

St. Pete-Clearwater International Airport (PIE)
Proposed Amendment to Passenger Facility Charge Application #16-03-C-00-PIE

Pinellas County, Florida received approval from the FAA to "impose and use" PFCs for nine projects at the St. Pete-Clearwater International Airport on September 28, 2016. The approved "impose and use" amount for this application was \$11,125,506. All the projects in this application are now complete and actual costs are known. The County is proposing to decrease the total amount of PFCs to be imposed and used on this application from the current approved amount of \$11,125,506 to \$7,321,877. These proposed changes relate to specific projects which are described below.

Project 03-001, Terminal Renovations 2016, includes six new elements to continue the progress of terminal building renovations: Passenger Screening Checkpoints Reconfiguration/Optimization, HVAC Chiller, Public Restroom Renovations, Passenger Hold Room Seating, a Mechanical Control Room, and Additional Passenger Hold Room Area.

The original estimate for this project was \$9,615,000 with \$9,512,700 to be provided by PFCs and \$102,300 to be funded with PFCs for ineligible costs.

Final costs of this project totaled \$10,016,199. Local funds provided totaled \$166,270 for ineligible costs. Of the remaining \$9,849,929 of eligible costs, \$6,285,932 were funded and disbursed through Project 02-001 included in PFC Application #2 which included a portion of the scope included in this project. The remaining eligible costs of \$3,563,997 are requested to be funded with PFCs in PFC Application #3. This represents a decrease in PFCs of \$5,948,703.

Project 03-002, Bldg Mods to Ticketing A: Bag Screening, includes the renovation of the Ticketing "A" Baggage Screening Area to accommodate a new In-Line Baggage Handling System to be provided by the Transportation Security Administration (TSA).

The original estimate for this project was \$6,000,000 with \$5,700,000 to be provided by TSA OTA funds, and the remaining costs of \$300,000 to be provided by PFCs.

The costs and funding included in the original PFC application were based on preliminary estimates. The actual costs of this project were significantly higher than originally estimated.

Final costs of this project totaled \$11,599,396. TSA OTA funds provided \$7,025,681, the State provided \$800,000 in funding and local funds provided \$1,328,501 for ineligible costs. The remaining \$2,445,214 of eligible costs are requested to be funded with PFCs. This represents an increase in PFCs of \$2,145,214.

Project 03-003, Reconstruction Terminal Apron, includes the design and construction of the second phase of the reconstruction of the Air Carrier Terminal Apron.

The original estimate for this project was \$6,383,335 with \$5,745,002 to be provided by AIP #41 grant funds, \$180,000 to be provided by the FDOT and the remaining costs of \$458,333 to be provided by PFCs.

Actual costs of the project were slightly lower due to lower final quantities needed for pavement markings and lower construction management costs. Final costs of this project totaled \$6,309,206. AIP grant #41 provided \$5,678,286 and State funds provided \$180,000. The remaining \$450,920 of eligible costs are requested to be funded with PFCs. This represents a decrease in PFCs of \$7,413.

Project 03-004, Taxiway Rehabilitation, Phase 2, includes the design and construction of the second phase of a major taxiway rehabilitation program at the Airport including:

- Taxiway “A” from the intersection of Runway 4-22 to the intersection of Runway 36.
- Reconfiguration of Taxiway “F” and “M” at the intersection to Runway 18-36.
- Taxiway “B” from Taxiway “T” to closed Runway 9-27.
- Taxiway “T” from Taxiway “A” to Taxiway “B.”
- Taxiway “M” from new intersection of reconfigured Taxiway “F” and “M” to intersection of Runway 22.
- Taxiway “J” from Taxiway “M” to Runway 4-22
- Taxiway “U” from the intersection of closed Runway 9-27 to the entrance to “The Landings” t-hangar complex.,

The original estimate for this project was \$8,498,109 with \$7,648,298 to be provided by AIP #42 grant funds, \$388,514 to be provided by the FDOT and the remaining costs of \$461,297 to be provided by PFCs.

Actual costs of the project were slightly lower due to lower final quantities needed for Taxiways B & T, Taxiway M and Taxiway A7. Final costs of this project totaled \$8,257,627. AIP grant #42 provided \$7,431,865 and State funds provided \$388,514. The remaining \$437,248 of eligible costs are requested to be funded with PFCs. This represents a decrease in PFCs of \$24,049.

Project 03-005, Master Plan Study, includes the comprehensive study of the Airport including short, medium and long term airport development plans to meet future aviation demand in accordance with *Advisory Circular 150-5070-6, Airport Master Plans*.

The original estimate for this project was \$1,500,000 with \$1,350,000 to be provided by AIP #43 grant funds, \$75,000 to be provided by the FDOT and the remaining costs of \$75,000 to be provided by PFCs.

The costs and funding included in the original PFC application were based on preliminary estimates. Actual costs were higher than anticipated after selection of the consultant and final scope was outlined (and approved by the FAA). Final costs of this project totaled \$1,801,650. AIP grant #43 provided \$1,621,485 and State funds provided \$90,083. The remaining \$90,082

of eligible costs are requested to be funded with PFCs. This represents an increase in PFCs of \$15,082.

Project 03-009, PFC Administration, includes the eligible general formation costs necessary to prepare, amend and close the PFC application. The original estimate for this project was \$50,000 to be funded 100% with PFCs. The updated estimate for this project is \$66,240 to include the cost of this amendment to the application. This represents a \$16,240 increase in requested PFCs.

There are no changes proposed to Projects 6 – 8.

These proposed changes to PFC #16-03-C-00-PIE result in a PFC decrease request of \$3,803,629. There is no change proposed to the current legal expiration date.

St. Pete-Clearwater International Airport (PIE)
Proposed Amendment to Passenger Facility Charge Application #22-06-C-00-PIE

Pinellas County, Florida received approval from the FAA to "impose and use" PFCs for nine projects at the St. Pete-Clearwater International Airport on August 24, 2022. The approved "impose and use" amount for this application was \$3,629,000. The County is proposing to increase the total amount of PFCs to be imposed and used on this application from the current approved amount to \$6,629,000. This proposed change relates to one project described below.

Project 06-004, Reconstruct Portions of Airport Perimeter Fence - PH 1, includes the reconstruction of approximately 15,000 linear feet of identified portions of the airport perimeter fence with a wildlife exclusion fence that is 8 feet tall, with a subterranean barrier, and a three-strand barbed wire outrigger. The new fence installation will include demolition of the existing fence and replacement with the wildlife exclusion fence.

The original estimate for this project was \$1,500,000 to be funded 100% with PFCs. Based on more current cost estimates received for the first 5,000 linear feet of fence, the updated estimate of this project is now \$4,500,000. This represents an increase of \$3,000,000 in requested PFCs.

There are no changes proposed to the other eight projects included in this application. These proposed changes to PFC #22-06-C-00-PIE result in a PFC increase request of \$3,000,000.

The current legal expiration date of this application is currently June 1, 2023. There is no change proposed to the current legal expiration date.

St. Pete-Clearwater International Airport (PIE)
Proposed Amendment to Passenger Facility Charge Application #23-07-C-00-PIE

Pinellas County, Florida received approval from the FAA to "impose and use" PFCs for seven projects at the St. Pete-Clearwater International Airport on April 24, 2023. The approved "impose" amount for this application was \$13,653,528 and the approved "use" amount for this application was \$11,566,985. The County is proposing to decrease the total amount of PFCs to be imposed on this application from the current approved amount to \$12,896,791. This proposed change relates to one project described below.

Project 07-004, Passenger Terminal Expansion and Improvements, Design includes the design and pre-construction phase services of the expansion and reconfiguration of the passenger terminal building to meet the current passenger demand placed on the terminal facilities. The ultimate expansion of the terminal building is anticipated to be executed over five phases. This design effort includes the design of the first three phases.

The PFCs originally requested were based on a cost estimate. The design contract has now been finalized and the cost of this project has been updated based on the contract. Additionally, the Airport has been notified of a \$6,000,000 award under the Bipartisan Infrastructure Law (BIL) – Airport Terminal Program (ATP). These ATP funds will replace the BIL Airport Infrastructure Grant (AIG) funds assumed in the original application. The current cost estimate and funding sources are as follows. This represents a decrease of \$756,467 in requested PFCs.

Funding Source	As Approved	Proposed Amended
Federal Funds	\$4,914,957	\$6,000,000
PFC – Pay-Go	2,086,543	1,330,076
State Funds	1,975,000	1,975,000
Airport Funds	523,500	640,753
Total Estimated Costs	\$9,500,000	\$9,945,829

There are no changes proposed to the other six projects included in this application. These proposed changes to PFC #23-07-C-00-PIE result in a decrease of the PFC "impose" request of \$756,467.

The current legal expiration date of this application is currently November 1, 2026. There is no change proposed to the current legal expiration date.

St. Pete-Clearwater International Airport (PIE)
Proposed Passenger Facility Charge Application #8
Project Descriptions

08-001 Common Use Terminal Equipment

This project includes the acquisition of Common Use Terminal Equipment for passenger processing. The system will provide a centralized platform and workstations for airlines to manage passenger processing on a common use basis. The system will include nine dual-position gate workstations and eighteen dual-position ticket counter workstations. The workstations will be located on airport and will not incorporate non-passenger or non-baggage related payment capabilities (such as parking, food service, etc.).

This project will enhance capacity by providing staff mobility and operations flexibility through the use of relocatable workstations allowing the Airport to achieve more efficient use of ticket counter and gate infrastructure. This system will improve the movement of passengers and baggage at the Airport.

The project is anticipated to begin in October 2024 and be completed by January 2025. The estimated cost of this project is \$400,000 to be funded 100% with PFCs on a pay-as-you-go basis.

08-002 Replacement of Airport Rotating Beacon

This project includes the design, acquisition, and installation of a replacement rotating beacon for the Airport. The beacon will be a new high intensity LED beacon including a new tip down pole tower. The project will also include approximately 2,000 linear feet of new trenching, conduit, and cabling.

The existing rotating beacon and pole tower were installed in 2009, are over 15 years old and in need of replacement. The top turntable to rotate beacon is suffering from rusting. It utilizes metal halide lamps which require more frequent replacement than LED beacons. Additionally, the existing beacon is mounted to a fixed tower, requiring airport staff to climb the tower for maintenance and repairs. The tip down pole tower will improve the safety of those maintenance, repair, and inspection activities. The existing electrical wiring is a mix of copper and aluminum. The wiring is also suffering from deterioration and rusting, particularly at its junction box locations where it is exposed to weather elements in the electric pedestal enclosures.

The project is anticipated to begin in February 2025 and be completed by December 2025. The estimated cost of this project is \$400,000 to be funded 100% with PFCs on a pay-as-you-go basis.

08-003 Replacement of Passenger Terminal Building Chiller

This project includes the replacement of a 350-ton air-cooled helical rotary water chiller serving the passenger terminal building. The project includes the demolition and removal of the existing chiller and complete installation of the new chiller. Related work involves demolition, modifications, removal, delivery, installation, site work, concrete work, metal fabrications, HVAC, paint, controls, pumps, mechanical, plumbing, electrical and lighting systems.

The existing chiller was over eleven years old at the time of replacement and had reached the end of its useful life. The existing chiller was no longer operating efficiently, creating frequent failures, and requiring the Airport to perform continuous extensive maintenance.

The project began in October 2020 and was completed in November 2021. The cost of this project was \$689,028. The Airport is requesting pay-go PFCs to reimburse the eligible costs of this project in the amount of \$506,436.

08-004 Rehabilitate Taxiway A, Phase 1

This project includes the design and rehabilitation of Taxiway A, Phase 1 from the old intersection of Runway 9-27 to the just north of Taxiway A4 and includes some apron paving primarily in the areas where aircraft power in and push back operations take place.

It is anticipated that approximately 36,900 square yards of existing pavement will be rehabilitated with a 2" mill and a 2" overlay (1400 feet by 250 feet). The project includes all design, construction administration and testing services. Other construction activities include mobilization, erosion control, excavation, embankment, crack sealing, grading/drainage, asphalt pavement, pavement markings, seeding and sodding.

This taxiway was originally constructed in the 1960's and has undergone multiple rehabilitations since then. The last rehabilitation was in 2016. These pavement sections have an average PCI of 65, a rating of "fair" in the 2022 FDOT Airport Pavement Evaluation Report. The pavement has been patched several times since 2016 due to rutting and spillage cracking from the increased operations of air carrier traffic and powering-in and push-back operations at the gate.

This project is estimated to start in January 2026 and be completed in July 2026. The total cost of this project is estimated to be \$3,700,000. PFCs Impose Only funds are requested to fund 100% of this project.

08-005 Rehabilitate Taxiway A, Phase 2

This project includes the design and rehabilitation of Taxiway A, Phase 2 from just north of Taxiway A4 to Runway 4.

It is anticipated that approximately 26,700 square yards of existing pavement will be rehabilitated with a 2” mill and a 2” overlay (1600 feet by 150 feet). The project includes all design, construction administration and testing services. Other construction activities include mobilization, erosion control, excavation, embankment, crack sealing, grading/drainage, asphalt pavement, pavement markings, seeding and sodding.

This taxiway was originally constructed in the 1960’s and has undergone multiple rehabilitations since then. The last rehabilitation was in 2017. These pavement sections have an average PCI of 65, a rating of “fair” in the 2022 FDOT Airport Pavement Evaluation Report. The pavement has been patched several times since 2017 due to rutting and spillage cracking from the increased operations of air carrier traffic and the movement of the main gear as the aircraft turn on Taxiways A5, A6, and A7.

This project is estimated to start in August 2026 and be completed in December 2026. The total cost of this project is estimated to be \$2,700,000. PFCs Impose Only funds are requested to fund 100% of this project.

08-006 Rehabilitate Taxiway G

This project includes the design and rehabilitation of Taxiway G from Runway 22 to the intersection with Runway 18-36.

It is anticipated that approximately 34,100 square yards of existing pavement will be rehabilitated with a 2” mill and a 2” overlay (6,140 feet by 50 feet). The project includes all design, construction administration and testing services. Other construction activities include mobilization, erosion control, excavation, embankment, crack sealing, grading/drainage, asphalt pavement, pavement markings, seeding and sodding.

This taxiway was originally constructed in the 1960’s and has undergone multiple rehabilitations since then. The last rehabilitation was in 2017. These pavement sections have PCI scores ranging from 62 to 69, a rating of “fair” in the 2022 FDOT Airport Pavement Evaluation Report. During the reconstruction of Runway 18-36, all air carrier traffic utilized this taxiway resulting in accelerated deterioration of the pavement. The existing pavement has been patched along its entire length along the path of the main gear due to severe rutting.

This project is estimated to start in January 2027 and be completed in September 2027. The total cost of this project is estimated to be \$3,400,000. PFCs Impose Only funds are requested to fund 100% of this project.

08-007 Rehabilitate Runway 4-22 from Runway 4 to Runway 18-36

This project includes the design and rehabilitation of Runway 4-22 from the end of Runway 4 to the intersection of Runway 18-36.

It is anticipated that approximately 16,000 square yards of existing pavement will be rehabilitated with a 2” mill and a 2” overlay (960 feet by 150 feet). The project includes all design, construction administration and testing services. Other construction activities include mobilization, erosion control, excavation, embankment, crack sealing, grading/drainage, asphalt pavement, pavement markings, seeding and sodding.

This runway was originally constructed in the 1940’s and has undergone multiple rehabilitations since then. The last rehabilitation was in 2012. These pavement sections have PCI scores ranging from 24 (“serious”) to 70 (“fair”) in the 2022 FDOT Airport Pavement Evaluation Report. The pavement is showing signs of weathering, rutting, and slippage cracking. Aircraft have been prone to perform 180 degree turns in this location for take-off from Runway 4.

This project is estimated to start in October 2027 and be completed in January 2028. The total cost of this project is estimated to be \$1,600,000. PFCs Impose Only funds are requested to fund 100% of this project.

08-008 Rehabilitate Taxiways A5, A6, and A7

This project includes the design and rehabilitation of Taxiways A5, A6 and A7 between Runway 18-36 and Taxiway A.

It is anticipated that approximately 21,000 square yards of existing pavement will be rehabilitated with a 2” mill and a 2” overlay (365 feet by 172 feet at each location). The project includes all design, construction administration and testing services. Other construction activities include mobilization, erosion control, excavation, embankment, crack sealing, grading/drainage, asphalt pavement, pavement markings, seeding and sodding.

These taxiway connectors were originally constructed in 2016 and have not been rehabilitated since that time. Several areas have been patched due to rutting and slippage cracks due to the increased air carrier activity, primarily in the main gear locations. These pavement sections have PCI scores ranging from 82 (“satisfactory”) to 86 (“good”) in the 2022 FDOT Airport Pavement Evaluation Report but current inspections reflect recent significant deterioration since the last PCI score was determined for these pavement sections.

This project is estimated to start in March 2028 and be completed in September 2028. The total cost of this project is estimated to be \$2,100,000. PFCs Impose Only funds are requested to fund 100% of this project.

08-009 Rehabilitate Taxiway A1

This project includes the design and rehabilitation of Taxiway A1 which connects Runway 18 to Taxiway A.

It is anticipated that approximately 10,200 square yards of existing pavement will be rehabilitated with a 2” mill and a 2” overlay (600 feet by 150 feet). The project includes all design, construction administration and testing services. Other construction activities include mobilization, erosion control, excavation, embankment, crack sealing, grading/drainage, asphalt pavement, pavement markings, seeding and sodding.

This taxiway was originally constructed in the 1960’s and has undergone multiple rehabilitations since then. The last rehabilitation was in 2016. These pavement sections have PCI scores ranging from 64 to 67, a rating of “fair” in the 2022 FDOT Airport Pavement Evaluation Report. The pavement is rutting, and the interior paving lanes are separating.

This project is estimated to start in November 2028 and be completed in March 2029. The total cost of this project is estimated to be \$1,000,000. PFCs Impose Only funds are requested to fund 100% of this project.

08-010 PFC Application Costs

PFC-eligible general formation costs included in this PFC project are the necessary expenditures to prepare the new PFC application. Development associated with the approved projects in this application will preserve and enhance capacity and safety at the Airport. The total cost of this project is \$62,055. PFCs are anticipated to provide 100% funding for this project. This project started in March 2024 and will be completed in December 2024.

08-011 PFC Administration Costs

PFC-eligible costs included in this PFC project are the eligible ongoing administrative costs, amendments, and closeout for this PFC application. Administration costs associated with the approved projects in this application will preserve and enhance capacity and safety at the Airport. The total cost of this project is \$37,945. PFCs are anticipated to provide 100% funding for this project. This project is estimated to start in December 2024 and will be completed in July 2029.

“Use Only” Project

07-004 Passenger Terminal Expansion and Improvements, Design

This project includes the design and pre-construction phase services of the expansion and reconfiguration of the passenger terminal building to meet the current passenger demand placed on the terminal facilities. The ultimate expansion of the terminal building is anticipated to be executed over five phases. This design effort includes the design of the first three phases.

The first three phases include the expansion of approximately 140,730 square feet of new space and the renovation of approximately 26,540 square feet of existing space. These expansions and renovations will address congestion issues in outbound baggage make-up, security screening, passenger hold rooms, concessions, baggage claim, restrooms, and operations areas. The existing terminal configuration provides for twelve gates and three remote parking positions. This project will not change the number of gates or parking positions, but will reconfigure those gates and parking positions to relieve congestion, improve operational efficiencies and passenger level of service. The project will add seven new passenger boarding bridges. The design and pre-construction phase services will include programming, schematic design, design development, contract documents, bidding and permitting support.

The purpose of the terminal expansion is to accommodate the increase in passengers at the airport by increasing or reconfiguring the outbound baggage make-up, security screening, passenger hold rooms, baggage claim, concessions, restrooms, and operations space in response to the large growth in passengers experienced since 2013. The gate reconfiguration and additional passenger boarding bridges will help improve the loading and deplaning of aircraft during poor weather conditions. These improvements will elevate the level of service consistent with passenger and industry expectations while reducing passenger wait times and delays. These first three phases are anticipated to meet the needs identified for Passenger Activity Level (PAL) 2 identified in the Master Plan, which represents annual enplanements of 1,750,000 and/or annual aircraft operations of 145,000. This accurately reflects the Airport’s current needs.

Total passengers at PIE increased from just over 1.02 million in CY 2013 to 2.29 million in CY 2019, a 125 percent increase. While total passengers dipped in 2020 and remained just off their highs in 2021 due to the effects of COVID-19, the Airport set its all-time passenger record in 2022 with total passengers of 2,445,919, a 20 percent increase over 2021 and a 7 percent increase over 2019.

While the terminal facility at PIE has undergone numerous improvements throughout the past few decades, most of these have been limited to renovations with limited new space added to the facility. The terminal facility still requires reconfiguration, but also expansion of existing spaces to meet the current demand and address numerous ongoing operational inefficiencies.

- The two holdrooms are unable to accommodate current passenger loads and passengers often have to wait outside of security screening until holdroom capacity is available. When there are weather delays, passengers are sometimes required to leave the holdrooms and wait on the non-secure side, thus requiring security screening again to board their flight. This adds to the congestion in the non-secure facilities, puts added pressure on the security checkpoints, increases the potential for flight delays, and results

in added stress and frustration for passengers (lower level of service and operational inefficiencies).

- The post security bathrooms and concessions often have large queues because they are unable to accommodate passenger demand. This limits circulation, increases congestion, and results in frustrated passengers (lower level of service).
- The baggage system is unable to handle the volume of outbound bags and the claim devices are unable to accommodate the volume of inbound bags during peak periods. This results in baggage cart queues and delays in servicing aircraft and results in extreme passenger congestion in the claim area (lower level of service and operational inefficiencies).
- The operations support areas are not adequate to service GSE equipment or ramp operations. This results in congestion and difficulty servicing aircraft on the ramp (operational inefficiencies).
- The single level terminal currently only has two gates served by passenger boarding bridges. The current hold room configuration and lack of boarding bridges often results in long walks across the active apron area during poor weather conditions and boarding or deplaning delays (lower level of service and operational inefficiencies).

The existing facility constraints create a poor passenger experience wrought with operational inefficiencies. The proposed project will bring the level of service back into alignment with customer expectations and ensure more consistent and reliable air travel.

Taxiway “T” which will be impacted by this project is being mitigated with the construction of the next Taxiway “C.”

The start date for the design and pre-construction services phase of this project is estimated to be July 2024 and is estimated to be completed in February 2026. The estimated total cost of this project and funding sources are presented in the table below. The PFC “impose” authority for this project was provided in PFC Application #23-07-00-C-PIE. Based on the planning level space programming, the project is estimated to be 73.7% PFC eligible.

	Total Estimated Cost	Eligible (73.7%)	Ineligible (26.3%)
Estimated Cost	\$9,945,829	\$7,330,076	\$2,615,753
Funding Sources			
BIL ATP Funds	\$6,000,000	\$6,000,000	\$0
PFCs (Impose Only)	1,330,076	1,330,076	0
State Funds	1,975,000	0	1,975,000
Airport Funds	640,753	0	640,753
Total Funding Sources	\$9,945,829	\$7,330,076	\$2,615,753