



a new day in tampa bay



**Tampa
International
Airport**

Master Plan 2012



Joseph W. Lopano, CEO

it's a new day in tampa bay

After nearly 18 months of data gathering, analysis, community meetings and public presentations, the Tampa International Airport 2012 Master Plan received approval from the Hillsborough County Aviation Authority Board in April. The end result is a 20-year blueprint for growth that nearly doubles the capacity of the Airport's existing main terminal to nearly 35 million annual passengers, creates opportunities for diversifying revenues through new concessions and real estate development, and preserves land on the Airport's 3,300-acre campus for even more growth in the future. It is true to the original principles of the Airport's ground-breaking design by putting the customer experience first. As this vision becomes reality, the \$2.5 billion plan will put thousands of people to work, contributing to the region's economy and leaving a lasting impact on the entire Tampa Bay area.

A handwritten signature in black ink, appearing to read "J. Lopano". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

main terminal people mover station – interior rendering



The 2012 Master Plan goes back to the future, including new people movers that were first introduced to the world by Tampa International Airport more than 40 years ago. The rendering above shows what a station at the main terminal might look like. The 1.3-mile line will connect to economy parking garages, a consolidated rental car facility, and other passenger amenities.

planning for the future

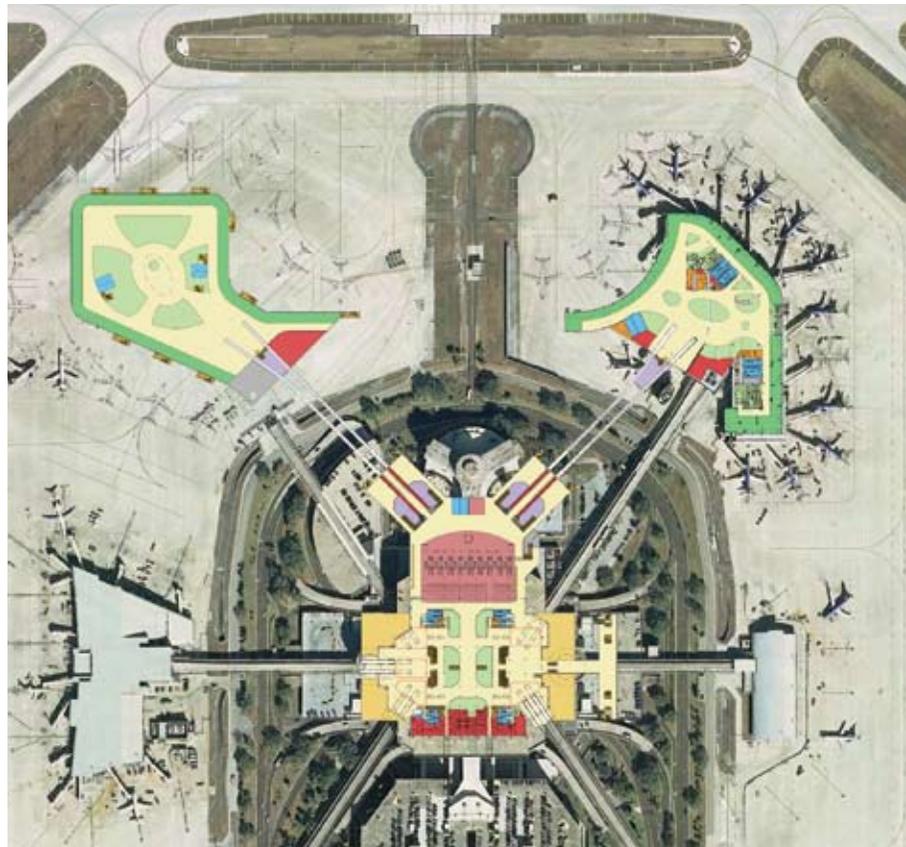
In late 2011, Tampa International Airport officials began the process of updating the master plan for its 3,300-acre campus. Taking into account forecasts for passenger growth, the plan provides an outline of Airport improvements and future land use. The focus is to better serve passengers, airlines, and other tenants, as well as regional tourism, transportation, and business growth over the next 20 years. The update is a collaborative effort, with significant input from the Tampa Bay region. Innovative design creates a scalable approach that focuses on growth based on passenger demand. The incremental plan will extend the life of the existing main terminal until the Airport reaches 34.7 million annual passengers.

main terminal people mover station – exterior rendering



the main terminal

Among other items, the master plan analyzed passenger drop-off and pick-up areas, airside capacity, and movement through the transfer level where travelers access gates. The final plan calls for an expansion of the main terminal transfer level, an expansion of Airside C, and the addition of Airside D to accommodate domestic and international flights. There will also be security checkpoints in the main terminal to service Airsides C and D and an international curbside.





conceptual rendering of the consolidated rental car facility

rental car facilities and automated people mover

Analysis concluded that the Airport's rental car facilities will reach capacity in 2016. To facilitate continued growth, the master plan includes a consolidated rental car facility on the south part of the Airport campus, near the entrance. This allows for expansion of rental car operations at the Airport while decongesting roadways, passenger drop-off and pick-up curbsides, and reclaiming 1,200 parking spaces in the Airport's long-term parking garage that currently houses rental car operations.

A rental car facility will be connected to the main terminal by a 1.3-mile automated people mover. The people mover will also provide access to the terminal for economy parking garage customers and Airport employees.

The people mover could ultimately extend off the Airport campus to a multi-modal center in the Westshore Business District near Interstate 275 to connect to a regional transportation system.

connections to regional transportation networks

Working with state and regional transportation officials, Tampa International Airport is supporting proposals to connect the Airport's rental car and parking facilities to a multi-modal center in the nearby Westshore Business district via an extension of the people mover.



rendering from the westshore business district master plan showing a people mover to the airport at the intersection of cypress street and westshore boulevard



South Development Area

In addition to the consolidated rental car facility, land near the entrance to the Airport might be developed with additional concepts including: a hotel, office buildings, a gas station, or other passenger and airport support services. This will create an “aerotropolis,” or airport city, that will help diversify the Tampa International Airport’s revenues.

East Property

Located south of Hillsborough Avenue and adjacent to Tampa’s Drew Park neighborhood, this property currently holds cargo facilities, ground service equipment facilities, airport maintenance operations, several aviation-related businesses, and a public compressed natural gas station. The master plan recommends developing this land with maintenance repair and overhaul (MRO) businesses, MRO support businesses, cargo facilities, product fulfillment centers, and other aviation related businesses.



Perimeter Parcels

From a study of seven parcels on the perimeter of the Airport campus - a total of 174.9 acres - six properties were identified for potential commercial, revenue-generating development. One parcel, located adjacent to the Dana Shores residential neighborhood, will remain designated as a scenic reserve.

North Property

Previous plans called for a new terminal on the North Property, which planners believed was necessary once the Airport served 25 million annual passengers. The 2012 Master Plan instead allows the existing facilities to accommodate 34.7 million annual passengers, preserving the North Property for Airport growth far into the future.

a measured approach to growth

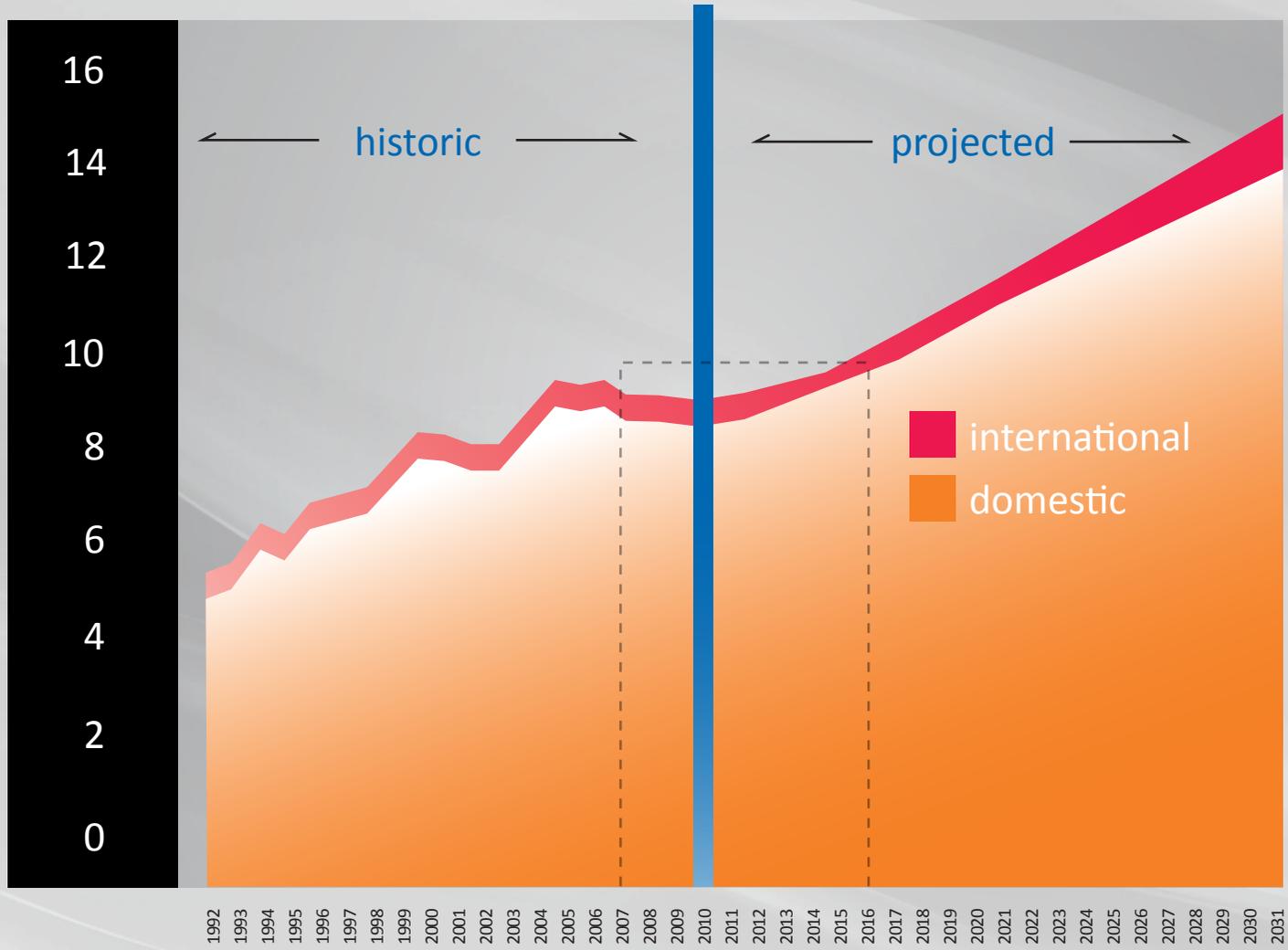
Taking advantage of Tampa International Airport's original ground-breaking hub-and-spoke design, the 2012 Master Plan Update allows a "build as demand commands" approach to growth. The first phase takes care of the immediate needs to decongest the curbsides and roads and gives rental car companies room to grow. Phase two prepares the terminal for future growth. Phase three expands Airside C, adds a new international terminal and curbside, a consolidated security checkpoint, and increased concessions space.

international terminal improvements



20 year passenger forecast

millions enplaned



Phase 1: Decongestion

Timeline: 2013-2018

This first phase of construction of the Airport Master Plan will:

- Decongest the Airport's roadways and passenger drop-off and pick-up curbsides
- Provide connections to regional transportation systems
- Allow for expansion of rental car operations, which will reach capacity in 2016
- Add spaces to long-term parking garage by moving rental car operations from garage
- Increase opportunities for commercial development on the south part of the Airport campus to diversify revenue stream
- Increase passenger and meeter/greeter circulation areas in the main terminal
- Enable new concessions opportunities
- Create a new curbside at rental car center for passengers using public transportation, commercial, and personal vehicles

Projects:

- Consolidated Rental Car Facility
- 1.3-mile Automated People Mover connecting rental car facility to main terminal
- Transfer Level Expansion and Concessions Redevelopment

Consolidated rental car facility size: *2.3 million square feet*

Rental cars removed from roadways: *8,500 during peak days*

Long-term parking spaces gained: *1,200*

Square-footage gained in main terminal: *50,319*

Cost: *\$841 million*

Jobs created: *More than 9,000*



architectural rendering of automated people mover

Phase 2: Enabling

Timeline: 2018-2023

This second construction phase of the master plan involves projects that will allow for future expansion of the main terminal as passenger demand dictates.

Projects:

- Hotel and Service Building Replacement and Demolition
- Air Traffic Control Tower relocation
- Employee Parking Structure near rental car facility

Cost: \$452 million

Jobs created: More than 4,000

Funding sources:

Airport revenue bonds, grant funding, public/private partnerships

Passenger capacity for existing main terminal by 2041:

34.7 million

Passengers served in 2012:

16.8 million

Phase 3: Expansion

Timeline: 2020-2028

The final phase of the master plan will result in an expanded main terminal capable of handling 34.7 million annual passengers, leaving land on the northern part of the Airport campus available for future development. This phase:

- Creates Airside D, with international and domestic gates
- Creates an international curbside at the main terminal
- Creates a consolidated security checkpoint for Airsides C and D in the main terminal
- Increases concessions space, diversifying the Airport's revenue streams

Projects:

- North expansion of main terminal, including security screening checkpoint
- New international terminal (Airside D)
- Additions to Airside C
- New customs and immigration checkpoints in main terminal

Cost: \$1.2 billion

Total construction costs: \$2.5 billion

Jobs created: More than 13,000

the board of the aviation authority



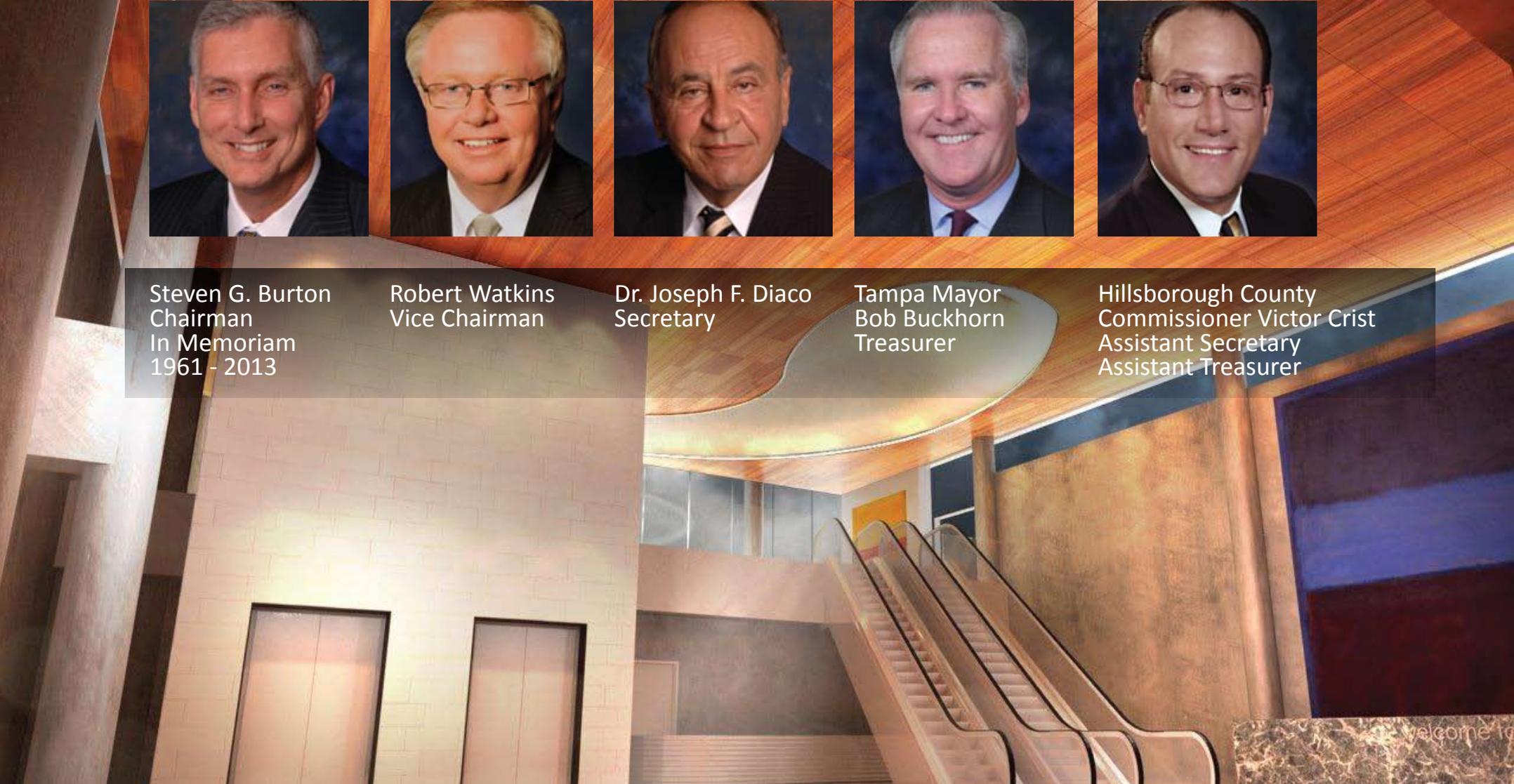
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Chairman
In Memoriam
1961 - 2013

Robert Watkins
Vice Chairman

Dr. Joseph F. Diaco
Secretary

Tampa Mayor
Bob Buckhorn
Treasurer

Hillsborough County
Commissioner Victor Crist
Assistant Secretary
Assistant Treasurer



architectural rendering of the new international arrivals lobby, under construction

staff roster

Directors

Todd Cox
Operations

Ann Davis
Finance

Joseph Filippelli
Commercial Real Estate

Brenda S. Geoghagan
Guest Services

Kari Goetz
Marketing

Michael Gonzalez
Airport Fire Chief

Edward R. Haines
Procurement

Judy Johnson
Information Technology

Scott Knight
Assistant General Counsel

Dominic Macrone
Human Resources

Elita D. McMillon
Ethics, Compliance & Diversity

Justin Meyer
Air Service Development

Bhavesch Patel
Airport Concessions

Paul Ridgeway
Maintenance

Jeff Siddle
Planning & Development

Paul F. Sireci
Public Safety & Security



Executive Staff (left to right)

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