

***NOTICE OF  
OPPORTUNITY FOR PUBLIC COMMENT RELATED TO  
PASSENGER FACILITY CHARGES  
Posted June 26, 2024***

The City of Atlanta, operator of the Hartsfield-Jackson Atlanta International Airport, is providing an opportunity for public comment until July 27, 2024, related to the (7) projects Amended in Passenger Facility Charge (PFC) Application #18.

Detailed information regarding the specific projects within this application is provided in the following pages. This information includes amended project scope, estimated costs and funding plans.

The City plans to continue to collect PFCs at the maximum allowable level of \$4.50 per enplaned passenger. These projects were approved in Passenger Facility Charge Application #16-18-C-00-ATL (“Application #18”) on February 22, 2017. The approved collection amount for this application was \$521,372,699. Four projects included in the application were subsequently amended (approved on June 12, 2019) increasing the application collection authority to \$1,243,743,389.

The City is now proposing to decrease the total amount of PFCs needed to be collected for Application #18 from the current approved amount of \$1,243,743,389 to \$1,135,806,300, a decrease of \$107,937,089. Six of the projects included in the application are complete and final costs are known. The remaining project (the APM System Expansion) is being updated with current project cost estimates.

The City of Atlanta/Department of Aviation requests that the Nonscheduled/On-Demand Air Carriers (“ATCO”) continue to be exempt from the collection of PFCs under this amended application. In 2022, no carriers in this class reported any enplanements for ATL, thereby representing 0% of the total enplanements at ATL. The City of Atlanta’s reason for requesting that this ATCO class of carriers continue to be exempt from collecting PFCs is due to the burden it would put on the small carriers that enplane so few passengers at ATL, both in the cost and complexity of the required recordkeeping.

Comments or a request for more detailed project justification or project documents should be sent to Bryan Benefiel, Deputy General Manager and Chief Financial Officer, City of Atlanta Department of Aviation, Hartsfield-Jackson Atlanta International Airport, P.O. Box 20509, Atlanta, Georgia 30320-2509.

**HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT (ATL)**  
**PFC APPLICATION #18 AMENDMENT 2**  
**JUSTIFICATION FOR PROPOSED AMENDMENT**

**18-001            Reconstruction of City North Taxilane and Common Use Ramp**

The original project included planning, design, and reconstruction of 67,400 square yards of pavement to meet ADG (Aircraft Design Group) IV standards to maintain the operational flexibility of the ramp. This included 42,500 square yards of non-exclusive use taxilane pavement, 21,000 square yards of common use ramp, and 3,900 square yards of pavement between the taxilane object free area (OFA) and the new non-licensed vehicle road (NLVR). The scope and cost of this project was modified and amended. The revised scope includes the planning, design, and reconstruction of approximately 99,700 square yards of pavement to meet ADG V standards. This includes 54,500 square yards of non-exclusive use taxi lane pavement, 43,100 square yards of common use ramp, and approximately 2,100 square yards of pavement between the taxilane OFA and the new NLVR.

The scope of and objective of this project remains unchanged. The updated cost estimate included in the 2019 PFC amendment was based on estimates before the project was procured and did not include any estimate for contingencies. The project bids came in higher than anticipated. Preliminary planning anticipated the project could be completed in one construction year. However, in order to phase the project to minimize operational impacts, it required the project to be executed across two construction years. Due to the age of the original pavement, unforeseen conditions including unidentified abandoned footings and deeper than anticipated older pavements were discovered, requiring additional demolition and removal, as well as additional base course.

This project is complete and final costs are known. The estimated cost of this project was \$40,744,000 to be funded 100% with PFCs on a Pay-as-you-go basis. The final cost for this project is \$60,718,939 with \$2,076,294 of project costs funded with local funds and the remaining \$58,642,645 to be funded with PFCs. This represents a \$17,898,645 increase in requested PFCs.

**18-002            Taxiway Pavement Replacement, Phases 3 and 4 and Ramp 4 West Taxilane Pavement Replacement**

This project included the replacement of both taxiway and taxilane pavements. The taxiway component consists of planning, design, and replacement of approximately 78,000 square yards of specific sections of Taxiways “B”, “E”, “F”, “H”, “L”, “N”, and “T”. The taxilane component consists of planning, design, and replacing approximately 35,000 square yards of pavement for Ramp 4 West. Both taxiway and taxilane replacement pavement sections will consist of 20 inches of Portland cement concrete over 9 inches of soil cement and include a revised joint layout plan where required.

The scope of this project has changed. Taxiways “E,” “L” and “N” have been completed under this project. The remaining scope of this project is being removed. That taxiway and taxiway pavements have either been completed under a different project, have been completed but funded through another funding source, or have not yet been completed and will be accomplished under a future project.

The original estimate for this project was \$40,000,000 to be funded with \$39,225,389 in PFCs on a Pay-as-you-go basis and \$774,611 funded with local funds. The final cost of the scope completed in this project was \$28,362,606 with \$902,699 of project costs funded with local funds and the remaining \$27,459,907 to be funded with PFCs. This represents a \$11,765,482 decrease in requested PFCs.

### **18-003            Airfield Safety Area Improvements – Non-Standard Conditions**

This project included implementing runway and taxiway safety area improvements and enhancements on the North, Center and South Airfield Complexes that address existing nonstandard conditions. Additionally, the project will seek to correct alignment of select internal airfield roadways (referred to locally as nonlicensed vehicle roadways, or NLVRs) to remove them from within safety areas.

The scope of this project has changed. The original application included nine components of work previously completed and an additional seven areas of future work. Of those seven, Phase 1A of the Airfield Safety Area Improvements was completed, at a cost higher than the original estimates. The remaining scope has been reevaluated, has changed significantly, and is being redesigned. Additionally, the City anticipates utilizing grant funds for the remaining scope. Therefore, the remaining scope is being removed from this project.

The original estimate for this project was \$26,961,000 to be funded 100% with PFCs on a Pay-as-you-go basis. The final cost of this project was \$23,206,404 to be funded with PFCs on a Pay-as-you-go basis. This represents a \$3,754,596 decrease in requested PFCs.

### **18-004            Domestic Terminal Building Renovations**

This project included renovations to the Airport’s Domestic Terminal and Concourses A, B, C and T. Passenger Facility Charge eligible portions of the scope of work included in the project were the vestibule renovations including entrance doors, walls, and windows; pedestrian bridges and curbside canopies with vertical circulation cores; and FIDS, BIDS and MUFIDS signage improvements.

The scope and objective of this project remains unchanged. This project is complete and final costs are known. Total final capital costs increased slightly during construction due to various necessary change orders and unforeseen conditions such as the need for additional support piles for the curbside canopies and pedestrian bridges. The FIDS/BIDS/MUFIDS work anticipated was

limited to BIDS at the north and south baggage claim areas, resulting in costs lower than originally estimated. The project was funded entirely with bond funding and no PFC Pay-as-you-go funds were required. However, the financing and interest costs on the PFC Bond Capital funds are lower than originally estimated. Therefore, the total PFCs requested for this project decreased by \$31,930,157. The final costs and funding sources are as follows:

<b>Funding Source</b>	<b>As Approved</b>	<b>Proposed Amended</b>
Local Funds	\$330,566,000	\$341,263,645
PFC – Pay-Go	\$12,771,000	\$0
PFC – Bond Capital	\$242,654,000	\$272,740,289
<b>Capital Costs</b>	<b>\$585,991,000</b>	<b>\$614,003,934</b>
PFC – F&I	\$240,367,000	\$191,121,554
<b>Total Project Costs</b>	<b>\$826,358,000</b>	<b>\$805,125,488</b>
<b>Total PFC Funding</b>	<b>\$495,792,000</b>	<b>\$463,861,843</b>

#### **18-005 Concourse T-North Extension**

This project included planning, design, and construction of an extension of Concourse T to the north and northwest to add five ADG III gates and aircraft parking positions. The project included a two-level building (apron and boarding levels) originally estimated to be approximately 103,000 square feet. It included an associated aircraft parking apron, bypass taxiway and necessary passenger loading bridges, BIDS and FIDS. The project also included various pieces of enabling work including the demolition and relocation of Fire Station 32, realignment of North Terminal Parkway, reconfiguration of the Domestic Terminal North parking exit plaza, demolition and relocation of Delta Air Lines ground service equipment maintenance shop, demolition of the United Airlines and American Airlines ground service equipment storage area, partial demolition and reconstruction of the North Economy Lot, relocation of ASDE-X RU #12 and other utilities.

This project is complete and final costs are known. Total final capital costs decreased slightly during construction due to several reasons. The final design of the extension resulted in a reduced square footage from the approximately 103,000 square feet anticipated to approximately 70,000 square feet. During construction of the extension and gates, the costs were reduced through value engineering efforts. PFCs requested for the Fire Station 32 were reduced based on eligibility determination by the FAA. Total soft costs were also less than estimated. Lastly, due to the decrease in total project cost and the terms secured for the debt financing, the financing and interest costs on the PFC Bond Capital funds are lower than originally estimated. Therefore, the total PFCs requested for this project decreased by \$113,360,275. The final costs and funding sources are as follows:

<b>Funding Source</b>	<b>As Approved</b>	<b>Proposed Amended</b>
Local Funds	\$132,366,000	\$143,771,974
PFC – Pay-Go	\$10,512,000	\$4,050,114
PFC – Bond Capital	\$199,728,000	\$168,266,008

<b>Capital Costs</b>	<b>\$342,606,000</b>	<b>\$316,088,096</b>
PFC – F&I	\$197,846,000	\$122,409,603
<b>Total Project Costs</b>	<b>\$540,452,000</b>	<b>\$438,497,699</b>
<b>Total PFC Funding</b>	<b>\$408,086,000</b>	<b>\$294,725,725</b>

**18-006 Automated People Mover System Expansion**

This project includes planning, design, and construction of an expansion to the Plane Train automated people mover (“APM”) system. The APM links the Airport’s two terminals and seven concourses and is the primary mode of travel for passengers to and from all concourses. The expansion plan consists of two primary components: (1) relocate the APM west turn-back through an approximate 600-foot westward extension of the existing guideways and (2) make operational an existing crossover track (switch) at the east terminus.

Construction will occur under the Sky Train Domestic Terminal station, the MARTA airport station, and the Domestic Terminal. Work will involve necessary modifications to the automatic train control, power supply, software modifications, and other components to ultimately enable reductions in headways from the current 108 seconds to 90 seconds. The project will also require the acquisition of 14 additional APM cars to enable the reduced headways.

The scope and objective of this project remains unchanged. The original application assumed the project would be funded with 50% PFCs and 50% local funds. Amendment #1 changed the funding of the project to 70% PFCs and 30% local funds, but the total cost of the project remained unchanged.

As the project has been underway, the cost of the project has increased for several reasons. The thickness of the tunnel lining originally designed to 9” thick required increasing to 12” or 18”, and the tunnel invert slab also designed to 9” thick required increasing to 24”. The cost of relocation of utilities and building infrastructure (HVAC, electrical, plumbing, fire protection, telecommunications) were higher than anticipated. The cost of the 14 new vehicles also increased based on updated pricing from Bombardier while the price of some of the system controls was lower than originally anticipated. Finally, the costs required for customer support to redirect passengers to different stations when the stations were closed at night were higher than expected. Due to the complexity of the project, design costs were higher than estimated.

The current estimated costs and funding sources of this project are proposed to be amended as reflected below. This amendment also changes the PFC funding from the project from a combination of PFC pay-as-you-go, PFC Bond Capital with PFC Financing and Interest to only PFC pay-as-you-go. This represents an increase of \$30,965,000 in PFCs.

<b>Funding Source</b>	<b>Original Application</b>	<b>Amendment #1</b>	<b>Proposed Amendment #2</b>
Local Funds	\$153,500,000	\$90,000,000	\$110,940,000
PFC – Pay-Go	\$145,825,000	\$206,000,000	258,861,000
PFC – Bond Capital	\$7,675,000	\$11,000,000	\$0

<b>Estimated Capital Costs</b>	<b>\$307,000,000</b>	<b>\$307,000,000</b>	<b>\$369,801,000</b>
PFC – F&I	\$12,390,810	\$10,896,000	\$0
<b>Total Project Costs</b>	<b>\$319,390,810</b>	<b>\$317,896,000</b>	<b>\$369,801,000</b>
<b>Total PFC Funding</b>	<b>\$165,890,810</b>	<b>\$227,896,000</b>	<b>\$258,861,000</b>

**18-007 Airfield Safety Area Improvements – Security Fence Improvements**

The original project included security fence improvements at seven locations across the airfield. These improvements included the demolition of an existing fence and reconstruction of the fence (approximately 7,300 linear feet) in five locations in accordance with City and TSA design guidelines. (City standards include a four-foot concrete barrier, eight-foot-high chain link fence, with 3-strand barbwire.) The reconstruction of the fence line included some realignment to address security accessibility and erosion, as well as enhance fence visibility during security patrols of the perimeter fence. These improvements also included the relocation of one access gate and the installation of one access gate. The project also included the construction of new vehicular roads (approximately 8,000 linear feet of asphalt construction) along the fence line in two locations to provide access for the required visual inspections of the fence line.

The scope of this project has changed. Two locations (Gate 54 and NLVR South of Runway 27L) have been completed under this project. Due to the geography and site conditions of the location of the gates, the costs were higher than originally estimated. The remaining scope of this project is being removed. Those locations have either been completed under a different project or have not yet been completed and will be accomplished under a future project.

The original estimate for this project was \$5,039,000 to be funded 100% with PFCs on a Pay-as-you-go basis. The final cost of this project was \$9,048,776, funded 100% with PFCs on a Pay-as-you-go basis. This represents an increase in PFCs requested of \$4,009,776.

The total change to Application #18 is a net decrease of \$107,937,089. There are no proposed changes to the estimated legal expiration date of September 1, 2030, the PFC collection level of \$4.50 per enplaned passenger, or the exemption of the Nonscheduled/On-Demand Air Carriers (“ATCO”) class of carriers.