

Austin-Bergstrom International Airport

ABIA 25 YEAR PARKING PLAN

PREPARED FOR:

City of Austin

PREPARED BY:

PGAL

IN ASSOCIATION WITH:

RICONDO & ASSOCIATES, INC.

PGAL

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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:

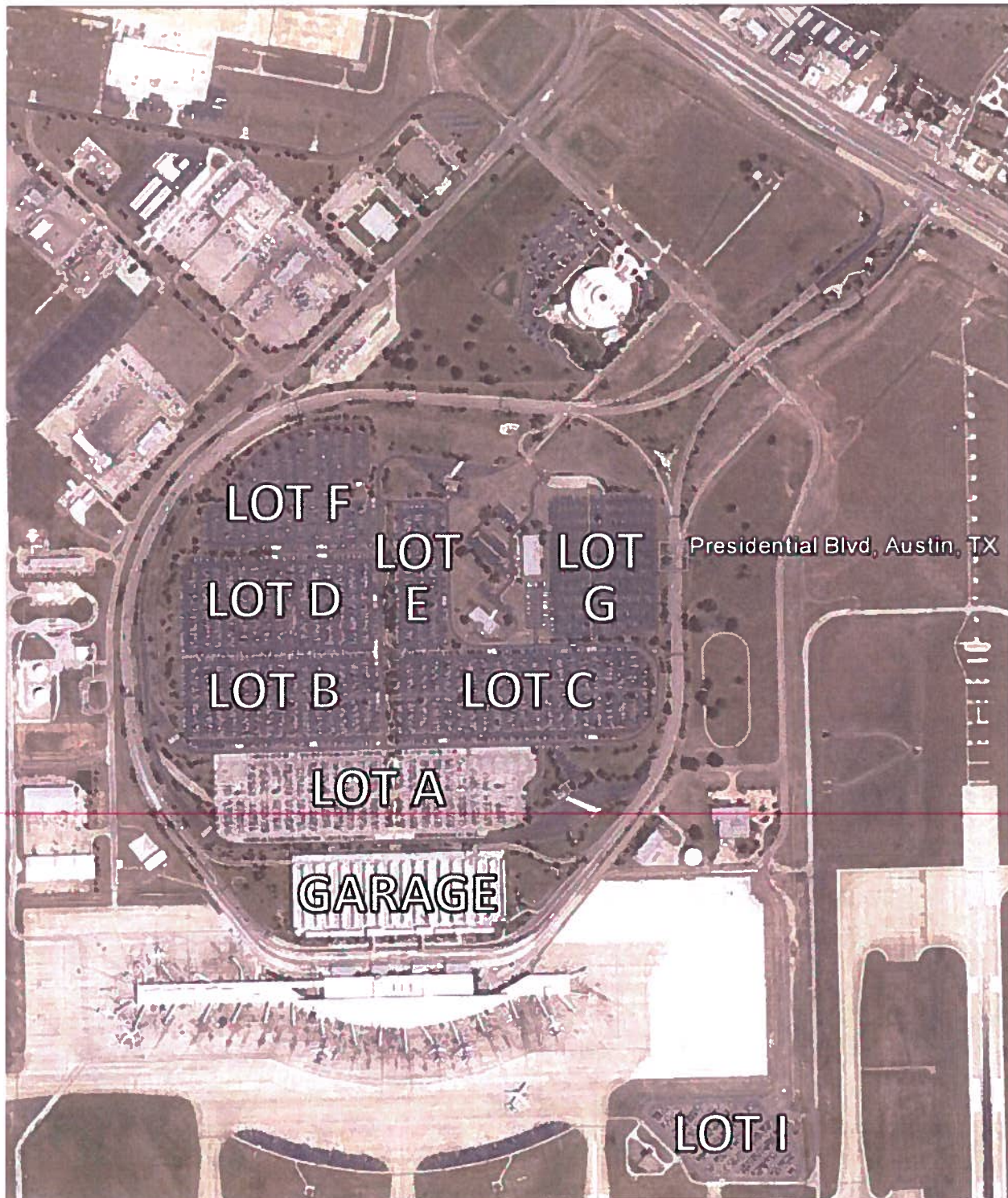
Capital Metropolitan Transportation Authority (Capital Metro), which operates the public bus transit in Austin, services the Airport. The Airport service from Capital Metro starts weekdays at 5:00 am and the bus leaves every 30 minutes and provides direct route to/from the downtown business district.

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 ^{1/}		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% ^{1/}
2017	4,320,000	2.4% ^{1/}	4,960,000	2.4% ^{1/}
2020	4,638,000	2.4% ^{1/}	5,324,000	2.4% ^{1/}
2025	5,224,000	2.4% ^{1/}	5,998,000	2.4% ^{1/}
2030	5,893,000	2.4% ^{1/}	6,768,000	2.4% ^{1/}
2035	6,651,000	2.4% ^{1/}	7,620,000	2.4% ^{1/}
2040	7,507,000	2.4% ^{1/}	8,579,000	2.4% ^{1/}
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%	

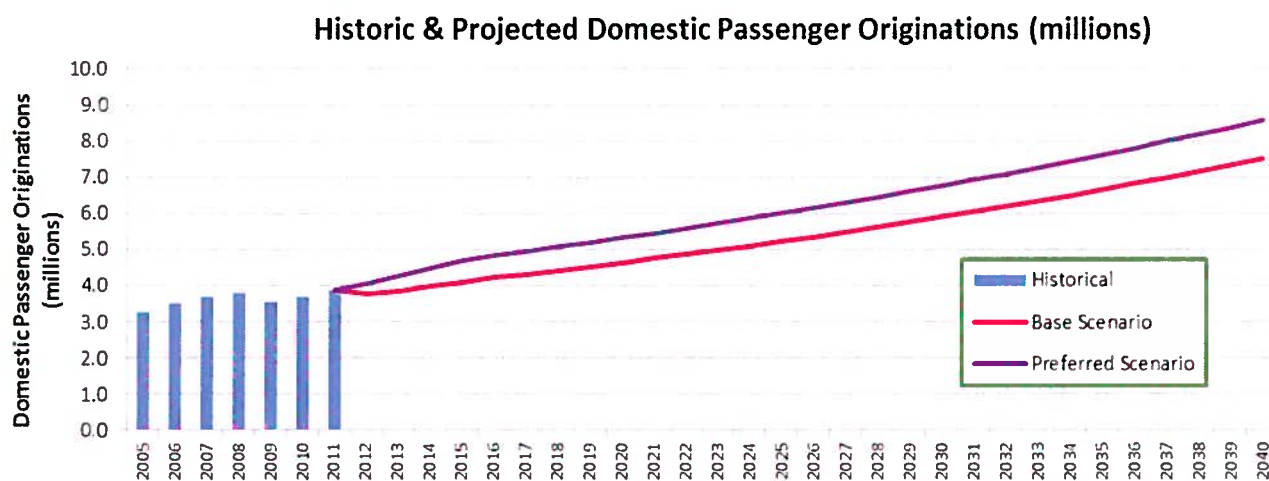
NOTES

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

SOURCE: FAA 10% 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

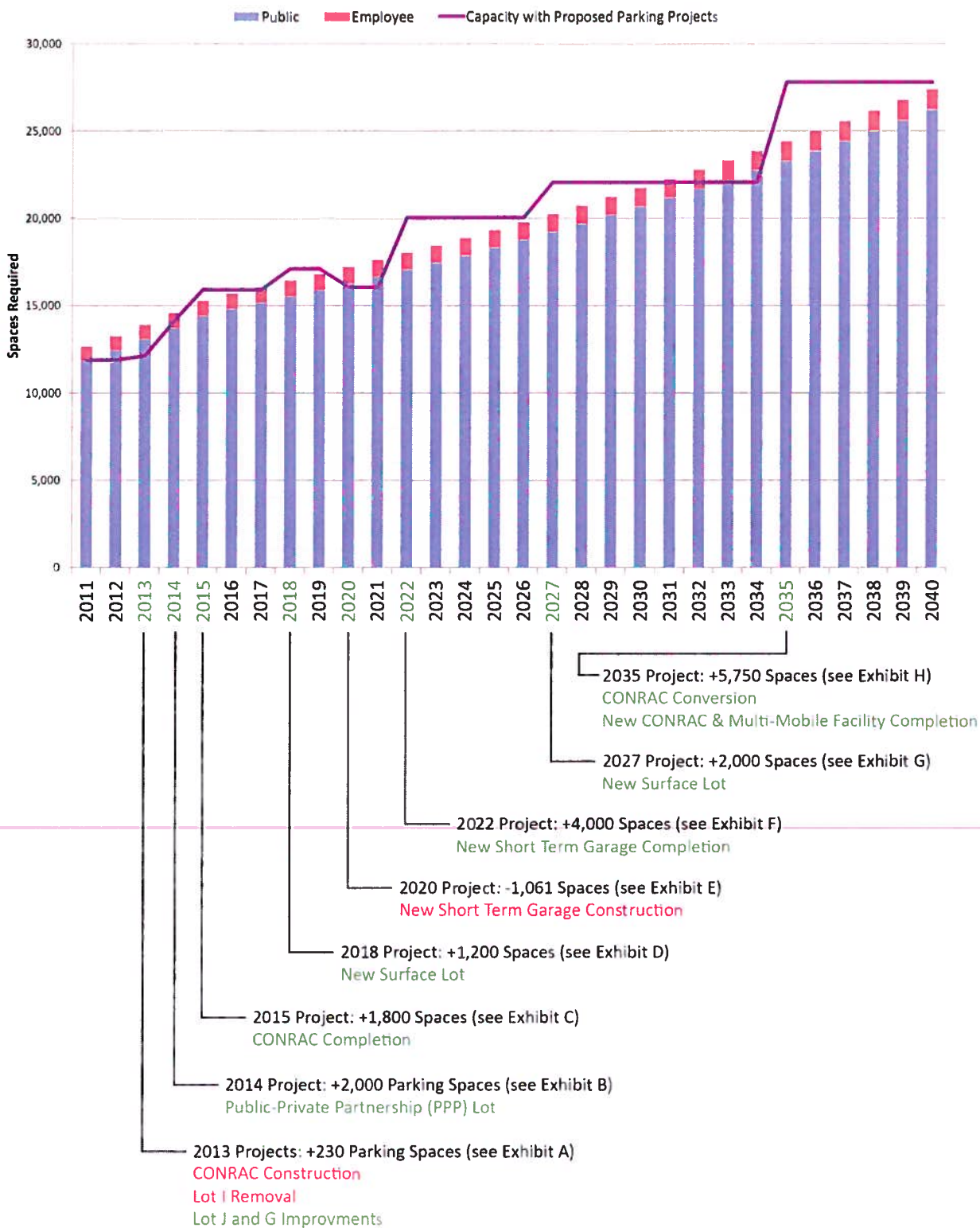
NOTES:

- 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



SOURCE: City of Austin, Department of Aviation; PGAL; Ricondo & Associates, Inc., October 2012.
 PREPARED BY: PGAL, January 2013.

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 ^{5/}	4,184	4,184	4,184	4,184	4,184	4,184	8,184 ^{5/}	8,184	8,184	8,184
CONRAC Conversion													2,750 ^{11/}	2,750
New CONRAC & Multi-Mobile Facility													3,000 ^{13/}	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 ^{3/}	0	0	0	0	0
Lot B	1,284	1,238 ^{2/}	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 ^{2/}	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 ^{3/}	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 ^{3/}	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 ^{4/}	0	0	0	0	0	0	0	0	0	0	0	0
PPP Lot	0	0	2,000 ^{5/}	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 ^{7/}						1,200	1,200	1,200	1,200
New Surface Lot												2,000 ^{10/}	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^{13/}	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/ Elimination of East half of Lot A due to new CONRAC Construction (742 spaces)
- 2/ Loss of parking spaces due to relocated drive aisle along South edge of Lot B and Lot C due to new CONRAC construction (159 spaces)
- 3/ Consists of new Lot J (1,464 spaces) plus Lot G expansion (250 spaces)
- 4/ Lot I is eliminated to allow for planned expansion of Terminal
- 5/ Private-Public Partnership (PPP) Lot would provide 2,000 spaces on Airport property
- 6/ Garage parking increase due to completion of CONRAC ABIA to gain Level 3 of existing Garage (1,050 spaces) and Ground Level of new CONRAC (750 spaces total)
- 7/ New Surface Parking (1,200 spaces) Location assumed to be north of Highway 71
- 8/ Elimination of Lot A West to allow construction on new Parking Garage (1,061 spaces)
- 9/ New Short Term Parking Garage on Lot A West site (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 integrated 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.

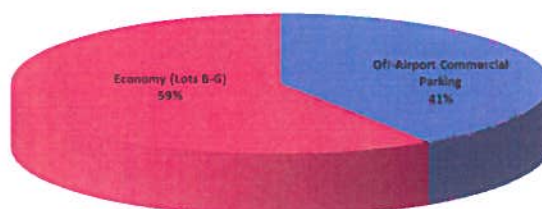
The supply of Off-Airport Commercial Parking is not calculated into ABIA's supply and demand projections. As a result, we recommend continued monitoring of Off-Airport Commercial Parking activity with the realization that ABIA's parking plans will potentially need to be adjusted in reaction to private 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 ^{1/}	
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; Rigondo & Associates, Inc., October 2012. Prepared by: Rigondo & 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 ^{1/}	7,100 ^{1/}	
The Parking Spot	1,400 ^{1/}	
Additional Off-Airport Parking Vender (3 rd)	1,500 ^{1/}	
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 vender, this 1,500 additional spaces is based on an assumption that the site is the abandoned Rainbow Concrete batch plant.

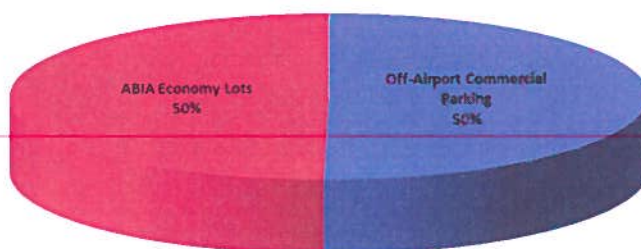
Source: City of Austin, Department of Aviation; Ricondo & Associates, Inc., October 2012.

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 ^{1/}	
Additional Off-Airport Parking Vender (3 rd)	1,500	
Additional Off-Airport Parking Vender (4th)	4,000 ^{2/}	
Total Off-Airport Commercial Parking	14,000	50%
ABIA On-Airport Economy Parking		
Economy (Lots B-J)	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, Ricondo & Associates, Inc., October 2012.

Prepared by: PGAL, 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

