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A Year Later, Near-Airport Parking Industry Still Searching for Relief

Air Travel-Dependent Industry Remains Barred from Accessing COVID Relief, Receives No Assistance in American Rescue Plan Act

WASHINGTON, D.C., March 11, 2021 – Today, the Near Airport Parking Industry Trade Association (NAPITA), an association of national parking operators dedicated to providing dependable and affordable travel options that improve the customer experience at major American airports, issued the below statement following President Biden signing into law the American Rescue Plan Act—a \$1.9 trillion package passed through the reconciliation process which provides \$8 billion in grants for airports with a \$800 million set-aside to provide relief to on-airport car rental, on-airport parking, and in-terminal airport concessions (restaurants and retailers) and no relief for the near-airport parking industry. A year into the pandemic and after multiple COVID aid packages, the majority of the near-airport parking industry, and its national operators, have not received any federal assistance to date:

“Through the pandemic over the last year, Congress has passed multiple COVID relief bills but has repeatedly left NAPITA’s members to fight for our lives and our employees. While federal dollars prop up our airport competitors and specifically fund on-airport parking, our members are hurting as Congress continues to pick the pandemic’s winners and losers.”

The near-airport parking industry is entirely reliant on air travel, which has been completely decimated by COVID-19; NAPITA’s operators across the country saw immediately almost 95% drops in revenue at the start of the pandemic and the industry approximates losses of more than \$1 Billion to date since last March. Some operations have even seen revenues fall to zero forcing inevitable closures. Additionally, the industry’s national operators, who combined employ roughly 5,000, have had to make the incredibly difficult decisions to lay off or furlough a significant percentage% of their workforce because they remain unable to access federal relief purposed in providing a lifeline to the businesses hit hardest by the coronavirus pandemic.

A year into COVID, the near-airport parking industry remains without meaningful access to any federal loan or grant programs or leniency from airport partners.

The American Rescue Plan Act, passed today by the U.S. House of Representatives, includes nearly \$1.9 trillion in coronavirus response aid with \$8 billion in new grants for airports. Of that airport grant money, \$800 million is set aside to provide relief to on-airport car rental, on-airport parking, and in-terminal airport concessions (restaurants and retailers) in the form of waiving rent, minimum annual guarantees, lease obligations, fees, or penalties, or, at the request of the owner of an in-terminal concession, to provide for a buyout of such concession. Near-airport parking and others in the aviation ecosystem that operate off-airport property are not eligible. At the same time, the bill did not include any of the necessary

changes that would allow NAPITA national operators to participate fully in either the PPP or the Main Street Lending Program and did not provide any additional guidance on the Coronavirus Economic Relief for Transportation Services Act (CERTS), which NAPITA believes could provide a lifeline of critical recovery dollars for an industry in dire straits if rolled out appropriately.

The March-passed Coronavirus Aid, Relief, and Economic Security (CARES) Act, along with the omnibus appropriations bill for fiscal year 2021, provided essential assistance to employees and various industries impacted by COVID-19. However, the law and the regulations promulgated from these bills actually put the small number of national near-airport parking companies in an even more precarious situation by boxing them out of the Paycheck Protection Program (PPP) due to number of employees and limiting access to the Main Street Lending Program by relying on calculations that make little sense for asset-based, real estate borrowers like NAPITA's members. And in the case of the American Rescue Plan Act, not expanding upon the implementation of CERTS.

Over the past year, airports have received more than \$21.7 billion in direct federal assistance with sharing requirements for on-airport car rental, on-airport parking, and in-terminal airport concessions while near-airport parking has received \$0. NAPITA's members complement and in nearly all cases compete directly with airports for parking customers, and airports are requiring near-airport parking operators to continue to pay access and permitting fees without any relief, further jeopardizing the ability for the industry to stay afloat.

NAPITA is not one company looking out for merely its best economic interests—it is an industry representing more than 12,000 employees and millions of customers who depend on ground transportation and world-class airport facilities to work, travel, and live. Prior to the pandemic, the industry saw approximately 12 million parking visits annually nationwide, which equates to serving nearly 25 million individual travelers. NAPITA's mission is to partner with airports and other stakeholders in the aviation industry to ensure safe, efficient, and equitable access to their airport curb for off-airport parking operators and to increase the role ground transportation plays in the broader air travel industry and the overall experience for air travelers.

NAPITA will continue to advocate for the industry and the vital role it plays within the broader aviation ecosystem. Visit www.napita.org for more information.

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