



**AUSTIN AIRPORT ADVISORY COMMISSION
MINUTES**

**REGULAR MEETING
TUESDAY, JUNE 11, 2013**

The Austin Airport Advisory Commission convened in a regular meeting on Tuesday, June 11, 2013 at 2716 Spirit of Texas Drive, in Room 160 in Austin, Texas.

Chair, Dale Murphy called the meeting to order at 5:00 p.m.

Commission Members in Attendance:

Dale Murphy, Chair
Steven Hart, Vice Chair
Ernest Saulmon
James Kelsey
Rose Marie Klee

Commission Members Absent:

D'Ann Johnson, Secretary
George Farris

Staff in Attendance:

Susana Carbajal
Dave Arthur
Kellye Mireles
Jennifer Williams
Robert Hengst
Michelle Moheet
Matt Coldwell
Francisco Garza
Yolanda Tovar
Stephanie Tucker
Richard Chaney

Others Present:

Chris Coons, RW Armstrong
Karon Wiedemann, Garver
Bryan Martin, BGE
Ben Ellinor, COA Budget Office
Nate Granger, RS&H

1. CITIZENS COMMUNICATIONS: GENERAL

None.

2. APPROVAL OF MINUTES

The minutes from the meeting of May 14, 2013 were approved on Commission Member Ernest Saulmon's motion, Commission Member James Kelsey's second on a 4-0 vote with the following changes:

Others Present:

John Fuller, AECOM

Vice Chair Steven Hart, Secretary D'Ann Johnson and Commission Member George Farris were absent.

3. DEPARTMENT OF AVIATION STAFF BRIEFINGS, REPORTS AND PRESENTATIONS

- a) Planning & Engineering Capital Improvement Project Monthly Status Report was presented by Robert Hengst, Project Management Supervisor, Aviation Department. Robert Hengst showed two of the salvaged, restroom art tiles made by Cera-Mix studio. Salvaging the tiles for future re-installation is a contract requirement.
- b) Airport Tenant Updates was presented by Stephanie Tucker, Tenant Division Manager, Aviation Department.
- c) Finance & Operations Reports for Fiscal Year 2013 to date was presented by Dave Arthur, Assistant Director, Aviation Department.
- d) Ground Transportation Staging Area (GTSA) Transactions Report for May 2013 was presented by Susana Carbajal, Senior Attorney, Aviation Department. See below for a year-to-year comparison.

YEAR TO YEAR COMPARISON			
SERVICE CATEGORY	MAY 2013	MAY 2012	% Increase/(decrease)
TAXICAB	29,767	25,988	14.5%
LIMOUSINE	3,404	2,706	25.8%
HOTEL SHUTTLE	3,532	3,610	(-2.2%)
OTHER SHUTTLE	492	453	8.6%
CHARTER BUS	117	39	200.0%
OVERALL TOTAL	37,312	32,796	13.8%

4. ACTION ITEMS

a) Vote on recommendation to City Council regarding the following:

- i. Fiscal Year 2013-2014 Operating Budget for Aviation Department.

The motion authorizing action item 4ai was postponed until the July meeting on Commission Member Rose Marie Klee's motion, Commission Member James Kelsey's second on a 4-0 vote. Vice Chair Steven Hart, Secretary D'Ann Johnson, and Commission Member George Farris were absent.

- ii. Authorize execution of a construction contract with **MID-STATE PLUMBING & MECHANICAL, INC.**, (WBE/FW-39.43%) for ABIA Terminal Fire Protection Improvements - Phase 2, in the amount of \$2,878,000 plus a \$287,800 contingency, for a total contract amount not to exceed \$3,165,800.

The motion authorizing action item 4aii was approved on Commission Member Rose Marie Klee's motion, Commission Member Ernest Saulmon's second on a 4-0 vote. Vice Chair Steven Hart, Secretary D'Ann Johnson, and Commission Member George Farris were absent.

Vice Chair Steven Hart arrived at the meeting.

- iii. Authorize award and execution of a contract through the Texas Local Government Purchasing Cooperative (BuyBoard) with **PHILPOTT MOTORS, LTD.**, for the purchase of 38 medium-duty vehicles in an amount not to exceed \$2,103,767.81.

The motion authorizing action item 4aiii was approved on Commission Member James Kelsey's motion, Commission Member Rose Marie Klee's second on a 5-0 vote. Secretary D'Ann Johnson and Commission Member George Farris were absent.

- iv. Authorize negotiation and execution of a professional services agreement with **BROWN & GAY ENGINEERS, INC.**, (staff recommendation) or one of the other qualified responders to RFQ Solicitation No. CLMP127, to provide engineering services for the ABIA Stormwater Drainage Improvements in an amount not to exceed \$2,500,000.00.

The motion authorizing action item 4aiv was approved on Commission Member Ernest Saulmon's motion, Commission Member James Kelsey's second on a 3-2-0 vote. Chair Dale Murphy and Commission Member Rose Marie Klee abstained from the vote. Secretary D'Ann Johnson and Commission Member George Farris were absent.

- v. Authorize negotiation and execution of a 36-month rewards program administration agreement with **THANKS AGAIN, LLC** to provide an airport centered loyalty/rewards program with estimated monthly program fees of \$5,000 per month, for a total contract amount not to exceed \$180,000.

The motion authorizing action item 4av was approved on Vice Chair Steven Hart's motion, Commission Member Rose Marie Klee's second on a 5-0 vote. Secretary D'Ann Johnson and Commission Member George Farris were absent.

- vi. Authorize award, negotiation and execution of a 4-month service contract with ELECTRONIC DATA, INC. (EDI), for software maintenance enhanced support for The Department of Aviation Tivoli Maximo Asset Management version 7.1 software, IBM Tivoli BIRT Reporting, EDI SuiteReq software modules and EDI PART 139 for Airport Operations mandated security procedures reporting requirements in an estimated amount not to exceed \$9,667, with two 12-month extension options in an amount not to exceed \$33,500 per extension option, for a total contract amount not to exceed \$76,667.

The motion authorizing action item 4avi was approved on Commission Member Rose Marie Klee's motion, Commission Member Ernest Saulmon's second on a 5-0 vote. Secretary D'Ann Johnson and Commission Member George Farris were absent.

5. NEW BUSINESS

- a) AAAC participation in the artist selection process for the Airport Terminal Infill project artwork. Matt Coldwell, Art Coordinator, Aviation Department, asked the AAAC members to serve as advisors for the artist selection process for the following projects on the following dates:
- July 09, 2013: Spirit of Austin Lane / Cell Phone lot (one round)
 - July 15: Infill Project Artist Selection (first Round)
 - July 29: Infill Project Artist Interviews

6. OLD BUSINESS (updates)

- a) Status of action items upon which the Commission has made a recommendation to Council. *(Please note the progress of the following items)*

Set a public hearing to consider an ordinance amending **TITLE 13** of the city code relating to heli-facilities. (Suggested date and time: June 6th, 2013 4:00 p.m. at Austin City Hall, 301 W. Second Street, Austin, TX) ***[Item went before City Council on May 23, 2013 and passed.]***

Conduct a public hearing and consider an ordinance amending **TITLE 13** of the city code relating to heli-facilities. ***[Item is scheduled to go before City Council on June 20, 2013.]***

Authorize negotiation, award, and execution of a 60-month services requirements contract with **SAFETY SOLUTIONS INC.**, or one of the other qualified offerors to RFP JSD0134 for the Construction Safety Management services of the Rolling Owner Controlled Insurance Program (ROCIPI VI) for the Human Resources Department, for a total estimated amount of \$395,000. ***[Item went before City Council on May 23, 2013 and passed.]***

Authorize negotiation and execution of an amendment to the lease and hangar facility development agreement with **ASCEND AUS, LLC** to require the Department of Aviation to relocate a FAA signal cable, refund tenant a total amount of \$173,804.00, and modify other lease terms consistent with the mediated settlement agreement dated July 17, 2012. *[Item went before City Council on June 6, 2013 and passed.]*

Authorize award, negotiation, and execution of a 36-month requirements service contract with **BARRY CLARK & ASSOCIATES, INC. and CAMPBELL-HILL AVIATION GROUP, LLC.** to provide air service market evaluation and development services in an estimated amount not to exceed \$950,000 each and combined, with three 12-month extension options in an estimated amount not to exceed \$350,000 per option each and combined, for the Aviation Department in an estimated amount not to exceed \$2,000,000 each and combined. *[Item went before City Council on May 23, 2013 and passed.]*

Authorize award, negotiation and execution of a 24-month requirements service contract with **TITUS SYSTEMS, LP** or with the other qualified respondents to RFP BKH0153REBID to provide structured communications cabling services in an amount not to exceed \$6,000,000 with three 12-month extension options in an amount not to exceed \$3,000,000 per option for a total estimated contract amount not to exceed \$15,000,000. *[Item went before City Council on May 23, 2013 and passed.]*

7. CONFIRM MEETING DATE AND PLACE AGENDA ITEMS FOR NEXT COMMISSION MEETING

Date of next meeting: July 9, 2013

ADJOURNMENT

Motion to adjourn the meeting was made by Commission Member Rose Marie Klee, Vice Chair Steven Hart's second on a 5-0 vote. Secretary D'Ann Johnson and Commission Member George Farris were absent.

Meeting was adjourned at 6:00 p.m.

AVIATION PROJECTS STATUS REPORT

Tuesday, July 02, 2013

1 - Preliminary

Project Name: IS Security System Upgrade Migration

DOA PM: Robert Hengst (Bays) PWD PM: Appropriation: \$200,000
FDU Number: 4910-8107-3200 Sub-project ID: 6001.077 ABIA Number: P3200
Project Status: Solicitation initiated, specifications in review.

Project Name: IS Sec. Workstations & Archive Servers

DOA PM: Robert Hengst (Bays) PWD PM: Appropriation: \$215,000
FDU Number: 4910-8107-3201 Sub-project ID: 6001.078 ABIA Number: P3201
Project Status: Solicitation initiated, specifications in review.

Project Name: Records Management Implementation

DOA PM: Joe Medici PWD PM: Appropriation: \$800,000
FDU Number: 4910-8107-3216 Sub-project ID: 5415.066 ABIA Number: M3216
Project Status: Advertisement dates now set for June 24th and July 1st. Pre bid July 8th. Bids due July 16th. Proposed Council dates 8/22 or 8/29.

Project Name: eALP and Utility Mapping

DOA PM: Rohini Kumarage PWD PM: Appropriation: \$300,000
FDU Number: 4910-8107-3242 Sub-project ID: 6000.103 ABIA Number: A3242
Project Status: Interviews completed on June 11, 2013. Top firm selected by panel. Contract Management Department is processing.

Project Name: Stormwater Drainage Improvements

DOA PM: Jennifer Williams PWD PM: Alison von Stein Appropriation: \$2,000,000
FDU Number: 4910-8107-3248 Sub-project ID: 5702.011 ABIA Number: E3248
Project Status: Selection of consultant made, but was pulled from Council Agenda on June 27th for additional questions and will be back up beginning of August.

Project Name: Terminal East Infill project AIPP

DOA PM: Robert Mercado PWD PM: Burton Jones Appropriation: \$25,000
FDU Number: 4910-8107-3258 Sub-project ID: 5415.090 ABIA Number: T3258
Project Status: Project initiated.

AVIATION PROJECTS STATUS REPORT

Tuesday, July 02, 2013

2 - Design/Study

Project Name: IS Building 7355 Emergency Power Improvements

DOA PM: Rohini Kumarage PWD PM: Alison von Stein Appropriation: \$1,200,000

FDU Number: 4910-8107-3163 Sub-project ID: 6001.067 ABIA Number: P3163

Project Status: The consultant is finalizing the 100% comments. The team met with Contact Management Department to discuss Competitive Sealed Proposal method. The team is scheduled to meet with permitting review team on 6/26 to begin the permitting process.

Project Name: ABIA Terminal Area Spalling Improvements

DOA PM: Rohini Kumarage PWD PM: Robert Pirtle Appropriation: \$692,539

FDU Number: 4910-8107-3172 Sub-project ID: 5415.054 ABIA Number: T3172

Project Status: The consultant is working on phase 1 design plans. 90% plans will be completed for review 1st week of July. Finalizing an engineering firm to begin phase 2 designs is still pending. The first two consultants have rejected the offer and the Rotation List Manager is working on the 3rd firm. The project is getting delayed due to this selection process. Request for Qualification will be the next option.

Project Name: Wildlife Hazard Assessment - FAA Grant 54

DOA PM: Joe Medici PWD PM: Jules Parrish Appropriation: \$266,667

FDU Number: 4910-8107-3179 Sub-project ID: 6000.054 ABIA Number: M3179

Project Status: Final WHMP received by DOA from consultant 5/8/13. Cover letter and DOA-signed copies (2) provided to FAA ADO on 5/13/13 for stamp and counter-signature. Verified receipt with FAA. DOA awaiting approval and signed copy. No change.

Project Name: ABIA Parking Operations Improvements

DOA PM: Janice White PWD PM: Robert Pirtle Appropriation: \$5,290,000

FDU Number: 4910-8107-3186 Sub-project ID: 6001.070 ABIA Number: L3186

Project Status: Project team onsite data collection of the lower level is complete. ABIA approved design team to complete PER for the 'beacon' scheme at the North Exit Plaza. A/E team is working with CONRAC team on design and feasibility of implementing the 'beacon' scheme at the new south exit plaza. Team to submit Preliminary engineering report for review July 25th.

Project Name: ARFF Building Roof Leak Repairs/Replacement

DOA PM: Dale Thompson PWD PM: Robert Pirtle Appropriation: \$453,000

FDU Number: 4910-8107-3211 Sub-project ID: 6000.060 ABIA Number: P3211

Project Status: 90% review comments sent to consultant; awaiting final submittal.

Project Name: Terminal East Infill Project

DOA PM: Robert Mercado PWD PM: Burton Jones Appropriation: \$6,575,000

FDU Number: 4910-8107-3215 Sub-project ID: 5415.065 ABIA Number: T3215

Project Status: GMP Package (100% DD) has been submitted to ABIA (06-24-13) for review. Loading Dock operations planning is underway by Bradford Logistics.

Project Name: Bldg. 6005 Improvements - Phase II (P&E)

DOA PM: Robert Mercado PWD PM: Robert Pirtle Appropriation: \$2,250,000

FDU Number: 4910-8107-3217 Sub-project ID: 6001.084 ABIA Number: L3217

Project Status: 90% Construction Documents for Building 6005 Renovation will be submitted July 8 for review.

AVIATION PROJECTS STATUS REPORT

Tuesday, July 02, 2013

Project Name: CONRAC - AIPP

DOA PM: Janice White PWD PM: Robert Pirtle Appropriation: \$360,000
FDU Number: 4910-8107-3228 Sub-project ID: 6001.066 ABIA Number: L3228
Project Status: Vito Acconci to submit design package mid-June. Additional garage structural information and aviation guidelines provided. Coordination ongoing.

Project Name: De-icing Storage Facility

DOA PM: Carrie Stefanelli PWD PM: Appropriation: \$340,000
FDU Number: 4910-8107-3230 Sub-project ID: 6000.063 ABIA Number: A3230
Project Status: Preliminary design phase (being done in-house).

Project Name: FAA Ductbank Relocation

DOA PM: Dale Thompson PWD PM: Alison von Stein Appropriation: \$1,350,000
FDU Number: 4910-8107-3231 Sub-project ID: 6000.064 ABIA Number: A3231
Project Status: FAA is requiring a joint EA for the ductbank and the Ascend projects, and consultant is currently working on this.

Project Name: BHS assessment and EDS Recapitalization - TSA Grant HSTS04-12-H-CT1204

DOA PM: Robert Hengst PWD PM: Appropriation: \$410,000
FDU Number: 4910-8107-3232 Sub-project ID: 5415.071 ABIA Number: T3232
Project Status: ABIA agreed to do CBRA upgrades while the grant amendment is completed. 30% design, including CBRA upgrades, was submitted to TSA 6/24/13.

Project Name: Taxiway A Completion - Design

DOA PM: Dale Thompson PWD PM: David Smythe-Macaulay Appropriation: \$1,000,000
FDU Number: 4910-8107-3241 Sub-project ID: 6000.056 ABIA Number: A3241
Project Status: 60% design submittal for Twy A North received 5/17; review meeting with consultant held on 6/3. Consultant delivered 90% submittal on 6/28.

Project Name: Terminal Improvements FY2013 (Phase 8)

DOA PM: Jennifer Williams PWD PM: Robin Camp Appropriation: \$1,300,000
FDU Number: 4910-8107-3244 Sub-project ID: 5415.087 ABIA Number: T3244
Project Status: Received Draft Preliminary engineering reports for Trash Chutes, Anchor Harness Points, and PA system. Received Schematic Design drawings for FIS corridor. ABIA has reviewed and sent back comments.

Project Name: Elevator Refurbishment

DOA PM: Rohini Kumarage PWD PM: Appropriation: \$6,000,000
FDU Number: 4910-8107-3245 Sub-project ID: 6001.093 ABIA Number: L3245
Project Status: Planning and Engineering met with consultant to discuss the assessment report and requested the consultant to prepare an assessment report for the two freight elevators. Notice to Proceed has been issued.

Project Name: Chillers/Boilers - Out Buildings

DOA PM: Ben Avila PWD PM: Appropriation: \$1,000,000
FDU Number: 4910-8107-3246 Sub-project ID: 6501.063 ABIA Number: X3246
Project Status: Preliminary Design work in progress. Preliminary Phase work expected to be completed by AUG-2013

AVIATION PROJECTS STATUS REPORT

Tuesday, July 02, 2013

Project Name: Upper Level Embankment Inspections and Repairs

DOA PM: Rohini Kumarage PWD PM: Robert Pirtle Appropriation: \$1,027,978

FDU Number: 4910-8107-3247 Sub-project ID: 6001.095 ABIA Number: L3247

Project Status: Kleinfelder is preparing the design proposal. Coordination with QMD rotation list manager regarding the consultant's authority limits.

Project Name: Landside Roadway Improvements

DOA PM: Jennifer Williams PWD PM: Tony Krauss Appropriation: \$2,000,000

FDU Number: 4910-8107-3249 Sub-project ID: 6001.092 ABIA Number: L3249

Project Status: ABIA sent back comments to ESD to incorporate into the preliminary engineering report. ABIA made decisions as to which segments of roadway should be included in the project. Waiting for updated cost estimate and addendum to preliminary engineering report.

Project Name: Matrix Electrical Room HVAC Improvements

DOA PM: Rohini Kumarage PWD PM: Appropriation: \$100,000

FDU Number: 4910-8107-3253 Sub-project ID: 5415.088 ABIA Number: T3253

Project Status: Working on the 95% comments and coordinating with Quality Management Dept. (QMD) Scheduled to meet with QMD on 6/26 address comments.

AVIATION PROJECTS STATUS REPORT

Tuesday, July 02, 2013

3 - Bid/Award

Project Name: ABIA Terminal Fire Protection Improvements - Ph. 2

DOA PM: Richard Chaney

PWD PM: Robert Pirtle

Appropriation: \$5,700,000

FDU Number: 4910-8107-3176

Sub-project ID: 5415.056

ABIA Number: T3176

Project Status: RCA approved 20-Jun-2013. Anticipated start of construction currently Aug-2013.

4 - Construction/Execution

Project Name: Noise Mitigation Program Implementation - FAA Grant 40

DOA PM: Melinda Ruby PWD PM: Appropriation: \$5,285,636
 FDU Number: 4910-8107-3132 Sub-project ID: 5696.001 ABIA Number: N3132

Project Status: MOBILE HOME PARK:

To-date, we have made offers on thirty-two (32) mobile homes. We are trying to obtain updated loan payoffs for the remaining homes with negative equity.

Thirty-one (31) offers have been accepted. We have purchased thirty (30) homes. We anticipate purchasing the one (1) mobile home currently under contract in August, 2013, as we are assisting the occupants to find replacement housing.

Of the thirty (30) acquired homes, one (1) is occupied and twenty-nine (29) have been vacated. Asbestos abatement and demolition have been completed on twenty-six (26) of the vacated mobile homes. The next round of abatement and demolition is scheduled in July, 2013.

We continue to assist homeowners who are not lawfully present in the U.S. but who have children who are U.S. citizens. We are also working with owners of mobile homes trying to purchase conventional homes.

In summary, of the thirty-eight (38) mobile homes in the park, thirty (30) have been purchased. Eight (8) mobile homes remain to be purchased.

LAWSUIT:

On July 1, 2013, the U.S. Magistrate issued a Report and Recommendation recommending that SH 71 have their complaint dismissed. The City has no objections to this recommendation. The City's Law Department is prepared to file a response if SH 71 objects to the Magistrate's recommendation.

AUCTION:

On June 27, 2013 City Council authorized the execution of all documents to finalize the sealed bid auction sale of the lots located at 818, 820, 822, 824, 825, 827, and 829 Patton Avenue and 915 Bastrop Highway for \$85,000. We are working toward closing this transaction no later than July 31, 2013.

OTHER:

We are currently working on disposal options for tracts located north of the Airport. We are researching the land exchange options similar to those we have used in the past.

Project Name: Noise Mitigation Program Implementation - FAA Grant 44

DOA PM: Melinda Ruby PWD PM: Appropriation: \$1,834,511
 FDU Number: 4910-8107-3137 Sub-project ID: 5696.001 ABIA Number: N3137

Project Status: Refer to N3132 for Project Status.

Project Name: Cooling Tower Repairs

DOA PM: Rohini Kumarage PWD PM: N/A Appropriation: \$420,000
 FDU Number: 4910-8107-3143 Sub-project ID: 6001.063 ABIA Number: P3143

Project Status: The work will be completed by 28th of June. The contractor is coordinating with Simplex to complete their sprinkler system work. A walk through will be scheduled for next week.

Project Name: Noise Mitigation Program Implementation - FAA Grant 50

DOA PM: Melinda Ruby PWD PM: Appropriation: \$5,887,907
 FDU Number: 4910-8107-3150 Sub-project ID: 5696.001 ABIA Number: N3150

Project Status: Refer to N3132 for Project Status.

AVIATION PROJECTS STATUS REPORT

Tuesday, July 02, 2013

Project Name: Noise Mitigation Program Implementation - FAA Grant 46

DOA PM: Melinda Ruby PWD PM: Appropriation: \$1,952,418
FDU Number: 4910-8107-3154 Sub-project ID: 5696.001 ABIA Number: N3154
Project Status: Refer to N3132 for Project Status.

Project Name: Noise Mitigation Program Implementation - FAA Grant 51

DOA PM: Melinda Ruby PWD PM: Appropriation: \$2,575,000
FDU Number: 4910-8107-3157 Sub-project ID: 5696.001 ABIA Number: N3157
Project Status: Refer to N3132 for Project Status.

Project Name: Expert Advisor - ABIA Consolidated Rental Car Facility (CONRAC)

DOA PM: Janice White PWD PM: Robert Pirtle Appropriation: \$1,640,000
FDU Number: 4910-8107-3162 Sub-project ID: 6001.006 ABIA Number: L3162
Project Status: PGAL/Ricondo final draft revenue control system in ABIA review. Definition of Phase 2 services is complete paperwork to follow. PGAL/Ricondo advising ABIA on 3P and parking revenue during construction.

Project Name: Terminal Expansion Joint Improvements

DOA PM: Rohini Kumarage PWD PM: Craig Russell Appropriation: \$719,088
FDU Number: 4910-8107-3167 Sub-project ID: 5415.049 ABIA Number: T3167
Project Status: Most of the expansion joints are completed. The contractor is working on the non-secured side joints. Walk through (secured side) is scheduled for 2nd of July.

Project Name: ABIA Campus Signage Improvements Phase 2

DOA PM: Janice White PWD PM: Robin Camp Appropriation: \$2,676,652
FDU Number: 4910-8107-3180 Sub-project ID: 6001.068 ABIA Number: L3180
Project Status: Overall project is 90% complete. Landscaping installed at secondary entrance. Lower level, garage and parking lot signs are 95% complete. AVE has submitted documents for pricing to solar light building identification signs. Barr Company is pricing additional work package.

Project Name: Information Technology Master Plan

DOA PM: Robert Mercado PWD PM: Appropriation: \$1,100,000
FDU Number: 4910-8107-3188 Sub-project ID: 6001.072 ABIA Number: M3188
Project Status: The following tasks are underway:
Task 2: Surveying existing conditions
Task 3: Mission analysis
Task 4: Technology analysis and grouping
Task 5: TEI & BCP coordination

Project Name: Terminal Improvements 2012 (with T3213)

DOA PM: Robert Hengst PWD PM: Burton Jones Appropriation: \$8,270,000
FDU Number: 4910-8107-3190 Sub-project ID: 5415.059 ABIA Number: T3190
Project Status: Construction continues. The carousels work has been deleted from the project and added to the Infill project.

Project Name: New Employee Parking Lot

DOA PM: Dale Thompson PWD PM: John Wepryk Appropriation: \$9,560,300
FDU Number: 4910-8107-3195 Sub-project ID: 6001.074 ABIA Number: L3195
Project Status: Lot J: Site electrical work continues; Liming of subgrade continues; base material being installed; Lot G: Irrigation work continues; beginning work on bus shelter pads.

AVIATION PROJECTS STATUS REPORT

Tuesday, July 02, 2013

Project Name: Presidential Boulevard Roadway Safety and Security Improvements - FAA Grant 57

DOA PM: Dale Thompson PWD PM: Alison von Stein Appropriation: \$5,226,200
FDU Number: 4910-8107-3196 Sub-project ID: 6001.075 ABIA Number: L3196
Project Status: Terminal work began 5/13 - Phase 1 work continues.
Base material being installed in cell phone lot and Spirit of Austin Lane. Light pole bases installed;
sidewalk and curb & gutter work being done.

Project Name: Airfield Security Fence Improvements

DOA PM: Jennifer Williams PWD PM: Appropriation: \$341,500
FDU Number: 4910-8107-3212 Sub-project ID: 6000.061 ABIA Number: A3212
Project Status: Added work to replace fence around Info systems tower. Should be complete by the end of July.

Project Name: Ground Support Equipment Electrification

DOA PM: Carrie Stefanelli PWD PM: Appropriation: \$500,000
FDU Number: 4910-8107-3218 Sub-project ID: 5415.067 ABIA Number: T3218
Project Status: Contractor began work 6/26/13. Chargers will be installed at Gates 8, 10, 11, 18 and 6 (in that order).
Installation projected to be complete in September 2013.

Project Name: Phones & Misc PBX

DOA PM: Robert Hengst PWD PM: Appropriation: \$50,000
(Moheet)
FDU Number: 4910-8107-3251 Sub-project ID: 6501.060 ABIA Number: X3251
Project Status: Ongoing purchases.

PROPERTIES UPDATE

PROJECT	STATUS
American Airlines – reduction in area	Exhibit sent to American to review
Wok and Roll – renovation and new kiosk	Reviewing design for store renovations and kiosk specifications;
Hoovers restaurant; Austin mac Works; Briggo	Amendment executed and design underway
DNC – Tyler’s Kiosk	Reviewing design and location
FaraCafe – redesign of SkyBar	In permitting
Austin Article relocation	Beginning negotiations with LS Travel for relocation due to infill construction
Wheelchair accessibility	Creating list of contacts, especially for after hours and coordinating with airlines
Relocation of DL from gate 3 to 4 to create dual gate access to the FIS	Received approval from DI and obtaining costs
American Airlines – self service kiosks reposition	In design
Annie’s restaurant – new coolers	Approved; pending delivery
Booth Hangar – fire hydrant relocation	In design; amendment executed by both parties.
Thanks Again – loyalty program	In negotiations
BeneFit Cosmetics	Agreement signed; Start August 1
Southwest Airlines – BSO expansion	In construction

CITY OF AUSTIN
AUSTIN-BERGSTROM INTERNATIONAL AIRPORT
Airport Operating Fund 5070
Income Statement - For Internal Use Only
Fiscal Year to Date for 8 Month(s) ended May 31, 2013

	Amended Budget	Budget Annualized 8 month(s)	Year to Date w/ Encumb	Y-T-D Variance Fav (Unfav)	Y-T-D % Variance Fav (Unfav)
REVENUE					
AIRLINE REVENUE					
Landing Fees	21,364,000	14,242,667	14,314,129	71,462	0.5%
Terminal Rental & Other Fees	21,948,000	14,632,000	15,317,212	685,212	4.7%
TOTAL AIRLINE REVENUE	43,312,000	28,874,667	29,631,341	756,674	2.6%
NON-AIRLINE REVENUE					
Parking	32,394,000	21,596,000	20,413,321	(1,182,679)	(5.5%)
Other Concessions	18,386,000	12,257,333	13,138,722	881,389	7.2%
Other Rentals and Fees	6,384,000	4,256,000	4,683,378	427,378	10.0%
TOTAL NON-AIRLINE REVENUE	57,164,000	38,109,333	38,235,421	126,088	0.3%
Interest Income	100,000	66,667	75,972	9,305	14.0%
TOTAL REVENUE	100,576,000	67,050,667	67,942,734	892,067	1.3%
OPERATING REQUIREMENTS					
Fac Mgmt, Ops and Airport Security	39,942,715	26,629,808	25,924,273	705,535	2.6%
Airport Planning and Development	1,970,670	1,313,846	1,312,925	921	0.1%
Support Services	11,580,545	7,720,749	6,612,798	1,107,951	14.4%
Business Services	9,399,188	6,266,439	6,100,780	165,659	2.6%
TOTAL OPERATING EXPENSES	62,893,118	41,930,842	39,950,776	1,980,066	4.7%
Debt Service					
GO Debt Service Fund	26,272	17,516	17,514	2	0.0%
2003 Series Airport Revenue Bond DS	3,239,363	2,159,683	2,528,000	(368,317)	(17.1%)
2005 Variable rate Notes (Swap)	24,728,090	16,486,218	15,429,107	1,057,111	6.4%
2005 Variable rate Notes Fees	3,333,684	2,222,567	2,207,358	15,209	0.7%
PFC Debt Service Funding	(12,855,062)	(8,570,470)	(8,308,332)	(262,138)	3.1%
TOTAL Net Debt Service	18,472,347	12,315,514	11,873,647	441,867	3.6%
OTHER REQUIREMENTS					
Workers' Compensation	387,874	258,596	258,584	12	0.0%
Citywide Administrative Support	2,203,706	1,469,211	1,469,177	34	0.0%
Communications & Technology Mgmt	1,301,149	867,476	867,432	44	0.0%
Accrued Payroll	99,238	66,162	66,159	3	0.0%
Compensation Adjustment	22,425	14,951	10,357	4,594	30.7%
Liability Reserve	20,000	13,334	13,336	(2)	0.0%
Operating Reserve	964,050	642,732	642,732	0	0.0%
CTECC	126,796	84,535	84,528	7	0.0%
Trunked Radio Allocation	120,225	80,154	80,150	4	0.0%
TOTAL OTHER REQUIREMENTS	5,245,463	3,497,151	3,492,455	4,696	0.1%
TOTAL REQUIREMENTS	86,610,928	57,743,507	55,316,878	2,426,629	4.2%
EXCESS (DEFICIT) OF TOTAL AVAILABLE FUNDS OVER TOTAL REQUIREMENTS	13,965,072	9,307,160	12,625,856	3,318,696	35.7%
ENPLANEMENTS	Passengers	% Inc/(Dec)			
May (Month over Month)	446,961	6.46%			
Year-to-Date	3,183,892	4.99%			

CITY OF AUSTIN
AUSTIN-BERGSTROM INTERNATIONAL AIRPORT
INCOME STATEMENT COMPARISON THIS YEAR VS. LAST YEAF

This month - This Year vs. Last Year
FY13 (May 13) vs FY12 (May 12)

	FY13 May-13	FY12 May-12	Fav (Unfav) \$ Variance	Fav (Unfav) % Variance
Airline Revenue				
Landing Fees	2,858,890	1,689,793	1,169,097	69.2%
Terminal Rental & Other Fees	1,995,306	1,702,551	292,755	17.2%
Total Airline Revenue	4,854,196	3,392,344	1,461,852	43.1%
Non-Airline Revenue				
Parking	2,736,282	2,719,571	16,711	0.6%
Food/Beverage & Retail	629,885	486,332	143,553	29.5%
Rental Car	940,314	842,040	98,274	11.7%
Advertising	(11,211)	645	(11,856)	(1838.1%)
Ads Barter Revenue	0	3,584	(3,584)	(100.0%)
Other Concessions	21,846	66,137	(44,291)	(67.0%)
Other Rentals and Fees	587,092	568,267	18,825	3.3%
Total Non-Airline Revenue	4,904,208	4,686,576	217,632	4.6%
Interest Income	7,695	7,988	(293)	(3.7%)
Total Operating Revenue	9,766,099	8,086,908	1,679,191	20.8%
Operating Requirements				
Fac Mgmt, Ops and Airport Security	3,115,256	3,088,412	(26,844)	(0.9%)
Airport Planning and Development	152,462	127,660	(24,802)	(19.4%)
Support Services	702,485	956,946	254,461	26.6%
Business Services	818,560	772,297	(46,263)	(6.0%)
Total Operating Expense	4,786,763	4,945,315	156,552	3.2%
Debt Service				
GO Debt Service Fund	2,189	2,504	315	12.6%
2003 Series Airport Revenue Bond DS	177,000	915,000	738,000	80.7%
2005 Variable rate Notes (Swap)	2,115,611	1,332,399	(783,212)	(58.8%)
2005 Variable rate Notes Fees	282,569	0	(282,569)	N/A
\$28 Million Variable Rate Note	0	52,705	52,705	100.0%
PFC Debt Service Funding	(1,051,103)	(1,006,711)	44,392	4.4%
Total Debt Service	1,526,266	1,295,897	(230,369)	(17.8%)
Other Requirements				
Workers' Compensation	32,323	27,468	(4,855)	(17.7%)
Citywide Administrative Support	183,647	130,309	(53,338)	(40.9%)
Communications & Technology Mgmt	108,429	100,116	(8,313)	(8.3%)
Accrued Payroll	8,270	4,650	(3,620)	(77.8%)
Additional Retirement Contribution	0	95,128	95,128	100.0%
Compensation Adjustment	2,742	5,236	2,494	47.6%
Operating Reserve	80,402	53,330	(27,072)	(50.8%)
CTECC	10,566	11,827	1,261	10.7%
Trunked Radio Allocation	10,019	7,432	(2,587)	(34.8%)
Liability Reserve	1,667	1,666	(1)	(0.1%)
Total Other Requirements	438,065	437,162	(903)	(0.2%)
Total Requirements	6,753,094	6,678,374	(74,720)	(1.1%)

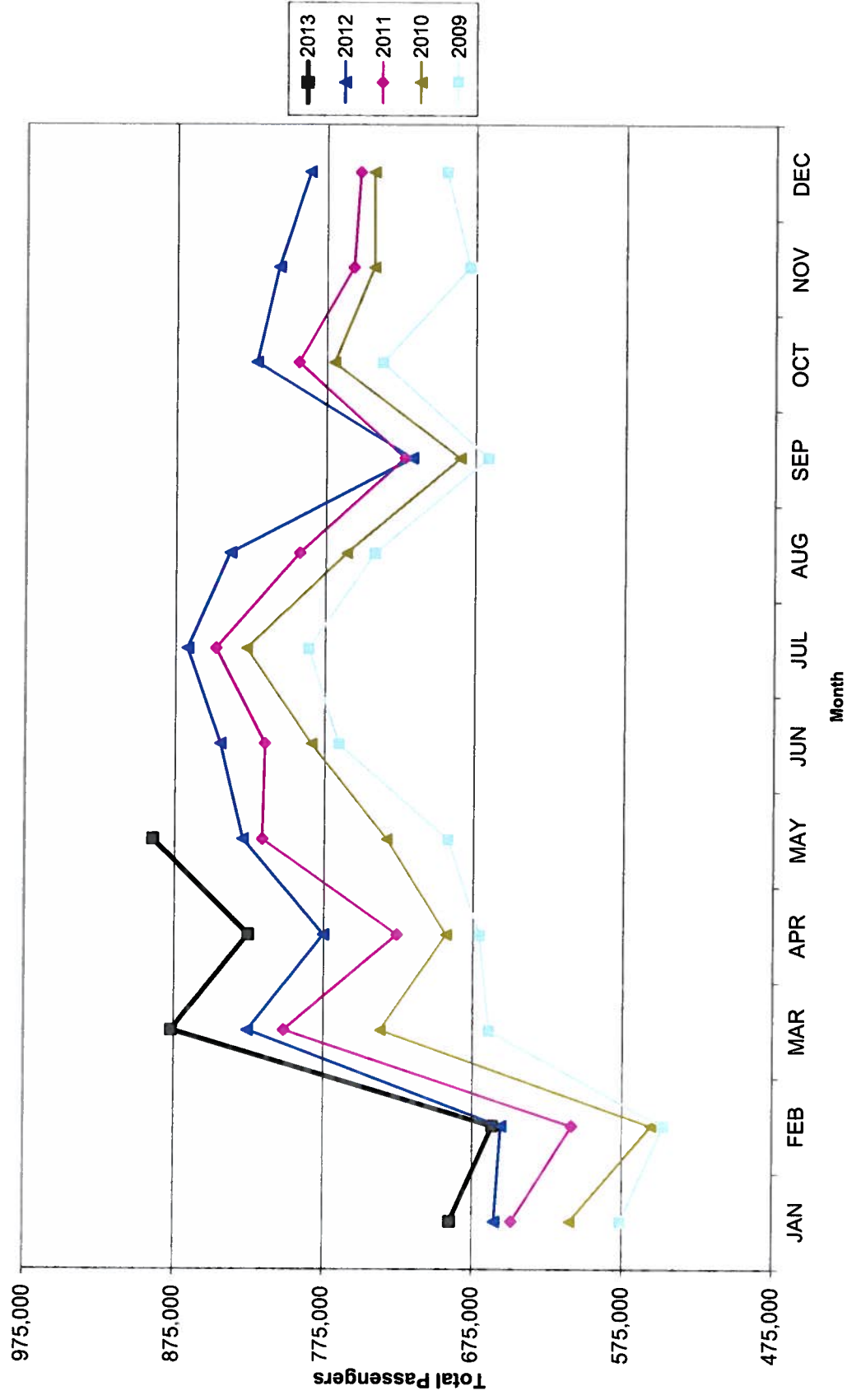
SURPLUS (DEFICIT) OF TOTAL AVAILABLE FUNDS OVER TOTAL REQUIREMENTS
\$ 3,013,005 \$ 1,408,534 \$ 1,604,471 113.9%

Fiscal YTD - This Year vs. Last Year
FY13 (Oct 12 - May 13) vs FY12 (Oct 11 - May 12)

	FY13 YTD May-13	FY12 YTD May-12	Fav (Unfav) \$ Variance	Fav (Unfav) % Variance
Airline Revenue				
Landing Fees	14,314,129	12,491,502	1,822,627	14.6%
Terminal Rental & Other Fees	15,317,212	13,583,794	1,733,418	12.8%
Total Airline Revenue	29,631,341	26,075,296	3,556,045	13.6%
Non-Airline Revenue				
Parking	20,413,321	19,394,182	1,019,139	5.3%
Food/Beverage & Retail	4,452,557	3,806,700	645,857	17.0%
Rental Car	7,593,232	7,004,458	588,774	8.4%
Advertising	590,588	474,133	116,455	24.6%
Ads Barter Revenue	8,667	24,772	(16,105)	(65.0%)
Other Concessions	493,678	512,411	(18,733)	(3.7%)
Other Rentals and Fees	4,683,378	4,350,941	332,437	7.6%
Total Non-Airline Revenue	38,235,421	35,567,597	2,667,824	7.5%
Interest Income	75,972	68,440	7,532	11.0%
Total Operating Revenue	67,942,734	61,711,333	6,231,401	10.1%
Operating Requirements				
Fac Mgmt, Ops and Airport Security	25,924,273	23,172,784	(2,751,489)	(11.9%)
Airport Planning and Development	1,312,925	1,105,457	(207,468)	(18.8%)
Support Services	6,612,798	6,222,747	(390,051)	(6.3%)
Business Services	6,100,780	5,768,057	(332,723)	(5.8%)
Total Operating Expense	39,950,776	36,269,045	(3,681,731)	(10.2%)
Debt Service				
GO Debt Service Fund	17,514	20,035	2,521	12.6%
2003 Series Airport Revenue Bond DS	2,528,000	6,512,000	3,984,000	61.2%
2005 Variable rate Notes (Swap)	15,429,107	11,351,852	(4,077,255)	(35.9%)
2005 Variable rate Notes Fees	2,207,358	2,289,239	81,881	3.6%
\$28 Million Variable Rate Note	0	427,731	427,731	100.0%
PFC Debt Service Funding	(8,308,332)	(9,051,906)	(743,574)	(8.2%)
Total Debt Service	11,873,647	11,548,951	(324,696)	(2.8%)
Other Requirements				
Workers' Compensation	258,584	219,744	(38,840)	(17.7%)
Citywide Administrative Support	1,469,177	1,042,476	(426,701)	(40.9%)
Communications & Technology Mgmt	867,432	800,928	(66,504)	(8.3%)
Accrued Payroll	66,159	37,200	(28,959)	(77.8%)
Additional Retirement Contribution	0	803,923	803,923	100.0%
Compensation Adjustment	10,357	15,330	4,973	32.4%
Operating Reserve	642,732	53,330	(589,402)	(1105.2%)
CTECC	84,528	94,620	10,092	10.7%
Trunked Radio Allocation	80,150	58,456	(20,694)	(34.8%)
Liability Reserve	13,336	13,328	(8)	(0.1%)
Total Other Requirements	3,492,455	3,140,335	(352,120)	(11.2%)
Total Requirements	55,316,878	50,965,331	(4,358,547)	(8.6%)

\$ 12,625,856 \$ 10,763,002 \$ 1,872,854 17.4%

AUSTIN PASSENGER TRAFFIC 5 Year Trend



Austin-Bergstrom International Airport

Aviation Activity Report

Calendar Year 2013 vs 2012

	05/2013	05/2012	Percent Change	01/2013 - 05/2013	01/2012 - 05/2012	Percent Change
<u>Passenger Activity</u>						
Domestic Enplaned Revenue	435,285	409,333	6.34	1,915,624	1,829,135	4.73
Domestic Deplaned Revenue	431,589	400,166	7.85	1,921,561	1,827,224	5.16
International Enplaned Revenue	1,947	503	287.08	6,917	503	1,275.15
International Deplaned Revenue	1,831	276	563.41	7,610	276	2,657.25
Domestic Enplaned Non-Revenue	9,728	9,996	-2.68	48,188	46,536	3.55
Domestic Deplaned Non-Revenue	9,272	9,368	-1.02	43,827	42,734	2.56
International Enplaned Non-Revenue	1	0	0.00	24	0	0.00
International Deplaned Non-Revenue	6	0	0.00	49	0	0.00
South Terminal-Intl Enplaned Revenue	0	0	0.00	0	0	0.00
South Terminal-Intl Deplaned Revenue	0	0	0.00	0	0	0.00
South Terminal-Intl Enplaned Non-Revenue	0	0	0.00	0	0	0.00
South Terminal-Intl Deplaned Non-Revenue	0	0	0.00	0	0	0.00
Passenger Totals	889,659	829,642	7.23	3,943,800	3,746,408	5.27

NEW CURRENT PASSENGER RECORD = 889,659 RECORD SET = MAY 2013

Aircraft Operations

Air Carrier	8,934	8,295	7.70	41,276	39,660	4.07
Commuter & Air Taxi	1,441	1,359	6.03	6,943	6,572	5.65
Military	457	454	0.66	2,510	2,375	5.68
General Aviation						
Itinerant	4,075	4,497	-9.38	21,120	20,740	1.83
Local	114	144	-20.83	950	782	21.48
Total G.A.	4,189	4,641	-9.74	22,070	21,522	2.55
Total Operations	15,021	14,749	1.84	72,799	70,129	3.81

Austin-Bergstrom International Airport

Aviation Activity Report

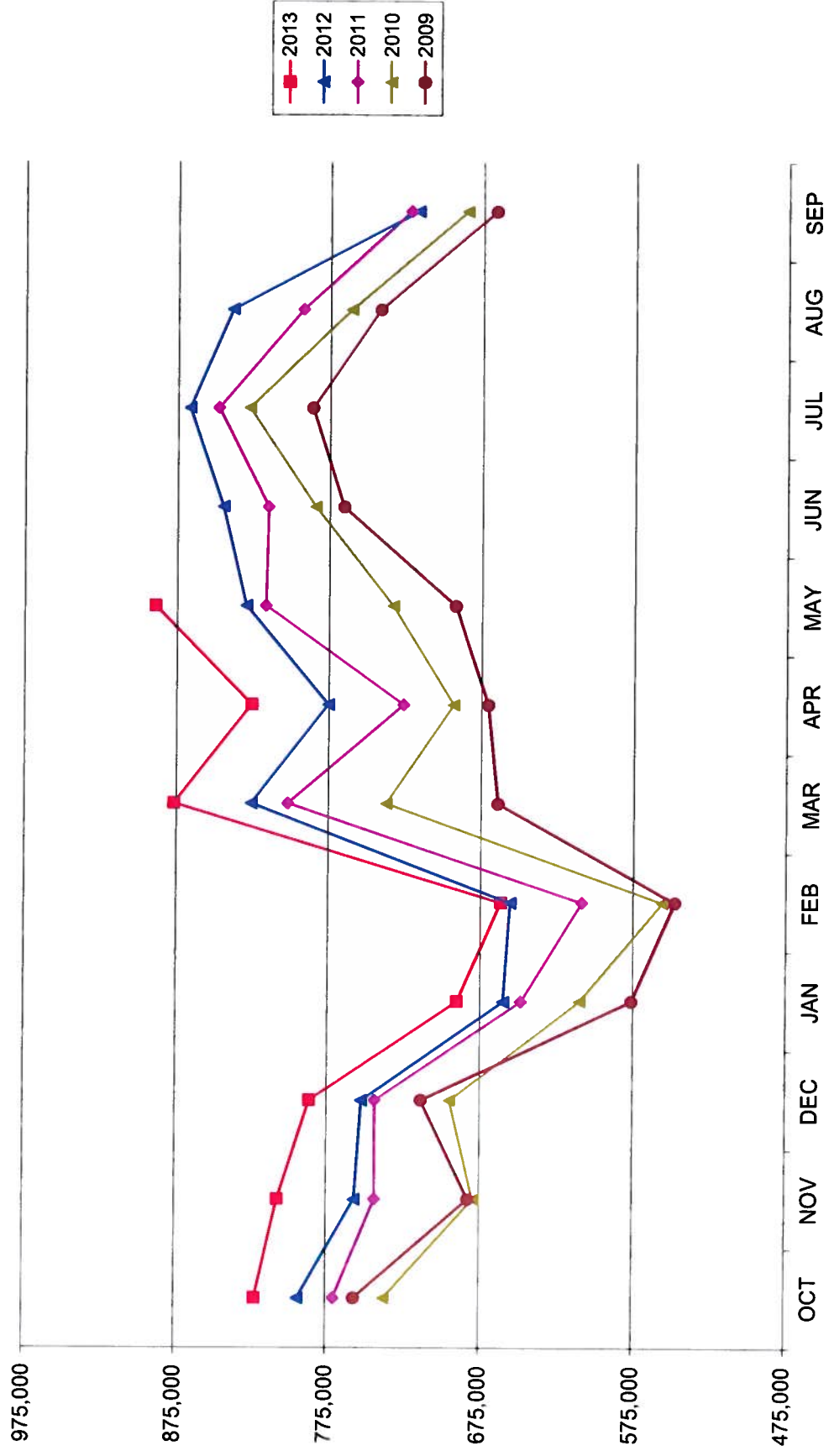
Calendar Year 2013 vs 2012

	05/2013	05/2012	Percent Change	01/2013 - 05/2013	01/2012 - 05/2012	Percent Change
<u>Cargo Activity</u>						
Mail						
Domestic Enplaned Mail	155,141	119,862	29.43	576,783	402,970	43.13
Domestic Deplaned Mail	150,261	166,353	-9.67	869,193	776,245	11.97
International Enplaned Mail	0	0	0.00	0	0	0.00
International Deplaned Mail	0	0	0.00	0	0	0.00
South Terminal-Intl Enplaned Mail	0	0	0.00	0	0	0.00
South Terminal-Intl Deplaned Mail	0	0	0.00	0	0	0.00
Mail Totals	305,402	286,215	6.70	1,445,976	1,179,215	22.62
Cargo						
Domestic Enplaned Cargo	5,750,407	5,255,510	9.42	26,279,079	25,412,750	3.41
Domestic Deplaned Cargo	6,428,851	5,737,051	12.06	30,014,885	28,355,572	5.85
International Enplaned Cargo	469,183	415,540	12.91	2,451,154	1,964,745	24.76
International Deplaned Cargo	300,980	418,559	-28.09	2,133,942	1,753,794	21.68
South Terminal-Intl Enplaned Cargo	0	0	0.00	0	0	0.00
South Terminal-Intl Deplaned Cargo	0	0	0.00	0	0	0.00
Cargo Totals	12,949,421	11,826,660	9.49	60,879,060	57,486,861	5.90
Belly Freight						
Domestic Enplaned Belly Freight	288,948	599,056	-51.77	1,577,674	2,383,881	-33.82
Domestic Deplaned Belly Freight	486,604	479,485	1.48	2,093,940	2,241,196	-6.57
International Enplaned Belly Freight	0	0	0.00	0	0	0.00
International Deplaned Belly Freight	0	0	0.00	0	0	0.00
South Terminal-Intl Enplaned Belly Frt	0	0	0.00	0	0	0.00
South Terminal-Intl Deplaned Belly Frt	0	0	0.00	0	0	0.00
Belly Freight Totals	775,552	1,078,541	-28.09	3,671,614	4,625,077	-20.62
Cargo Totals (Mail, Cargo, Belly Freight)	14,030,375	13,191,416	6.36	65,996,650	63,291,153	4.27

CURRENT CARGO RECORD = 40,215,518

RECORD SET = MARCH 2001

AUSTIN PASSENGER TRAFFIC
5 Year Trend



Austin-Bergstrom International Airport

Aviation Activity Report

	05/2013	05/2012	Percent Change	10/2012 - 05/2013	10/2011 - 05/2012	Percent Change
<u>Passenger Activity</u>						
Domestic Enplaned Revenue	435,285	409,333	6.34	3,094,902	2,957,540	4.64
Domestic Deplaned Revenue	431,589	400,166	7.85	3,092,716	2,947,920	4.91
International Enplaned Revenue	1,947	503	287.08	12,241	503	2,333.60
International Deplaned Revenue	1,831	276	563.41	12,545	449	2,693.99
Domestic Enplaned Non-Revenue	9,728	9,996	-2.68	76,722	74,380	3.15
Domestic Deplaned Non-Revenue	9,272	9,368	-1.02	70,040	68,289	2.56
International Enplaned Non-Revenue	1	0	0.00	27	0	0.00
International Deplaned Non-Revenue	6	0	0.00	65	32	103.13
South Terminal-Intl Enplaned Revenue	0	0	0.00	0	0	0.00
South Terminal-Intl Deplaned Revenue	0	0	0.00	0	0	0.00
South Terminal-Intl Enplaned Non-Revenue	0	0	0.00	0	0	0.00
South Terminal-Intl Deplaned Non-Revenue	0	0	0.00	0	0	0.00
Passenger Totals	889,659	829,642	7.23	6,359,258	6,049,113	5.13

NEW CURRENT PASSENGER RECORD = 889,659 RECORD SET = MAY 2013

<u>Aircraft Operations</u>						
Air Carrier	8,934	8,295	7.70	66,115	63,327	4.40
Commuter & Air Taxi	1,441	1,359	6.03	11,370	10,965	3.69
Military 457	454	0.66	4,429	3,770	17.48	
General Aviation						
Itinerant	4,075	4,497	-9.38	34,446	32,854	4.85
Local	114	144	-20.83	1,388	1,394	-0.43
Total G.A.	4,189	4,641	-9.74	35,834	34,248	4.63
Total Operations	15,021	14,749	1.84	117,748	112,310	4.84

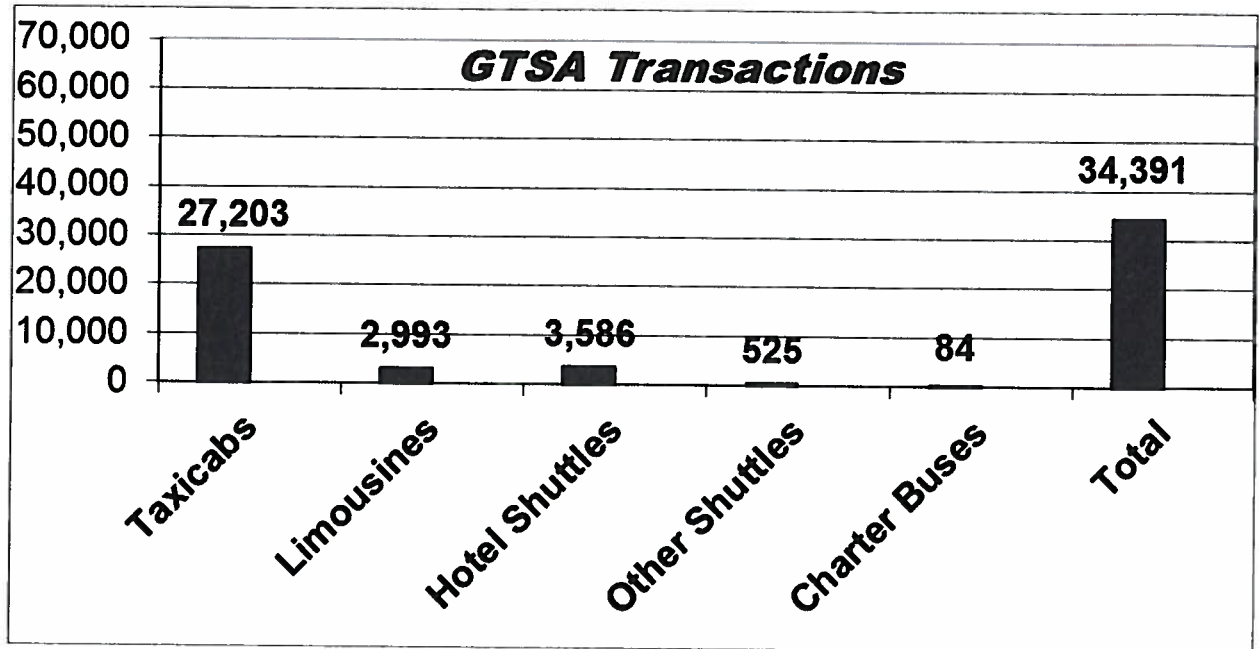
Austin-Bergstrom International Airport Aviation Activity Report

	05/2013	05/2012	Percent Change	10/2012 - 05/2013	10/2011 - 05/2012	Percent Change
<u>Cargo Activity</u>						
Mail						
Domestic Enplaned Mail	155,141	119,862	29.43	863,282	627,312	37.62
Domestic Deplaned Mail	150,261	166,353	-9.67	1,496,068	1,315,742	13.71
International Enplaned Mail	0	0	0.00	0	0	0.00
International Deplaned Mail	0	0	0.00	0	0	0.00
South Terminal-Intl Enplaned Mail	0	0	0.00	0	0	0.00
South Terminal-Intl Deplaned Mail	0	0	0.00	0	0	0.00
Mail Totals	305,402	286,215	6.70	2,359,350	1,943,054	21.42
Cargo						
Domestic Enplaned Cargo	5,750,407	5,255,510	9.42	42,702,323	41,330,742	3.32
Domestic Deplaned Cargo	6,428,851	5,737,051	12.06	47,780,820	45,904,691	4.09
International Enplaned Cargo	469,183	415,540	12.91	3,686,524	3,629,617	1.57
International Deplaned Cargo	300,980	418,559	-28.09	4,436,527	3,192,189	38.98
South Terminal-Intl Enplaned Cargo	0	0	0.00	0	0	0.00
South Terminal-Intl Deplaned Cargo	0	0	0.00	0	0	0.00
Cargo Totals	12,949,421	11,826,660	9.49	98,606,194	94,057,239	4.84
Belly Freight						
Domestic Enplaned Belly Freight	288,948	599,056	-51.77	2,595,811	3,795,503	-31.61
Domestic Deplaned Belly Freight	486,604	479,485	1.48	3,232,195	3,475,731	-7.01
International Enplaned Belly Freight	0	0	0.00	0	0	0.00
International Deplaned Belly Freight	0	0	0.00	0	0	0.00
South Terminal-Intl Enplaned Belly Frt	0	0	0.00	0	0	0.00
South Terminal-Intl Deplaned Belly Frt	0	0	0.00	0	0	0.00
Belly Freight Totals	775,552	1,078,541	-28.09	5,828,006	7,271,234	-19.85
Cargo Totals (Mail, Cargo, Belly Freight)	14,030,375	13,191,416	6.36	106,793,550	103,271,527	3.41

CURRENT CARGO RECORD = 40,215,518

RECORD SET = MARCH 2001

GROUND TRANSPORTATION TRANSACTIONS
JUNE 2013



YEAR TO YEAR COMPARISON			
SERVICE CATEGORY	JUNE 2013	JUNE 2012	% Increase/(decrease)
TAXICAB	27,203	21,969	23.8%
LIMOUSINE	2,993	2,490	20.2%
HOTEL SHUTTLE	3,586	3,408	5.2%
OTHER SHUTTLE	525	570	(7.9%)
CHARTER BUS	84	29	189.7%
OVERALL TOTAL	34,391	28,466	20.8%

Aviation

Message from the Director

Excellence in customer service - Austin style is the business strategy of Austin-Bergstrom International Airport. Together, the Aviation Department, airlines, tenants and travel community continually work to ensure passenger safety and a convenient, friendly travel experience.

In FY 2012-13, ABIA was highly ranked for customer service within the benchmarking panel by Airports Council International's (ACI) 2012 Airport Service Quality (ASQ) passenger survey. In addition, ABIA earned a ranking in the top airports in the benchmarking panel for the sixth consecutive year. This recognition is an indication of ABIA's commitment to customer satisfaction, its strong ties with business partners, and the pride the Department takes in its public service.



ABIA has experienced steady increase in passenger traffic in FY 2012-13; during the first seven months of the fiscal year, passenger traffic increased 4.8% over the prior year. It is anticipated that a similar growth rate will be sustained in FY 2013-14; an overall increase of 3.0% is projected for passenger traffic at ABIA in FY 2013-14.

At a time when many other U.S. airports are losing air service routes, Austin's strong economy helped to bring new routes and service to ABIA in FY 2012-13. This includes: Virgin America commencing operations at ABIA with service to San Francisco; United is adding seats to its existing San Francisco service, as well as new service to San Jose del Cabo and Cleveland; AirTran will be adding an additional flight to San Jose del Cabo; and Southwest will be starting non-stop service to New Orleans in the fall.

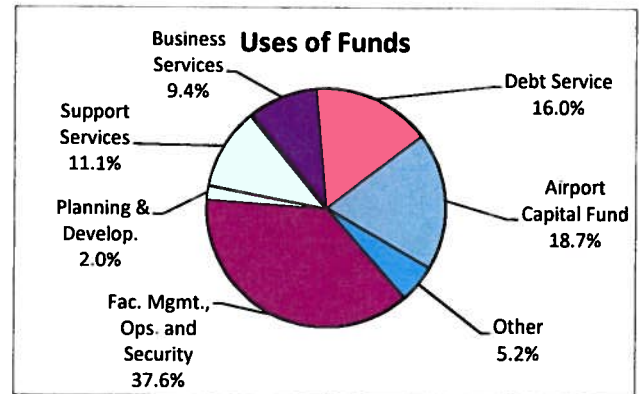
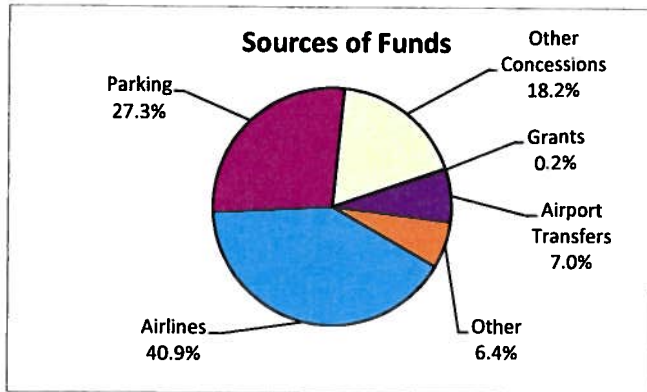
As part of striving to make Austin the best managed city in the country and creating a sustainable future, the Aviation Department's strategic focus targets the following areas: customer and community value, operational excellence, environmental stewardship, and economic sustainability. ABIA is committed to developing the airport in a way that meets the needs of the present without compromising the needs of future generations and has recently completed its second Sustainability Report. The report will help to communicate to the community and business partners ABIA's strategies for a sustainable future. The Aviation Department continues to seek out creative ways to reduce costs, increase non-airline revenue, and improve the efficiency and effectiveness of its operations.

With a staff that is committed to serving the community, the airport will continue providing excellent customer service, "Austin style".




John Smith, Executive Director

Aviation



Budget Overview

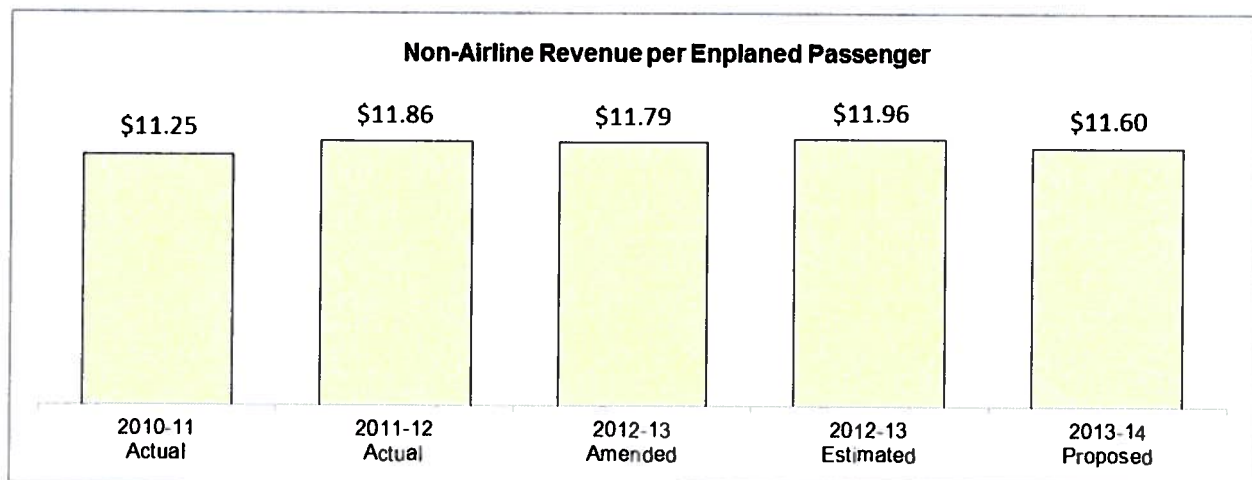
	2010-11 Actual	2011-12 Actual	2012-13 Amended	2012-13 Estimated	2013-14 Proposed
Airport Operating Fund					
Revenue	\$89,513,044	\$96,039,403	\$100,576,000	\$102,547,354	\$103,247,081
Transfers-In	\$8,341,513	\$7,828,333	\$7,825,197	\$7,486,423	\$7,777,526
Requirements	\$76,570,465	\$79,202,811	\$86,610,928	\$86,045,189	\$90,191,033
Transfers to Capital Fund	\$21,250,068	\$24,664,925	\$21,790,269	\$23,988,588	\$20,833,574
Full-Time Equivalents (FTEs)	345.00	347.00	351.00	351.00	362.00
Airport Capital Fund					
Revenue	\$294,847	\$136,141	\$154,000	\$84,500	\$86,000
Transfers-In	\$21,250,068	\$24,547,691	\$21,790,269	\$23,988,588	\$20,833,574
Requirements	\$17,134,977	\$44,963,150	\$29,887,697	\$7,486,423	\$7,777,526
Expense Refunds	\$2,636	\$7,111	\$0	\$0	\$0
Grants					
Requirements	\$703,466	\$692,304	\$100,250	\$274,091	\$274,091
Full-Time Equivalents (FTEs)	0.00	0.00	0.00	0.00	0.00
Total Budget	\$94,411,544	\$124,865,376	\$116,598,875	\$93,805,703	\$98,242,650

Budget Highlights

Austin-Bergstrom International Airport operates as an enterprise fund of the City of Austin and is self-sustaining; it does not receive tax revenue, thus functioning without burdening the City budget or tax payer. Austin's airport has operated in this fashion since 1982. Funding to finance operating expenses and development is generated by fees and rent paid by airlines, concessions and passengers; in addition, ABIA receives grants, including federal Airport Improvement Program (AIP) grants. In order to comply with federal regulations and to ensure ABIA is eligible to receive AIP funds, all revenue generated by the airport is retained by the airport for the capital or operating costs of the airport.

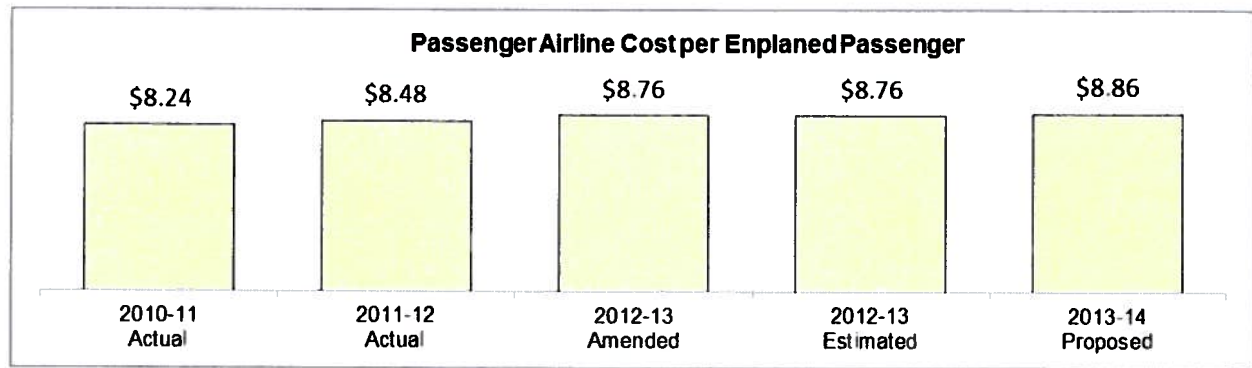
Revenue

In the FY 2013-14 Operating Budget, the Airport Fund receives 44.1% of its total revenue from airlines and 55.8% from non-airline fees, such as parking, concessions, rentals and other fees. Landing fees and terminal lease revenue are projected to increase 5.0%, while non-airline revenue is expected to increase 0.9%. Passenger traffic is projected to increase by 3.0% in FY 2013-14; the non-airline revenue is expected to decrease \$0.19 per passenger, which is approximately 1.6% lower than the FY 2012-13 Budget due to a projected decrease in parking revenue. Aviation's goal is to generate at least \$11.60 of non-airline revenue per enplaned passenger in FY 2013-14.



The airline cost per enplaned passenger is one of the Department of Aviation's key indicators and a key indicator of the airport industry. This measure is a function of airport costs and enplanement trends. The FY 2013-14 Budget includes airline costs of \$22.2 million in landing fees and \$23.3 million in terminal rent and other fees. The airlines' landing fees are based on the estimated landed weight of commercial and cargo carriers and are set to recover the City's costs for the construction, operation, and maintenance of the airfield. Terminal rents are paid by the airlines and are intended to recover the capital, operating, and maintenance costs associated with the airlines' use of the terminal.

The FY 2013-14 goal for airline cost per enplaned passenger is \$8.86, a 1.1% increase over the FY 2012-13 goal of \$8.76. The increase is primarily due to the Department's operating expenses increase of 6.0%. Providing quality facilities while controlling costs is critical to maintaining a reasonable cost per enplaned passenger.



Requirements

There are eleven new positions included in the Department of Aviation's FY 2013-14 Budget: a Programmer Analyst, Sr. in Information Technology Support; a GIS Analyst, Sr. in Planning, Design, & Construction; three Building & Grounds Assistants in Facility Services; a Security & Ground Transportation Controller in Ground Transportation; a Plumber II in Building Maintenance; an Aviation Planning Coordinator in MaxAdmin; a Human Resources Generalist in Human Resources; a Financial Manager in Financial Monitoring/Budgeting; and a Business Process Consultant in Airport Administration.

To ensure adequate funding for debt service coverage, a \$7.8 million transfer from the Airport Capital Fund is to be made to the Operating Fund. Debt Service requirements total \$17.8 million, a decrease of \$0.7 million. Projected revenue in excess of requirements, \$20.8 million, is to be transferred to the Airport Capital Fund and used for capital improvement projects.

Employee Benefits

The Budget includes \$312,000 for annualized costs associated with wage adjustments to be implemented in FY 2013-14. An increase of \$190,000 for medical insurance is included as well.

Capital Budget

The FY 2013-14 Capital Budget includes \$76.5 million for ABIA Capital Improvements. The Capital Improvement Plan (CIP) complements Imagine Austin and the Department's mission and vision by ensuring that campus facilities are improved, repaired, and expanded to achieve an exceptional level of safety, security and efficiency in cost-effective and socially responsible ways.

After experiencing a decline in the number of flying passengers in FY 2008-09, ABIA has seen positive passenger growth levels every year since, with FY 2011-12 ending on a 3.1% passenger growth. The Department is cautiously optimistic that there will be positive passenger growth in FY 2012-13 and FY 2013-14, given the strength of the Austin economy and the impact that the Circuit of the America's racetrack and associated events will have on passenger levels.

The ABIA terminal building is nearing its original design capacity, particularly at the passenger security checkpoints. To meet the challenges the Department has added operational space to accommodate emerging business requirements and enhance functionality. Accordingly some of the initiatives implemented include: the addition of a temporary, fourth security checkpoint in the east ticket lobby to process peak passenger activity; the commencement of the East Infill

Project design phase; the expansion of the Federal Inspection Services area to handle the increasing influx of international passengers; and other subtle airport enhancements.

The Department expects significant federal budget cuts in the near future due to the impact of the national debt on Federal programs. Therefore, continued intense competition for federal AIP discretionary funds is expected, likely resulting in fewer funds received from the program in the coming fiscal years. The federal grant system for construction assistance funding appears less reliable in the current political atmosphere, which may delay implementation of Federal Aviation Administration (FAA) grant-eligible projects. To illustrate the competitive nature of securing discretionary funding, the Airport submitted an FAA Military Airport Program grant application in 2012. ABIA was not selected as a participatory airport in the 2012 round of selections; however, the Aviation Department has resubmitted an application to participate in the Military Airport Program to provide a multi-year FAA grant to help fund the Terminal Infill Project. The Department is anticipating a response from the FAA on the application in the coming months. Airport debt service requirements increased in FY 2013-14 with a \$60 million bank loan. Capital improvements planned in the FY 2013-14 CIP will be funded with bank loan proceeds, airport capital, and federal grant funds. The Department is also considering a bond issue in FY 2013-14 or FY 2014-15.

The primary challenge for the Aviation Department is implementing an improvements program that responds to an airline industry suffering from unpredictable economic conditions but remains affordable. Airline mergers and alliances continue to drive decisions by most airlines on airport route development and their need for additional airport infrastructure. The Airport remains flexible in its approach to fund and deliver projects to meet its operational needs.

Other Funds

Airport Capital Fund

The Airport Capital Fund was established in September 1989 by an ordinance authorizing the issuance of \$30 million of Airport System Prior Lien Revenue Bonds for new airport development. As specified in the ordinance, the Airport Operating Fund is required to transfer the excess of available funds over total requirements, less a reserve for future operating expenses, to the Airport Capital Fund on an annual basis. These funds may be used only for lawful purposes related to the Airport System, including expenditures associated with the Airport Capital Improvements Program (CIP).

Total available funds of \$20.9 million are projected for FY 2013-14. The major source of available funds is a projected transfer of \$20.8 million from the Airport Operating Fund. Interest income of \$86,000 is also projected. Additionally, a \$7.8 million transfer to the Airport Operating Fund is anticipated to assure adequate funding for debt-service coverage.

AIRPORT FUND

	2010-11 ACTUAL	2011-12 ACTUAL	2012-13 AMENDED	2012-13 ESTIMATED	2013-14 PROPOSED
BEGINNING BALANCE	0	0	0	0	0
REVENUE					
Other Licenses/Permits	103,348	107,903	124,000	144,873	147,463
Recreation and Culture	3,173,110	3,426,224	0	0	0
General Government	81,725	88,959	83,000	96,122	96,589
Interest	201,417	111,996	100,000	116,964	117,000
Property Sales	17,186	0	0	0	0
Use of Property	30,534,136	33,741,405	35,021,000	33,731,863	33,150,362
Airline Revenue	38,401,176	40,629,551	43,312,000	44,711,000	45,479,000
Other Revenue	17,000,946	17,933,362	21,936,000	23,746,532	24,256,667
TOTAL REVENUE	89,513,044	96,039,400	100,576,000	102,547,354	103,247,081
TRANSFERS IN					
Airport Capital Fund	8,341,513	7,828,333	7,825,197	7,486,423	7,777,526
TOTAL TRANSFERS IN	8,341,513	7,828,333	7,825,197	7,486,423	7,777,526
TOTAL AVAILABLE FUNDS	97,854,557	103,867,733	108,401,197	110,033,777	111,024,607
OPERATING REQUIREMENTS					
Fac Mgmt, Ops and Airport Security	33,386,326	36,393,922	39,942,715	39,976,382	41,555,167
Airport Planning and Development	1,565,600	1,701,855	1,970,670	1,963,118	2,198,985
Support Services	9,319,941	9,978,900	11,580,545	11,324,528	12,379,630
Business Services	9,772,144	8,787,118	9,399,188	9,361,474	10,516,875
TOTAL OPERATING REQUIREMENTS	54,044,011	56,861,795	62,893,118	62,625,502	66,650,657
OTHER REQUIREMENTS					
CTECC	57,161	141,930	126,796	126,796	125,316
Communications & Technology Mgmt	1,465,059	1,201,393	1,301,149	1,301,149	1,464,944
Citywide Administrative Support	1,697,020	1,563,714	2,203,706	2,203,706	2,625,257
Workers' Compensation	333,827	329,622	387,874	387,874	462,940
Liability Reserve	23,000	20,000	20,000	20,000	21,000
GO Debt Service Fund	30,101	29,718	26,272	26,272	27,089
Airport Variable Rate Notes Debt Service	14,761,918	11,763,394	16,734,147	16,484,148	16,645,205
Airport Revenue Bond Debt Service	2,390,938	5,374,658	1,711,928	1,711,928	1,126,756
Trunked Radio Allocation	112,874	89,190	120,225	120,225	108,315
Operating Reserve	627,561	449,546	964,050	915,926	783,581
TOTAL OTHER REQUIREMENTS	21,499,459	20,963,165	23,596,147	23,298,024	23,390,403

AIRPORT FUND

	2010-11 ACTUAL	2011-12 ACTUAL	2012-13 AMENDED	2012-13 ESTIMATED	2013-14 PROPOSED
TRANSFERS OUT					
Accrued Payroll	91,467	107,469	99,238	99,238	127,548
27th Payroll Expense	826,637	0	0	0	0
27th Payroll Funding	(842,065)	0	0	0	0
Additional Retirement Contribution	929,256	1,250,043	0	0	0
Compensation Adjustment	21,700	20,340	22,425	22,425	22,425
TOTAL TRANSFERS OUT	<u>1,026,995</u>	<u>1,377,852</u>	<u>121,663</u>	<u>121,663</u>	<u>149,973</u>
 TOTAL REQUIREMENTS	 <u>76,570,465</u>	 <u>79,202,812</u>	 <u>86,610,928</u>	 <u>86,045,189</u>	 <u>90,191,033</u>
 EXCESS (DEFICIT) OF TOTAL AVAILABLE FUNDS OVER TOTAL REQUIREMENTS	 <u>21,284,092</u>	 <u>24,664,921</u>	 <u>21,790,269</u>	 <u>23,988,588</u>	 <u>20,833,574</u>
 Contribution To Capital Fund	 <u>21,250,068</u>	 <u>24,547,691</u>	 <u>21,790,269</u>	 <u>23,988,588</u>	 <u>20,833,574</u>
 ADJUSTMENT TO GAAP	 <u>(34,024)</u>	 <u>(117,230)</u>	 <u>0</u>	 <u>0</u>	 <u>0</u>
 ENDING BALANCE	 <u><u>0</u></u>	 <u><u>0</u></u>	 <u><u>0</u></u>	 <u><u>0</u></u>	 <u><u>0</u></u>

CITY OF AUSTIN
AUSTIN-BERGSTROM INTERNATIONAL AIRPORT
Airport Operating Fund 5070

	<u>FY2012</u> <u>Actuals</u>	<u>FY2013</u> <u>Amended</u> <u>Budget</u>	<u>FY2013</u> <u>CYE</u>	<u>FY2014</u> <u>Proposed</u>	<u>Budget</u> <u>Variance</u> <u>Fav (Unfav)</u>	<u>Budget</u> <u>% Variance</u> <u>Fav (Unfav)</u>
REVENUE						
AIRLINE REVENUE						
Landing Fees	19,737,746	21,364,000	22,245,000	22,220,001	856,001	4.0%
Terminal Rental & Other Fees	20,891,805	21,948,000	22,466,000	23,258,999	1,310,999	6.0%
TOTAL AIRLINE REVENUE	40,629,551	43,312,000	44,711,000	45,479,000	2,167,000	5.0%
NON-AIRLINE REVENUE						
Parking	31,028,654	32,394,000	30,993,061	30,411,560	(1,982,440)	(6.1%)
Other Concessions	17,556,493	18,386,000	19,803,849	20,260,864	1,874,864	10.2%
Other Rentals and Fees	6,712,706	6,384,000	6,922,480	6,978,657	594,657	9.3%
TOTAL NON-AIRLINE REVENUE	55,297,853	57,164,000	57,719,390	57,651,081	487,081	0.9%
Interest Income	111,996	100,000	116,964	117,000	17,000	17.0%
TOTAL REVENUE	96,039,400	100,576,000	102,547,354	103,247,081	2,671,081	2.7%
OPERATING REQUIREMENTS						
Fac Mgmt, Ops and Airport Security	36,393,922	39,942,715	39,976,382	41,555,167	(1,612,452)	(4.0%)
Airport Planning and Development	1,701,855	1,970,670	1,963,118	2,198,985	(228,315)	(11.6%)
Support Services	9,978,900	11,580,545	11,324,528	12,379,630	(799,085)	(6.9%)
Business Services	8,787,118	9,399,188	9,361,474	10,516,875	(1,117,687)	(11.9%)
TOTAL OPERATING EXPENSES	56,861,795	62,893,118	62,625,502	66,650,657	(3,757,539)	(6.0%)
Debt Service						
GO Debt Service Fund	29,718	26,272	26,272	27,089	(817)	(3.1%)
2003 Series Airport Revenue Bond DS	10,171,000	3,239,363	3,239,363	2,133,226	1,106,137	34.1%
2005 Variable rate Notes (Swap)	16,639,550	24,728,090	24,478,090	25,839,076	(1,110,986)	(4.5%)
2005 Variable rate Notes Fees	4,021,630	3,333,684	3,333,684	3,137,800	195,884	5.9%
PFC Debt Service Funding	(13,694,128)	(12,855,062)	(12,855,061)	(13,338,141)	483,079	(3.8%)
TOTAL Net Debt Service	17,167,770	18,472,347	18,222,348	17,799,050	673,297	3.6%
OTHER REQUIREMENTS						
Workers' Compensation	329,622	387,874	387,874	462,940	(75,066)	(19.4%)
Citywide Administrative Support	1,563,714	2,203,706	2,203,706	2,625,257	(421,551)	(19.1%)
Communications & Technology Mgmt	1,201,393	1,301,149	1,301,149	1,464,944	(163,795)	(12.6%)
Accrued Payroll	107,469	99,238	99,238	127,548	(28,310)	(28.5%)
Additional Retirement Contribution	1,250,043	0	0	0	0	0.0%
Compensation Adjustment	20,340	22,425	22,425	22,425	0	0.0%
Liability Reserve	20,000	20,000	20,000	21,000	(1,000)	(5.0%)
Operating Reserve	449,546	964,050	915,926	783,581	180,469	18.7%
CTECC	141,930	126,796	126,796	125,316	1,480	1.2%
Trunked Radio Allocation	89,190	120,225	120,225	108,315	11,910	9.9%
TOTAL OTHER REQUIREMENTS	5,173,247	5,245,463	5,197,339	5,741,326	(495,863)	(9.5%)
TOTAL REQUIREMENTS	79,202,812	86,610,928	86,045,189	90,191,033	(3,580,105)	(4.1%)
EXCESS (DEFICIT) OF TOTAL AVAILABLE FUNDS OVER TOTAL REQUIREMENTS	16,836,588	13,965,072	16,502,165	13,056,048	(909,024)	(6.5%)

Airport Capital Fund

Purpose and Nature of Fund

The Airport Capital Fund was established in September 1989 by ordinance authorizing the issuance of \$30 million Airport System Prior Lien Revenue Bonds for new airport development. As specified in the ordinance, the Airport Operating Fund is required to transfer the excess of available funds over total requirements, less a reserve for future operating expenses, to the Airport Capital Fund on an annual basis. These funds may be used only for lawful purposes related to the Airport System, including expenditures associated with the Airport Capital Improvements Program (CIP).

Factors Affecting Revenue

Total available funds of \$20.9 million are projected for FY 2013-14. The major source of available funds is a projected transfer of \$20.8 million from the Airport Operating Fund. Interest income of \$86,000 is also projected.

Factors Affecting Requirements

A \$7.8 million transfer to the Airport Operating Fund is anticipated to assure adequate funding for debt service coverage and Operating Fund requirements.

A new fund was set up to appropriate \$52.4 million from the City of Austin Airport System Revenue Bonds. This additional funding will allow the Department to proceed with various Airport Improvement Projects that may include landside, airside, terminal and noise mitigation projects.

	2010-11 Actual	2011-12 Actual	2012-13 Amended	2012-13 Estimated	2013-14 Proposed
Revenue	\$294,847	\$136,141	\$154,000	\$84,500	\$86,000
Transfers In	\$21,250,068	\$24,547,691	\$21,790,269	\$23,988,588	\$20,833,574
Requirements	\$17,134,977	\$44,963,150	\$29,887,697	\$7,486,423	\$7,777,526

AIRPORT CAPITAL FUND

	2010-11 ACTUAL	2011-12 ACTUAL	2012-13 AMENDED	2012-13 ESTIMATED	2013-14 PROPOSED
BEGINNING BALANCE	63,513,552	67,923,490	36,028,815	47,644,172	64,230,837
REVENUE					
Interest	294,847	136,141	154,000	84,500	86,000
TOTAL AVAILABLE FUNDS	294,847	136,141	154,000	84,500	86,000
TRANSFERS IN					
Airport Operating Fund (1)	21,250,068	24,547,691	21,790,269	23,988,588	20,833,574
TOTAL TRANSFERS IN	21,250,068	24,547,691	21,790,269	23,988,588	20,833,574
TOTAL AVAILABLE FUNDS	21,544,915	24,683,832	21,944,269	24,073,088	20,919,574
TRANSFERS OUT					
Airport Fund	8,341,513	7,828,333	7,825,197	7,486,423	7,777,526
Aviation - CIP	8,793,464	9,480,022	22,062,500	-	-
Transfer to Debt Service Fund	-	27,654,795	-	-	-
TOTAL TRANSFERS OUT	17,134,977	44,963,150	29,887,697	7,486,423	7,777,526
TOTAL REQUIREMENTS	17,134,977	44,963,150	29,887,697	7,486,423	7,777,526
EXCESS (DEFICIENCY) OF TOTAL AVAILABLE FUNDS OVER TOTAL REQUIREMENTS	4,409,938	(20,279,318)	(7,943,428)	16,586,665	13,142,048
ADJUSTMENT TO GAAP	-	-	-	-	-
ENDING BALANCE	67,923,490	47,644,172	28,085,387	64,230,837	77,372,885

(1) As required by the Airport Revenue Bond ordinance, the excess of available funds over total requirements is to be transferred annually to the Airport Capital Fund from the Airport Operating Fund. The amount of this transfer is calculated and processed near the end of each fiscal year. Capital Improvement Projects, including new airport planning and development, may be funded with money available in the Airport Capital Fund.

2013-14 Fee Schedule

	Approved 2012-13	Proposed 2013-14	Change
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Aviation

Austin-Bergstrom International Airport

Off Airport Permit Fee Rental Car

\$100.00 plus 8% of annual gross revenue, first \$25,000 exempt

\$100.00 plus 8% of annual gross revenue; first \$25,000 exempt

Parking Services

\$400.00 per courtesy vehicle plus 10% of gross revenue⁽¹⁾ of off-airport parking facilities

\$400.00 per courtesy vehicle plus 10% of gross revenue⁽¹⁾ of off-airport parking facilities

1) "Gross Revenue" means all money or other consideration paid or payable to the ~~off-airport rental car or parking service operator~~ ("Operator"). There shall be no reduction allowed from Gross Revenues for bad debts, personal property occupation or other ad valorem taxes, loss from theft, the unbundled cost of incidental services provided to the customer, or any deduction except as expressly stated below. The following, to the extent properly documented and recorded, are the ONLY amounts that may be deducted from the computation of Gross Revenue.

- (a) Federal, State, and local excise, sales, and use taxes on parking services that are separately stated, passed through to and collected from the customer, and remitted to the taxing authority by the Operator; and
- (b) The amount of any refunds or adjustments (either cash or credit) granted by the Operator to customers because of unsatisfactory service. ~~Off-Airport rental car or parking fees~~ are payable monthly in arrears. The Operator shall submit monthly and annual Gross Revenue reports to the Aviation Department Director on a form prescribed by the Director.

Heliport Permit Application Fee

Category 1 – Temporary helistop- Short term, generally 1 day

~~\$500.00~~

~~\$500.00~~ ~~DELETE~~
\$500.00 after approval of ordinance

Category 2 - Temporary helistop - Three day event

Detail noise assessment for land use compatibility and public notification requirements.

Category 3 - Permanent heliport

Detail noise assessment and review site plan drawings for land use and hazards

\$1,500.00 after approval of ordinance

\$2,000.00 after approval of ordinance

~~Permit to Conduct Business at Austin-Bergstrom International Airport~~ †

~~DELETE~~

~~General Airport Business Permit (All Persons who conduct business on the Airport, except Specialized Aeronautical and Aircraft Service Providers)~~

~~\$500.00 per year~~

~~\$500.00 per year~~ ~~DELETE~~

~~Specialized Aeronautical and Aircraft Service Providers Permit (e.g. Ground Handling, Aircraft Maintenance, Aircraft Cleaning/Sales, etc.)~~

~~\$6,000.00 per year~~

~~\$6,000.00 per year~~ ~~DELETE~~

†Conduct of business means the activities described in City Code Sections 13-1-31 (1), (2) and (6). This maximum fee is charged to persons who do not have a lease, concession, or other similar revenue generating agreements with the City whereby the City is compensated for the privilege of conducting business at the Airport through rentals, concession, or other fees in an amount greater than or equal to the permit fee.

~~DELETE~~

2013-14 Fee Schedule

	Approved 2012-13	Proposed 2013-14	Change
Aviation			
Austin-Bergstrom International Airport			
Public Parking Rates *			
Garage:			
0 to 60 minutes:	\$3.00	\$3.00	
For each hour, or part thereof, after the initial 60 minute period:	\$3.00	\$3.00	
Up to a maximum charge for a 24-hour period of:	\$22.00	\$22.00	
Surface Parking:			
Daily Lot:			
0 to 60 minutes:	\$3.00	\$3.00	
For each hour, or part thereof, after the initial 60 minute period:	\$3.00	\$3.00	
Up to a maximum charge for a 24-hour period of:	\$12.00	\$12.00	
Economy Lot:			
0 to 60 minutes:	\$3.00	\$3.00	
For each hour, or part thereof, after the initial 60 minute period:	\$3.00	\$3.00	
For each period of time up to 24-hours:	\$8.00	\$8.00	
Valet Parking:			
For each period of time up to 24 hours:	\$30.00	\$30.00	
* Subject to Chapter 13-1-6(B) of the Austin City Code			
Ground Transportation			
Taxicabs:			
trip option:	\$1.00 per trip	\$1.00 per trip	
monthly option:	\$75.00 per month	\$75.00 per month	
Shared Ride Shuttle:	\$2.50 per trip	\$2.50 per trip	
Limousines:	\$2.50 per trip	\$2.50 per trip	
Tour/Charter Buses:	\$5.00 per trip	\$5.00 per trip	
Hotel Courtesy Shuttles:	\$1.00 per trip	\$1.00 per trip	
Operating Permit Fee (except Taxicabs):	\$100.00 annually	\$100.00 annually	

AGENDA



Recommendation for Council Action (CLMD)

Austin City Council

Item ID:

25738

Agenda Number

<ITEM_OUTLINE>

Meeting Date:

August 8, 2013

Department:

Contract and Land Management

Subject

Authorize funding for Austin-Bergstrom International Airport (ABIA) Terminal East Infill Design-Build Agreement, specifically new east terminal security checkpoint facilities, customs expansion/renovation, and new central receiving operations for construction phase services, with Design-Builder Hensel Phelps Construction Company in the amount of \$59,450,000 plus \$2,800,000 owner contingency for a total amount not to exceed \$62,250,000 and authorize negotiation and execution of guaranteed maximum price packages.

Amount and Source of Funding



Fiscal Note

A fiscal note is attached.

Purchasing Language:

Best Value to the City of Austin of eight Statements of Qualifications received.

Prior Council Action:

December 15, 2011 – Council authorized use of the Design-Build delivery method in accordance with Texas Government Code Section 2267, Subchapter G.
October 18, 2012 – Approval to authorize negotiation and execution of a Design-Build Agreement with Hensel Phelps Construction Company, Austin, TX for the Austin-Bergstrom International Airport (ABIA) Terminal East Infill Project preconstruction phase services in an amount not to exceed \$6,000,000.00; plus a \$300,000 Owner's Contingency.

For More Information:

Burton Jones 974-7278; Vincent M. LeMond 974-5632; Felecia Shaw 974-6017

Boards and Commission Action:

July 9, 2013: To be reviewed by the Austin Airport Advisory Commission

MBE / WBE:

This contract was awarded in compliance with the DBE requirements of 49 C.F.R. Part 26.67 and Chapter 2-9B of the City Code (Disadvantaged Business Enterprise Program) by meeting the goals with 7.27% DBE subcontractor participation

Related Items:

Additional Backup Information

Since 2009, Austin-Bergstrom International Airport (ABIA) has experienced strong enplanement growth of 6% for both 2010 and 2011. The ABIA Terminal is nearing capacity at security checkpoint processing areas and the Customs facilities. To meet this challenge, the Aviation Department is developing a Terminal East Infill Project, which will greatly increase the capacity of the security checkpoint processing on the east side of the Terminal as well as expand the Customs facilities to bring it up to the latest required standards. Associated work required for the baggage handling system, TSA screening equipment, loading dock operations and utility infrastructure for the building is included in this project as well. The Terminal East Infill Project renovates about 17,000sf and adds approximately 55,000sf to the Terminal by filling-in a triangular shaped gap in the floor plan on the front of the existing building.

On December 15, 2011, Council authorized the use of a Design-Build project delivery method in accordance with Texas Government Code Section 2267, Subchapter G; by which a governmental entity contracts with a single entity to provide both design and construction services for the construction, rehabilitation, alteration or repair of a facility.

On November 26, 2012, the City entered into a Design-Build agreement with Hensel Phelps Construction Company (with PSP Architects) for preliminary/schematic design services and commenced to review the ABIA Design Criteria Manual (DCM), dated April 6, 2012, which is a set of standards, guidelines and design criteria for the East Infill Project programming, design and construction. During the DCM confirmation process with all stakeholders at ABIA, several criteria were updated and added as required for the changing conditions and increased growth of ABIA. First significant item was the need to expand and bring the existing Customs facilities up-to-date with the current standards required by US Customs and Border Protection. To help maintain security at ABIA and reduce the need for new large storage spaces in the new Project, the need for a remote central receiving/loading dock management operation was added and will be used while the existing loading dock is taken out of service during construction. Proposed work identified in the DCM as possible additional work (and not included in the DCM cost estimate) included major upgrades to the baggage handling system which have now become part of the Project, as well as maintaining the current level of utility infrastructure capacity. The Terminal East Infill Project will be a LEED Silver certified project.

In May 2013, the project team proceeded into Design Development, Construction Documents and the establishment of the overall budget for Guaranteed Maximum Price (GMP) proposals. Amendment #1 was negotiated and executed on June 4, 2013. During negotiations it was determined that Preconstruction Services were needed to coordinate the establishment of dock management operations to its temporary location for the duration of the project and was included in the Amendment. Also included as part of the work on the baggage system, is support to TSA in their capital replacement program of the explosive detection equipment and making upgrades to their baggage inspection system. The TSA will refund the cost for replacing their capital equipment through a TSA grant.

During the Design Phases, several items were identified as possible Add Alternates including additional improvements to the baggage handling system and adding more pedestrian walkways from the parking garage at the concourse level to service the new addition to the Terminal. Pricing for these alternates will be assessed by the team to evaluate acceptance of these by best value if funds are available. The Design-Builder confirmed the original DCM budgetary project cost and assisted the City in assessing the items described above with estimated costs of the renovation and construction of the Customs facilities at \$9.9M; relocating loading dock operations during construction at \$2.1M; and supporting TSA equipment replacement at \$5.0M. There has also been a recent TSA requirement imposed on ABIA to provide controlled exiting from the concourse level and that work is currently estimated at \$1.2M. The estimated construction budget is approximately \$55,500,000, and with fees, insurance, permits and contingency, the requested project budget authority for this RCA is \$62,250,000.

Since Fall 2011, the Terminal East Infill Project has remained on schedule with the creation of the Design Criteria Manual (DCM); solicitation and competitive selection of the Design-Builder; preliminary/schematic design and the development of a GMP package ready for final pricing. The Design-Build team has maintained the schedule proposed in the original solicitation. At the time of this RCA, the D-B team proposes an October 2013 construction start date and a May 2015 substantial completion date.

While the Aviation Department expects to fund the entire Project from bonds to move forward, in the coming fiscal years Aviation will seek federal funding from the Airport Improvement Program (AIP), the FAA and TSA. However, AIP funds are limited this year and competition for them will be intense. The federal grant system for construction assistance funding appears less reliable than in previous years which may delay implementation of the Federal Aviation Administration (FAA) grant-eligible projects. Once the Terminal East Infill Project receives a Guaranteed Maximum Price proposal from the Design-Builder, the Aviation Department will submit an application to participate in the

FAA's Military Airport Program to obtain a multi-year FAA grant to help fund the Terminal Infill Project, and a response from the FAA on the application would be anticipated late in the summer of 2013. Additionally, the Aviation Department will be seeking federal funding support from the Transportation Security Administration (TSA) for certain improvements within their operations area.

Participation goals stated in the solicitation for design services were 7.27% DBE. Hensel Phelps Construction Company provided a DBE Compliance Plan that met and surpassed the goals of the solicitation as approved by the Small and Minority Business Resources Department to the participation of 10.52% DBE. Additional subcontracting opportunities will also arise during the construction phase of this project; however the specific scopes and magnitude of the construction work cannot be determined until the establishment of the guaranteed maximum price has been negotiated and executed by amendment. Prior to entering into the construction phase, the City will establish separate DBE goals for construction and the Design-Builder shall submit a Compliance Plan meeting the construction goals or documentation detailing their Good Faith Efforts to meet the established goals.

Terminal East Infill Project / Design-Build

Austin –Bergstrom International Airport (ABIA)

Solicitation Number CLMA014 /CIP ID No. 5415.065

Preliminary Phase Services: Due to the nature of a design-build contract, there will be separate sets of DBE sub-contracting goals established for this project. A first set of goals for Preliminary Phase (Design / Pre-Construction Services) using the DBE requirements of 49 C.F.R. Part 26.67 and Chapter 2-9B of the City Code (Disadvantaged Business Enterprise Program) was issued with the initial contract solicitation. The participation goals for preliminary phase services was **7.27% DBE**. To date, the Design-Builder's DBE participation for preliminary phase services are:

Non- DBE Total - Prime	27.92%	\$1,785,998.00
Hensel Phelps Construction Co.	27.92%	\$1,785,998.00
DBE Total - Subconsultants	10.52%	\$672,734.00
Business Resource Consulting (DBE Coordinator)	0.30%	\$19,200.00
Haynes-Eaglin-Waters (Document Control)	0.19%	\$11,941.00
Jose I Guerra, Inc. (Structural)	1.10%	\$70,679.00
Carolyn Kelley, ASLA LA (Landscape Architect)	0.28%	\$17,850.00
Dynamic Reprographics (Printing)	0.86%	\$55,000.00
Marcias & Associates, LP (Surveying)	0.45%	\$28,500.00
Sunland Group Inc. (Technical Architect)	6.26%	\$400,314.00
TransSolutions LLC (SSCP Simulations)	1.08%	\$69,250.00
Non- DBE Total - Subconsultant	61.56%	\$3,938,214.00
PageSoutherlandPage	38.28%	\$2,448,900.00
Arch. Engineers Collaborative, LLC	5.28%	\$337,500.00
AECOM	8.27%	\$529,000.00
BNP Associates, Inc.	6.12%	\$391,193.00
Building Exterior Solutions, LLC	0.72%	\$46,100.00
Demming Designs	0.09%	\$5,775.00
Dyal & Partners	1.12%	\$71,500.00
Leigh Fisher, Inc.	0.48%	\$30,740.00
Persohn / Hahn Associates, Inc.	0.39%	\$25,127.00
Rolf Jensen & Associates, Inc.	0.50%	\$32,150.00
Terracon Consultants Inc	0.16%	\$10,250.00
Protection Engineering	0.15%	\$9,979.00

Terminal East Infill Project / Design-Build
Austin –Bergstrom International Airport (ABIA)
Solicitation Number CLMA014 /CIP ID No. 5415.065

PROJECT AUTHORIZATION HISTORY

AMOUNT	DATE	DESCRIPTION
	12/15/11	Council authorized use of Design-Build (D-B) Alternative Delivery Method.
\$6,300,000	10/18/12	Authorization execution of D-B Agreement for Preliminary/Schematic Design Phase Services. (Design Criteria Manual Review, Programming & Schematic Design documentation).
\$53,000		2012 Administrative Authority.
\$62,250,000	08/08/13	PROPOSED – Authorization for funding for ABIA Terminal East Infill Project construction phase services at \$59,450,000 including \$2,800,000 Owner Contingency.
\$68,603,000		

PROJECT AUTHORIZATION HISTORY

CONTRACT HISTORY

AMOUNT	DATE	DESCRIPTION
\$1,432,771	11/26/12	Initial D-B contract execution for Preliminary/Schematic Design Phase Services. (Design Criteria Manual Review, Programming & Schematic Design documentation).
\$221,562	03/19/13	Change Order #1 – Customs/International Arrivals Expansion Programming/Schematic Design Phase Services, Baggage Handling System Cross Connect – Feasibility Study and Blast – Consulting.
\$4,006,765	06/04/13	Amendment #1 - for Design Development phase, development of Construction Drawings, Specifications and associated documents and Pre-Construction Services inclusive of Acoustical Engineering, establishment of the temporary Dock Management Operation, and preparation for procurement of long lead material items associated to the baggage handling system, mechanical, electrical and plumbing (MEP) and structural steel. All items are associated to the preparation of a guaranteed maximum price (GMP) package(s).
\$5,661,098		TOTAL CONTRACT

AGENDA



Recommendation for Council Action

Austin City Council	Item ID	25734	Agenda Number	<ITEM_OUTLINE>
Meeting Date:	8/8/2013	Department:	Aviation	

Subject

Authorize execution of a lease with ABIA Retail, LLC for a tract of approximately 13 acres of land at Austin-Bergstrom International Airport to develop for commercial retail uses.

Amount and Source of Funding

This is a revenue generating agreement.

Fiscal Note

There is no unanticipated fiscal impact. A fiscal note is not required.

Purchasing Language:	
Prior Council Action:	On August 20, 2009, Council authorized the negotiation of a lease with ABIA Retail Development Venture, LLC for a tract of approximately 13 acres of land at Austin-Bergstrom International Airport to develop for commercial retail uses.
For More Information:	Shane Harbinson, Aviation Department, 512-530-6652.
Boards and Commission Action:	To be reviewed by the Austin Airport Advisory Commission on July 9, 2013.
MBE / WBE:	This contract will be awarded in compliance with the Third Party Resolution No. 20120112-058 and requirements of Chapter 2-9(A-B) of the City Code (Minority-Owned and Women-Owned Business Enterprise Procurement Program).
Related Items:	

Additional Backup Information

There is no other commercial retail development on airport property other than the Austin Airport Hilton (Hotel) and the terminal concessions. There is also scant commercial retail activity in the immediate vicinity. The land located to the north of the airport terminal near the Hotel and Cell Phone Lot is not currently being utilized and has little or no potential for aeronautical use due to its location away from the airport's runways and taxiways (Air Operations Area). Accordingly, in March 2009, the Department of Aviation (Aviation) issued a Request for Proposals (RFP) seeking proposals from experienced persons to develop, build, and operate a retail commercial center on airport property. Aviation's goals are to increase non-airline revenue by generating rental income from under-utilized land and to improve the products and services available to airport customers, employees, and other users of the airport. The RFP required that, at minimum, proposals include a convenience store/gas station and at least one restaurant. Proposers were encouraged to consider retail establishments that reflect the nature and character of Austin.

Aviation received two proposals of which one was subsequently withdrawn. Aviation received Council authorization in August 2009 to negotiate the lease terms with the sole remaining proposer – ABIA Retail Development Venture, LLC.

ABIA Retail Development Venture, LLC shortened its name to ABIA Retail, LLC (ABIA Retail) for convenience.

The lease allows ABIA Retail to acquire the land in up to four phases for commercial development. The first phase shall include a convenience store/gas station and at least one restaurant. The following phases will include additional commercial activities based on market research to determine the highest and best use of the land. The term of the lease will not exceed forty (40) years from when ABIA Retail exercises its right to lease and develop the final phase. During the operation period, the ground rent rate shall be forty (\$0.40) cents per square foot per annum for each square foot of land contained within the phase leased by ABIA Retail. The City will also be paid one cent (\$0.01) per gallon on fuel delivered to the gas station. The ground rent will be adjusted at five (5) year intervals throughout the term of the lease. Additionally, City will receive 25% of excess net operating income generated from all revenues paid to ABIA Retail from the rental and/or operation of the retail businesses throughout the phases.

ABIA Retail will comply fully with the City's M/WBE procurement program for third party contracts related to the design and construction of all phases of the commercial retail development including active public outreach programs to identify and solicit M/WBE subcontractors.

A G E N D A



Recommendation for Council Action

Austin City Council	Item ID	25733	Agenda Number	<ITEM_OUTLINE>
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Meeting Date:	8/8/2013	Department:	Aviation
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Subject

Authorize negotiation and execution of a lease and development agreement with Scott Airport Parking, LLC for up to 64 acres of land at Austin-Bergstrom International Airport to develop and operate public covered parking facilities and additional services that enhance public use of the Airport.

Amount and Source of Funding

This is a revenue generating agreement.

Fiscal Note

There is no unanticipated fiscal impact. A fiscal note is not required.

Purchasing Language:	
Prior Council Action:	
For More Information:	Patti Edwards, Aviation Department, 512-530-6366
Boards and Commission Action:	To be reviewed by the Austin Airport Advisory Commission on July 9, 2013.
MBE / WBE:	This contract will be awarded in compliance with the Third Party Resolution No. 20120112-058 and requirements of Chapter 2-9(A-B) of the City Code (Minority-Owned and Women-Owned Business Enterprise Procurement Program).
Related Items:	

Additional Backup Information

In January 2013, the Department of Aviation (Aviation) issued a Request for Proposals (RFP) seeking proposals from experienced persons to develop, build, and operate long-term covered surface parking facilities. Aviation's goals are to meet growing public demand for public covered parking facilities as well as compete with off-airport parking operations. The RFP invited proposals to include improved parking products and services available to airport customers. Proposers were encouraged to consider integration of alternate transportation options for airport customers as well as related products or services that reflect the nature and character of Austin.

Aviation received two proposals. Aviation selected Scott Airport Parking, LLC (SAP) based on its offer to develop and operate covered parking facilities that include an initial 2,000 parking spaces, necessary infrastructure to accommodate traffic flow, bicycle parking, electrical charging stations, park and ride area, car sharing options, and a pet hotel.

The lease allows SAP to develop the land in up to five phases. The first phase includes land located to the north of

the airport terminal near the airport hotel and across of highway 71. This land is not currently being utilized and has little or no potential for aeronautical use due to its location away from the airport's runways and taxiways (Air Operations Area). The following phases will include land not currently utilized and is located north of highway 71. The term of the lease will not exceed thirty (30) years from when SAP exercises its right to lease and develop the final phase. Ground rent rate shall start at forty-five (\$0.45) cents per square foot per annum and adjusted at five (5) year intervals throughout the term of the lease. The City will also be paid an escalating percentage rent on all gross revenues.

SAP will comply fully with the City's M/WBE procurement program for third party contracts related to the design and construction of all phases of the development including active public outreach programs to identify and solicit M/WBE subcontractors.

Peter Goudin Alexander & Helle

Alexandria | Atlanta | Austin | Boca Raton | Boston | Dallas | Houston | Las Vegas | Los Angeles | Mexico City



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Introduction

Intent:

The intent of the **ABIA 25 YEAR PARKING PLAN** is to provide ABIA with a master plan to meet parking demand thru 2040.

Parking Goal:

The City of Austin's parking goal at ABIA is to provide high customer service by providing citizens with a parking space on **peak day** conditions that occur during the March, July, November and December holiday periods. The goals of the parking plan are to (1) incorporate new public parking capacity in an efficient manner, (2) provide for the effective reuse of Level 3 of the existing garage and the effective reuse of the close-in surface parking for a future garage, (3) remain competitive, and improve our market share with off-airport commercial parking operators, and (4) focus on structure parking as the primary development for new parking spaces.

Methodology:

The first step of the study was to document and understand ABIA's experienced **peak day** demand. **Table 1** shows supply and demand counts on December 24th and 25th of 2011. The peak demand was 12,629 spaces. The total supply was 11,849 spaces. ABIA accommodated the 755 space shortfall by allowing customers to park their vehicles on an existing air cargo apron that is not part of the Airport's public parking system. The 12,629 space **peak day** demand parking count is then used as the baseline for required parking in demand growth projections.

With established **peak day** demand, the second exercise was to project demand growth by tying growth directly to Annual Domestic Passenger Origination growth. **Table 2** summarizes historical and projected growth in originating passengers. **Exhibit 1** graphically charts the Passenger Origination growth to the year 2040. **Table 3** converts Passenger Origination growth into Parking-Demand by projecting the baseline demand (12,629 spaces) at the same growth rates as Originations. **Exhibit 2** graphically charts the Parking Demand data to the year 2040.

Proposed Projects:

In order to meet the projected demand, the report proposes a series of surface and garage parking projects. The projects are listed on **Exhibit 2**, defined on **Page 10**, and numerically cataloged in **Table 4**. The numeric results of the proposed projects on the parking supply are shown in **Table 4**. **Exhibit 2** also charts the total parking supply against the demand for every year up to 2040.

Off-Airport Parking Products:

There are currently two off-airport commercial operators – The Parking Spot and Airport Fast Park – that service the Airport and provide competition to the Airport's Economy product. The off-airport commercial operators maintain a total of 4,900 spaces, representing 41 percent of remote parking capacity servicing the Airport. When taxes are included, the maximum daily rate for off-airport commercial parking is slightly higher than the Airport's Economy product.

Just as with ABIA's parking supply on peak demand days, the off-airport operators' supply is exceeded by demand. As a result, Airport Fast Park has broken ground on an expansion to increase their capacity by 3,600 spaces. It is anticipated that off-site commercial operators will continue to increase their supply in step with ABIA growth.

Table 5 documents the capacity and ratio between Off-Airport Parking and ABIA Surface Parking in 2012. **Table 6** projects the capacity and ratio between Off-Airport Parking and ABIA Surface Parking in 2020. **Table 7** projects the capacity and ratio between Off-Airport Parking and ABIA Surface Parking in 2040.

Urban Light Rail:

The City of Austin Transportation Department has proposed constructing an urban rail system with ABIA servicing as a leg of the proposed network. There will be a bond election which is possible in the next two years. Construction could start in 2016/2017 and the system could be running by 2021. The airport service leg is slated for operation in phase 3, so it may be until year 2025-2030 before the airport has urban rail service. Nonetheless, future plans for the Airport will provide a right-of-way for future urban rail system to be constructed when funding becomes available.

Public Bus Transit:

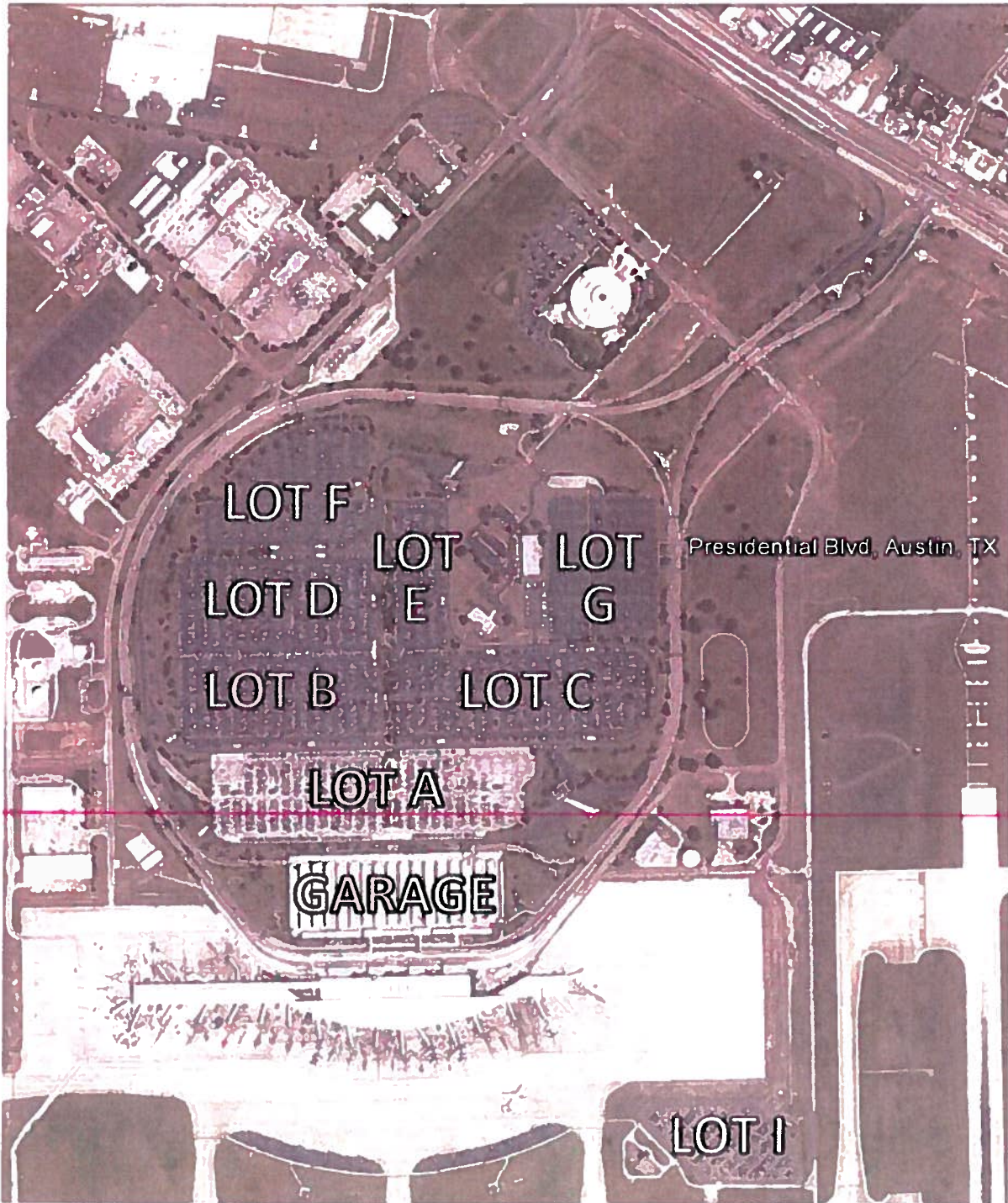
Capital Metropolitan Transportation Authority (Capital Metro), which operates the public bus transit in Austin, services the Airport. The Airport service from Capital Metro starts weekdays at 5:00 am and the bus leaves every 30 minutes and provides direct route to/from the downtown business district.

Surface Parking Facilities versus Garage Facilities:

The ability for the airport to provide a parking service and to recover costs for construction and operation is dependent on the market share, parking product demand and pricing elasticity of product demand for the airport to maximize non-airline revenues. Therefore it's prudent to plan for the phasing and funding to design, construct and operate a garage or surface parking lot facilities that complements the demand and pricing elasticity. The average capital costs for a surface parking lot is \$6,000 per space, and the average capital costs for a parking garage is \$20,000 per space. Therefore the large capital expenses to construct parking garages are programmed for demand years when funding for the capital costs are economically feasible.

Graphic Parking Site Plans:

Site Plan drawings are provided at the back of the report for each year in which there is a changes in ABIA's parking supply due to a proposed project.



Aerial image of ABIA Parking Products in 2012

Existing Parking Capacity and Demands

Table 1 provides a summary of existing parking demands and capacity provided. As shown in the table, the Airport currently provides 11,874 spaces to accommodate public and employee parking. The Garage provides 2,384 spaces on Level 1 and Level 2 of the structure, with Level 3 currently allocated for rental car ready and return. Lot A, located directly adjacent to the Garage, provides 1,803 spaces for close-in parking. The east portion of Lot A, which will accommodate the future CONRAC provides 742 spaces with the remaining 1,061 spaces provided in the west portion of the lot. The Economy Lots (Lots B-G) are located directly north of Lot A and provide 7,104 spaces. Lot I, primarily functioning as an employee parking facility, provides 583 spaces located east of the terminal concourse and accessed via Hotel Drive.

Table 1: 2011 Peak Parking Demands and Capacity

FACILITY	CAPACITY	AVAILABLE SPACES ^{1/}	SPACE DEMAND ^{2/}		PEAK DEMAND	SURPLUS/(DEFICIT)
			PUBLIC	EMPLOYEE ^{2/}		
	[A]				[B]	[A] - [B]
Garage ^{3/}	2,384	244	2,050	90	2,140	244
Lot A (East)	742	1	712	29	741	1
Lot A (West)	1,061	1	1,019	41	1,060	1
Economy ^{4/}	7,104	135	8,068	150	8,218	(1,114)
Lot I	583	113	0	470	470	113
Total	11,874	494	11,849	780	12,629	(755)

NOTES:

1/ Based on lot counts of available spaces conducted from December 23 through December 26; peak occupancy occurred on December 24-25.

2/ Provided by Department of Aviation staff based on permits by location and shift activity assumptions.

3/ Includes spaces on Level 1 and Level 2.

4/ Capacity comprised of Lots B, C, D, E, F, and G.

SOURCE: City of Austin, Department of Aviation, PGAL, Ricondo & Associates, Inc., October 2012.

PREPARED BY: Ricondo & Associates, Inc., October 2012.

Based on parking lot counts conducted by the Department of Aviation during peak occupancy periods between December 23 through 26, 2011, it is estimated that the Airport accommodated a total of 12,629 parked vehicles. As shown, the largest demand occurs in the Economy parking facilities where the peak demand exceeded the capacity of available spaces by an estimated 1,114 spaces which required the temporary conversion of the airside cargo apron for use as an overflow parking area. During the peak period, the Garage accommodated approximately 2,140 vehicles which equated to an occupancy level of about 90%.

Future Parking Capacity and Demands

Future public parking demands were calculated based on the assumption that peak 2011 demands (Table 1) will increase in proportion to the forecast growth of originating passengers. Employee parking demands will typically increase at a lower rate than public parking; therefore, it is assumed that employee parking demands will increase at half the rate of the forecast growth of originating passengers. Historical and projected growth in originating passenger activity is summarized in Table 2. As shown in the table, two alternative growth rate assumptions are depicted. The Base Growth Scenario is consistent with the most recent Federal Aviation Administration (FAA) Terminal Area Forecast (TAF) for the Airport. The Alternative Growth Scenario assumes an annual five percent growth for the first five years and the TAF enplanement growth thereafter. The Alternative Growth Scenario recognizes the historically strong growth of the City of Austin and the Airport and is, therefore, considered the baseline scenario for purposes of providing a conservative but likely realistic order-of-magnitude growth rate for parking.

Table 2: Historical & Projected Annual Domestic Passenger Originations

YEAR	BASE GROWTH SCENARIO		ALTERNATIVE GROWTH SCENARIO	
	DOMESTIC ORIGINATIONS	CAGR	DOMESTIC ORIGINATIONS	CAGR
Historical:				
2007	3,703,160	—	3,703,160	—
2008	3,795,180	2.5%	3,795,180	2.5%
2009	3,554,040	-6.4%	3,554,040	-6.4%
2010	3,697,420	4.0%	3,697,420	4.0%
2011	3,875,500	4.8%	3,875,500	4.8%
Projected:				
2012	3,759,000	-3.0% ¹	4,069,000	5.0%
2013	3,853,000	2.5% ¹	4,272,000	5.0%
2014	3,971,000	3.1% ¹	4,486,000	5.0%
2015	4,102,000	3.3% ¹	4,710,000	5.0%
2016	4,219,000	2.9% ¹	4,845,000	2.9% ²
2017	4,320,000	2.4% ¹	4,960,000	2.4% ²
2020	4,638,000	2.4% ¹	5,324,000	2.4% ²
2025	5,224,000	2.4% ¹	5,998,000	2.4% ²
2030	5,893,000	2.4% ¹	6,768,000	2.4% ²
2035	6,651,000	2.4% ¹	7,620,000	2.4% ²
2040	7,507,000	2.4% ¹	8,579,000	2.4% ²
Compounded Annual Growth Rate (CAGR)				
2005 - 2008	5.2%		5.2%	
2008 - 2009	6.4%		6.4%	
2011 - 2015	1.4%		5.0%	
2015 - 2020	2.5%		2.5%	
2020 - 2025	2.4%		2.4%	
2025 - 2030	2.4%		2.4%	
2030 - 2040	2.4%		2.4%	

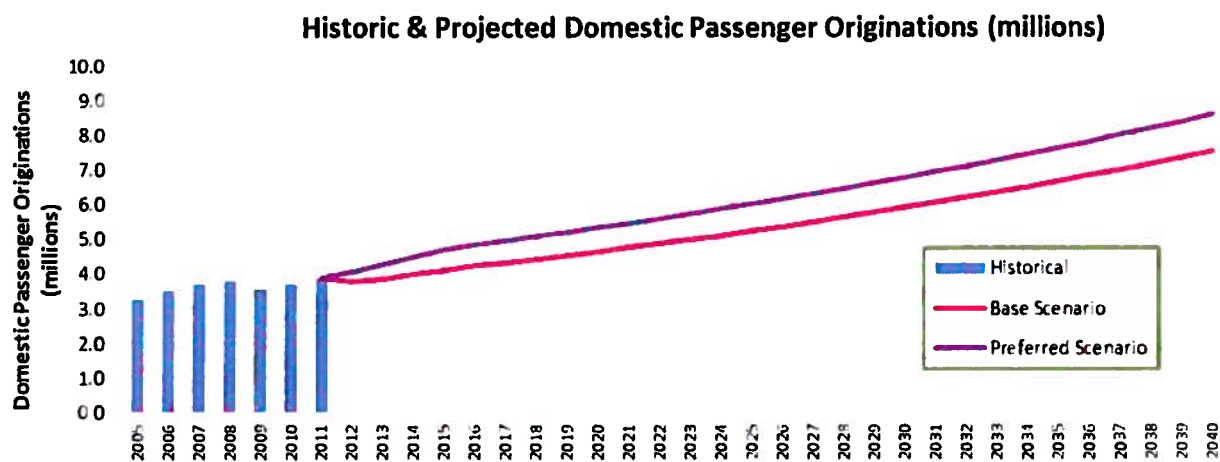
NOTES

¹ Growth rate consistent with FAA Terminal Area Forecast (TAF)

SOURCES: FAA 101 Survey, Sample of Passenger Originations, FAA Terminal Area Forecast (TAF) January 2012, Ricondo & Associates, Inc. October 2012

PREPARED BY: Ricondo & Associates, Inc. October 2012 / PGAL January 2013

Exhibit 1: Chart of Historical & Projected Annual Domestic Passenger Originations



NOTES

PREPARED BY: PGAL January 2013

Table 3 illustrates the growth in Parking Demand thru 2040. The baseline parking demand count is 12,629 (as established in Table 1). This baseline count is then projected to grow at the same rate as the Annual Domestic Passenger Originations (Table 2) (see footnotes 1/ and 2/). Parking Capacity is also listed based on the proposed Parking Projects (see Page 10).

Table 3: Total Parking Demand and Capacity

YEAR	PUBLIC PARKING DEMAND	PUBLIC PARKINGS % GROWTH ¹	EMPLOYEE PARKING DEMAND	EMPLOYEE PARKING % GROWTH ²	TOTAL PARKING DEMAND	TOTAL PARKING CAPACITY INCLUDING PROPOSED PARKING PROJECTS ³	PARKING SURPLUS/ DEFICIT
2012	12,440	5.0%	799	2.5%	13,239	11,874	1,365
2013	13,062	5.0%	820	2.5%	13,882	12,104	-1,778
2014	13,716	5.0%	840	2.5%	14,556	14,104	-452
2015	14,400	5.0%	860	2.5%	15,260	15,904	644
2016	14,813	2.9%	873	1.4%	15,686	15,904	218
2017	15,165	2.4%	884	1.2%	16,049	15,904	-145
2018	15,525	2.4%	894	1.2%	16,419	17,104	685
2019	15,895	2.4%	904	1.2%	16,799	17,104	305
2020	16,277	2.4%	916	1.2%	17,193	16,043	-1,150
2021	16,669	2.4%	927	1.2%	17,596	16,043	-1,553
2022	17,069	2.4%	937	1.2%	18,006	20,043	2,037
2023	17,483	2.4%	948	1.2%	18,431	20,043	1,612
2024	17,905	2.4%	961	1.2%	18,866	20,043	1,177
2025	18,339	2.4%	972	1.2%	19,311	20,043	732
2026	18,785	2.4%	984	1.2%	19,769	20,043	274
2027	19,243	2.4%	996	1.2%	20,239	22,043	1,804
2028	19,714	2.4%	1008	1.2%	20,722	22,043	1,321
2029	20,197	2.4%	1020	1.2%	21,217	22,043	826
2030	20,693	2.4%	1032	1.2%	21,725	22,043	318
2031	21,188	2.4%	1045	1.2%	22,233	22,043	-190
2032	21,698	2.4%	1057	1.2%	22,755	22,043	-712
2033	22,218	2.4%	1070	1.2%	23,288	22,043	-1,245
2034	22,750	2.4%	1083	1.2%	23,833	22,043	-1,790
2035	23,298	2.4%	1096	1.2%	24,394	27,793	3,399
2036	23,857	2.4%	1109	1.2%	24,966	27,793	2,827
2037	24,428	2.4%	1123	1.2%	25,551	27,793	2,242
2038	25,016	2.4%	1136	1.2%	26,152	27,793	1,641
2039	25,615	2.4%	1150	1.2%	26,765	27,793	1,028
2040	26,230	2.4%	1163	1.2%	27,393	27,793	400

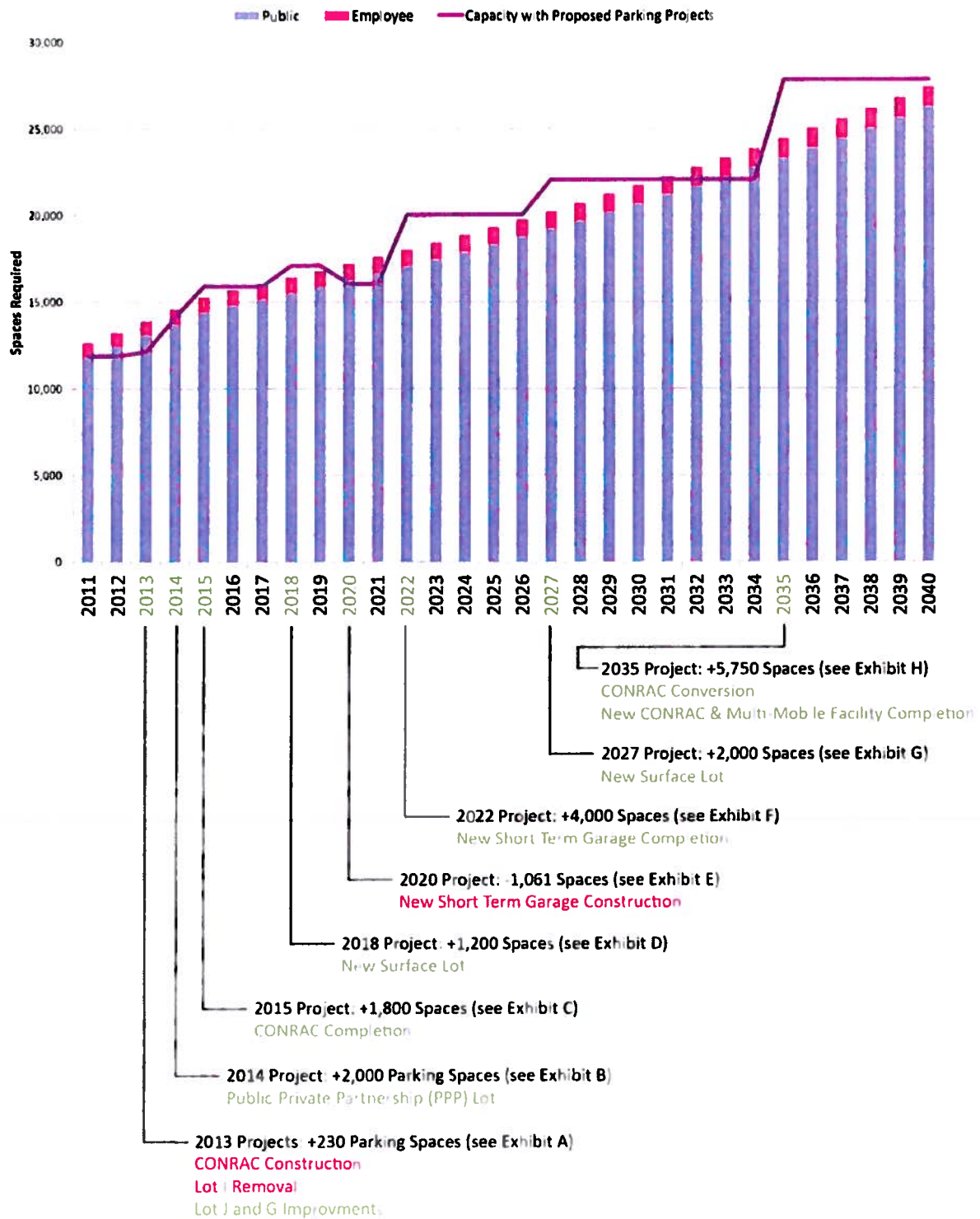
NOTES

- 1/ Growth rate of Public Parking Demand matches growth percentages of the Alternative Growth Scenario from Table 2
- 2/ Growth rate of Employee Parking is 50% of the growth rate percentages of the Alternative Growth Scenario from Table 2
- 3/ Parking Capacity integrates all new proposed parking projects. See Exhibit 2 and Table 4 for project detail.

PREPARED BY: PGAL, January 2013

Exhibit 2 (on the following page) charts Parking Demand and Parking Capacity thru 2040. The changes in Parking Capacity are due to the proposed Parking Projects; the projects are mapped to their respective years below the chart.

Exhibit 2: Chart of Total Parking Demand and Capacity



Meeting the future parking demands will require phased projects to expand the parking supply. This report outlines a series of potential surface lot and garage projects that could provide the supply to meet peak day demand. The proposed projects are listed and described below. Projects with a **red** title are ones that reduced parking capacity; they are typically projects that enable other ABIA projects. Projects with a **green** title are ones that increase parking capacity.

- **2013—CONRAC Construction:** Lot A (East) is closed to accommodate the construction of the CONRAC (-742 spaces), along with the loss of spaces in Lot B and Lot C due to a realignment of a drive aisle (-159 spaces).
- **2013—LOT J and G Improvements:** A new surface lot, to be called Lot J, will add 1,464 spaces along the East edge of Presidential Boulevard, and an expansion on the North edge of Lot G will add 250 spaces. Lot J will primarily be used for airport employees, including airline crew member parking. During peak holiday parking events, Lot J may be used for overflow parking.
- **2013—Lot I Removal:** Due to the anticipated terminal gate expansion, LOT I would be eliminated as an employee parking lot (-583 spaces).
- **2014—Private-Public Partnership (PPP) Lot:** In an agreement between a Development Team and the City of Austin, a new parking product would provide approximately 2,000 surface, canopy covered spaces on Airport property. The open site to the north of the Hilton Hotel and property on the north side of Highway 71 are potential locations for this project.
- **2015—CONRAC Completion:** The CONRAC and associated public parking opens which provides a net increase of 1,800 Garage spaces resulting from the availability of the upper level of the existing Short Term Garage and the lower level of the CONRAC.
- **2018—New Surface Lot:** A new surface parking lot is constructed on airport property North of Highway 71 to add 1,200 spaces.
- **2020—New Short Term GARAGE Construction:** Lot A (West) is closed to accommodate the construction of a new 4-Level parking deck on that site (-1,061 spaces).
- **2022—New Short Term GARAGE Completion:** The Garage supply increases by a net of 4,000 spaces after the opening of the Lot A Garage.
- **2027—New Surface Lot:** A new surface parking lot is constructed on airport property North of Highway 71 to add 2,000 spaces.
- **2035—CONRAC CONVERSION:** The existing CONRAC, completed in 2015, would be converted to provide 4,000 additional public Garage parking spaces.
- **2035—New CONRAC & Multi-Mobile Facility:** A new CONRAC facility would be constructed along the Northwest edge of Presidential Boulevard to replace the previous garage (see above) and provide 3,000 additional public garage parking spaces. The new facility can be sited to serve as a Multi-Mobile Facility by creating a connection to the Terminal with the potential Urban Rail Line.

Table 4 (on the following page) depicts the estimated number of spaces that will be available on a yearly basis as the projects listed above are implemented.

Table 4: Assumed Future Parking Capacity

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2027	2035	2040
Garage														
Existing Short Term	2,384	2,384	2,384	4,184	4,184	4,184	4,184	4,184	4,184	4,184	8,184	8,184	8,184	8,184
CONRAC Conversion													2,750	2,750
New CONRAC & Multi-Mobile Facility													3,000	3,000
Garage Total	2,384	2,384	2,384	4,184	4,184	4,184	4,184	4,184	4,184	4,184	8,184	8,184	13,934	13,934
Surface														
Lot A (East)	742	0 ^{1/}	0	0	0	0	0	0	0	0	0	0	0	0
Lot A (West)	1,061	1,061	1,061	1,061	1,061	1,061	1,061	1,061	0 ^{2/}	0	0	0	0	0
Lot B	1,284	1,238 ^{3/}	1,238	1,238	1,238	1,238	1,238	1,238	1,238	1,238	1,238	1,238	1,238	1,238
Lot C	1,595	1,482 ^{4/}	1,482	1,482	1,482	1,482	1,482	1,482	1,482	1,482	1,482	1,482	1,482	1,482
Lot D	1,421	1,421	1,421	1,421	1,421	1,421	1,421	1,421	1,421	1,421	1,421	1,421	1,421	1,421
Lot E	534	534	534	534	534	534	534	534	534	534	534	534	534	534
Lot F	1,117	1,117	1,117	1,117	1,117	1,117	1,117	1,117	1,117	1,117	1,117	1,117	1,117	1,117
Lot G	1,153	1,403 ^{5/}	1,403	1,403	1,403	1,403	1,403	1,403	1,403	1,403	1,403	1,403	1,403	1,153
Lot J	0	1,464 ^{6/}	1,464	1,464	1,464	1,464	1,464	1,464	1,464	1,464	1,464	1,464	1,464	1,464
Lot I	583	0 ^{7/}	0	0	0	0	0	0	0	0	0	0	0	0
PPP Lot	0	0	2,000 ^{8/}	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
New Surface Lot							1,200 ^{9/}	1,200	1,200	1,200	1,200	1,200	1,200	1,200
New Surface Lot											2,000 ^{10/}	2,000	2,000	2,000
Surface Total	9,490	9,720	11,720	11,720	11,720	11,720	12,920	12,920	11,859	11,859	11,859	13,859	13,859	13,859
Parking Grand Total	11,874	12,104	14,104	15,904	15,904	15,904	17,104	17,104	16,043	16,043	20,043	22,043	27,793	27,793
Total Parking Demand ^{11/}	13,239	13,882	14,556	15,260	15,686	16,049	16,419	16,776	17,193	17,596	18,006	18,866	24,394	27,393

NOTE

- 1/ Elevation of East half of Lot A due to new CONRAC Construction (742 spaces)
- 2/ Loss of parking spaces due to reoriented drive aisle along South edge of Lot B and Lot C due to new CONRAC construction (159 spaces)
- 3/ Consists of new Lot F (1,061 spaces) plus Lot G expansion (250 spaces)
- 4/ Lot F is eliminated to allow for planned expansion of Terminal
- 5/ Private Public Partnership (PPP) Lot would provide 2,000 spaces on Airport property. The opportunity to the north of the Hilton Hotel is a potential location for this project
- 6/ Garage parking increase due to completion of CONRAC ABIA to final Level 3 of existing Garage (1,050 spaces) and Ground Level of new CONRAC (750 spaces) (1,800 spaces total)
- 7/ New Surface Parking (1,200 spaces) located on assumed to be north of Highway 71
- 8/ Elevation of Lot A West to allow construction on new Parking Garage (1,061 spaces)
- 9/ New Short Term Parking Garage on Lot A West side (4,000 spaces)
- 10/ New Surface Parking (2,000 spaces) location assumed to be north of Highway 71
- 11/ Conversion of existing CONRAC into ABIA Parking Garage (2,750 spaces)
- 12/ Parking associated with new CONRAC and Multi-Mobile Facility (3,000 spaces)
- 13/ Red text represents a deficit in supply. Green text represents a surplus in supply

Off-Airport Commercial Parking System

There are currently two off-airport commercial operators – The Parking Spot and Airport Fast Park – that service the Airport and provide competition to the Airport's Economy product. Currently, the off-airport commercial operators maintain a total of 4,900 spaces, representing 41 percent of remote parking capacity servicing the Airport. When taxes are included, the maximum daily rate for off-airport commercial parking is slightly higher than the Airport's Economy product.

Just as with ABIA's parking supply on peak demand days, the off-airport operators' supply is exceeded by demand. As a result, Airport Fast Park has broken ground on an expansion to increase their capacity by 3,600 spaces. It is anticipated that off-site commercial operators will continue to increase their supply in step with ABIA growth.

The supply of Off-Airport Commercial Parking is not calculated into ABIA's supply and demand projections. As a result, we recommend continued monitoring of Off-Airport Commercial Parking activity with the realization that ABIA's parking plans will potentially need to be adjusted in reaction to private activity. For example, if one of the Off-Airport Parking vendors eliminated their parking capacity by converting the site to another use, the demand would shift to ABIA and further strain ABIA's capacity on peak days.

As shown in the previous exhibits, it is anticipated that the implementation of the proposed new ABIA parking projects will generally accommodate future peak on-airport parking demands; however, it is anticipated that there will be several years where parking demands may slightly exceed the available capacity. In such situations, it is anticipated that those peak demands would be accommodated by the off-airport commercial parking operators.

Table 5 provides an overview of the spaces currently provided by the off-airport commercial operators.

Table 5: Summary of Off-Airport Commercial Parking Facilities: 2012

OFF-AIRPORT COMMERCIAL PARKING FACILITY	NUMBER OF SPACES	PERCENT OF TOTAL CAPACITY
Airport Fast Park	3,500 ^{1/}	
The Parking Spot	1,400	
Total Off-Airport Commercial Parking	4,900	41%
ABIA On-Airport Economy Parking		
Economy (Lots B-F)	5,951	49%
Economy (Lot G)	1,153	10%
Total On-Airport Economy	7,104	59%
Total Remote Parking Capacity	12,004	100%



Notes

1/ Number of spaces are approximated.

Source: City of Austin Department of Aviation, Ricordo & Associates, Inc., October 2012. Prepared by: Ricordo & Associates, Inc., October 2012.

Table 6 provides an updated ratio chart of Off-Airport and ABIA Surface Parking based on potential parking counts in 2020. The increase in Airport Fast Park's capacity by 3,600 accounts for the completion of an expansion that is currently under construction (in 2013). The ABIA parking capacity reflects the growth due to the new PPP Lot and new Surface Lot. By 2020, it is plausible that a third Off-Airport parking competitor will have entered the market; this scenario is accounted for with an added 1,500 spaces. This added Off-Airport supply increases the Off-Airport percentage share of total capacity.

Table 6: Summary of Off-Airport Commercial Parking Facilities: 2020

OFF-AIRPORT COMMERCIAL PARKING FACILITY	NUMBER OF SPACES	PERCENT OF TOTAL CAPACITY
Airport Fast Park	7,100	
The Parking Spot	1,400	
Additional Off-Airport Parking Vendor (3/)	1,500	
Total Off-Airport Commercial Parking	10,000	46%
ABIA On-Airport Economy Parking		
Economy (Lots B & J)	8,659	39%
New PPP Lot	2,000	9%
New Surface Lot	1,200	5%
Total On-Airport Economy	11,859	54%
Total Remote Parking Capacity	21,859	100%



Notes:

- 1/ Number of spaces are approximated
- 2/ Includes 3,600 additional parking spaces added by Fast Park in 2013
- 3/ With the feasibility of a third Off-Airport vendor, this 1,500 additional spaces is based on an assumption that the site is the abandoned Rainbow Concrete batch plant

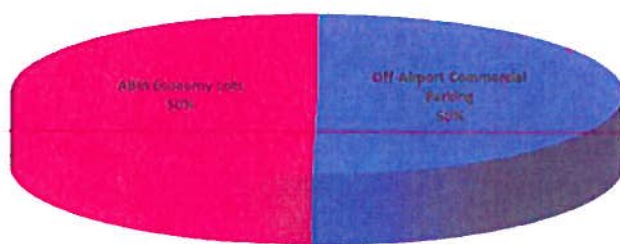
Source: City of Austin, Department of Aviation, Ricorrio & Associates, Inc. October 2012

Prepared by: PGAL January 2013

Table 7 provides an updated ratio chart of Off-Airport and ABIA Surface Parking based on potential parking counts in 2040. The relatively low price of land around the Airport will provide economic incentive for Off-Airport Commercial Parking competition to increase their parking supply. Given this economic backdrop, it is assumed the Off-Airport Commercial Parking vendors will monitor and react to ABIA's parking demand by adding capacity. This projection assumes an additional Off-Airport Parking Vendor enters the market with 4,000 new spaces. This new capacity would increase the Off-Airport percentage share of total capacity to 50%.

Table 7: Summary of Off-Airport Commercial Parking Facilities: 2040

OFF-AIRPORT COMMERCIAL PARKING FACILITY	NUMBER OF SPACES	PERCENT OF TOTAL CAPACITY
Airport Fast Park	7,100 ¹	
The Parking Spot	1,400 ²	
Additional Off-Airport Parking Vendor (3 rd)	1,500	
Additional Off-Airport Parking Vendor (4th)	4,000	
Total Off-Airport Commercial Parking	14,000	50%
ABIA On-Airport Economy Parking		
Economy (Lots B & C)	8,659	31%
New PPP Lot	2,000	7%
New Surface Lots	3,200	11%
Total On-Airport Economy	13,859	50%
Total Remote Parking Capacity	27,859	100%



Notes

1. Number of spaces are approximated.
2. The 4,000 additional Off-Airport Commercial Parking spaces are based on the assumption that vendors will increase supply in step with ABIA demand growth.

Source: City of Austin, Department of Aviation, Ricordo & Associates, Inc., October 2012

Prepared by: PG&A, January 2013

Site Plan Illustrations

Following this page are 11x17 Site Plan Illustrations for each year a parking project impacts ABIA's supply. The goal of the site plans is to help visualize the projects size, scope, location, and impact to ABIA's layout.

The Site Plans are as follows:

EXHIBIT A: PARKING SITE PLAN: 2013

EXHIBIT B: PARKING SITE PLAN: 2014

EXHIBIT C: PARKING SITE PLAN: 2015

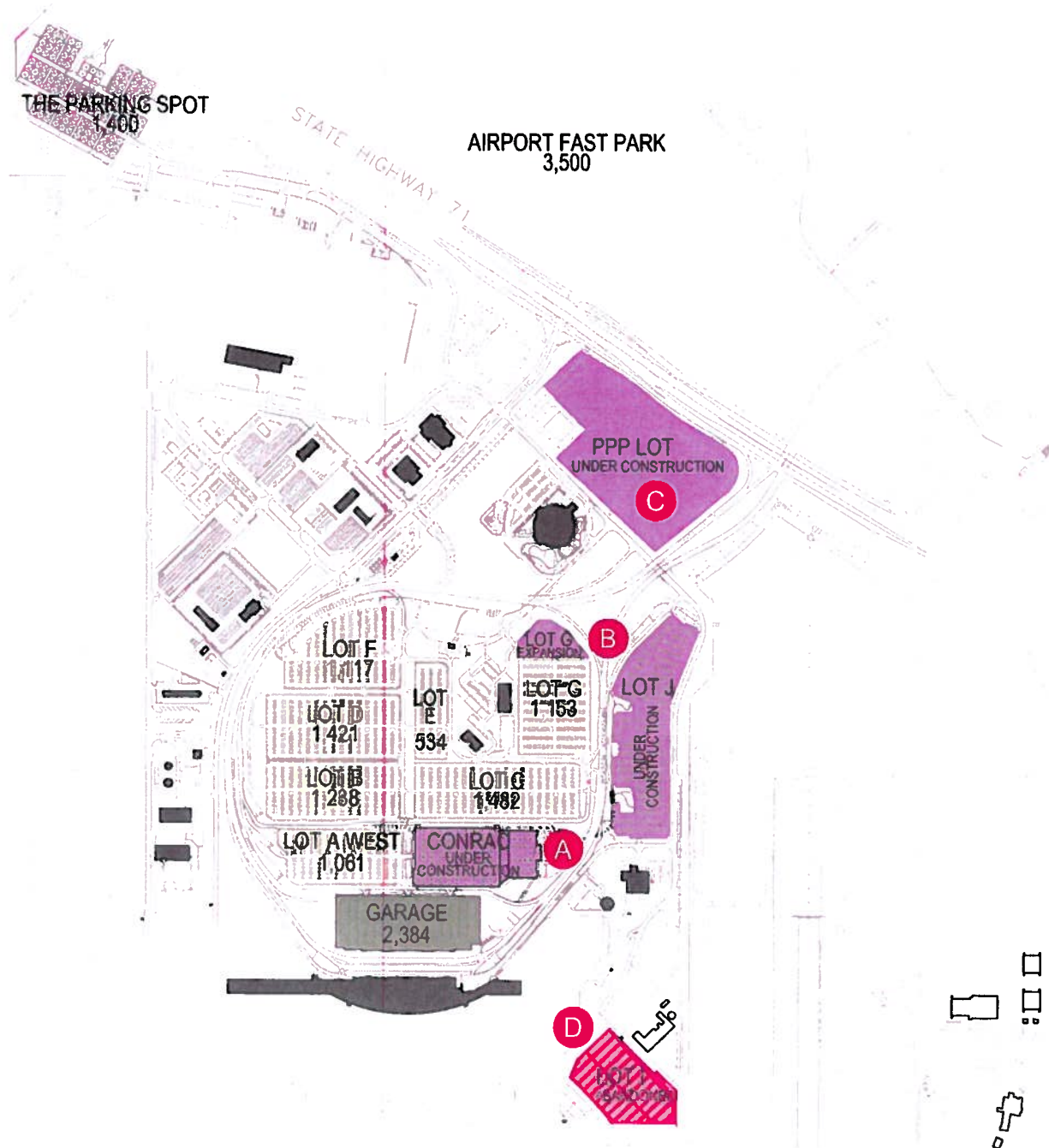
EXHIBIT D: PARKING SITE PLAN: 2018

EXHIBIT E: PARKING SITE PLAN: 2020

EXHIBIT F: PARKING SITE PLAN: 2022

EXHIBIT G: PARKING SITE PLAN: 2027

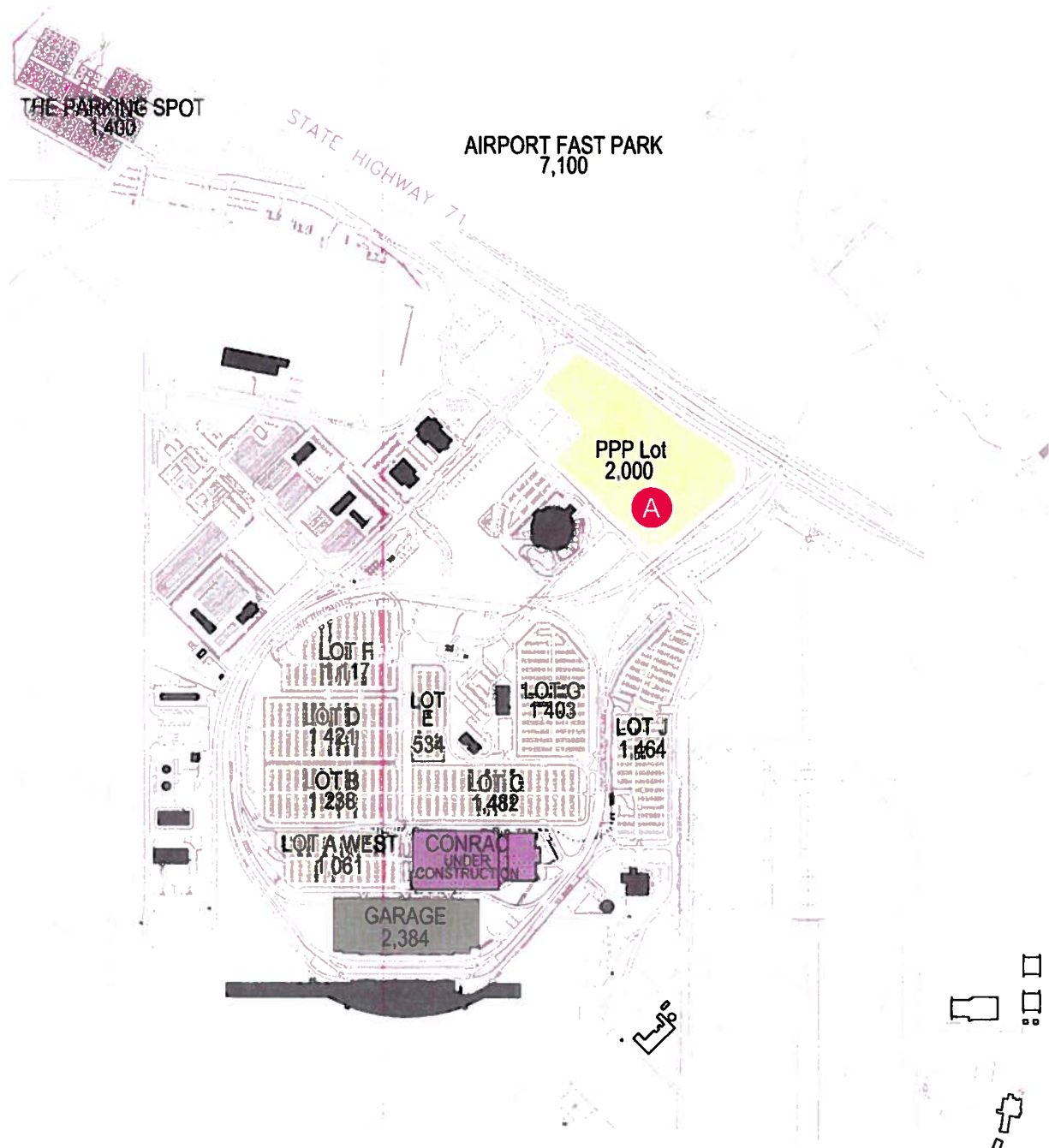
EXHIBIT H: PARKING SITE PLAN: 2035



RECAP OF PARKING CHANGES:

- A** NEW CONRAC UNDER CONSTRUCTION:
ELIMINATES THE 742 SURFACE PARKING SPACES IN LOT A EAST
- B** NEW LOT J AND LOT G EXPANSION:
1,714 ADDITIONAL SURFACE SPACES
- C** NEW PPP LOT UNDER CONSTRUCTION
2,000 SURFACE SPACES BUILT IN A PUBLIC-PRIVATE PARTNERSHIP
BETWEEN THE CITY OF AUSTIN AND A DEVELOPER TEAM
- D** LOT I REMOVAL
583 EMPLOYEE SURFACE SPACES REMOVED FROM INVENTORY TO
ALLOW FOR GATE EXPANSION PLANS

PARKING COUNT	
LOT A WEST	1,061
LOT B	1,238
LOT C	1,482
LOT D	1,421
LOT E	534
LOT F	1,117
LOT G	1,403
LOT J	1,484
LOT I	0
SHORT TERM GARAGE	2,384
TOTAL	12,104



RECAP OF PARKING CHANGES:

- A** NEW PPP LOT COMPLETED.
2,000 SURFACE SPACES BUILT IN A PUBLIC-PRIVATE PARTNERSHIP
BETWEEN THE CITY OF AUSTIN AND A DEVELOPER TEAM

PARKING COUNT	
LOT A WEST	1,061
LOT B	1,238
LOT C	1,482
LOT D	1,421
LOT E	534
LOT F	1,117
LOT G	1,403
LOT J	1,464
LOT I	0
PPP LOT	2,000
SHORT TERM GARAGE	2,384
TOTAL	14,104

THE PARKING SPOT
1,400

AIRPORT FAST PARK
7,100

STATE HIGHWAY 71

PPP Lot
2,000

LOT F
1,117

LOT D
1,421

LOT B
1,238

LOT A WEST
1,061

LOT E
534

LOT G
1,403

LOT I
1,482

LOT J
1,464

GARAGE
750

GARAGE
3,434

A

RECAP OF PARKING CHANGES:

A

NEW CONRAC COMPLETE:
1,800 SPACES ADDED TO ABIA GARAGE INVENTORY

PARKING COUNT	
LOT A WEST	1,061
LOT B	1,238
LOT C	1,482
LOT D	1,421
LOT E	534
LOT F	1,117
LOT G	1,403
LOT J	1,464
LOT I	0
PPP LOT	2,000
SHORT TERM GARAGE	4,184
TOTAL	15,904

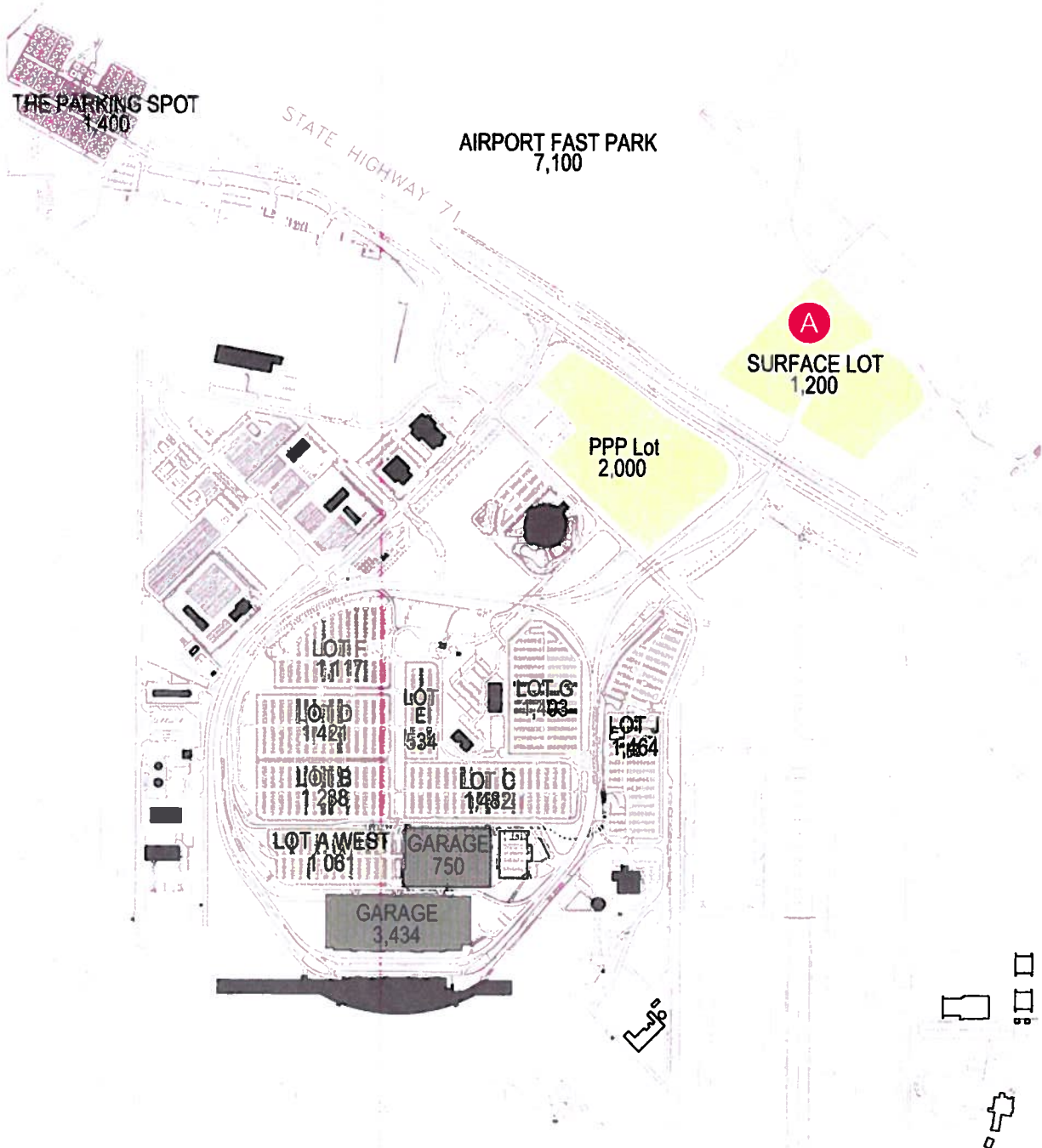
PGAL

EXHIBIT C: PARKING SITE PLAN: 2015
25 YEAR PARKING PLAN
AUSTIN BERGSTROM INTERNATIONAL AIRPORT

JANUARY 2015



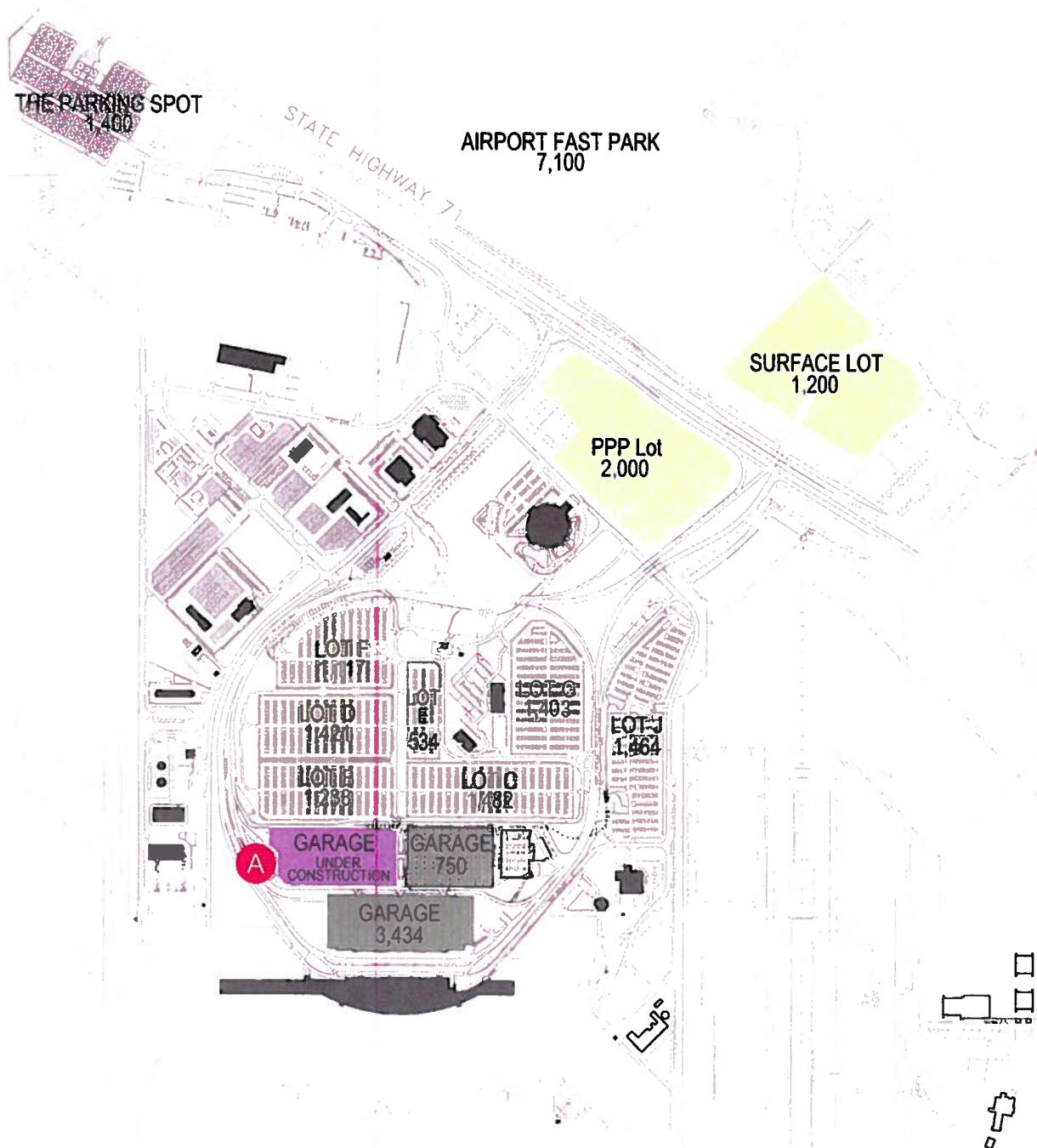
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RECAP OF PARKING CHANGES

- A** NEW SURFACE LOT
1,200 SPACES OF SURFACE SPACES CONSTRUCTED ON ABIA
PROPERTY NORTH OF HIGHWAY 71.

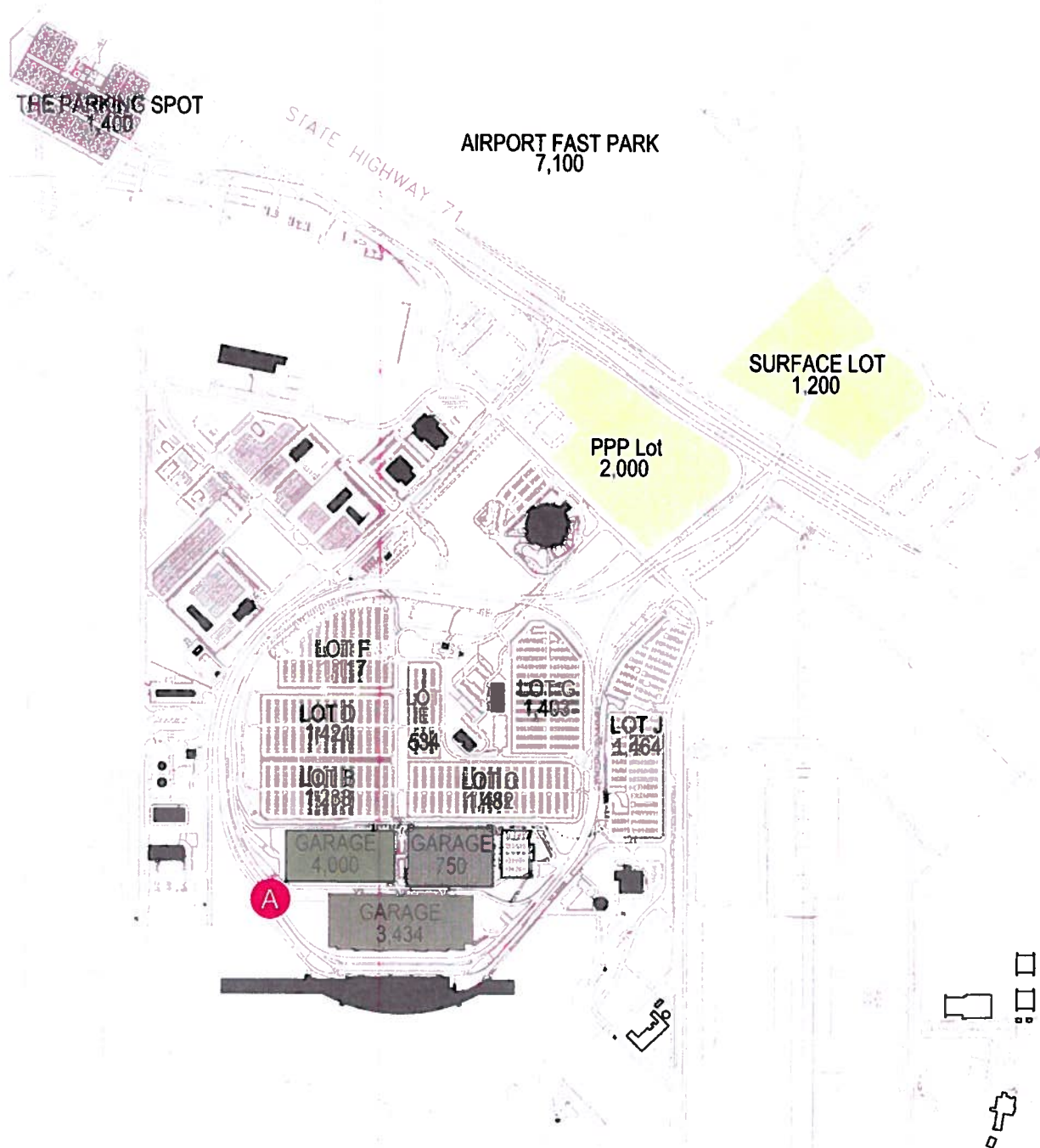
PARKING COUNT	
LOT A WEST	1,061
LOT B	1,238
LOT C	1,482
LOT D	1,421
LOT E	534
LOT F	1,117
LOT G	1,403
LOT J	1,464
LOT I	0
PPP LOT	2,000
SHORT TERM GARAGE	4,184
NEW SURFACE LOT	1,200
TOTAL	17,154



RECAP OF PARKING CHANGES:

- A** NEW SHORT TERM UNDER CONSTRUCTION.
ELIMINATES THE 1,061 SURFACE PARKING SPACES IN LOT A WEST

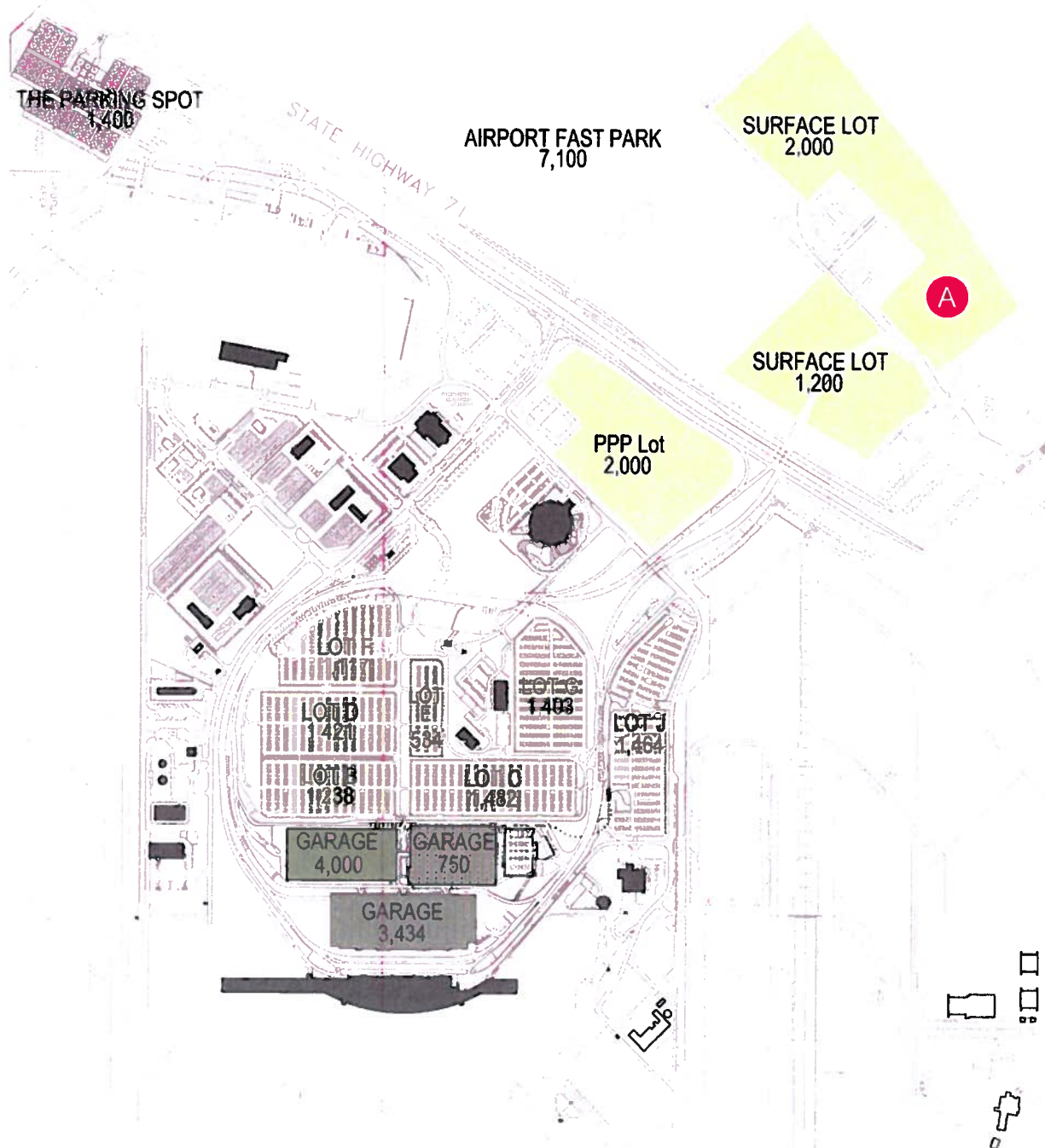
PARKING COUNT	
LOT A WEST	0
LOT B	1,238
LOT C	1,482
LOT D	1,421
LOT E	534
LOT F	1,117
LOT G	1,403
LOT J	1,464
LOT I	0
PPP LOT	2,000
SHORT TERM GARAGE	4,184
NEW SURFACE LOT	1,200
TOTAL	16,943



RECAP OF PARKING CHANGES:

- A** NEW SHORT TERM GARAGE COMPLETE:
4,000 SPACE INCREASE TO GARAGE PARKING CAPACITY

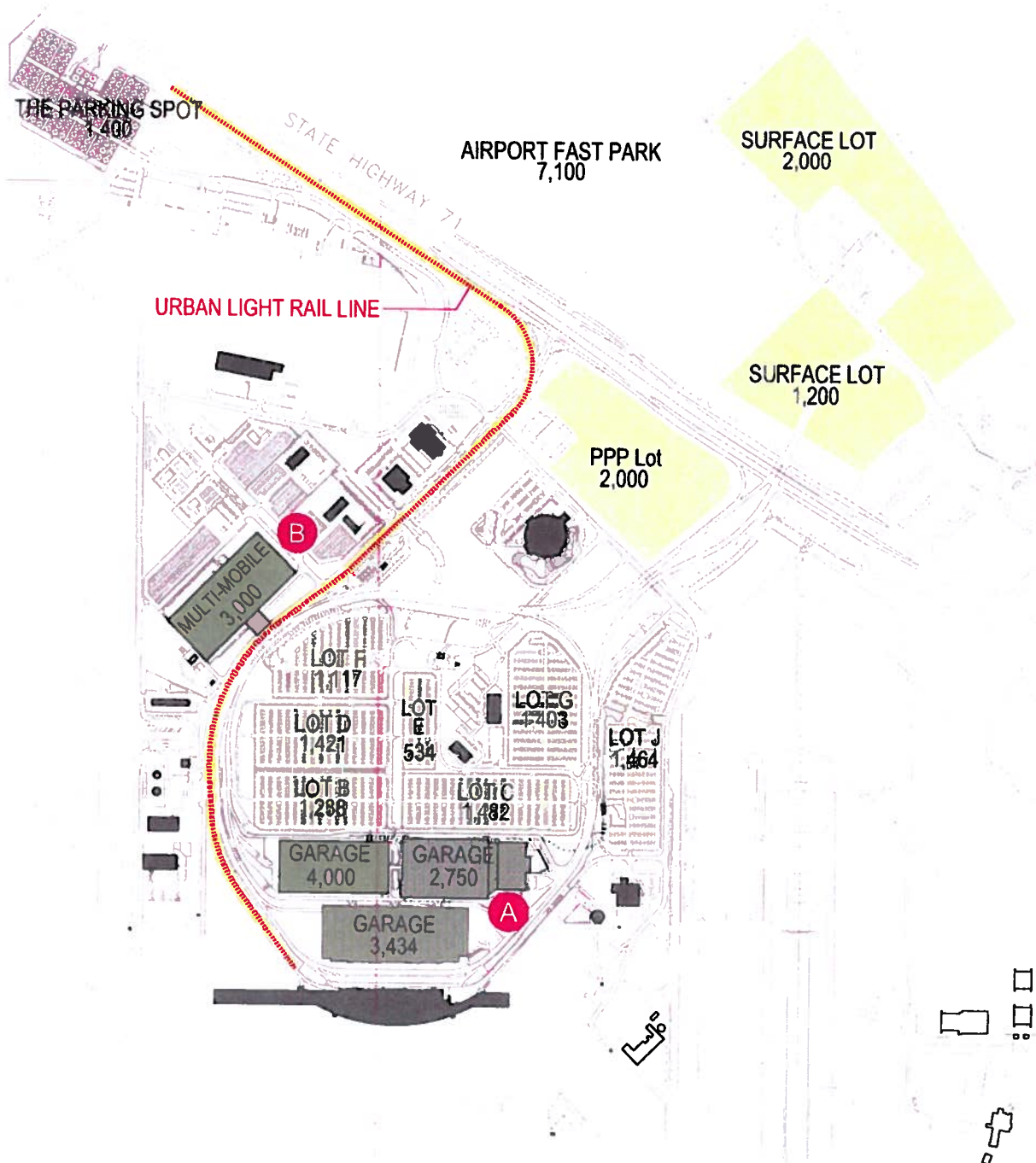
PARKING COUNT	
LOT B	1,238
LOT C	1,482
LOT D	1,421
LOT E	534
LOT F	1,117
LOT G	1,403
LOT J	1,464
LOT I	0
PPP LOT	2,000
SHORT TERM GARAGE	4,184
NEW SURFACE LOT	1,200
NEW SHORT TERM GARAGE	4,000
TOTAL	20,043



RECAP OF PARKING CHANGES:

- A** NEW SURFACE LOT
2,000 SPACES OF SURFACE SPACES CONSTRUCTED ON ABIA
PROPERTY NORTH OF HIGHWAY 71.

PARKING COUNT	
LOT B	1,238
LOT C	1,482
LOT D	1,421
LOT E	534
LOT F	1,117
LOT G	1,403
LOT J	1,464
LOT I	0
PPP LOT	2,000
SHORT TERM GARAGE	4,184
NEW SURFACE LOT	1,200
NEW SURFACE LOT	2,000
NEW SHORT TERM GARAGE	4,000
TOTAL	22,043



RECAP OF PARKING CHANGES.

- A** CONRAC CONVERSION GARAGE
2,750 SPACES ADDED TO GARAGE INVENTORY BY CONVERTING RENTAL CAR PARKING AND OPERATION SPACE
- B** NEW CONRAC & MULTI-MOBILE FACILITY:
3,000 SPACES ADDED TO GARAGE INVENTORY. THESE SPACES WOULD BE INTEGRATED INTO A NEW CONRAC FACILITY TO REPLACE THE EXISTING CONRAC NEAR THE TERMINAL (SEE PROJECT ABOVE). THE NEW FACILITY COULD POTENTIALLY CONNECT TO THE TERMINAL VIA AN URBAN RAIL LINE.

PARKING COUNT	
LOT B	1,238
LOT C	1,482
LOT D	1,421
LOT E	534
LOT F	1,117
LOT G	1,403
LOT J	1,464
LOT I	0
PPP LOT	2,000
SHORT TERM GARAGE	4,184
NEW SURFACE LOT	1,200
NEW SURFACE LOT	2,000
NEW SHORT TERM GARAGE	4,000
CONRAC CONVERSION GARAGE	2,750
NEW CONRAC & MULTI-MOBILE	3,000
TOTAL	27,793

AGENDA



Recommendation for Council Action (Purchasing)

Austin City Council	Item ID:	25608	Agenda Number	<ITEM_OUTLINE>
Meeting Date:	August 22, 2013			
Department:	Purchasing			
Subject				
Authorize award and execution of fifteen contracts through the Texas Local Government Purchasing Cooperative (BuyBoard) with: KIRBY-SMITH MACHINERY, for the purchase of 10 Multiquip V304EH Walk-Behind Rollers and one Multiquip Power Buggy WBH-16EF in an amount not to exceed \$134,782; RDO EQUIPMENT, for the purchase of one John Deere 670G Motor Grader, one John Deere 35D Mini Excavator, one John Deere 410TJ T/L/B, Cab/Air, Wain Roy Swinger Coupler w/ 24" Bucket, one John Deere 333DT Rubber-Track LDR, Cab/Air, 84" BKT, Backhoe, Shredder, and one John Deere 85D Excavator Quick-Attach Bucket in an amount not to exceed \$633,486.43; WAUKESHA-PEARCE INDUSTRIES, INC., for the purchase of one Gradall XL3100 IV 4X2 Truck Mounted Excavator and one Gradall XL4100 IV 6X4 Truck Mounted Excavator in an amount not to exceed \$676,776.26; KINLOCH EQUIPMENT & SUPPLY, INC., for the purchase of one Vactor RamJet F-Series Sewer Cleaner, one Vactor 2103 Sewer Cleaner Body, and one Vactor 2100 plus Combination Sewer Cleaner Body in an amount not to exceed \$492,678; COOPER EQUIPMENT, for the purchase of four Schwarze A8000CNG Freightliner M2 112 High Dump Street Sweeper, one HAMM HD 12 VT Combo Roller, two HAMM HD 12 VV 47" Double Drum Asphalt Rollers, and one Schwarze A7000 FREIGHTLINER M2 Street Sweeper in an amount not to exceed \$1,800,584.60; RUSH TRUCK CENTER, for the purchase of one Peterbilt/MRL Striper in an amount not to exceed \$266,202; LONGHORN INTERNATIONAL, for the purchase of 13 Crane Carrier LET2-45 Cab & Chassis for Commercial Body (brown) and two Crane Carrier LET2-45 Cab & Chassis for Commercial Body (blue) in an amount not to exceed \$2,896,831; TEXAN WASTE EQUIPMENT, dba HEIL OF TEXAS, for the purchase of 15 Heil Commercial 25 Yard High Compaction Rear Loaders and two Heil F-4000N Narrow 11 Yard High Compaction Rear Loaders in an amount not to exceed \$2,581,925.90; CHASTANG ENTERPRISES, INC., for the purchase of two Autocar Diesel-Powered Cab & Chassis for Dead End Refuse Bodies in an amount not to exceed \$201,100; VERMEER EQUIPMENT OF TEXAS, INC., dba VERMEER TEXAS-LOUISIANA, for the purchase of two Vermeer BC1000XL 12" Brush Chippers and one Vermeer BC1500 15" Brush Chipper in an amount not to exceed \$94,298.42; AUSTIN TRUCK & EQUIPMENT, INC. LTD, dba FREIGHTLINER OF AUSTIN, for the purchase of one Frieightliner/ALTEC M2-106 Tree Truck and one Freightliner/ALTEC M2-106 Service Truck in an amount not to exceed \$379,959.				
Amount and Source of Funding				
Funding in the amount of \$153,775.18 is available in the Fiscal Year 2012-2013 Capital Budget of Austin Energy. Funding in the amount of \$166,268 is available in the Fiscal Year 2012-2013 Capital Budget of the Austin Water Utility. Funding in the amount of \$1,628,535.15 is available in the Fiscal year 2012-2013 Capital Budget of the Public Works Department. Funding in the amount of \$7,200,842.46 is available in the Fiscal Year 2012-2013 Capital Budget of Austin Resource Recovery. Funding in the amount of \$1,111,996.61 is available in the Fiscal Year 2012-2013 Capital Budget of the Watershed Protection Department. Funding in the amount of \$15,747.54 is available in the Fiscal Year 2012-2013 Capital Budget of Aviation Department. Funding in the amount of \$266,202 is available in the Fiscal Year 2012-2013 Capital Budget of the Austin Transportation Department. Funding in the amount of \$20,468.34 is available in the Fiscal Year 2012-2013 Operating Budget of the Health and Human Services Department. Funding in the amount of \$56,924.04 is available in the Fiscal Year 2012-2013 Operating Budget of the Parks and Recreation Department.				
Fiscal Note				

A fiscal note is attached.	
Purchasing Language:	Cooperative Purchase.
Prior Council Action:	
For More Information:	Jeff Dilbert/974-2021
Boards and Commission Action:	July 9, 2013 – To be reviewed by the Austin Aviation Advisory Commission. July 10, 2013 – To be reviewed by the Water and Wastewater Commission. July 15, 2013 – To be reviewed by the Electric Utility Commission. August 14, 2013 – To be reviewed by the Zero Waste Advisory Committee.
MBE / WBE:	This contract will be awarded in compliance with City Code Chapter 2-9D (Minority Owned and Women Owned Business Enterprise Procurement Program) No subcontracting opportunities were identified; therefore, no goals were established for this solicitation.
Related Items:	
Additional Backup Information	
<p>This contract is for the purchase of 32 new and 52 replacement pieces of heavy-duty equipment to be distributed among Austin Energy, Austin Water Utility, Austin Resource Recovery, Parks and Recreation Department, Aviation Department, Austin Transportation Department, Health and Human Services Department, Public Works Department, and the Watershed Protection Department.</p> <p>Fleet Services and the Office of Sustainability have worked together to develop a vehicle/equipment purchasing process to progress towards our City-wide objective of obtaining carbon neutrality by 2020. The purchasing criteria incorporate criteria pollutant and greenhouse gas emissions impact, available technologies on the market, physical demands on the vehicle/equipment, service application, and life-cycle cost. These criteria are applied to all vehicle/equipment purchase requests submitted to Fleet Services and the vehicles/equipment to be purchased in this request are alternative fueled.</p> <p>All of these vehicles/equipment are powered with engines capable of operating on B20 biodiesel (20% biodiesel blended with 80% petro-diesel). The B20 biodiesel that the City of Austin currently purchases is Texas Low Emission Diesel (TXLED) Program compliant, ultra-low sulfur diesel, with the Texas Commission on Environmental Quality (TCEQ) approved Kern JC-747 additive. A new technology vehicle/equipment operating on B20 produces at least 10% less particulate matter, at least 10% less carbon monoxide, and at least 10% less unburned hydrocarbons from running on petro-diesel, while also reducing life cycle greenhouse gas emission by at least 15%.</p> <p>The vehicles/equipment in this RCA have been recommended for purchase utilizing a process that involves the Fleet Officer, participating Department Directors, and Assistant City Managers (ACMs). ACM approval is required for all new additions to the City's fleet prior to any requests being made to the Purchasing Office.</p> <p>Departments reviewed the list of vehicles/equipment determined eligible for replacement by Fleet Services based on mileage, hours of use, and maintenance costs. From that list, priority uses were determined within the departments, and the proposed vehicles/equipment were reviewed by the Fleet Service Center Manager to ensure the specified vehicle/equipment is appropriate for the use.</p> <p>All of the replacement vehicles/equipment have met the Fleet Officer's eligibility criteria for replacement. The Fleet Service Center Managers have inspected each vehicle/equipment to be replaced, and determined that the mileage or hours of use of each vehicle/equipment proposed for replacement cannot be increased without risking a significant increase in repair costs and loss of productivity due to down time.</p> <p>This purchase includes the following heavy-duty equipment:</p> <p><u>Austin Energy</u> 1 JOHN DEERE TE GATOR, 4X2, ELECTRIC– New 1 FREIGHTLINER/ALTEC M2-106 SERVICE TRUCK - Replacement</p>	

Austin Water Utility

1 VACTOR RAMJET SEWER CLEANER BODY – Replacement

1 HAMM HD 12 VT VIBRATORY ROLLER, 47" DRUM, SMOOTH REAR TIRES, DIESEL - New

Parks and Recreation Department

2 VERMEER BC1000XL 12" BRUSH CHIPPER – New

Public Works Department

1 VERMEER BC1500 15" BRUSH CHIPPER – New

10 MULTIQUIP V304EH WALK-BEHIND ROLLER – Replacement

1 MULTIQUIP POWER BUGGY WBH-16EF - New

2 HAMM HD 12 VV 47" DOUBLE DRUM ASPHALT ROLLER– New

1 GRADALL XL3100 IV 4X2 TRUCK MOUNTED EXCAVATOR– Replacement

1 SCHWARZE A7000 FREIGHTLINER M2 STREET SWEEPER– Replacement

1 BOBCAT S750 SKID STEER LOADER– New

1 PB L-150-CT LOADER ATTACHMENT – New

1 JOHN DEERE 5045E WITH ATTACHMENTS - New

1 JOHN DEERE 670G MOTOR GRADER– Replacement

5 DOOSAN P185WJD-T4I 185 CFM PORTABLE AIR COMPRESSOR - New

1 DOOSAN P185WJD-T4I 185 CFM PORTABLE AIR COMPRESSOR– Replacement

1 DOOSAN P250WJD-T4I 250 CFM PORTABLE AIR COMPRESSOR - New

1 FREIGHTLINER/ALTEC M2-106 TREE TRUCK– New

Austin Resource Recovery

4 SCHWARZE A8000 CNG HIGH DUMP STREET SWEEPERS -Replacement

13 HEIL PT COMMERCIAL REFUSE COLLECTION BODIES -Replacement

2 HEIL PT COMMERCIAL REFUSE COLLECTION BODIES - New

13 CRANE CARRIER LET2-45 CAB & CHASSIS (BROWN) -Replacement

2 CRANE CARRIER LET2-45 CAB & CHASSIS (BLUE) - New

2 HEIL F-4000N DEAD END REFUSE COLLECTION BODY - New

2 AUTOCAR DIESEL-POWERED CAB & CHASSIS FOR DEAD END REFUSE BODY- New

1 JOHN DEERE 6115D TRACTOR - Replacement

1 JOHN DEERE CX20 BATWING CUTTER- Replacement

Watershed Protection Department

1 JOHN DEERE 35D MINI EXCAVATOR- New

1 JOHN DEERE 410TJ T/L/B, CAB/AIR, WAIN ROY SWINGER COUPLER W/ 24" BUCKET - New

1 JOHN DEERE 333DT RUBBER-TRACK LDR, CAB/AIR, 84" BKT, BACKHOE, SHREDDER- New

1 JOHN DEERE 85D EXCAVATOR QUICK-ATTACH BKT- Replacement

1 GRADALL XL4100 IV 6X4 TRUCK MOUNTED EXCAVATOR- Replacement

1 VACTOR 2103 SEWER CLEANER BODY- New

1 VACTOR 2100 PLUS COMBINATION SEWER CLEANER BODY- New

Aviation Department

1 JOHN DEERE TH GATOR, 6X4, DIESEL- Replacement

Transportation Department

1 PETERBILT / MARKRITE PAINT TRUCK - Replacement

Health and Human Services Department

1 JOHN DEERE 5055E TRACTOR WITH JOHN DEERE MX8 SHREDDER - New

Kirby-Smith Machinery, RDO Equipment, Waukesha-Pearce Industries, Inc., Kinloch Equipment & Supply, Inc., Cooper Equipment, Rush Truck Center, Longhorn International, Texan Waste Company, dba Heil of Texas, Chastang Enterprises, Inc., Vermeer Equipment of Texas, dba Vermeer Texas-Louisiana, Austin Truck & Equipment, Inc., LTD, dba Freightliner of Austin, Central Texas Equipment, dba Central Texas Heavy Equipment, Equipment Southwest, John Deere Company, and Clark Equipment, dba Bobcat Company are contracted through BuyBoard to supply these types of specialized heavy-duty equipment to other public entities statewide as a result of a competitive bidding process. Utilizing the BuyBoard contracts provides for volume discount pricing as well as the earliest opportunity to place the City's equipment orders.

CIP EXPENSE DETAIL

DATE OF COUNCIL CONSIDERATION:
CONTACT DEPARTMENT(S):

8/22/13
WPD / Fleet

SUBJECT:

Authorize award and execution of fifteen contracts through the Texas Local Government Purchasing Cooperative (BuyBoard) with: KIRBY-SMITH MACHINERY, for the purchase of 10 Multiquip V304EH Walk-Behind Rollers and one Multiquip Power Buggy WBH-16EF in an amount not to exceed \$134,782; RDO EQUIPMENT, for the purchase of one John Deere 670G Motor Grader, one John Deere 35D Mini Excavator, one John Deere 410TJ T/L/B, Cab/Air, Wain Roy Swinger Coupler w/ 24" Bucket, one John Deere 333DT Rubber-Track LDR, Cab/Air, 84" BKT, Backhoe, Shredder, and one John Deere 85D Excavator Quick-Attach Bucket in an amount not to exceed \$633,486.43; WAUKESHA-PEARCE INDUSTRIES, INC., for the purchase of one Gradall XL3100 IV 4X2 Truck Mounted Excavator and one Gradall XL4100 IV 6X4 Truck Mounted Excavator in an amount not to exceed \$676,776.26; KINLOCH EQUIPMENT & SUPPLY, INC., for the purchase of one Vactor RamJet F-Series Sewer Cleaner, one Vactor 2103 Sewer Cleaner Body, and one Vactor 2100 plus Combination Sewer Cleaner Body in an amount not to exceed \$492,678; COOPER EQUIPMENT, for the purchase of four Schwarze A8000CNG Freightliner M2 112 High Dump Street Sweeper, one HAMM HD 12 VT Combo Roller, two HAMM HD 12 VV 47" Double Drum Asphalt Rollers, and one Schwarze A7000 FREIGHTLINER M2 Street Sweeper in an amount not to exceed \$1,800,584.60; RUSH TRUCK CENTER, for the purchase of one Peterbilt/MRL Striper in an amount not to exceed \$266,202; LONGHORN INTERNATIONAL, for the purchase of 13 Crane Carrier LET2-45 Cab & Chassis for Commercial Body (brown) and two Crane Carrier LET2-45 Cab & Chassis for Commercial Body (blue) in an amount not to exceed \$2,896,831; TEXAN WASTE EQUIPMENT, dba HEIL OF TEXAS, for the purchase of 15 Heil Commercial 25 Yard High Compaction Rear Loaders and two Heil F-4000N Narrow 11 Yard High Compaction Rear Loaders in an amount not to exceed \$2,581,925.90; CHASTANG ENTERPRISES, INC., for the purchase of two Autocar Diesel-Powered Cab & Chassis for Dead End Refuse Bodies in an amount not to exceed \$201,100; VERMEER EQUIPMENT OF TEXAS, INC., dba VERMEER TEXAS-LOUISIANA, for the purchase of two Vermeer BC1000XL 12" Brush Chippers and one Vermeer BC1500 15" Brush Chipper in an amount not to exceed \$94,298.42; AUSTIN TRUCK & EQUIPMENT, INC. LTD, dba FREIGHTLINER OF AUSTIN, for the purchase of one Freightliner/ALTEC M2-106 Tree Truck and one Freightliner/ALTEC M2-106 Service Truck in an amount not to exceed \$379,959.

CURRENT YEAR IMPACT:

Department:	Watershed
Project Name:	Vehicle Account
Fund/Department/Unit:	4850 6307 7010
Funding Source:	DUF Fund
Current Appropriation:	7,931,673.00
Unencumbered Balance:	1,785,540.00
Amount of This Action:	(1,111,996.61)
Remaining Balance:	<u>673,543.39</u>

ANALYSIS / ADDITIONAL INFORMATION:

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- 1 FREIGHTLINER/ALTEC M2-106 SERVICE TRUCK - Replacement

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CIP EXPENSE DETAIL

DATE OF COUNCIL CONSIDERATION:
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Austin Resource Recovery

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RESOLUTION NO. 20130627-069

WHEREAS, the Imagine Austin Comprehensive Plan and other City of Austin planning documents highlight the need to protect and enhance the quality of life for Austin residents; and

WHEREAS, the City of Austin has developed a reputation as a world-class venue for music and other events; and

WHEREAS, events are often accompanied by aerial advertising; and

WHEREAS, aerial advertising causes disruptive noise for residents who live in Central city neighborhoods close to the parks and spaces that often host events; and

WHEREAS, aerial advertising may also pose a safety hazard and contribute to poor air quality; and

WHEREAS, unlike other noise sources, aerial advertising does not currently operate under regulations regarding sound; and

WHEREAS, the Federal Aviation Authority Handbook acknowledges that state and local ordinances may prohibit or restrict banner tow operations; and

WHEREAS, other local governments, such as the city of Honolulu, Hawaii, have enacted local ordinances prohibiting aerial advertising to protect and improve the appearance of treasured public spaces, parks, and landscapes and to prevent potentially dangerous aerial distractions of vehicular and pedestrian traffic; and

WHEREAS, the Honolulu ordinance was challenged twice in federal court but was upheld by the United States Court of Appeals for the Ninth Circuit; **NOW, THEREFORE**,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

The City Manager is directed to determine if any barriers at the local, state, or federal level would prevent Austin from enacting an ordinance restricting or prohibiting aerial advertising.

BE IT FURTHER RESOLVED:

In the absence of legal barriers to doing so, the City Manager is directed to draft an ordinance for consideration by the City Council by August 29, 2013.

ADOPTED: June 27, 2013

ATTEST: _____
Jannette S. Goodall
City Clerk