



PIEDMONT TRIAD AIRPORT AUTHORITY
FISCAL YEAR 2022 PROPOSED BUDGET

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**PIEDMONT TRIAD AIRPORT AUTHORITY
FISCAL YEAR 2022 PROPOSED & CAPITAL BUDGET
HIGHLIGHTS**

Fiscal Year 2022 Proposed Budget Highlights

I. Revenues

- Total revenues are expected to increase 15.8% from Fiscal Year (FY) 2021 Adopted Budget.
- FY 2022 passengers are projected to increase by 19.8% compared to FY 2021 Adopted Budget.
- Terminal revenue is expected to increase by 0.4% from the FY 2021 Adopted Budget due to increase in rates.
- Consumer Services revenues are expected to increase 54.8%. Increase due to projected passenger increase.
- Parking revenue is expected to increase 19.6%. Increase due to increase in passengers.
- Apron revenue is expected to decrease 18.7% with decrease in rates.
- Landing fees are expected to increase approximately 14.3% due to increase in landed weight of cargo carriers mainly FEDEX.
- Land & Facilities is expected to increase 23.2% due to the revenue generated from parking aircraft on cargo ramp.
- Valet Parking /Taxi Service Center has suspended operations indefinitely with the possibility of not returning.
- Interest Income is expected to decrease 34.2% due to lower yield rates.
- Passenger Facility Charges revenue is estimated to increase 19.8% a result of increased passengers.
- Customer Facility Charges revenue is estimated to increase 58.6% due to increase in passengers.

II. Expenses

The FY 2022 expense budget is estimated to increase 17.3% from the FY 2021 Adopted Budget. The increase is mainly a result of budgeting for a normal Pre-COVID-19 year. The increase is made-up of the following:

- Salaries & Wages (S&W) and benefits account for 9.8% of the increase. S&W make up 5.5% of the increase mainly due to budgeting vacant positions and annual raises. Contract labor accounts for 2.0% of the increase; 1.6% of the contract labor increase relates to an increase in Custodial Services contract labor and the remaining 0.4% of the increase relates to additional security at exit lane budgeted in the Police department. A 1.8% increase in benefits is a result of a 1.5% increase in contributions to the Retirement Plan of the Authority and a 0.3% increase in health insurance.
- Controllable expenses are anticipated to increase 5.3%. Increases are expected across the board in the Authority's controllable expenses, mainly in the areas of office supplies, maintenance contracts, other supplies and repair and maintenance expenses.

- Professional Services makes up 1.9% of the increase mainly due to an increase in Marketing & Public Relations.
- Insurance makes up 1.0% of the increase.
- Utilities offset the overall increase with a 0.7% decrease.

III. Operating Results

All operating revenue received by the Authority is derived from rentals and fees for the use of airport facilities and services. Any revenue earned that exceeds annual operating and debt service is re-invested in airport facilities. Total revenue for FY 2022 Proposed Budget is estimated to be \$30,187,758, \$24,542,461 is operating revenue with non-operating revenue of \$5,645,297; non-operating revenue consists of federal grants, interest on investments, passenger facility charges and customer facility charges. Operating expenses for FY 2022 Proposed Budget are estimated to be \$19,422,623 with debt service requirements of \$6,224,501 leaving \$4,540,634 available for future capital replacements.

Please note that the standard presentation shown does NOT include approximately \$5M in CRRSA stimulus grants reimbursed for Operating Expenses. Grants are normally project related, reimbursed as the project progresses, and traditionally not forecasted in the annual Income Statement budget. However, in this unique case, the grant itself is intended to offset significantly lower Operating Results by design and will additionally increase funds “available for future capital replacements” to a total of approximately \$9.5M, including the normal Operating Result increase.

	<u>FY 2022 PROPOSED BUDGET</u>	<u>FY 2021 ADOPTED BUDGET</u>	<u>FY 2022 OVER(UNDER) 21 ADOPTED</u>	<u>% INCREASE/ (DECREASE)</u>
REVENUES:				
Operating Revenue	\$ 24,542,461	\$ 21,601,902	\$ 2,940,559	13.6%
Passenger Facility Charges	2,556,297	2,133,540	422,757	19.8%
Customer Facility Charges	2,538,500	1,600,500	938,000	58.6%
Restricted Income - LEO/K-9	220,500	220,500	-	0.0%
INTEREST INCOME	330,000	501,740	(171,740)	(34.2%)
TOTAL REVENUES	\$ 30,187,758	\$ 26,058,182	\$ 4,129,576	15.8%
EXPENDITURES:				
Operating Expenses	\$ 19,422,463	\$ 16,560,855	\$ 2,861,768	17.3%
Debt Service Requirements	6,224,501	6,223,880	621	0.0%
Future Capital Replacements	4,540,634	3,273,447	1,267,187	38.7%
Total Expenditures	\$ 30,187,758	\$ 26,058,182	\$ 4,129,576	15.8%
ENPLANEMENTS	647,000	540,000	107,000	19.8%

IV. 2022 Proposed Capital Budget Highlights

The Proposed FY 2022 Capital Program Budget of \$98,327,200 (including federal, state grants-in-aid and other local funds) includes the following projects and brings the total Capital Program Budget to \$463,149,422.

- Land Acquisition – \$6,000,000
- Major Capital Projects – \$89,705,000
- Furniture, Fixtures & Equipment – \$2,622,200

Projects that are federal or state aid eligible will be initiated only as grant-in-aid funds are approved.

PIEDMONT TRIAD AIRPORT AUTHORITY
 PROPOSED BUDGET
 FISCAL YEAR 2022

	FY 2022 PROPOSED BUDGET	FY 2021 ADOPTED BUDGET	FY 2022 OVER(UNDER) 21 ADOPTED	% INCREASE (DECREASE)
REVENUES:				
OPERATING REVENUE	\$ 24,542,461	\$ 21,601,902	\$ 2,940,559	13.6%
PASSENGER FACILITY CHARGES	2,556,297	2,133,540	422,757	19.8%
CUSTOMER FACILITY CHARGES	2,538,500	1,600,500	938,000	58.6%
RESTRICTED INCOME - LEO/K-9	220,500	220,500	-	0.0%
INTEREST INCOME	330,000	501,740	(171,740)	-34.2%
TOTAL REVENUES	<u>\$ 30,187,758</u>	<u>\$ 26,058,182</u>	<u>\$ 4,129,576</u>	<u>15.8%</u>
EXPENDITURES:				
OPERATING EXPENSES	\$ 19,422,623	\$ 16,560,855	\$ 2,861,768	17.3%
DEBT SERVICE REQUIREMENTS	6,224,501	6,223,880	621	0.0%
FUTURE CAPITAL REPLACEMENTS	4,540,634	3,273,447	1,267,187	38.7%
TOTAL EXPENDITURES	<u>\$ 30,187,758</u>	<u>\$ 26,058,182</u>	<u>\$ 4,129,576</u>	<u>15.8%</u>

**PIEDMONT TRIAD AIRPORT AUTHORITY
125% RATE COVENANT
FISCAL YEAR 2022**

	FY 2022 PROPOSED BUDGET	FY 2021 ADOPTED BUDGET
TOTAL OPERATING REVENUE	\$ 24,542,461	\$ 21,601,902
PASSENGER FACILITY CHARGES	2,556,297	2,133,540
INTEREST INCOME	330,000	501,740
TOTAL REVENUE	\$ 27,428,758	\$ 24,237,182
OPERATING EXPENSE	19,422,623	16,560,855
INCOME AVAILABLE FOR DEBT SERVICE	\$ 8,006,135	\$ 7,676,327
DEBT SERVICE REQUIREMENTS:		
INTEREST PAYMENT	\$ 1,391,501	\$ 1,492,880
PRINCIPAL PAYMENT	4,833,000	4,731,000
LESS: CARES/NCDOT GRANTS	(2,691,025)	(2,502,514)
TOTAL	\$ 3,533,475 125%	\$ 3,721,365 125%
RATE COVENANT REQUIREMENT @ 125%	\$ 4,416,844	\$ 4,651,706
INCOME AVAILABLE FOR DEBT SERVICE REQUIREMENT	\$ 8,006,135 (4,416,844)	\$ 7,676,327 (4,651,706)
EXCESS OVER 125%	\$ 3,589,291	\$ 3,024,621
RATE COVERAGE % PROJECTED	227%	206%

PIEDMONT TRIAD AIRPORT AUTHORITY
CAPITAL PROJECTS SUMMARY
FISCAL YEAR 2022

DESCRIPTION	PREVIOUS BUDGETED AMOUNT	FY 2022 BUDGETED AMOUNT	TOTAL BUDGET	TOTAL EXPENDITURES THROUGH 6/30/21	BALANCE	FY 2022 ESTIMATED CASH FLOW
LAND	\$ -	\$ 6,000,000	\$ 6,000,000	\$ -	\$ 6,000,000	\$ 6,000,000
AIP PROJECTS						
Less: FEDERAL AID	\$ 157,322,222	\$ -	\$ 157,322,222	\$ 49,141,442	\$ 108,180,780	\$ 21,782,489
Less: STATE AID	(141,812,222)	-	(141,812,222)	(44,227,299)	(97,584,925)	(19,826,463)
Less: CFCs	(500,000)	-	(500,000)	-	(500,000)	-
AUTHORITY FUNDS	\$ 15,010,000	\$ -	\$ 15,010,000	\$ 4,914,143	\$ 10,095,855	\$ 1,956,026
MAJOR CAPITAL PROJECTS						
Less: STATE AID	\$ 207,500,000	\$ 89,705,000	\$ 297,205,000	\$ 34,908,190	\$ 262,296,810	\$ 34,106,825
Less: PFCs	(114,500,000)	(13,500,000)	(128,000,000)	(26,869,300)	(101,130,700)	(17,976,825)
Less: CFCs	(25,000,000)	(23,250,000)	(48,250,000)	(384,300)	(47,865,700)	(1,043,750)
Less: CFCs	(20,000,000)	(21,500,000)	(41,500,000)	(856,710)	(40,643,290)	(937,500)
AUTHORITY FUNDS	\$ 48,000,000	\$ 31,455,000	\$ 79,455,000	\$ 6,797,880	\$ 72,657,120	\$ 14,148,750
FURNITURE, FIXTURES and EQUIPMENT						
Less: FEDERAL AID	\$ -	\$ 2,622,200	\$ 2,622,200	\$ -	\$ 2,622,200	\$ 2,622,200
Less: STATE AID	-	(846,000)	(846,000)	-	(846,000)	(846,000)
Less: CFCs	-	1,776,200	1,776,200	-	1,776,200	1,776,200
AUTHORITY FUNDS	\$ -	\$ 1,776,200	\$ 1,776,200	\$ -	\$ 1,776,200	\$ 1,776,200
TOTAL	\$ 364,822,222	\$ 98,327,200	\$ 463,149,422	\$ 84,049,632	\$ 379,099,790	\$ 64,511,514
Less: FEDERAL AID	(141,812,222)	(846,000)	(142,658,222)	(44,227,299)	(98,430,925)	(20,672,463)
Less: STATE AID	(115,000,000)	(13,500,000)	(128,500,000)	(26,869,300)	(101,630,700)	(17,976,825)
Less: PFCs	(25,000,000)	(23,250,000)	(48,250,000)	(384,300)	(47,865,700)	(1,043,750)
Less: CFCs	(20,000,000)	(21,500,000)	(41,500,000)	(856,710)	(40,643,290)	(937,500)
AUTHORITY FUNDS	\$ 63,010,000	\$ 39,231,200	\$ 102,241,200	\$ 11,712,023	\$ 90,529,175	\$ 23,880,976