Cleveland Hopkins International Airport

Request for Qualifications:

Executive Airport Development Program Services

Pre-Bid Meeting

June 1, 2023

CLEVELAND™ AIRPORT SYSTEM

The Purpose of an Airport

Economic Impact

- Airports are economic engines, providing substantial "multiplier effect" benefits to the City and region
- CLE's economic output contribution to the City and the region is substantial…measuring more than $5 billion + in annual economic output
- 15 jobs created for every $1 million in commercial passenger visitor spend (ex estimated 2022 spend of $1.2 billion = 18,000 regional jobs)
- 9 construction jobs supported for every $1 million of construction spend (ex $800 million Master Plan will create 7,200 jobs)

Ever Changing Airport

Impact of COVID-19

	2019	2020	2021	2022
Landings (Annual)	54,890	29,385	37,135	46,000
Passengers (Annual Dep & Arr)	10,040,817	4,122,517	7,282,781	8,693,866
Passenger Airlines	12	11	12	12
Cargo Airlines	4	4	4	4
City Airport Employees	460	482	419	426
Total Airport Employees	7,400	4,200	4,500	4,600

Total Passenger Forecast 2023 – 10,000,000

Source: TSA, Cleveland Hopkins International Airport

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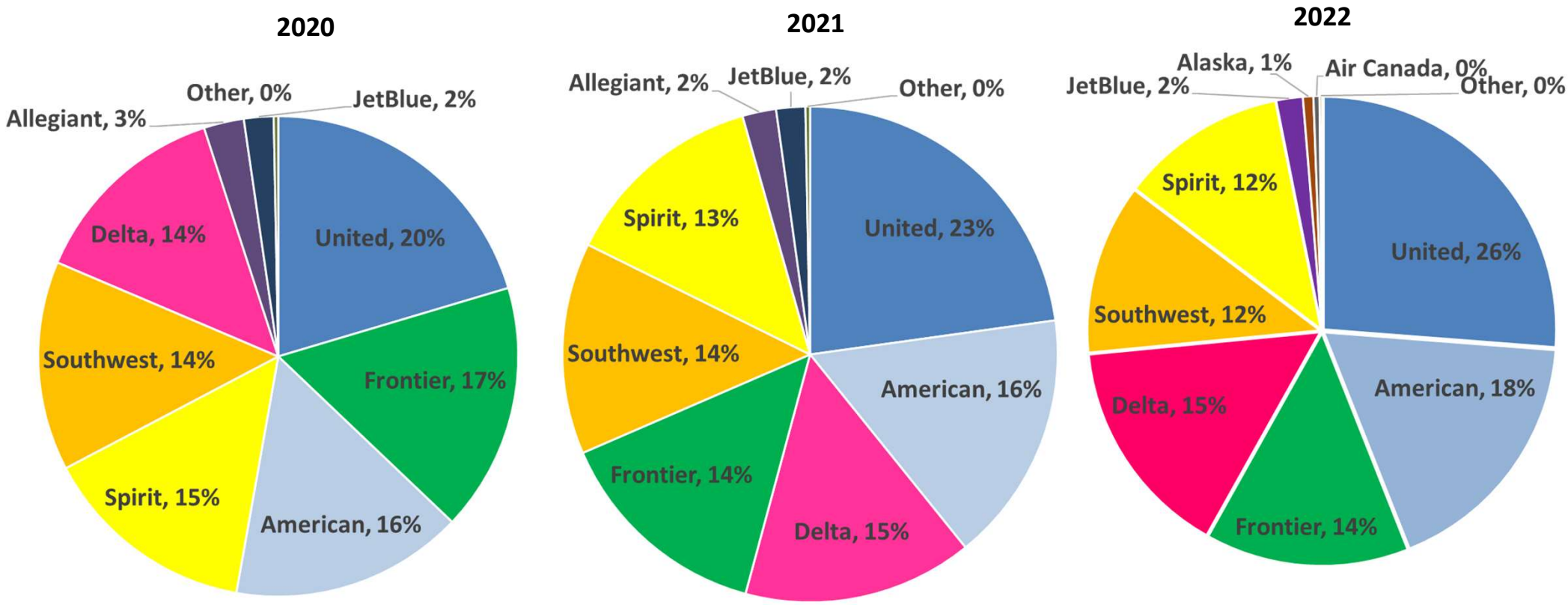
Ever Changing Airport

Air Carrier Passengers – 2020, 2021, 2022



Source: Cleveland Hopkins International Airport

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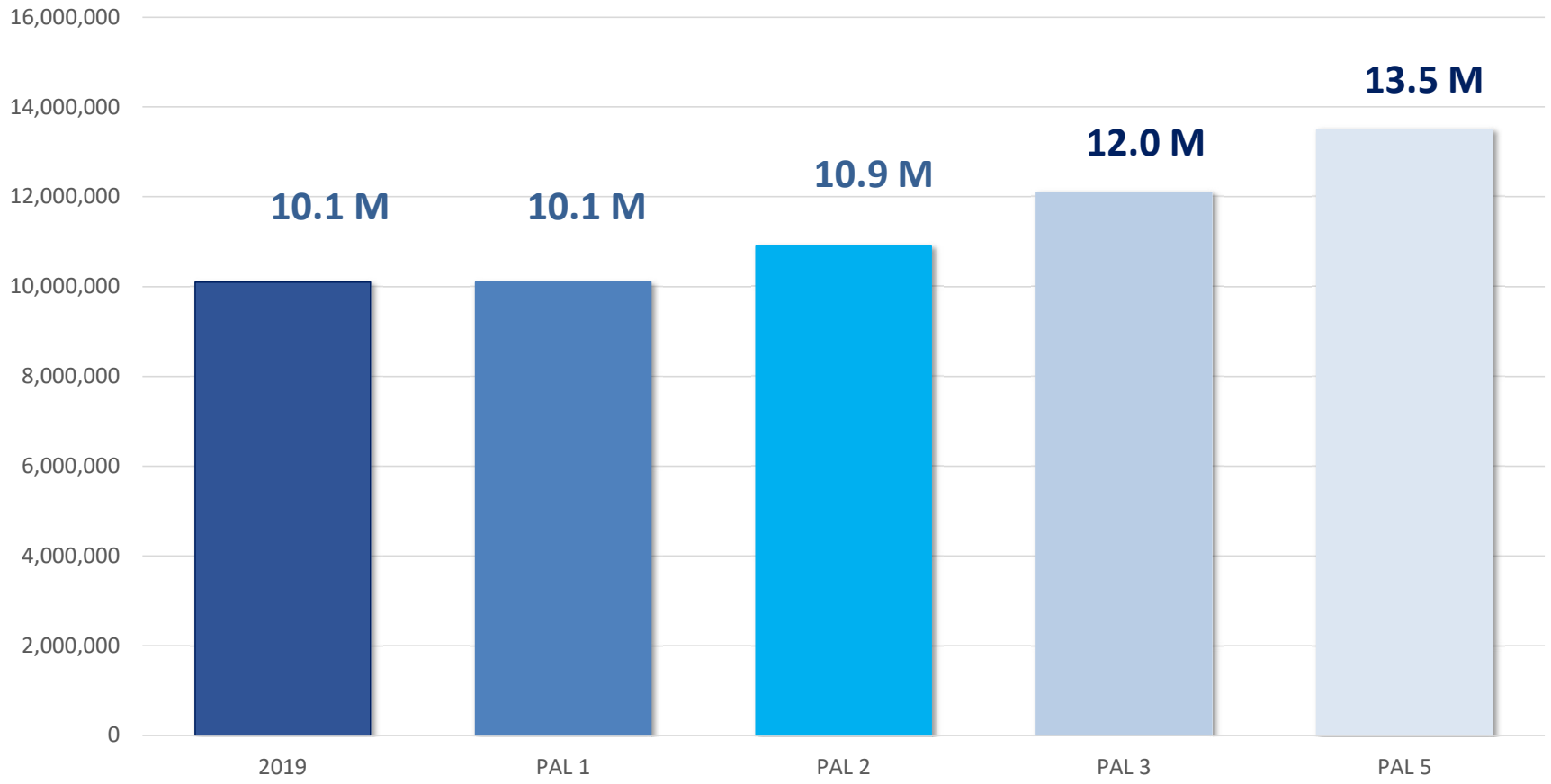
Path to Future

Planning Activity Levels (PALs)



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Path to Future

Terminal Requirements Analysis

Area	Description	Existing	PAL 1 & 2
Ticketing/ Check-in	Ticketing lobby is too narrow and does not provide adequate depth for the typical airline check-in process with self-service kiosk and queue and bag check-in processes	7,700 sq. ft.	11,200 sq. ft.
Checked Baggage Inspection Systems (CBIS)	Two additional explosive detection system (EDS) devices and up to 14 additional checked baggage resolution area (CBRA) stations are required by the end of the planning period (there are currently three EDS devices and 11 CBRA stations)	11,200 sq. ft.	19,500 sq. ft.
Security Screening Checkpoints	A consolidated centralized Security Screening Checkpoint (SSCP) is preferred and the existing SSCP's are not sized adequately for current and future security lane configurations.	21,200 sq. ft.	43,000 sq. ft.
Gate Waiting Areas	Many holdrooms are currently undersized for projected demand.	101,200 sq. ft.	163,500 sq. ft.
Gates	To accommodate future passenger and aircraft operation growth	45	53

Path to Future

Landside Facility Requirements Summary

- Revised roadway system configuration
    - Increase distance between entrance and terminal
    - Eliminate traffic crossing inbound roadway
    - Eliminate inbound traffic signals
- Improve walkability and convenience of Ground Transportation Center
- Add 4,000 walkable public parking spaces
- Add 600 Rental Car storage spaces
- Improve RTA accessibility and convenience

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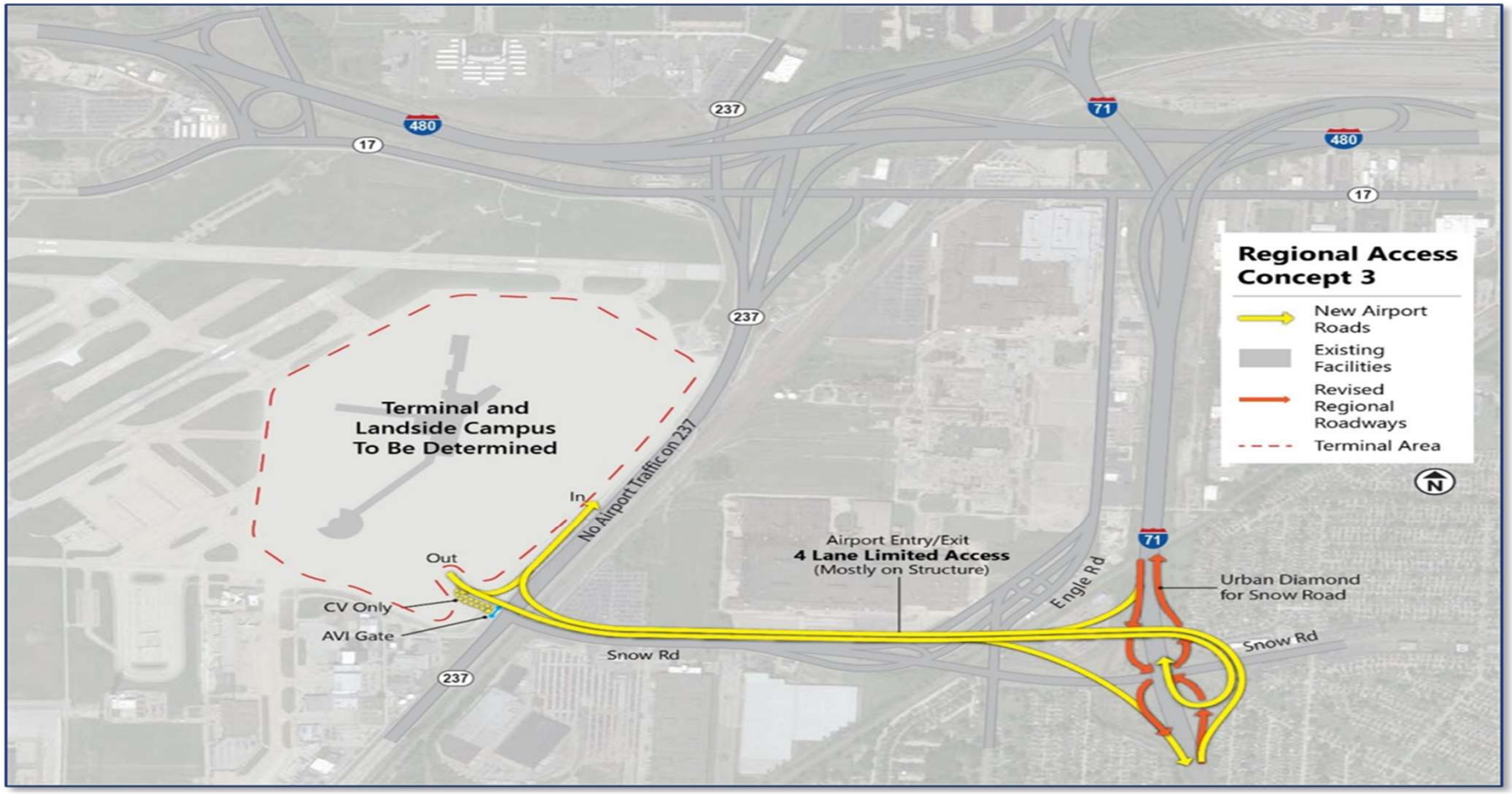
Path to Future

Regional Access Preferred Alternative



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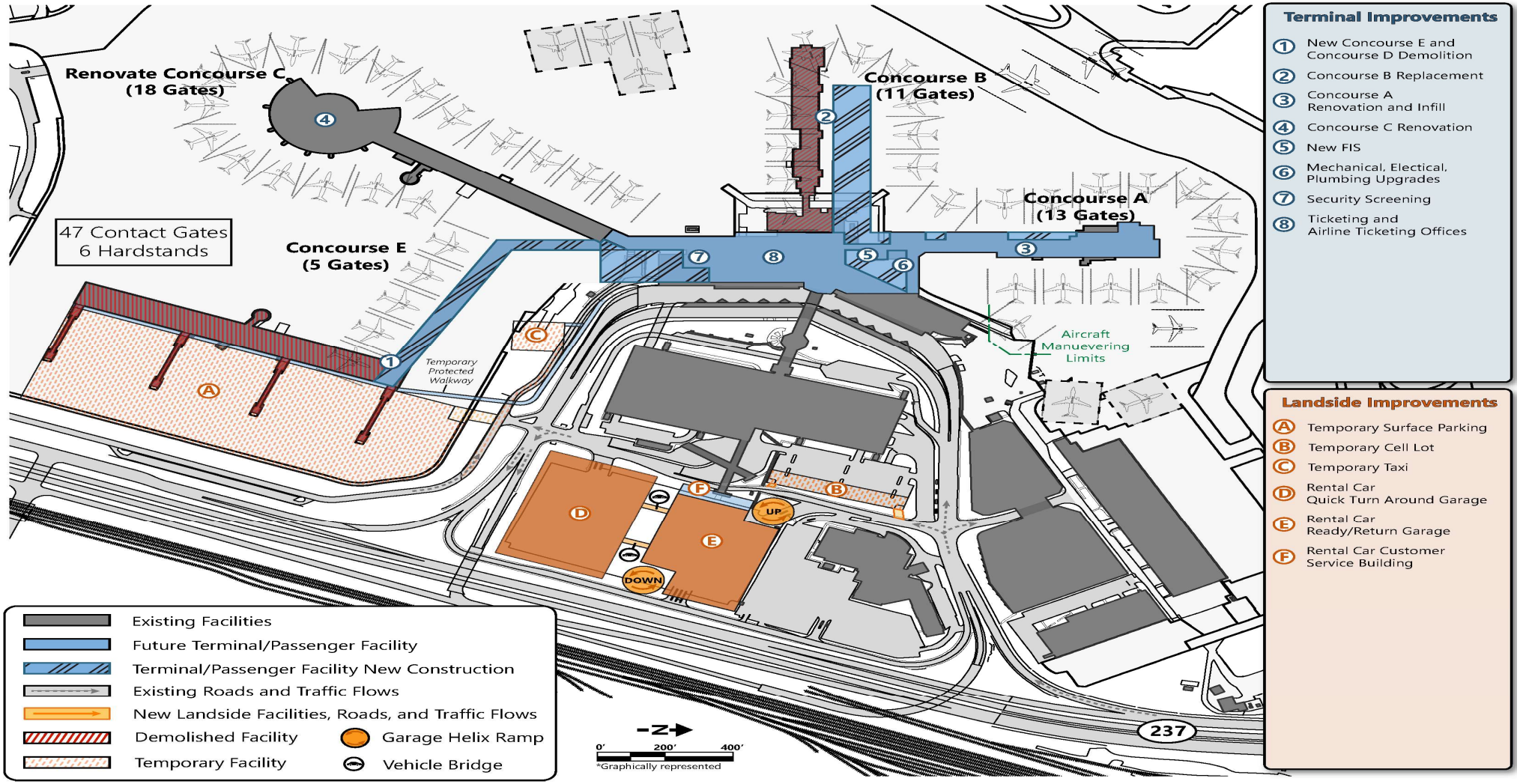
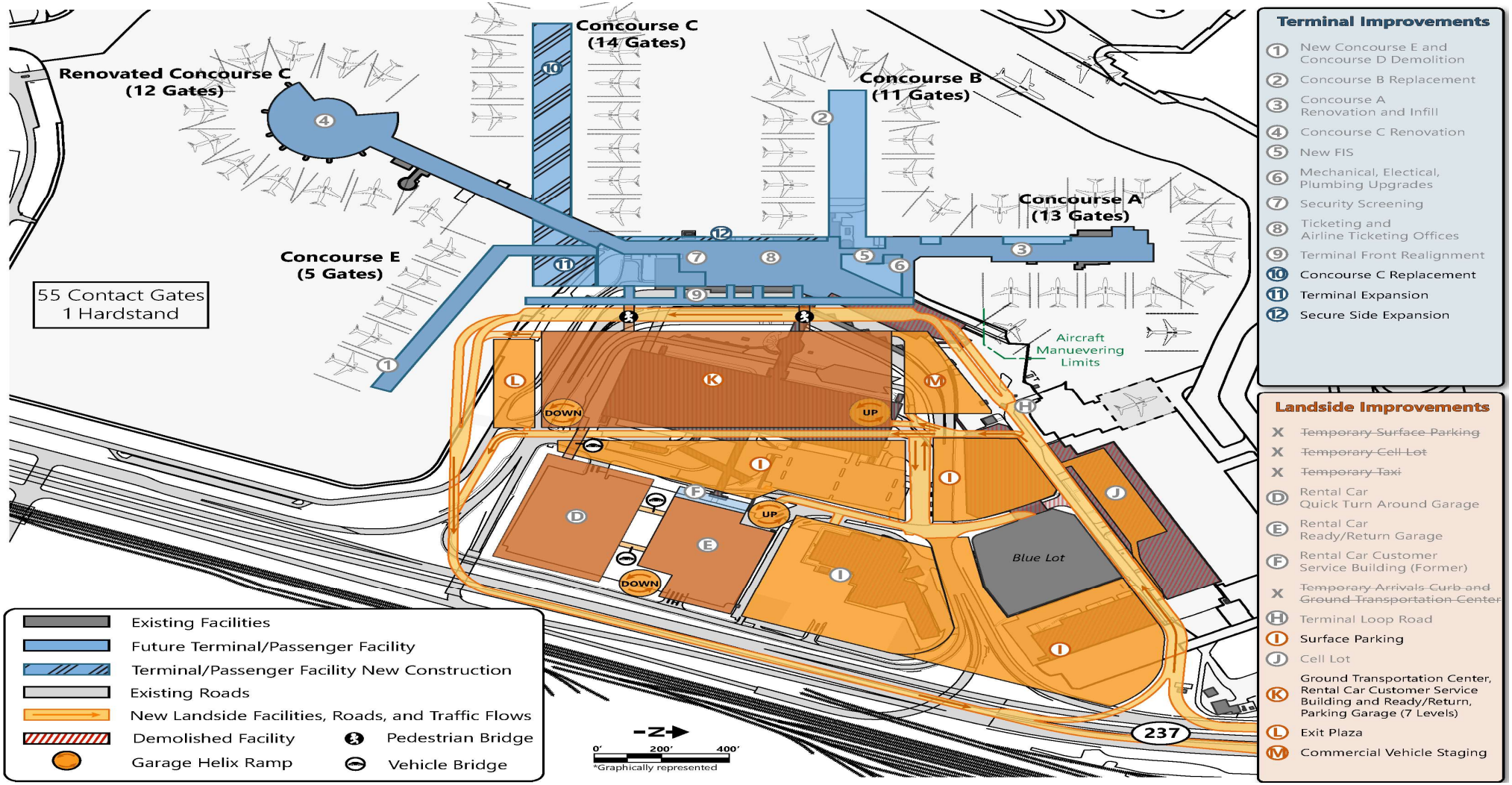
Path to Future

Master Plan Program Phasing – PAL 2



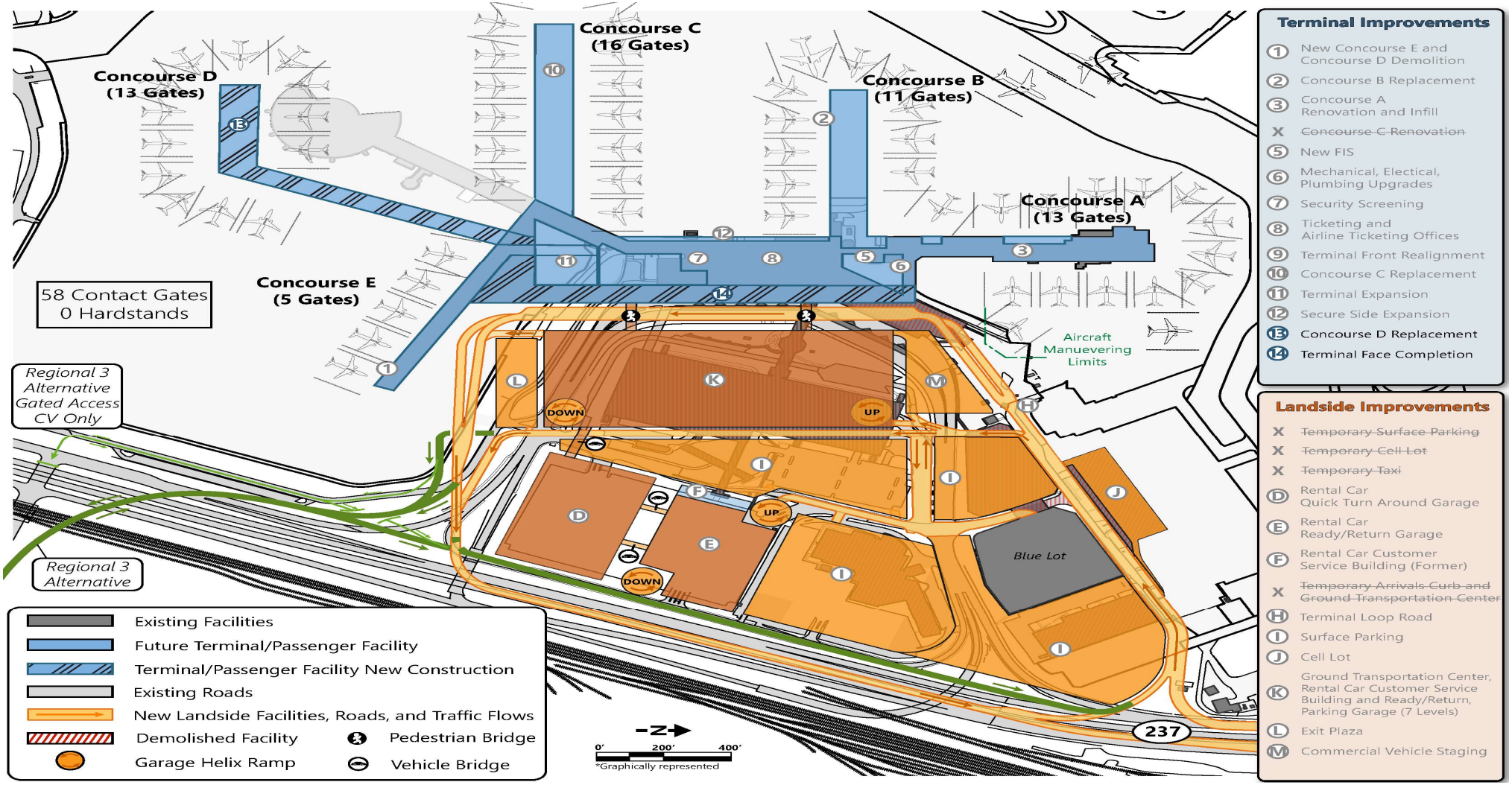
Path to Future

Master Plan Program Phasing – PAL 3



Path to Future

Master Plan Program Phasing – PAL 5



Path to Future

Program Costs Financial Summary

		Family 2
AREA	**PAL2**	**PAL 3 - PAL 5**
Terminal Building		
Terminal Building	$311.5M	$553.8M
Concourse A	$38.8M	
New Concourse B	$268.9M	
Existing Concourse C	$88.1M	
New Concourse C		$252.7M
Existing Concourse D Demo	17.7M	
New Concourse D		$257.6M
New Concourse E	$112.1M	
Terminal and Apron Project Cost by PAL	**$837.1M**	**$1,064.1M**
Total - Terminal and Apron Project Cost	**$1901.2M**	
Landside and Other Airside Facility Costs		
Surface Parking Lots and New Cell Lot	$24.0M	$44.7M
New Terminal Curb and Access Loop Road		77.8M
Two New Garages, GTC, Taxi & Commericial Vehicle Facility		$585.4M
Other Airport Facility Costs	$62.4M	$34.1M
Landside Program Cost by PAL	$86.4M	$742M
Total Program Cost by PAL	**$923.5M**	**$1806.1M**
Total Program Cost	**$2,729.6M**	

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Main Scope Elements

- Airport Executive Program Management
- Program/Project Planning & Management
- Program Management Oversight
- Architecture/Design Management
- Financial Planning
- Organizational Staffing

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Dennis D. Kramer, P.E.

Airport Development

Cleveland Hopkins International Airport