



Metropolitan Airports Commission

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10/16/23

METROPOLITAN AIRPORTS COMMISSION

PROPOSED PASSENGER FACILITY CHARGE APPLICATION NO. 24-16-C-00-MSP TO THE FAA TO IMPOSE AND USE A PFC AT MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

NOTICE OF OPPORTUNITY FOR PUBLIC COMMENT

The Metropolitan Airports Commission (the Commission) has determined the need to submit to the Federal Aviation Administration (FAA) a Passenger Facility Charge (PFC) Application to impose at Minneapolis-St. Paul International Airport (MSP or the Airport) and to concurrently use PFC revenue at the Airport. The Commission has issued this public notice as part of the PFC application process as per Title 14 Code of Regulation (CFR) Part 158.24 *Notice and Opportunity for Public Comment*.

Comment Period: The Commission will accept public comments on the proposed PFC Application No. 24-16-C-00-MSP (PFC 24-16) up to thirty (30) days after the date of posting this public notice. As such, comments must be received on or before November 16, 2023.

Commission Point of Contact: Comments may be mailed to Mr. Mark Bents, Assistant Director, Commercial Management & Airline Affairs, Metropolitan Airports Commission, 6040 – 28th Avenue South, Minneapolis, MN 55450 or e-mailed at mark.bents@mspm.com.

The following information is provided in accordance with 14 CFR 158.24(b)(1):

The Commission will seek authority from the FAA to impose/use PFCs with the following characteristics:

PFC Level: A four dollar and fifty cent (\$4.50) charge on eligible passengers enplaned at the Airport.

Charge Effective Date: June 1, 2026 (which reflects the estimated charge expiration date for pending PFC Application No. 19-15-C-00-MSP).

Estimated Charge Expiration Date: January 1, 2028.

Estimated Total PFC Impose and Use Revenue: \$47,252,506

Projects for which the Commission is seeking Impose and Use Authority:

16.01. Runway 12L-30R Bituminous Shoulder Reconstruction

Project Description: This project funds for design and construction for the Runway 12L-30R Bituminous Shoulder Reconstruction project Minneapolis-St. Paul International Airport (MSP or Airport). Project entails full depth shoulder replacement, removal and replacement of runway edge lights and electrical infrastructure, and restriping.

Project Justification: This project preserves capacity of the airport. The Runway 12L-30R shoulder pavements were last rehabilitated over 10 years ago and now show major signs of surface distress. According to the Airport Improvement Program Handbook, (AIP Handbook) the shoulder pavements have exceeded the minimum useful life criterion for pavement rehabilitation. The rehabilitation of these surfaces will reduce the potential of foreign object debris (FOD) and extend the useful life of these pavements.

16.02. Taxiway C1 Construction

Project Description: This reimbursement project funded for the design and construction for the Taxiway C1 Construction project. Taxiway C1 is connector taxiway between Taxiway C and Taxiway D and located across from Gates H5/H6 at Terminal 2. Taxiway C1 was constructed with a portland cement concrete (PCC) taxiing surface and asphalt concrete (AC) shoulders. This project also installed new conduits and cables for taxiway edge lights and striping of new pavements. Within the infield area of new Taxiway C1, this project also made storm sewer and drainage improvements, and installed turf and sodding.

Project Justification: Taxiway C1 construction enhanced airfield capacity by providing improved aircraft taxiing access to and from the Terminal 2 apron and a reduction in congestion resulting from aircraft pushbacks onto Taxiway C from Terminal 2. Taxiway C1 provides a more efficient operation and an overall reduction of aircraft impeding flow on Taxiways D and C. This project allows MSP to continue to accommodate increasing demand and improve airfield capacity.

16.03. Taxiway D Reconstruction – Design and Project Management Only

Project Description: This reimbursement project funded for the design and project management for the Taxiway D Reconstruction project. This project reconstructed approximately 3,000 linear feet of pavement between Taxiways C1 and Taxiway W. Taxiway D was constructed with a PCC taxiing surface and AC shoulders. This project also trenched areas adjacent to the taxiway to install new conduits and cables, removed and installed new reinforced concrete pipes and manholes, provided for storm sewer upgrades, restriped pavement markings, and regraded turf area.

Project Justification: This project preserves capacity of the Airport. This section of Taxiway D was last rehabilitated in 1972 and had exceeded the minimum useful life criterion according to the AIP Handbook. Prior to reconstruction the pavement surface was showing major signs of distress and had a pavement condition index (PCI) rating of 35, which is in poor condition. The reconstruction of these surfaces reduces the potential of FOD and extends the useful life of these pavements.

16.04. Service Road M Reconstruction – Engineering Service Fees

Project Description: This reimbursement project funded for the engineering service fees for the Service Road Reconstruction project. This project reconstructed a section of the airfield road adjacent to Taxiway D. This project reconstructed approximately 500 feet of Service Road D, south of Taxiway D and north of the ARFF Station No. 1.

Project Justification: This project preserved the safety of the airfield environment and ensured safe and reliable vehicular operations on the airfield. Service Road M was last rehabilitated in 2000 and had exceeded its useful life. Although minor rehabilitation such as crack sealing was performed to extend the useful life, the pavement was not designed to support the frequency of the heavy vehicles that provide airfield support. ARFF Station No. 1 is adjacent to this section of Service Road M. The frequent usage of this pavement by heavy ARFF vehicles had deteriorated the asphalt surface course by creating FOD and surface depressions. The reconstruction of these pavements reduces the potential of FOD and extends the useful life of these pavements.

16.05. Taxiway P Reconstruction – Engineering Fees

Project Description: This reimbursement project funded for engineering fees for the Taxiway P Reconstruction project. This project provided for full depth reconstruction of approximately 1,600 feet of pavement between Taxiways M and P10 which is adjacent to the Runway 12L-30R deicing apron. Taxiway P was constructed with a PCC taxiing surface and AC shoulders. This project also removed and reinstalled taxiway edge lights, removed and installed airfield runway/taxiway signs, funded for electrical utility and storm sewer upgrades, restriped pavement markings, and regraded turf.

Project Justification: This project preserves capacity of the Airport. This section of Taxiway P was last rehabilitated in 1990 and had exceeded its useful life. Prior to reconstruction the pavement surface was showing major signs of distress and had a PCI rating range from 40 to 55, which is in poor condition. The reconstruction of these surfaces reduces the potential of FOD and extends the useful life of these pavements.

16.06. Taxiway A Reconstruction – Design and Engineering Fees

Project Description: This reimbursement project funded for the design and engineering fees for the Taxiway A Reconstruction project. This project provided for full depth reconstruction of approximately 44,000 square yards of pavement between Taxiways A3 and A7, south of Terminal 1. Taxiway A was constructed with a PCC taxiing surface and AC shoulders. Additionally, this project removed and installed salvaged centerline lights, reinstalled taxiway edge lights, removed and installed conduit and cables, regraded infield areas adjacent to the taxiway, and restriped affected areas.

Project Justification: This project preserves capacity of the Airport. This section of Taxiway A was last reconstructed in 1985 and had exceeded its useful life. Prior to reconstruction the pavement surface was showing major signs of distress and had a PCI rating range from 40 to 55, which is in poor condition. The reconstruction of these surfaces reduces the potential of FOD and extends the useful life of these pavements.

16.07. Taxiway B Reconstruction – 2021 - Engineering Fees

Project Description: This reimbursement project funded for engineering fees for the Taxiway B Reconstruction project. Taxiway B is parallel to Taxiway A and situated north of Runway 12R-30L. This project provided for full-depth reconstruction of approximately 15,000 square yards of pavement located between Taxiway A and Concourse G. Taxiway B was constructed with a PCC taxiing surface. This project also removed and replaced reinforced concrete pipe (RCP), removed, and replaced manholes, funded for electrical utility and storm sewer upgrades, installed cable conduit, and restriped pavement markings.

Project Justification: This project preserves capacity of the Airport. This section of Taxiway B was last reconstructed in 1985 and had exceeded its useful life. Prior to reconstruction the pavement surface was showing major signs of distress and had a PCI rating range from 40 to 55, which is in poor condition. The reconstruction of these surfaces reduces the potential of FOD and extends the useful life of these pavements.

16.08. Taxiway B Reconstruction – 2022

Project Description: This reimbursement project funded for the design and construction for the Taxiway B Reconstruction project. Taxiway B is parallel to Taxiway A and situated north of Runway 12R-30L. This pavement section of Taxiway B is located adjacent to gates G12, G13, G14 and G15, between Taxiways A5 and A3. This project provided for full depth reconstruction of approximately 16,000 square yards located between Taxiway A and Concourse G. Taxiway B was constructed with a PCC taxiing surface. This project removed and replaced a section of the storm sewer, and glycol system, installed cable conduit, and restriped pavement markings.

Project Justification: This project preserves capacity of the airport. This section of Taxiway B was last reconstructed in 1985 and had exceeded its useful life. Prior to reconstruction the pavement surface was showing major signs of distress and had a PCI rating range from 40 to 55, which is in poor condition. The reconstruction of these surfaces reduces the potential of FOD and extends the useful life of these pavements.

16.09. Concourse G Apron Reconstruction – Engineering Fees – 2021

Project Description: This reimbursement project funds for engineering fees for the Concourse G Apron Reconstruction project. Concourse G apron is adjacent to Concourse G in Terminal 1 and parallel to Taxiway B. This project provided for full depth replacement of approximately 15,000 square yards of a pavement section of the Concourse G Apron, serving Gates 17, 18, 19, and 20. Concourse G apron was constructed with a PCC taxiing surface. This project removed and replaced RCP, removed and replaced manholes, installed cable and conduits, removed and installed sections of the hydrant fueling system, removed and reinstalled apron lighting, funded for electrical utility and storm sewer upgrades, and restriped pavement markings.

Project Justification: This project preserves capacity of the Airport. This section of Concourse G apron was last reconstructed in 1985 and had exceeded its useful life. Prior to reconstruction the pavement surface was showing major signs of distress and had a PCI rating range from 40 to 55, which is in poor condition. The reconstruction of these surfaces reduces the potential of FOD and extends the useful life of these pavements.

16.10. Concourse G Apron Reconstruction – 2022

Project Description: This reimbursement project funded for the design and construction for the Concourse G Apron Reconstruction project. Concourse G apron is adjacent to Concourse G in Terminal 1 and parallel to Taxiway B. This project provided for full depth replacement of approximately 20,000 square yards of a section of Concourse G apron serving gates G12, G13, G14, and G15. Concourse G apron was constructed with a PCC taxiing surface. This project also removed and replaced the storm sewer, glycol sewer, watermain, and fueling system, funded for electrical utilities, and restriped pavement markings.

Project Justification: This project preserves capacity of the Airport. This section of Concourse G apron was last reconstructed in 1985 and had exceeded its useful life. Prior to reconstruction the pavement surface was showing major signs of distress and had a PCI rating range from 40 to 55, which is in poor condition. The reconstruction of these surfaces reduces the potential of FOD and extends the useful life of these pavements.

16.11. Taxiway B Centerline Light Installation

Project Description: This reimbursement project funded for design and installation of centerline lighting for Taxiway B. This project only installed centerline lights on approximately 4,000 linear feet of Taxiway B between Taxiways A3 and C. This project removed the existing centerline reflectors and installed 179 LED centerline lights which required coring concrete of pavements to install light cans, cabling, and conduits.

Project Justification: This project enhanced safety on the Airfield. This project was necessary per guidance of a FAA Airport Certification Safety Inspector, to remove the existing reflectors, since these reflectors were not FAA approved, and install standard FAA approved centerline lighting.

16.12. Taxiway Q Centerline Light Installation

Project Description: This reimbursement project funded for the design and installation of centerline lighting for Taxiway Q. Taxiway Q is approximately 8,100 linear feet located south of Runway 12L-30R and north of Terminal 1. This project only installed lighting on Taxiway Q between Taxiways P2 and P8. This project removed the existing centerline reflectors and installed 139 LED centerline lights which required coring concrete of pavements to install light cans, cabling, and conduits.

Project Justification: This project enhanced safety on the Airfield. This project was necessary per guidance of a FAA Airport Certification Safety Inspector, to remove the existing reflectors, since these reflectors were not FAA approved, and install standard FAA approved centerline lighting.

16.13. Perimeter Gate Security Improvements

Project Description: This project funds for the design and construction of an Inspection Facility and provides security improvements at relocated Gate 269. This project constructs a two-level Inspection Facility consisting of an officer station, screening room, electrical room, mechanical room, training room, restroom, and break room. This Inspection Facility will also be covered by a roof canopy that allows vehicle inspections while being protected from weather elements. Additionally, this project will construct a new two-lane roadway with 16-foot driving lanes, install barrier arms, full crash beam gates, and electrical controls.

Project Justification: This project preserves the security of the airfield. As per 49 CFR Part 1542.207 *Access Control Systems*, the Airport is required to secure and control access to AOA. Gate 269 is one of three entry points to inspect construction, delivery, airline, and contractor vehicles. It is MAC's intention to consolidate all construction entry points to the new Gate 269 location.

16.14 Replace Terminal 1 Passenger Loading Bridges – Phase I

Project Description: This reimbursable project funded for the design and installation of Passenger Loading Bridges (PLB) on Terminal 1 at Gate D3, Gate E10, Gate C1, and Gate G3. This project included the removal and replacement of the existing PLBs, rotunda caissons, and rotunda foundations. In addition, this project installed new rotunda pedestals, loading bridge walkways, new electrical distribution system, cameras, and card readers. New PLBs are equipped with self-contained air conditioning units, preconditioned air (PCA) units, ground power units (GPU), and automated bag conveyors.

Project Justification: This project preserved the capacity of the Airport. Gates C1, D3, E10, and G3 had exceeded their useful life and showed significant exterior distresses requiring replacement. Some of these PLBs were also experiencing prolonged periods of outages for maintenance. Replacement of inoperable PLBs or PLBs that have exceeded their useful life allows the Airport to preserve adequate capacity to meet existing passenger demand.

16.15 Replace Terminal 1 Passenger Loading Bridges – Phase II

Project Description: This reimbursable project funded for the design and installation of PLBs on Terminal 1 at Gate C10 and Gate F3. This project included the removal and replacement of the existing PLBs, rotunda caissons, and rotunda foundations. In addition, this project installed new rotunda pedestals, loading bridge walkways, a new electrical distribution system, cameras, and card readers. New PLBs are equipped with self-contained air conditioning units, PCA units, GPUs, and automated bag conveyors.

Project Justification: This project preserved the capacity of the Airport. Gates C10 and Gate F3 had exceeded their useful life and showed significant exterior distresses requiring replacement. Some of these PLBs were also experiencing prolonged periods of outages for maintenance. Replacement of inoperable PLBs or PLBs that have exceeded their useful life allows the Airport to preserve adequate capacity to meet existing passenger demand.

16.16 Replace Terminal 1 Passenger Loading Bridges – Phase III

Project Description: This project funded for the design and installation of PLBs on Terminal 1 at Gate G15, Gate G17, and Gate G18. This project included the removal and replacement of the existing PLBs new electrical distribution system, cameras, and card readers. New PLBs are equipped with self-contained air conditioning units, PCA units, GPUs, and automated bag conveyors.

Project Justification: This project preserved the capacity of the Airport. Gates G15, Gate 17, and Gate 18 had exceeded their useful life and showed significant exterior distresses requiring replacement. Some of these PLBs were also experiencing prolonged periods of outages for maintenance. Replacement of inoperable PLBs or PLBs that have exceeded their useful life allows the Airport to preserve adequate capacity to meet existing passenger demand.

16.17. Card Access Modifications - Phase I

Project Description: The Terminals 1/2 Card Access Modifications project installed card access and door crash bar hardware on doors at Terminals 1 and 2 to prevent public access to secured areas and support with egress in times of emergency.

Project Justification: These improvements were needed to maintain compliance with Federal guidance (49 CFR 1542 – *Airport Security*) and to provide a secure area for the traveling public.

16.18. Card Access Modifications – Phase II

Project Description: This multi-year program refreshes the inventory of card access security readers as they reach the end of their useful life. For this project, work includes outdoor biometric readers, card readers, door hardware, and security signage as needed at specified locations on MSP campus.

Project Justification: This project preserves safety at the Airport. As per 49 CFR Part 1542.207 *Access Control Systems*, the Airport is required to secure and control access to the AOA.

16.19. Restroom Upgrade Program

Project Description: This project reconfigured the existing companion-care restroom located near the Travelers Assistance Center near Concourse D. This project reconfigured 140 square feet of an existing companion-care restroom to be outfitted with an adult changing table and emergency notification system.

Project Justification: This project preserved the capacity of the Airport. The original companion-care restroom was constructed in 1998. The restroom did not meet the American with Disabilities Act (ADA) in today's standards, nor did it have a changing table appropriate for anyone over 30 pounds. Additionally, this project is part of a larger initiative created by the 2008 MAC Travelers with Disabilities Advisory Committee to provide more amenities to support all traveling passengers.

16.20. Public Safety Modifications – Phase I

Project Description: The Terminals 1/2 Public Safety Modifications program is to enhance the security and safety of the MSP campus through door hardware, signage, security controls, and other equipment to provide for security conformity, egress requirements, code compliance, and emergency responder access.

Project Justification: This project preserves safety at the Airport. As per 49 CFR Part 1542.207 *Access Control Systems*, the Airport is required to secure and control access to the AOA.

16.21. Public Safety Modifications – Phase II

Project Description: The Terminals 1/2 Public Safety Modifications program is a continuation of the Public Safety Modifications-Phase I to enhance the security and safety of the MSP campus through door hardware, signage, security controls, and other equipment to provide for security conformity, egress requirements, code compliance, and emergency responder access.

Project Justification: This project preserves safety at the Airport. As per 49 CFR Part 1542.207 *Access Control Systems*, the Airport is required to secure and control access to the AOA.

16.22 Safety and Security Center – Phase I (ARFF)

Project Description: This multiphase project funds the future Safety and Security Center (SSC) facility. The proposed location is located south of East 63rd Street and north of the Taxiway B Deicing Pad. This facility is a two-level facility that will consolidate the Aircraft Rescue Fire Fighting (ARFF) station with the new Airport Operations Center (AOC), which includes Airside Operations and the Emergency Communications Center (ECC), and dedicated primary Emergency Operations Center (EOC), and MAC Airport Police Department (APD). This project will be constructed in two phases. Phase I includes the ARFF station and Phase II includes the AOC and MAC APD.

Project Justification: This project preserves safety at the Airport. The existing fire station has been in service for over 50 years and was the only crash/fire/rescue station until 2006. Due to MSP's airfield size and runway configurations, two (2) fire stations were necessary to meet the FAA Part 139 response requirements associated with Index E. The existing fire station does not meet current needs for functionality, equipment, and other aspects such that it has reached its useful life.

16.23. Replace Terminal 1 Passenger Loading Bridges – Phase IV (2023)

Project Description: This project funds for the design and installation of PLBs on Terminal 1 at Gate C9, Gate G9, Gate G10, Gate G11, Gate E2, and Gate E16. This project includes the removal and replacement of the existing PLBs, installation of new electrical distribution system, cameras, and card readers. New PLBs will be equipped with self-contained air conditioning units, PCA units, GPUs, and automated bag conveyors.

Project Justification: This project preserves the capacity of the Airport. Gate C9, Gate G9, Gate G10, Gate G11, Gate E2, and Gate E16 have exceeded their useful life and showed significant exterior distresses requiring replacement. Some of these PLBs are also experiencing prolonged periods of outages for maintenance. Replacement of inoperable PLBs or PLBs that have exceeded their useful life allows the Airport to preserve adequate capacity to meet existing passenger demand.

16.24. Terminal 1 Folded Roof Replacement

Project Description: This project funds for the replacement of portions of the historic folded plate concrete roof structure on MSP’s Terminal 1 building. This project includes removal of all existing light weight concrete topping on the folded plate roof assembly and modifications to the catwalk.

Project Justification: The existing roof structure has reached the end of its useful life. Due to deterioration of the concrete, water is able to penetrate cracks in the surface and cause freezing and thawing issues which creates leaks in the terminal and compromises the integrity of the roof structure. Continued spalling of the concrete roof surface has required extensive repair efforts by MAC staff.

16.25 PFC Administrative Cost

Project Description: This project provides for the preparation and implementation of an application to “Impose and Use” a PFC at MSP, which will be submitted to the FAA. The consultant will gather the necessary project, financial, and statistical information; prepare the required public notice; prepare the required air carrier consultation notice; ensure that all procedural requirements are met during the air carrier meeting; prepare the application; prepare the response to air carrier comments; provide the completed application in a format ready for execution and submission; and prepare the air carrier notice upon FAA approval.

Project Justification: Retaining a PFC consultant helps ensure PFC Applications are filed according to the rules and regulation determined by the FAA. Administrative cost is eligible in accordance with 14 CFR Part 158.3, PFC Administrative Support Costs.

Funding Sources for PFC 24-16

Proj. No.	Project Description	PFC Pay-Go	AIP	BIL	Anticipated BIL	CARES	ARPA	MAC Funds	Total
16.01	Runway 12L-30R Bit. Shldr Recon (Bituminous Shoulder Reconstruction)	\$483,053	\$1,449,160	\$0	\$0	\$0	\$0	\$0	\$1,932,214
16.02	Taxiway C1 Construction	\$1,781,424	\$2,869,550	\$0	\$0	\$0	\$0	\$0	\$4,650,974
16.03	Taxiway D Reconstruction - Design and Project Management Only	\$44,352	\$5,286,506	\$0	\$0	\$1,762,169	\$0	\$300,275	\$7,393,302
16.04	Service Road M Reconstruction - Engineering Service Fees	\$1,933	\$580,818	\$0	\$0	\$193,606	\$0	\$4,930	\$781,287
16.05	Taxiway P Reconstruction - Engineering Fees and Construction	\$3,118,668	\$3,936,626	\$0	\$0	\$0	\$0	\$58,900	\$7,114,194
16.06	Taxiway A Reconstruction - Design and Engineering Fees	\$212,818	\$6,868,681	\$0	\$0	\$0	\$2,289,560	\$14,500	\$9,385,559
16.07	Taxiway B Reconstruction - 2021 - Engineering Fees	\$66,935	\$2,562,747	\$0	\$0	\$0	\$854,249	\$29,000	\$3,512,931
16.08	Taxiway B Reconstruction - 2022	\$2,222,341	\$2,935,476	\$0	\$0	\$0	\$0	\$83,380	\$5,241,197
16.09	Concourse G Apron Reconstruction - 2021 - Engineering Fees	\$122,284	\$2,874,218	\$0	\$0	\$0	\$958,073	\$2,953,895	\$6,908,470
16.10	Concourse G Apron Reconstruction - 2022	\$3,707,892	\$3,972,496	\$0	\$0	\$0	\$0	\$2,912,324	\$10,592,712
16.11	Taxiway Bravo Centerline LED Light Installation	\$1,648,545	\$2,032,283	\$0	\$0	\$0	\$0	\$0	\$3,680,828
16.12	Taxiway Quebec Centerline LED Light Installation	\$1,280,156	\$1,578,142	\$0	\$0	\$0	\$0	\$0	\$2,858,298
16.13	Perimeter Gate Security Improvements	\$2,849,940	\$0	\$0	\$0	\$0	\$0	\$3,777,827	\$6,627,767
16.14	Replace Terminal 1 Passenger Loading Bridges - Phase 1	\$6,000,654	\$0	\$0	\$0	\$0	\$0	\$300,620	\$6,301,274
16.15	Replace Terminal 1 Passenger Boarding Bridges - Phase 2	\$3,228,663	\$0	\$0	\$0	\$0	\$0	\$361,910	\$3,590,573
16.16	Replace Terminal 1 Passenger Boarding Bridges - Phase 3	\$3,329,869	\$0	\$0	\$0	\$0	\$0	\$15,000	\$3,344,869
16.17	Card Access Modifications - Phase I	\$1,849,500	\$0	\$0	\$0	\$0	\$0	\$0	\$1,849,500
16.18	Card Access Modifications - Phase II	\$1,070,829	\$0	\$0	\$0	\$0	\$0	\$0	\$1,070,829
16.19	Restroom Upgrade Program	\$310,751	\$0	\$0	\$0	\$0	\$0	\$55,267	\$366,018
16.20	Public Safety Mods - Phase I - 2019	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000
16.21	Public Safety Mods - Phase II	\$112,500	\$0	\$0	\$0	\$0	\$0	\$11,650	\$124,150
16.22	Safety and Security Center - Phase I (ARFF)	\$6,007,069	\$14,581,744	\$0	\$927,865	\$3,445,877	\$1,414,703	\$15,863,528	\$42,240,786
16.23	Replacement Terminal 1 Passenger Loading Bridges - Phase IV (2023)	\$2,961,888	\$0	\$5,946,331	\$0	\$0	\$0	\$499,540	\$9,407,759
16.24	T1 Folded Roof Replacement	\$3,260,442	\$0	\$5,713,948	\$0	\$0	\$0	\$3,626,219	\$12,600,609
16.25	PFC Administration Cost	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000
Total		\$47,252,506	\$51,528,447	\$11,660,279	\$927,865	\$5,401,652	\$5,516,585	\$30,868,765	\$153,156,100