



MEMORANDUM

TO: Mayor Leffingwell and City Council Members

FROM: Jim Smith, Executive Director
Aviation Department

DATE: October 16, 2012

SUBJECT: Airport Parking

The recommendation to construct a new surface parking facility (Lot J) adjacent to the east end of the Barbara Jordan Terminal was postponed in order to provide the City Council with additional information regarding the overall parking plans for the airport. We contracted with Ricondo & Associates to provide an up-to-date parking demand and capacity analysis which should help provide the City Council with additional information to assist in the decision to proceed with this recommendation or not.

The analysis is based on the following assumptions which are derived from the airports previous planning efforts:

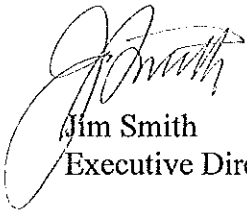
- 2013 - The east side of Lot A is closed to accommodate the construction of the consolidated rental car facility (CONRAC).
- 2013 - Lot J constructed to help with lost spaces in Lot A as well as help with future demand.
- 2015 - The CONRAC opens to provide net increase of 1,922 garage spaces.
- 2016 - A new surface covered parking lot would provide 2,000 spaces. It is contemplated that this would be implemented through a public-private partnership (PPP) to reduce risk and improve competitiveness.
- 2018 - Lot I is closed to accommodate expansion of the terminal.

- 2020 - The west side of Lot A would close for two years to construct a new 4 level parking garage.
- 2022 - The garage supply increases by a net of 4,000 spaces with completion of construction.

Based on these plans and assumptions the report illustrates that the demand for garage parking can be reasonably accommodated for the next 10-15 years. The demand for surface parking however will exceed capacity by 2018.

What is not discussed in the Ricondo report is ABIAs commitment to accommodate alternative transportation options when they become available. All ABIA planning efforts include accommodation of a light rail stop at the airport as well as a more comprehensive multi modal facility. While we have had these plans since the airports opening in 1999, practical opportunities for implementation are beyond our normal 5-10 year capital improvement planning. The latest schedule for light rail to the airport is beyond 10 years. TXDOTs plans for improving 71 and 183 that could include improvements to facilitate pedestrian and bicycle transportation options are beyond the next 5-10 years as well.

The airport is committed to building a sustainable future for our community and has reported on those efforts with our 2012 Sustainability Report. While we prepare for a more sustainable future we also must consider todays customer demands for convenient access to our airport.



Jim Smith
Executive Director

Xc: Marc A. Ott, City Manager
Sue Edwards, Assistant City Manager

Attachments:
Parking Demand and Capacity Analysis
2012 Annual Sustainability Report
Map