

Department of Port Control

Ordinance No.: 749-18

Division of Planning & Engineering

Executive Summary

The Department of Port Control requests authority to employ one or more professional consultants to develop a new Master Plan for Cleveland Hopkins International Airport.

Background/Purpose:

A new Master Plan (MP) comprehensive study of the entire CLE campus that best describes the short-, medium-, and long-term development plans to meet future aviation demand. The MP is needed to provide the framework that will guide future airport development that will cost-effectively satisfy aviation demand, while considering potential environmental and socioeconomic impacts. CLE's current master plan was last completed in 2012 and is not consistent with today's facility layout, anticipated forecasts, or demands. A new master plan is required to accurately depict the current state and forecasted demands of the Airport. The 2012 Master Plan Update re-applied Airport forecasting data from 2008, which is not common practice in the industry (i.e., terminal and airline forecasts are typically updated as Airport master plans are updated). This lack of accurate forecasting information from 2008 and 2012 further exacerbates the need for a new MP. In light of Continental/United's de-hubbing, there has been a large shift in the market to CLE becoming a predominant origin/destination Airport, increased competition from carriers that has significantly reduced airfares and success of the Ultra Low Cost Carriers (ULCC's) like Spirit, Frontier, and Allegiant.

Scope of Work:

The new master plan would include an update of inventory, facility forecasts, facility requirements, development alternatives, environmental considerations, property maps (Exhibit A), financial plan, plus an implementation plan for recommended improvements. In addition, exploring, evaluating, and subsequently recommending safety, capacity, compatibility, system preservation, airport facility, land use, & funding needs to our stakeholders would be part of the master plan exercise.

Justification/Urgency:

The Federal Aviation Administration (FAA) recommends that airports update their master plans every five to ten years to ensure that an airport's future plans remain current with the aviation industry and local and national trends. The Department last updated the CLE MP in 2012. The Department is looking to prepare this MP to account for the numerous changes that have taken place at CLE and in the aviation industry since the previous master plan study was completed in 2012. We need to complete the MP-related documents by the end of 2020 to ensure the Department is able to enter into discussions with the signatory air carriers in 2021 pertaining to the scope, schedule, and budget tied to the recommended improvements.

The previous CLE MP was developed to ensure the viability of the Continental/United hub and to fully facilitate the economic value of that hub to the City of Cleveland. In comparison, the new CLE MP must ensure that new origin-destination passenger forecasts must be accounted for with the success of the ULCC's. The passenger terminal, landside infrastructure, and support facilities such as aircraft gates must be of an appropriate size and design to meet the existing and future needs of the region. The new MP must establish the framework that will guide future airport development that will cost-effectively satisfy aviation demand, while considering potential environmental and socioeconomic impacts. The MP is a roadmap for efficiently and economically meeting future aviation demand, while preserving the flexibility to respond to changing and dynamic aviation industry conditions.

Anticipated Cost and funding source: \$4, 500, 000.00

The anticipated cost for this effort is funding from the General Airport Revenue Bonds (GARB).

Schedule or Term of Contract:

Requested is that the term of this Agreement shall begin upon date of execution and, unless extended by the City or unless sooner canceled or terminated pursuant to the provisions hereof, shall terminate upon the Department Director's acceptance of completion of all required services, whichever shall occur earlier.

Current Vendors/Contracts:

N/A

MBE/FBE/DBE Participation:

All vendors are expected to meet the required Disadvantage Business Enterprise (DBE) participation goals set for them by the Airport's Office of Compliance and Inclusion (OCI).