ON THE COVER

Tampa International Airport Consolidated Rental Car Facility and Automated People Mover
Tampa, Florida

Beck was hired to construct the first, nearly $1 billion phase of Tampa International Airport’s master plan for expansion. The $319M Consolidated Rental Car Facility or ‘ConRAC’ is five stories tall and encloses 2.3 million SF. It was built to get rental car counters out of the main terminal, freeing up space there for future expansion. A new 1.3-mile, $418 million Automated People Mover or ‘APM’ was built to link the ConRAC to the main terminal. Beck assisted with the management of the project alongside Austin Commercial.

The project:
• Added 2,400 parking spaces to the airport’s long term garage
• Removed 8,500 daily rental car vehicle movements from airport roadways and curbsides
• Allows rental car operations to grow
• Increases the efficiency of rental car operations, reducing costs and improving customer service
• Eliminates bussing operations for rental car customers, economy parking users and airport employees
MARKET SUMMARY

The Beck Group Cost Report is a biannual report produced by our estimating teams to address market sector and AEC industry trends in the markets and offices that we serve. To provide insight on trends and costs specific to the selected market, each edition is themed around a certain market sector. This edition’s theme is aviation.

Every six months, we poll our team to get an overview of what they are experiencing in the industry at that moment, and where they see movement happening in the future. Some of the continuing trends we see across the country are:

MODULAR CONSTRUCTION
Prefabrication is a trend that we will continue to see more of as advancements in processes and technology allow the industry to provide more modular solutions. Clients are beginning to realize the benefits of prefabrication that includes safer jobsites, improved schedules, project cost reductions, and increased quality.

DESIGN-BUILD
FMI Corp. predicts that spending on design-build projects will peak at $324 billion in the next three years. This increase comes as owners look to design-build project teams to deliver projects faster and more economically than traditional models. An industry wide focus on increased collaboration and technology usage also helps drive more projects to use design-build contracts.

SKILLED LABOR
Despite construction unemployment being at a historic low, and continued effort to recruit and hire skilled labor, the challenge to find and retain talent is still the most common issue plaguing the industry. Across our regions, we are encouraging early partnerships with key trade partners to secure pricing and availability.

ADVANCEMENTS IN TECHNOLOGY
As a whole, the construction industry recognizes the need to improve productivity, and an answer to that challenge has been an increase in the use of technology throughout a project’s lifecycle. Drones, robotics, wearable technology, and augmented reality are just a few of the advancements becoming more readily used. These technologies allow projects to be more efficient, increase the safety and wellness of the individual’s on site, and help to create a more collaborative environment amongst project teams and owners.
MARKET SUMMARY

ATLANTA
Projects are still in a holding pattern in Atlanta for a variety of reasons, however, owners aren’t pulling back and large project announcements continue. A major sitework company reported that Q2 of 2019 was slow for new construction starts and overall work in place. The estimating department was busy during that time and continues to remain steady. This indicates an increase in starts in Q2 and Q3. We have several projects with a 2020 start date. More owners are interested in prefabrication and the design-build delivery model to address longer construction schedules and get to market more quickly. Our design-build projects, the Candler Hilton Curio Hotel and Peachtree Center Mall and Plaza Renovation, wrap this quarter.

Steel is the largest price jump we’ve seen over the last six to eight months and it is significant. All steel products related to MEP including conduit, sprinkler pipe, chilled water pipe, and related fittings have increased 15-20 percent since last summer. Pipe suppliers expect another five percent uptick before the end of the year. Structural steel anticipates a three to four percent increase and joist and deck prices are steadily rising. China, Europe, and tariff conditions could affect this. Electrical trades report an escalation of about five percent, mainly due to labor and project management availability. Drywall subcontractors say metal framing and drywall are stable with modest increases of five to 10 percent for 2019. Labor rates are increasing, but only slightly.

Labor remains our trade partners’ top issue. Finding competent, reliable, and skilled workers is paramount. For the first time, we’ve heard several trade partners say that finding project management personnel is a need because today’s projects require more supervision to manage meetings, daily coordination, and the race to finish jobs faster. These partners are intently managing scheduling and resources to meet project commitments. Keeping payments on time and change orders processed timely are also leading issues.

AUSTIN
Construction activity in 2019 remains strong. We continue to work on major projects in healthcare, office, higher education, hospitality, and corporate office market sectors and see growth in all of them. Developers remain active in both office and hi-rise residential.

Trade partners remain selective in their job pursuits to fill limited openings, as most have good back logs throughout 2019. While subcontractors are selective, they usually have slots to fill and are able to selectively bid projects.

Since our last report, we haven’t seen indications of a slow-down, and cautious optimism remains. We are also experiencing less volatility due to tariffs and trade issues since our last report. The potential is still there, but vendors seem to have adjusted as it pertains to the commercial markets we serve.
MARKET SUMMARY

CHARLOTTE
Charlotte continues to experience tremendous growth. In 2018, it ranked fourth for large city growth. 2019 looks to continue this trend with 5.9 million SF of construction in the center city alone. This extended period of growth is taxing the current supply of available office space. Demand continues to remain high with companies like, Honeywell, Dimensional Fund Advisors, and Dentsply Sirona, just to name a few, relocating their corporate headquarters to the area. Announcements of major expansion projects by companies like LendingTree, Duke Energy, and the Carolina Panthers continue to propel the local economy. The planned merger of Suntrust and BB&T banks will bring the new combined corporate headquarters to Charlotte.

Charlotte Douglas International Airport has a masterplan underway that will see in excess of $2 billion being spent over the next six years to renovate, upgrade, and expand their current facilities. There continues to be tremendous opportunity in the healthcare market. Atrium Health alone, has announced board approval of $1 billion dollars for capital investment in addition to the new hospitals and facilities announced by Novant Health and Piedmont Health.

As with our other markets, manpower continues to be one of our largest issues. Owners express an increased desire to utilize design-assist and off-site manufacturing to provide schedule and budget assurances. There are efforts at both the local and state levels for promoting careers in construction to high school and college students and to help change the perspective on our industry.

DALLAS/FORT WORTH
The Dallas/Fort Worth market remains active in 2019. We see new projects throughout the region including Uptown/Downtown Dallas and along the North Dallas Tollway in areas like Plano, Frisco and beyond. The projects in Uptown/Downtown include a good mix of new construction and renovations. In North Dallas, new project starts continue as Fortune 500 companies move to or expand in the region as well as speculative office buildings and hotels. Fort Worth construction activity remains strong as well, with many projects planned or in construction within the downtown core and the surrounding areas. Industrial construction and leasing is one of the strongest sectors contributing to this heightened level of activity.

The trade partner market continues to have labor shortages and this makes it challenging to complete existing work on schedule. Prices steadied as many of our trade partners look to balance labor increases with the market potential softening over the next year or two.

Just as it seems like the large, build-to-suit office projects are slowing, new expansions such as JP Morgan Chase, Charles Schwab and rumors of Lowe’s and Uber moving to Dallas keep developers busy. With DFW Airport announcing a $3.5 billion terminal expansion and the PGA Resort and Office coming to Frisco, the market remains bullish in the region. We also continue to see a steady amount of healthcare projects as the different systems expand into the suburbs.

Finally, we see great strides in the growth and scope of minority-and-women owned business enterprises (MWBEs). Capacity has been expanded and we see many successful firms completing large projects and scopes of work. This is a promising sign, as these established and start-up firms are a key to the success and vibrancy of the region.
MARKET SUMMARY

DENVER
Denver’s market has been steady since Q1 2019 and is expected to remain active throughout the year. Hospitality, healthcare, education, and business corporate are the most active market sectors. In addition, Denver International Airport plans for $1.5 billion worth of work in the next three years with plans to reinforce Denver’s growth east. The Denver market remains busy and continues to ramp up as the summer months approach. Trade partners are able to selectively pursue projects, making our relationships with them more important than ever.

Construction costs remain high largely due to demand, shortage of labor, and concerns of tariffs. In Q4 of 2018 we saw a sharp increase in material costs. The largest increases were reinforcing steel, entrance/storefronts, site utilities, and lighting with increases of greater than four percent. While these costs remain high, we anticipate increases to be more moderate towards the end of 2019 in hopes that most tariff impacts are behind us.

With project costs remaining high and expected to fluctuate, our teams explore ways to save and lock-in costs. One method to help mitigate fluctuations is to partner with major design-assist trades early. We also expect to see an uptick in modular construction in the healthcare and hospitality markets to improve efficiency and reduce project costs.

MEXICO
The Mexican economy will continue growing about two percent over the next two years. Growth will be driven by manufacturing exports, domestic private consumption, and construction. The construction industry represents ten percent of total employment nationwide. In 2019, we expect to see a rebound in the industry in areas such as mixed use, business/corporate, and retail. Sectors such as higher education, hospitality, healthcare and industrial are showing high activity in the key cities of Mexico City, Monterrey, Guadalajara, Queretaro, and Puebla.

Business/Corporate building construction has grown seven percent in 2019 compared to 2018, which is driven by the incorporation of new buildings. 80 percent of the offices are concentrated in Mexico City and Monterrey. These cities have been consolidating during the last few years with the demand of top class A/A+ offices.

New hospitality projects are expected, especially in the Riviera Maya, Los Cabos and Riviera de Nayarit regions. 2018 was a record year in terms of the arrival of international tourists to Mexico, with 42 million foreign visitors. The Ministry of Tourism forecasts a growth of six percent in international tourist arrivals for 2019, and an economic overflow of four percent with respect to 2018. Developers have shown uncertainty amongst the new construction regulation; however, the indicators show a positive year in the private construction sector.
MARKET SUMMARY

TAMPA
The Tampa Bay and Florida markets continue to report strong signs of growth in the regional economy, employment, and population growth. Businesses in Florida reported a growth in workforce by 2.5 percent over and above this time a year ago, where the national average is around 1.7 percent. The construction industry was among the highest employment figures nationally. This is a great sign of improvement to combat continuing concerns of lack of labor and skilled workforce to keep up with the state’s growth.

The most interesting observation is the steady decline in construction projects in South Florida where a new report by Dodge Data & Analytics shows that construction starts declined over 60 percent on a year-over-year basis at the beginning of the year. This decline created an opportunity zone for Central Florida, including the Tampa Bay market. Developers are under significant pressure with rising labor and material costs, and, as a result, want areas less costly than South Florida. It is clear that they are acting on their long awaited development of Tampa Bay. The area has nearly three million square feet of industrial space for regional distribution under construction, and now leads Orlando and Jacksonville in apartment construction.

While the state has seen positive economic growth, there are a number of ongoing challenges. Similar to our other regions, we see pressure on the construction labor force with the increased amount of work in our area. Tampa’s trade partners are stretched thin, causing the construction and design community stress. Trade partners can be strategic on the projects they pursue and are starting to ask about a project’s delivery and procurement method. Players in our industry recognize the importance of procuring labor and retaining talent. We expect to see labor and material increases throughout 2019, making it imperative to account for these escalations early in the process.

With a new mayor, trendy spaces that celebrate the outdoors, several national high-profile projects, an airport that pushes the envelope on customer experience, and a strong local economy, it is an exciting time to be part of Tampa Bay’s thriving future.
COST COMMENTARY

EMPLOYMENT AND EMPLOYMENT GROWTH

Construction
The construction industry maintained a net positive increase in jobs in the first half of 2019. Based on the most recent data, in the past 12 months, the industry has grown 3.0 percent, adding 215,000 net new jobs. This growth is supported by sustained backlogs and continued demand for commercial properties.

Construction unemployment remains low at 3.2 percent. This low unemployment rate continues to fuel the concern across the industry to find enough skilled labor to staff projects and retain employees.

<table>
<thead>
<tr>
<th>Construction Employment Growth, May 2018 v. May 2019</th>
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<tbody>
<tr>
<td>Construction</td>
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<tr>
<td>Nonresidential</td>
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<tr>
<td>Nonresidential Building</td>
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<tr>
<td>Nonresidential STC</td>
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<tr>
<td>Heavy &amp; Civil Engineering</td>
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<tr>
<td>Residential</td>
</tr>
<tr>
<td>Residential Building</td>
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<tr>
<td>Residential STC</td>
</tr>
</tbody>
</table>

Sources: abc.org | bls.gov

Architecture
Unemployment remains at a low 3.8 percent in recent reports. The first half of 2019 has shown growth in architectural services employment with 2,100 added so far in 2019. As new jobs continue to open up, firms want to better retain current staff to reduce turnover.

Billings rebounded as firms see steady growth in backlogs as they sign more work into contract for 2019. Outlooks of additional future work remains positive.

Source: aia.org
COST COMMENTARY

INPUT PRICES
Overall, construction input prices continued to increase in 2019. Prices are up 2.4 percent compared to the same time last year. Within the sub-categories, many prices have seen a decrease, including natural gas, iron, and steel. Increases were seen in crude petroleum, unprocessed energy materials, prepared asphalt products and concrete products, and steel mill products.

The increases in materials prices has recently been driven by higher energy prices. This is mainly due to political reasons and is not necessarily an indication that other materials prices will see an aggressive increase. The global economy is slowing which means it is likely that increases will remain modest through 2019.

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<tr>
<td>Inputs to Nonresidential Construction</td>
<td>118.1</td>
<td>117.0</td>
<td>114.9</td>
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<tr>
<td>Plumbing Fixtures and Fittings</td>
<td>280.9</td>
<td>281.2</td>
<td>269.2</td>
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<td>4.3%</td>
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<td>Fabricated Structural Metal Products</td>
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<td>242.7</td>
<td>231.1</td>
<td>-1.1%</td>
<td>3.9%</td>
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<td>Iron and Steel</td>
<td>234.1</td>
<td>238.1</td>
<td>234.1</td>
<td>-1.7%</td>
<td>0.0%</td>
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<tr>
<td>Steel Mill Products</td>
<td>212.1</td>
<td>215.8</td>
<td>200.5</td>
<td>-1.7%</td>
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<tr>
<td>Nonferrous Wire and Cable</td>
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<td>252.1</td>
<td>249.5</td>
<td>-1.2%</td>
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<tr>
<td>Softwood Lumber</td>
<td>218.6</td>
<td>220.4</td>
<td>250.2</td>
<td>-0.8%</td>
<td>-12.6%</td>
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<tr>
<td>Concrete Products</td>
<td>269.5</td>
<td>266.5</td>
<td>262.8</td>
<td>1.1%</td>
<td>2.5%</td>
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<tr>
<td>Prepared Asphalt, Tar Roofing, Siding Products</td>
<td>243.7</td>
<td>237.4</td>
<td>226.6</td>
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<td>7.5%</td>
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<td>Crude Petroleum</td>
<td>183.2</td>
<td>160.9</td>
<td>185.3</td>
<td>13.9</td>
<td>-1.1%</td>
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<tr>
<td>Natural Gas</td>
<td>92.9</td>
<td>101.7</td>
<td>96.0</td>
<td>-8.7%</td>
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<tr>
<td>Unprocessed Energy Materials</td>
<td>159.1</td>
<td>153.4</td>
<td>161.5</td>
<td>3.7%</td>
<td>-1.5%</td>
</tr>
</tbody>
</table>

Source: abc.org
COST COMMENTARY

MARKET CONFIDENCE
The ENR Construction Industry Confidence Index survey (CICI) measures executive sentiment about the current market and where it will be in the next three to six months and over a 12- to 18-month period. A reading above 50 indicates a growing market.

The most recent release of the results from the survey have place ENR’s CIC at 59; unchanged from the last quarter of 2018. Most respondents believe the market will stay strong through the duration of 2019, but will begin to see slowdowns in 2020.

Source: enr.com
AVIATION TRENDS: A Q&A WITH FAITH VARWIG

By 2030, it is projected that the demand for air traffic will double from today. This means the industry must continue to grow and change to meet these mounting challenges in the future.

In this edition of our industry spotlight, we sat down with Faith Varwig, founder and principal of Faith Group, LLC, for a Q&A session to learn from her insight on trends in the industry, as well as in design and construction. Faith Group is a full-service consulting and engineering firm specializing in planning, design, and program management support services related to technology, security, and building systems for aviation, transportation, government, healthcare, higher education, and commercial clients.

Q. Your experience in design and planning for aviation clients began in the early 1980’s. What is it about this industry that drew you in and eventually led you to start Faith Group, LLC?

Airports are complicated, dynamic, and ever-changing facilities. That is what hooked me from the start, and what eventually led me to create Faith Group. When I started in this business, we purchased paper tickets through travel agents weeks before we traveled. There was no security checkpoint, and airlines served full meal service to everyone. Airlines owned most of the facilities, and airports were just landlords leasing space.

Obviously, there have been dramatic changes over the past few decades, with the industry and the demand for travel increasing eight-fold. Faith Group is focused on delivering innovation and helping our clients grow well into the future.

Q. What excites you most about trends in aviation projects today?

As airports have shifted from a landlord mentality to multi-billion-dollar businesses, have realized the need to make better decisions based on data, rather than assumptions. This drives the need to build resilient infrastructure, technology, and security systems to support these new business drivers.

Airports also face a number of disrupters. Companies such as Lyft and Uber, rapid adoption of bio-metric technology, and increases in security and safety requirements all require innovative, non-traditional thinking to resolve and incorporate into the airport environment.

Q. What will airports be like in the future?

If the projections are correct and the industry doubles in just over 30 years, facilities, roadways, runways, and other critical infrastructure will struggle to keep up with demand. Add to that new technology such as drones, autonomous vehicles, demand for higher speed communications, and millions of other technology advancements that we don’t even foresee today. It’s going to take creative planning and implementation strategies in order for our clients to fund all of the needed improvements.

Q. How have amenities and experiences evolved in airports?

When I started traveling for business, you were lucky to be able to purchase a cold, over-cooked hot dog. Now, airports like San Francisco and JFK have gourmet chefs and Gucci stores. Airline lounges serve food to members and top-shelf cocktails. You can valet park and have your car washed and serviced while you are away. These amenities vastly improve the customer experience and have an added benefit of increasing non-aeronautical revenue for most airports, which in turn allows them to invest in infrastructure improvements. It is a win/win scenario for everyone.
INDUSTRY INSIGHTS: FAITH GROUP, LLC

Q. How have shifts in transportation (such as increased ride sharing and public transportation usage) affected airport logistics and infrastructure needs?
As car ride services continue to increase, and with Uber’s recent announcement of its air transportation service Uber Elevate, many airports look at capital investments in landside facilities from a different viewpoint. Many airports over the past 10 years also introduced rail lines into facilities allowing customers an alternative to passenger vehicles.

Q. What are airports doing to expand technology infrastructure for security purposes and for traveler experiences?
The deployment of biometric identification is the hottest discussion topic in the marketplace right now. Facial recognition has been in the testing phase internationally for several years and is just now being tested and deployed in the U.S.

Biometric identification is one of the few passenger-facing technology deployments that enhances both security and passenger processing. Current implementations show that the use of facial recognition reduces the boarding process time to just a few seconds. No boarding passes are required; passengers simply look into the camera, and it verifies who they are and their authorization to board in just one step. Once this technology is widely adopted, it will enhance many standard procedures in airports including TSA screening.

I also see facilities being much more streamlined and focused on self-service. Many of the technology solutions we deliver in new facilities today pave the way to further enhancements in the self-services arena.

Q. Tell us about Faith Group’s approach to the airport experience. What are you doing to enhance the needs of clients and the end user?
One of Faith Group’s goals is to improve the entire passenger experience. From the time they leave home to the time they walk onto the jetway, passengers want immediate access to accurate data. This includes the status of traffic en route to the airport, expedited check-in, flow through security, mobile delivery of concessions and amenities, and agent-free boarding. All of these points can be improved through the proper development and deployment of technology solutions.

Technology consulting services are focused on improvements to business process. Creating a robust stakeholder engagement program at the start of the project through deployment is key. Technology and security solutions are used by airport staff to enhance their on-the-job performance. Unlike other airport infrastructure, our clients are hands-on every day using the tools we design to support their operation.

Q. How does construction on an active project affect the airport (passengers, staff, and operations)?
One of the primary goals, and in many cases conditions of bidding work, is a commitment to minimize the impact on current operations, passengers, and stakeholders in general. That is much easier to accomplish on new deployments rather than upgrades or renovations.

In the technology/security world, an inoperable fire alarm, paging, or flight display system might mean the facility can’t operate. These systems being down affect the entire facility whereas general construction impacts are typically limited to a smaller physical footprint. In order to ensure success, the entire design and deployment strategy must be tightly integrated with the internal stakeholder community.
INDUSTRY INSIGHTS: FAITH GROUP, LLC

Q. How are labor shortages and/or rising material costs affecting aviation projects?
We have seen a dramatic increase in construction costs for many security and technology projects. The increase on the west coast is the most striking, ranging between 10-30 percent premiums, compared to the central and southern regions.

We also see fewer bidders on projects. On a recent bid in the north central region of the U.S., we only had one respondent due to the labor shortage. Contractors and integrators are being more selective about what work they pursue. The slightest risk on a project, such as liquidated damage clauses, can be the difference in the Go/No-Go decision for many bidders.

Q. The A/E/C industry is working hard to reduce waste, increase collaboration, engage technology/innovation, and realign the knowledge curve earlier in the process. Are advancements in delivery methods proving useful on your projects (such as BIM, LEAN, prefabrication)? What sort of effect does it have on budgets, scheduled, predictability, operations, etc.?
Faith Group is beginning to use 3D modeling to layout cameras and define the field of view coverage, which allows for more accurate installation of equipment. It also gives us the ability to show the people who will be operating the system how it will work before it’s even installed. This allows us to factor their input into the program much earlier in the design and deployment process.

We are using Revit models to inform the design of passenger facing systems to better understand how stakeholders will see and interface with the various technology systems found in the terminal and hold room spaces. We are also modeling command and control centers to better understand the equipment ergonomics and video screen placement.

Faith started her career in security and technology planning and design in the mid 1980’s addressing newly developed aviation security mandates. Faith has managed the development of more than $400 million in aviation and transportation related technology programs. From technology master planning to applied security systems, she provides leadership and creative thinking to help clients focus on business needs, which support and enhance operations through the application of technology. For 25 years, she has actively participated as a steering group member to the Airport Council International, Business and Information Technology Group, and Public Safety and Security committee. She is a past Board of Directors member of the Airport Consultants Council and served as the Security and Emergency Management Deputy Chair for the Airport Cooperative Research Program.

Faith can be contacted at faith@faithgroupllc.com or at 314.991.2228.
MARKET SPOTLIGHT: AVIATION

We polled our experts on current aviation pricing conditions in their markets. The results of this research is below. Please note: these prices are average estimates. Prices on individual projects may vary depending on a project’s scope. The experts on page 16 can provide an accurate estimate on your project.

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<thead>
<tr>
<th></th>
<th>ATLANTA</th>
<th>AUSTIN</th>
<th>DALLAS/ FORT WORTH</th>
<th>DENVER</th>
<th>TAMPA</th>
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</thead>
<tbody>
<tr>
<td><strong>ADMINISTRATIVE BUILDING</strong></td>
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<tr>
<td>ACTIVE CTA/LANDSIDE</td>
<td>$312-$390</td>
<td>$292-$365</td>
<td>$300-$375</td>
<td>$320-$400</td>
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<td>Cost/SF</td>
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<td><strong>TERMINAL</strong></td>
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<tr>
<td>NEW GREENFIELD SITE*</td>
<td>$585-$741</td>
<td>$548-$694</td>
<td>$563-$713</td>
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<td>ACTIVE AOA/AIRSIDE *</td>
<td>$936-$1,248</td>
<td>$876-$1,168</td>
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<td>Cost/SF</td>
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<td>Cost/Per Stall</td>
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<td>Cost/Per Stall</td>
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<tr>
<td><strong>BELOW GRADE STRUCTURES</strong></td>
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<tr>
<td>NEW GREENFIELD SITE **</td>
<td>$1,170-$1,482</td>
<td>$1,095-$1,387</td>
<td>$1,125-$1,425</td>
<td>$1,200-$1,520</td>
<td>N/A</td>
</tr>
<tr>
<td>Cost/SF</td>
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<tr>
<td><strong>BELOW GRADE STRUCTURES</strong></td>
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<tr>
<td>ACTIVE AOA **</td>
<td>$1,404-$1,716</td>
<td>$1,314-$1,606</td>
<td>$1,350-$1,650</td>
<td>$1,440-$1,760</td>
<td>NA</td>
</tr>
<tr>
<td>Cost/SF</td>
<td></td>
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</tr>
</tbody>
</table>

* Includes minor demolition, site utilities, jet fuel system, PBBs, and apron paving. It does not include taxiways or taxilanes beyond the tail of the aircraft.

** Below Grade Structure includes, 1) PAX tunnels, 2) MEP areas and utilidors, 3) BHS areas and tunnels, and 4) other building areas constructed beneath aircraft loaded apron areas and taxilanes.
NATIONAL REPORTS

This is a snapshot of what national publications are reporting in the design and construction industry.

- AIA Architecture Billings Index
- ENR Quarterly Cost Reports
- Dodge Data & Analytics Newsroom
- ULI Real Estate Consensus Forecast
- Rider Levett Bucknall Quarterly Construction Cost Report
- Rider Levett Bucknall North America Crane Index
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THINK.
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