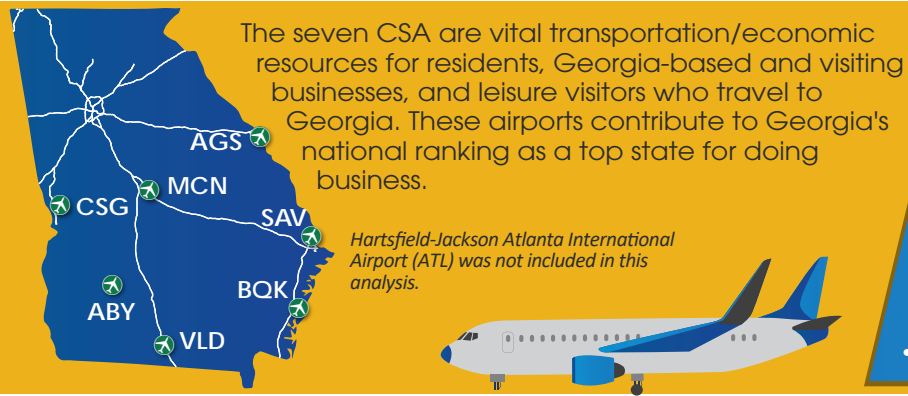


2024 COMMERCIAL SERVICE AIRPORT CAPITAL IMPROVEMENT PLAN (CIP) FUNDING ANALYSIS

The Georgia Department of Transportation (GDOT) completed the 2024 Commercial Service Airport-CIP Funding Analysis in response to recommendations in a 2021 report issued by the Georgia Senate's Joint Legislative Study Committee on Airport Infrastructure and Improvements. This analysis focuses on project costs as per FY25-FY29 CIPs for the CSA; the CIPs that support the analysis were submitted to GDOT in December 2023. The analysis compares CIP costs to historical funding and identifies any potential funding gaps. The analysis reveals that, collectively, the CSA may face an annual funding gap which could exceed **\$126.2 million**.

Seven commercial service airports (CSA) in Georgia contribute an estimated **\$5 billion** annually to the state's economy.

CSA capital improvement plans are updated frequently. This analysis focuses on airport identified CIP projects that will be implemented using federal and/or state grants, leveraged with local matching funds. Airports also undertake other projects, not included in their CIPs, using funding sources such as Passenger Facility Charges (PFCs), Regional Transportation Special Purpose Local Option Sales Taxes (TSPLOST), and Special Purpose Local Option Sales Tax (SPLOST). These funding sources can be used to wholly fund projects not included in CIPs, or these local funds can be used to match federal or state grants.

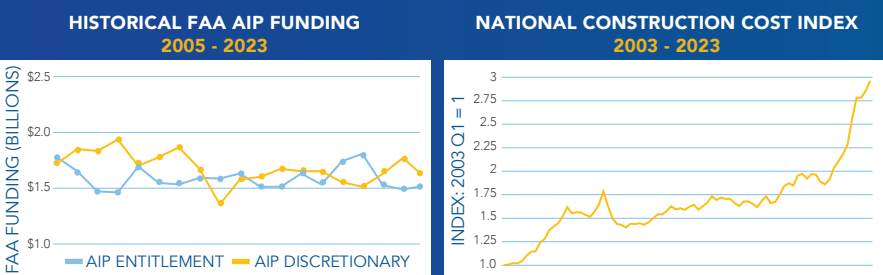


- ## COMMERCIAL SERVICE STUDY AIRPORTS
- AUGUSTA REGIONAL AT BUSH FIELD (AGS)
 - BRUNSWICK GOLDEN ISLES (BQK)
 - COLUMBUS (CSG)
 - MIDDLE GEORGIA REGIONAL (MCN)
 - SAVANNAH/HILTON HEAD INTERNATIONAL (SAV)
 - SOUTHWEST GEORGIA REGIONAL (ABY)
 - VALDOSTA REGIONAL (VLD)

CIP INFORMATION FOR THE SEVEN CSA

- Average annual CIP costs are **\$153.3 million**.
- **\$12.4 million** is expected from the Infrastructure Investment and Jobs Act (IIJA) program, known as BIL, to address these costs.
- CIP costs are almost **seven times** higher than average historical federal, state, and local funding.
- **50%** of the CIP costs are associated with rehabilitation or improvements to important runway, taxiway, and apron infrastructure.

FEDERAL FUNDING VS RISING COSTS

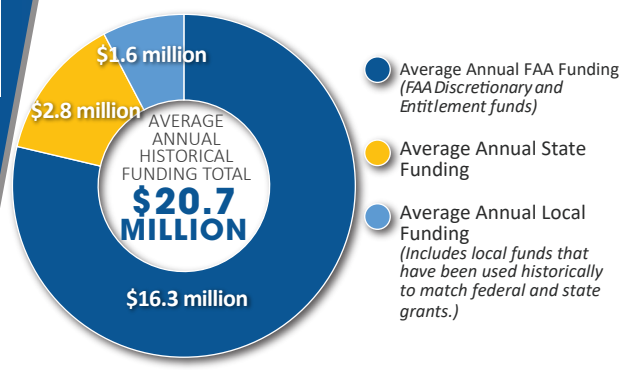


Federal funding through the Federal Aviation Administration (FAA) has not increased to keep pace with airport needs and inflation. Data from USDOT shows that if the cost for a project was **\$1 million** in 2003, by 2023 the cost of the same project had risen to **\$3 million**. To fully implement all CIP projects, even with a nominal increase in historical FAA funding, significant increases in annual state/local funding would be needed.

Source: USDOT Bureau of Transportation Statistics

HISTORICAL AVERAGE ANNUAL FUNDING

Between FY18 and FY23, average annual FAA, state, and local funding for the CSA totaled **\$20.7 million**.



REVISED FEDERAL FUNDING ANALYSIS

Capital improvement plans for the CSA show a need for a level of federal funding over five times higher than the total of **\$16.3 million** the CSA have received each year on average from the FAA. A revised federal funding analysis reduces the anticipated share of federal funding to be more reflective of actual historical funds the CSA have received. Projects with lower National Priority Rankings are less likely to receive federal grants and were moved from the federal funding category to the state/local category. This revised analysis was based on state funding at **75%** and local funding at **25%** of the total project cost. As shown, the revised analysis results in an increase in both state and local funding to address potential funding gaps for the CSA.

POTENTIAL ANNUAL FUNDING GAPS FOR STUDY AIRPORTS

Funding Source	Revised Annual CIP Funding FY25-FY29	Annual Historical Funding FY18-FY23	Potential Annual Funding Gap
FAA Discretionary & Entitlement	\$20.7 million	\$16.3 million	\$4.4 million
State	\$85.5 million	\$2.8 million	\$82.7 million
Local	\$40.7 million	\$1.6 million	\$39.1 million
Total	\$146.9 million*	\$20.7 million	\$126.2 million

*Total excludes FAA funding from BIL.

In May 2024, Congress approved increasing total funding in the Airport Improvement Program (AIP) from **\$3.35 billion to \$4.0 billion**. If funds are ultimately appropriated, annual federal funding for the CSA could increase from **\$16.3 million to \$19.4 million**. Even with this increase, a gap in federal funding would still remain.

ANNUAL COMMERCIAL AIRPORT FUNDING IN OTHER STATES

Georgia (7)	\$2.8 million
Iowa (8)	\$2.9 million
Colorado (14)	\$3.3 million
Wyoming (9)	\$3.3 million
North Dakota (8)	\$6.9 million
Pennsylvania (14)	\$10.7 million
Virginia (9)	\$15.9 million
Louisiana (7)	\$17.9 million
Tennessee (6)	\$33.5 million
Maryland (3)	\$38.1 million
North Carolina (10)	\$89.1 million
Florida (21)	\$172.9 million

Note: (#) Number of commercial airports by state receiving state funds.

Working through the National Association of State Aviation Officials (NASAO), 33 states responded to a survey on commercial airport funding assistance. A sample of reported responses is shown here. States with the most robust funding programs draw revenue from state aviation fuel taxes and state transportation trust funds. GDOT does not currently draw airport funding from either of these two sources.

On average, other states responding to the NASAO survey provide over **\$14.2 million** annually to commercial airports to assist them with implementing projects in their CIPs. Georgia's average annual funding for commercial service airports is **\$2.8 million**.

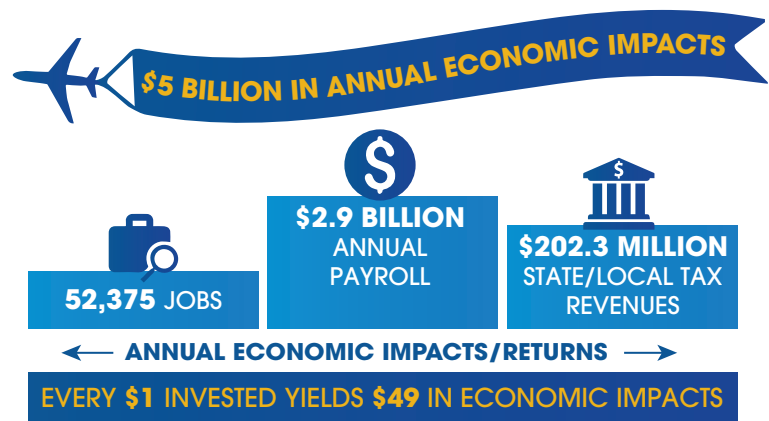
COMMERCIAL SERVICE AIRPORTS

ANNUAL ECONOMIC IMPACTS EXCEED ANNUAL IDENTIFIED CIP COSTS

AVERAGE ANNUAL CIP COSTS VS. ANNUAL ECONOMIC IMPACTS

Airport Associated City	Annual Average 5-Year CIP Costs*	Annual Economic Impact*
Augusta	\$26.8 million	\$285.7 million
Brunswick	\$24.1 million	\$155.0 million
Columbus	\$15.1 million	\$94.6 million
Macon	\$23.1 million	\$153.9 million
Savannah	\$50.1 million	\$4.2 billion
Albany	\$5.5 million	\$63.0 million
Valdosta	\$8.6 million	\$37.3 million

*Source: Based on revised federal funding analysis. GDOT 2020 Statewide Economic Impact Study; impacts do not include ATL.



Information from GDOT's 2020 Statewide Economic Impact Study shows the annual economic impact and the state and local tax revenue impacts are **35** times higher than the total annual investment needed to fully fund all CIP costs at each CSA.