



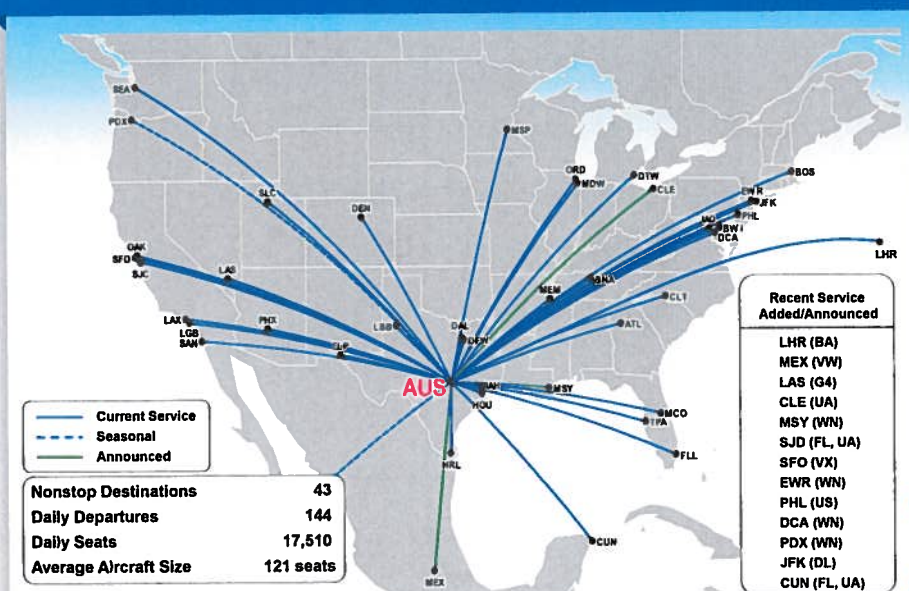
ABIA Global Role

- ABIA currently ranks as the 39th-busiest airport in North America (48th busiest in 2006)
 - ABIA served over 9.4 million passengers in 2012
 - Over 172,248 takeoffs and landings in 2012
- Serves as primary diversion airport for international and domestic air carriers serving DFW and IAH
- International gateway airport to Central Texas area
- Average day in peak month (June 2013)
 - 30,389 passengers
 - 370 passenger flights
 - 505 aircraft takeoffs and landings

3



Nonstop Service to 43 Destinations



Source: approximate schedules for the week of August 12, 2013 plus announced service

4



Top Origin and Destination Markets

Top Austin Destinations

AUS Top 15 Domestic Destinations

- 1 Los Angeles
- 2 San Francisco Bay Area
- 3 New York/Newark
- 4 Dallas/Ft. Worth
- 5 Denver
- 6 Chicago
- 7 Las Vegas
- 8 Phoenix
- 9 Baltimore
- 10 Orlando
- 11 Seattle
- 12 Boston
- 13 Atlanta
- 14 San Diego
- 15 Houston

AUS Top 15 International Destinations

- 1 Cancun
- 2 London
- 3 Toronto
- 4 Vancouver
- 5 Seoul
- 6 Paris
- 7 Frankfurt
- 8 Tokyo
- 9 San Jose Cabo
- 10 Mexico City
- 11 Taipei
- 12 Calgary
- 13 Shanghai
- 14 San Jose, Costa Rica
- 15 Rome

Source: U.S. DOT, Origin-Destination Passenger Survey and Adjusted Miles: FY C1 2011

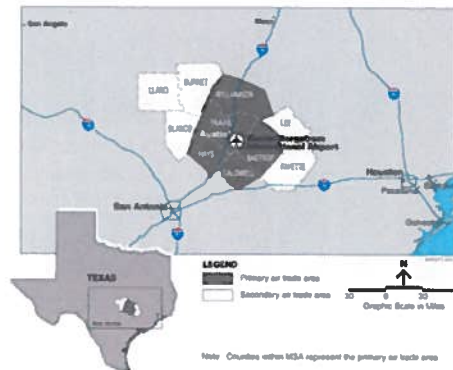


5



ABIA Economic Impact and Trade Area

- ABIA has an major and growing impact on the regional and local economy
- Austin-Bergstrom generates \$2.4 billion into the economy and supports over 40,000 jobs, 3,000 at the airport itself. (Source TXDOT Economic Impacts report 2011)



6



AUS 2013 Air Service Highlights

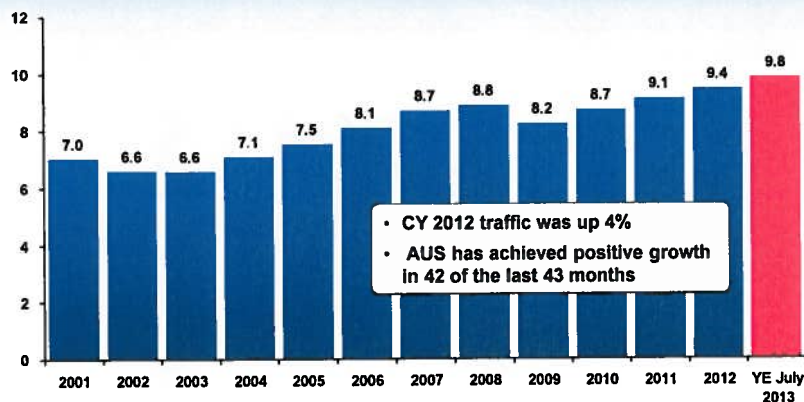
- **Record-Breaking Traffic:**
 - ABIA set an all-time total passenger record in 2012 with 9,430,314 passengers
 - Record month, July 2013 – 922,615 passengers
 - 12-month rolling total (July 2013 YE) – 9.8 million passengers
- **New *nonstop* service added in 2013**
 - AirTran & United Airlines – Austin to San Jose del Cabo (June 2013, seasonal only)
 - United Airlines – Austin to Cleveland (September 2013)
 - Aeromar – Austin to Mexico City (October 2013)
 - Southwest Airlines – Austin to New Orleans (November 2013)
- **New *carriers* added in 2013**
 - Virgin American – Austin to San Francisco (May 21, 2013)
 - Aeromar – Austin to Mexico City (Oct. 21, 2013)
 - Allegiant Airlines – Austin to Las Vegas (October 31, 2013)
 - British Airways – Austin to London, Heathrow (March 3, 2014)

7



Austin Continues to Set New Passenger Records

Annual Passenger Traffic (Millions)



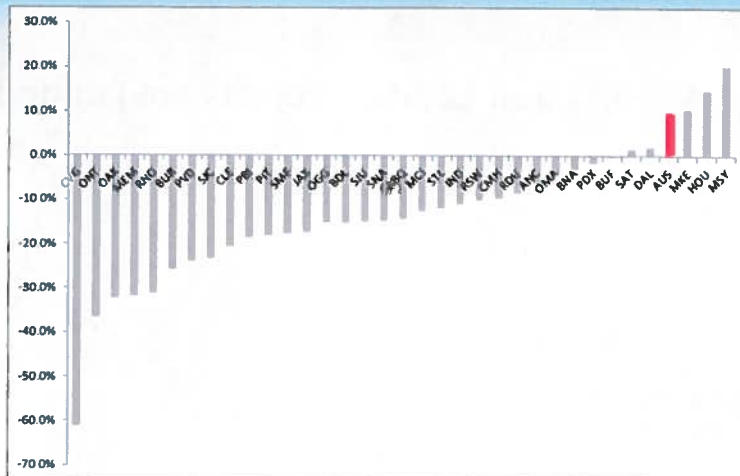
Source: ABIA

8



Austin is One of Only 6 Medium Hub Airports with Growth Over the Last 5 Years

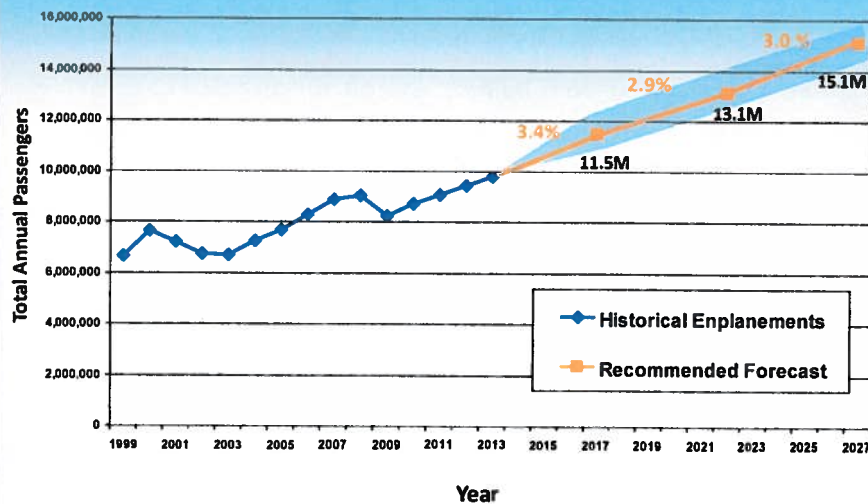
U.S. Medium Hub Airports
% Change in Enplanements 2007-2012 (Comparison of 12 Month Periods Ending August)



Source: U.S. DOT T-100, domestic only, prepared by Ricardo & Associates December, 2012



Total Annual Passenger Forecast 2014-2027





How Airports and Capital Projects are Funded

11

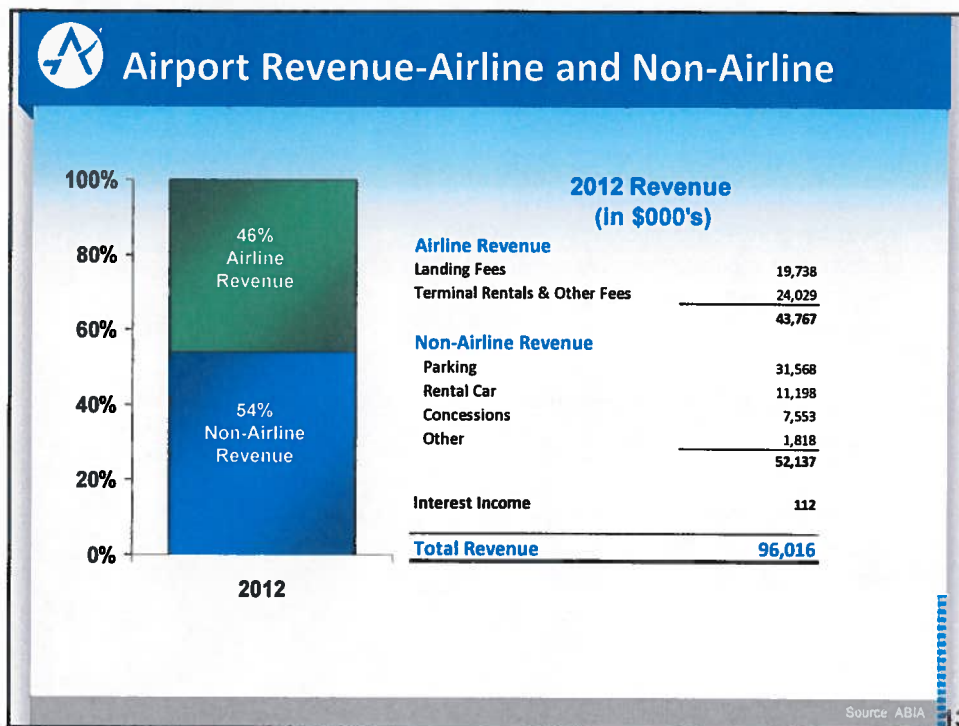


How Improvements at ABIA are Funded

- The majority of airport revenue comes from fees paid by passengers, businesses and airlines using AUS
- Our current/proposed major projects are/will be funded through:




Bonds**PFC's****AIP
Grants****Revenue
on Hand****Other**

12



ABIA Retail - Commercial Retail Development

- Added amenities for cell phone lot users
- Increase non-airline revenue
- Reduce curbside congestion, vehicle circling



Federal Funding Support Challenges

- Airway Trust Fund inadequate revenue generated by users due to unbundling of airline fares (bag fees, Wi-Fi fees, snacks)
- Airport Grants-full entitlement in jeopardy
- Passenger Facility Charge capped at \$4.50 per enplanement since year 2000

GAO

United States Government Accountability Office
Testimony
Before the Committee on Finance,
U.S. Senate

For Release on Demand
Released at 10:00 a.m. EST
Thursday, February 7, 2013

AIRPORT AND AIRWAY TRUST FUND

Declining Balance Raises
Concerns over Ability to
Meet Future Demands

Statement of Gerald Billington, Director
Physical Infrastructure



Capital Improvement Plan



Airport Design Capacity

- Design capacity definition generally makes a reference to a limit, when reached or exceeded, and affects an airports operation and level of service for each airport subsystem. In general, ABIA design capacity is 11 million passengers a year:
- Airport Subsystem are:
 - Landside Roadways
 - Parking Lots & Garages
 - Ground Transportation Commercial Services
 - Curbside Operations
 - Terminal Ticket Counters
 - Security Lanes
 - Airline Gates & Hold rooms
 - Airline Baggage Handling System
 - Runways & Taxiways

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2003 Master Plan

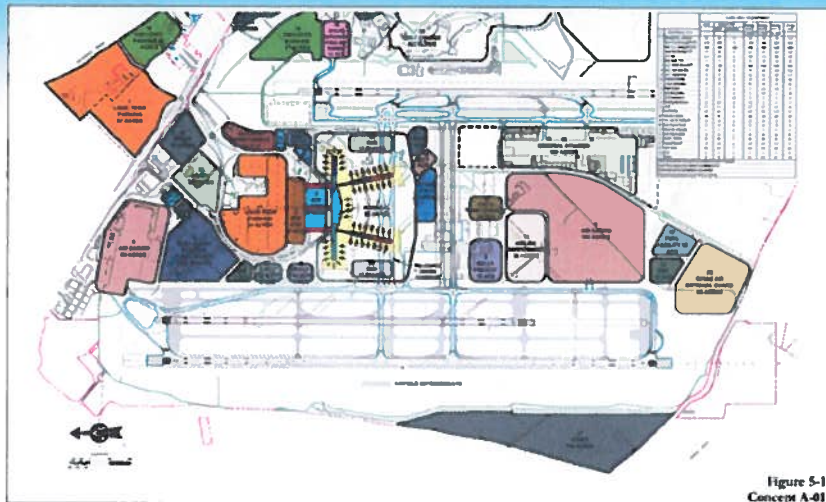
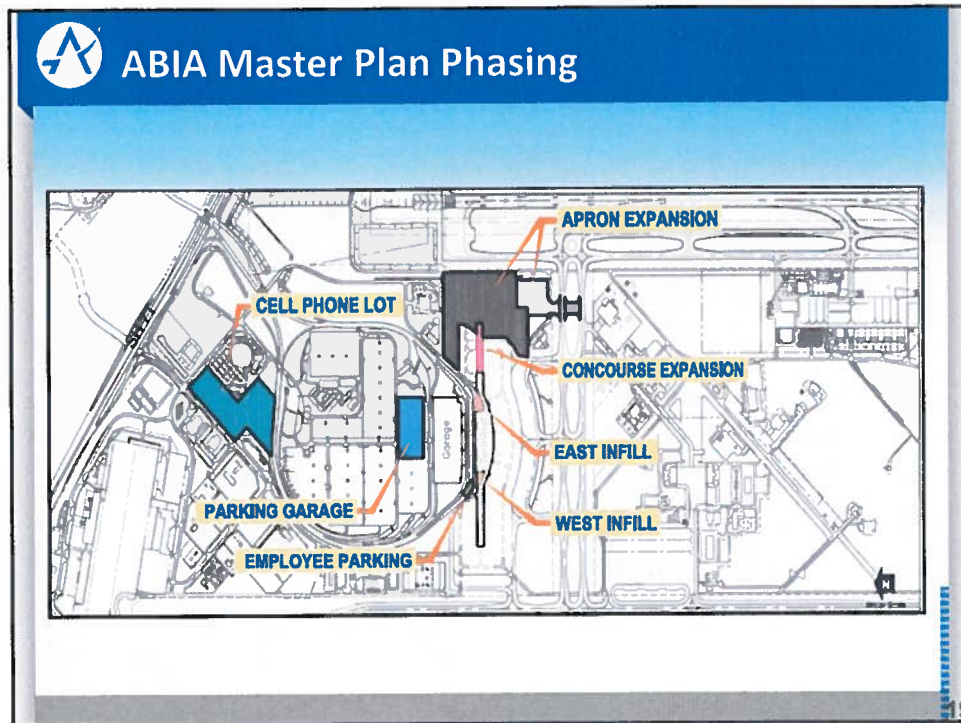


Figure S-1
Concept A-01

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Terminal Subsystem Needs and Issues

- Terminal Needs and Issues
 - Additional Gates and aircraft parking positions
 - Additional Security Checkpoints (construction services approved in the east infill project)
 - Additional Ticket counter (check-in processes)
 - Additional baggage handling devices (construction services approved in the East Infill Project)



Terminal 7-Gate Expansion

- Add approximately 70,000 sq. ft. on new terminal concourse space
- Add 7 new loading bridges and passenger hold rooms
- Add approximately 12,000 sq. ft. of concessions space
- Add international gate(s) capability (flexible international/domestic gates) on concourse level
- New restrooms on concourse level
- Add several airline operations offices on apron level
- Potential to add baggage carousels on apron level

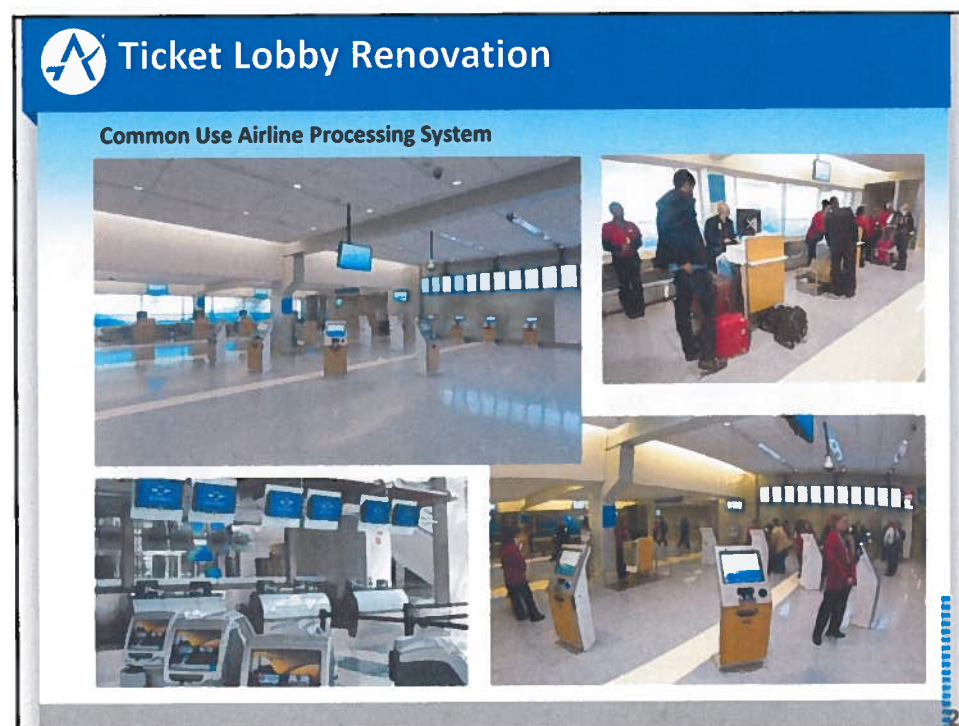
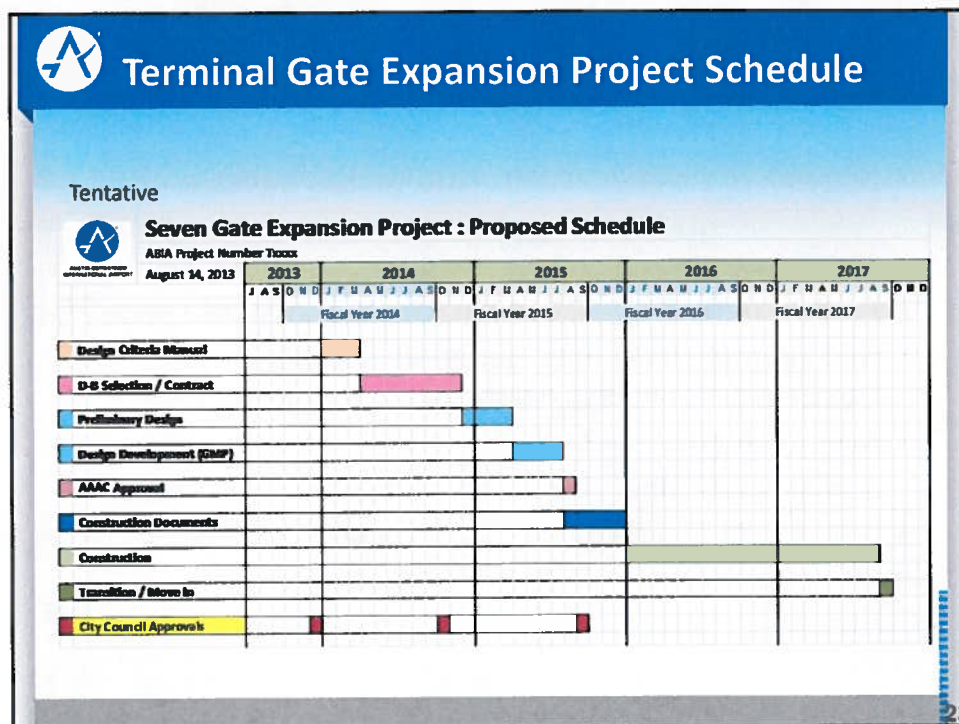
21



Terminal 7-Gate East Expansion



22





Landside Subsystem Needs and Issues

- **Parking Capacity**
 - Additional garage spaces
 - Additional surface lot spaces
- **Curbside frontage allocation and pedestrian paths**
 - Passenger pick-up curbside expansion
 - Taxicabs
 - Parking Shuttles
 - Hotel shuttles
 - Commercial Shuttles
 - Cap Metro Shuttle Stops

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Parking Demand & Capacity Chart

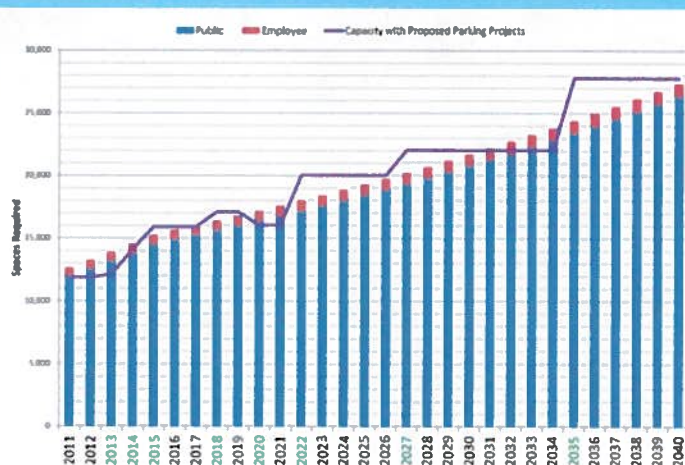
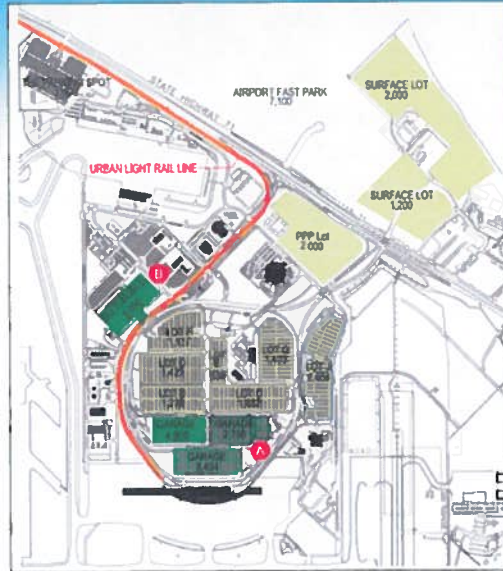


Chart Prepared by PGAL and Ricondo & Associates

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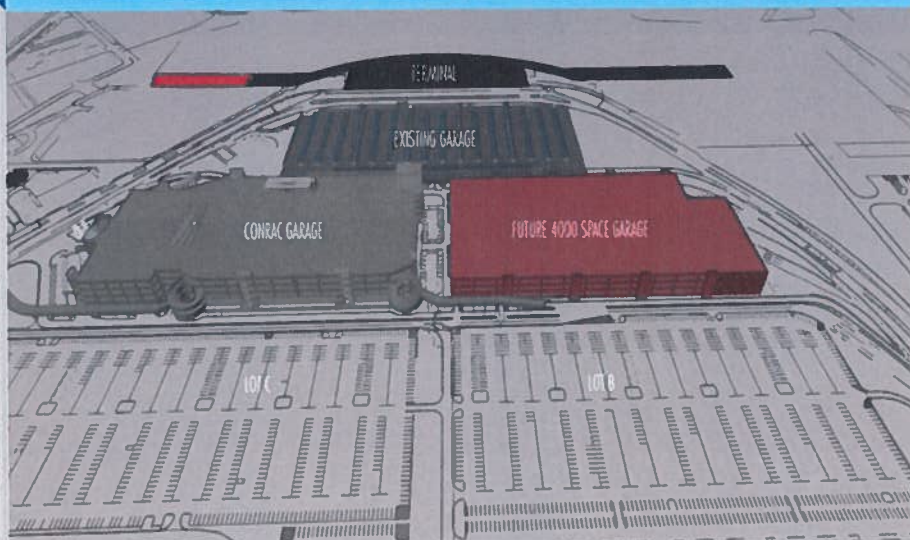
Short and Long Term Parking Plan



27



New Public Parking Garage



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ABIA Parking Demand & Capacity

Year	Total Parking Demand	Total Parking Capacity	Surplus/Deficit	Parking Projects
2013	13,882	12,104	-1,778	Lot I closes (-583)
2014	14,556	14,104	-452	new surface lot +2,000 sp
2015	15,260	15,904	644	CONRAC is complete (+1,800)
2016	15,686	15,904	218	No Change
2017	16,419	16,104	-315	New surface lot (+1,200)/start new garage Const.(-1,000 SP)
2019	16,799	16,104	-695	New Garage Construction
2020	17,193	20,104	2,911	New Garage Complete

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Parking Garage Project Schedule

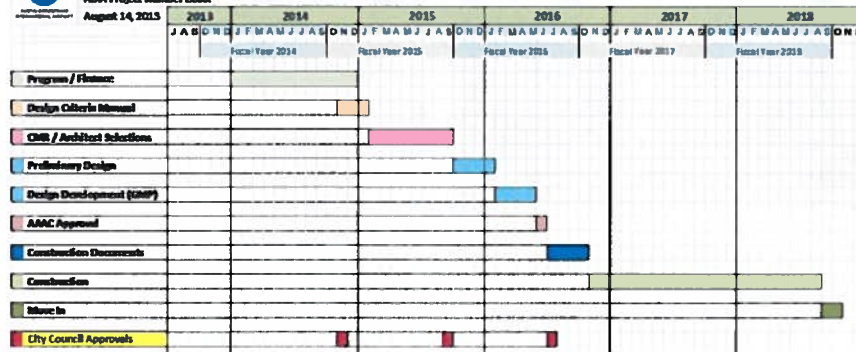
Tentative



Parking Garage Project : Proposed Schedule




ABIA Project Number 10000

August 14, 2013






30


Curbside Lower Level Modification Options


OUTER CURBS (COMMERCIAL VEHICLES)

INNER CURBS (PEDESTRIAN-OWNED VEHICLES)



AUSTIN-BERGSTROM INTERNATIONAL AIRPORT
ARRIVALS CURBSIDE MODIFICATIONS - SCHEMATIC DESIGN



31


Capital Metro Bus Stop Improvements

Terminal Curbside Stop



- New Dynamic Signs Next Bus Arrival Information
- New Shelters/Seating

Hilton Hotel Stop



- New Dynamic Signs
- New Shelters/Seating

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FY 2014 5-Year CIP Spending Plan

- **Total 5 Yr CIP Spending Plan \$470,892,961**
 - Terminal - \$228,716,477
 - Aircraft Apron - \$25,000,000
 - Landside - \$147,152,016
 - Other - \$17,792,911
 - Capital Equipment/Vehicles - \$11,943,876
- **Major projects include:**
 - Terminal – 7 gate expansion, Terminal Ticket Lobby Remodel, Terminal East Infill Construction
 - Aircraft parking positions
 - Landside – Parking Garage construction, Parking Operations Improvements, Outbuilding Improvements
 - Other – Information Technology Improvements that improves customer experience

Source: ABIA

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Next Steps

7 Gate Terminal Expansion:

- Recommend Council Action for Use of Alternative Project Delivery Method in December 2013
- Recommend Council Action for Design and Build Selection in November 2014
- Recommend Council Action for Construction Services October 2015

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