

FLL Master Plan Update
Technical Advisory Committee (TAC)
Briefing #1

September 28, 2016

TAC Committee



Role:

To provide input on the master planning analysis from the technical and operational perspectives.

Briefing Agenda



Background

Master Planning Team

Study Overview

Master Planning Process and Schedule

FLL – The Airport in Context

Internal Visioning Charrette – Key Themes

Aviation Activity Forecasts

Landside Analyses and Integration with Regional Transportation Modes and Initiatives

Next Steps

Background



October 2014 – County Commission Board approved RFP No. R1277707P1 for Airport Master Plan Update Consultant Services

January 2015 – Final Evaluations and Rankings Completed

March 2015 – County Commission Board Approved Ranking and Negotiations Commenced

October 2015 – County Commission Board Approves Agreement with Ricondo & Associates, Inc. for Airport Master Plan Update Consultant Services

November 2015 – Notice to Proceed Issued

Master Planning Team



Study Overview

FLL

MASTER PLAN

COMPLETED

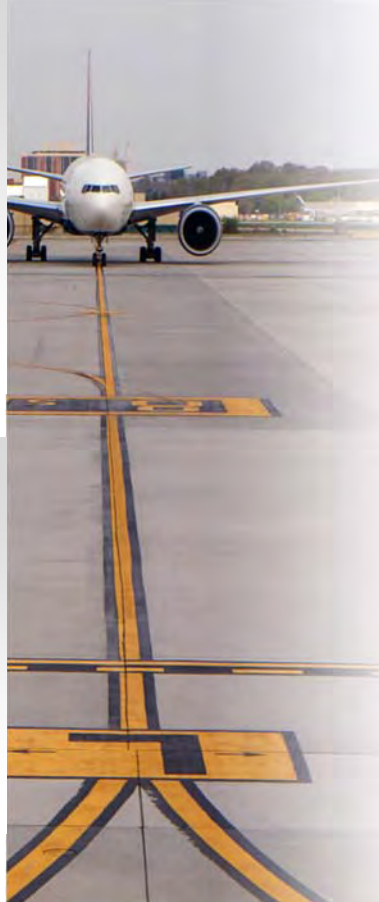
2010

HWO

MASTER PLAN UPDATE

COMPLETED

2009



Changes in the overall aviation market and the global economy warrant master plan updates.

Federal Aviation Administration (FAA) and the Florida Department of Transportation (FDOT) will partly fund the master plans.

Two sequential phases were identified to correlate with federal and state funding.

FLL Master Planning Process and Schedule

PHASE 1 (within 12 months)



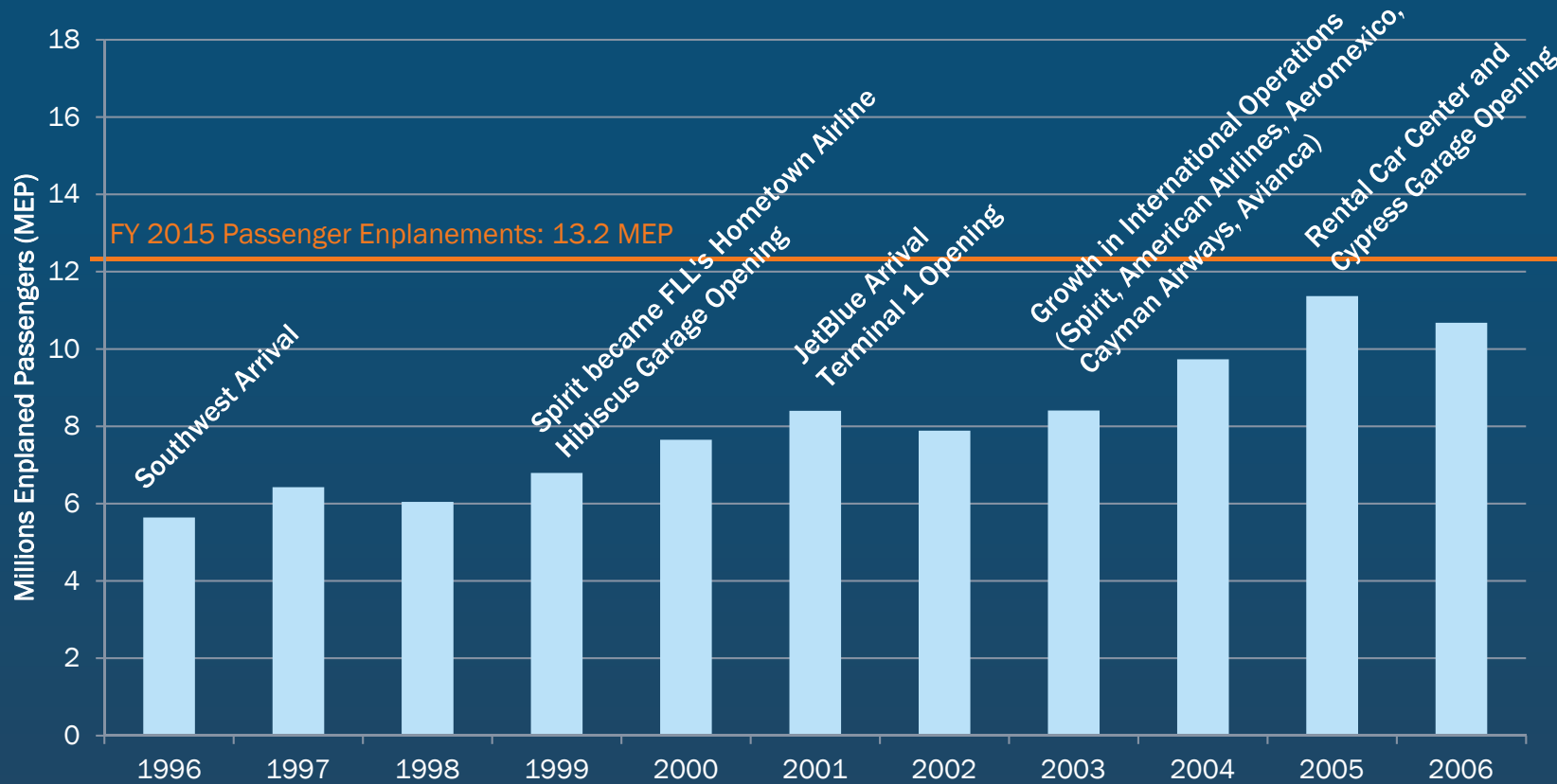
Stakeholder engagement throughout the Study to occur through Master Plan Committee Meetings, Stakeholder briefings, and Public meetings

The Airport in Context

A. FLL Historical Perspective

B. FLL's Role Today

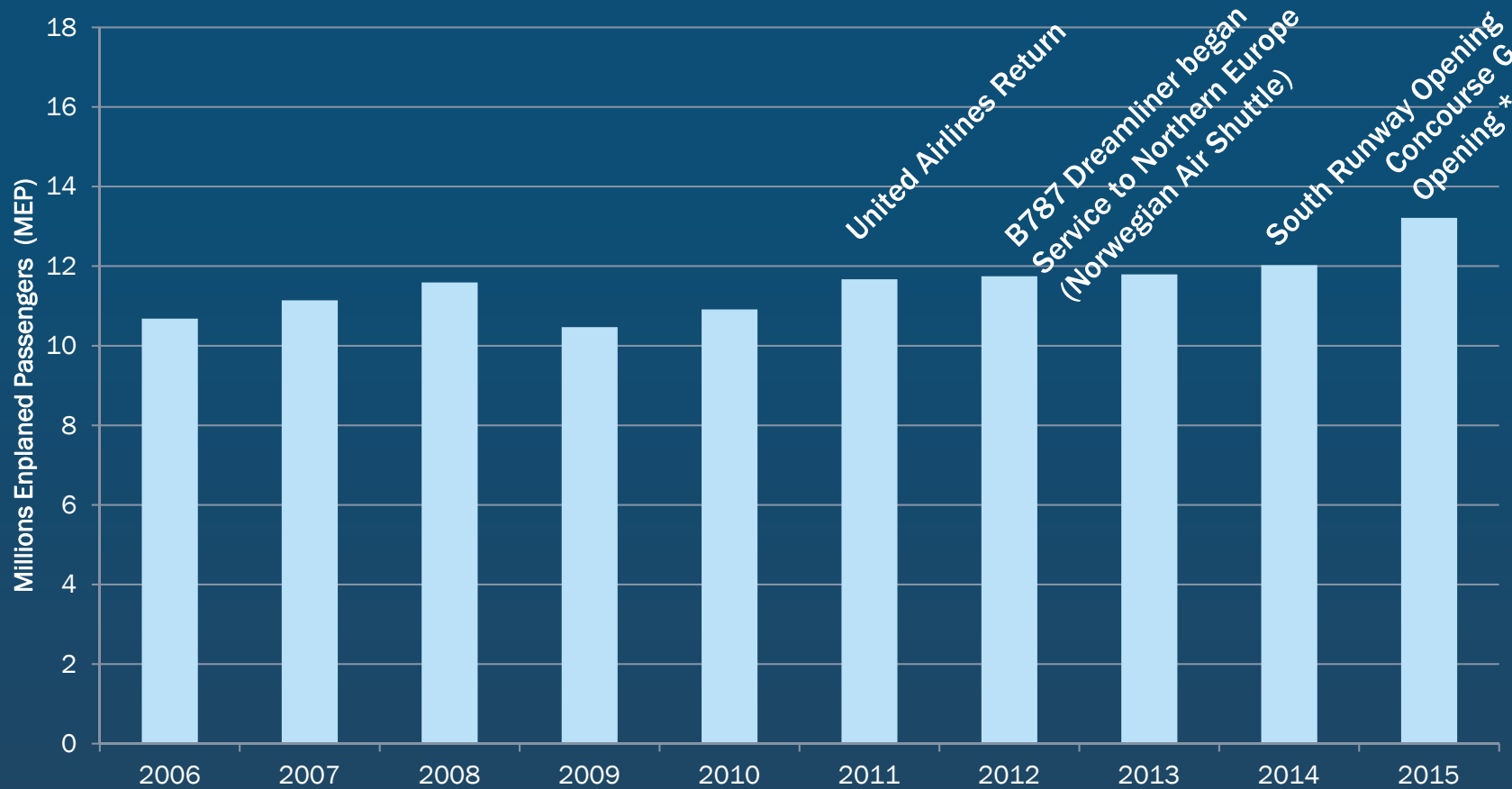
FLL Historical Perspective: 1996-2006



Note: Passenger Enplanements from FY1996 to FY2004 do not include Non-Revenue Passengers.

Sources: Airport Passenger Enplanements Data (FY2005-FY2015), Broward County Aviation Department; Airport Passenger Enplanements Data (FY1996-FY2004), Terminal Area Forecast (TAF).

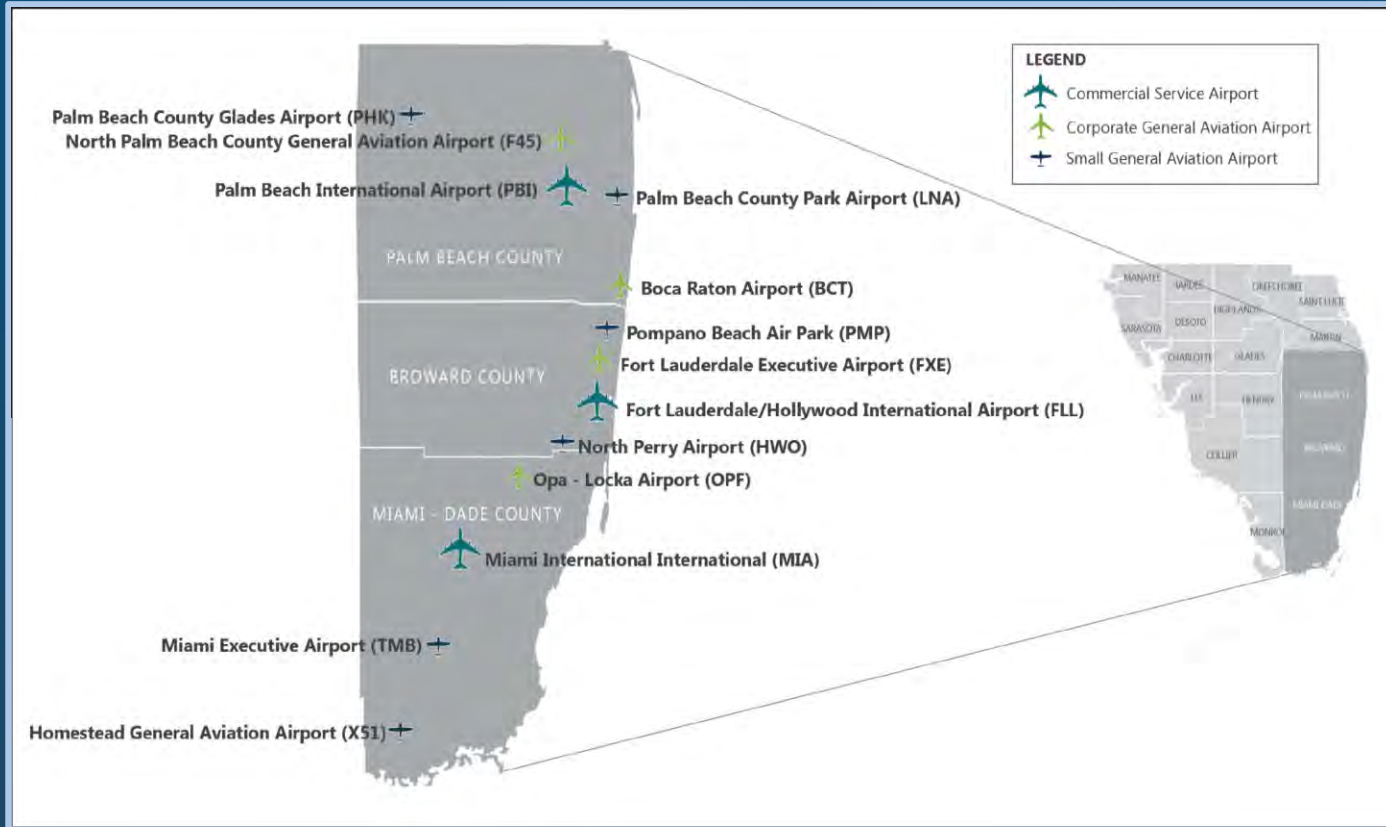
FLL Historical Perspective: 2006-Present



Note: Partial opening of Concourse G at FLL includes the west portion of the concourse only. The opening of the eastern portion of Concourse G is scheduled to occur in 2017.

Source: Airport Passenger Enplanements Data (FY2005-FY2015), Broward County Aviation Department.

FLL Role Today



Sources: Woods & Poole Economics, Inc., March 2016; Map Resources, March 2016.

Physical Constraints of the Airport

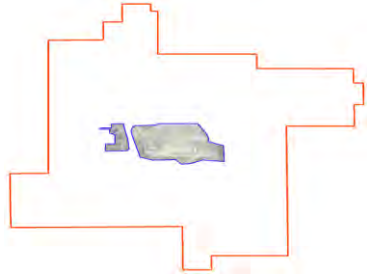
FLL Physical Airport Attributes



Sources: Broward County Aviation Department, FLL Airport Layout Plan, August 2013; Broward County Aviation Department, Interlocal Agreement Entered into by and between City of Dania Beach and Broward County, November 2013.

Physical Constraints of the Airport

Comparable Airport Boundaries



Denver International Airport
(Ratio 18.5:1)

LEGEND
FLL Property Boundary - 1,810 Acres
DEN Property Boundary - 33,531 Acres



Dallas-Fort Worth International Airport
(Ratio 9.5:1)

LEGEND
FLL Property Boundary - 1,810 Acres
DFW Property Boundary - 17,207 Acres



Orlando International Airport
(Ratio 7.3:1)

LEGEND
FLL Property Boundary - 1,810 Acres
MCO Property Boundary - 13,297 Acres



Atlanta-Hartfield International Airport
(Ratio 2.6:1)

LEGEND
FLL Property Boundary - 1,810 Acres
ATL Property Boundary - 4,700 Acres



Baltimore/Washington International Airport
(Ratio 2.2:1)

LEGEND
FLL Property Boundary - 1,810 Acres
BWI Property Boundary - 3,596 Acres



Miami International Airport
(Ratio 1.8:1)

LEGEND
FLL Property Boundary - 1,810 Acres
MIA Property Boundary - 3,230 Acres

Existing Cargo Tenant Facilities



Source: Fort Lauderdale Hollywood International Airport 2015 Aerial, Provided By Broward County Aviation Department.

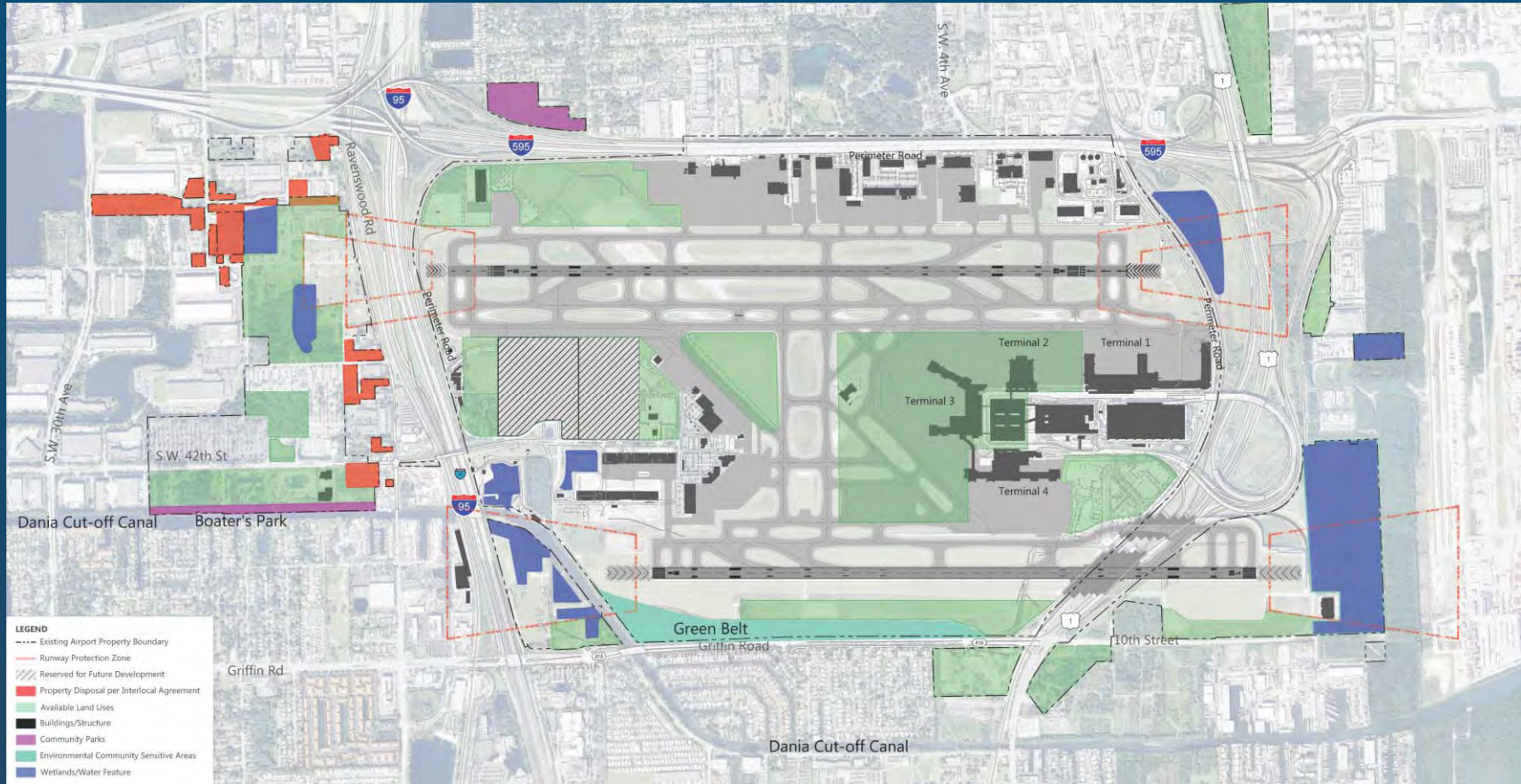
Existing General Aviation Tenant Facilities



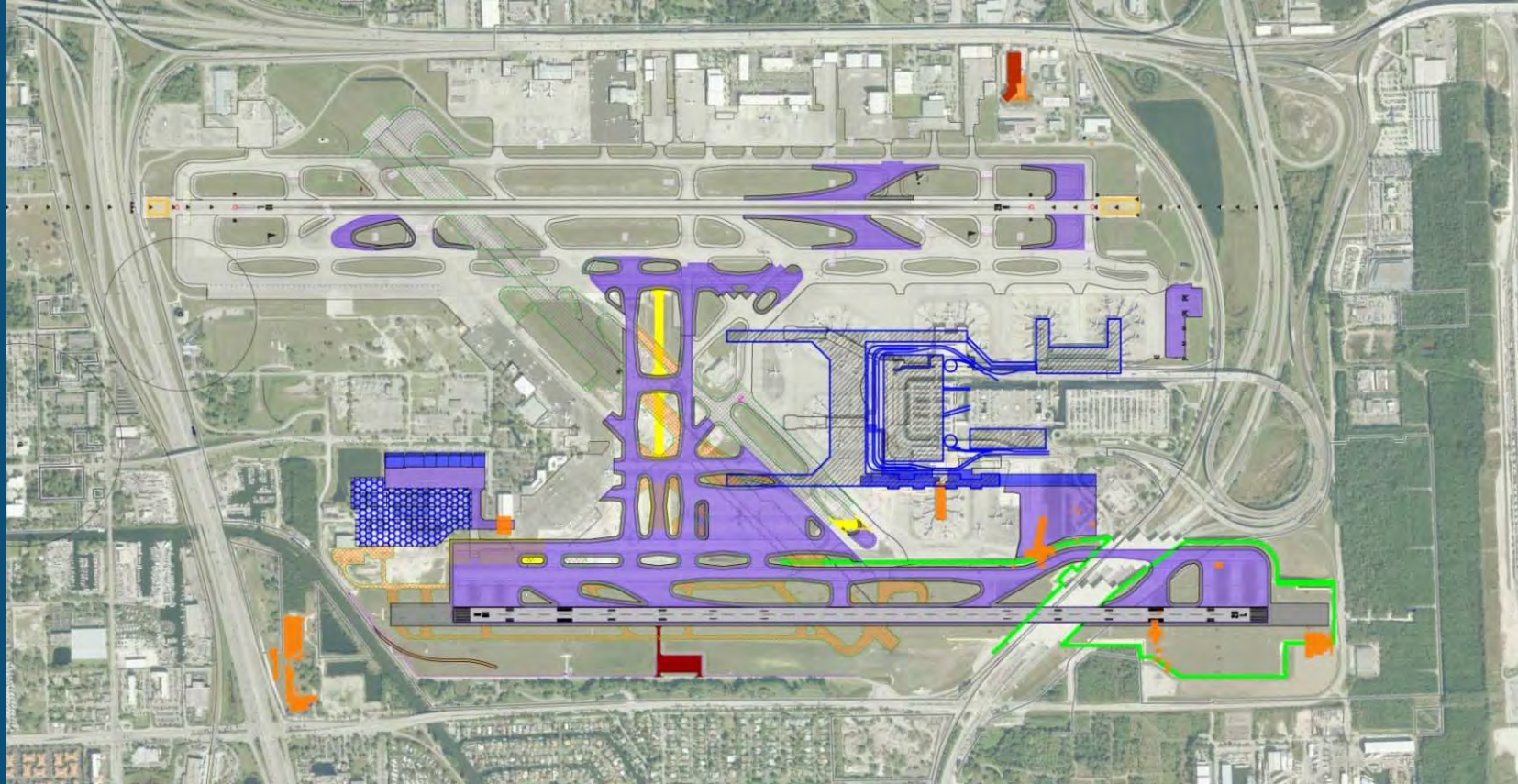
Source: Fort Lauderdale Hollywood International Airport 2015 Aerial, Provided By Broward County Aviation Department.

Physical Constraints of the Airport

FLL Development Opportunities and Constraints



FLL Current Long-term Airport Plan



Internal Visioning Charrette – March 2016

Key Themes

General Themes for the Airport

- Planning process needs to include partners (transit, port, CVB) to ensure synergy; Be creative and innovative with key stakeholder partners, particularly FLL's three airlines that have emphasized that they want to grow and grow quickly.
- Keep that easy-in/easy-out and hometown feel as best we can at FLL.
- Maintain “balance” among all facilities.

Market Opportunities for the Airport

- Maintain a diverse air carrier base; consideration for potential mergers among FLL's dominant airlines.
- International Airlines and traffic growth – how much should BCAD be in the forefront of pursuing international activity? Do we want to compete with Miami? What does international growth mean in terms of facility development for FLL?
- Can we expand cargo? Is it truly in our future (why or why not)? Expansion of cargo needs to provide consideration for potential noise impacts.

Operational and Safety Considerations for the Airport

- Roadway system and parking facilities are becoming deficient; Are there things that we can do to increase our accessibility?
- Ensure that users can get in and out safely and efficiently. Focus on both terminal and non-terminal roadways, curbside/passenger roadway crossings and overall walking distances.
- Leverage multimodal opportunities to Port, convention center, and beyond.
- How will the demographics affect airport facility and regional transportation needs?
- How do we ensure seamless connectivity for all passengers (and their baggage) between transportation modes?

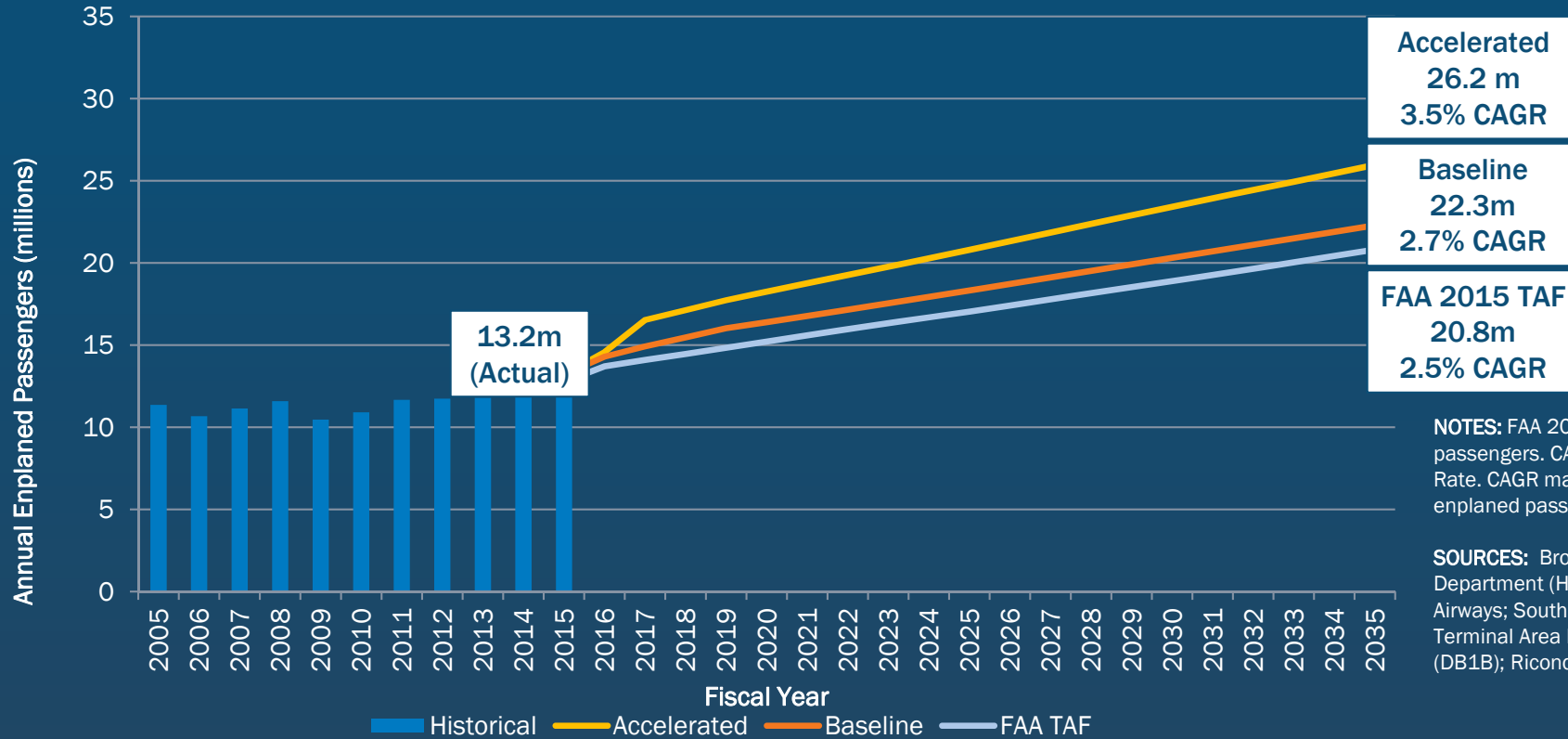
Strategic and Business Considerations for the Airport

- Avoid or minimize building throw-away investments.
- Identify the highest and best value use of scarce airport property including assessing facility needs as tenant leases expire; explore opportunities to optimize real estate holdings.
- How do we make sure that people can safely and quickly get from one end of where you start out to the very end?

AVIATION ACTIVITY FORECASTS

Forecasts – Enplaned Passengers

Baseline, Accelerated Baseline, and FAA 2015 TAF

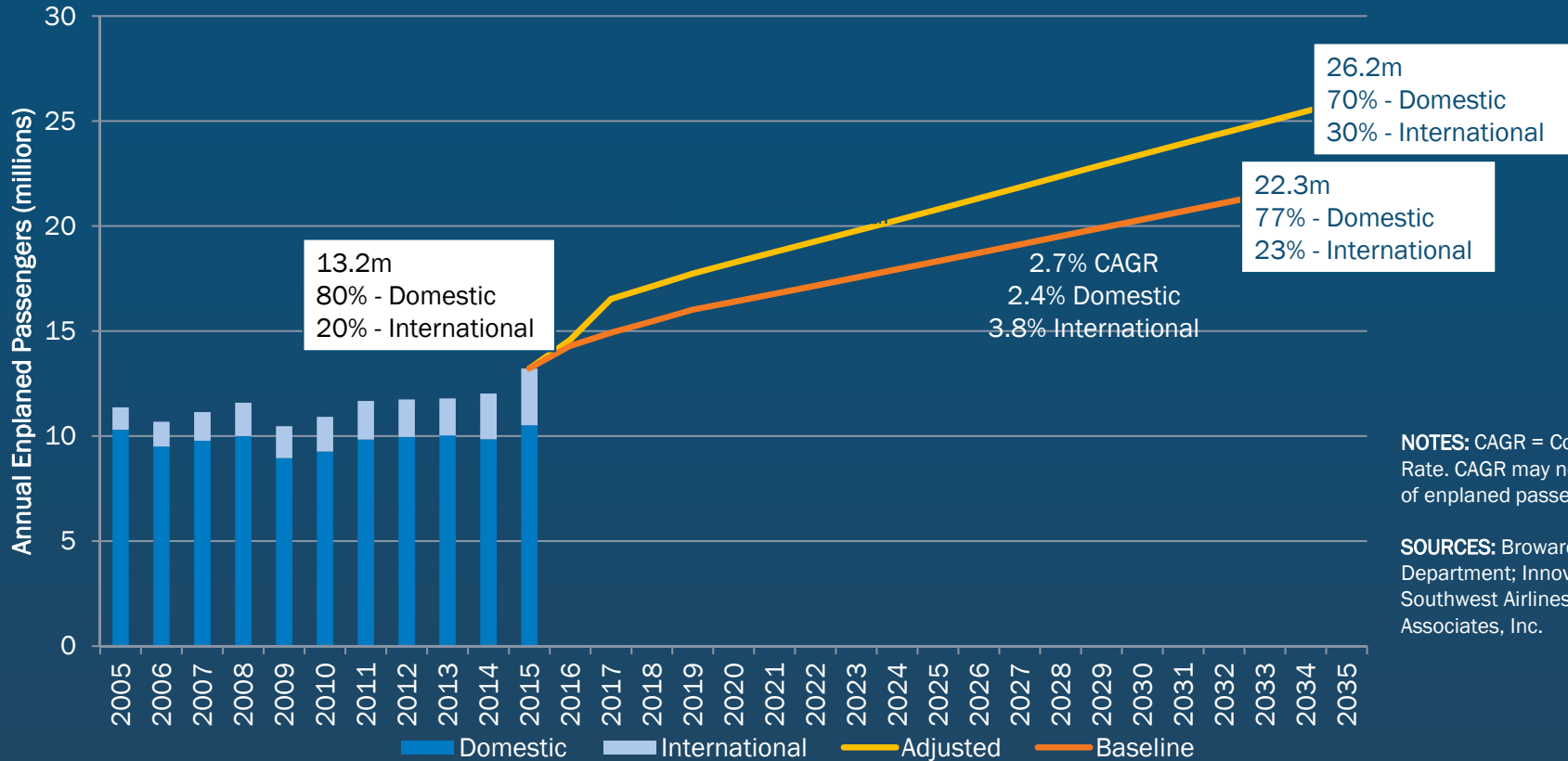


NOTES: FAA 2015 TAF excludes non-revenue passengers. CAGR = Compound Annual Growth Rate. CAGR may not match due to rounding of enplaned passenger values.

SOURCES: Broward County Aviation Department (Historical); Innovata; JetBlue Airways; Southwest Airlines; Spirit Airlines; FAA Terminal Area Forecasts; US DOT O&D Survey (DB1B); Ricondo & Associates, Inc.

Master Plan Forecasts

Draft Forecasts – Enplaned Passengers (Domestic vs. International)

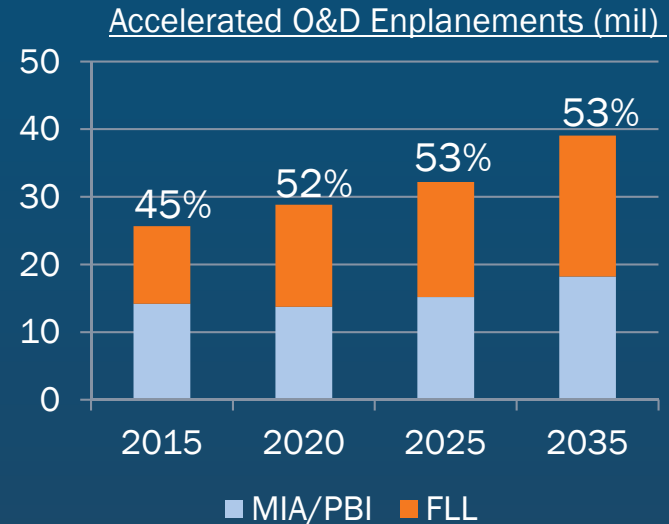
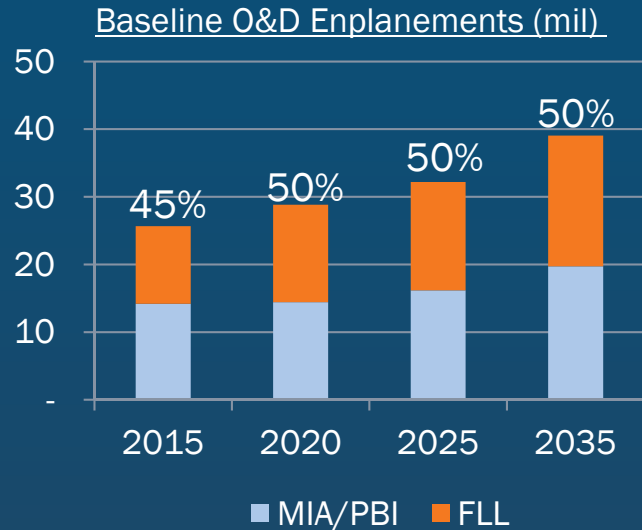


NOTES: CAGR = Compound Annual Growth Rate. CAGR may not match due to rounding of enplaned passenger values.

SOURCES: Broward County Aviation Department; Innovata; JetBlue Airways; Southwest Airlines; Spirit Airlines; Ricondo & Associates, Inc.

Master Plan Forecasts

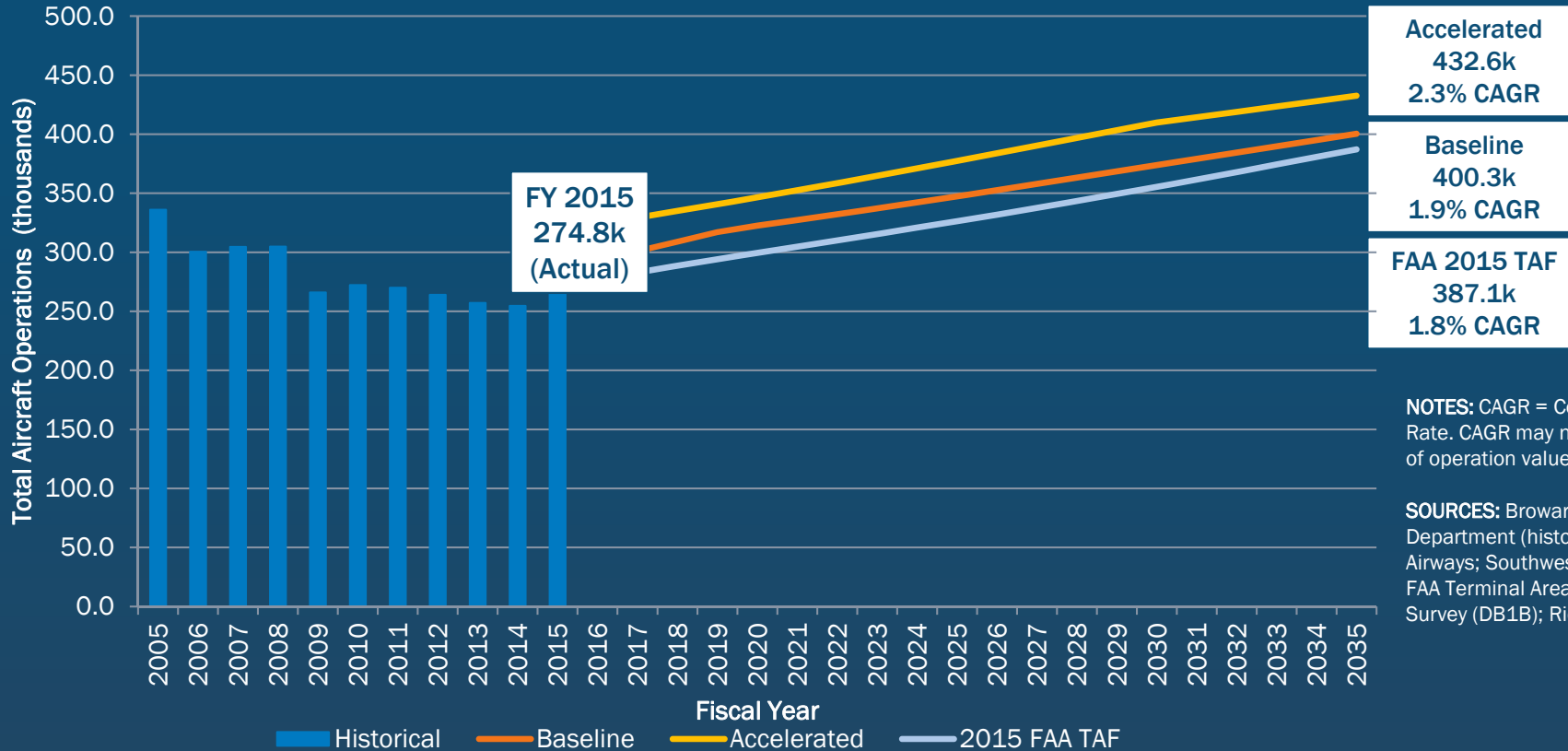
Resulting Airport Shares of Total O&D Passengers



Sources: Broward County Aviation Department; US DOT O&D Survey (DB1B), Ricondo & Associates, Inc. (Historical O&D estimates and forecasts).

Forecasts – Total Aircraft Operations

Baseline, Accelerated Baseline, and FAA 2015 TAF



NOTES: CAGR = Compound Annual Growth Rate. CAGR may not match due to rounding of operation values.

SOURCES: Broward County Aviation Department (historical); Innovata; JetBlue Airways; Southwest Airlines; Spirit Airlines; FAA Terminal Area Forecasts; US DOT O&D Survey (DB1B); Ricondo & Associates, Inc.

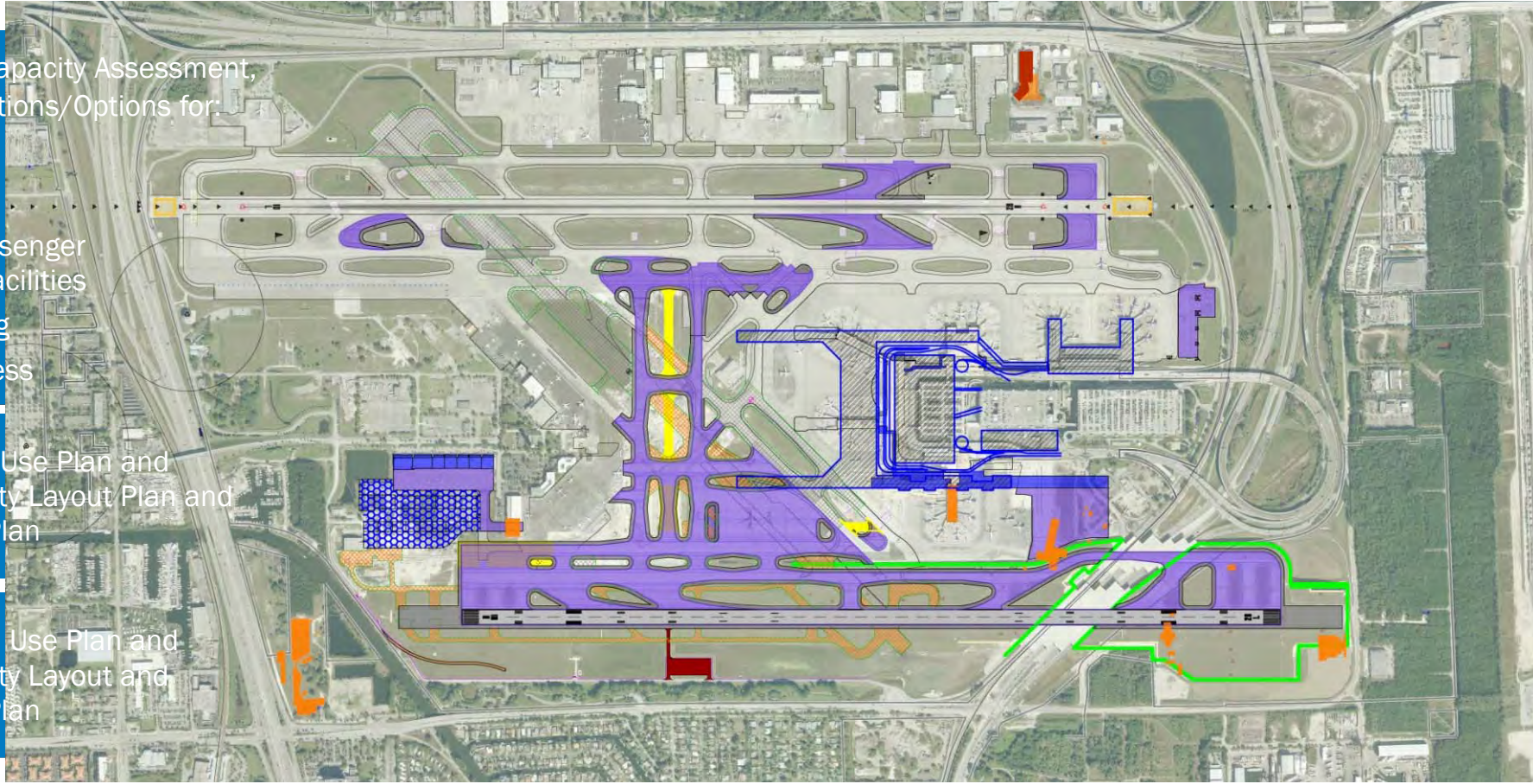
FLL Immediate Needs

5-Year (2020) Capacity Assessment, Needs and Solutions/Options for:

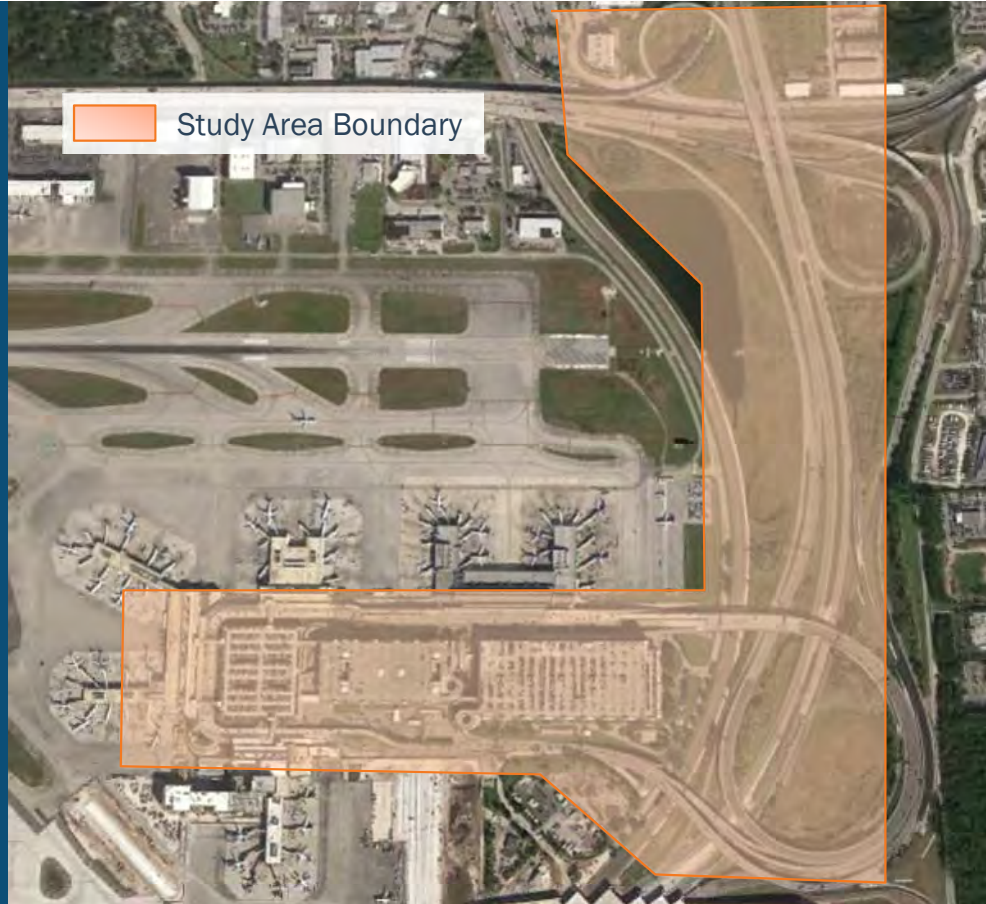
- Gates
- Hardstands
- Terminal/Passenger Processing Facilities
- Public Parking
- Terminal Access

West Side Land Use Plan and Integrated Facility Layout Plan and Airside Access Plan

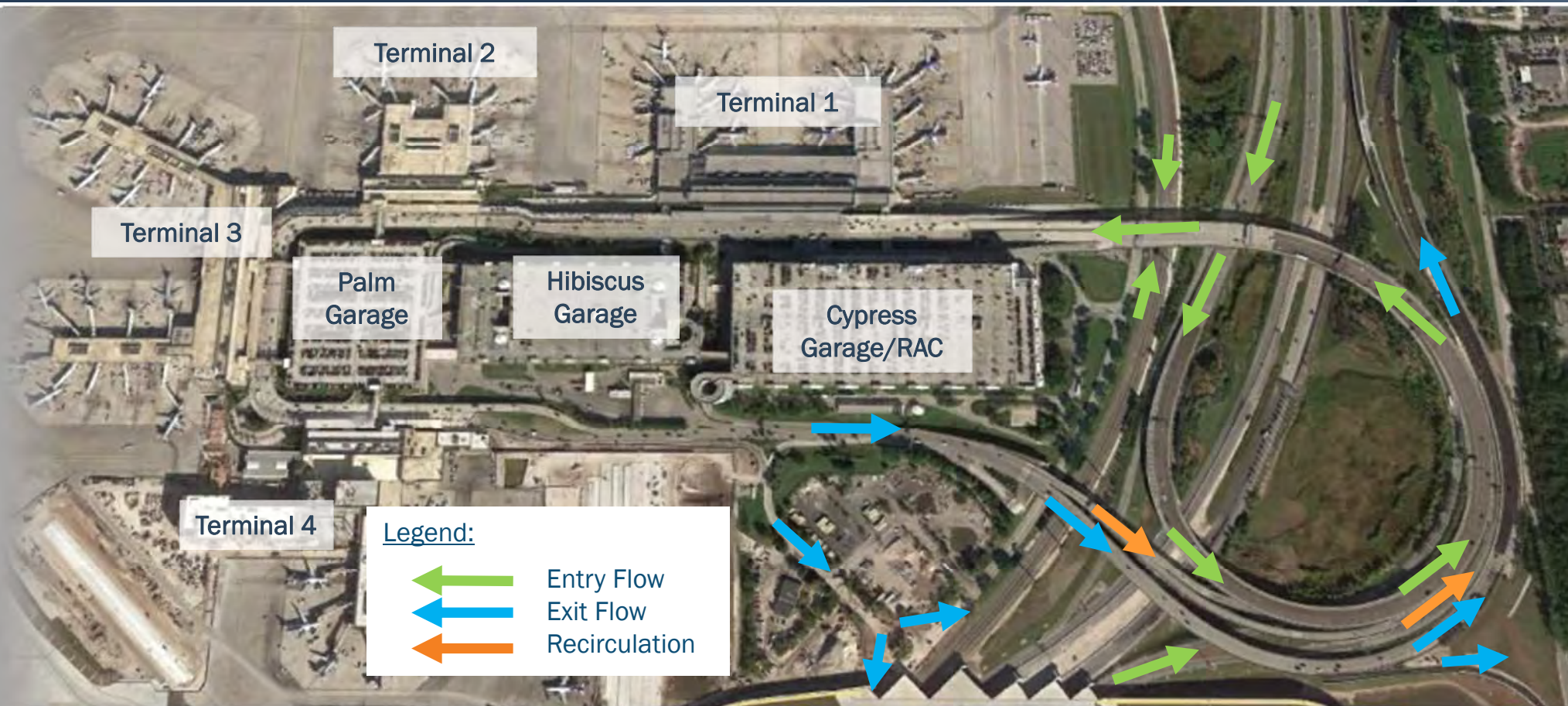
North Side Land Use Plan and Integrated Facility Layout and Airside Access Plan



FLL Landside Analyses Study Area



FLL Landside and Access Flows



Regional Roadway Studies to be Inventoried

FDOT District 4 Exit Ramp Assessment for FLL, August 2014

FDOT District 4 US1 and Griffin Road Intersection Study (2015)

Broward County Intermodal Center and People Mover System – FLL to Port Everglades (June 2009)

FDOT I-95 Interchange Master Plan Study

FDOT I-95 Express Lanes Phase 2 Project

Corridor Traffic Analysis Report for I-95 Express Phase 3C

I-95/I-595 Interchange Modification Report



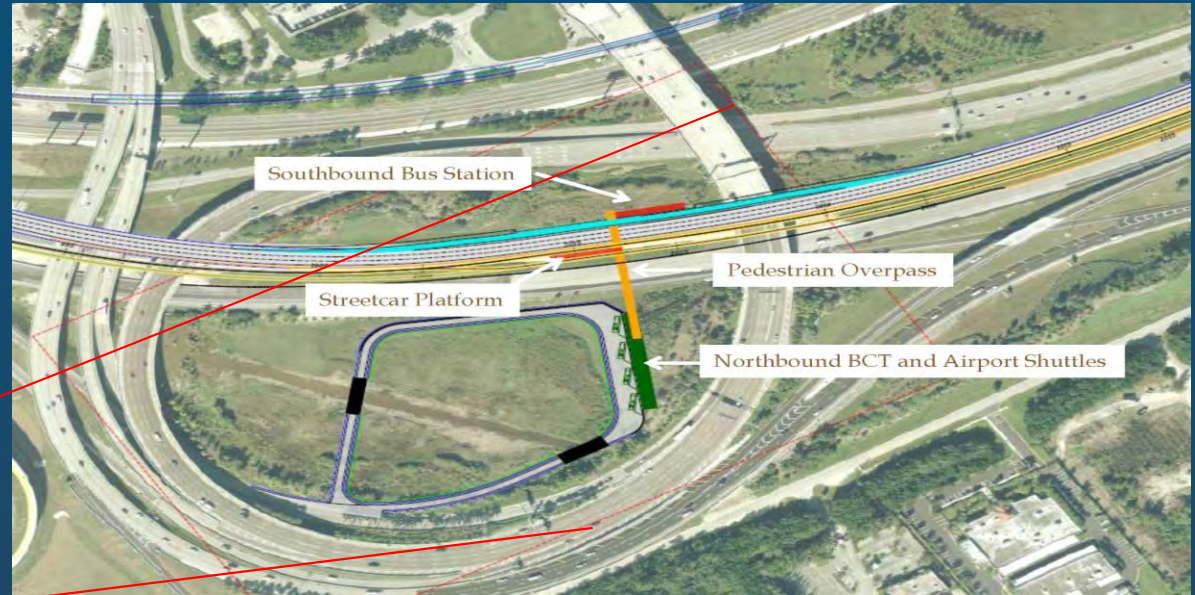
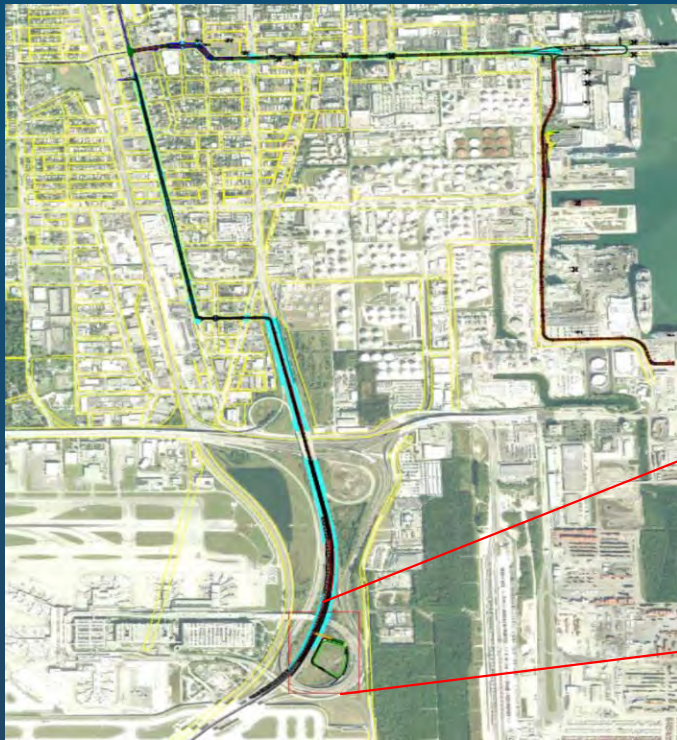
Integration with Regional Transportation Modes and Initiatives

- MPO's Transportation Improvement Program
- Commitment 2040 – MPO's Long Range Transportation Plan
- SR-7 Multimodal Improvements Corridor Study
- The WAVE
- All Aboard Florida
- Tri-Rail Coastal Link Commuter Rail Service
- Airport/Seaport Connectivity
- State Transportation Improvement Program – FDOT District 4's Five Year Adopted Work Program
- FLL Connectivity with Freeway Management System



Broward County Transit / WAVE Streetcar Initiatives

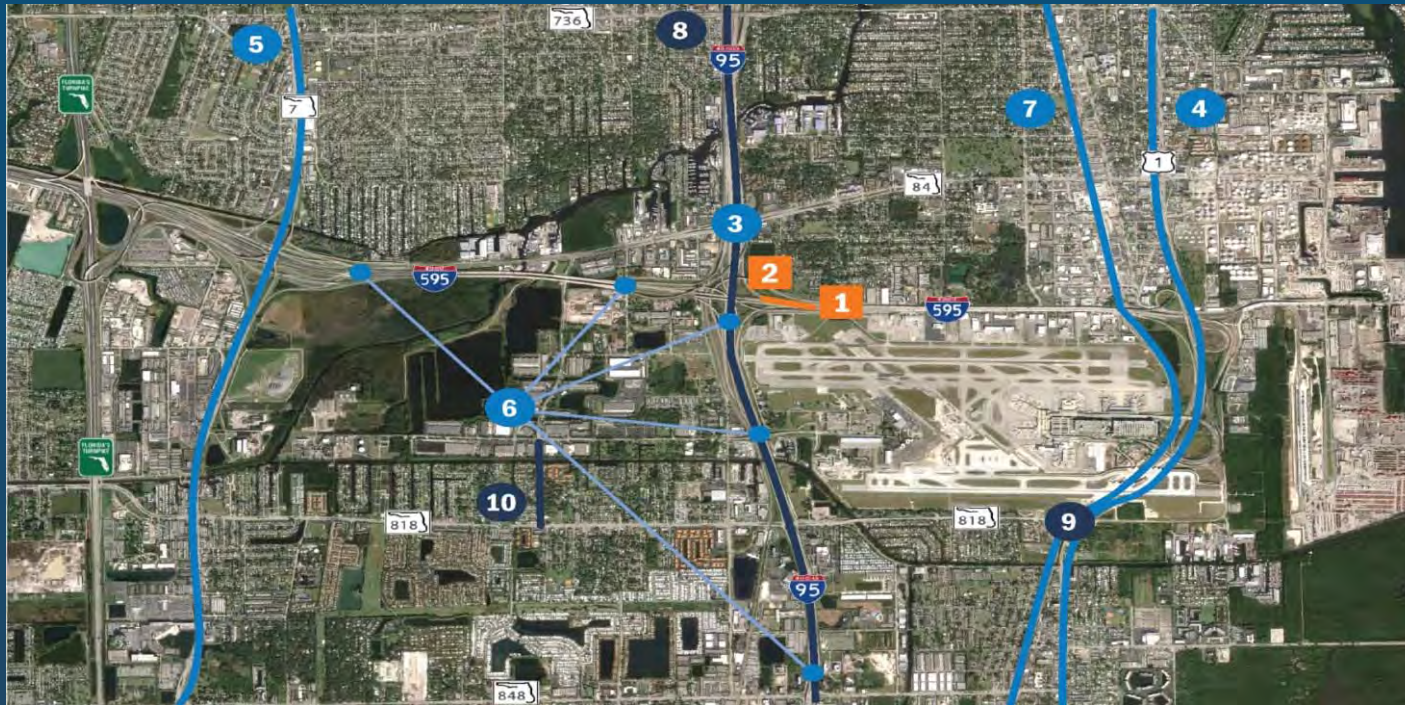
Strategic Goal: Improve intra-airport connectivity and, to the extent practical or possible, also improve connectivity to various County and regional multi-modal initiatives planned directly east of the Airport.



SOURCES: JACOBS, Central Broward Transit Study Phase 1/WAVE Extensions, April 2016.

Regional Transportation Initiatives

Strategic Goal: Improve intra-airport connectivity and, to the extent practical or possible, also improve connectivity to various County and regional multi-modal initiatives planned directly east of the Airport.



LEGEND

Orange Square: Broward MPOs Transportation Improvement Programs (TIP):

1. Bridge Rehabilitation
2. Interchange Improvement

Blue Circle: Broward MPO Commitment 2040:

3. Interchange Modification
4. US 1 Corridor Bus Service Upgrades
5. SR 7 Multimodal Improvements
6. Assigned Locations for SIS (Strategic Intermodal System)
7. All Aboard Florida Station

Dark Blue Circle: FDOT District 4 Adopted 5 Year Work Program (STIP):

8. Addition of lanes, express lanes, arterial traffic management and corridor interchange master plan
9. PD&E on Griffin Rd and US-1 intersection
10. Addition of lanes reconstruction 1317

Source: Kimley Horn And Associates, Inc., April 2016.

Next Steps

Demand/Capacity – Landside Systems and non-Terminal Area Facilities

Other Immediate Needs – Public Safety Facilities, North and West Side Land Use Plans



THANK YOU

