

**NOTICE INVITING PUBLIC COMMENT
OKALOOSA COUNTY, FLORIDA
NORTHWEST FLORIDA REGIONAL AIRPORT
APPLICATION TO IMPOSE AND USE PFCs
PFC APPLICATION NO. 10-05-C-00-VPS**

Pursuant to Section 158.24 of the Passenger Facility Charge Regulation ("Regulation") Okaloosa County, Florida ("County") hereby gives notice and invites public comment (including comment by public agencies) to the above PFC Application No. 10-05-C-00-VPS to Impose and Use PFCs ("Application") under which the County seeks to levy and collect a \$4.50 PFC at Northwest Florida Regional Airport ("Airport") for certain capital projects for the Airport. The levy and collection are to begin upon expiration of collection of the \$4.50 PFC under PFC Application No. 08-05-C-00-VPS, currently estimated to be April 1, 2021.

Pursuant to Section 152.24 (a) and (b) of the Regulation, the County is making the following document available to the public (and public agencies) on the County's website at www.co.okaloosa.fl.us and the Airport's website at www.flyvps.com.

**Project Descriptions, Justifications and Other Supporting Information Provided
for Notice Inviting Public Comment to PFC Application 10-05-C-00-VPS**

The above document includes the following:

1. A description of the projects the County is considering for funding by PFCs
2. A justification for each project the County is considering for funding by PFCs
3. The PFC level for each project
4. The estimated total PFC revenue the County will use for each project
5. The charge effective date for the Application
6. The estimated charge expiration date for the Application
7. The estimated total PFC revenue the County will collect under the Application

The name of and contact information for the person within the County to whom comments should be sent are as follows:

Mr. Jon Morris, Administration and Finance Manager
Okaloosa County
Northwest Florida Regional Airport
1701 State Road 85 North
Eglin AFB, FL 32542
Tel: 850-651-7160 x206

Public comments (including those of public agencies) shall be made in writing and submitted to the County to the attention of the above contact person no later than thirty (30) days from the date of this notice, April 15, 2010.

To: Persons Providing Public Comment to PFC Application 10-05-C-00-VPS

Date: April 15, 2010

Subject: Project Descriptions, Justifications and Other Supporting Information Provided for Notice Inviting Public Comment to PFC Application No. 10-05-C-00-VPS

This document provides the background and scope of the above Application, including the information required by Section 158.24(a) and (b) of the PFC Regulation necessary to enable public commenters (including public agencies) to understand the Application and its projects and provide public comment thereon. The information includes the description, justification, PFC level, and PFC revenue for each project included in the Application and the charge effective date, estimated charge expiration date, and estimated PFC revenue the County will collect under the Application.

1. Background and Scope of the PFC Application

The Application covers seven (7) PFC projects. Three (3) of the projects are reimbursable projects as follows: Project R-1, Construct Cargo Apron; Project R-2, Terminal Additions Phase 1A (Realign Access Roadway and Security Checkpoint Modifications, Baldwin Building Renovations, Install Back-Up Natural Gas Generators); and Project R-3, Construct & Equip New West Side Surface Public Parking Lot (175 spaces). There are four (4) impose and use projects in this Application. Three (3) are capital projects and one (1) is a project to recover PFC program formulation and administrative costs. The four projects are as follows: Project I & U-1, Construct 2nd Level Concourse Expansion with 2 Gates and 2 Passenger Loading Bridges (includes Ground Power and Conditioned Air); Project I & U-2, Construct and Equip Expansion of West Side Surface Public Parking Lot & Rehabilitate North Public Parking Lot; Project I & U-3, Install High Mast Lighting for Cargo Apron; and Project I & U-4, PFC Program Formulation and Administrative Costs

The County is currently collecting a \$4.50 PFC under PFC Application No. 00-01-C-00-VPS, which authorizes collection of \$34,407,710 in net PFC revenue. Upon completion of collection under that application, the County will begin collection of a \$4.50 PFC and \$2,885,235 in PFC revenue under its second application, PFC Application No. 03-02-C-00-VPS. The County's third application, PFC Application No. 07-03-C-00-VPS, was approved in November of 2007 and authorizes collection, at the expiration of collection under the County's second application, of a \$4.50 PFC and \$1,143,526 in PFC revenue. The County's fourth application, PFC Application No. 08-04-C-00-VPS, was approved June 6, 2008, and authorizes collection, at the expiration of collection under the County's third application, of a \$4.50 PFC and \$1,485,650 in PFC revenue. Total collections under all applications is currently authorized at \$39,712,250. With the additional collection of \$7,848,078 under this proposed PFC application, total PFC collections authorized will be \$47,560,328.

2. **Descriptions, Justifications, PFC Levels and PFC Revenue**

This section provides the PFC level, PFC revenue, a detailed project description, and an explanation of justification and need for the projects included in the Airport's Application. This programmatic and supporting information is provided in accordance with Sections 158.15, 158.17 and 158.23(b) of the Regulation. This information also provides, where applicable, the specific documentation to show that projects qualify at the \$4.50 PFC level.

Project **Descriptions, Justifications, and Supporting Information**

1 **(R-1) Construct Cargo Apron**

PFC Level: \$4.50 **PFC Revenue:** \$58,585

Description: This project will recover the County's local share of project cost for the construction of an approximately 300 feet by 250 feet, 8,500 square yard, concrete aircraft parking apron. This apron was sized to accommodate a B727 and a B757 aircraft simultaneously. The apron also provides remote overnight parking for air carrier aircraft not able to be accommodated at the terminal apron. This project was constructed under AIP Grant No. 3-12-0501-021-2008 with discretionary funds from the Military Airports Program ("MAP").

Justification and Need: This aircraft apron is not only required to support the loading and unloading of cargo aircraft utilizing the new 8,000 square foot cargo building constructed at the Airport with MAP funds under AIP Grant No. 3-12-0081-020-2007, but it will also provide remote overnight parking for aircraft which cannot be accommodated on the terminal apron. The project will provide and enhance apron capacity for both cargo and passenger aircraft at the Airport, thereby preserving and enhancing cargo and passenger capacity of the national air transportation system in furtherance of the objectives of Section 158.15(a)(1) of the Regulation. The apron is eligible development under Section 158.15(b)(1) of the Regulation. The PFC revenue requested, \$58,585, is the local share of total project cost. It is therefore a project cost which cannot be paid from funds under Section 158.17(a)(2) of the Regulation and, since the project meets the requirements of Section 158.15 of the Regulation, it meets the requirements for the \$4.50 PFC level under Section 158.17.

2 **(R-2) Terminal Additions Phase 1A (Realign Access Roadway and Security Checkpoint Modifications, Baldwin Building Renovations, and Install Back-Up Natural Gas Generators)**

PFC Level: \$4.50 **PFC Revenue:** \$96,312

Description: This project will recover the County's local share cost of the above project's total cost of \$3,852,468 funded with \$1,659,844 in AIP entitlements, \$2 million in MAP discretionary funds, and \$96,312 in FDOT and County funds under AIP Project No. 3-12-0081-022-2009. The three (3) components of the overall project are as follows:

Realign Access Roadway and Modify Security Checkpoint

This element of the project will realign and construct additional terminal access needed to construct the ticketing and outbound baggage addition to the Airport's planned terminal addition which will be constructed as Phase 1C of the Terminal Additions Program. This realignment and access addition will provide enhanced vehicle and passenger access to the terminal building. The project will relocate the existing taxicab functions to a new queuing area which will be located on part of the current terminal access. The current taxicab area must be relocated to make way for this proposed realignment of the terminal access. A new entrance access to the west parking lot will also be created. Portions of the existing west parking lot will be used to create the realigned terminal access. This project is an element of an overall terminal ticketing and outbound baggage addition originally included in the FY2009-2010 ACIP for MAP.

Baldwin Building Renovation

The Airport's Baldwin Building is a facility which houses the switchgear and much of the infrastructure for the utility systems of the Airport. Due to cost constraints resulting from the events of September 11, 2001's impact on project costs, this facility was not rehabilitated as part of the Terminal Development Program. This building will undergo a facility upgrade and make building modifications necessary to accommodate the installation of the natural gas backup power generators serving the Terminal Building and other Airport facilities.

Install Backup Natural Gas Generators

In the original design of the Terminal Development Program for the Airport, the County had planned to install two (2) natural gas fueled backup generators providing 125 KW of backup electrical power generation to support the newly

constructed terminal essential emergency systems. Because of cost increases resulting from September 11, 2001 events, the County was forced to cut back the proposed system from natural gas fueled equipment to diesel equipment and limit back-up power capacity to only essential systems required in an emergency. Storms from Hurricane Ivan in 2004 and Katrina in the summer of 2006 caused significant damage to the terminal building infrastructure because of the lack of power to run building systems to control heat, moisture and humidity in an extended outage. The project as bid will result in the installation of one large natural gas generator of 1750 KW rather than multiple units.

Justification and Need: The realignment and construction of the additional terminal access, as proposed, will accommodate the proposed construction of the addition to ticketing and outbound baggage elements of the terminal which will be built later as Phase 1C of the Terminal Additions Program. It will also improve capacity on the access currently. The addition of another lane to the passenger screening area and the proposed shielding system to protect TSA equipment will improve passenger screening and eliminate electrical interference TSA is currently experiencing with the current power source. The Baldwin Building upgrades are necessary to upgrade facilities housing terminal utility infrastructure and to accommodate the installation of backup natural gas electrical generator capacity which are elements of the overall project.

Storms from Hurricane Ivan in 2004 and Katrina in the summer of 2006 caused significant damage to the terminal building infrastructure because of the lack of power to run building systems to control heat, moisture and humidity in an extended outage. It is also essential to have continuous back-up power to operate building HVAC and environmental systems to prevent the growth of mildew and mold within the facility and prevent damage to critical building systems during extended outages. VPS struggled to keep its back-up diesel systems operational during these storms because of the difficulty of obtaining diesel fuel deliveries. Also, the current generator capacity will not operate terminal building environmental systems necessary to protect major building infrastructure elements in a prolonged storm outage.

The realignment and addition of access roadway for the Airport's terminal facilities, the TSA passenger screening area improvements, the rehabilitation of the Baldwin Building, and the installation of natural gas backup generators to power the terminal building and other Airport facilities in extended emergencies all will provide necessary additions to the terminal and its utility infrastructure which will preserve and enhance safety, security and capacity at the Airport and

the national air transportation system in furtherance of the objectives of Section 158.15 (a)(1) of the Regulation. The elements of work within the project are eligible airport development and/or terminal development under Sections 158.15(b)(1) and (3) of the Regulation. Being an eligible project under Section 158.15 of the Regulation and being a request for PFC funds to fund the local share of this project, the project is eligible at the PFC level of \$4.50 under Sections 158.17(a)(1) and (2) of the Regulation.

3 **(R-3) Construct & Equip New West Side Surface Public Parking Lot
(175 spaces)**

PFC Level: \$4.50 **PFC Revenue:** \$300,000

Description: This project will cover the cost of establishing and equipping a 175-space credit card operated surface public parking lot west of the Airport's Terminal Building as part of realignment and addition to the Airport's terminal access roadway in Project 2 above. The access project will take areas of the existing west parking lot to accommodate the alignment and addition to the terminal's access. Equipment, fencing and other elements of work which are not included in AIP Grant 3-12-0081-022-2009 will be covered in the scope of this PFC project.

Justification and Need: The establishment of this 175-space credit card parking lot on the west side of the terminal will provide additional parking capacity at the Airport and much needed public parking access on the west side of the realigned terminal access. This project will be an initial effort to provide additional surface public parking on the west side of the terminal area (see Project 5 for further details). This project will cover elements of work, including parking equipment, not covered under AIP Grant No. 3-12-0081-022-2009.

The project will enhance public parking capacity at the Airport and facilitate the realignment and additions to the terminal access. Therefore the project will enhance capacity at the Airport and within the national air transportation system in furtherance of the objectives of Section 158.15(a)(1) of the Regulation. The project is a specifically designated MAP eligible development under the AIP and therefore eligible development under Section 158.15(b)(1). The project qualifies at the PFC level of \$4.50 under Sections 158.17(a)(1) and (2) because it is eligible under Section 158.15 and AIP funds are not available to pay for the cost of the project.

4 **(I&U-1) Terminal Additions Phase 1B**

PFC Level: \$4.50 **PFC Revenue:** \$153,181

Description: This is the second phase of a multiple year plan to improve terminal capacity that will entail expansion of the terminal concourse by lengthening the passenger concourse holding rooms and boarding areas by 5,500 square feet. Two new aircraft parking positions will be established with jetbridges. Expansion of the first floor terminal concourse by up to 4,000 square feet (this construction involves completing the buildout of the floor level below the second level concourse expansion) will also facilitate creating support and training space needed by the Transportation Security Administration (TSA). The TSA has occupied two trailers at the Airport since 2004 when the original terminal building scope was scaled back due to post-September 11, 2001 cost increases to the Terminal Development Program ("TDP"). Interior finishes will be of a similar type and style as the existing concourse pier. Exterior materials will also match existing construction, including aluminum composite metal panels, aluminum framed curtainwall and decorative concrete masonry units. The civil/site work to accommodate the concourse pier addition will include approximately 3,500 square yards of airfield concrete pavement demolition and approximately 2,300 square yards of new concrete to reinforce the aircraft apron. Minor utility work including the location/adjustment of existing mast arm lighting units will be required to accommodate the pier addition.

Justification and Need: Due to cost constraints occasioned by the impact the events of September 11, 2001 had on the cost of constructing the original Terminal Development Program in 2003 and 2004, the County was forced to eliminate the construction of approximately 5,000 square feet at the end of the terminal's pier-concourse, originally designed to be constructed under the TDP, and eliminate two gate positions and loading bridges. This proposed FY2010 MAP project will restore this space originally deleted from the TDP. The space addition will be constructed so that the space may be integrated into the ultimate expansion of the concourse as proposed in Phase 2 of the Terminal Additions Program. Because of the Delta/Northwest merger, VPS currently has adequate ticketing, ATO and outbound baggage space as a result of Delta returning 2,360 square feet of Northwest ticketing area space to the County, but does not have an unassigned holdroom to accommodate a potential new entrant carrier. This immediate need for holdroom space, coupled with the County's inability (due to AIP funding limitations, the restricted ability to raise other capital funds, and the national economic conditions) to proceed with the original proposed, larger

Phase 1 Terminal Expansion Program, previously proposed, at this time have caused the County to request FAA's concurrence to this modified Phase 1B of the Terminal Additions Program.

This project will add hold room capacity at the pier concourse and add related aircraft parking apron. Therefore, the project will enhance terminal gate capacity and corresponding capacity of the national air transportation system in furtherance of the objectives of Section 158.15(a)(1) of the Regulation. The project is eligible airport and terminal development under Sections 158.15(b)(1) and (3) and eligible gates and related areas construction under Section 158.15(b)(6) of the Regulation. The project qualifies for the PFC at the \$4.50 level because it is eligible under Section 158.15 of the Regulation and funds requested from PFCs are not otherwise available from AIP funds to fund this local share of costs as required in Section 158.17(a)(2).

5 **(I&U-2) Construct and Equip Expansion of West Side Surface Public Parking Lot & Rehabilitate North Public Parking Lot**

PFC Level: \$4.50 **PFC Revenue:** \$6,750,000

Description: The expansion of the West Side Surface Public Parking Lot is a scalable project that could ultimately result in the addition of approximately 12 acres of surface parking with associated security features, lighting, and landscaping. At full build-out, the parking lot will add approximately 1,400 parking spaces for airport passengers. This phase of the buildout will add approximately 600 to 800 spaces depending on the bid construction cost and availability of funds. The parking lot will include fully automated credit card in/out operations, signage, striping, and additional lane(s) into and out of parking lot. An integrated security system consisting of video surveillance and emergency panic buttons will also be located throughout the lot. The facility will serve as a supplemental parking area during reconstruction of the North Public Parking Lot and will include covered walkways, way finding, and other items to assist circulation. The lot will also accommodate pedestrian shuttle service from the lot to the terminal curbside with features such as defined shuttle stops, signage, and shelter. The construction plans for the project will be phased to enable the parking lot to be constructed with incremental funding, as necessary. The initial phase of the buildout is estimated at \$5.5 million.

The rehabilitation of the North Parking Lot, which is also part of this project, consists of milling and overlaying the entire North Parking Lot, which currently contains approximately 800 spaces, and will also include the addition of signage, an integrated security system consisting of video surveillance and emergency panic buttons located throughout out the lot. The 17-year-old pavement condition is poor and requires improvement. The estimated construction budget is approximately \$2,000,000 for this element of the project.

Justification and Need: In order to rehabilitate the North Parking Lot, the County will need to construct and equip the expansion of this West Side Surface Public Parking Lot to allow vehicle relocation from the North Parking Lot during construction. In addition to facilitating construction of the North Parking Lot, this facility will provide additional capacity to handle peak seasonal parking demand and distribute parking vehicles in a more balanced fashion in relationship to the realigned terminal access. The construction of this West Side Surface Public Parking Lot will also provide additional parking capacity to accommodate additional traffic expected to be experienced as the economy improves, additional gate and terminal capacity comes on line, and passengers increase due to a lowering of fares expected in the market as Southwest Airlines enters the Florida Panhandle.

The project will therefore enhance passenger parking capacity and the capacity of the national air transportation system under Section 158.15(a)(1) of the Regulation. Construction and repair of surface public parking lots are eligible MAP development under Section 158.15(b)(1) since the Airport and Airway Improvement Act ("AAIA") specifically provides for its eligibility during an airport's MAP designation. The project qualifies at the \$4.50 PFC level since it is eligible under Section 158.15 of the Regulation and additional AIP entitlements and MAP funds are not available for the project qualifying it under Sections 158.17(a)(1) and (2).

6 **(I&U-3) Install High Mast Lighting for Cargo Apron**

PFC Level: \$4.50 **PFC Revenue:** \$450,000

Description: This project will install high mast lighting for the cargo apron which was not initially installed when the cargo apron was constructed. The construction of the Airport's 8,000 square foot cargo building and its parking apron were completed as MAP projects with discretionary AIP funding under AIP Grant No. 3-12-0081-021-2008 and AIP Grant No. 3-12-0081-020-2007

respectively. The lighting will be installed at locations on the cargo building roof and on perimeter locations along the apron's edge.

Justification and Need: Installation of the high mast lighting will provide the necessary illumination of the apron at night enabling airline and ground handling personnel to perform cargo assemblage and handle aircraft safely. The project will therefore enhance apron, aircraft and ramp safety, thereby preserving and enhancing safety of the national air transportation system under Section 158.15(a)(1) of the Regulation. The project is eligible MAP cargo development under Section 158.15(b)(1) under the special MAP designated eligibility sections of the AAIA. Being an eligible project under Section 158.15 and not having AIP funds allocated to this project makes it eligible at the \$4.50 level under Sections 158.17(a)(1) and (2) of the Regulation.

7 **(I&U-4) PFC Program Formulation and Administrative Costs**

PFC Level: \$4.50 **PFC Revenue:** \$40,000

Description: This project will reimburse the County for the program formulation expenses incurred to develop the proposed PFC program, consult with the airlines, provide for public comment, prepare and file Application No. 10-05-C-00-VPS and related attachments, and administrative expenses incurred to administer collection under the proposed application, including accounting, auditing and FAA and airline reporting expenses for the proposed collection period.

Justification and Need: The program formulation and administrative expense incurred under this project will be incurred in conjunction with Projects 1 and 6 above, which are AIP-eligible under either Section 158.15(b)(1), (b)(3) or (b)(6) of the Regulation. The projects all preserve or enhance either capacity, safety or security at the Airport, thereby preserving or enhancing capacity, safety or security of the national air transportation system as required by Section 158.15(a)(1) of the Regulation. The project qualifies at the \$4.50 PFC level because Projects 1 through 6 qualify at the \$4.50 level under Sections 158.17(a)(1) and (2).

Also attached to this document you will find two (2) supporting tables, Table 1 - PFC Project Titles, PFC Charge and PFC Revenue and Table 2 - PFC Projects Funding Plan. These tables will further assist you in understanding our request for PFC revenue in the Application and our overall funding plan for projects.

3. Summary of Collection Authority

The following is a summary of the collection authority requested by the Application.

PFC Level	\$4.50 per enplaned passenger
Charge Effective Date	April 1, 2021
Estimated Charge Expiration Date	May 1, 2025
Total Approved Net PFC Revenue This Application	\$7,848,078
Total Approved Net PFC Revenue All Applications	\$47,560,328

4. Summary/Conclusion

The foregoing programmatic information provides the justification and supporting information, including the detailed financial plan, required by Section 158.24 of the Regulation. All projects meet the project eligibility and project objectives required by Sections 158.15(a) and 158.15(b) of the Regulation.

The County's Application requests a PFC level of \$4.50 for all seven (7) projects. The application meets all the requirements of Section 158.17 of the PFC Regulation applicable to a small hub airport for implementing a PFC level above \$3.00 including the following Sections of 158.17(a):

1. All projects meet the eligibility requirements of Section 158.15.
2. The project costs requested for collection at \$4.50 cannot be paid for from funds reasonably expected to be available for the programs referred to in 49 U.S.C. 48103.
3. In the case of surface transportation or terminal projects for which a \$4.50 PFC level is proposed, the public agency (the County) has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

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Project Descriptions, Justifications and Other Supporting Information
April 15, 2010
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We trust that the enclosed materials will assist you in understanding the County's PFC Application and each project proposed for PFC funding, thereby enabling you to provide us with your comments. If you have questions or are seeking additional information, you may contact Jon Morris at the phone number or address contained in the foregoing Notice Inviting Public Comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Greg Donovan", with a long horizontal flourish extending to the right.

Greg Donovan, A.A.E.
Airports Director

GD/kh

Copies: Susan Moore, Orlando ADO
Bill Farris, Orlando ADO

TABLE 1
COUNTY OF OKALOOSA
OKALOOSA REGIONAL AIRPORT
APPLICATION TO IMPOSE & USE PFCs
PFC APPLICATION NO. 10-05-C-00-VPS

PFC PROJECT TITLES, PFC CHARGE AND PFC REVENUE

PFC #	PROJECT TITLES	PFC LEVEL	PFC REVENUE
R - 01	Construct Cargo Apron	\$4.50	\$ 58,585
R - 02	Terminal Additions Phase 1A	\$4.50	\$ 96,312
R - 02	Construct & Equip New 175 Space West Side Surface Public Parking Lot	\$4.50	\$ 300,000
I & U - 01	Terminal Additions Phase1B	\$4.50	\$ 153,181
I & U - 02	Construct & Equip Expansion of West Side Surface Public Parking Lot & Rehabilitate North Public Parking Lot	\$4.50	\$ 6,750,000
I & U - 03	Install High Mast Lighting for Cargo Apron	\$4.50	\$ 450,000
I & U - 04	PFC Program Formulation & Administrative Costs	\$4.50	\$ 40,000
	Total PFC Revenue		\$ 7,848,078

3/10/2010

TABLE 2
OKALOOSA COUNTY FLORIDA
OKALOOSA COUNTY AIRPORT SYSTEM
APPLICATION TO IMPOSE & USE PFCs
PFC APPLICATION NO. 10-05-C-00-VPS

NORTHWEST FLORIDA REGIONAL AIRPORT
PFC PROJECTS FUNDING PLAN

PROJECT NUMBER	DESCRIPTION	FISCAL YEAR	TOTAL COST	FEDERAL FUNDS			FDOT FUNDS	PFC Pay-As-You-Go Funds	PFC Bond Capital	PFC Interest & Financing	Total PFCs
				ENTITLEMENT	DISCRETIONARY	MAP					
IMPOSE & USE REIMBURSABLE PROJECTS:											
R - 01	Construct Cargo Apron	2009	\$ 1,960,000			\$ 1,852,661	\$ 48,754	\$ 58,585			\$ 58,585
R - 02	Terminal Additions Phase 1A										
	Realign Access Roadway & Modify Security Checkpoint	2009	\$ 1,238,779	\$ 1,176,840			\$ 30,969	\$ 30,970			\$ 30,970
	Baldwin Building Renovation	2009	\$ 844,738	\$ 162,501		\$ 640,000	\$ 21,119	\$ 21,118			\$ 21,118
	Install Backup Natural Gas Generators	2009	\$ 1,768,951	\$ 320,503		\$ 1,360,000	\$ 44,224	\$ 44,224			\$ 44,224
R - 03	Construct & Equip New 175 Space West Side Surface Public Parking Lot	2009	\$ 300,000					\$ 300,000			\$ 300,000
	Total Impose & Use Reimbursable Projects		\$ 6,112,488	\$ 1,659,844	\$ -	\$ 3,852,661	\$ 145,066	\$ 454,897	\$ -	\$ -	\$ 454,897
IMPOSE & USE PROJECTS:											
I & U - 01	Terminal Additions Phase 1B: Construct Interim 2nd Level Concourse Expansion with 2 gates and 2 PLBs	2010	\$ 6,127,246	\$ 3,034,449	\$ -	\$ 2,786,435	\$ 153,181	\$ 153,181			\$ 153,181
I & U - 02	Construct & Equip Expansion of West Side Surface Public Parking Lot & Rehabilitate North Public Parking Lot	2010	\$ 7,500,000	\$ 3,000,000			\$ 1,000,000	\$ 1,000,000	\$ 2,500,000	\$ 3,250,000	\$ 6,750,000
I & U - 03	Install High Mast Lighting for Cargo Apron	2011	\$ 450,000					\$ 450,000			\$ 450,000
I & U - 04	PFC Program Formulation & Administrative Costs		\$ 40,000					\$ 40,000			\$ 40,000
	Total Impose & Use Projects		\$ 14,117,246	\$ 6,034,449	\$ -	\$ 2,786,435	\$ 1,153,181	\$ 1,643,181	\$ 2,500,000	\$ 3,250,000	\$ 7,393,181
	Total PFC Projects		\$ 20,229,714	\$ 7,694,293	\$ -	\$ 6,639,096	\$ 1,298,247	\$ 2,098,078	\$ 2,500,000	\$ 3,250,000	\$ 7,848,078