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NOTICE OF
OPPORTUNITY FOR PUBLIC COMMENT RELATED TO
PASSENGER FACILITY CHARGES

The Port of Pasco (Port) is providing an opportunity for public comment until February 21, 2023 related to our proposed new Impose and Use Passenger Facility Charge (PFC) Application #12 for the Tri-Cities Airport as well as an amendment to previously approved Passenger Facility Charge Application #18-11-C-00-PSC. This written notice is provided in accordance with requirements contained in Federal Aviation Regulation 49 CFR Part 158.24 Passenger Facility Charge.

New PFC Application #12

The Port plans to submit a new PFC Application #12 at the PFC rate of \$4.50 per enplaned passenger. We anticipate collection on this application to begin on June 1, 2038 when the previous application is fully collected. The total PFC revenue to be collected for projects in this application is \$3,360,868. The PFC expiration date for this application is estimated to be September 1, 2040. Future PFC projects will likely extend the expiration date. The five projects in this application are described on the following pages.

Amendment #1 to PFC Application #18-11-C-00-PSC

The Port of Pasco received approval from the FAA to "impose and use" PFCs for six projects at the Tri-Cities Airport on January 10, 2018. This letter notifies the air carriers serving PSC that the Port intends to amend approved Application #18-11-C-00-PSC to update the project costs and PFC requested amounts on five projects, described on the following pages. The projects included in this application are now complete and final costs are known. The approved collection amount for these projects was \$2,293,544. Port of Pasco is proposing to increase the total amount of PFCs needed to be collected on this application from the current approved amount to \$2,570,782. These proposed changes to PFC #18-11-C-00-PSC result in a PFC increase request of \$277,238. The estimated charge expiration date of this application is estimated to remain unchanged at June 1, 2038.

Comments or a request for more details regarding this amendment should be sent to Buck Taft, Director of Airports, Port of Pasco, Tri-Cities Airport, 3601 North 20th Ave, Pasco, Washington, 99301.

*Tri-Cities Airport
Justification for the Proposed Amendment
to Application #18-11-C-00-PSC*

The Port of Pasco received approval from the FAA to "impose and use" PFCs for six projects at the Tri-Cities Airport on January 10, 2018. The approved collection amount for these projects was \$2,293,544. The projects included in this application are now complete and final costs are known. Port of Pasco is proposing to increase the total amount of PFCs needed to be collected on this application from the current approved amount to \$2,570,782. These proposed changes to PFC #18-11-C-00-PSC result in a PFC increase request of \$277,238.

Project 1, Construct Sand Storage Building. There are no proposed changes to this project.

Project 2, Very High Frequency Omnidirectional Range Relocation. This project consisted of the installation of a new DVOR NavAid, approximately 2,700' northwest of the existing VOR/Distance Measuring Equipment (DME) facility.

The original estimate for this project was \$3,781,104 with \$3,402,994 to be funded with AIP grant funds (#40 and #42) and the local matches of \$378,110 to be funded with PFCs. Final project costs came in slightly lower than estimated at \$3,581,944 with \$3,223,750 provided through AIP grants and the local matches of \$358,194 funded with PFCs. This represents a \$19,916 decrease in requested PFCs.

Project 3, Rehabilitate Taxiway Delta. This project consisted of the design, realignment and rehabilitation of Taxiway D including the construction of 2 new high-speed exits and a new taxiway connector, and the realignment of 5,500' of Taxiway D from the Runway 30 terminus to just north of the Runway 21R crossing.

The original estimate for this project was \$10,041,699 with \$9,037,529 to be funded with AIP grant funds (#42) and the local match of \$1,004,170 to be funded with PFCs. Final project costs came in slightly higher than estimated at \$10,406,372 with \$9,041,735 provided through AIP grants and the local match of \$1,004,637 funded with PFCs. This represents a \$467 increase in requested PFCs.

Project 4, Construct Regulator Room. This project consisted of the design and construction of a new regulator room to house the electronics and equipment powering the airfield lighting

The original estimate for this project was \$466,172 with \$419,555 to be funded with AIP grant funds (#41) and the local match of \$46,617 to be funded with PFCs. Final project costs came in slightly higher than estimated at \$466,827 with \$420,144 provided through AIP grants and the local match of \$46,683 funded with PFCs. This represents a \$66 increase in requested PFCs.

Project 5, Realignment and Rehabilitation of Taxiway Alpha. This project consisted of the design, realignment and rehabilitation of Taxiway A.

The original estimate for this project was \$7,825,000 with \$7,042,500 to be funded with AIP grant funds (#44 and #45) and the local matches of \$782,500 to be funded with PFCs. Final project costs came in higher than estimated at \$10,991,208. The estimates included in the original PFC application were

preliminary planning estimates as design had just started as the application was developed. The project was bid in March 2018 and the bid prices came in higher than the planning estimates. There was no change of scope from the original application description. The project did include an FAA approved change order to reconstruct a portion of the existing shoulders which was originally planned for a mill and overlay. Total AIP funds for the project were \$9,892,087 and the local matches of \$1,099,121 funded with PFCs. This represents a \$316,621 increase in requested PFCs.

Project 6, PFC Administration Costs. This project consisted of PFC eligible costs necessary to prepare, amend and administer the PFC application.

The original estimate for this project was \$50,000 to be funded 100% with PFCs. The original application development cost was lower than estimated, so the PFC requested amount for this project is reduced to \$30,000. This represents a \$20,000 decrease in requested PFCs.

These proposed changes to PFC #18-11-C-00-PSC result in a PFC increase request of \$277,238.

Based on PFC collections through September 2022 and the rate of anticipated remaining collections, the estimated charge expiration date of this application is estimated to remain unchanged at June 1, 2038.

*Tri-Cities Airport
Passenger Facility Charge Application #12
Project Descriptions*

12-001 Conduct Airport Master Plan Update

This project includes an updated Airport Master Plan. The Plan evaluates the Airport's needs over a 20-year planning period, for airfield, airspace, terminal area, and landside facilities in order to document the orderly development of Airport facilities essential to meeting the Airport's needs, in accordance with Federal Aviation Administration (FAA) standards, and in a manner complementary with community interests. The Plan results in a 20-year development strategy envisioned by the Airport, reflective of the updated Airport Capital Improvement Program (CIP), and graphically depicted by the Airport Layout Plan (ALP) drawings. The Plan contains twelve elements arranged and conducted in accordance with FAA Advisory Circular 150/5070-6B, *Airport Master Plans* including study design, project management, stakeholder coordination and outreach, Airports Geographic Information System, airport inventory, demand forecasts, facility requirements, improvement alternatives, land use compatibility, financial feasibility and implementation, airport layout plan and documentation.

The Airport's last Master Plan was completed in 2012 and Airport Master Plans are typically updated about every ten years. Since the previous Master Plan was completed, FAA design standards have been updated, aviation activity trends have changes, and PSC has completed most of the capital improvement projects identified. Therefore, an update to the Plan was necessary.

The total cost of this project was \$840,824. The FAA provided funding under AIP federal grant #46 in the amount of \$756,741. PFCs are requested to provide the local match of \$84,083. This project started in June 2018 and was completed in September 2020.

12-002 Acquire Snow Removal Equipment

This project included the acquisition of three pieces of snow removal equipment. These are: Two (2) Multi-Tasking Equipment (MTE) Carrier Vehicles with 22' runway plow and 20' runway broom and One (1) 2,500 gallon Liquid Deicer Material Spreader Vehicle.

These units are new to the Airport's SRE inventory. They are necessary to provide the required snow removal from airport paved surfaces and to satisfy the new Takeoff and Landing Performance Assessment requirements. They were recommended in the Airport's certification inspection. These purchases were made in accordance with the FAA SRE Calculations and applicable advisory circulars.

The total cost of this project was \$1,982,282. The FAA provided funding under AIP federal grant #47 in the amount of \$1,784,053. PFCs are requested to provide the local match of \$198,229. This project started in November 2019 and was completed in December 2020.

12-003 Construct Shift to Runway 12/30

This project includes the design and construction necessary to shift Runway 12-30 to the northwest. The project includes the following components:

- The Runway End 12 RSA will be extended 350 feet into existing irrigated farmlands.
- New Taxiway D and E will be realigned to relocated Runway End 30.
- Taxiway D will be extended to relocated Runway End 12.
- Blast pads will be enlarged or installed.
 - A blast pad will be installed at the end of Runway End 12.
 - A blast pad will be built over existing pavement at Runway End 30.
- Runway markings will be repainted.
- Runway edge lights will be relocated and replaced along both sides of Runway 12/30.
- The Runway End 12 visual approach slope indicator will be replaced with a precision approach path indicator (PAPI).
- The Runway End 30 PAPI on 30 will be relocated by 350 feet.
- The Runway End 30 ODALS will be replaced with a with a MALSF.

The new pavements are anticipated to be approximately 9” asphalt and 11” crushed aggregate base course. The project includes the necessary testing, inspection and construction administration costs.

Runway 12/30 (a secondary runway at PSC) currently does not meet FAA runway safety area (RSA) design standards per FAA Advisory Circular 150/5100-13B, *Airport Design* at Runway End 30. As analyzed in the 2020 PSC Master Plan update, the shift of the runway by 350 feet to the northwest will address the RSA design standards while maintaining critical aircraft runway length requirements.

The total cost of this project is estimated to be \$18,035,556. The FAA is anticipated to provide funding under AIP federal grants (2023 and 2024) in the total amount of \$16,232,000. PFCs are requested to provide the local match of \$1,803,556. The construction of this project is anticipated to start in May 2024 and be completed in October 2024.

12-004 Improvements to Passenger Terminal Building, Design

This project includes the design of terminal improvements necessary to address capacity needs. The improvements will include expanding the capacity constrained outbound baggage make-up area to the east by approximately 6,700 square feet. The improvements also include installing three additional passenger boarding bridges (PBBs) at existing gates and the required building modifications. The design efforts will include programming, schematic design, design development, contract documents, bidding and permitting support.

The improvements to be designed in this project will address capacity requirements as defined by the 2013 FAA approved Terminal Area Plan but not fully implemented in the previous modernization project. These capacity requirements were also identified in the Airport’s 2020 Master Plan Update. The PBBs will allow the airport to better serve the up-gauged aircraft fleets now servicing PSC. Passenger access will be improved through boarding bridges that allow safer and more efficient loading.

Expanded bag makeup will increase capacity by allowing more airlines to operate simultaneously and provide the capacity needed to accommodate the up-gauged aircraft fleets.

The total cost of this project is estimated to be \$1,200,000, to be funded 100% with PFCs. This project is anticipated to start in March 2023 and be completed in March 2024.

12-005 PFC Administration Costs

PFC-eligible general formation costs included in this PFC project are the necessary expenditures to prepare the new PFC application. Also included are eligible ongoing administrative costs for this PFC application. This includes funds necessary to prepare the application, amend the application, and audit costs associated with the required annual audit for the duration of the application period. Development associated with the approved projects in this application will preserve and enhance safety and capacity at the Airport. The total cost of this project is \$75,000. PFCs are anticipated to provide 100% funding for this project. This project started in December 2022 and is estimated to be completed in September 2040.