

Technical Review Form: St. Petersburg-Clearwater International Airport and Associated Connector
(a letter, email or fax with the same information is acceptable)

Background Information (attach Change Request Form or equivalent)

Reviewer: Terry Kraft District(s): 7 District Coordinator(s): Waddah Farrah, Peter Maass

Reviewer’s Phone: (850) 414-4801 Fax: (850) 414-4898 E-mail: terry.kraft@dot.state.fl.us

Date of Receipt: 10/31/07 Date of Completion (maximum of 10 work days): 12/14/07

Are Data, including Date and Source, Accurate and Acceptable (check one -)? Yes No Comments:

The data for the St. Petersburg-Clearwater International Airport included all required information for consideration of an exception to the 50-mile distance criterion. This request included passenger enplanement activity data as well as justification for serving a particular market niche of low-fare, non-stop air service for leisure passengers from 14 cities not served by the nearest SIS airport, Tampa International, which is approximately 23 miles away when driving on existing SIS facilities.

Does the Facility Meet Appropriate Criteria and Thresholds (check one -)? Yes No Comments:

The passenger enplanements at St. Petersburg-Clearwater International Airport have fluctuated over the last six years. Over the three-year period between 2003 and 2005, the average number of passenger enplanements per year was 487,167, which is above the minimum size threshold of 0.05 percent of the national total (approximately 360,000 per year). The number of enplanements are on an upward trend since the selection of this airport as a focus city for Allegiant Air in 2006.

Because this airport is within 50 miles driving distance of Tampa International, a SIS airport, it also must serve a market niche that is not significantly served by Tampa International. St. Petersburg-Clearwater International Airport has documented that it serves small domestic origin markets for leisure travelers by providing non-stop service at low fares between the Tampa Bay region and markets that are not currently served by Tampa International. The main domestic carrier, Allegiant Air, provides 40

flights weekly to 14 cities that are not directly served from Tampa International, as of June 2007. This information justifies an exception to the 50-mile distance rule and the designation of St. Petersburg-Clearwater International Airport as an Emerging SIS hub.

The proposed connector route meets the adopted Emerging SIS intermodal connector criteria. The connector runs west from the Airport entrance along Roosevelt Boulevard to U.S. 19, the nearest SIS corridor. The proposed connector appears to be the most direct and heavily used route to the airport entrance from the nearest SIS corridor at the present time. This connector will be identified as a “planned drop” connector because it does not meet the state level of service standards today, and because access patterns will change with the opening of both the planned 118th Avenue corridor and the planned Roosevelt Boulevard Bypass, which will connect the airport to the 118th Avenue corridor. Once these two facilities are both open to traffic, this new connector will automatically become an "Emerging SIS Connector", and the West Roosevelt Boulevard connector will be dropped. St. Petersburg-Clearwater International Airport will then be approximately 15 miles driving distance from Tampa International.

If a SIS Facility, Does It Meet Community and Environmental Screening Criteria (complete following chart)?

Community and Environmental Screening Criteria (see the “Adopted Criteria and Thresholds” part of the Strategic Intermodal System Atlas)	Meets All Criteria Y/N/DK/NA¹	Comments
<i>Community Livability - Character & Function</i>	Y	FDOT performed a high level screening of community and environmental features. The attached maps show the locations of community and environmental features near the airport and along the proposed connector.
<i>Community Livability - Land Use</i>	Y	
<i>Environmental Quality - Air Quality</i>	Y	
<i>Environmental Quality - Natural Resource Lands, Cultural and Historical Sites, Agricultural Areas</i>	Y	The airport property abuts and overlays strategic habitat conservation areas and high-density development. The designation of the airport as an Emerging SIS facility is not

¹ Yes, No, Don't Know, Not Applicable

Community and Environmental Screening Criteria (see the “Adopted Criteria and Thresholds” part of the Strategic Intermodal System Atlas)	Meets All Criteria Y/N/DK/NA ¹	Comments
		<p>anticipated to have any impact on these features. These features should be taken into account when planning any future capacity expansions at the airport.</p> <p>The existing “planned drop” connector is near public and private lands currently managed for conservation. These lands do not fall inside the 100 foot buffer of the connector right of way. The connector also passes through commercial and residential areas, and also passes by two religious centers and a school. However, this connector appears to have less impact on community features than alternative routes in the area.</p> <p>The “planned add” connector abuts airport property and does not appear to have any conflict with community and environmental systems.</p> <p>FDOT also reviewed the currently adopted level of service standard for connectors, since standards set by rule must be adopted if the facility is designated on the SIS. Currently, the “planned drop” connector would not meet the level of service standard, but the “planned add” connector is anticipated to meet these standards.</p> <p>FDOT also reviewed the comprehensive plans of the local jurisdictions. There was nothing identified in the local comprehensive plans that would preclude the existing or planned connector from functioning as an Emerging SIS connector.</p>

Is Public and Partner Review Needed (check one)? _____ Yes No

Comments:

The request provided a letter of support from the Executive Director of the Tampa International Airport stating recognition of the different markets served by each airport. The request also provided a letter and a resolution of support for the designation of the airport and associated connector from the Pinellas County MPO.

Additional Information (provide any additional information relevant to the review of this request)

Recommendation to Secretary (completed after due date for all public and partner reviews):

Approve request

Deny request (reason: _____)

_____)

SIS & Emerging SIS
Hubs, Corridors & Connectors



November 19
2007

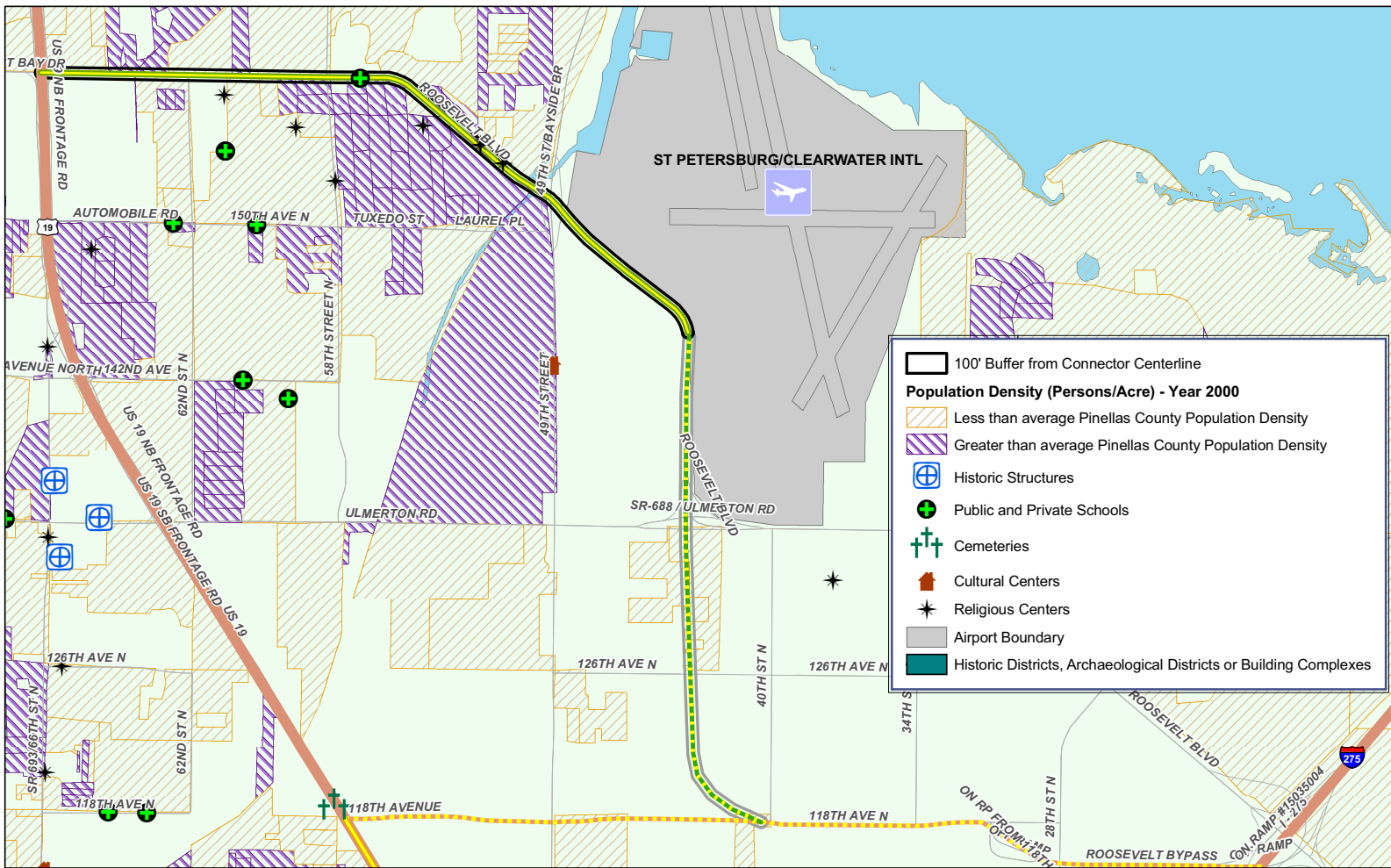
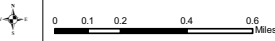
**St. Petersburg-Clearwater
Airport Connector
C&E Review - Community**

LEGEND

- SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Spaceport
 - Intermodal Freight - Rail Terminals
- Corridors**
- Highway
 - Rail
 - Waterways
- Connectors**
- Road Connectors
 - Rail Connectors
 - Waterway Connectors
- Others**
- No significant Community and Environment features

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- Planned Facilities**
- Corridors**
- SIS Highway (Planned Add)
 - SIS Highway (Planned Drop)
- Connectors**
- Emerging SIS Highway (Planned Add)
 - Emerging SIS Highway (Planned Drop)



100' Buffer from Connector Centerline

Population Density (Persons/Acre) - Year 2000

- Less than average Pinellas County Population Density
- Greater than average Pinellas County Population Density
- Historic Structures
- Public and Private Schools
- Cemeteries
- Cultural Centers
- Religious Centers
- Airport Boundary
- Historic Districts, Archaeological Districts or Building Complexes

St. Petersburg-Clearwater International Airport Connector

From US 19 to Roosevelt Boulevard to Airport Entrance (Planned Drop)
From 118th Ave to Roosevelt Boulevard Bypass to Airport Entrance (Planned Add)

NOTE: Connector alignments as mapped are subject to additional minor adjustments pending final verification of roadway data.

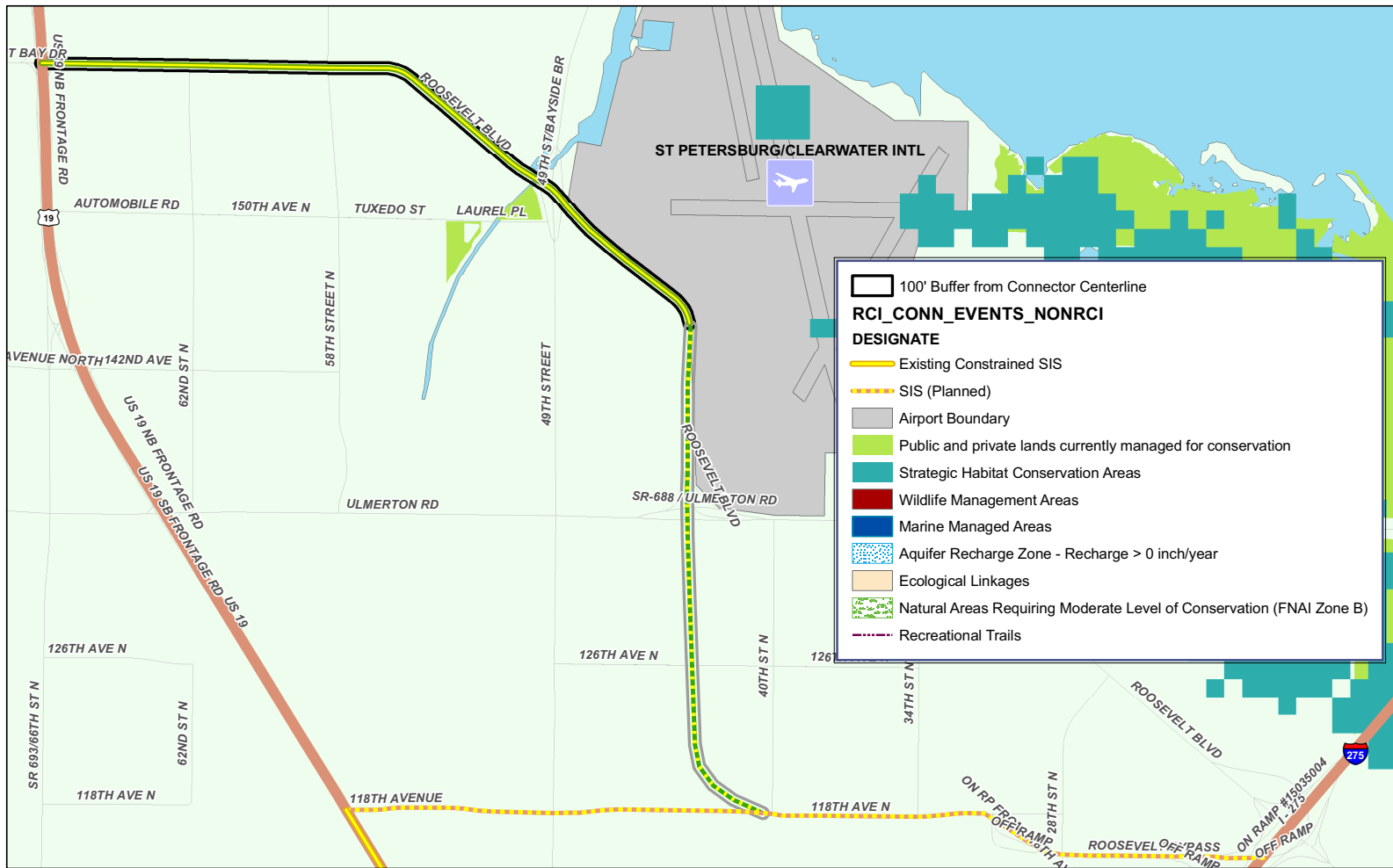
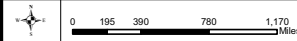


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100' Buffer from Connector Centerline

RCI_CONN_EVENTS_NONRCI DESIGNATE

- Existing Constrained SIS
- SIS (Planned)
- Airport Boundary
- Public and private lands currently managed for conservation
- Strategic Habitat Conservation Areas
- Wildlife Management Areas
- Marine Managed Areas
- Aquifer Recharge Zone - Recharge > 0 inch/year
- Ecological Linkages
- Natural Areas Requiring Moderate Level of Conservation (FNAI Zone B)
- Recreational Trails

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