Interim Briefing Package

Airport Master Plan Update, Phase 2
Preliminary Terminal Development Concepts
Fort Lauderdale-Hollywood International Airport
September 2006
Relationship of County’s Airport Initiatives

County Management of Airport Development

Terminal Area Development

Airfield Improvements

Mitigate Noise

Airport Master Planning Process

FAA’s EIS Process

Part 150 Noise Compatibility Program

Future Airport vision
Manage aviation demand
Airport cost model

Federal approval to implement project
Mitigation for project-related impacts

Definition of County policies
Program costs
Grant funding eligibility
Existing Conditions

**Airport Profile**

**Passenger Terminal Complex**
- 57 air carrier gates
- 11,500 structured parking stalls

**Airfield Operations Area**
- 9,000 North Runway 9L-27R
- 6,905 Crosswind Runway 13-31
- 5,276 South Runway

**Activity in 2005**
- 11.2 million enplanements
- 330,000 aircraft operations
County Policies Guiding Master Plan Update

- **Existing Interlocal Agreements and DRI approvals which followed the 1994 Master Plan Update**
  - Provides for the County to develop the South Runway Extension and construct up to 79 gates in the terminal area (currently 57 gates)

- **Board December 2003 motion on preferred airfield alternative**
  - Reconﬁrms preference for the South Runway Extension but at a reduced length
  - Directs staff to proceed with updating the airport master plan
  - Refers to defining “a framework for managing aircraft operational demand and growth through planned facility development”

- **County Objective Statement for Airfield Development - October 2004**
  - Calls for airﬁeld capacity to accommodate forecast trafﬁc through to the year 2020
  - Establishes goal of decommissioning the crosswind runway (Runway 13/31)
Baseline Assumptions for the Master Plan Update

- Proposed South Runway Extension per County policies
- Runway 13/31 will be decommissioned
- Concourse A
- Exit Roadway Improvements
- Program to provide for international gate development
- Forecast traffic, per FAA’s Terminal Area Forecast for consistency with EIS
Background on FLL Master Plan Update Process

- **Phase 1 Tasks: (completed in February 2006)**
  - Evaluate facility capacity needs based on 10 year and 20 year growth projections
  - Identify alternative development scenarios that reflect balanced consideration of such factors as accommodating demand for air travel, costs and affordability and County policies pertaining to managed growth and environmental mitigation
  - BOCC Workshop in October 2005
  - Initiate stakeholder outreach process
  - Phase 1 report with additional development concepts and financial assessment issued in February 2006

- **Phase 2 Tasks: (Start-up in May 2006)**
  - Refine Phase 1 options based on stakeholder input
  - Prepare financial assessment and project phasing
  - Assist Board in decision-making regarding preferred plan for FLL
  - Update Airport Layout Plan and define follow-on Capital Improvement Program
  - Completed draft due Dec. 2006 coincident with delivery of FAA’s Draft EIS
Summary of Key Phase 1 Findings

- Terminal area development options are available to accommodate demand over the next 10 to 15 years that simultaneously preserve options for follow-on development should the County elect to do so in the future.

- To accommodate projected demand, a 10 to 15 year program would expand the gate count at FLL from the current level of 57 gates to about 79 gates.

- If the County chooses to pursue a longer-term post 2020 program, gate development could increase to 90+ gates.

- The County has the capacity to finance improvements to accommodate projected demand while maintaining reasonable user costs as measured by industry standards, although these costs would be higher than today’s airline costs at FLL.
Key Considerations in Terminal Area Program Development

- Future role of FLL in regional and national system relative to trends in airline industry and local demographics
- Pre-existing interlocal agreements and DRI and County policies and development objectives
- Compatibility with airfield development from EIS process
- Accommodate projected demand over a 10 year and 20 year planning horizon
- Flexibility to preserve options over time
- Compatibility with ongoing projects
- Ground access level of service - roadways, curb and parking
- Efficient and safe aircraft movements between gates and airfield
- Passenger level of service, security, and other amenities within terminal/gate areas
- Greater complexity of future improvements related to potential redevelopment of existing facilities
- Phasing Considerations
  - Maintain supply of available contact gates
  - Maximize use of existing facilities to extent practical
  - Manage program costs and financial capacity
Stakeholder Briefings on Master Plan Conducted to Date

- Broward County Board of County Commissioners
- Dania Beach Airport Advisory Board
- Davie Airport Advisory Board
- Fort Lauderdale Airport Advisory Board
- Hollywood Airport Advisory Board
- Hollywood City Commission
- Melaleuca Homeowners Association
- FLL Airlines Airport Affairs Committee
- Greater Fort Lauderdale Chamber of Commerce
- Broward County Aviation Department
Overview of Preliminary Terminal Development Options

- **Additive**
  - Incremental improvements to existing facilities
  - Limits potential to develop terminal area beyond 79 gates
  - Generally have a lower level of cost
  - Generally lower level of service

- **Redevelopment**
  - Significant improvement to or replacement of terminal, parking and roadway facilities
  - Preserves options for future development beyond 79 gates and post 2020 requirements
  - Generally higher level of initial investment
  - Better level of passenger service over time
  - Two approaches proposed - unified unit terminal and central terminal
Additive Concept: Option 1A

- Provides incremental development to accommodate projected demand for next 10-15 years only
- Up to 75 - 80 gates with:
  - New Concourse A
  - Extension of Terminal 3 concourses to the west with limited additional passenger amenities
  - Redevelopment of Terminal 4 site either as international terminal in Option 1A.
- New parking at intermodal center site
- Lower cost than other near-term options
- Lower service levels than other near-term options in terms of roadways, parking and aircraft taxiing
Additive Concept:
Option 1A - Ultimate Site Plan
Redevelopment Concept:
Option 2A –
Connected Unit Terminals

- Incremental development with option to develop 90+ gates
- Links existing terminal complex together to provide more curbside presentation for passenger pickup and drop-off
- Redevelopment of Palm Garage as upgraded parking facility with commercial pick-up/drop-off on level one
- Roadway capacity improvements within core of terminal area
- International gates in redeveloped Terminal 4 site
- Long-term Automated People Mover connecting from intermodal site to terminals
Redevelopment Concept:
Option 2A – Connected Unit Terminals – Ultimate Site Plan
Redevelopment Concept: Option 2B – Connected Unit Terminals

- Incremental development with option to develop 90+ gates
- Links existing terminal complex together to provide more curbside presentation for passenger pickup and drop-off
- Redevelopment of Palm Garage as upgraded parking facility with commercial pick-up/drop-off on level one
- Roadway capacity improvements within core of terminal area
- Long-term international gates centralized on west side of complex
- Long-term Automated People Mover connecting from intermodal site to terminals
Redevelopment Concept:
Option 2B – Connected Unit Terminals – Ultimate Site Plan
Redevelopment Concept: Option 2C – Central Terminal

- Incremental near-term and long-term development of up to 90+ gates
- Centralizes passenger processing facilities over time with the redevelopment of Terminal 2, 3 and 4 and the existing Palm Garage
- The upper roadway would be raised to facilitate pedestrian connections between the new parking area and the terminal as is done at Terminal 1
- Centralizes international gates in the new terminal development
- Automated People Mover would link intermodal site with central terminal area.
Redevelopment Concept:
Option 2C – Central Terminal – Ultimate Site Plan
Redevelopment Concept:  
Option 2C – Central Terminal – Optional Site Plan 
With Expanded Hibiscus Garage
Redevelopment Concept: Option 2D – Central Terminal

- Incremental near-term and long-term development of up to 90+ gates
- Centralizes passenger processing facilities over time with the redevelopment of Terminal 2, 3 and 4 and the existing Palm Garage
- Terminal and roadway would be redeveloped in crescent shape over time to improve traffic flow and provide more curbside presentation for passenger pickup and drop-off
- Centralizes international gates in the new terminal development
- Automated People Mover would link intermodal site with central terminal area.
Redevelopment Concept:
Option 2D – Central Terminal – Ultimate Site Plan
Redevelopment Concept:
Option 2D – Central Terminal – Optional Site Plan
With Expanded Hibiscus Garage
Anticipated Board Policy Decisions Arising from Phase 2

- **Ultimate potential of terminal area development**
  - Size and scale of terminal area development
  - Preferences for phased development to preserve options over time versus incremental development which would constrain future options
  - Role of FLL within regional and national system particularly with respect to international passenger traffic

- **Future land uses on northside and westside of FLL**

- **Financial and Business Considerations**
  - Sustainability of “low cost” status
  - Priorities for use of County’s Passenger Facility Charges (PFCs)
  - Business relationship with airline tenants following expiration of current airline agreement in 2011
  - Cost of program development versus quality of facilities, levels of service, and amenities for customers
On Airport Evaluation Criteria

- Landside Operations
- Terminal Facility Operations
- Airside Operations
- Constructability
- Cost
- Integration with Airport projects in development
Anticipated Project Schedule

- Sep. 06 - Submit briefing package on Preliminary Terminal Concepts
- Oct. 06 - Brief BOCC on Preliminary Terminal Concepts
- Nov. 06 - Complete financial assessment of development options
- Dec. 06 - Submit Draft Final Report coterminous with the FAA’s DEIS on Proposed South Runway Extension
- 1st Qtr 07 - BOCC Deliberations on Draft Master Plan and FAA’s DEIS