

**NOTICE OF
OPPORTUNITY FOR PUBLIC COMMENT RELATED TO
PASSENGER FACILITY CHARGE
Posted March 25, 2019**

The City of Atlanta is providing an opportunity for public comment until April 25, 2019 related to the proposed Amendment to PFC Application #16-18-C-00-ATL.

On February 22, 2017, the FAA approved ATL PFC Application #18. PFC Application #18 included seven (7) projects and totaled \$521,372,699.

The following four (4) projects have updated estimated costs and funding sources: Reconstruction of City North Taxilane and Common Use Ramp; Domestic Terminal Building Renovations; Concourse T-North Extension; and Automated People Mover System Expansion. The purpose of this amendment is to update the FAA-approved PFC impose and use authority and total estimated project costs within the PFC Application and to modify any scope changes.

18.1 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). This amendment proposes to modify the scope and cost of this project. The project will now include planning, design and reconstruction of approximately 99,700 square yards of pavement to meet ADG (Aircraft Design Group) V standards to maintain the operational flexibility of the ramp. This includes approximately 54,500 square yards of non-exclusive use taxilane 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 original estimate for this project was \$26,960,000 to be funded 100% with PFCs on a Pay-as-you-go basis. The updated cost estimate for this project is \$50,393,000 to be funded 100% with PFCs on a Pay-as-you-go basis. This represents a \$23,433,000 increase in requested PFCs. The increase in estimated cost is due to the approximately 32,300 square yards of additional pavement. In addition, the current estimate reflects current pavement unit costs.

18.4 Domestic Terminal Building Renovations

This project includes planning, design, and construction of renovations to the Airport's Domestic Terminal and Concourses A, B, C and T. Passenger Facility Charge eligible portions of work are as follows:

Vestibule renovations: These renovations include the replacement of the sloped metal roof at 12 Domestic Terminal vestibules with sloped skylights; new interior window glass panels above doors at the north and south vestibules; and four pairs of operable doors and surrounding glass window panels per vestibule at 16 vestibules. A total of 16 entrance doors will be replaced with insulated energy efficient doors. This project included replacing approximately 38,000 SF of single panel glass segments and will include an additional 19,000 SF of glass segments to the current wall infrastructure. Glass window curtain segments (which are part of the entrance wall structure) will include efficient double panel glass versus the current single panel glass segments. These large glass panels are part of the Domestic Terminal wall infrastructure.

Pedestrian bridges and expansion of curbside canopies: Four pedestrian bridges will be constructed to provide for safe movement of passengers and baggage from the parking garages (level 3) to the Domestic Terminal building over the terminal curbside roadways. The project will include four new entrances with each entry including two sets of double sliding doors. This project will create 3rd floor mezzanine entrance levels within the Domestic Terminal North and South. The new 3rd floor mezzanine locations will include four, 2 sets of elevators and escalator with stairs installed at each end, totaling eight new elevators and escalators within the Domestic Terminal. This will allow vertical circulation of passengers and baggage between the Domestic Terminal building ticketing level and upper pedestrian crossings. Enlarged curbside canopies will extend a length of approximately 900 feet and cover the full width of the Domestic Terminal North and South upper roadways to protect passengers from the elements. LED lighting will illuminate the roadways and curbside.

FIDS/BIDS/MUFIDS signage improvements: These improvements include the relocation and staging of non-exclusive use flight information display systems (FIDS), baggage information display systems (BIDS), and multi-use flight information display systems (MUFIDS) in public use areas within the Domestic Terminal North and South to enhance visibility to passengers.

The scope and objective of this project remains unchanged. This project originally assumed that 100% of PFC eligible costs would be funded on a Pay-as-you-go basis. This amendment proposes that 5% of PFC eligible costs would be funded on a Pay-as-you-go basis and 95% would be funded with PFC Bond Capital. The costs and funding sources of this project are proposed to be amended as follows:

Funding Source	As Approved	Proposed Amended
Local Funds	\$410,276,000	\$330,566,000
PFC – Pay-Go	\$141,000,000	\$12,771,000
PFC – Bond Capital	\$0	\$242,654,000
Estimated Capital Costs	\$551,276,000	\$585,991,000
PFC – F&I	\$0	\$240,367,000
Total Project Costs	\$551,276,000	\$826,358,000
Total PFC Funding	\$141,000,000	\$495,792,000

This represents an increase of \$354,792,000 in requested PFCs.

Bid project cost came in higher than originally estimated. Base estimated costs used for site work, materials, units needed and time schedule were understated versus current bid costs. The increase in costs also includes estimated financing and interest costs of \$240,367,000.

18.5 Concourse T-North Extension

This project includes planning, design, and construction of an extension of Concourse T to the north and northwest to add five Aircraft Design Group (ADG) III gates and aircraft parking positions. The extension will have two levels (apron and boarding levels) and contain approximately 103,000 square feet. The project will include additional holdrooms and restroom facilities. An ADG III taxilane will connect the gates to the Ramp 1 West taxilane. All parking positions will include hydrant fueling, new passenger loading bridges, preconditioned air, and 400 Hz power. In addition, this project will include modifications to Taxiway V and relocating 78A gate to accommodate the extension of Concourse T North. Due to the project being constructed in an extremely constrained site, enabling work included in this project is demolition and relocation of Fire Station 32 to approximately 300 feet southwest of its current location, the realignment of North Terminal Parkway and the reconfiguration of the Domestic Terminal North parking exit plaza. Enabling work will also include the demolition and relocation of a Delta Air Lines ground service equipment maintenance shop to the existing park-ride reserve parking lot which is due North of Runway 9L threshold and demolition and relocation of United Airlines & American Airlines ground service equipment storage area to a location west of the concourse, between the concourse and the realigned Terminal North Parkway exit roadway. Enabling work will include a partial demolition and reconstruction of the North Economy Lot, relocation of ASDE-X RU #12 and other utilities including AT&T communications, Georgia Power electrical, City of Atlanta sanitary sewer, and Delta Air Lines fiber. The Utilities will be relocated into a corridor that parallels the relocated Terminal North Parkway.

The scope and objective of this project remains unchanged. This project originally assumed that 95% of PFC eligible costs would be funded on a Pay-as-you-go basis and 5% would be funded with PFC Bond Capital. This amendment proposes that 5% of PFC eligible costs would be funded on a pay-as-you-go basis and 95% would be funded with PFC Bond Capital. The costs and funding sources of this project are proposed to be amended as follows:

Funding Source	As Approved	Proposed Amended
Local Funds	\$82,502,000	\$132,366,000
PFC – Pay-Go	\$95,381,000	\$10,512,000
PFC – Bond Capital	\$8,000,000	\$199,728,000
Estimated Capital Costs	\$185,883,000	\$342,607,000
PFC – F&I	\$12,915,500	\$197,846,000
Total Project Costs	\$198,798,500	\$540,453,000
Total PFC Funding	\$116,296,500	\$408,086,000

This represents an increase of \$291,789,500 in requested PFCs.

In the original application, the estimated project costs were not fully inclusive of all project soft costs such as planning, design, testing, and project and construction management. Additionally, since the time of the original application, a number of the enabling work has been bid. Other elements of the project are further along in the design process. Therefore, the total estimated capital cost of this project has been increased to reflect all soft costs, actual bid prices, and updated costs based on more current design estimates. The increase in costs also includes estimated financing and interest costs of \$197,846,000.

18.6 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 method 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 also 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 APM cars to enable the reduced headways.

The scope and objective of this project remains unchanged. The costs and funding sources of this project are proposed to be amended as follows:

Funding Source	As Approved	Proposed Amended
Local Funds	\$153,500,000	\$90,000,000
PFC – Pay-Go	\$145,825,000	\$206,000,000
PFC – Bond Capital	\$7,675,000	\$11,000,000
Estimated Capital Costs	\$307,000,000	\$307,000,000
PFC – F&I	\$12,390,810	\$10,896,000
Total Project Costs	\$319,390,810	\$317,896,000
Total PFC Funding	\$165,890,810	\$227,896,000

This represents an increase of \$62,005,190 in requested PFCs.

The total estimated cost of this project has not changed. The increase in PFCs requested is due to a change in the funding sources. The original application assumed the project would be funded with 50% PFCs and 50% local funds. The proposed amendment requests the project be funded with 70% PFCs and 30% local funds.

The change to Application #18 is a net increase of \$732,019,690. The revised estimated expiration date is February 1, 2032. There is no proposed change to the PFC collection level of \$4.50 per enplaned passenger or the exemption of the Nonscheduled/On-Demand Air Carriers (“ATCO”) class of carriers.

Comments or a request for more detailed project justification or project documents should be sent to Greg Richardson, 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.