City of Laredo
Laredo International Airport

NOTICE OF
OPPORTUNITY FOR PUBLIC COMMENT RELATED TO
PASSENGER FACILITY CHARGES

The City of Laredo, Texas (City) is providing an opportunity for public comment until May 12, 2016 related to a proposed New Passenger Facility Charge (PFC) Application for Laredo International Airport. This written notice is provided in accordance with requirements contained in Federal Aviation Regulation 49 CFR Part 158.24 Passenger Facility Charge.

The City plans to impose the maximum PFC allowable of $4.50 per enplaned passenger. Collection of this application will begin when Application #3 is totally collected, currently estimated to begin on January 1, 2026, with a total revenue impact of $8,137,539. The PFC expiration date for these projects is estimated to be April 1, 2040.

The eighteen projects described below are the proposed projects for PFC funding.

Comments or a request for more detailed project descriptions are to be submitted in a sealed envelope clearly marked:

RE: Proposed PFC "Impose and Use" Application #4 for LRD

Comments are to be mailed:
Laredo International Airport
Attn: Jose L. Flores, Airport Manager
C/O Elsy D. Borgstedte
5210 Bob Bullock Loop
Laredo, Texas 78041

Hand Delivered:
Laredo International Airport
Attn: Jose L. Flores, Airport Manager
C/O Elsy D. Borgstedte
5210 Bob Bullock Loop
Laredo, Texas 78041

WITNESS MY HAND AND SEAL, THIS 1st DAY OF APRIL 2016.

Doanh "Zone" T. Nguyen
Acting City Secretary

City of Laredo
Laredo International Airport

NOTICE OF
OPPORTUNITY FOR PUBLIC COMMENT RELATED TO
PASSENGER FACILITY CHARGES

The City of Laredo, Texas (City) is providing an opportunity for public comment until May 12, 2016 related to a proposed New Passenger Facility Charge (PFC) Application for Laredo International Airport. This written notice is provided in accordance with requirements contained in Federal Aviation Regulation 49 CFR Part 158.24 Passenger Facility Charge.

The City plans to impose the maximum PFC allowable of $4.50 per enplaned passenger. Collection of this application will begin when Application #3 is totally collected, currently estimated to begin on January 1, 2026, with a total revenue impact of $8,137,539. The PFC expiration date for these projects is estimated to be April 1, 2040.

The eighteen projects described below are the proposed projects for PFC funding.

Comments or a request for more detailed project descriptions are to be submitted in a sealed envelope clearly marked:

RE: Proposed PFC "Impose and Use" Application #4 for LRD

Comments are to be mailed:
Laredo International Airport
Attn: Jose L. Flores, Airport Manager
C/O Elsy D. Borgstedte
5210 Bob Bullock Loop
Laredo, Texas 78041

Hand Delivered:
Laredo International Airport
Attn: Jose L. Flores, Airport Manager
C/O Elsy D. Borgstedte
5210 Bob Bullock Loop
Laredo, Texas 78041

WITNESS MY HAND AND SEAL, THIS 1st DAY OF APRIL 2016.

_____

Doanh "Zone" T. Nguyen
Acting City Secretary

4.1 Reconstruct/Rehabilitate General Aviation Apron, Phases 5, 6, 7 and 8; and Phase 9 - Design

This project includes the continued reconstruction/rehabilitation of the Airport's General Aviation Apron. It includes the design and reconstruction of Phases 5, 6, 7 and 8. It also includes the design for the reconstruction of Phase 9. The reconstruction includes pavement sections consisting of 10" or 17" PCC pavement on a base course of 6" bituminous and a 4" sub base course. The pavement includes doweled joints, beveled and sealed with minimal reinforcement. Other project elements include demolition of existing pavement, excavation, subgrade compaction, pavement markings, reflective markers, signage modifications, erosion and sedimentary controls.

The approximate size of each phase of the reconstruction scope of this project are as follows:

Phase 5 (AIP #61) – approximately 23,900 square yards
Phase 6 (AIP #68) – approximately 24,500 square yards
Phase 7 (AIP #70) – approximately 7,300 square yards plus three connector taxiways
Phase 8 (AIP #77) – approximately 22,830 square yards

The design group for this project is TDG 5 to accommodate the largest aircraft expected to use this apron in accordance with the Airport Master Plan and Airport Layout Plan. All improvements were designed and constructed in accordance with FAA standards and specifications for airport construction.

The apron was originally constructed in approximately 1942-1943 and has received little maintenance during its lifetime. The apron pavement has begun to produce FOD as the pavement material decays and its pavement structural section is not adequate for the current aircraft mix. The existing pavement section is 6"-7" of asphalt over a base of anywhere from 12" CTB to 12" of aggregate/sand. Current PCIs for this old apron pavement have an average value of 36.5 (very poor).

The total cost of this project is $13,680,252. The FAA provided funding under AIP federal grants #61, #68, #70, #75 and #77 in the amount of $12,606,403. PFCs are anticipated to provide the local matches of $1,073,849. This project started in April 2010 and was completed in August 2015.

4.2 Extend Runway 17R/35L

This project includes the design and construction of approximately 912' of 150' wide concrete Runway 17R-35L. The runway pavement consists of 16" PCC pavement on 6" of bituminous subbase course. The project also includes approximately 1,997' of nominal 75' wide concrete Taxiway A reconstruction. Other project elements include erosion and sedimentation controls, demolition of existing pavement, subgrade excavation and compaction, extending the existing High Intensity Runway Lights, saw-cut grooving, pavement markings, seeding and mulching.

This project will allow for heavier aircraft to depart from the Airport, especially in hot weather. Extending the runway also provides an increased margin of safety for aircraft landing on this runway, which is heavily favored for arrivals in inclement weather by virtue of its Instrument Landing System.

The total cost of this project is $9,117,941. The FAA provided funding under AIP federal grant #65 in the amount of $8,662,044. PFCs are anticipated to provide the local match of $455,897. This project started in September 2010 and was completed in January 2012.

4.3 Noise Mitigation Measures in Accordance with Approved FAA Part 150 Noise Study

This project consists of fee simple acquisition, acoustical treatment, and acquisition of avigation easements for residences within the 65 DNL of the Airport's FAA approved Part 150 Noise Study. Noise mitigation at the Laredo International Airport has been ongoing. These mitigation efforts have been undertaken in accordance with the FAA Approved Part 150 Noise Study dated June 22, 2007. This study was then updated with FAA Approval April 9, 2014.

The efforts undertaken as part of this project are as follows:

AIP Grant #	Grant Amount	Fee Simple Purchases	Avigation Easements	Acoustical Treatment
60	$2,000,000	15	15	0
62	$4,000,000	23	35	28
66	$1,000,000	10	0	0
69	$3,000,000	7	42	35
72	$4,000,000	6	5	28
78	$4,000,000	31	57	0
80	$6,000,000	23	0	25

*Grants 78 and 80 are underway. These numbers are proposed/estimated.

The total cost of this project is $26,081,872. The FAA provided funding under AIP federal grants listed above in the amount of $24,000,000. PFCs are anticipated to provide the local matches of $2,081,872. This project started in August 2009 and is estimated to be complete in December 2017.

4.4 Acquire ARFF Vehicle

This project consists of the acquisition of a 2010 Rosenbaur Panther Aircraft Rescue and Fire Fighting (ARFF) truck. This truck has a 3,000 gallon tank capacity and a 400 gallon foam cell.

This truck replaced ARFF Unit R-7, a 1990 Titan E-One. That truck, which was originally purchased with local airport funds, was suffering from ongoing maintenance problems and was no longer reliable. This truck is necessary to satisfy the Airport's ARFF Index B requirements.

The total cost of this project is $753,908. The FAA provided funding under AIP federal grant #61 in the amount of $716,213. PFCs are anticipated to provide the local match of $37,695. This project started in September 2008 and was completed in August 2009.

4.5 Conduct Wildlife Hazard Assessment

The project consists of the development of a Wildlife Hazard Assessment followed by a Wildlife Hazard Management Plan. 14 CFR 139.337, *Wildlife hazard managemen*t, of Part 139 Certification of Airports regulations require the City, as the holder of an Airport Operating Certificate, to conduct a Wildlife Hazard Assessment (WHA). The assessment includes the elements required under part (c) of the regulation. Upon completion, the FAA reviewed the WHA and determined that the certificate holder must develop and implement a Wildlife Hazard Management Plan (WHMP) designated to mitigate wildlife hazards to aviation on or near the airport utilizing the WHA as the scientific basis. The Wildlife Hazard Management Plan, includes all of the elements required in part (f) of the regulation.

The total cost of this project is $145,728. The FAA provided funding under AIP federal grant #63 in the amount of $138,442. PFCs are anticipated to provide the local match of $7,286. This project started in May 2010 and was completed in November 2011.

4.6 Collect Airport Data for Airports Geographic Information System

This project included the preparation and submission of an eALP for the Airport in compliance with the FAA's Airports Geographic Information System Database (AGIS) program. The survey project was governed by the following FAA Advisory Circulars, where required: AC 150/5300-16A General Guidance and Specifications for Aeronautical Surveys: Establishment of Geodetic Control and Submission to the National Geodetic Survey; AC 150/5300-17B General Guidance and Specifications for Aeronautical Survey Airport Imagery Acquisition and Submission to the National Geodetic Survey; and AC 150/5300-18B General Guidance and Specifications for Submission of Aeronautical Surveys to NGS: Field Data Collection and Geographic Information Systems Standards. The eALP reflects the as-built condition of the airfield following the extension of Runway 17R-35L.

The Airports Surveying Geographic Information System (Airports GIS) helps the Federal Aviation Administration (FAA) collect airport and aeronautical data to meet the demands of the Next Generation National Airspace System. The data will be used to develop satellite-based approach procedures and to better utilize and manage the National Airspace System. The Office of Airports is working on an initiative to create the Airport Layout Plan (ALP) assembly tools from the GIS data. The Laredo International Airport was selected for this program by the FAA

Region. This project contributes to aviation safety by providing current, comprehensive survey and obstruction data about the airport which is then populated in to the national database.

The total cost of this project is $172,978. The FAA provided funding under AIP federal grant #64 in the amount of $164,329. PFCs are anticipated to provide the local match of $8,649. This project started in January 2011 and was completed in September 2012.

4.7 Part 150 Noise Contour Study

This project included an update to the Airport's Part 150 Noise Study including both new noise contours and new Noise Exposure Maps (NEMs). The project included updates to land use mapping, existing noise contours, airport and aircraft activity and amendment to the Noise Compatibility Program. The new Noise Exposure Maps were approved by the FAA effective April 9, 2014.

The project was necessary to determine whether the ongoing sound mitigation program at the airport adequately addresses incompatible land uses, or whether new Noise Exposure Maps (NEMs) must be developed per 14 CFR Part 150. The Airport could no longer certify that the conditions existing at the time of the development of the 2007 Noise Exposure Maps still existed. It was necessary to update the information with the current airport operations information.

The total cost of this project is $272,911. The FAA provided funding under AIP federal grant #67 in the amount of $259,265. PFCs are anticipated to provide the local match of $13,646. This project started in October 2011 and was completed in April 2014.

4.8 Construct Taxiway F

This project includes the design and reconstruction of Taxiway F, including realignment. The first phase of this project (AIP Grant #68) includes the demolition of the existing taxiway pavement and electrical infrastructure. The new taxiway alignment connects to Runway 35L on the east and Taxiway G on the west, perpendicular to Runway 35L. The project also includes storm drain modifications, taxiway signage, edge lighting modifications and runway threshold lighting. The second phase (AIP Grant #70) continued the reconstruction of Taxiway F from the east of Runway 35L to extended Taxiway J. The pavement consists of 16", P-501 PCC pavement over 6", P-403 and 12" of compacted subgrade.

This project was necessary to improve the geometry of Taxiway F with both Runways 35L and 35R and Taxiway J by providing right-angled entrances of the taxiway to the runways. Right-angle taxiways are the recommended standard for all runway/taxiway intersections, except where there is a need for high-speed exit taxiways. "Right-angle taxiways provide the best visual perspective to a pilot approaching an intersection with the runway to observe aircraft in both the left and right directions. They also provide the optimum orientation of the runway holding position signs so they are visible to the taxiing aircraft. FAA studies indicate the risk of a runway incursion increases exponentially on angled (less than or greater than 90°) taxiways used for crossing the runway." (FAA Engineering Brief #75).

The total cost of this project is $7,309,040. The FAA provided funding under AIP federal grants #68 and #70 in the amount of $6,654,643. PFCs are anticipated to provide the local match of $654,397. This project started in September 2011 and was completed in August 2014.

4.9 Improve Runway 17R/35L Safety Area

This project includes improvements to the Engineered Material Arresting System (EMAS) at the end of Runway 17R. This project includes installing a cover on each EMAS block and replacing 95 damaged panels. The EMAS bed measures 170' wide by 363' long.

The EMAS was installed in 2006 and was showing signs of deterioration from the effects of the elements. Installing covers over the EMAS blocks preserves the blocks and extends their useful life.

The total cost of this project is $1,774,700. The FAA provided funding under AIP federal grant #68 in the amount of $1,612,805. PFCs are anticipated to provide the local match of $84,884. Additional airport funds provided $77,011 of the funding. This project started in September 2011 and was completed in June 2012.

4.10 Construct ARFF Station

This project includes the design and construction of a new Aircraft Rescue and Fire Fighting Station at the Airport. The new facility is situated on a two acre site south of the terminal building, immediately east of Taxiway J at the intersection with Taxiway D. The 15,400 square foot building encompasses two tandem drive-through apparatus bays and one maintenance bay, supported by a gear wash/decontamination room, an agent storage room, SCBA, workshop and hose drying room. The private staff area has six shared sleeping rooms supported by three toilet/shower bathrooms, a laundry room and exercise room. Operations space includes two staff offices, watch/alarm and conference room, kitchen/dining room, TV and dayroom, with rooms for IT, mechanical and electrical equipment. The site work includes water for firefighting and domestic use, a sanitary sewer, and power and communications conduit. A concrete paved ARFF vehicle driveway from the airfield loops around the building to expedite parking and refilling of on-board water and agent tanks. Landside access is provided by a concrete paved driveway from the AOA fenceline serving 18 staff and vehicle parking spaces. The project also included required fencing and vehicle access control. This project followed AC 150/5210-15A, *Aircraft Rescue and Fire Fighting Station Building Design* issued on September 10, 2008.

The old ARFF station was built in the 1960s and was located on the west side of the Airport among the general aviation and cargo facilities. ARFF vehicles had to transverse though the general aviation and cargo aircraft parking apron to access the airfield. The location of the new facility provides direct access to the aircraft movement area. Response time to the mid-point of the furthest air carrier runway has been significantly reduced. Additionally, the old facility no longer met the standards necessary to maximize the operational efficiently and effectiveness of emergency services personnel.

The total cost of this project is $4,504,147. The FAA provided funding under AIP federal grants #70 and #73 in the amount of $4,053,732. PFCs are anticipated to provide the local match of $450,415. This project started in September 2012 and was completed in November 2014.

4.11 Improve Terminal Building – Chiller Replacements and FIS Baggage Belt Replacement

This project includes the design services and installation of two replacement chillers serving the passenger terminal building and the replacement of the baggage carousel serving the international arrivals into the passenger terminal building.

The chiller replacement portion of the project included the removal of two existing air cooled chillers, pipe connecting the chillers to the pumps, and three large thermal storage modules. Two new 300 ton air cooled chillers, associated electrical wiring, and new 6" and 12" pipe from the pumps to the chillers were installed. The project also included replacement of chilled water interior pipe insulation and insulate existing pumps, replacement of existing expansion tank, replacement of two existing control valves for terminal AHUs on level 3 of the terminal, and bird control measures on louvers at the north and south ends of the terminal.

The baggage carousel portion of the project included the removal of the existing flat plate baggage carousel and the construction of a new flat plate baggage carousel of approximately 129 linear feet along a different alignment to increase capacity and provide easier access to carousel from baggage carts. A canopy was also constructed on the exterior wall of the terminal to provide the carousel additional protection from the elements.

The existing chillers were original to the construction of the terminal building, had reached the end of their useful life and were suffering from reliability and maintenance problems. The baggage carousel was also original to the construction of the terminal building. The existing flat plate carousel was approximately 71 linear feet. The entire system was replaced due to the age of the existing system and incompatibility with similar baggage systems manufactured today.

The total cost of this project is $1,208,993. The FAA provided funding under AIP federal grant #75 in the amount of $1,088,094. PFCs are anticipated to provide the local match of $120,899. This project started in October 2013 and was completed in January 2015.

4.12 Construct 8 Foot Chain-Link Wildlife Perimeter Fence and Install Security Fence

The first phase of this project included the replacement of 8,113 linear feet of existing perimeter fence at three locations on Airport property. Existing 6' high woven wire and chain link fence were removed and replaced with an 8' high chain link fence topped by three strands of barbed wire. These sections of fence contained no gates. Poles were set in concrete foundations and a concrete mow strip was constructed along the fenceline.

The second phase of this project included the replacement of 8,431 linear feet of existing perimeter fence at various locations around the airport perimeter, throughout the airfield and the terminal building. Existing 6' high woven wire and chain link fence were removed and replaced with an 8' or 10' high chain link fence topped by three strands of barbed wire. Poles were set in concrete foundations and a concrete mow strip was constructed along the fenceline. This phase also included the replacement of ten vehicular swing gates with 16' cantilever sliding gates and two additional cantilever sliding gates were installed. One 6' swing gate was replaced with an 8' swing gate. This project also included the access controls and security infrastructure necessary

to secure these vehicular airfield access points as well as at three pedestrian access points. This included cameras, card readers, fiber optic and electrical infrastructure, and hardware and software upgrades.

This project was necessary in order to comply with 49 CFR 1542 Airport Security Requirements as well as address fence deficiencies for wildlife mitigation.

The total cost of this project is $3,655,079. The FAA provided funding under AIP federal grants #75 and #76 in the amount of $3,289,571. PFCs are anticipated to provide the local match of $365,508. This project started in October 2013 and will be completed in June 2016.

4.13 Update Airport Master Plan

This project consists of an updated Airport Master Plan. The master plan will provide the Airport with a comprehensive overview of the Airport's needs over the next twenty years, including a preferred development plan, rough order of magnitude of costs for the development, methods of financing, and a plan of action for implementation of improvements. The project includes traditional master plan elements including airport layout plan, airfield, terminal and land use recommendations, airport access, and support facilities, in accordance with FAA Advisory Circular 150/5070-6A, *Airport Master Plans*. The Airport's last Master Plan was completed in September 2005.

The total cost of this project is $741,981. The FAA provided funding under AIP federal grant #75 in the amount of $667,783. PFCs are anticipated to provide the local match of $74,198. This project started in October 2013 and was completed in March 2016.

4.14 Rehabilitation of Terminal Apron

This project includes the design and rehabilitation of the Terminal Apron. This included the repair of spalls and cracks as well as the replacement of failed panels. It also included the removal and replacement of joint sealing and the placement of any necessary pavement markings. The panel replacement encompassed 1,240 square yards. A total of 920 square yards was replaced utilizing a pavement section of 10" of PCC on 8" of aggregate base. A total of 320 square yards was replaced utilizing 17" of PCC on subgrade. This was done in areas where the passenger boarding bridges places loading on the pavement. Lastly, the project included the placement of an underdrain adjacent to a trench drain and outletted to an inlet east of the apron.

The terminal apron was exhibiting signs of distress, primarily in the form of spalling along joints with some pop-outs in panels. The joint sealant in the apron was in need of replacement. A 1,200 square yard section in the northeast corner of the apron was in poor condition and in need of replacement due to cracking and faulting. It was determined that saturated subgrade caused by water being trapped at the interface of the pavement and trench drain was contributing to the pavement damage. This was the first rehabilitation of the terminal apron since its original construction.

The total cost of this project is $973,153. The FAA provided funding under AIP federal grant #77 in the amount of $633,487. PFCs are anticipated to provide the local match of $70,387. Local funds in the amount of $269,279 were also provided for ineligible joint sealing costs. This project started in September 2014 and was completed in August 2015.

4.15 Acquire Runway Sweepers

This project includes the acquisition of two runway sweepers for the Airport. The sweepers are 2014 Tymco Model 600 Regenerative Air Sweepers. Each sweeper is built on an International 4300 M-7 Cab/Chassis powered by a 220HP V8 diesel engine. The sweepers are powered by John Deere 4.5L 4 cylinder engine. Each sweeper has a 6 cubic yard useable hopper capacity, 87" wide pickup head with dual gutter brooms (142" total sweeping width), dust control system, controls and safety devices. Based on the Airport's annual operations, two sweepers are AIP eligible.

Unit 6292 was purchased utilizing AIP grant funds provided under grant #77. Unit 6281 was purchased utilizing local funds. These units replaced Unit 6135, a 2001 Freightliner Sweepmaster which was originally purchased with local airport funds. This unit was suffering from breakdowns on a weekly basis including problems with the hydraulic and electrical systems as well as transmission problems. The hopper was bad requiring a significant about of time and expense re-welding. These sweepers are necessary to allow the Airport to promptly remove mud, dirt, sand, loose aggregate, foreign object debris, and other contaminants from all runways, taxiways and ramp areas.

The total cost of this project is $396,558. The FAA provided funding under AIP federal grant #77 in the amount of $178,734. PFCs are anticipated to provide the local match of $19,859 plus 100% of Unit 6281 in the amount of $197,964 for total PFCs of $217,823. This project started in October 2013 and was completed in October 2014.

4.16 Reconstruct Taxiway G

This project includes the design and reconstruction of Taxiway G. This project will reconstruct the full 75' width of Taxiway G from the north end of Taxiway G south to a point 600' south of Taxiway E. The reconstruction will consist of approximately 17" of PCC on 6" of stabilized base on compacted subgrade. The total area to be reconstructed is approximately 37,500 square yards. The existing taxiway edge lights will be removed and replaced with LED fixtures, and new conduit and cabling will be placed. Existing signage will remain and will be reconnected to the taxiway circuit. The project also includes new pavement markings. The new pavements will meet the requirements of AC 150/5320-6E. Taxiway geometry design group for this project is TDG 5 to accommodate the largest aircraft expected to use this taxiway in accordance with the Airport Master Plan and Airport Layout Plan.

The taxiway pavement is over 20 years old and has begun to produce FOD as the pavement material decays. Taxiway G also has a pavement structural section that is not adequate for the current aircraft mix. The existing pavement section is 6"-7" of asphalt over a base of anywhere from 12" CTB to 12" of aggregate/sand. Current PCIs for this taxiway have an average value of 34.3 (very poor). The taxiway was originally constructed in the 1940's. In the early 1990's it received an overlay and later in the 1990's, approximately 900 feet was reconstructed. In 2003,

the keel sections of the south section of Taxiway G and the Taxiway G/Taxiway D intersection were reconstructed with 15" of PCC on 6" of CTB. These reconstructed keel sections will remain in place.

The total cost of this project is estimated to be $8,440,907. The FAA provided funding under AIP federal grant #79 in the amount of $7,596,816. PFCs are anticipated to provide the local match of $844,091. This project started in September 2015 and is estimated to be completed in September 2016.

4.17 Construct Federal Inspection Services (FIS) Facility

This project included the construction of a new 12,762 square foot Federal Inspection Service (FIS) Facility to clear international arriving and departing private and cargo aircraft. The project also included selective site demolition, site improvements such as parking areas, landscaping and sidewalks. This project was design and constructed in coordination with both U.S. and Mexican Customs agencies in accordance with their applicable requirements and design standards.

This project was necessary in order to provide facilities sufficient for the safe and efficient processing of arriving and departing international aircraft. The existing FIS facilities were located in the passenger terminal building. The facilities, including the aircraft parking apron, were also utilize for arriving and departing commercial flights. When cargo or private aircraft were parked on the apron for CBP processing, the aircraft parking area was required to be free of movement or activities necessary for other commercial aircraft activities. Arriving commercial aircraft could be required to hold on the taxiway until CBP completed processing of the aircraft. This resulted in delays to the commercial operators. Additionally, the majority of cargo and general aviation facilities are located on the opposite side of the airfield from the passenger terminal building. This required the movement of aircraft between the two locations, creating unnecessary crossings of the airfield.

The total cost of this project was $3,018,909. The Airport is seeking PFC funds for eligible costs for public use spaces in the facility totaling $1,488,543. Local funds in the amount of $1,530,366 have funded ineligible costs. This project started in May 2011 and was completed in March 2013.

4.18 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 at the Airport. The total cost of this project is $85,000. PFCs are anticipated to provide 100% funding for this project. This project started in October 2015 and will be complete in April 2040.