0	\$0	\$0	\$1,378,700	\$0	\$0
Electronic visual information display panel replacement	\$1,341,000	\$0	\$0	\$0	\$0	\$1,341,000	\$0	\$0
WiFi enhancements	\$1,305,300	\$0	\$0	\$0	\$0	\$1,305,300	\$0	\$0
Baggage Carousel LED Signage Replacement	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000	\$0	\$0
New Fuel Farm - Plant City	\$1,000,000	\$0	\$696,000	\$0	\$0	\$304,000	\$0	\$0
GA Maintenance Facility Rehabilitation (PCA, POK, TEA)	\$900,000	\$0	\$720,000	\$0	\$0	\$180,000	\$0	\$0
Baggage system scanners replacement	\$800,000	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0
STPG Helix Lighting Replacement	\$770,000	\$0	\$0	\$0	\$0	\$770,000	\$0	\$0
EG No Levels 1,2,3 Exit Ramps and Façade/EG So Façade	\$707,900	\$0	\$0	\$0	\$0	\$707,900	\$0	\$0
Service Roads Rehabilitation - Tampa Executive	\$662,800	\$0	\$170,240	\$0	\$0	\$492,560	\$0	\$0
Cargo/GSE parking lot asphalt pavement rehabilitation	\$615,000	\$0	\$307,500	\$0	\$0	\$307,500	\$0	\$0
Email system upgrade	\$587,000	\$0	\$0	\$0	\$0	\$587,000	\$0	\$0
Taxiway N east of runway 19L concrete joint and slab rehabilitation	\$570,000	\$0	\$0	\$0	\$0	\$570,000	\$0	\$0
Replace Airfield Sign Structures	\$490,000	\$0	\$0	\$0	\$0	\$490,000	\$0	\$0
Runway 1R/19L Paint Removal and Repaint	\$471,800	\$0	\$0	\$0	\$0	\$471,800	\$0	\$0
Voice over IP (VoIP) Equipment Refresh	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0
Admin Bldg 2800 Rehabilitation - POK	\$395,400	\$0	\$0	\$0	\$0	\$395,400	\$0	\$0
Terminal Building 3900 Rehabilitation - Tampa Executive	\$355,300	\$0	\$284,200	\$0	\$0	\$71,100	\$0	\$0
Maintenance and tenant contingency	\$353,500	\$0	\$0	\$0	\$0	\$353,500	\$0	\$0
Structural Inspection (TPA)	\$300,000	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0
Hangar Rehabilitations (3200/F- PCA, At POK 4000/E, 4200/F, 4600/H, 6600/T)	\$288,000	\$0	\$0	\$0	\$0	\$288,000	\$0	\$0
Service road from gate P6a to P3 pavement replacement	\$244,010	\$0	\$0	\$0	\$0	\$244,010	\$0	\$0
Airside A airline and TSA spaces rehabilitation	\$230,000	\$0	\$0	\$0	\$0	\$230,000	\$0	\$0
Terminal building 4200 rehabilitation - Plant City	\$203,600	\$0	\$0	\$0	\$0	\$203,600	\$0	\$0
Fire suppression system refurbishment - Tampa Executive	\$150,500	\$0	\$120,400	\$0	\$0	\$30,100	\$0	\$0
K-9 Facility Refurbishment	\$119,000	\$0	\$0	\$0	\$0	\$119,000	\$0	\$0

Airfield Development Projects	Terminal Development Projects	Roadway Development Projects	Cargo Area Development Projects
General Aviation Development Projects	Parking Development Projects	Miscellaneous Development Projects	

2021 Project Title	Estimated	Authority				Authority		
	Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Funds	PFC Funds	P3 Funds
North Air Cargo RON Parking	\$37,928,000	\$0	\$0	\$0	\$37,928,000	\$0	\$0	\$0
Landside elevator replacements	\$9,060,500	\$0	\$2,875,250	\$0	\$0	\$6,185,250	\$0	\$0
Taxilane T Realignment and Corporate Asphalt Service Rd Replacement	\$7,102,900	\$3,276,796	\$1,913,053	\$0	\$0	\$1,913,052	\$0	\$0
Improve Infrastructure for Drew Park MRO Cluster Area	\$4,000,000	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0
Baggage handling systems servers upgrade/enhancement	\$2,237,100	\$0	\$1,089,150	\$0	\$0	\$1,147,950	\$0	\$0
Ramp A concrete joint and slab rehabilitation	\$2,125,400	\$0	\$1,062,700	\$0	\$0	\$1,062,700	\$0	\$0
Structural and pavement rehabilitation	\$1,862,900	\$0	\$931,500	\$0	\$0	\$931,400	\$0	\$0
LTPG Level 6	\$1,641,700	\$0	\$0	\$0	\$0	\$1,641,700	\$0	\$0
Part 150 Noise Study	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0
Landside fire suppression system refurbishment	\$1,500,000	\$0	\$750,000	\$0	\$0	\$750,000	\$0	\$0
Replace traffic coating on curbside drives	\$1,240,800	\$0	\$0	\$0	\$0	\$1,240,800	\$0	\$0
Mobile Command Vehicle	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0
Long term garage switchgear replacement	\$943,800	\$0	\$0	\$0	\$0	\$943,800	\$0	\$0
Support Facility Inspection (TEA/TPA/POK/PCA)	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0
A/V Conference Room Refresh	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0
Common Use Equipment Refresh	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0
Hangar Rehabs:6800/S & Shade Hangar 4200/F - POK; Shade Hangar 3200/F - PCA; Bulk Hangars 3700/A & 3800/B - TEA	\$455,000	\$0	\$364,000	\$0	\$0	\$91,000	\$0	\$0
Walter Corporate Hangar Rehabilitation	\$421,100	\$0	\$0	\$0	\$0	\$421,100	\$0	\$0
Maintenance and tenant contingency	\$372,800	\$0	\$0	\$0	\$0	\$372,800	\$0	\$0
Runway 18/36 REIL & PAPI light replacement - Tampa Executive	\$353,600	\$0	\$28,400	\$0	\$0	\$325,200	\$0	\$0
Airfield Pavement Management System (APMS) Update	\$325,000	\$0	\$0	\$0	\$0	\$325,000	\$0	\$0
Wildlife Assessment	\$300,000	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0
Roadway and Parking Lot Crack Sealing - TEA	\$279,000	\$0	\$0	\$0	\$0	\$279,000	\$0	\$0
New Monument Signs for all GA Airports	\$240,000	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0
Airside C airline and TSA space rehabilitation	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0
Hangar 5300/N Rehabilitation - TEA	\$151,650	\$0	\$0	\$0	\$0	\$151,650	\$0	\$0
Roadway Pavement Inspection (TEA/TPA/POK/PCA)	\$150,000	\$0	\$0	\$0	\$0	\$150,000	\$0	\$0
ARFF station roof refurbishment	\$68,800	\$0	\$0	\$0	\$0	\$68,800	\$0	\$0

- Airfield Development Projects
- Terminal Development Projects
- Roadway Development Projects
- Cargo Area Development Projects
- General Aviation Development Projects
- Parking Development Projects
- Miscellaneous Development Projects

2022 Project Title	Estimated Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Authority Funds	PFC Funds	P3 Funds
Construct New Airside D	\$704,037,000	\$0	\$228,163,500	\$0	\$326,566,656	\$16,712,000	\$132,594,844	\$0
Airside D Shuttle	\$94,027,000	\$0	\$47,013,500	\$0	\$4,264,000	\$0	\$42,749,500	\$0
Taxiway A Relocation and Apron Run-Up Areas - Plant City	\$10,416,000	\$3,900,000	\$153,760	\$0	\$0	\$6,362,240	\$0	\$0
Main Terminal LED Technology Refresh	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000	\$0	\$0
Hangar expansion - Plant City	\$4,122,800	\$0	\$0	\$0	\$0	\$0	\$0	\$4,122,800
Hangar expansion - Peter O. Knight	\$3,836,500	\$0	\$0	\$0	\$0	\$0	\$0	\$3,836,500
Airfield Slab Replacement	\$3,000,000	\$0	\$1,500,000	\$0	\$0	\$1,500,000	\$0	\$0
FedEx Roof and Structure Replacement	\$2,700,000	\$0	\$0	\$0	\$0	\$2,700,000	\$0	\$0
RPZ and Approach Areas-Aerials & Tree Trimming (All Airports)	\$2,540,000	\$0	\$548,640	\$0	\$0	\$1,991,360	\$0	\$0
Common Use Passenger Processing System Enhancement - Ph 2 Step 3	\$2,000,000	\$0	\$852,000	\$0	\$0	\$1,148,000	\$0	\$0
STPG Level 5	\$1,726,200	\$0	\$450,000	\$0	\$0	\$1,276,200	\$0	\$0
CCTV Server and Storage Refresh	\$1,713,700	\$0	\$856,850	\$0	\$0	\$856,850	\$0	\$0
Bag Claim to Ticket Level Modular Escalators Replacement	\$1,520,900	\$0	\$760,450	\$0	\$0	\$760,450	\$0	\$0
Clean and rehabilitate ditch banks and bottoms: mitigation ditch (Juliet); north outflow (Bravo); south outflow (Spruce); west ditch (Whiskey); Charlie; Echo; north ditches	\$1,502,000	\$1,126,500	\$187,700	\$0	\$0	\$187,800	\$0	\$0
NOC Technology Refresh	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0
CCTV enhancement/replacement	\$1,500,000	\$0	\$750,000	\$0	\$0	\$750,000	\$0	\$0
Repaint Airside E Shuttle Superstructure	\$1,105,900	\$0	\$0	\$0	\$0	\$1,105,900	\$0	\$0
Work Order System - Upgrade/Enhancement	\$950,000	\$0	\$0	\$0	\$0	\$950,000	\$0	\$0
EG So Levels 1-5	\$862,300	\$0	\$350,000	\$0	\$0	\$512,300	\$0	\$0
LTPG Level 5, Helixes & Vehicle Bridge	\$806,600	\$0	\$350,000	\$0	\$0	\$456,600	\$0	\$0
Main Transfer Level Seating Replacement Airside Agati Seating	\$762,600	\$0	\$0	\$0	\$0	\$762,600	\$0	\$0
Landside Bag Claim Level Carpet Replacement	\$732,700	\$0	\$0	\$0	\$0	\$732,700	\$0	\$0
Terminal Toll Plaza Roof Rehabilitation	\$581,500	\$0	\$250,000	\$0	\$0	\$331,500	\$0	\$0
Cable Management System Replacement	\$514,120	\$0	\$0	\$0	\$0	\$514,120	\$0	\$0
ITS Master Plan Update	\$514,100	\$0	\$0	\$0	\$0	\$514,100	\$0	\$0
LTPG Fire Suppression System Refurbishment	\$500,000	\$0	\$250,000	\$0	\$0	\$250,000	\$0	\$0
GA Hangar Rehabs - 500/B & 2600/I at PCA; 4700/3 & 1900/13 at TEA	\$448,000	\$0	\$0	\$0	\$0	\$448,000	\$0	\$0
Maintenance and tenant contingency	\$382,900	\$0	\$0	\$0	\$0	\$382,900	\$0	\$0
Replace Automatic Doors in Main Terminal	\$363,000	\$0	\$0	\$0	\$0	\$363,000	\$0	\$0
Landside Airline Space Rehabilitation	\$298,650	\$0	\$0	\$0	\$0	\$298,650	\$0	\$0
Perimeter Fence Rehab - TEA	\$229,842	\$0	\$0	\$0	\$0	\$229,842	\$0	\$0
Airside E Passenger Boarding Bridges Painting	\$193,800	\$0	\$0	\$0	\$0	\$193,800	\$0	\$0
Runway 10/28 REIL light replacement - Plant City	\$184,800	\$0	\$147,840	\$0	\$0	\$36,960	\$0	\$0
Airside F Passenger Boarding Bridge Carpet Replacement	\$110,000	\$0	\$0	\$0	\$0	\$110,000	\$0	\$0

Airfield Development Projects	Terminal Development Projects	Roadway Development Projects	Cargo Area Development Projects
General Aviation Development Projects	Parking Development Projects	Miscellaneous Development Projects	

2023 Project Title	Estimated Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Authority Funds	PFC Funds	P3 Funds
Runway 1R/19L concrete pavement repl. incl. asphalt shoulders and blast pads repl.	\$73,620,000	\$41,006,300	\$19,288,400	\$0	\$10,601,400	\$2,723,900	\$0	\$0
Taxiway C concrete pavement replacement	\$40,452,600	\$22,532,100	\$10,598,600	\$0	\$5,825,200	\$1,496,700	\$0	\$0
Airside E shuttle cars replacement	\$17,920,300	\$0	\$4,000,000	\$0	\$13,920,300	\$0	\$0	\$0
Remote Tower for TEA/POK	\$4,000,000	\$0	\$2,000,000	\$0	\$0	\$2,000,000	\$0	\$0
Hangar expansion - Tampa Executive	\$3,940,100	\$0	\$0	\$0	\$0	\$0	\$0	\$3,940,100
Expanded Airport Police facilities in East Development Area	\$3,090,000	\$0	\$1,545,000	\$0	\$0	\$1,545,000	\$0	\$0
Airside A baggage system sort devices and pushers replacement	\$2,788,200	\$0	\$910,000	\$0	\$0	\$1,878,200	\$0	\$0
STPG Level 6 & Helixes	\$2,231,800	\$0	\$500,000	\$0	\$0	\$1,731,800	\$0	\$0
Additional equipment storage facilities in airport maintenance area, Structural and pavement rehabilitation	\$2,150,000	\$0	\$0	\$0	\$0	\$2,150,000	\$0	\$0
EG No Levels 5,6 and Exit Ramp/ EG So Level 6	\$1,964,900	\$0	\$982,400	\$0	\$0	\$982,500	\$0	\$0
EG No Levels 5,6 and Exit Ramp/ EG So Level 6	\$1,750,400	\$0	\$400,000	\$0	\$0	\$1,350,400	\$0	\$0
Taxiway V concrete joint and slab rehabilitation	\$1,650,000	\$1,237,500	\$206,200	\$0	\$0	\$206,300	\$0	\$0
Taxiway W concrete joint and slab rehabilitation from W-8 north to end	\$1,650,000	\$1,237,500	\$206,250	\$0	\$0	\$206,250	\$0	\$0
Airside E shuttle running surface rehabilitation	\$1,531,600	\$0	\$0	\$0	\$1,531,600	\$0	\$0	\$0
ConRAC Technology Refresh	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0
Airside F bag sort devices and pushers replacement	\$1,393,800	\$0	\$696,900	\$0	\$0	\$696,900	\$0	\$0
LTPG Levels 1-4	\$1,269,900	\$0	\$350,000	\$0	\$0	\$919,900	\$0	\$0
Airside E shuttle power and signal rail replacement	\$1,194,600	\$0	\$0	\$0	\$1,194,600	\$0	\$0	\$0
Ramp FedEx / Emory and Taxiway K concrete joint and slab rehabilitation	\$1,108,215	\$0	\$485,000	\$0	\$0	\$623,215	\$0	\$0
Authority-wide Petroleum Storage Systems Refurbishment	\$1,000,000	\$0	\$500,000	\$0	\$0	\$500,000	\$0	\$0
Ramp Red (Pemco) concrete joint and slab rehabilitation	\$799,743	\$0	\$350,000	\$0	\$0	\$449,743	\$0	\$0
Jim W Blvd and related service road pavement replacement	\$787,300	\$0	\$0	\$0	\$0	\$787,300	\$0	\$0
Ramp Blue (Pemco) concrete joint and slab rehabilitation	\$754,043	\$0	\$330,000	\$0	\$0	\$424,043	\$0	\$0
Runway 18/36 lighting circuits rehabilitation - Tampa Executive	\$730,000	\$0	\$365,000	\$0	\$0	\$365,000	\$0	\$0
Tampa Airport Website Refresh	\$571,245	\$0	\$0	\$0	\$0	\$571,245	\$0	\$0
Landside building control system retrofit	\$564,300	\$0	\$282,150	\$0	\$0	\$282,150	\$0	\$0
Airside E fire system pumps and heads replacement	\$497,900	\$0	\$248,950	\$0	\$0	\$248,950	\$0	\$0
Taxiway J east of runway 19L concrete joint and slab rehabilitation	\$466,707	\$0	\$233,353	\$0	\$0	\$233,354	\$0	\$0
Voice over IP (VoIP) Equipment Refresh	\$457,000	\$0	\$0	\$0	\$0	\$457,000	\$0	\$0
Terminal 3000 and administration 2800 buildings rehabilitation - Peter O. Knight	\$423,200	\$0	\$0	\$0	\$0	\$423,200	\$0	\$0
Engine run-up area concrete joint and slab rehabilitation	\$404,441	\$0	\$202,221	\$0	\$0	\$202,220	\$0	\$0
Maintenance and tenant contingency	\$393,200	\$0	\$0	\$0	\$0	\$393,200	\$0	\$0
Airside F emergency generator replacement	\$385,800	\$0	\$0	\$0	\$0	\$385,800	\$0	\$0
Baggage System PLC Replacement	\$348,700	\$0	\$0	\$0	\$0	\$348,700	\$0	\$0
Airside F bag sort roof rehabilitation	\$348,500	\$0	\$0	\$0	\$0	\$348,500	\$0	\$0
Airside E roof rehabilitation	\$348,500	\$0	\$174,250	\$0	\$0	\$174,250	\$0	\$0
Main Terminal & Airsides Structural & Envelope Inspection	\$342,750	\$0	\$0	\$0	\$0	\$342,750	\$0	\$0
Airside E interior/exterior stairs, walls, doors refurbishment	\$298,700	\$0	\$0	\$0	\$0	\$298,700	\$0	\$0
Airside F airline and TSA space rehabilitation	\$251,350	\$0	\$0	\$0	\$0	\$251,350	\$0	\$0
GA Hangar Rehabilitation - Bulk Hangar 3400/C at POK & 4800/C at TEA	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0
Airside A sort facility light fixtures replacement	\$199,200	\$0	\$0	\$0	\$0	\$199,200	\$0	\$0
Airside F bag sort walls and doors rehabilitation	\$149,400	\$0	\$0	\$0	\$0	\$149,400	\$0	\$0
Economy garage A/C replacement	\$130,700	\$0	\$0	\$0	\$0	\$130,700	\$0	\$0
Airfield perimeter gate controllers replacement	\$130,500	\$0	\$0	\$0	\$0	\$130,500	\$0	\$0
Airside E glazing replacement	\$115,000	\$0	\$0	\$0	\$0	\$115,000	\$0	\$0
DeBartolo Corporate Hangar Refurbishment	\$114,900	\$0	\$0	\$0	\$0	\$114,900	\$0	\$0
Economy garage roof rehabilitation	\$108,900	\$0	\$0	\$0	\$0	\$108,900	\$0	\$0

Airfield Development Projects	Terminal Development Projects	Roadway Development Projects	Cargo Area Development Projects
General Aviation Development Projects	Parking Development Projects	Miscellaneous Development Projects	

2024 Project Title	Estimated	Authority				Authority		Authority	
	Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Funds	PFC Funds	P3 Funds	
West Side Checked Baggage Enhancements -Construction	\$60,002,532	\$0	\$5,000,000	\$42,001,772	\$0	\$0	\$13,000,760	\$0	
Airside E baggage sort system reconfiguration	\$11,684,885	\$0	\$2,000,000	\$0	\$0	\$9,684,885	\$0	\$0	
Replace parking revenue control system and economy garage equipment	\$4,473,800	\$0	\$0	\$0	\$0	\$4,473,800	\$0	\$0	
LED Transfer Level Refresh	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$0	
Taxiways A, C, D, J, V and W asphalt shoulder rehabilitation	\$2,847,900	\$2,135,900	\$356,000	\$0	\$0	\$356,000	\$0	\$0	
Tampa International Airport Master Plan Update	\$2,843,000	\$0	\$0	\$0	\$0	\$2,843,000	\$0	\$0	
Crack seal Runway 18-36, Taxiways B,D,F, east taxiways, & service roads, Mill & Overlay T-hangar taxiways, Parking Lot Seal Coat & Helicopter Parking Rehab - POK	\$2,562,000	\$900,000	\$1,329,600	\$0	\$0	\$332,400	\$0	\$0	
STS CISCO equipment replacement & economy parking garage phase 1	\$2,236,900	\$0	\$0	\$0	\$0	\$2,236,900	\$0	\$0	
Common Use Passenger Processing System Enhancement - Ph 2 Step 4	\$2,000,000	\$0	\$500,000	\$0	\$0	\$1,500,000	\$0	\$0	
Airside E interior finishes refurbishment	\$1,991,700	\$0	\$0	\$0	\$0	\$1,991,700	\$0	\$0	
Airside E shuttle superstructure painting	\$1,914,000	\$0	\$0	\$0	\$0	\$1,914,000	\$0	\$0	
Runway & taxiway edge lighting replacement - Peter O. Knight	\$1,664,000	\$0	\$412,800	\$0	\$0	\$1,251,200	\$0	\$0	
Cell phone lot EVIDS upgrade/replacement	\$1,600,000	\$0	\$500,000	\$0	\$0	\$1,100,000	\$0	\$0	
Electronic visual information display panel replacement	\$1,532,100	\$0	\$0	\$0	\$0	\$1,532,100	\$0	\$0	
WiFi enhancements	\$1,491,300	\$0	\$0	\$0	\$0	\$1,491,300	\$0	\$0	
Economy parking lots pavement rehabilitation	\$1,420,000	\$0	\$710,000	\$0	\$0	\$710,000	\$0	\$0	
Seal coat Aprons A, B and C - Tampa Executive	\$1,242,000	\$0	\$621,000	\$0	\$0	\$621,000	\$0	\$0	
Taxiway B concrete joint and slab rehabilitation	\$1,230,000	\$922,500	\$153,700	\$0	\$0	\$153,800	\$0	\$0	
GA Master Plan Update	\$1,065,255	\$0	\$0	\$0	\$0	\$1,065,255	\$0	\$0	
Email system upgrade	\$670,700	\$0	\$0	\$0	\$0	\$670,700	\$0	\$0	
LTPG Level 6	\$550,600	\$0	\$275,300	\$0	\$0	\$275,300	\$0	\$0	
Structural and pavement inspection and design	\$549,200	\$0	\$274,600	\$0	\$0	\$274,600	\$0	\$0	
Cargo/GSE ramp concrete joint & slab rehabilitation	\$468,000	\$0	\$234,000	\$0	\$0	\$234,000	\$0	\$0	
Terminal building 3900 rehabilitation - Tampa Executive	\$405,900	\$0	\$0	\$0	\$0	\$405,900	\$0	\$0	
Maintenance and tenant contingency	\$403,800	\$0	\$0	\$0	\$0	\$403,800	\$0	\$0	
Airfield Pavement Management System (APMS) Update	\$352,042	\$0	\$0	\$0	\$0	\$352,042	\$0	\$0	
Airside A sort building roof rehabilitation	\$306,700	\$0	\$0	\$0	\$0	\$306,700	\$0	\$0	
Airside A airline and TSA space rehabilitation	\$262,800	\$0	\$0	\$0	\$0	\$262,800	\$0	\$0	
Terminal Building Rehab - PCA	\$255,900	\$0	\$0	\$0	\$0	\$255,900	\$0	\$0	
Structural Inspection (TPA)	\$228,500	\$0	\$0	\$0	\$0	\$228,500	\$0	\$0	
Airside F passenger boarding bridge painting	\$220,200	\$0	\$0	\$0	\$0	\$220,200	\$0	\$0	
GA Hangar Rehabilitation (3600/D & 3000/G @PCA/ 1800/14 @TEA)	\$185,000	\$0	\$0	\$0	\$0	\$185,000	\$0	\$0	
Airside A sort building stairs, walls, doors rehabilitation	\$153,400	\$0	\$0	\$0	\$0	\$153,400	\$0	\$0	
Runway 35 PAPI lights replacement - Peter O. Knight	\$115,500	\$0	\$0	\$0	\$0	\$115,500	\$0	\$0	
Long term garage security door hardware replacement	\$102,200	\$0	\$0	\$0	\$0	\$102,200	\$0	\$0	

Airfield Development Projects	Terminal Development Projects	Roadway Development Projects	Cargo Area Development Projects
General Aviation Development Projects	Parking Development Projects	Miscellaneous Development Projects	

2025 Project Title	Estimated					Authority		
	Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Funds	PFC Funds	P3 Funds
Taxiway E north of runway 10/28 reconstruction and realignment	\$37,457,200	\$20,863,700	\$9,813,800	\$0	\$5,393,800	\$1,385,900	\$0	\$0
TW A & V and ramps A, B, C, & E Concrete Pavement Rehabilitation	\$6,500,000	\$0	\$702,800	\$0	\$0	\$5,797,200	\$0	\$0
Financial/HCM/Engineered System -Major Upgrade/Replacement	\$4,912,700	\$0	\$0	\$0	\$0	\$4,912,700	\$0	\$0
Hangar expansion - Peter O. Knight	\$4,155,800	\$0	\$0	\$0	\$0	\$0	\$0	\$4,155,800
Airfield slab replacement	\$3,200,000	\$2,400,000	\$400,000	\$0	\$0	\$400,000	\$0	\$0
RPZ and Approach Areas-Aerials & Tree Trimming (All Airports)	\$2,751,345	\$0	\$0	\$0	\$0	\$2,751,345	\$0	\$0
STS CISCO equipment refresh phase 2 & toll plaza	\$2,582,800	\$0	\$0	\$0	\$0	\$2,582,800	\$0	\$0
Structural and pavement rehabilitation	\$2,072,400	\$0	\$1,036,200	\$0	\$0	\$1,036,200	\$0	\$0
Service road south of economy garage expansion	\$1,615,000	\$0	\$0	\$0	\$0	\$1,615,000	\$0	\$0
Airside A interior finishes refurbishment	\$1,615,000	\$0	\$0	\$0	\$0	\$1,615,000	\$0	\$0
Airport operations data base system upgrade	\$1,301,900	\$0	\$0	\$0	\$0	\$1,301,900	\$0	\$0
Seawall rehabilitation - Peter O. Knight	\$1,021,700	\$0	\$817,360	\$0	\$0	\$204,340	\$0	\$0
Airside F field carpet and boarding bridge carpet replacement	\$1,000,500	\$0	\$0	\$0	\$0	\$1,000,500	\$0	\$0
Carpet replacement for shuttles, monorail and monorail lobby carpet	\$677,700	\$0	\$0	\$0	\$0	\$677,700	\$0	\$0
Cargo/GSE roll-up door replacement	\$551,400	\$0	\$0	\$0	\$0	\$551,400	\$0	\$0
Crack seal RW 4-22, Taxiways A, C, E & G -POK	\$529,000	\$0	\$423,200	\$0	\$0	\$105,800	\$0	\$0
Ticket level flooring replacement	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0
GA Hangar Rehab (5200/A @PCA/ 3000/4 & 2900/5 @TEA)	\$455,000	\$0	\$0	\$0	\$0	\$455,000	\$0	\$0
Airfield support facility rehabilitation	\$419,900	\$0	\$0	\$0	\$0	\$419,900	\$0	\$0
Maintenance and tenant contingency	\$414,700	\$0	\$0	\$0	\$0	\$414,700	\$0	\$0
North employee parking lot pavement rehabilitation	\$404,000	\$0	\$202,000	\$0	\$0	\$202,000	\$0	\$0
Garage Rehab/Repairs (ST/LT/Econ & ConRAC)	\$389,900	\$0	\$0	\$0	\$0	\$389,900	\$0	\$0
Airside A sort building fire system pumps/heads replacement	\$367,600	\$0	\$0	\$0	\$0	\$367,600	\$0	\$0
Tampa Jet Center terminal MEP refurbishment	\$323,000	\$0	\$161,500	\$0	\$0	\$161,500	\$0	\$0
NAVAID Rehab/Upgrade - Tampa Executive	\$304,100	\$0	\$243,280	\$0	\$0	\$60,820	\$0	\$0
Way Finding Touch Screen Replacement	\$285,600	\$0	\$0	\$0	\$0	\$285,600	\$0	\$0
Operations interactive employee training system replacement	\$268,000	\$0	\$0	\$0	\$0	\$268,000	\$0	\$0
Airside C passenger boarding bridges painting	\$258,400	\$0	\$0	\$0	\$0	\$258,400	\$0	\$0
Work order system - upgrade/enhancement	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0
Terminal building 4200 rehabilitation - Plant City	\$238,900	\$0	\$0	\$0	\$0	\$238,900	\$0	\$0
Airside E airline and TSA space rehabilitation	\$222,250	\$0	\$0	\$0	\$0	\$222,250	\$0	\$0
Airside C glazing replacement	\$180,800	\$0	\$0	\$0	\$0	\$180,800	\$0	\$0
Black Diamond corporate hangar MEP refurbishing	\$161,500	\$0	\$0	\$0	\$0	\$161,500	\$0	\$0
Toll plaza roof refurbishment	\$153,300	\$0	\$0	\$0	\$0	\$153,300	\$0	\$0
ST,LT & Econ Garage Inspection	\$150,000	\$0	\$0	\$0	\$0	\$150,000	\$0	\$0
ST/LT/Econ & ConRAC Garages Inspection	\$150,000	\$0	\$0	\$0	\$0	\$150,000	\$0	\$0
Firing Range Facility Roof Rehabilitation	\$140,000	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0
K-9 Facility Roof Rehabilitation	\$140,000	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0
Cargo/GSE roof rehabilitation	\$114,900	\$0	\$0	\$0	\$0	\$114,900	\$0	\$0
Airside C boarding bridge carpet replacement	\$105,900	\$0	\$0	\$0	\$0	\$105,900	\$0	\$0

- Airfield Development Projects
- Terminal Development Projects
- Roadway Development Projects
- Cargo Area Development Projects
- General Aviation Development Projects
- Parking Development Projects
- Miscellaneous Development Projects

2026 Project Title	Estimated Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Authority Funds	PFC Funds	P3 Funds
Dynamic signage on roads leading to airport & Bean Parkway	\$7,360,000	\$0	\$2,000,000	\$0	\$0	\$5,360,000	\$0	\$0
Replace parking revenue control toll plaza equipment	\$4,718,700	\$0	\$0	\$0	\$0	\$4,718,700	\$0	\$0
Hangar expansion - Tampa Executive	\$4,268,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,268,000
Garage Rehabilitation (S7/L7/Econ & ConRAC)	\$3,977,000	\$0	\$0	\$0	\$0	\$3,977,000	\$0	\$0
Tampa International Airport Master Plan Update	\$3,517,600	\$0	\$0	\$0	\$0	\$3,517,600	\$0	\$0
Baggage handling systems servers upgrade/enhancement	\$2,488,600	\$0	\$1,244,300	\$0	\$0	\$1,244,300	\$0	\$0
Construct Additional Airport Maintenance Equipment Storage Space	\$2,330,000	\$0	\$0	\$0	\$0	\$2,330,000	\$0	\$0
Technology Refresh - South Office	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$0
Airside A air handlers replacement	\$2,000,000	\$0	\$1,000,000	\$0	\$0	\$1,000,000	\$0	\$0
Airside E field carpet and boarding bridge carpet replacement	\$1,968,416	\$0	\$0	\$0	\$0	\$1,968,416	\$0	\$0
Common use passenger processing system enhancement - phase 1	\$1,887,500	\$0	\$500,000	\$0	\$0	\$1,387,500	\$0	\$0
IDF Technology Refresh	\$1,807,525	\$0	\$0	\$0	\$0	\$1,807,525	\$0	\$0
Airside C bag sort devices and pushers replacement	\$1,617,100	\$0	\$808,550	\$0	\$0	\$808,550	\$0	\$0
Airside A PCA chillers replacement	\$1,423,100	\$0	\$711,550	\$0	\$0	\$711,550	\$0	\$0
Airside A chillers replacement	\$1,207,400	\$0	\$603,700	\$0	\$0	\$603,700	\$0	\$0
Support facilities fiber replacement	\$1,027,000	\$0	\$0	\$0	\$0	\$1,027,000	\$0	\$0
FIS Passport Kiosks Replacement	\$938,700	\$0	\$0	\$0	\$0	\$938,700	\$0	\$0
Airfield signage rehabilitation - Peter O. Knight	\$836,000	\$0	\$668,800	\$0	\$0	\$167,200	\$0	\$0
Landside transfer level interior finishes refurbishment	\$754,900	\$0	\$0	\$0	\$0	\$754,900	\$0	\$0
Structural and pavement inspection and design	\$579,300	\$0	\$289,600	\$0	\$0	\$289,700	\$0	\$0
Support Facility Inspection (TEA/TPA/POK/PCA)	\$571,245	\$0	\$0	\$0	\$0	\$571,245	\$0	\$0
A/V Conference Room Refresh	\$571,245	\$0	\$0	\$0	\$0	\$571,245	\$0	\$0
Airside C fire system pumps and heads refurbishment	\$539,100	\$0	\$269,550	\$0	\$0	\$269,550	\$0	\$0
Voice over IP (VoIP) Equipment Refresh	\$482,000	\$0	\$0	\$0	\$0	\$482,000	\$0	\$0
Runway 1L/19R Paint Removal and Repaint	\$471,500	\$0	\$0	\$0	\$0	\$471,500	\$0	\$0
Airside A emergency generator replacement	\$431,200	\$0	\$215,600	\$0	\$0	\$215,600	\$0	\$0
Maintenance and tenant contingency	\$425,900	\$0	\$0	\$0	\$0	\$425,900	\$0	\$0
Replace Paging System Amps & Mixer - Airsides A&E	\$420,000	\$0	\$0	\$0	\$0	\$420,000	\$0	\$0
Economy garage fire suppression system refurbishment	\$400,000	\$0	\$200,000	\$0	\$0	\$200,000	\$0	\$0
License plate recognition for parking inventory enhancement	\$393,200	\$0	\$0	\$0	\$0	\$393,200	\$0	\$0
Airside C roof refurbishment	\$377,300	\$0	\$0	\$0	\$0	\$377,300	\$0	\$0
Airside C exterior/interior stairs, walls, doors rehabilitation	\$323,400	\$0	\$0	\$0	\$0	\$323,400	\$0	\$0
Airside A passenger boarding bridges painting	\$301,100	\$0	\$0	\$0	\$0	\$301,100	\$0	\$0
Airside C airline and TSA space rehabilitation	\$228,500	\$0	\$0	\$0	\$0	\$228,500	\$0	\$0
Sealcoat West Apron, Access Road and Parking Lot - Plant City	\$207,000	\$0	\$165,600	\$0	\$0	\$41,400	\$0	\$0
Runway 10/28 PAPI lights replacement - Plant City	\$201,100	\$180,900	\$0	\$0	\$0	\$20,200	\$0	\$0
Sealcoat Taxi lanes 4-13 & T-hangar Apron - Tampa Executive	\$180,000	\$0	\$144,000	\$0	\$0	\$36,000	\$0	\$0
Airfield support facilities, toll plaza and canine building carpet replacement	\$124,400	\$0	\$0	\$0	\$0	\$124,400	\$0	\$0
Hangar Rehab 4600/C (PCA): 3800/D at POK	\$121,000	\$0	\$96,800	\$0	\$0	\$24,200	\$0	\$0
Aircraft Rescue Fire Fighting facility chiller replacement	\$120,000	\$0	\$60,000	\$0	\$0	\$60,000	\$0	\$0
Airside A boarding bridge carpet replacement	\$98,200	\$0	\$0	\$0	\$0	\$98,200	\$0	\$0
Airside C domestic water pumps replacement	\$86,300	\$0	\$0	\$0	\$0	\$86,300	\$0	\$0

- Airfield Development Projects
- Terminal Development Projects
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- Miscellaneous Development Projects

2027 Project Title	Estimated Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Authority Funds	PFC Funds	P3 Funds
Runway 1L/19R concrete pavement repl. Incl. asphalt shoulders and blast pads repl.	\$71,620,000	\$39,892,300	\$18,764,400	\$0	\$0	\$2,649,900	\$10,313,400	\$0
Construct extension of run-up taxi lane and ramp to 4th hangar site	\$60,200,000	\$0	\$0	\$0	\$60,200,000	\$0	\$0	\$0
Construct fourth eastside hangar in MRO area - 99,600 sq. ft.	\$47,390,000	\$0	\$0	\$0	\$0	\$0	\$0	\$47,390,000
Taxiway A from Taxiway J to south end of RW 1R	\$25,300,000	\$13,356,900	\$6,282,800	\$0	\$3,453,000	\$2,207,300	\$0	\$0
Airport Security System Replacement	\$18,613,800	\$9,306,900	\$0	\$0	\$0	\$9,306,900	\$0	\$0
Taxiways D, E, P, Q, R & S concrete pavement replacement	\$17,092,800	\$9,520,700	\$4,478,300	\$0	\$0	\$632,400	\$2,461,400	\$0
Airside E boarding bridges, PCA AHU and GPU replacements	\$13,730,500	\$0	\$3,000,000	\$0	\$0	\$10,730,500	\$0	\$0
Main Terminal LED Technology Refresh	\$5,712,500	\$0	\$0	\$0	\$0	\$5,712,500	\$0	\$0
Garage Rehabilitation / Repairs (STPG, LTPG, EPG & CONRac)	\$4,057,000	\$0	\$0	\$0	\$0	\$4,057,000	\$0	\$0
Common use passenger processing system enhancement - phase 2	\$3,553,800	\$0	\$500,000	\$0	\$0	\$3,053,800	\$0	\$0
Structural and pavement rehabilitation	\$2,185,800	\$0	\$1,092,900	\$0	\$0	\$1,092,900	\$0	\$0
CCTV Server and Storage Refresh	\$1,957,900	\$0	\$0	\$0	\$0	\$1,957,900	\$0	\$0
Enterprise Geographical Information Systems (eGIS)	\$1,814,000	\$0	\$0	\$0	\$0	\$1,814,000	\$0	\$0
NOC Technology Refresh	\$1,713,750	\$0	\$0	\$0	\$0	\$1,713,750	\$0	\$0
Work order system - upgrade/enhancement	\$1,085,400	\$0	\$0	\$0	\$0	\$1,085,400	\$0	\$0
Runway 10/28 west of runway 1R/18L concrete joint & slab rehabilitation	\$1,043,900	\$0	\$521,950	\$0	\$0	\$521,950	\$0	\$0
Authority-wide Ditch and Pond Maintenance/Rehabilitation	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0
Authority-wide Site Rehabilitation	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0
Crack seal Runway 18-36, Taxiways A, C, and D, Vanenberg Hangar Road, Vandenberg Loop Road and Vandenberg Airport Road	\$919,000	\$0	\$735,200	\$0	\$0	\$183,800	\$0	\$0
Flight information monitoring system replacement	\$596,600	\$0	\$0	\$0	\$0	\$596,600	\$0	\$0
Cable Management System Replacement	\$587,400	\$0	\$0	\$0	\$0	\$587,400	\$0	\$0
ITS Master Plan Update	\$587,400	\$0	\$0	\$0	\$0	\$587,400	\$0	\$0
Common Use Equipment Refresh	\$586,700	\$0	\$0	\$0	\$0	\$586,700	\$0	\$0
Airside F hydraulic elevator modernization	\$548,900	\$0	\$274,450	\$0	\$0	\$274,450	\$0	\$0
Landside airline space rehabilitation	\$442,900	\$0	\$0	\$0	\$0	\$442,900	\$0	\$0
Maintenance and tenant contingency	\$437,400	\$0	\$0	\$0	\$0	\$437,400	\$0	\$0
Landside Airline Space Rehabilitation	\$431,200	\$0	\$0	\$0	\$0	\$431,200	\$0	\$0
Runway 1R/19L Paint Removal and Repaint	\$417,055	\$0	\$208,528	\$0	\$0	\$208,528	\$0	\$0
Terminal parking garages elevator lobby carpet replacement	\$414,300	\$0	\$0	\$0	\$0	\$414,300	\$0	\$0
Airfield Pavement Management System (APMS) Update	\$381,385	\$0	\$0	\$0	\$0	\$381,385	\$0	\$0
GA Hangar Rehab (5600/H @ PCA 4800/A & 4400/G @ POK)	\$368,000	\$0	\$294,400	\$0	\$0	\$73,600	\$0	\$0
Service road from gale P6a to P3 pavement replacement	\$302,600	\$0	\$151,300	\$0	\$0	\$151,300	\$0	\$0
Airfield Pavement Management System (APMS) Update	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0
ARFF Facility Refurbishment	\$242,900	\$0	\$0	\$0	\$0	\$242,900	\$0	\$0
Long term garage toll plaza camera system replacement	\$221,525	\$0	\$0	\$0	\$0	\$221,525	\$0	\$0
Roadway pavement inspection - TPA, TEA, POK, PCA	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0
Roadway Pavement Inspection (TEA/TPA/POK/PCA)	\$176,000	\$0	\$0	\$0	\$0	\$176,000	\$0	\$0
Operations and maintenance facility 1600 rehabilitation - Tampa Executive	\$161,000	\$144,900	\$0	\$0	\$0	\$16,100	\$0	\$0
Elevator interior wall carpet replacement for STPG, RAC and economy garages	\$93,600	\$0	\$0	\$0	\$0	\$93,600	\$0	\$0
Roadway dynamic signage refurbishment	\$86,300	\$0	\$0	\$0	\$0	\$86,300	\$0	\$0

- Airfield Development Projects
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- Miscellaneous Development Projects

2028 Project Title	Estimated Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Authority Funds	PFC Funds	P3 Funds
Airport Security System Replacement	\$14,300,000	\$3,500,000	\$2,500,000	\$0	\$0	\$0	\$8,300,000	\$0
Replace Main Terminal Dynamic Signage	\$12,675,800	\$0	\$0	\$0	\$0	\$12,675,800	\$0	\$0
Garage Rehabilitation / Replars (STPG, LTPG, EPG & CONRac)	\$4,139,000	\$0	\$0	\$0	\$0	\$4,139,000	\$0	\$0
Monorail rehabilitation and controls replacement	\$4,000,000	\$0	\$2,000,000	\$0	\$0	\$2,000,000	\$0	\$0
Airfield slab replacement	\$3,466,300	\$2,599,700	\$433,300	\$0	\$0	\$433,300	\$0	\$0
RW 5/23 and associated taxiway lighting refurbishment - Tampa Executive	\$3,149,400	\$2,834,400	\$252,000	\$0	\$0	\$63,000	\$0	\$0
Financial system major upgrade	\$3,081,000	\$0	\$0	\$0	\$0	\$3,081,000	\$0	\$0
RPZ and Approach Areas-Aerials & Tree Trimming (All Airports)	\$2,980,275	\$0	\$1,000,000	\$0	\$0	\$1,980,275	\$0	\$0
Replace Paging System Head End at Main Terminal and all Airsides	\$2,714,500	\$0	\$0	\$0	\$0	\$2,714,500	\$0	\$0
ConRAC Technology Refresh	\$1,713,750	\$0	\$856,875	\$0	\$0	\$856,875	\$0	\$0
Airside E restroom refurbishment	\$1,706,700	\$0	\$853,350	\$0	\$0	\$853,350	\$0	\$0
Crack seal Runway 5-23, Taxiways E, F, H, J, U, and Seal Coat Taxiways 1-3 and West	\$1,331,000	\$0	\$1,064,800	\$0	\$0	\$266,200	\$0	\$0
Apron - Tampa Executive	\$1,135,000	\$0	\$908,000	\$0	\$0	\$227,000	\$0	\$0
Mill and overlay T-Hangar Taxiways - TEA	\$758,100	\$0	\$0	\$0	\$0	\$758,100	\$0	\$0
Cell phone lot EVIDS upgrade/replacement - phase 2	\$682,700	\$0	\$341,350	\$0	\$0	\$341,350	\$0	\$0
Landside shuttle central control computers replacement	\$652,640	\$0	\$0	\$0	\$0	\$652,640	\$0	\$0
Tampa Airport Website Refresh	\$611,000	\$0	\$305,500	\$0	\$0	\$305,500	\$0	\$0
Structural and pavement inspection and design	\$536,000	\$0	\$428,800	\$0	\$0	\$107,200	\$0	\$0
GA Hangar Rehab (4600/2, 2700/7, 2000/12 & 5300/N @ TEA)	\$522,000	\$0	\$0	\$0	\$0	\$522,000	\$0	\$0
Voice over IP (VoIP) Equipment Refresh	\$449,200	\$0	\$0	\$0	\$0	\$449,200	\$0	\$0
Maintenance and tenant contingency	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0
Landside building transfer level carpet replacement	\$391,600	\$0	\$0	\$0	\$0	\$391,600	\$0	\$0
Main Terminal & Airsides Structural & Envelope Inspection	\$300,000	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0
Airside C paging system amps and mixers replacement	\$275,000	\$0	\$0	\$0	\$0	\$275,000	\$0	\$0
Main Terminal & Airsides Structural & Envelope Inspection	\$273,100	\$0	\$0	\$0	\$0	\$273,100	\$0	\$0
Terminal parking toll plaza chillers replacement	\$251,348	\$0	\$0	\$0	\$0	\$251,348	\$0	\$0
Airside F airline and TSA space rehabilitation	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0
ARFF facility refurbishment	\$248,200	\$0	\$0	\$0	\$0	\$248,200	\$0	\$0
Frontage road pavement replacement	\$140,000	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0
CRDC Chiller Replacement	\$129,000	\$0	\$0	\$0	\$0	\$129,000	\$0	\$0
Airside F passenger boarding bridge carpet replacement								

Airfield Development Projects	Terminal Development Projects	Roadway Development Projects	Cargo Area Development Projects
General Aviation Development Projects	Parking Development Projects	Miscellaneous Development Projects	

2029 Project Title	Estimated Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Authority Funds	PFC Funds	P3 Funds
Expand Air Cargo Ramp	\$40,290,000	\$0	\$0	\$0	\$40,290,000	\$0	\$0	\$0
Airside F shuttle cars rehabilitation	\$21,397,800	\$0	\$5,000,000	\$0	\$0	\$16,397,800	\$0	\$0
Overlay Runway 18/36 & Taxiways A, B, C (TEA)	\$9,666,920	\$0	\$4,500,000	\$0	\$0	\$5,166,920	\$0	\$0
Construct Existing Dedicated Cargo building expansion	\$8,160,000	\$0	\$0	\$0	\$8,160,000	\$0	\$0	\$0
GBP and Bessie Coleman Service Rd from PO N to AS/F (Asphalt Pavement Overlay)	\$7,531,900	\$0	\$0	\$0	\$0	\$7,531,900	\$0	\$0
Overlay RW 10-28 & Terminal Apron Seal Coat (PCA)	\$7,385,287	\$0	\$0	\$0	\$0	\$7,385,287	\$0	\$0
Garage Rehabilitation / Repairs (STPG, LTPG, EPG & CONRac)	\$4,222,000	\$0	\$0	\$0	\$0	\$4,222,000	\$0	\$0
Hangar expansion - Tampa Executive	\$3,940,100	\$0	\$0	\$0	\$0	\$0	\$0	\$3,940,100
Interior cabling replacement	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$0
STS CISCO equipment refresh phase 1	\$2,555,600	\$0	\$0	\$0	\$0	\$2,555,600	\$0	\$0
Airside C field carpet and boarding bridge carpet replacement	\$2,416,830	\$0	\$0	\$0	\$0	\$2,416,830	\$0	\$0
Structural and pavement repairs	\$2,305,400	\$0	\$1,152,700	\$0	\$0	\$1,152,700	\$0	\$0
Cell Phone Lot LED Replacement	\$1,957,925	\$0	\$400,000	\$0	\$0	\$1,557,925	\$0	\$0
Airside A Restroom Refurbishment	\$1,800,000	\$0	\$500,000	\$0	\$0	\$1,300,000	\$0	\$0
Airside C Restroom Refurbishment	\$1,800,000	\$0	\$500,000	\$0	\$0	\$1,300,000	\$0	\$0
Electronic visual information display panel replacement	\$1,750,400	\$0	\$0	\$0	\$0	\$1,750,400	\$0	\$0
WiFi enhancements	\$1,703,800	\$0	\$0	\$0	\$0	\$1,703,800	\$0	\$0
Records management software upgrade	\$1,090,400	\$0	\$0	\$0	\$0	\$1,090,400	\$0	\$0
Valet Level 2 Drive Surface Replacement	\$1,056,625	\$0	\$0	\$0	\$0	\$1,056,625	\$0	\$0
Landside ticket level interior finishes refurbishment	\$818,000	\$0	\$0	\$0	\$0	\$818,000	\$0	\$0
Cargo/GSE parking lot asphalt pavement replacement	\$802,750	\$0	\$277,700	\$0	\$0	\$525,050	\$0	\$0
Email system upgrade	\$766,200	\$0	\$0	\$0	\$0	\$766,200	\$0	\$0
Close and remove Taxiway A between Airside C and D	\$540,000	\$0	\$0	\$0	\$540,000	\$0	\$0	\$0
Airside A airline and TSA space rehabilitation	\$467,300	\$0	\$0	\$0	\$0	\$467,300	\$0	\$0
Terminal building 3900 rehabilitation - Tampa Executive	\$463,700	\$300,000	\$0	\$0	\$0	\$163,700	\$0	\$0
Maintenance and tenant contingency	\$461,300	\$0	\$0	\$0	\$0	\$461,300	\$0	\$0
GA Hangar Rehab (5400/B, 4000/E, 4600/H & 6600/T @ TPF)	\$449,500	\$0	\$359,600	\$0	\$0	\$89,900	\$0	\$0
FAA access road asphalt pavement replacement	\$447,400	\$0	\$0	\$0	\$0	\$447,400	\$0	\$0
Service road from gate P6a to P3 pavement replacement	\$318,500	\$0	\$0	\$0	\$0	\$318,500	\$0	\$0
Structural Inspection (TPA)	\$228,500	\$0	\$0	\$0	\$0	\$228,500	\$0	\$0
NOC server room A/C replacement	\$225,600	\$0	\$0	\$0	\$0	\$225,600	\$0	\$0
Fire system refurbishment - Tampa Executive	\$196,400	\$0	\$0	\$0	\$0	\$196,400	\$0	\$0
Gate gourmet roof and structure repair	\$175,200	\$0	\$0	\$0	\$0	\$175,200	\$0	\$0
K-9 Facility Refurbishment	\$155,300	\$0	\$0	\$0	\$0	\$155,300	\$0	\$0
Cargo building #432 roof refurbishment	\$81,300	\$0	\$0	\$0	\$0	\$81,300	\$0	\$0

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2030 Project Title	Estimated Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Authority Funds	PFC Funds	P3 Funds
Reconstruct Aprons A, B and C - Tampa Executive	\$38,431,000	\$0	\$5,000,000	\$0	\$0	\$33,431,000	\$0	\$0
Mill & Overlay Runway 18-36, Taxiways B, D, F, East Hangar Taxiways, Tiedowns I and J,								
Apron, Helicopter Parking Area, Service Roads and Parking Lot - POK	\$18,351,000	\$0	\$5,000,000	\$0	\$0	\$13,351,000	\$0	\$0
Aircraft Rescue Fire Fighting alternative fuel training facility	\$17,870,200	\$0	\$5,529,100	\$0	\$0	\$781,000	\$11,560,100	\$0
Runway 10/28 E of runway 19L including blast pads and branch taxiways H, G & N-1 asphalt rehabilitation	\$5,484,000	\$0	\$1,349,920	\$0	\$0	\$4,134,080	\$0	\$0
Garage Rehabilitation / Repairs (STPG, LTPG, EPG & CONRac)	\$4,307,000	\$0	\$1,500,000	\$0	\$0	\$2,807,000	\$0	\$0
Remote transmitter receiver relocation	\$3,504,300	\$0	\$0	\$0	\$0	\$3,504,300	\$0	\$0
STS CISCO equipment refresh phase 2 & toll plaza	\$2,950,800	\$0	\$0	\$0	\$0	\$2,950,800	\$0	\$0
Airside A field carpet and boarding bridge carpet replacement	\$2,438,720	\$0	\$0	\$0	\$0	\$2,438,720	\$0	\$0
STPG Level 4	\$1,908,600	\$0	\$0	\$0	\$0	\$1,908,600	\$0	\$0
Airside F Restroom Refurbishment	\$1,848,300	\$0	\$500,000	\$0	\$0	\$1,348,300	\$0	\$0
Transfer Columns LED Displays	\$1,652,100	\$0	\$0	\$0	\$0	\$1,652,100	\$0	\$0
Airport operations data base system upgrade	\$1,487,800	\$0	\$0	\$0	\$0	\$1,487,800	\$0	\$0
Carpet replacement for shuttles, monorail and monorail lobby carpet	\$744,300	\$0	\$0	\$0	\$0	\$744,300	\$0	\$0
Call accounting, billing and cable management replacement	\$586,700	\$0	\$0	\$0	\$0	\$586,700	\$0	\$0
GA Hangar Rehab (3400/E @ PCM; 2500/8, 2400/9, 2300/10, & 2100/11 @ VDF	\$524,000	\$0	\$0	\$0	\$0	\$524,000	\$0	\$0
Maintenance and tenant contingency	\$473,755	\$0	\$0	\$0	\$0	\$473,755	\$0	\$0
Airfield Pavement Management System (APMS) Update	\$413,120	\$0	\$0	\$0	\$0	\$413,120	\$0	\$0
Bldg 432 Roof Rehabilitation	\$393,400	\$0	\$196,700	\$0	\$0	\$196,700	\$0	\$0
Way Finding Touch Screen Replacement	\$326,300	\$0	\$0	\$0	\$0	\$326,300	\$0	\$0
Operations interactive employee training system replacement	\$306,200	\$0	\$0	\$0	\$0	\$306,200	\$0	\$0
Crack seal Taxiway A - Plant City	\$288,000	\$0	\$0	\$0	\$0	\$288,000	\$0	\$0
Work order system - upgrade/enhancement	\$285,600	\$0	\$0	\$0	\$0	\$285,600	\$0	\$0
Terminal parking toll plaza chillers replacement	\$284,700	\$0	\$0	\$0	\$0	\$284,700	\$0	\$0
Airside A passenger boarding bridges painting	\$276,900	\$0	\$0	\$0	\$0	\$276,900	\$0	\$0
Airside E airline and TSA space rehabilitation	\$253,900	\$0	\$0	\$0	\$0	\$253,900	\$0	\$0
ST,LT & Econ Garage Inspection	\$171,400	\$0	\$0	\$0	\$0	\$171,400	\$0	\$0
Airside C boarding bridge carpet replacement	\$121,000	\$0	\$0	\$0	\$0	\$121,000	\$0	\$0
Terminal building Rehab @ PCM	\$90,000	\$0	\$0	\$0	\$0	\$90,000	\$0	\$0

- Airfield Development Projects
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2031 Project Title	Estimated	Authority				Authority		
	Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Funds	PFC Funds	P3 Funds
Airside C Expansion (Opt 2 without FIS)	\$87,953,000	\$0	\$0	\$0	\$87,953,000	\$0	\$0	\$0
Airside E SSCP Expansion (South Opt)	\$30,685,000	\$0	\$0	\$0	\$30,685,000	\$0	\$0	\$0
Taxiways E, G, S and U asphalt pavement rehabilitation	\$8,163,286	\$5,804,700	\$967,500	\$0	\$0	\$1,391,086	\$0	\$0
Garage Rehabilitation / Repairs (STPG, LTPG, EPG & ConRAC)	\$4,394,000	\$0	\$1,500,000	\$0	\$0	\$2,894,000	\$0	\$0
Replace lighting on curbside drives	\$3,318,000	\$0	\$0	\$0	\$0	\$3,318,000	\$0	\$0
RPZ and Approach Areas-Aerials & Tree Trimming (All Airports)	\$3,228,250	\$0	\$1,000,000	\$0	\$0	\$2,228,250	\$0	\$0
Airside F Apron Joint and Slab Rehabilitation	\$2,946,200	\$0	\$1,000,000	\$0	\$0	\$1,946,200	\$0	\$0
Technology Refresh - South Office	\$2,285,000	\$0	\$0	\$0	\$0	\$2,285,000	\$0	\$0
Part 150 Noise Study	\$1,957,000	\$0	\$978,500	\$0	\$0	\$978,500	\$0	\$0
Replace lighting in economy garages	\$1,946,500	\$0	\$0	\$0	\$0	\$1,946,500	\$0	\$0
Baggage Carousel LED Signage Replacement	\$1,652,100	\$0	\$0	\$0	\$0	\$1,652,100	\$0	\$0
Authority-wide Petroleum Storage Systems Refurbishment	\$1,237,600	\$0	\$500,000	\$0	\$0	\$737,600	\$0	\$0
Landside penhouses roof refurbishment	\$1,232,400	\$0	\$616,200	\$0	\$0	\$616,200	\$0	\$0
Baggage system scanners replacement	\$1,101,375	\$0	\$500,000	\$0	\$0	\$601,375	\$0	\$0
Crack seal Runway 4-22, Taxiways A, C, E, Taxiways C-H and Mill & Overlay Taxiway G - POK	\$1,023,000	\$0	\$818,400	\$0	\$0	\$204,600	\$0	\$0
SMS Project	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0
Support Facility Inspection (TEA/TPA/POK/PCA)	\$652,640	\$0	\$0	\$0	\$0	\$652,640	\$0	\$0
A/V Conference Room Refresh	\$652,640	\$0	\$0	\$0	\$0	\$652,640	\$0	\$0
Airside A SWE escalators replacement	\$644,300	\$0	\$322,150	\$0	\$0	\$322,150	\$0	\$0
Main Terminal SWE escalators replacement	\$563,900	\$0	\$281,950	\$0	\$0	\$281,950	\$0	\$0
Walter Corporate Hangar Rehabilitation	\$549,650	\$0	\$0	\$0	\$0	\$549,650	\$0	\$0
Terminal 3000 and administrative 2800 buildings rehabilitation - Peter O. Knight	\$510,000	\$0	\$0	\$0	\$0	\$510,000	\$0	\$0
Maintenance and tenant contingency	\$486,546	\$0	\$0	\$0	\$0	\$486,546	\$0	\$0
Crack seal Runway 10-28 - Plant City	\$458,000	\$0	\$366,400	\$0	\$0	\$91,600	\$0	\$0
License plate recognition for parking inventory enhancement	\$449,200	\$0	\$0	\$0	\$0	\$449,200	\$0	\$0
Wildlife Assessment	\$392,000	\$0	\$196,000	\$0	\$0	\$196,000	\$0	\$0
Airside C Airline and TSA space rehabilitation	\$261,100	\$0	\$0	\$0	\$0	\$261,100	\$0	\$0
GA Hangar Rehab (3200/F @ PCM; 4200/F & 6800/S @ TPF	\$245,000	\$0	\$196,000	\$0	\$0	\$49,000	\$0	\$0

2032 Project Title	Estimated	Authority				Authority		
	Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Funds	PFC Funds	P3 Funds
Runway 10/28 pavement replacement west of runway 1R	\$25,000,000	\$0	\$8,000,000	\$0	\$0	\$17,000,000	\$0	\$0
Runway 1R construct high speed exit	\$10,849,900	\$0	\$1,998,200	\$0	\$0	\$2,490,800	\$6,360,900	\$0
Taxiway N pavement replacement west of runway 1R	\$6,901,200	\$5,175,900	\$0	\$0	\$0	\$1,725,300	\$0	\$0
Main Terminal LED Technology Refresh	\$6,526,500	\$0	\$0	\$0	\$0	\$6,526,500	\$0	\$0
Garage Rehabilitation / Repairs (STPG, LTPG, EPG & ConRAC)	\$4,482,000	\$0	\$0	\$0	\$0	\$4,482,000	\$0	\$0
Landside and Airside E baggage handling system pushers replacement	\$4,372,000	\$0	\$1,000,000	\$0	\$0	\$3,372,000	\$0	\$0
Baggage handling systems servers upgrade/enhancement	\$2,920,000	\$0	\$1,244,300	\$0	\$0	\$1,675,700	\$0	\$0
Exterior Dynamic Sign Replacement	\$2,882,500	\$0	\$0	\$0	\$0	\$2,882,500	\$0	\$0
Airside A Shuttle Superstructure Painting	\$2,722,600	\$0	\$0	\$0	\$0	\$2,722,600	\$0	\$0
CC TV Server and Storage Refresh	\$2,236,880	\$0	\$0	\$0	\$0	\$2,236,880	\$0	\$0
ConRAC - Restroom Refurbs	\$2,100,000	\$0	\$1,050,000	\$0	\$0	\$1,050,000	\$0	\$0
Clean and rehabilitate ditch banks and bottoms: mitigation ditch (Juliet); north outflow (Bravo); south outflow (Spruce); west ditch (Whiskey); Charlie; Echo; north ditches	\$1,960,500	\$1,126,500	\$417,000	\$0	\$0	\$417,000	\$0	\$0
NOC Technology Refresh	\$1,957,900	\$0	\$0	\$0	\$0	\$1,957,900	\$0	\$0
Work order system - upgrade/enhancement	\$1,240,100	\$0	\$0	\$0	\$0	\$1,240,100	\$0	\$0
Static parkway signage replacement	\$830,400	\$0	\$0	\$0	\$0	\$830,400	\$0	\$0
ITS Master Plan Update	\$671,100	\$0	\$0	\$0	\$0	\$671,100	\$0	\$0
Cable Management System Replacement	\$671,098	\$0	\$0	\$0	\$0	\$671,098	\$0	\$0
Replace airside E generator	\$516,750	\$0	\$0	\$0	\$0	\$516,750	\$0	\$0
Maintenance and tenant contingency	\$499,683	\$0	\$0	\$0	\$0	\$499,683	\$0	\$0
Landside Airline Space Rehabilitation	\$492,640	\$0	\$0	\$0	\$0	\$492,640	\$0	\$0
GA Hangar Rehab (5000/B & 2600/I @ PCM; 4700/3 & 1900/13 @ VDF)	\$488,000	\$0	\$390,400	\$0	\$0	\$97,600	\$0	\$0
Main Terminal & Airsides Structural & Envelope Inspection	\$447,400	\$0	\$0	\$0	\$0	\$447,400	\$0	\$0
Con RAC - Refurbish Cooling Towers	\$420,000	\$0	\$210,000	\$0	\$0	\$210,000	\$0	\$0
ConRAC - Paging System Replacement	\$420,000	\$0	\$210,000	\$0	\$0	\$210,000	\$0	\$0
Airside E passenger boarding bridges painting	\$330,235	\$0	\$0	\$0	\$0	\$330,235	\$0	\$0
Seal Coat T-Hangar Taxiways 4-13	\$211,000	\$0	\$0	\$0	\$0	\$211,000	\$0	\$0
Airside A boarding bridge carpet replacement	\$115,250	\$0	\$0	\$0	\$0	\$115,250	\$0	\$0

- Airfield Development Projects
- Terminal Development Projects
- Roadway Development Projects
- Cargo Area Development Projects
- General Aviation Development Projects
- Parking Development Projects
- Miscellaneous Development Projects

2033 Project Title	Estimated					Authority		
	Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Funds	PFC Funds	P3 Funds
Garage Rehabilitation / Repairs (STPG, LTPG, EPG & ConRAC)	\$4,572,000	\$0	\$1,500,000	\$0	\$0	\$3,072,000	\$0	\$0
Financial system major upgrade	\$3,520,010	\$0	\$0	\$0	\$0	\$3,520,010	\$0	\$0
Baggage Claim Video Walls Technology Refresh	\$2,236,900	\$0	\$0	\$0	\$0	\$2,236,900	\$0	\$0
IDF Technology Refresh	\$2,178,100	\$0	\$0	\$0	\$0	\$2,178,100	\$0	\$0
ConRAC Technology Refresh	\$1,957,900	\$0	\$978,950	\$0	\$0	\$978,950	\$0	\$0
FIS Passport Kiosks Replacement	\$1,101,400	\$0	\$0	\$0	\$0	\$1,101,400	\$0	\$0
Crack seal Runway 18-36, Taxiways A, C, and D, Vandenberg Hangar Road, Vandenberg Loop Road and Vandenberg Airport Road	\$1,078,000	\$0	\$862,400	\$0	\$0	\$215,600	\$0	\$0
Jim W Blvd and related service road pavement replacement	\$1,027,650	\$0	\$513,825	\$0	\$0	\$513,825	\$0	\$0
Tampa Airport Website Refresh	\$745,635	\$0	\$0	\$0	\$0	\$745,635	\$0	\$0
Common Use Equipment Refresh	\$688,400	\$0	\$0	\$0	\$0	\$688,400	\$0	\$0
Voice over IP (VoIP) Equipment Refresh	\$580,800	\$0	\$0	\$0	\$0	\$580,800	\$0	\$0
Crack seal Runway 4-22 - Peter O. Knight	\$580,000	\$0	\$464,000	\$0	\$0	\$116,000	\$0	\$0
Baggage System PLC Replacement	\$520,000	\$0	\$260,000	\$0	\$0	\$260,000	\$0	\$0
Maintenance and tenant contingency	\$513,175	\$0	\$0	\$0	\$0	\$513,175	\$0	\$0
Airside A sort, E and landside baggage system PLC replacement	\$455,140	\$0	\$227,570	\$0	\$0	\$227,570	\$0	\$0
Airfield Pavement Management System (APMS) Update	\$447,500	\$0	\$0	\$0	\$0	\$447,500	\$0	\$0
Main Terminal & Airsides Structural & Envelope Inspection	\$447,400	\$0	\$0	\$0	\$0	\$447,400	\$0	\$0
Seal coat Terminal Apron - Plant City	\$307,000	\$0	\$245,600	\$0	\$0	\$61,400	\$0	\$0
Airside F airline and TSA space rehabilitation	\$287,200	\$0	\$0	\$0	\$0	\$287,200	\$0	\$0
FedEx roof and structure rehabilitation	\$260,000	\$0	\$0	\$0	\$0	\$260,000	\$0	\$0
Roadway Pavement Inspection (TEA/TPA/POK/PCA)	\$206,500	\$0	\$0	\$0	\$0	\$206,500	\$0	\$0
Airside F bag sort air handlers replacement	\$195,000	\$0	\$97,500	\$0	\$0	\$97,500	\$0	\$0
Airfield perimeter gate controllers replacement	\$170,300	\$0	\$85,150	\$0	\$0	\$85,150	\$0	\$0
2034 Project Title	Estimated					Authority		
	Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Funds	PFC Funds	P3 Funds
Garage Rehabilitation / Repairs (STPG, LTPG, EPG & ConRAC)	\$4,664,000	\$0	\$1,500,000	\$0	\$0	\$3,164,000	\$0	\$0
LED Transfer Level Refresh	\$3,915,850	\$0	\$0	\$0	\$0	\$3,915,850	\$0	\$0
Taxiways A, C, D, J, V and W asphalt shoulder rehabilitation	\$3,717,300	\$0	\$1,858,650	\$0	\$0	\$1,858,650	\$0	\$0
RPZ and Approach Areas-Aerials & Tree Trimming (All Airports)	\$3,496,900	\$0	\$1,000,000	\$0	\$0	\$2,496,900	\$0	\$0
Crack seal Taxiways E & F, Taxiways 1-3 and West Apron and Mill & Overlay Taxiways H, J & U (TEA)	\$3,320,000	\$0	\$2,656,000	\$0	\$0	\$664,000	\$0	\$0
North Terminal Roadway Changes for Phase 2	\$3,184,000	\$0	\$1,592,000	\$0	\$0	\$1,592,000	\$0	\$0
Economy parking lots pavement rehabilitation	\$1,853,500	\$0	\$710,000	\$0	\$0	\$1,143,500	\$0	\$0
Electronic visual information display panel replacement	\$1,798,000	\$0	\$0	\$0	\$0	\$1,798,000	\$0	\$0
Landside bag claim level carpet replacement	\$1,008,700	\$0	\$0	\$0	\$0	\$1,008,700	\$0	\$0
Gas boilers replacement	\$707,000	\$0	\$353,500	\$0	\$0	\$353,500	\$0	\$0
Runway 1L/19R Paint Removal and Repaint	\$583,500	\$0	\$291,750	\$0	\$0	\$291,750	\$0	\$0
Maintenance and tenant contingency	\$527,030	\$0	\$0	\$0	\$0	\$527,030	\$0	\$0
GA Hangar Rehab (3600/D & 3000/G @ PCM; 1800/14 @ TEA)	\$290,500	\$0	\$232,400	\$0	\$0	\$58,100	\$0	\$0
Airside F passenger boarding bridge painting	\$287,400	\$0	\$0	\$0	\$0	\$287,400	\$0	\$0
Structural Inspection (TPA)	\$261,100	\$0	\$0	\$0	\$0	\$261,100	\$0	\$0
Airside A sort building emergency generator replacement	\$156,600	\$0	\$78,300	\$0	\$0	\$78,300	\$0	\$0
Airside F passenger boarding bridge carpet replacement	\$151,400	\$0	\$0	\$0	\$0	\$151,400	\$0	\$0
Long term garage security door hardware replacement	\$133,400	\$0	\$0	\$0	\$0	\$133,400	\$0	\$0

Airfield Development Projects	Terminal Development Projects	Roadway Development Projects	Cargo Area Development Projects
General Aviation Development Projects	Parking Development Projects	Miscellaneous Development Projects	

2035 Project Title	Estimated Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Authority Funds	PFC Funds	P3 Funds
Garage Rehabilitation / Repairs (STPG, LTPG, EPG & ConRAC)	\$4,758,000	\$0	\$1,750,000	\$0	\$0	\$3,008,000	\$0	\$0
LTPG levels 3, 4, and 5 lighting fixtures replacement	\$3,876,300	\$0	\$1,000,000	\$0	\$0	\$2,876,300	\$0	\$0
Airside C interior finishes refurbishment	\$2,741,300	\$0	\$0	\$0	\$0	\$2,741,300	\$0	\$0
Authority-wide Site Rehabilitation	\$1,237,600	\$0	\$0	\$0	\$0	\$1,237,600	\$0	\$0
Authority-wide Ditch and Pond Maintenance/Rehabilitation	\$1,237,600	\$0	\$618,800	\$0	\$0	\$618,800	\$0	\$0
Seawall rehabilitation - Peter O. Knight	\$1,200,000	\$0	\$960,000	\$0	\$0	\$240,000	\$0	\$0
Crack seal Runway 18-36, Taxiways A, C and D (TEA)	\$733,000	\$0	\$586,400	\$0	\$0	\$146,600	\$0	\$0
Maintenance and tenant contingency	\$541,260	\$0	\$0	\$0	\$0	\$541,260	\$0	\$0
North employee parking lot pavement rehabilitation	\$527,300	\$0	\$202,000	\$0	\$0	\$325,300	\$0	\$0
Runway 1R/19L Paint Removal and Repaint	\$516,125	\$0	\$258,063	\$0	\$0	\$258,063	\$0	\$0
GA Hangar Rehab (5200/A @ PCM; 3000/4 & 2900/5 @ TEA)	\$442,000	\$0	\$353,600	\$0	\$0	\$88,400	\$0	\$0
Airside A sort facility interior/exterior refurbishment	\$438,600	\$0	\$0	\$0	\$0	\$438,600	\$0	\$0
Way Finding Touch Screen Replacement	\$372,800	\$0	\$186,400	\$0	\$0	\$186,400	\$0	\$0
CRDC Roof Rehab	\$350,000	\$0	\$0	\$0	\$0	\$350,000	\$0	\$0
Long term garage elevator room air conditioning replacement	\$342,700	\$0	\$0	\$0	\$0	\$342,700	\$0	\$0
Monorail offices air condition unit replacement	\$342,700	\$0	\$0	\$0	\$0	\$342,700	\$0	\$0
Airside C passenger boarding bridges painting	\$337,300	\$0	\$0	\$0	\$0	\$337,300	\$0	\$0
Airside E airline and TSA space rehabilitation	\$290,100	\$0	\$0	\$0	\$0	\$290,100	\$0	\$0
ST,LT & Econ Garage Inspection	\$195,825	\$0	\$0	\$0	\$0	\$195,825	\$0	\$0

2036 Project Title	Estimated Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Authority Funds	PFC Funds	P3 Funds
Ramp A concrete joint and slab rehabilitation	\$3,169,550	\$0	\$1,062,700	\$0	\$0	\$2,106,850	\$0	\$0
Technology Refresh - South Office	\$2,610,600	\$0	\$0	\$0	\$0	\$2,610,600	\$0	\$0
Replace 1996 interior cabling	\$1,703,800	\$0	\$0	\$0	\$0	\$1,703,800	\$0	\$0
Airfield support facility roof rehabilitation	\$1,552,300	\$0	\$776,150	\$0	\$0	\$776,150	\$0	\$0
Mobile Command Vehicle	\$1,491,300	\$0	\$745,650	\$0	\$0	\$745,650	\$0	\$0
Support Facility Inspection (TEA/TPA/POK/PCA)	\$745,600	\$0	\$0	\$0	\$0	\$745,600	\$0	\$0
A/V Conference Room Refresh	\$745,600	\$0	\$0	\$0	\$0	\$745,600	\$0	\$0
Maintenance and tenant contingency	\$555,874	\$0	\$0	\$0	\$0	\$555,874	\$0	\$0
Replace Paging System Amps & Mixer - Airsides A&E	\$548,200	\$0	\$274,100	\$0	\$0	\$274,100	\$0	\$0
GA Hangar Rehab (4600/C @ PCM; 2700/7 & 2000/12 @ TEA)	\$326,000	\$0	\$260,800	\$0	\$0	\$65,200	\$0	\$0
Airside C airline and TSA space rehabilitation	\$298,300	\$0	\$0	\$0	\$0	\$298,300	\$0	\$0
Airside F Concessions Building Roof Rehab	\$140,000	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0
Aircraft Rescue Fire Fighting facility chiller replacement	\$137,100	\$0	\$68,550	\$0	\$0	\$68,550	\$0	\$0

2037 Project Title	Estimated Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Authority Funds	PFC Funds	P3 Funds
Airport Security System Replacement	\$24,300,000	\$10,000,000	\$7,150,000	\$0	\$0	\$7,150,000	\$0	\$0
FedEx Roof and Structure Rehabilitation	\$4,026,450	\$0	\$0	\$0	\$0	\$4,026,450	\$0	\$0
RPZ and Approach Areas-Aerials & Tree Trimming (All Airports)	\$3,787,900	\$0	\$1,000,000	\$0	\$0	\$2,787,900	\$0	\$0
CCTV Server and Storage Refresh	\$2,555,612	\$0	\$0	\$0	\$0	\$2,555,612	\$0	\$0
Enterprise Geographical Information Systems (eGIS)	\$2,368,000	\$0	\$1,184,000	\$0	\$0	\$1,184,000	\$0	\$0
NOC Technology Refresh	\$2,236,880	\$0	\$0	\$0	\$0	\$2,236,880	\$0	\$0
Work order system - upgrade/enhancement	\$1,416,800	\$0	\$0	\$0	\$0	\$1,416,800	\$0	\$0
Seawall rehabilitation - Peter O. Knight	\$1,408,000	\$0	\$0	\$0	\$0	\$1,408,000	\$0	\$0
Airside F field carpet and boarding bridge carpet replacement	\$1,377,400	\$0	\$0	\$0	\$0	\$1,377,400	\$0	\$0
Terminal toll plaza roof rehabilitation	\$867,200	\$0	\$0	\$0	\$0	\$867,200	\$0	\$0
Flight information monitoring system replacement	\$778,700	\$0	\$0	\$0	\$0	\$778,700	\$0	\$0
Perimeter Fence Replacement - Plant City and Peter O. Knight	\$777,300	\$0	\$0	\$0	\$0	\$777,300	\$0	\$0
Cable Management System Replacement	\$766,723	\$0	\$0	\$0	\$0	\$766,723	\$0	\$0
Ticket level flooring replacement	\$688,400	\$0	\$0	\$0	\$0	\$688,400	\$0	\$0
Maintenance and tenant contingency	\$570,883	\$0	\$0	\$0	\$0	\$570,883	\$0	\$0
Landside Airline Space Rehabilitation	\$562,900	\$0	\$0	\$0	\$0	\$562,900	\$0	\$0
Terminal parking garages elevator lobby carpet replacement	\$540,800	\$0	\$0	\$0	\$0	\$540,800	\$0	\$0
Service road from gate P6a to P3 pavement replacement	\$395,000	\$0	\$151,300	\$0	\$0	\$243,700	\$0	\$0
ARFF Facility Refurbishment	\$317,100	\$0	\$0	\$0	\$0	\$317,100	\$0	\$0
Long term garage toll plaza camera system replacement	\$260,000	\$0	\$0	\$0	\$0	\$260,000	\$0	\$0
GA Hangar Rehab (5600/H @ PCM; 2500/8, 2400/9, 2300/10 & 2100/11 @ TEA)	\$230,000	\$0	\$184,000	\$0	\$0	\$230,000	\$0	\$0
Elevator interior wall carpet replacement for STPG, RAC and economy garages	\$122,200	\$0	\$0	\$0	\$0	\$122,200	\$0	\$0
T/W - J Lighting Fixture Replacement	\$105,000	\$0	\$52,500	\$0	\$0	\$52,500	\$0	\$0
Roadway dynamic signage refurbishment	\$86,300	\$0	\$0	\$0	\$0	\$86,300	\$0	\$0

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|---------------------------------------|-------------------------------|------------------------------------|---------------------------------|
| Airfield Development Projects | Terminal Development Projects | Roadway Development Projects | Cargo Area Development Projects |
| General Aviation Development Projects | Parking Development Projects | Miscellaneous Development Projects | |

10.2 20-YEAR CAPITAL PROJECT LIST BY PROJECT TYPE

Project Year	Airfield Project Title	Estimated Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Authority Funds	PFC Funds	P3 Funds
2023	Runway 1R/19L concrete pavement replacement including asphalt shoulders and blast pads replacement	\$73,620,000	\$41,006,300	\$19,288,400	\$0	\$10,601,400	\$2,723,900	\$0	\$0
2027	Runway 1L/19R concrete pavement replacement including asphalt shoulders and blast pads replacement	\$71,620,000	\$39,892,300	\$18,764,400	\$0	\$0	\$2,649,900	\$10,313,400	\$0
2027	Construct extension of run-up taxi lane and ramp to 4th hangar site	\$60,200,000	\$0	\$0	\$0	\$60,200,000	\$0	\$0	\$0
2018	Crossfield Taxiway A Bridge	\$57,840,000	\$0	\$4,473,088	\$0	\$0	\$0	\$53,366,912	\$0
2027	Construct fourth eastside hangar in MRO area - 99,600 sq. ft.	\$47,390,000	\$0	\$0	\$0	\$0	\$0	\$0	\$47,390,000
2023	Taxiway C concrete pavement replacement	\$40,452,600	\$22,532,100	\$10,598,600	\$0	\$5,825,200	\$1,496,700	\$0	\$0
2029	Expand Air Cargo Ramp	\$40,290,000	\$0	\$0	\$0	\$40,290,000	\$0	\$0	\$0
2021	North Air Cargo RON Parking	\$37,928,000	\$0	\$0	\$0	\$37,928,000	\$0	\$0	\$0
2025	Taxiway E north of runway 10/28 reconstruction and realignment	\$37,457,200	\$20,863,700	\$9,813,800	\$0	\$5,393,800	\$1,385,900	\$0	\$0
2027	Taxiway A from Taxiway J to south end of RW 1R	\$25,300,000	\$13,356,900	\$6,282,800	\$0	\$3,453,000	\$2,207,300	\$0	\$0
2032	Runway 10/28 pavement replacement west of runway 1R	\$25,000,000	\$0	\$8,000,000	\$0	\$0	\$17,000,000	\$0	\$0
2019	Airside F RON Parking	\$24,333,000	\$0	\$0	\$0	\$24,333,000	\$0	\$0	\$0
2030	Aircraft Rescue Fire Fighting alternative fuel training facility	\$17,870,200	\$0	\$5,529,100	\$0	\$0	\$781,000	\$11,560,100	\$0
2017	Taxiway W from W-1 to W-5 and TW J Pavement Reconstruction	\$17,694,900	\$9,194,500	\$478,900	\$0	\$0	\$0	\$8,021,500	\$0
2027	Taxiways D, E, P, Q, R & S concrete pavement replacement	\$17,092,800	\$9,520,700	\$4,478,300	\$0	\$0	\$632,400	\$2,461,400	\$0
2020	Fuel line replacement	\$16,500,000	\$0	\$0	\$0	\$16,500,000	\$0	\$0	\$0
2032	Runway 1R construct high speed exit	\$10,849,900	\$0	\$1,998,200	\$0	\$0	\$2,490,800	\$6,360,900	\$0
2018	Taxi lane Extension at Run-Up Stand for new Airline MRO	\$10,500,000	\$0	\$0	\$0	\$10,500,000	\$0	\$0	\$0
2031	Taxiways E, G, S and U asphalt pavement rehabilitation	\$8,163,286	\$5,804,700	\$967,500	\$0	\$0	\$1,391,086	\$0	\$0
2019	Replace Airfield Perimeter Fence	\$7,216,400	\$4,638,341	\$0	\$0	\$0	\$2,578,059	\$0	\$0
2021	Taxi lane T Realignment and Corporate Asphalt Service Rd Replacement	\$7,102,900	\$3,276,796	\$1,913,053	\$0	\$0	\$1,913,052	\$0	\$0
2032	Taxiway N pavement replacement west of runway 1R	\$6,901,200	\$5,175,900	\$0	\$0	\$0	\$1,725,300	\$0	\$0
2025	TW A & V and ramps A, B, C, & E Concrete Pavement Rehabilitation	\$6,500,000	\$0	\$702,800	\$0	\$0	\$5,797,200	\$0	\$0
2030	Runway 10/28 east of runway 19L including blast pads and branch taxiways H, G & N-1 asphalt rehab	\$5,484,000	\$0	\$1,349,920	\$0	\$0	\$4,134,080	\$0	\$0
2020	Runway 10/28 east of runway 19L including blast pads and branch taxiways H, G & N-1 asphalt rehab	\$4,201,300	\$0	\$1,349,920	\$0	\$0	\$2,851,380	\$0	\$0
2023	Remote Tower for TEA/POK	\$4,000,000	\$0	\$2,000,000	\$0	\$0	\$2,000,000	\$0	\$0
2019	Improve Infrastructure for Drew Park MRO Cluster Area	\$4,000,000	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0
2021	Improve Infrastructure for Drew Park MRO Cluster Area	\$4,000,000	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0
2034	Taxiways A, C, D, J, V and W asphalt shoulder rehabilitation	\$3,717,300	\$0	\$1,858,650	\$0	\$0	\$1,858,650	\$0	\$0
2028	Airfield slab replacement	\$3,466,300	\$2,599,700	\$433,300	\$0	\$0	\$433,300	\$0	\$0
2025	Airfield slab replacement	\$3,200,000	\$2,400,000	\$400,000	\$0	\$0	\$400,000	\$0	\$0
2036	Ramp A concrete joint and slab rehabilitation	\$3,169,550	\$0	\$1,062,700	\$0	\$0	\$2,106,850	\$0	\$0
2022	Airfield Slab Replacement	\$3,000,000	\$0	\$1,500,000	\$0	\$0	\$1,500,000	\$0	\$0
2031	Airside F Apron Joint and Slab Rehabilitation	\$2,946,200	\$0	\$1,000,000	\$0	\$0	\$1,946,200	\$0	\$0
2024	Taxiways A, C, D, J, V and W asphalt shoulder rehabilitation	\$2,847,900	\$2,135,900	\$356,000	\$0	\$0	\$356,000	\$0	\$0
2019	Airfield slab replacement	\$2,200,000	\$0	\$275,000	\$0	\$0	\$1,925,000	\$0	\$0
2021	Ramp A concrete joint and slab rehabilitation	\$2,125,400	\$0	\$1,062,700	\$0	\$0	\$1,062,700	\$0	\$0
2032	Clean and rehabilitate ditch banks and bottoms: mitigation ditch (Juliet); north outflow (Bravo); south outflow (Spruce); west ditch (Whiskey); Charlie; Echo; north ditches	\$1,960,500	\$1,126,500	\$417,000	\$0	\$0	\$417,000	\$0	\$0
2031	Part 150 Noise Study	\$1,957,000	\$0	\$978,500	\$0	\$0	\$978,500	\$0	\$0
2023	Taxiway V concrete joint and slab rehabilitation	\$1,650,000	\$1,237,500	\$206,200	\$0	\$0	\$206,300	\$0	\$0
2023	Taxiway W concrete joint and slab rehabilitation from W-8 north to end	\$1,650,000	\$1,237,500	\$206,250	\$0	\$0	\$206,250	\$0	\$0
2022	Clean and rehabilitate ditch banks and bottoms: mitigation ditch (Juliet); north outflow (Bravo); south outflow (Spruce); west ditch (Whiskey); Charlie; Echo; north ditches	\$1,502,000	\$1,126,500	\$187,700	\$0	\$0	\$187,800	\$0	\$0
2021	Part 150 Noise Study	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0
2031	Authority -wide Petroleum Storage Systems Refurbishment	\$1,237,600	\$0	\$500,000	\$0	\$0	\$737,600	\$0	\$0
2024	Taxiway B concrete joint and slab rehabilitation	\$1,230,000	\$922,500	\$153,700	\$0	\$0	\$153,800	\$0	\$0
2027	Runway 10/28 west of runway 1R/18L concrete joint & slab rehabilitation	\$1,043,900	\$0	\$521,950	\$0	\$0	\$521,950	\$0	\$0

Non-Master Plan Projects

Master Plan Projects

Project Year	Airfield Project Title (continued)	Estimated Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Authority Funds	PFC Funds	P3 Funds
2023	Authority-wide Petroleum Storage Systems Refurbishment	\$1,000,000	\$0	\$500,000	\$0	\$0	\$500,000	\$0	\$0
2023	Ramp Red (Pemco) concrete joint and slab rehabilitation	\$799,743	\$0	\$350,000	\$0	\$0	\$449,743	\$0	\$0
2023	Ramp Blue (Pemco) concrete joint and slab rehabilitation	\$754,043	\$0	\$330,000	\$0	\$0	\$424,043	\$0	\$0
2018	Airside A Building Automation System Upgrade	\$629,700	\$0	\$0	\$0	\$0	\$629,700	\$0	\$0
2034	Runway 1L/19R Paint Removal and Repaint	\$583,500	\$0	\$291,750	\$0	\$0	\$291,750	\$0	\$0
2019	Taxiway N east of runway 19L concrete joint and slab rehabilitation	\$570,000	\$0	\$0	\$0	\$0	\$570,000	\$0	\$0
2029	Close and remove Taxiway A between Airside C and D	\$540,000	\$0	\$0	\$0	\$540,000	\$0	\$0	\$0
2018	Runway 1L/19R Paint Removal and Repaint	\$533,400	\$0	\$0	\$0	\$0	\$533,400	\$0	\$0
2035	Runway 1R/19L Paint Removal and Repaint	\$516,125	\$0	\$258,063	\$0	\$0	\$258,063	\$0	\$0
2019	Replace Airfield Sign Structures	\$490,000	\$0	\$0	\$0	\$0	\$490,000	\$0	\$0
2019	Runway 1R/19L Paint Removal and Repaint	\$471,800	\$0	\$0	\$0	\$0	\$471,800	\$0	\$0
2026	Runway 1L/19R Paint Removal and Repaint	\$471,500	\$0	\$0	\$0	\$0	\$471,500	\$0	\$0
2023	Taxiway J east of runway 19L concrete joint and slab rehabilitation	\$466,707	\$0	\$233,353	\$0	\$0	\$233,353	\$0	\$0
2033	Airfield Pavement Management System (APMS) Update	\$447,500	\$0	\$0	\$0	\$0	\$447,500	\$0	\$0
2029	FAA access road asphalt pavement replacement	\$447,400	\$0	\$0	\$0	\$0	\$447,400	\$0	\$0
2032	Main Terminal & Airsides Structural & Envelope Inspection	\$447,400	\$0	\$0	\$0	\$0	\$447,400	\$0	\$0
2033	Main Terminal & Airsides Structural & Envelope Inspection	\$447,400	\$0	\$0	\$0	\$0	\$447,400	\$0	\$0
2027	Runway 1R/19L Paint Removal and Repaint	\$417,055	\$0	\$208,528	\$0	\$0	\$208,528	\$0	\$0
2030	Airfield Pavement Management System (APMS) Update	\$413,120	\$0	\$0	\$0	\$0	\$413,120	\$0	\$0
2023	Engine run-up area concrete joint and slab rehabilitation	\$404,441	\$0	\$202,221	\$0	\$0	\$202,220	\$0	\$0
2031	Wildlife Assessment	\$392,000	\$0	\$196,000	\$0	\$0	\$196,000	\$0	\$0
2028	Main Terminal & Airsides Structural & Envelope Inspection	\$391,600	\$0	\$0	\$0	\$0	\$391,600	\$0	\$0
2027	Airfield Pavement Management System (APMS) Update	\$381,385	\$0	\$0	\$0	\$0	\$381,385	\$0	\$0
2020	East & west vault emergency generators & switch replacement	\$353,500	\$0	\$0	\$0	\$0	\$353,500	\$0	\$0
2024	Airfield Pavement Management System (APMS) Update	\$352,042	\$0	\$0	\$0	\$0	\$352,042	\$0	\$0
2023	Main Terminal & Airsides Structural & Envelope Inspection	\$342,750	\$0	\$0	\$0	\$0	\$342,750	\$0	\$0
2021	Airfield Pavement Management System (APMS) Update	\$325,000	\$0	\$0	\$0	\$0	\$325,000	\$0	\$0
2037	ARFF Facility Refurbishment	\$317,100	\$0	\$0	\$0	\$0	\$317,100	\$0	\$0
2018	Airfield Pavement Management System (APMS) Update	\$300,000	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0
2021	Wildlife Assessment	\$300,000	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0
2018	Main Terminal & Airsides Structural & Envelope Inspection	\$290,700	\$0	\$0	\$0	\$0	\$290,700	\$0	\$0
2027	Airfield Pavement Management System (APMS) Update	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0
2027	ARFF Facility Refurbishment	\$242,900	\$0	\$0	\$0	\$0	\$242,900	\$0	\$0
2017	ARFF Facility Refurbishment	\$186,100	\$0	\$0	\$0	\$0	\$186,100	\$0	\$0
2033	Airfield perimeter gate controllers replacement	\$170,300	\$0	\$85,150	\$0	\$0	\$85,150	\$0	\$0
2029	K-9 Facility Refurbishment	\$155,300	\$0	\$0	\$0	\$0	\$155,300	\$0	\$0
2025	Firing Range Facility Roof Rehabilitation	\$140,000	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0
2025	K-9 Facility Roof Rehabilitation	\$140,000	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0
2036	Aircraft Rescue Fire Fighting facility chiller replacement	\$137,100	\$0	\$68,550	\$0	\$0	\$68,550	\$0	\$0
2023	Airfield perimeter gate controllers replacement	\$130,500	\$0	\$0	\$0	\$0	\$130,500	\$0	\$0
2026	Aircraft Rescue Fire Fighting facility chiller replacement	\$120,000	\$0	\$60,000	\$0	\$0	\$60,000	\$0	\$0
2019	K-9 Facility Refurbishment	\$119,000	\$0	\$0	\$0	\$0	\$119,000	\$0	\$0
2037	T/W - J Lighting Fixture Replacement	\$105,000	\$0	\$52,500	\$0	\$0	\$52,500	\$0	\$0

Project Year	Cargo Development Project Title	Estimated Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Authority Funds	PFC Funds	P3 Funds
2029	Construct Existing Dedicated Cargo building expansion	\$8,160,000	\$0	\$0	\$0	\$8,160,000	\$0	\$0	\$0
2020	Improve Infrastructure for Drew Park MRO Cluster Area	\$7,650,000	\$0	\$0	\$0	\$7,650,000	\$0	\$0	\$0
2037	FedEx Roof and Structure Rehabilitation	\$4,026,450	\$0	\$0	\$0	\$0	\$4,026,450	\$0	\$0
2022	FedEx Roof and Structure Replacement	\$2,700,000	\$0	\$0	\$0	\$0	\$2,700,000	\$0	\$0
2018	Airfield Maintenance Equipment Storage Building Addition	\$2,469,300	\$0	\$0	\$0	\$0	\$2,469,300	\$0	\$0
2026	Construct Additional Airport Maintenance Equipment Storage Space	\$2,330,000	\$0	\$0	\$0	\$0	\$2,330,000	\$0	\$0
2023	Additional equipment storage facilities in airport maintenance area,	\$2,150,000	\$0	\$0	\$0	\$0	\$2,150,000	\$0	\$0
2036	Airfield support facility roof rehabilitation	\$1,552,300	\$0	\$776,150	\$0	\$0	\$776,150	\$0	\$0
2023	Ramp FedEx / Emory and Taxiway K concrete joint and slab rehabilitation	\$1,108,215	\$0	\$485,000	\$0	\$0	\$623,215	\$0	\$0
2026	Support facilities fiber replacement	\$1,027,000	\$0	\$0	\$0	\$0	\$1,027,000	\$0	\$0
2029	Cargo/GSE parking lot asphalt pavement replacement	\$802,750	\$0	\$277,700	\$0	\$0	\$525,050	\$0	\$0
2019	Cargo/GSE parking lot asphalt pavement rehabilitation	\$615,000	\$0	\$307,500	\$0	\$0	\$307,500	\$0	\$0
2025	Cargo/GSE roll-up door replacement	\$551,400	\$0	\$0	\$0	\$0	\$551,400	\$0	\$0
2024	Cargo/GSE ramp concrete joint & slab rehabilitation	\$468,000	\$0	\$234,000	\$0	\$0	\$234,000	\$0	\$0
2025	Airfield support facility rehabilitation	\$419,900	\$0	\$0	\$0	\$0	\$419,900	\$0	\$0
2030	Bldg 432 Roof Rehabilitation	\$393,400	\$0	\$196,700	\$0	\$0	\$196,700	\$0	\$0
2033	FedEx roof and structure rehabilitation	\$260,000	\$0	\$0	\$0	\$0	\$260,000	\$0	\$0
2028	ARFF facility refurbishment	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0
2026	Airfield support facilities, toll plaza and canine building carpet replacement	\$124,400	\$0	\$0	\$0	\$0	\$124,400	\$0	\$0
2025	Cargo/GSE roof rehabilitation	\$114,900	\$0	\$0	\$0	\$0	\$114,900	\$0	\$0
2029	Cargo building #432 roof refurbishment	\$81,300	\$0	\$0	\$0	\$0	\$81,300	\$0	\$0
2021	ARFF station roof refurbishment	\$68,800	\$0	\$0	\$0	\$0	\$68,800	\$0	\$0

Project Year	General Aviation Project Title	Estimated Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Authority Funds	PFC Funds	P3 Funds
2030	Reconstruct Aprons A, B and C - Tampa Executive	\$38,431,000	\$0	\$5,000,000	\$0	\$0	\$33,431,000	\$0	\$0
	Mill & Overlay Runway 18-36, Taxiways B, D, F, East Hangar								
2030	Taxilanes, Tiedowns I/J, Apron, Helicopter Parking Area, Service Roads	\$18,351,000	\$0	\$5,000,000	\$0	\$0	\$13,351,000	\$0	\$0
2022	Taxiway A Relocation and Apron Run-Up Areas - Plant City	\$10,416,000	\$3,900,000	\$153,760	\$0	\$0	\$6,362,240	\$0	\$0
2029	Overlay Runway 18/36 & Taxiways A, B, C (TEA)	\$9,666,920	\$0	\$4,500,000	\$0	\$0	\$5,166,920	\$0	\$0
2029	Overlay RW 10-28 & Terminal Apron Seal Coat (PCA)	\$7,385,287	\$0	\$0	\$0	\$0	\$7,385,287	\$0	\$0
2017	Runway 4/22 and Other Pavement Rehabilitation (POK)	\$6,740,200	\$0	\$2,625,865	\$0	\$0	\$4,114,335	\$0	\$0
2020	Overlay RW 5/23 & Taxiway E - TEA	\$5,900,000	\$3,985,467	\$1,264,440	\$0	\$0	\$650,093	\$0	\$0
2019	Overlay RW 10-28 & Terminal Apron Seal Coat (PCA)	\$5,658,000	\$0	\$2,705,000	\$0	\$0	\$2,953,000	\$0	\$0
	New Terminal Building bldg 3000 and administration bldg 2800 rehab								
2019	Design - POK	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000	\$0	\$0
2020	Overlay Taxiway F, Apron C and other Pavements - TEA	\$4,346,911	\$0	\$575,118	\$0	\$0	\$3,771,793	\$0	\$0
2026	Hangar expansion - Tampa Executive	\$4,268,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,268,000
2025	Hangar expansion - Peter O. Knight	\$4,155,800	\$0	\$0	\$0	\$0	\$0	\$0	\$4,155,800
2022	Hangar expansion - Plant City	\$4,122,800	\$0	\$0	\$0	\$0	\$0	\$0	\$4,122,800
2023	Hangar expansion - Tampa Executive	\$3,940,100	\$0	\$0	\$0	\$0	\$0	\$0	\$3,940,100
2029	Hangar expansion - Tampa Executive	\$3,940,100	\$0	\$0	\$0	\$0	\$0	\$0	\$3,940,100
2020	Hangar expansion - Peter O. Knight	\$3,882,500	\$0	\$0	\$0	\$0	\$0	\$0	\$3,882,500
2022	Hangar expansion - Peter O. Knight	\$3,836,500	\$0	\$0	\$0	\$0	\$0	\$0	\$3,836,500
2037	RPZ and Approach Areas-Aerials & Tree Trimming (All Airports)	\$3,787,900	\$0	\$1,000,000	\$0	\$0	\$2,787,900	\$0	\$0
2019	Hangar expansion - Plant City	\$3,676,700	\$0	\$0	\$0	\$0	\$0	\$0	\$3,676,700
2034	RPZ and Approach Areas-Aerials & Tree Trimming (All Airports)	\$3,496,900	\$0	\$1,000,000	\$0	\$0	\$2,496,900	\$0	\$0
	Crack seal Taxiways E & F, Taxilanes 1-3 and West Apron and Mill &								
2034	Overlay Taxiways H, J & U (TEA)	\$3,320,000	\$0	\$2,656,000	\$0	\$0	\$664,000	\$0	\$0
2031	RPZ and Approach Areas-Aerials & Tree Trimming (All Airports)	\$3,228,250	\$0	\$1,000,000	\$0	\$0	\$2,228,250	\$0	\$0
	RW 5/23 and associated taxiway lighting refurbishment - Tampa								
2028	Executive	\$3,149,400	\$2,834,400	\$252,000	\$0	\$0	\$63,000	\$0	\$0
2019	T-Hangar 2400 Addition - Plant City	\$3,113,400	\$0	\$0	\$0	\$0	\$0	\$0	\$3,113,400
2019	Overlay Runway 18/36 & Taxiway A, (TEA)	\$3,100,000	\$0	\$626,800	\$0	\$0	\$2,473,200	\$0	\$0
2028	RPZ and Approach Areas-Aerials & Tree Trimming (All Airports)	\$2,980,275	\$0	\$1,000,000	\$0	\$0	\$1,980,275	\$0	\$0
2025	RPZ and Approach Areas-Aerials & Tree Trimming (All Airports)	\$2,751,345	\$0	\$0	\$0	\$0	\$2,751,345	\$0	\$0
	roads, Mill & Overlay T-hangar taxilanes, Parking Lot Seal Coat and								
2024	Helicopter Parking Rehab - POK	\$2,562,000	\$900,000	\$1,329,600	\$0	\$0	\$332,400	\$0	\$0
2022	RPZ and Approach Areas-Aerials & Tree Trimming (All Airports)	\$2,540,000	\$0	\$548,640	\$0	\$0	\$1,991,360	\$0	\$0
2019	T-Hangar 7000 Addition - POK	\$2,396,600	\$0	\$0	\$0	\$0	\$0	\$0	\$2,396,600
2019	RPZ and Approach Areas-Aerials & Tree Trimming (All Airports)	\$2,351,800	\$0	\$407,600	\$0	\$0	\$1,944,200	\$0	\$0
2018	RW 18/36 And Other Pavement Rehabilitation - POK	\$2,018,600	\$0	\$1,230,420	\$0	\$0	\$788,180	\$0	\$0
2017	General Aviation Hangar Rehabilitation (see break-out below)	\$1,765,700	\$0	\$882,600	\$0	\$0	\$883,100	\$0	\$0
2024	Runway & taxiway edge lighting replacement - Peter O. Knight	\$1,664,000	\$0	\$412,800	\$0	\$0	\$1,251,200	\$0	\$0
2037	Seawall rehabilitation - Peter O. Knight	\$1,408,000	\$0	\$0	\$0	\$0	\$1,408,000	\$0	\$0
	Crack seal Runway 5-23, Taxiways E, F, H, J, U, and Seal Coat								
2028	Taxilanes 1-3 and West Apron - Tampa Executive	\$1,331,000	\$0	\$1,064,800	\$0	\$0	\$266,200	\$0	\$0
2024	Seal coat Aprons A, B and C - Tampa Executive	\$1,242,000	\$0	\$621,000	\$0	\$0	\$621,000	\$0	\$0
2035	Seawall rehabilitation - Peter O. Knight	\$1,200,000	\$0	\$960,000	\$0	\$0	\$240,000	\$0	\$0
	Runway 5/23 Associated Taxiway Signage and Lighting; MALSRs &								
2020	REILS Refurbishment - TEA	\$1,153,089	\$0	\$451,000	\$0	\$0	\$702,089	\$0	\$0
2028	Mill and overlay T-Hangar Taxilanes - TEA	\$1,135,000	\$0	\$908,000	\$0	\$0	\$227,000	\$0	\$0
	Crack seal Runway 18-36, Taxiways A, C, and D, Vanenberg Hangar								
2033	Road, Vandenberg Loop Road and Vandenberg Airport Road	\$1,078,000	\$0	\$862,400	\$0	\$0	\$215,600	\$0	\$0
2024	GA Master Plan Update	\$1,065,255	\$0	\$0	\$0	\$0	\$1,065,255	\$0	\$0
	Crack seal Runway 4-22, Taxiways A, C, E, Taxilanes C-H and Mill &								
2031	Overlay Taxiway G - POK	\$1,023,000	\$0	\$818,400	\$0	\$0	\$204,600	\$0	\$0
2025	Seawall rehabilitation - Peter O. Knight	\$1,021,700	\$0	\$817,360	\$0	\$0	\$204,340	\$0	\$0
2019	New Fuel Farm - Plant City	\$1,000,000	\$0	\$696,000	\$0	\$0	\$304,000	\$0	\$0
	Crack seal Runway 18-36, Taxiways A, C, and D, Vanenberg Hangar								
2027	Road, Vandenberg Loop Road and Vandenberg Airport Road	\$919,000	\$0	\$735,200	\$0	\$0	\$183,800	\$0	\$0
2019	GA Maintenance Facility Rehabilitation (PCA, POK, TEA)	\$900,000	\$0	\$720,000	\$0	\$0	\$180,000	\$0	\$0

Project Year	General Aviation Project Title (continued)	Estimated Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Authority Funds	PFC Funds	P3 Funds
2026	Airfield signage rehabilitation - Peter O. Knight	\$836,000	\$0	\$668,800	\$0	\$0	\$167,200	\$0	\$0
2037	Perimeter Fence Replacement - Plant City and Peter O. Knight	\$777,300	\$0	\$0	\$0	\$0	\$777,300	\$0	\$0
2017	TEA Access Control System Upgrades	\$771,700	\$0	\$226,400	\$0	\$0	\$545,300	\$0	\$0
2036	Support Facility Inspection (TEA/TPA/POK/PCA)	\$745,600	\$0	\$0	\$0	\$0	\$745,600	\$0	\$0
2035	Crack seal Runway 18-36, Taxiways A, C and D (TEA)	\$733,000	\$0	\$586,400	\$0	\$0	\$146,600	\$0	\$0
2023	Runway 18/36 lighting circuits rehabilitation - Tampa Executive	\$730,000	\$0	\$365,000	\$0	\$0	\$365,000	\$0	\$0
2019	Service Roads Rehabilitation - Tampa Executive	\$662,800	\$0	\$170,240	\$0	\$0	\$492,560	\$0	\$0
2031	Support Facility Inspection (TEA/TPA/POK/PCA)	\$652,640	\$0	\$0	\$0	\$0	\$652,640	\$0	\$0
2033	Crack seal Runway 4-22 - Peter O. Knight	\$580,000	\$0	\$464,000	\$0	\$0	\$116,000	\$0	\$0
2026	Support Facility Inspection (TEA/TPA/POK/PCA)	\$571,245	\$0	\$0	\$0	\$0	\$571,245	\$0	\$0
2031	Walter Corporate Hangar Rehabilitation	\$549,650	\$0	\$0	\$0	\$0	\$549,650	\$0	\$0
2028	GA Hangar Rehab (4600/2, 2700/7, 2000/12 & 5300/N @ TEA)	\$536,000	\$0	\$428,800	\$0	\$0	\$107,200	\$0	\$0
2025	Crack seal RW 4-22, Taxiways A,C, E & G -POK	\$529,000	\$0	\$423,200	\$0	\$0	\$105,800	\$0	\$0
2030	GA Hangar Rehab (3400/E @ PCM; 2500/8, 2400/9, 2300/10, & 2100/11 @ VDF)	\$524,000	\$0	\$0	\$0	\$0	\$524,000	\$0	\$0
2031	Terminal 3000 and administrative 2800 buildings rehabilitation - POK	\$510,000	\$0	\$0	\$0	\$0	\$510,000	\$0	\$0
2021	Support Facility Inspection (TEA/TPA/POK/PCA)	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0
2032	GA Hangar Rehab (5000/B & 2600/I @ PCM; 4700/3 & 1900/13 @ VDF)	\$488,000	\$0	\$390,400	\$0	\$0	\$97,600	\$0	\$0
2020	Chiller system replacement - Tampa Executive	\$479,000	\$0	\$335,300	\$0	\$0	\$143,700	\$0	\$0
2029	Terminal building 3900 rehabilitation - Tampa Executive	\$463,700	\$300,000	\$0	\$0	\$0	\$163,700	\$0	\$0
2031	Crack seal Runway 10-28 - Plant City	\$458,000	\$0	\$366,400	\$0	\$0	\$91,600	\$0	\$0
2017	Perimeter Fence Replacement - Plant City and Peter O. Knight	\$456,200	\$0	\$0	\$0	\$0	\$456,200	\$0	\$0
2025	GA Hangar Rehab (5200/A @PCA/ 3000/4 & 2900/5 @TEA)	\$455,000	\$0	\$0	\$0	\$0	\$455,000	\$0	\$0
2021	Hangar Rehabs:6800/S & Shade Hangar 4200/F - POK; Shade Hangar 3200/F - PCA; Bulk Hangars 3700/A & 3800/B - TEA	\$455,000	\$0	\$364,000	\$0	\$0	\$91,000	\$0	\$0
2029	GA Hangar Rehab (5400/B, 4000/E, 4600/H & 6600/T @ TPF)	\$449,500	\$0	\$359,600	\$0	\$0	\$89,900	\$0	\$0
2022	GA Hangar Rehabs - 500/B & 2600/I at PCA; 4700/3 & 1900/13 at TEA	\$448,000	\$0	\$0	\$0	\$0	\$448,000	\$0	\$0
2035	GA Hangar Rehab (5200/A @ PCM; 3000/4 & 2900/5 @ TEA)	\$442,000	\$0	\$353,600	\$0	\$0	\$88,400	\$0	\$0
2023	Terminal 3000 and administration 2800 buildings rehabilitation - Peter O. Knight	\$423,200	\$0	\$0	\$0	\$0	\$423,200	\$0	\$0
2021	Walter Corporate Hangar Rehabilitation	\$421,100	\$0	\$0	\$0	\$0	\$421,100	\$0	\$0
2024	Terminal building 3900 rehabilitation - Tampa Executive	\$405,900	\$0	\$0	\$0	\$0	\$405,900	\$0	\$0
2019	Admin Bldg 2800 Rehabilitation - POK	\$395,400	\$0	\$0	\$0	\$0	\$395,400	\$0	\$0
2027	GA Hangar Rehab (5600/H @ PCA 4800/A & 4400/G @ POK)	\$368,000	\$0	\$294,400	\$0	\$0	\$73,600	\$0	\$0
2019	Terminal Building 3900 Rehabilitation - Tampa Executive	\$355,300	\$0	\$284,200	\$0	\$0	\$71,100	\$0	\$0
2021	Runway 18/36 REIL & PAPI light replacement - Tampa Executive	\$353,600	\$0	\$28,400	\$0	\$0	\$325,200	\$0	\$0
2036	GA Hangar Rehab (4600/C @ PCM; 2700/7 & 2000/12 @ TEA)	\$326,000	\$0	\$260,800	\$0	\$0	\$65,200	\$0	\$0
2025	Tampa Jet Center terminal MEP refurbishment	\$323,000	\$0	\$161,500	\$0	\$0	\$161,500	\$0	\$0
2033	Seal coat Terminal Apron - Plant City	\$307,000	\$0	\$245,600	\$0	\$0	\$61,400	\$0	\$0
2025	NAVAID Rehab/Ugrade - Tampa Executive	\$304,100	\$0	\$243,280	\$0	\$0	\$60,820	\$0	\$0
2034	GA Hangar Rehab (3600/D & 3000/G @ PCM; 1800/14 @ TEA)	\$290,500	\$0	\$232,400	\$0	\$0	\$58,100	\$0	\$0
2019	Hangar Rehabilitations (3200/F - PCA; AI POK 4000/E, 4200/F, 4600/H, 6600/T)	\$288,000	\$0	\$0	\$0	\$0	\$288,000	\$0	\$0
2030	Crack seal Taxiway A - Plant City	\$288,000	\$0	\$0	\$0	\$0	\$288,000	\$0	\$0
2021	Roadway and Parking Lot Crack Sealing - TEA	\$279,000	\$0	\$0	\$0	\$0	\$279,000	\$0	\$0
2024	Terminal Building Rehab - PCA	\$255,900	\$0	\$0	\$0	\$0	\$255,900	\$0	\$0
2031	GA Hangar Rehab (3200/F @ PCM; 4200/F & 6800/S @ TPF)	\$245,000	\$0	\$196,000	\$0	\$0	\$49,000	\$0	\$0
2021	New Monument Signs for all GA Airports	\$240,000	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0
2025	Terminal building 4200 rehabilitation - Plant City	\$238,900	\$0	\$0	\$0	\$0	\$238,900	\$0	\$0
2037	GA Hangar Rehab (5600/H @ PCM; 2500/8, 2400/9, 2300/10 & 2100/11 @ TEA)	\$230,000	\$0	\$184,000	\$0	\$0	\$230,000	\$0	\$0
2022	Perimeter Fence Rehab - TEA	\$229,842	\$0	\$0	\$0	\$0	\$229,842	\$0	\$0
2032	Seal Coat T-Hangar Taxilanes 4-13	\$211,000	\$0	\$0	\$0	\$0	\$211,000	\$0	\$0
2026	Sealcoat West Apron, Access Road and Parking Lot - Plant City	\$207,000	\$0	\$165,600	\$0	\$0	\$41,400	\$0	\$0
2033	Roadway Pavement Inspection (TEA/TPA/POK/PCA)	\$206,500	\$0	\$0	\$0	\$0	\$206,500	\$0	\$0

Project Year	General Aviation Project Title (continued)	Estimated Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Authority Funds	PFC Funds	P3 Funds
2019	Terminal building 4200 rehabilitation - Plant City	\$203,600	\$0	\$0	\$0	\$0	\$203,600	\$0	\$0
2026	Runway 10/28 PAPI lights replacement - Plant City	\$201,100	\$180,900	\$0	\$0	\$0	\$20,200	\$0	\$0
	GA Hangar Rehabilitation - Bulk Hangar 3400/C at POK & 4800/C at								
2023	TEA	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0
2029	Fire system refurbishment - Tampa Executive	\$196,400	\$0	\$0	\$0	\$0	\$196,400	\$0	\$0
2024	GA Hangar Rehabilitation (3600/D & 3000/G @PCA/ 1800/14 @TEA)	\$185,000	\$0	\$0	\$0	\$0	\$185,000	\$0	\$0
2022	Runway 10/28 REIL light replacement - Plant City	\$184,800	\$0	\$147,840	\$0	\$0	\$36,960	\$0	\$0
2020	Hangar 3400/E (PCA) & 5400/B rehabilitation (POK)	\$180,000	\$0	\$144,000	\$0	\$0	\$36,000	\$0	\$0
2026	Sealcoat Taxi lanes 4-13 & T-hangar Apron - Tampa Executive	\$180,000	\$0	\$144,000	\$0	\$0	\$36,000	\$0	\$0
2020	Seal coat West Apron, Access Road & Parking Lot - PCA	\$177,000	\$0	\$0	\$0	\$0	\$177,000	\$0	\$0
2027	Roadway Pavement Inspection (TEA/TPA/POK/PCA)	\$176,000	\$0	\$0	\$0	\$0	\$176,000	\$0	\$0
2025	Black Diamond corporate hangar MEP refurbishing	\$161,500	\$0	\$0	\$0	\$0	\$161,500	\$0	\$0
2027	Operations and maintenance facility 1600 rehabilitation - Tampa Executive	\$161,000	\$144,900	\$0	\$0	\$0	\$16,100	\$0	\$0
2021	Hangar 5300/N Rehabilitation - TEA	\$151,650	\$0	\$0	\$0	\$0	\$151,650	\$0	\$0
2019	Fire suppression system refurbishment - Tampa Executive	\$150,500	\$0	\$120,400	\$0	\$0	\$30,100	\$0	\$0
2021	Roadway Pavement Inspection (TEA/TPA/POK/PCA)	\$150,000	\$0	\$0	\$0	\$0	\$150,000	\$0	\$0
2026	Hangar Rehab 4600/C (PCA); 3800/D at POK	\$121,000	\$0	\$96,800	\$0	\$0	\$24,200	\$0	\$0
2024	Runway 35 PAPI lights replacement - Peter O. Knight	\$115,500	\$0	\$0	\$0	\$0	\$115,500	\$0	\$0
2023	DeBartelo Corporate Hangar Refurbishment	\$114,900	\$0	\$0	\$0	\$0	\$114,900	\$0	\$0
2030	Terminal building Rehab @ PCM	\$90,000	\$0	\$0	\$0	\$0	\$90,000	\$0	\$0

Project Year	Miscellaneous Project Title	Estimated Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Authority Funds	PFC Funds	P3 Funds
2017	STSA Site Development and Authority Facilities	\$79,269,000	\$0	\$0	\$0	\$79,269,000	\$0	\$0	\$0
2017	Authority Office Fit Out	\$42,500,000	\$0	\$0	\$0	\$42,500,000	\$0	\$0	\$0
2027	Airport Security System Replacement	\$24,300,000	\$10,000,000	\$7,150,000	\$0	\$0	\$7,150,000	\$0	\$0
2027	Airport Security System Replacement	\$18,613,800	\$9,306,900	\$0	\$0	\$0	\$9,306,900	\$0	\$0
2025	Financial/HCM/Engineered System -Major Upgrade/Replacement	\$4,912,700	\$0	\$0	\$0	\$0	\$4,912,700	\$0	\$0
2020	Financial/HCM/Engineered System -Major Upgrade/Replacement	\$4,300,000	\$0	\$0	\$0	\$0	\$4,300,000	\$0	\$0
2033	Financial system major upgrade	\$3,520,010	\$0	\$0	\$0	\$0	\$3,520,010	\$0	\$0
2026	Tampa International Airport Master Plan Update	\$3,517,600	\$0	\$0	\$0	\$0	\$3,517,600	\$0	\$0
2023	Expanded Airport Police facilities in East Development Area	\$3,090,000	\$0	\$1,545,000	\$0	\$0	\$1,545,000	\$0	\$0
2028	Financial system major upgrade	\$3,081,000	\$0	\$0	\$0	\$0	\$3,081,000	\$0	\$0
2029	Interior cabling replacement	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$0
2020	Tampa International Airport Master Plan Update	\$2,920,000	\$0	\$0	\$0	\$0	\$2,920,000	\$0	\$0
2024	Tampa International Airport Master Plan Update	\$2,843,000	\$0	\$0	\$0	\$0	\$2,843,000	\$0	\$0
2028	Replace Paging System Head End at Main Terminal and all Airsides	\$2,714,500	\$0	\$0	\$0	\$0	\$2,714,500	\$0	\$0
2036	Technology Refresh - South Office	\$2,610,600	\$0	\$0	\$0	\$0	\$2,610,600	\$0	\$0
2037	CCTV Server and Storage Refresh	\$2,555,612	\$0	\$0	\$0	\$0	\$2,555,612	\$0	\$0
2037	Enterprise Geographical Information Systems (eGIS)	\$2,368,000	\$0	\$1,184,000	\$0	\$0	\$1,184,000	\$0	\$0
2029	Structural and pavement repairs	\$2,305,400	\$0	\$1,152,700	\$0	\$0	\$1,152,700	\$0	\$0
2031	Technology Refresh - South Office	\$2,285,000	\$0	\$0	\$0	\$0	\$2,285,000	\$0	\$0
2033	Baggage Claim Video Walls Technology Refresh	\$2,236,900	\$0	\$0	\$0	\$0	\$2,236,900	\$0	\$0
2032	CCTV Server and Storage Refresh	\$2,236,880	\$0	\$0	\$0	\$0	\$2,236,880	\$0	\$0
2037	NOC Technology Refresh	\$2,236,880	\$0	\$0	\$0	\$0	\$2,236,880	\$0	\$0
2027	Structural and pavement rehabilitation	\$2,185,800	\$0	\$1,092,900	\$0	\$0	\$1,092,900	\$0	\$0
2033	IDF Technology Refresh	\$2,178,100	\$0	\$0	\$0	\$0	\$2,178,100	\$0	\$0
2025	Structural and pavement rehabilitation	\$2,072,400	\$0	\$1,036,200	\$0	\$0	\$1,036,200	\$0	\$0
2026	Technology Refresh - South Office	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$0
2023	Structural and pavement rehabilitation	\$1,964,900	\$0	\$982,400	\$0	\$0	\$982,500	\$0	\$0
2029	Cell Phone Lot LED Replacement	\$1,957,925	\$0	\$400,000	\$0	\$0	\$1,557,925	\$0	\$0
2027	CCTV Server and Storage Refresh	\$1,957,900	\$0	\$0	\$0	\$0	\$1,957,900	\$0	\$0
2032	NOC Technology Refresh	\$1,957,900	\$0	\$0	\$0	\$0	\$1,957,900	\$0	\$0
2033	ConRAC Technology Refresh	\$1,957,900	\$0	\$978,950	\$0	\$0	\$978,950	\$0	\$0
2017	Baggage Handling System Server & Software Upgrade (West Side)	\$1,946,600	\$0	\$0	\$0	\$0	\$1,946,600	\$0	\$0
2021	Structural and pavement rehabilitation	\$1,862,900	\$0	\$931,500	\$0	\$0	\$931,400	\$0	\$0
2018	Paging System Replacement	\$1,844,700	\$0	\$0	\$0	\$0	\$1,844,700	\$0	\$0
2027	Enterprise Geographical Information Systems (eGIS)	\$1,814,000	\$0	\$0	\$0	\$0	\$1,814,000	\$0	\$0
2026	IDF Technology Refresh	\$1,807,525	\$0	\$0	\$0	\$0	\$1,807,525	\$0	\$0
2019	Structural and pavement rehabilitation	\$1,766,200	\$0	\$0	\$0	\$0	\$1,766,200	\$0	\$0
2027	NOC Technology Refresh	\$1,713,750	\$0	\$0	\$0	\$0	\$1,713,750	\$0	\$0
2028	ConRAC Technology Refresh	\$1,713,750	\$0	\$856,875	\$0	\$0	\$856,875	\$0	\$0
2022	CCTV Server and Storage Refresh	\$1,713,700	\$0	\$856,850	\$0	\$0	\$856,850	\$0	\$0
2036	Replace 1996 interior cabling	\$1,703,800	\$0	\$0	\$0	\$0	\$1,703,800	\$0	\$0
2017	Common Use Self Service (CUSS)	\$1,686,100	\$0	\$294,900	\$0	\$0	\$1,391,200	\$0	\$0
2017	Structural and pavement rehabilitation	\$1,674,600	\$0	\$755,752	\$0	\$0	\$918,848	\$0	\$0
2017	CCTV Server and Storage Refresh	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0
2018	Baggage Claim Video Walls Technology Refresh	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0
2019	Cell Phone Lot LED Replacement	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0
2019	IDF Technology Refresh	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0
2022	NOC Technology Refresh	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0
2023	ConRAC Technology Refresh	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0
2022	CCTV enhancement/replacement	\$1,500,000	\$0	\$750,000	\$0	\$0	\$750,000	\$0	\$0
2036	Mobile Command Vehicle	\$1,491,300	\$0	\$745,650	\$0	\$0	\$745,650	\$0	\$0
2030	Airport operations data base system upgrade	\$1,487,800	\$0	\$0	\$0	\$0	\$1,487,800	\$0	\$0
2037	Work order system - upgrade/enhancement	\$1,416,800	\$0	\$0	\$0	\$0	\$1,416,800	\$0	\$0
2017	Enterprise Geographical Information Systems (eGIS)	\$1,389,700	\$0	\$0	\$0	\$0	\$1,389,700	\$0	\$0
2025	Airport operations data base system upgrade	\$1,301,900	\$0	\$0	\$0	\$0	\$1,301,900	\$0	\$0
2032	Work order system - upgrade/enhancement	\$1,240,100	\$0	\$0	\$0	\$0	\$1,240,100	\$0	\$0
2035	Auhority-wide Site Rehabilitation	\$1,237,600	\$0	\$0	\$0	\$0	\$1,237,600	\$0	\$0

Project Year	Miscellaneous Project Title (continued)	Estimated Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Authority Funds	PFC Funds	P3 Funds
2035	Authority-wide Ditch and Pond Maintenance/Rehabilitation	\$1,237,600	\$0	\$618,800	\$0	\$0	\$618,800	\$0	\$0
2017	ARFF Vehicle Replacements/Addition	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000	\$0	\$0
2029	Records management software upgrade	\$1,090,400	\$0	\$0	\$0	\$0	\$1,090,400	\$0	\$0
2027	Work order system - upgrade/enhancement	\$1,085,400	\$0	\$0	\$0	\$0	\$1,085,400	\$0	\$0
2021	Mobile Command Vehicle	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0
2027	Authority-wide Ditch and Pond Maintenance/Rehabilitation	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0
2027	Authority-wide Site Rehabilitation	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0
2031	SMS Project	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0
2022	Work Order System - Upgrade/Enhancement	\$950,000	\$0	\$0	\$0	\$0	\$950,000	\$0	\$0
2037	Flight information monitoring system replacement	\$778,700	\$0	\$0	\$0	\$0	\$778,700	\$0	\$0
2037	Cable Management System Replacement	\$766,723	\$0	\$0	\$0	\$0	\$766,723	\$0	\$0
2029	Email system upgrade	\$766,200	\$0	\$0	\$0	\$0	\$766,200	\$0	\$0
2033	Tampa Airport Website Refresh	\$745,635	\$0	\$0	\$0	\$0	\$745,635	\$0	\$0
2032	ITS Master Plan Update	\$671,100	\$0	\$0	\$0	\$0	\$671,100	\$0	\$0
2032	Cable Management System Replacement	\$671,098	\$0	\$0	\$0	\$0	\$671,098	\$0	\$0
2024	Email system upgrade	\$670,700	\$0	\$0	\$0	\$0	\$670,700	\$0	\$0
2028	Tampa Airport Website Refresh	\$652,640	\$0	\$0	\$0	\$0	\$652,640	\$0	\$0
2028	Structural and pavement inspection and design	\$611,000	\$0	\$305,500	\$0	\$0	\$305,500	\$0	\$0
2027	Flight information monitoring system replacement	\$596,600	\$0	\$0	\$0	\$0	\$596,600	\$0	\$0
2027	Cable Management System Replacement	\$587,400	\$0	\$0	\$0	\$0	\$587,400	\$0	\$0
2027	ITS Master Plan Update	\$587,400	\$0	\$0	\$0	\$0	\$587,400	\$0	\$0
2019	Email system upgrade	\$587,000	\$0	\$0	\$0	\$0	\$587,000	\$0	\$0
2030	Call accounting, billing and cable management replacement	\$586,700	\$0	\$0	\$0	\$0	\$586,700	\$0	\$0
2033	Voice over IP (VoIP) Equipment Refresh	\$580,800	\$0	\$0	\$0	\$0	\$580,800	\$0	\$0
2026	Structural and pavement inspection and design	\$579,300	\$0	\$289,600	\$0	\$0	\$289,700	\$0	\$0
2023	Tampa Airport Website Refresh	\$571,245	\$0	\$0	\$0	\$0	\$571,245	\$0	\$0
2037	Maintenance and tenant contingency	\$570,883	\$0	\$0	\$0	\$0	\$570,883	\$0	\$0
2036	Maintenance and tenant contingency	\$555,874	\$0	\$0	\$0	\$0	\$555,874	\$0	\$0
2024	Structural and pavement inspection and design	\$549,200	\$0	\$274,600	\$0	\$0	\$274,600	\$0	\$0
2035	Maintenance and tenant contingency	\$541,260	\$0	\$0	\$0	\$0	\$541,260	\$0	\$0
2018	Website Rebuild	\$540,600	\$0	\$0	\$0	\$0	\$540,600	\$0	\$0
2034	Maintenance and tenant contingency	\$527,030	\$0	\$0	\$0	\$0	\$527,030	\$0	\$0
2028	Voice over IP (VoIP) Equipment Refresh	\$522,000	\$0	\$0	\$0	\$0	\$522,000	\$0	\$0
2022	Cable Management System Replacement	\$514,120	\$0	\$0	\$0	\$0	\$514,120	\$0	\$0
2022	ITS Master Plan Update	\$514,100	\$0	\$0	\$0	\$0	\$514,100	\$0	\$0
2033	Maintenance and tenant contingency	\$513,175	\$0	\$0	\$0	\$0	\$513,175	\$0	\$0
2032	Maintenance and tenant contingency	\$499,683	\$0	\$0	\$0	\$0	\$499,683	\$0	\$0
2020	Structural and pavement inspection and design	\$493,700	\$0	\$0	\$0	\$0	\$493,700	\$0	\$0
2031	Maintenance and tenant contingency	\$486,546	\$0	\$0	\$0	\$0	\$486,546	\$0	\$0
2026	Voice over IP (VoIP) Equipment Refresh	\$482,000	\$0	\$0	\$0	\$0	\$482,000	\$0	\$0
2030	Maintenance and tenant contingency	\$473,755	\$0	\$0	\$0	\$0	\$473,755	\$0	\$0
2029	Maintenance and tenant contingency	\$461,300	\$0	\$0	\$0	\$0	\$461,300	\$0	\$0
2023	Voice over IP (VoIP) Equipment Refresh	\$457,000	\$0	\$0	\$0	\$0	\$457,000	\$0	\$0
2017	Cable Management System Replacement	\$450,000	\$0	\$0	\$0	\$0	\$450,000	\$0	\$0
2028	Maintenance and tenant contingency	\$449,200	\$0	\$0	\$0	\$0	\$449,200	\$0	\$0
2031	License plate recognition for parking inventory enhancement	\$449,200	\$0	\$0	\$0	\$0	\$449,200	\$0	\$0
2027	Maintenance and tenant contingency	\$437,400	\$0	\$0	\$0	\$0	\$437,400	\$0	\$0
2026	Maintenance and tenant contingency	\$425,900	\$0	\$0	\$0	\$0	\$425,900	\$0	\$0
2025	Maintenance and tenant contingency	\$414,700	\$0	\$0	\$0	\$0	\$414,700	\$0	\$0
2024	Maintenance and tenant contingency	\$403,800	\$0	\$0	\$0	\$0	\$403,800	\$0	\$0
2019	Voice over IP (VoIP) Equipment Refresh	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0
2023	Maintenance and tenant contingency	\$393,200	\$0	\$0	\$0	\$0	\$393,200	\$0	\$0
2026	License plate recognition for parking inventory enhancement	\$393,200	\$0	\$0	\$0	\$0	\$393,200	\$0	\$0
2022	Maintenance and tenant contingency	\$382,900	\$0	\$0	\$0	\$0	\$382,900	\$0	\$0
2021	Maintenance and tenant contingency	\$372,800	\$0	\$0	\$0	\$0	\$372,800	\$0	\$0
2020	Maintenance and tenant contingency	\$363,000	\$0	\$0	\$0	\$0	\$363,000	\$0	\$0
2019	Maintenance and tenant contingency	\$353,500	\$0	\$0	\$0	\$0	\$353,500	\$0	\$0

Project Year	Miscellaneous Project Title (continued)	Estimated Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Authority Funds	PFC Funds	P3 Funds
2018	Maintenance and Tenant Contingency	\$344,200	\$0	\$0	\$0	\$0	\$344,200	\$0	\$0
2020	Operations interactive employee training system replacement	\$340,500	\$0	\$0	\$0	\$0	\$340,500	\$0	\$0
2017	Maintenance and Tenant Contingency	\$335,100	\$0	\$0	\$0	\$0	\$335,100	\$0	\$0
2020	Call accounting, billing and cable management replacement	\$335,100	\$0	\$0	\$0	\$0	\$335,100	\$0	\$0
2030	Operations interactive employee training system replacement	\$306,200	\$0	\$0	\$0	\$0	\$306,200	\$0	\$0
2030	Work order system - upgrade/enhancement	\$285,600	\$0	\$0	\$0	\$0	\$285,600	\$0	\$0
2025	Operations interactive employee training system replacement	\$268,000	\$0	\$0	\$0	\$0	\$268,000	\$0	\$0
2025	Work order system - upgrade/enhancement	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0
2029	Gate gourmet roof and structure repair	\$175,200	\$0	\$0	\$0	\$0	\$175,200	\$0	\$0

Project Year	Parking Facilities Project Title	Estimated Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Authority Funds	PFC Funds	P3 Funds
2017	Reclaim Long Term Parking Levels 1&2	\$15,595,000	\$0	\$0	\$0	\$15,595,000	\$0	\$0	\$0
2035	Garage Rehabilitation / Repairs (STPG, LTPG, EPG & ConRAC)	\$4,758,000	\$0	\$1,750,000	\$0	\$0	\$3,008,000	\$0	\$0
2026	Replace parking revenue control toll plaza equipment	\$4,718,700	\$0	\$0	\$0	\$0	\$4,718,700	\$0	\$0
2034	Garage Rehabilitation / Repairs (STPG, LTPG, EPG & ConRAC)	\$4,664,000	\$0	\$1,500,000	\$0	\$0	\$3,164,000	\$0	\$0
2033	Garage Rehabilitation / Repairs (STPG, LTPG, EPG & ConRAC)	\$4,572,000	\$0	\$1,500,000	\$0	\$0	\$3,072,000	\$0	\$0
2032	Garage Rehabilitation / Repairs (STPG, LTPG, EPG & ConRAC)	\$4,482,000	\$0	\$0	\$0	\$0	\$4,482,000	\$0	\$0
2024	Replace parking revenue control system and economy garage equipment	\$4,473,800	\$0	\$0	\$0	\$0	\$4,473,800	\$0	\$0
2031	Garage Rehabilitation / Repairs (STPG, LTPG, EPG & ConRAC)	\$4,394,000	\$0	\$1,500,000	\$0	\$0	\$2,894,000	\$0	\$0
2030	Garage Rehabilitation / Repairs (STPG, LTPG, EPG & ConRac)	\$4,307,000	\$0	\$1,500,000	\$0	\$0	\$2,807,000	\$0	\$0
2029	Garage Rehabilitation / Repairs (STPG, LTPG, EPG & ConRac)	\$4,222,000	\$0	\$0	\$0	\$0	\$4,222,000	\$0	\$0
2028	Garage Rehabilitation / Repairs (STPG, LTPG, EPG & ConRac)	\$4,139,000	\$0	\$0	\$0	\$0	\$4,139,000	\$0	\$0
2027	Garage Rehabilitation / Repairs (STPG, LTPG, EPG & ConRac)	\$4,057,000	\$0	\$0	\$0	\$0	\$4,057,000	\$0	\$0
2028	Monorail rehabilitation and controls replacement	\$4,000,000	\$0	\$2,000,000	\$0	\$0	\$2,000,000	\$0	\$0
2026	Garage Rehabilitation (ST/LT/Econ & ConRAC)	\$3,977,000	\$0	\$0	\$0	\$0	\$3,977,000	\$0	\$0
2035	LTPG levels 3, 4, and 5 lighting fixtures replacement	\$3,876,300	\$0	\$1,000,000	\$0	\$0	\$2,876,300	\$0	\$0
2019	STPG-Level 9 and MT Levels 1-3)	\$2,963,306	\$0	\$0	\$0	\$0	\$2,963,306	\$0	\$0
2017	STPG Level 8 Rehabilitation	\$2,886,800	\$0	\$0	\$0	\$0	\$2,886,800	\$0	\$0
2017	LTPG RAC Reclamation Project (Environmental)	\$2,500,000	\$0	\$0	\$0	\$2,500,000	\$0	\$0	\$0
2023	STPG Level 6 & Helixes	\$2,231,800	\$0	\$500,000	\$0	\$0	\$1,731,800	\$0	\$0
2017	Economy Garage No & So-Level 6 & Exit Ramps	\$2,125,900	\$0	\$700,000	\$0	\$0	\$1,425,900	\$0	\$0
2019	LTPG - Level 4, Helixes, Vehicle Bridge & OTA Ramps	\$2,053,033	\$0	\$0	\$0	\$0	\$2,053,033	\$0	\$0
2031	Replace lighting in economy garages	\$1,946,500	\$0	\$0	\$0	\$0	\$1,946,500	\$0	\$0
2030	STPG Level 4	\$1,908,600	\$0	\$0	\$0	\$0	\$1,908,600	\$0	\$0
2034	Economy parking lots pavement rehabilitation	\$1,853,500	\$0	\$710,000	\$0	\$0	\$1,143,500	\$0	\$0
2023	EG No Levels 5,6 and Exit Ramp/ EG So Level 6	\$1,750,400	\$0	\$400,000	\$0	\$0	\$1,350,400	\$0	\$0
2022	STPG Level 5	\$1,726,200	\$0	\$450,000	\$0	\$0	\$1,276,200	\$0	\$0
2020	LTPG - Level 3 Monorail, Façade and Stairtowers	\$1,711,931	\$0	\$0	\$0	\$0	\$1,711,931	\$0	\$0
2020	Long term garage elevator controls and drive replacement	\$1,696,800	\$0	\$0	\$0	\$0	\$1,696,800	\$0	\$0
2021	LTPG Level 6	\$1,641,700	\$0	\$0	\$0	\$0	\$1,641,700	\$0	\$0
2024	Cell phone lot EVIDS upgrade/replacement	\$1,600,000	\$0	\$500,000	\$0	\$0	\$1,100,000	\$0	\$0
2020	STPG Level 4	\$1,462,200	\$0	\$0	\$0	\$0	\$1,462,200	\$0	\$0
2024	Economy parking lots pavement rehabilitation	\$1,420,000	\$0	\$710,000	\$0	\$0	\$710,000	\$0	\$0
2023	LTPG Levels 1-4	\$1,269,900	\$0	\$350,000	\$0	\$0	\$919,900	\$0	\$0
2021	Long term garage switchgear replacement	\$943,800	\$0	\$0	\$0	\$0	\$943,800	\$0	\$0
2037	Terminal toll plaza roof rehabilitation	\$867,200	\$0	\$0	\$0	\$0	\$867,200	\$0	\$0
2022	EG So Levels 1-5	\$862,300	\$0	\$350,000	\$0	\$0	\$512,300	\$0	\$0
2022	LTPG Level 5, Helixes & Vehicle Bridge	\$806,600	\$0	\$350,000	\$0	\$0	\$456,600	\$0	\$0
2019	STPG Helix Lighting Replacement	\$770,000	\$0	\$0	\$0	\$0	\$770,000	\$0	\$0
2028	Cell phone lot EVIDS upgrade/replacement - phase 2	\$758,100	\$0	\$0	\$0	\$0	\$758,100	\$0	\$0
2030	Carpet replacement for shuttles, monorail and monorail lobby carpet	\$744,300	\$0	\$0	\$0	\$0	\$744,300	\$0	\$0
2018	EG No (Levels 4&5 & Stairtower): EG So (Levels 1-5 & Stairtower)	\$732,900	\$0	\$420,548	\$0	\$0	\$312,352	\$0	\$0
2019	EG No Levels 1,2,3 Exit Ramps and Façade/EG So Façade	\$707,900	\$0	\$0	\$0	\$0	\$707,900	\$0	\$0
2025	Carpet replacement for shuttles, monorail and monorail lobby carpet	\$677,700	\$0	\$0	\$0	\$0	\$677,700	\$0	\$0
2020	Carpet replacement for shuttles, monorail and monorail lobby carpet	\$642,597	\$0	\$0	\$0	\$0	\$642,597	\$0	\$0
2020	Long term garage emergency generator replacement	\$597,400	\$0	\$0	\$0	\$0	\$597,400	\$0	\$0
2022	Terminal Toll Plaza Roof Rehabilitation	\$581,500	\$0	\$250,000	\$0	\$0	\$331,500	\$0	\$0
2024	LTPG Level 6	\$550,600	\$0	\$275,300	\$0	\$0	\$275,300	\$0	\$0
2037	Terminal parking garages elevator lobby carpet replacement	\$540,800	\$0	\$0	\$0	\$0	\$540,800	\$0	\$0
2035	North employee parking lot pavement rehabilitation	\$527,300	\$0	\$202,000	\$0	\$0	\$325,300	\$0	\$0
2022	LTPG Fire Suppression System Refurbishment	\$500,000	\$0	\$250,000	\$0	\$0	\$250,000	\$0	\$0
2027	Terminal parking garages elevator lobby carpet replacement	\$414,300	\$0	\$0	\$0	\$0	\$414,300	\$0	\$0
2025	North employee parking lot pavement rehabilitation	\$404,000	\$0	\$202,000	\$0	\$0	\$202,000	\$0	\$0
2026	Economy garage fire suppression system refurbishment	\$400,000	\$0	\$200,000	\$0	\$0	\$200,000	\$0	\$0
2025	Garage Rehab/Repairs (ST/LT/Econ & ConRAC)	\$389,900	\$0	\$0	\$0	\$0	\$389,900	\$0	\$0
2035	Long term garage elevator room air conditioning replacement	\$342,700	\$0	\$0	\$0	\$0	\$342,700	\$0	\$0
2035	Monorail offices air condition unit replacement	\$342,700	\$0	\$0	\$0	\$0	\$342,700	\$0	\$0

Project Year	Parking Facilities Project Title (continued)	Estimated Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Authority Funds	PFC Funds	P3 Funds
2030	Terminal parking toll plaza chillers replacement	\$284,700	\$0	\$0	\$0	\$0	\$284,700	\$0	\$0
2028	Terminal parking toll plaza chillers replacement	\$273,100	\$0	\$0	\$0	\$0	\$273,100	\$0	\$0
2037	Long term garage toll plaza camera system replacement	\$260,000	\$0	\$0	\$0	\$0	\$260,000	\$0	\$0
2020	Long term garage elevator room air conditioning replacement	\$229,800	\$0	\$0	\$0	\$0	\$229,800	\$0	\$0
2020	Monorail offices air condition unit replacement	\$229,800	\$0	\$0	\$0	\$0	\$229,800	\$0	\$0
2027	Long term garage toll plaza camera system replacement	\$221,525	\$0	\$0	\$0	\$0	\$221,525	\$0	\$0
2020	Terminal Parking Toll Plaza Chillers Replacement	\$220,220	\$0	\$0	\$0	\$0	\$220,220	\$0	\$0
2035	ST,LT & Econ Garage Inspection	\$195,825	\$0	\$0	\$0	\$0	\$195,825	\$0	\$0
2030	ST,LT & Econ Garage Inspection	\$171,400	\$0	\$0	\$0	\$0	\$171,400	\$0	\$0
2025	ST,LT & Econ Garage Inspection	\$150,000	\$0	\$0	\$0	\$0	\$150,000	\$0	\$0
2025	ST/LT/Econ & ConRAC Garages Inspection	\$150,000	\$0	\$0	\$0	\$0	\$150,000	\$0	\$0
2034	Long term garage security door hardware replacement	\$133,400	\$0	\$0	\$0	\$0	\$133,400	\$0	\$0
2023	Economy garage A/C replacement	\$130,700	\$0	\$0	\$0	\$0	\$130,700	\$0	\$0
2037	Elevator interior wall carpet replacement for STPG, RAC & economy garages	\$122,200	\$0	\$0	\$0	\$0	\$122,200	\$0	\$0
2023	Economy garage roof rehabilitation	\$108,900	\$0	\$0	\$0	\$0	\$108,900	\$0	\$0
2024	Long term garage security door hardware replacement	\$102,200	\$0	\$0	\$0	\$0	\$102,200	\$0	\$0
2027	Elevator interior wall carpet replacement for STPG, RAC and economy garages	\$93,600	\$0	\$0	\$0	\$0	\$93,600	\$0	\$0

Project Year	Roadway Project Title	Estimated Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Authority Funds	PFC Funds	P3 Funds
2019	Gateway Complex - Add'l Exit lane South of Post Office	\$25,985,000	\$0	\$0	\$0	\$25,985,000	\$0	\$0	\$0
2019	Widen George Bean Parkway	\$23,836,000	\$0	\$0	\$0	\$23,836,000	\$0	\$0	\$0
2029	GBP and Bessie Coleman Service Rd from PO north to AS/F (Asphalt Pavement Overlay)	\$7,531,900	\$0	\$0	\$0	\$0	\$7,531,900	\$0	\$0
2026	Dynamic signage on roads leading to airport & Bean Parkway	\$7,360,000	\$0	\$2,000,000	\$0	\$0	\$5,360,000	\$0	\$0
2019	GBP and Bessie Coleman Service Rd from PO north to AS/F (Asphalt Pavement Overlay)	\$5,770,000	\$0	\$1,223,996	\$0	\$0	\$4,546,004	\$0	\$0
2031	Replace lighting on curbside drives	\$3,318,000	\$0	\$0	\$0	\$0	\$3,318,000	\$0	\$0
2034	North Terminal Roadway Changes for Phase 2	\$3,184,000	\$0	\$1,592,000	\$0	\$0	\$1,592,000	\$0	\$0
2025	Service road south of economy garage expansion	\$1,615,000	\$0	\$0	\$0	\$0	\$1,615,000	\$0	\$0
2033	Jim W Blvd and related service road pavement replacement	\$1,027,650	\$0	\$513,825	\$0	\$0	\$513,825	\$0	\$0
2032	Static parkway signage replacement	\$830,400	\$0	\$0	\$0	\$0	\$830,400	\$0	\$0
2023	Jim W Blvd and related service road pavement replacement	\$787,300	\$0	\$0	\$0	\$0	\$787,300	\$0	\$0
2020	Static parkway signage replacement	\$603,200	\$0	\$0	\$0	\$0	\$603,200	\$0	\$0
2037	Service road from gate P6a to P3 pavement replacement	\$395,000	\$0	\$151,300	\$0	\$0	\$243,700	\$0	\$0
2029	Service road from gate P6a to P3 pavement replacement	\$318,500	\$0	\$0	\$0	\$0	\$318,500	\$0	\$0
2027	Service road from gate P6a to P3 pavement replacement	\$302,600	\$0	\$151,300	\$0	\$0	\$151,300	\$0	\$0
2028	Frontage road pavement replacement	\$248,200	\$0	\$0	\$0	\$0	\$248,200	\$0	\$0
2019	Service road from gate P6a to P3 pavement replacement	\$244,010	\$0	\$0	\$0	\$0	\$244,010	\$0	\$0
2027	Roadway pavement inspection - TPA, TEA, POK, PCA	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0
2027	Roadway dynamic signage refurbishment	\$86,300	\$0	\$0	\$0	\$0	\$86,300	\$0	\$0
2037	Roadway dynamic signage refurbishment	\$86,300	\$0	\$0	\$0	\$0	\$86,300	\$0	\$0

Project Year	Terminal Project Title	Estimated Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Authority Funds	PFC Funds	P3 Funds
2022	Construct New Airside D	\$704,037,000	\$0	\$228,163,500	\$0	\$326,566,656	\$16,712,000	\$132,594,844	\$0
2018	Blue & Red Side Curb Expansion	\$193,829,000	\$0	\$0	\$0	\$193,829,000	\$0	\$0	\$0
2022	Airside D Shuttle	\$94,027,000	\$0	\$47,013,500	\$0	\$4,264,000	\$0	\$42,749,500	\$0
2018	Replace Energy Plant	\$90,477,000	\$0	\$0	\$0	\$57,649,000	\$0	\$32,828,000	\$0
2031	Airside C Expansion (Opt 2 without FIS)	\$87,953,000	\$0	\$0	\$0	\$87,953,000	\$0	\$0	\$0
2024	West Side Checked Baggage Enhancements -Construction	\$60,002,532	\$0	\$5,000,000	\$42,001,772	\$0	\$0	\$13,000,760	\$0
2019	Airside A&C Shuttle Car Rehabilitation/Replacement	\$43,809,200	\$0	\$5,400,000	\$0	\$3,004,750	\$0	\$35,404,450	\$0
2031	Airside E SSCP Expansion (South Opt)	\$30,685,000	\$0	\$0	\$0	\$30,685,000	\$0	\$0	\$0
2019	Airside F Expansion	\$30,346,000	\$0	\$15,173,000	\$0	\$9,500,000	\$0	\$5,673,000	\$0
2019	Monorail Cars and Controls Replacement	\$30,300,000	\$0	\$0	\$0	\$30,300,000	\$0	\$0	\$0
2019	Airside A SSCP Expansion	\$24,444,000	\$0	\$0	\$0	\$24,444,000	\$0	\$0	\$0
2029	Airside F shuttle cars rehabilitation	\$21,397,800	\$0	\$5,000,000	\$0	\$0	\$16,397,800	\$0	\$0
2019	Airside F Expansion - Airline Relocation (United/American/Jet Blue)	\$19,300,000	\$0	\$9,650,000	\$0	\$9,650,000	\$0	\$0	\$0
2020	Airside A Boarding Bridges, PCA AHU and GPU Replacements	\$18,494,171	\$0	\$7,479,505	\$0	\$11,014,666	\$0	\$0	\$0
2023	Airside E shuttle cars replacement	\$17,920,300	\$0	\$4,000,000	\$0	\$13,920,300	\$0	\$0	\$0
2020	Baggage Claim Level Ceiling Replacement	\$15,906,200	\$0	\$0	\$0	\$15,906,200	\$0	\$0	\$0
2019	Airside C Restroom Expansion	\$15,000,000	\$0	\$0	\$0	\$15,000,000	\$0	\$0	\$0
2017	Checked Baggage System Upgrades (East Airside)	\$14,955,680	\$0	\$2,885,230	\$0	\$0	\$0	\$12,070,450	\$0
2028	Airport Security System Replacement	\$14,300,000	\$3,500,000	\$2,500,000	\$0	\$0	\$0	\$8,300,000	\$0
2027	Airside E boarding bridges, PCA AHU and GPU replacements	\$13,730,500	\$0	\$3,000,000	\$0	\$0	\$10,730,500	\$0	\$0
2028	Replace Main Terminal Dynamic Signage	\$12,675,800	\$0	\$0	\$0	\$0	\$12,675,800	\$0	\$0
2024	Airside E baggage sort system reconfiguration	\$11,684,885	\$0	\$2,000,000	\$0	\$0	\$9,684,885	\$0	\$0
2019	Airport Security System Replacement (Construction)	\$10,928,000	\$6,170,934	\$3,193,569	\$0	\$1,563,497	\$0	\$0	\$0
2017	Demolish Red Side Garage & Former AS-D Guideway	\$10,631,000	\$0	\$0	\$0	\$4,222,327	\$0	\$6,408,673	\$0
2019	Airside F Expansion - Airline Relocation (Optimize AS-A)	\$10,362,000	\$0	\$0	\$0	\$10,362,000	\$0	\$0	\$0
2020	Arrival and Departure Drives Ceiling Replacement	\$9,640,100	\$0	\$0	\$0	\$9,640,100	\$0	\$0	\$0
2018	New Main Terminal Loading Dock	\$9,515,000	\$0	\$0	\$0	\$9,515,000	\$0	\$0	\$0
2021	Landside elevator replacements	\$9,060,500	\$0	\$2,875,250	\$0	\$0	\$6,185,250	\$0	\$0
2020	Ticket Counter Dynamic Signage	\$8,425,000	\$0	\$0	\$0	\$0	\$8,425,000	\$0	\$0
2032	Main Terminal LED Technology Refresh	\$6,526,500	\$0	\$0	\$0	\$0	\$6,526,500	\$0	\$0
2027	Main Terminal LED Technology Refresh	\$5,712,500	\$0	\$0	\$0	\$0	\$5,712,500	\$0	\$0
2018	Demolish Administration Building	\$5,334,000	\$0	\$0	\$0	\$563,000	\$0	\$4,771,000	\$0
2020	Airside A Roof Rehabilitation	\$5,175,000	\$0	\$2,070,000	\$0	\$0	\$3,105,000	\$0	\$0
2022	Main Terminal LED Technology Refresh	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000	\$0	\$0
2018	New FAA Parking Lot	\$4,570,000	\$0	\$0	\$0	\$4,570,000	\$0	\$0	\$0
2032	Landside and Airside E baggage handling system pushers replacement	\$4,372,000	\$0	\$1,000,000	\$0	\$0	\$3,372,000	\$0	\$0
2018	Airside E Restroom Refurbishment	\$4,349,000	\$0	\$0	\$0	\$0	\$4,349,000	\$0	\$0
2034	LED Transfer Level Refresh	\$3,915,850	\$0	\$0	\$0	\$0	\$3,915,850	\$0	\$0
2019	Airside F roof rehabilitation	\$3,900,000	\$0	\$109,078	\$0	\$0	\$3,790,922	\$0	\$0
2027	Common use passenger processing system enhancement - phase 2	\$3,553,800	\$0	\$500,000	\$0	\$0	\$3,053,800	\$0	\$0
2030	Remote transmitter receiver relocation	\$3,504,300	\$0	\$0	\$0	\$0	\$3,504,300	\$0	\$0
2024	LED Transfer Level Refresh	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$0
2030	STS CISCO equipment refresh phase 2 & toll plaza	\$2,950,800	\$0	\$0	\$0	\$0	\$2,950,800	\$0	\$0
2032	Baggage handling systems servers upgrade/enhancement	\$2,920,000	\$0	\$1,244,300	\$0	\$0	\$1,675,700	\$0	\$0
2017	Shuttle Guideway Railing Improvements	\$2,890,100	\$0	\$0	\$0	\$0	\$2,890,100	\$0	\$0
2032	Exterior Dynamic Sign Replacement	\$2,882,500	\$0	\$0	\$0	\$0	\$2,882,500	\$0	\$0
2023	Airside A baggage system sort devices and pushers replacement	\$2,788,200	\$0	\$910,000	\$0	\$0	\$1,878,200	\$0	\$0
2017	Airport Security Systems Replacement	\$2,785,000	\$0	\$1,373,300	\$0	\$0	\$0	\$1,411,700	\$0
2035	Airside C interior finishes refurbishment	\$2,741,300	\$0	\$0	\$0	\$0	\$2,741,300	\$0	\$0
2032	Airside A Shuttle Superstructure Painting	\$2,722,600	\$0	\$0	\$0	\$0	\$2,722,600	\$0	\$0
2025	STS CISCO equipment refresh phase 2 & toll plaza	\$2,582,800	\$0	\$0	\$0	\$0	\$2,582,800	\$0	\$0
2029	STS CISCO equipment refresh phase 1	\$2,555,600	\$0	\$0	\$0	\$0	\$2,555,600	\$0	\$0
2026	Baggage handling systems servers upgrade/enhancement	\$2,488,600	\$0	\$1,244,300	\$0	\$0	\$1,244,300	\$0	\$0
2030	Airside A field carpet and boarding bridge carpet replacement	\$2,438,720	\$0	\$0	\$0	\$0	\$2,438,720	\$0	\$0
2029	Airside C field carpet and boarding bridge carpet replacement	\$2,416,830	\$0	\$0	\$0	\$0	\$2,416,830	\$0	\$0
2020	STS / Authority Network equipment replacement phase 2	\$2,260,700	\$0	\$0	\$0	\$0	\$2,260,700	\$0	\$0
2018	Airside A & F Air Handler Replacement	\$2,237,500	\$0	\$0	\$0	\$0	\$2,237,500	\$0	\$0
2021	Baggage handling systems servers upgrade/enhancement	\$2,237,100	\$0	\$1,089,150	\$0	\$0	\$1,147,950	\$0	\$0

Project Year	Terminal Project Title (continued)	Estimated Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Authority Funds	PFC Funds	P3 Funds
2024	STS CISCO equipment replacement & economy parking garage Ph. 1	\$2,236,900	\$0	\$0	\$0	\$0	\$2,236,900	\$0	\$0
2018	Airside C Shuttle Superstructure Painting	\$2,197,100	\$0	\$0	\$0	\$0	\$2,197,100	\$0	\$0
2032	ConRAC - Restroom Refurbs	\$2,100,000	\$0	\$1,050,000	\$0	\$0	\$1,050,000	\$0	\$0
2020	Common Use Passenger Processing System Enhancement - Ph 2 Step 1	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$0
2024	Common Use Passenger Processing System Enhancement - Ph 2 Step 4	\$2,000,000	\$0	\$500,000	\$0	\$0	\$1,500,000	\$0	\$0
2022	Common Use Passenger Processing System Enhancement - Ph 2 Step 3	\$2,000,000	\$0	\$852,000	\$0	\$0	\$1,148,000	\$0	\$0
2026	Airside A air handlers replacement	\$2,000,000	\$0	\$1,000,000	\$0	\$0	\$1,000,000	\$0	\$0
2024	Airside E interior finishes refurbishment	\$1,991,700	\$0	\$0	\$0	\$0	\$1,991,700	\$0	\$0
2026	Airside E field carpet and boarding bridge carpet replacement	\$1,968,416	\$0	\$0	\$0	\$0	\$1,968,416	\$0	\$0
2019	STS CISCO equipment replacement & economy parking garage Ph. 1	\$1,957,900	\$0	\$0	\$0	\$0	\$1,957,900	\$0	\$0
2017	Exterior Dynamic Sign Replacement	\$1,932,900	\$0	\$0	\$0	\$0	\$1,932,900	\$0	\$0
2024	Airside E shuttle superstructure painting	\$1,914,000	\$0	\$0	\$0	\$0	\$1,914,000	\$0	\$0
2026	Common use passenger processing system enhancement - phase 1	\$1,887,500	\$0	\$500,000	\$0	\$0	\$1,387,500	\$0	\$0
2030	Airside F Restroom Refurbishment	\$1,848,300	\$0	\$500,000	\$0	\$0	\$1,348,300	\$0	\$0
2020	Airside C interior finishes refurbishment	\$1,838,200	\$0	\$0	\$0	\$0	\$1,838,200	\$0	\$0
2029	Airside A Restroom Refurbishment	\$1,800,000	\$0	\$500,000	\$0	\$0	\$1,300,000	\$0	\$0
2029	Airside C Restroom Refurbishment	\$1,800,000	\$0	\$500,000	\$0	\$0	\$1,300,000	\$0	\$0
2034	Electronic visual information display panel replacement	\$1,798,000	\$0	\$0	\$0	\$0	\$1,798,000	\$0	\$0
2018	Airside A Boarding Level & Bridge Carpet Replacement	\$1,771,400	\$0	\$0	\$0	\$0	\$1,771,400	\$0	\$0
2017	Airside C Field Boarding Bridge Carpet Replacement	\$1,755,500	\$0	\$0	\$0	\$0	\$1,755,500	\$0	\$0
2029	Electronic visual information display panel replacement	\$1,750,400	\$0	\$0	\$0	\$0	\$1,750,400	\$0	\$0
2028	Airside E restroom refurbishment	\$1,706,700	\$0	\$853,350	\$0	\$0	\$853,350	\$0	\$0
2029	WiFi enhancements	\$1,703,800	\$0	\$0	\$0	\$0	\$1,703,800	\$0	\$0
2030	Transfer Columns LED Displays	\$1,652,100	\$0	\$0	\$0	\$0	\$1,652,100	\$0	\$0
2031	Baggage Carousel LED Signage Replacement	\$1,652,100	\$0	\$0	\$0	\$0	\$1,652,100	\$0	\$0
2019	Simplex fire alarm system upgrade	\$1,646,600	\$0	\$0	\$0	\$0	\$1,646,600	\$0	\$0
2026	Airside C bag sort devices and pushers replacement	\$1,617,100	\$0	\$808,550	\$0	\$0	\$808,550	\$0	\$0
2025	Airside A interior finishes refurbishment	\$1,615,000	\$0	\$0	\$0	\$0	\$1,615,000	\$0	\$0
2017	Automated Transit Systems (ATS) Study	\$1,573,000	\$0	\$0	\$0	\$0	\$0	\$1,573,000	\$0
2024	Electronic visual information display panel replacement	\$1,532,100	\$0	\$0	\$0	\$0	\$1,532,100	\$0	\$0
2023	Airside E shuttle running surface rehabilitation	\$1,531,600	\$0	\$0	\$0	\$1,531,600	\$0	\$0	\$0
2022	Bag Claim to Ticket Level Modular Escalators Replacement	\$1,520,900	\$0	\$760,450	\$0	\$0	\$760,450	\$0	\$0
2021	Landside fire suppression system refurbishment	\$1,500,000	\$0	\$750,000	\$0	\$0	\$750,000	\$0	\$0
2024	WiFi enhancements	\$1,491,300	\$0	\$0	\$0	\$0	\$1,491,300	\$0	\$0
2026	Airside A PCA chillers replacement	\$1,423,100	\$0	\$711,550	\$0	\$0	\$711,550	\$0	\$0
2020	Airside F Restroom Refurbishment	\$1,416,000	\$0	\$0	\$0	\$0	\$1,416,000	\$0	\$0
2023	Airside F bag sort devices and pushers replacement	\$1,393,800	\$0	\$696,900	\$0	\$0	\$696,900	\$0	\$0
2019	Airside A Restroom Refurbishment	\$1,378,700	\$0	\$0	\$0	\$0	\$1,378,700	\$0	\$0
2019	Airside C Restroom Refurbishment	\$1,378,700	\$0	\$0	\$0	\$0	\$1,378,700	\$0	\$0
2037	Airside F field carpet and boarding bridge carpet replacement	\$1,377,400	\$0	\$0	\$0	\$0	\$1,377,400	\$0	\$0
2019	Electronic visual information display panel replacement	\$1,341,000	\$0	\$0	\$0	\$0	\$1,341,000	\$0	\$0
2019	WiFi enhancements	\$1,305,300	\$0	\$0	\$0	\$0	\$1,305,300	\$0	\$0
2021	Replace traffic coating on curbside drives	\$1,240,800	\$0	\$0	\$0	\$0	\$1,240,800	\$0	\$0
2031	Landside penthouses roof refurbishment	\$1,232,400	\$0	\$616,200	\$0	\$0	\$616,200	\$0	\$0
2026	Airside A chillers replacement	\$1,207,400	\$0	\$603,700	\$0	\$0	\$603,700	\$0	\$0
2017	NOC Technology Enhancements	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000	\$0	\$0
2018	Transfer Columns LED Displays	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000	\$0	\$0
2019	Baggage Carousel LED Signage Replacement	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000	\$0	\$0
2023	Airside E shuttle power and signal rail replacement	\$1,194,600	\$0	\$0	\$0	\$1,194,600	\$0	\$0	\$0
2020	Baggage Claim Level Carpet Replacement	\$1,124,300	\$0	\$0	\$0	\$0	\$1,124,300	\$0	\$0
2022	Repaint Airside E Shuttle Superstructure	\$1,105,900	\$0	\$0	\$0	\$0	\$1,105,900	\$0	\$0
2033	FIS Passport Kiosks Replacement	\$1,101,400	\$0	\$0	\$0	\$0	\$1,101,400	\$0	\$0
2031	Baggage system scanners replacement	\$1,101,375	\$0	\$500,000	\$0	\$0	\$601,375	\$0	\$0
2029	Valet Level 2 Drive Surface Replacement	\$1,056,625	\$0	\$0	\$0	\$0	\$1,056,625	\$0	\$0
2018	Airside F Cooling Towers Reconditioning	\$1,017,900	\$0	\$0	\$0	\$0	\$1,017,900	\$0	\$0
2034	Landside bag claim level carpet replacement	\$1,008,700	\$0	\$0	\$0	\$0	\$1,008,700	\$0	\$0
2025	Airside F field carpet and boarding bridge carpet replacement	\$1,000,500	\$0	\$0	\$0	\$0	\$1,000,500	\$0	\$0

Project Year	Terminal Project Title (continued)	Estimated	Authority				Authority		
		Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Funds	PFC Funds	P3 Funds
2026	FIS Passport Kiosks Replacement	\$938,700	\$0	\$0	\$0	\$0	\$938,700	\$0	\$0
2029	Landside ticket level interior finishes refurbishment	\$818,000	\$0	\$0	\$0	\$0	\$818,000	\$0	\$0
2019	Baggage system scanners replacement	\$800,000	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0
2020	FIS Passport Kiosks Replacement	\$800,000	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0
2022	Main Transfer Level Seating Replacement Airside Aqati Seating	\$762,600	\$0	\$0	\$0	\$0	\$762,600	\$0	\$0
2026	Landside transfer level interior finishes refurbishment	\$754,900	\$0	\$0	\$0	\$0	\$754,900	\$0	\$0
2036	A/V Conference Room Refresh	\$745,600	\$0	\$0	\$0	\$0	\$745,600	\$0	\$0
2022	Landside Bag Claim Level Carpet Replacement	\$732,700	\$0	\$0	\$0	\$0	\$732,700	\$0	\$0
2034	Gas boilers replacement	\$707,000	\$0	\$353,500	\$0	\$0	\$353,500	\$0	\$0
2033	Common Use Equipment Refresh	\$688,400	\$0	\$0	\$0	\$0	\$688,400	\$0	\$0
2037	Ticket level flooring replacement	\$688,400	\$0	\$0	\$0	\$0	\$688,400	\$0	\$0
2028	Landside shuttle central control computers replacement	\$682,700	\$0	\$341,350	\$0	\$0	\$341,350	\$0	\$0
2031	A/V Conference Room Refresh	\$652,640	\$0	\$0	\$0	\$0	\$652,640	\$0	\$0
2031	Airside A SWE escalators replacement	\$644,300	\$0	\$322,150	\$0	\$0	\$322,150	\$0	\$0
2027	Common Use Equipment Refresh	\$586,700	\$0	\$0	\$0	\$0	\$586,700	\$0	\$0
2026	A/V Conference Room Refresh	\$571,245	\$0	\$0	\$0	\$0	\$571,245	\$0	\$0
2023	Landside building control system retrofit	\$564,300	\$0	\$282,150	\$0	\$0	\$282,150	\$0	\$0
2031	Main Terminal SWE escalators replacement	\$563,900	\$0	\$281,950	\$0	\$0	\$281,950	\$0	\$0
2037	Landside Airline Space Rehabilitation	\$562,900	\$0	\$0	\$0	\$0	\$562,900	\$0	\$0
2027	Airside F hydraulic elevator modernization	\$548,900	\$0	\$274,450	\$0	\$0	\$274,450	\$0	\$0
2036	Replace Paging System Amps & Mixer - Airsides A&E	\$548,200	\$0	\$274,100	\$0	\$0	\$274,100	\$0	\$0
2026	Airside C fire system pumps and heads refurbishment	\$539,100	\$0	\$269,550	\$0	\$0	\$269,550	\$0	\$0
2033	Baggage System PLC Replacement	\$520,000	\$0	\$260,000	\$0	\$0	\$260,000	\$0	\$0
2032	Replace airside E generator	\$516,750	\$0	\$0	\$0	\$0	\$516,750	\$0	\$0
2020	Airside F & F Sort Fire System Pumps and Heads Replacement	\$511,200	\$0	\$0	\$0	\$0	\$511,200	\$0	\$0
2021	A/V Conference Room Refresh	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0
2021	Common Use Equipment Refresh	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0
2025	Ticket level flooring replacement	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0
2023	Airside E fire system pumps and heads replacement	\$497,900	\$0	\$248,950	\$0	\$0	\$248,950	\$0	\$0
2032	Landside Airline Space Rehabilitation	\$492,640	\$0	\$0	\$0	\$0	\$492,640	\$0	\$0
2029	Airside A airline and TSA space rehabilitation	\$467,300	\$0	\$0	\$0	\$0	\$467,300	\$0	\$0
2033	Airside A sort, E and landside baggage system PLC replacement	\$455,140	\$0	\$227,570	\$0	\$0	\$227,570	\$0	\$0
2027	Landside airline space rehabilitation	\$442,900	\$0	\$0	\$0	\$0	\$442,900	\$0	\$0
2035	Airside A sort facility interior/exterior refurbishment	\$438,600	\$0	\$0	\$0	\$0	\$438,600	\$0	\$0
2027	Landside Airline Space Rehabilitation	\$431,200	\$0	\$0	\$0	\$0	\$431,200	\$0	\$0
2026	Airside A emergency generator replacement	\$431,200	\$0	\$215,600	\$0	\$0	\$215,600	\$0	\$0
2026	Replace Paging System Amps & Mixer - Airsides A&E	\$420,000	\$0	\$0	\$0	\$0	\$420,000	\$0	\$0
2032	Con RAC - Refurbish Cooling Towers	\$420,000	\$0	\$210,000	\$0	\$0	\$210,000	\$0	\$0
2032	ConRAC - Paging System Replacement	\$420,000	\$0	\$210,000	\$0	\$0	\$210,000	\$0	\$0
2028	Landside building transfer level carpet replacement	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0
2023	Airside F emergency generator replacement	\$385,800	\$0	\$0	\$0	\$0	\$385,800	\$0	\$0
2026	Airside C roof refurbishment	\$377,300	\$0	\$0	\$0	\$0	\$377,300	\$0	\$0
2035	Way Finding Touch Screen Replacement	\$372,800	\$0	\$186,400	\$0	\$0	\$186,400	\$0	\$0
2025	Airside A sort building fire system pumps/heads replacement	\$367,600	\$0	\$0	\$0	\$0	\$367,600	\$0	\$0
2022	Replace Automatic Doors in Main Terminal	\$363,000	\$0	\$0	\$0	\$0	\$363,000	\$0	\$0
2035	CRDC Roof Rehab	\$350,000	\$0	\$0	\$0	\$0	\$350,000	\$0	\$0
2023	Baggage System PLC Replacement	\$348,700	\$0	\$0	\$0	\$0	\$348,700	\$0	\$0
2023	Airside F bag sort roof rehabilitation	\$348,500	\$0	\$0	\$0	\$0	\$348,500	\$0	\$0
2023	Airside E roof rehabilitation	\$348,500	\$0	\$174,250	\$0	\$0	\$174,250	\$0	\$0
2035	Airside C passenger boarding bridges painting	\$337,300	\$0	\$0	\$0	\$0	\$337,300	\$0	\$0
2032	Airside E passenger boarding bridges painting	\$330,235	\$0	\$0	\$0	\$0	\$330,235	\$0	\$0
2030	Way Finding Touch Screen Replacement	\$326,300	\$0	\$0	\$0	\$0	\$326,300	\$0	\$0
2026	Airside C exterior/interior stairs, walls, doors rehabilitation	\$323,400	\$0	\$0	\$0	\$0	\$323,400	\$0	\$0
2024	Airside A sort building roof rehabilitation	\$306,700	\$0	\$0	\$0	\$0	\$306,700	\$0	\$0
2026	Airside A passenger boarding bridges painting	\$301,100	\$0	\$0	\$0	\$0	\$301,100	\$0	\$0
2019	Structural Inspection (TPA)	\$300,000	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0
2028	Airside C paging system amps and mixers replacement	\$300,000	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0
2023	Airside E interior/exterior stairs, walls, doors refurbishment	\$298,700	\$0	\$0	\$0	\$0	\$298,700	\$0	\$0

Project Year	Terminal Project Title (continued)	Estimated Cost	AIP Grants	FDOT Grants	TSA Grants	Bond Funds	Authority Funds	PFC Funds	P3 Funds
2022	Landside Airline Space Rehabilitation	\$298,650	\$0	\$0	\$0	\$0	\$298,650	\$0	\$0
2036	Airside C airline and TSA space rehabilitation	\$298,300	\$0	\$0	\$0	\$0	\$298,300	\$0	\$0
2020	Airside A sort facility interior/exterior refurbishment	\$294,100	\$0	\$0	\$0	\$0	\$294,100	\$0	\$0
2035	Airside E airline and TSA space rehabilitation	\$290,100	\$0	\$0	\$0	\$0	\$290,100	\$0	\$0
2034	Airside F passenger boarding bridge painting	\$287,400	\$0	\$0	\$0	\$0	\$287,400	\$0	\$0
2033	Airside F airline and TSA space rehabilitation	\$287,200	\$0	\$0	\$0	\$0	\$287,200	\$0	\$0
2025	Way Finding Touch Screen Replacement	\$285,600	\$0	\$0	\$0	\$0	\$285,600	\$0	\$0
2030	Airside A passenger boarding bridges painting	\$276,900	\$0	\$0	\$0	\$0	\$276,900	\$0	\$0
2028	Main Terminal & Airsides Structural & Envelope Inspection	\$275,000	\$0	\$0	\$0	\$0	\$275,000	\$0	\$0
2024	Airside A airline and TSA space rehabilitation	\$262,800	\$0	\$0	\$0	\$0	\$262,800	\$0	\$0
2017	Landside Airline Space Rehabilitation	\$261,400	\$0	\$0	\$0	\$0	\$261,400	\$0	\$0
2031	Airside C airline and TSA space rehabilitation	\$261,100	\$0	\$0	\$0	\$0	\$261,100	\$0	\$0
2034	Structural Inspection (TPA)	\$261,100	\$0	\$0	\$0	\$0	\$261,100	\$0	\$0
2025	Airside C passenger boarding bridges painting	\$258,400	\$0	\$0	\$0	\$0	\$258,400	\$0	\$0
2030	Airside E airline and TSA space rehabilitation	\$253,900	\$0	\$0	\$0	\$0	\$253,900	\$0	\$0
2023	Airside F airline and TSA space rehabilitation	\$251,350	\$0	\$0	\$0	\$0	\$251,350	\$0	\$0
2028	Airside F airline and TSA space rehabilitation	\$251,348	\$0	\$0	\$0	\$0	\$251,348	\$0	\$0
2020	Way Finding Touch Screen Replacement	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0
2019	Airside A airline and TSA spaces rehabilitation	\$230,000	\$0	\$0	\$0	\$0	\$230,000	\$0	\$0
2024	Structural Inspection (TPA)	\$228,500	\$0	\$0	\$0	\$0	\$228,500	\$0	\$0
2026	Airside C airline and TSA space rehabilitation	\$228,500	\$0	\$0	\$0	\$0	\$228,500	\$0	\$0
2029	Structural Inspection (TPA)	\$228,500	\$0	\$0	\$0	\$0	\$228,500	\$0	\$0
2029	NOC server room A/C replacement	\$225,600	\$0	\$0	\$0	\$0	\$225,600	\$0	\$0
2025	Airside E airline and TSA space rehabilitation	\$222,250	\$0	\$0	\$0	\$0	\$222,250	\$0	\$0
2024	Airside F passenger boarding bridge painting	\$220,200	\$0	\$0	\$0	\$0	\$220,200	\$0	\$0
2018	CUPPS/SUPPS Master Plan Update	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0
2021	Airside C airline and TSA space rehabilitation	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0
2023	Airside A sort facility light fixtures replacement	\$199,200	\$0	\$0	\$0	\$0	\$199,200	\$0	\$0
2033	Airside F bag sort air handlers replacement	\$195,000	\$0	\$97,500	\$0	\$0	\$97,500	\$0	\$0
2020	Airside E airline and TSA space rehabilitation	\$194,530	\$0	\$0	\$0	\$0	\$194,530	\$0	\$0
2022	Airside E Passenger Boarding Bridges Painting	\$193,800	\$0	\$0	\$0	\$0	\$193,800	\$0	\$0
2025	Airside C glazing replacement	\$180,800	\$0	\$0	\$0	\$0	\$180,800	\$0	\$0
2020	Service building roof rehabilitation - (Delete if Next Phase MP goes forward)	\$167,600	\$0	\$0	\$0	\$0	\$167,600	\$0	\$0
2034	Airside A sort building emergency generator replacement	\$156,600	\$0	\$78,300	\$0	\$0	\$78,300	\$0	\$0
2024	Airside A sort building stairs, walls, doors rehabilitation	\$153,400	\$0	\$0	\$0	\$0	\$153,400	\$0	\$0
2025	Toll plaza roof refurbishment	\$153,300	\$0	\$0	\$0	\$0	\$153,300	\$0	\$0
2034	Airside F passenger boarding bridge carpet replacement	\$151,400	\$0	\$0	\$0	\$0	\$151,400	\$0	\$0
2023	Airside F bag sort walls and doors rehabilitation	\$149,400	\$0	\$0	\$0	\$0	\$149,400	\$0	\$0
2028	CRDC Chiller Replacement	\$140,000	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0
2036	Airside F Concessions Building Roof Rehab	\$140,000	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0
2028	Airside F passenger boarding bridge carpet replacement	\$129,000	\$0	\$0	\$0	\$0	\$129,000	\$0	\$0
2030	Airside C boarding bridge carpet replacement	\$121,000	\$0	\$0	\$0	\$0	\$121,000	\$0	\$0
2032	Airside A boarding bridge carpet replacement	\$115,250	\$0	\$0	\$0	\$0	\$115,250	\$0	\$0
2023	Airside E glazing replacement	\$115,000	\$0	\$0	\$0	\$0	\$115,000	\$0	\$0
2022	Airside F Passenger Boarding Bridge Carpet Replacement	\$110,000	\$0	\$0	\$0	\$0	\$110,000	\$0	\$0
2025	Airside C boarding bridge carpet replacement	\$105,900	\$0	\$0	\$0	\$0	\$105,900	\$0	\$0
2026	Airside A boarding bridge carpet replacement	\$98,200	\$0	\$0	\$0	\$0	\$98,200	\$0	\$0
2026	Airside C domestic water pumps replacement	\$86,300	\$0	\$0	\$0	\$0	\$86,300	\$0	\$0

10.3 AUTHORITY DEBT SERVICE SCHEDULES DETAIL

HCAA Annual Debt Service Schedule (Principal & Interest)

Payment Year	Existing GARBs	Phase 2 GARBs	Short Term Note	Annual Authority Debt Service Total
2017	\$38,899,602		\$10,620,100	\$49,519,702
2018	\$45,661,478		\$5,054,327	\$50,715,805
2019	\$50,880,572			\$50,880,572
2020	\$49,232,495	\$2,195,850		\$51,428,345
2021	\$39,324,961	\$12,443,150		\$51,768,111
2022	\$22,324,326	\$32,205,800		\$54,530,126
2023	\$22,328,576	\$32,937,750		\$55,266,326
2024	\$16,822,136	\$51,852,500		\$68,674,636
2025	\$16,828,886	\$51,849,750		\$68,678,636
2026	\$16,822,386	\$51,875,650		\$68,698,036
2027	\$16,824,991	\$51,869,650		\$68,694,641
2028	\$16,827,511	\$51,870,650		\$68,698,161
2029	\$16,826,115	\$51,871,650		\$68,697,765
2030	\$16,824,954	\$51,870,900		\$68,695,854
2031	\$16,823,966	\$51,876,650		\$68,700,616
2032	\$16,828,954	\$51,866,650		\$68,695,604
2033	\$16,824,457	\$51,874,650		\$68,699,107
2034	\$16,825,652	\$51,872,650		\$68,698,302
2035	\$16,824,966	\$51,868,900		\$68,693,866
2036	\$16,828,051	\$51,871,150		\$68,699,201
2037	\$16,821,310	\$51,876,650		\$68,697,960
2038	\$16,827,658	\$51,867,650		\$68,695,308
2039	\$7,576,859	\$61,122,150		\$68,699,009
2040	\$7,578,054	\$61,119,150		\$68,697,204
2041	\$7,579,997	\$61,115,400		\$68,695,397
2042	\$7,575,963	\$61,121,650		\$68,697,613
2043	\$7,577,457	\$61,122,900		\$68,700,357
2044	\$7,577,457	\$61,119,650		\$68,697,107
2045		\$68,697,150		\$68,697,150
2046		\$68,696,150		\$68,696,150
2047		\$68,701,150		\$68,701,150
2048		\$68,695,150		\$68,695,150
2049		\$14,996,650		\$14,996,650
2050		\$14,990,525		\$14,990,525
2051		\$14,995,025		\$14,995,025
2052		\$14,992,675		\$14,992,675
2053		\$14,996,825		\$14,996,825
Totals	\$566,499,790	\$1,574,300,450	\$15,674,427	\$2,156,474,667

HCAA Senior Lien Debt Principal Schedule

Payment Year	1996B	2008A	2008C	2008D	2009A (PFC)	2013A	2013B	2013C	2015A	2015B	2015C	2016A	Current Senior Principal Schedule	2018 GARBs	2023 GARBs	Post-2023 Senior Principal Schedule
2017	\$3,025,000				\$6,725,000	\$1,625,000	\$2,800,000	\$5,410,000		\$15,290,000			\$34,875,000			\$34,875,000
2018	\$3,205,000				\$7,035,000		\$1,470,000	\$5,965,000		\$15,460,000			\$38,135,000			\$38,135,000
2019						\$8,255,000	\$5,495,000	\$6,025,000				\$5,000,000	\$32,965,000			\$32,965,000
2020						\$15,675,000	\$2,990,000					\$3,610,000	\$24,185,000	\$9,580,000		\$24,185,000
2021			\$1,445,000	\$470,000		\$8,750,000	\$3,055,000					\$3,745,000	\$17,465,000	\$1,845,000		\$17,465,000
2022			\$1,505,000	\$485,000			\$8,155,000					\$3,800,000	\$13,945,000			\$13,945,000
2023			\$1,570,000	\$505,000			\$3,280,000					\$3,880,000	\$9,235,000			\$9,235,000
2024		\$5,955,000	\$1,635,000	\$530,000									\$8,120,000	\$15,255,000		\$23,375,000
2025		\$6,285,000	\$1,700,000	\$550,000									\$8,535,000	\$16,015,000		\$24,550,000
2026		\$6,625,000	\$1,770,000	\$570,000									\$8,965,000	\$13,320,000		\$22,285,000
2027		\$6,995,000							\$5,275,000				\$12,270,000	\$13,980,000		\$26,250,000
2028		\$7,375,000							\$5,530,000				\$12,905,000	\$14,680,000		\$27,585,000
2029		\$7,785,000							\$5,805,000				\$13,590,000	\$15,415,000		\$29,005,000
2030		\$8,200,000							\$6,100,000				\$14,300,000	\$16,185,000		\$30,485,000
2031		\$8,640,000							\$6,400,000				\$15,040,000	\$17,000,000		\$32,040,000
2032		\$9,110,000							\$6,725,000				\$15,835,000	\$17,840,000		\$33,675,000
2033		\$9,595,000							\$7,060,000				\$16,655,000	\$18,740,000		\$35,395,000
2034		\$10,110,000							\$7,415,000				\$17,525,000	\$19,675,000		\$37,200,000
2035		\$10,670,000							\$7,780,000				\$18,450,000	\$20,655,000		\$39,105,000
2036		\$11,255,000							\$8,175,000				\$19,430,000	\$21,690,000		\$41,120,000
2037		\$11,875,000							\$8,580,000				\$20,455,000	\$22,780,000		\$43,235,000
2038		\$12,525,000							\$9,010,000				\$21,535,000	\$23,910,000		\$45,445,000
2039									\$9,460,000				\$9,460,000	\$34,360,000	\$11,475,000	\$43,820,000
2040									\$9,935,000				\$9,935,000	\$36,075,000	\$12,100,000	\$46,010,000
2041									\$10,435,000				\$10,435,000	\$37,875,000	\$12,770,000	\$48,310,000
2042									\$10,950,000				\$10,950,000	\$39,775,000	\$13,470,000	\$50,725,000
2043									\$11,500,000				\$11,500,000	\$41,765,000	\$14,215,000	\$53,265,000
2044									\$12,075,000				\$12,075,000	\$43,850,000		\$55,925,000
2045														\$53,620,000		\$59,620,000
2046														\$56,300,000		\$62,070,000
2047														\$59,120,000		\$64,030,000
2048														\$62,070,000		\$66,070,000
2049															\$11,475,000	\$77,545,000
2050															\$12,100,000	\$89,645,000
2051															\$12,770,000	\$102,415,000
2052															\$13,470,000	\$115,885,000
2053															\$14,215,000	\$130,100,000
Totals	\$6,230,000	\$133,000,000	\$9,625,000	\$3,110,000	\$13,760,000	\$34,305,000	\$27,245,000	\$17,400,000	\$148,210,000	\$30,750,000	\$18,710,000	\$16,425,000	\$458,770,000	\$731,950,000	\$64,030,000	\$1,254,750,000

HCAA Subordinated Lien Debt Principal Schedule

Payment Year	2013 A	2015 A	2015 B										Current Subordinated PFC Bond Principal Schedule	2018 PFC		Subordinated PFC Bond Principal Schedule
2017																
2018																
2019													\$8,060,000			\$8,060,000
2020													\$8,465,000			\$8,465,000
2021													\$8,885,000			\$8,885,000
2022													\$9,320,000			\$9,320,000
2023													\$9,790,000			\$9,790,000
2024													\$10,280,000			\$10,280,000
2025													\$10,835,000			\$10,835,000
2026													\$11,375,000			\$11,375,000
2027													\$11,945,000			\$11,945,000
2028													\$12,560,000			\$12,560,000
2029													\$13,255,000			\$13,255,000
2030													\$13,980,000			\$13,980,000
2031		\$1,000,000	\$7,855,000										\$8,855,000	\$725,000		\$9,580,000
2032		\$1,050,000	\$8,245,000										\$9,295,000	\$750,000		\$10,045,000
2033		\$1,105,000	\$8,660,000										\$9,765,000	\$780,000		\$10,545,000
2034		\$1,155,000	\$9,090,000										\$10,245,000	\$815,000		\$11,060,000
2035		\$1,215,000	\$9,545,000										\$10,760,000	\$860,000		\$11,620,000
2036		\$1,275,000	\$10,025,000										\$11,300,000	\$895,000		\$12,195,000
2037		\$1,340,000	\$10,525,000										\$11,865,000	\$940,000		\$12,805,000
2038		\$1,405,000	\$11,050,000										\$12,455,000	\$995,000		\$13,450,000
2039		\$1,475,000	\$11,600,000										\$13,075,000	\$1,045,000		\$14,120,000
2040		\$1,550,000	\$12,185,000										\$13,735,000	\$1,090,000		\$14,825,000
2041		\$1,630,000	\$12,790,000										\$14,420,000	\$1,145,000		\$15,565,000
2042		\$1,710,000	\$13,430,000										\$15,140,000	\$1,205,000		\$16,345,000
2043		\$1,795,000	\$14,105,000										\$15,900,000	\$1,260,000		\$17,160,000
2044		\$1,885,000	\$14,810,000										\$16,695,000	\$1,325,000		\$18,020,000
2045														\$24,025,000		\$24,025,000
2046														\$25,220,000		\$25,220,000
2047														\$26,485,000		\$26,485,000
2048														\$27,810,000		\$27,810,000
2049																
2050																
2051																
2052																
2053																
Totals	\$128,750,000	\$19,590,000	\$153,915,000										\$302,255,000	\$117,370,000		\$419,625,000