

2022 - 2023

FLORIDA AVIATION PROJECT HANDBOOK



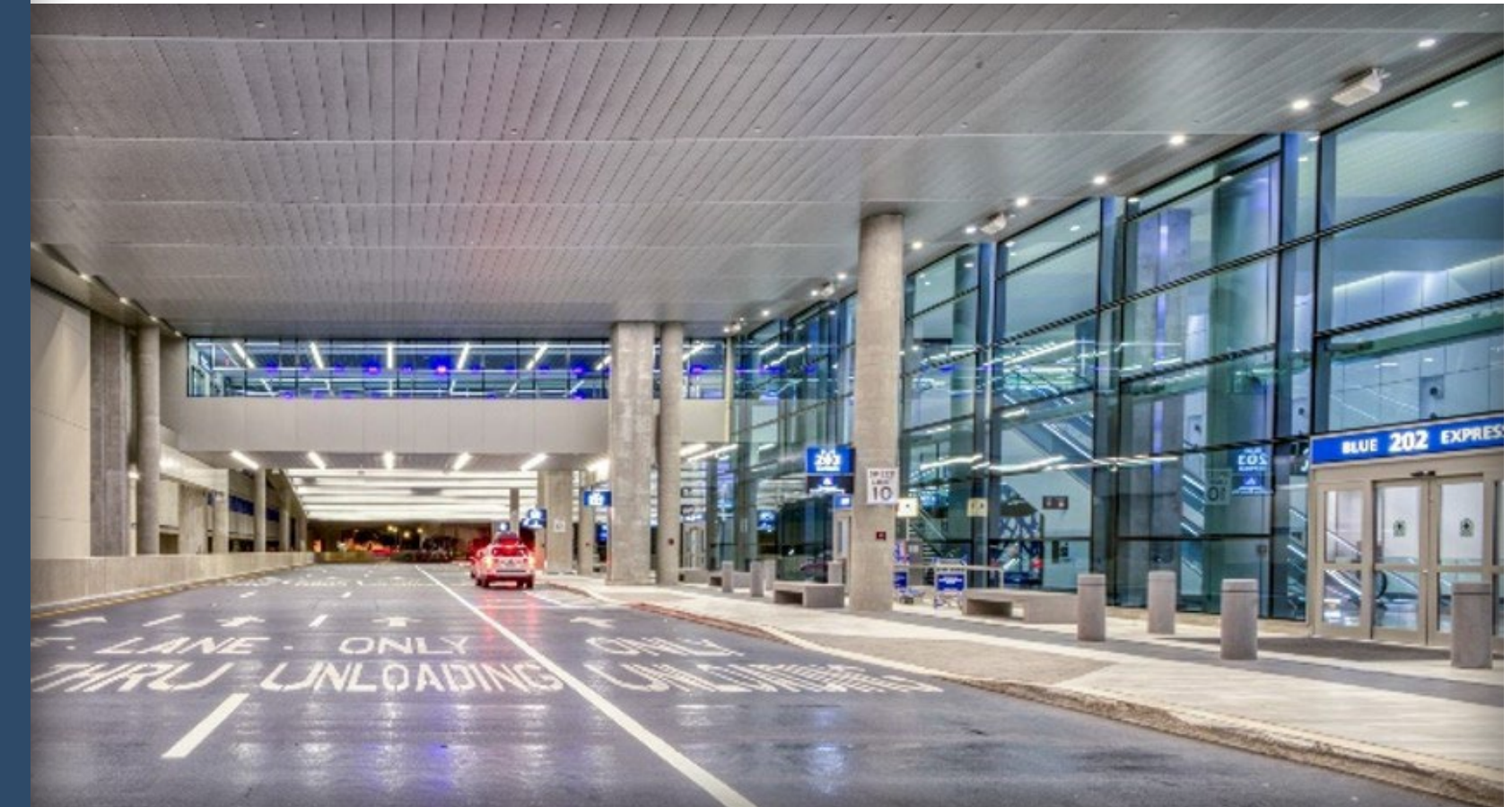
A Handbook of State Funding
Information for Florida Airports

Prepared by:
The Florida Department
of Transportation
Aviation Office

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2022 General Aviation Airport Project of the Year Award Winner
Ocala International Airport (OCF)
New General Aviation Terminal



2022 Commercial Service Airport Project of the Year Award Winner
Tampa International Airport (TPA)
Blue Curbside Expansion Project

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IMPORTANT ITEMS TO REMEMBER IN 2022-2023

1 **Legislative Special Appropriations:** Details of specific (special) appropriation requests must be well understood and properly coordinated with the airport sponsor and FDOT District Aviation Coordinator, otherwise these appropriation requests, if approved, may result in unexpected fiscal and project planning consequences.

2 **FAA & FDOT Coordination Requirements:** If your airport is federally obligated, coordinate with the FAA regardless of whether or not they are participating financially in the project (same with the state; even if FDOT is not paying, coordinate with FDOT). **Both the FAA and FDOT must review all Master Plan/ALP projects regardless of who funds them.**

3 **CARES Act:** [The Coronavirus Aid, Relief, and Economic Security \(CARES\) Act](#) includes \$10 billion in funds to increase the federal share to 100% for the Airport Improvement Program (AIP) and supplemental discretionary grants already planned for fiscal year 2020 as well as new funds distributed by various formulas for all airports in the national airport system.

4 **CRRSAA:** [The Coronavirus Response and Relief Supplemental Appropriation Act \(CRRSAA\)](#) was signed into law Dec. 27, 2020 and includes \$2 billion in funds to be awarded as economic relief to eligible U.S. Airports and eligible concessions at those airports to prevent, prepare for, and respond to the COVID-19 pandemic.

5 **Airport Rescue Grants:** [The American Rescue Plan Act of 2021](#) includes \$8 billion in funds to be awarded by the FAA to all airports that are part of the national airport system, including all commercial service airports, all reliever airports, and some publicly owned general aviation airports.

6 **Bipartisan Infrastructure Law:** [The Bipartisan Infrastructure Law \(BIL\)](#) was signed into law on November 15, 2021 and provides \$15 billion for airport-related projects such as safety and sustainability projects as well as terminal, airport-transit connections, and roadway projects. Another \$5 billion funds the Airport Terminals Program (ATP) for terminal projects that:

- improve aging airport facilities
- improve airfield safety
- increase capacity
- improve energy efficiency
- encourage competition
- enhance access to historically disadvantaged populations and passengers with disabilities.

Certain airport-owned air traffic control tower projects are also eligible.

7 **Project Justification:** Project feasibility is not project justification—there is a difference! Just because you can do something doesn't mean the need actually exists.

8 **Runway Projects:** For runway rehabilitation/reconstruction projects, check the latest requirements for updating the Pavement Condition Index (PCI) and Pavement Classification Rating (PCR). If a runway rehabilitation/reconstruction project will result in changes to the runway strength rating (i.e. PCR), the scope of work and cost of the project must include having a new/updated PCR completed on the affected runway. **FAA requires all Part 139 airports to update their gross weight and PCR data for all paved runways by September 30, 2024.**

9 **NEPA Compliance:** Federal (NEPA) environmental laws apply to all projects at federally obligated airports.

10 **FDOT Project Funding:** Airport sponsors should work through their FDOT District Aviation Coordinators to ensure the project programming process is optimized. Circumventing the District Aviation Coordinators typically results in delays and disruptions to the process.

11 **Accurate JACIP Updates:** Keep your JACIP up to date. Add new projects, amend existing projects, and delete obsolete projects; JACIP should contain accurate project descriptions to facilitate the Aviation Office (AO) responses to requests from statewide leadership. Cost estimates should be reviewed and updated annually.

12 **JPM Checklist Requirements:** Ensure that all items on the Joint Project Management Checklist are uploaded to the JPM Checklist tab in JACIP as appropriate throughout the Project.

13 **PTGA Funding Eligibility:** Costs incurred prior to the execution of a Public Transportation Grant Agreement (PTGA) by the Department are not eligible for reimbursement regardless of FAA participation.

14 **Regular Invoice Reimbursement Requests:** Regular FDOT funding drawdowns are required to secure future grants (Spend your money!). Plan your grant executions to minimize time between accepting the grant and beginning work on the project.

15 **CFASPP Attendance:** Attend your regional [CFASPP](#) meeting to learn about new/changing FDOT aviation grant program policies, procedures and requirements, key dates and alternative funding opportunities.

16 **Local Preference Interdicts:** The consultant selection process cannot include “local preference” points if an airport plans to use the consultant on federally funded projects. Similarly, an airport sponsor cannot consider local preference when more than 50% of construction costs are funded by the Department per [§ 287.055, Fla. Stat.](#)

17 **Revenue Diversion:** Diversion of airport-generated revenue to other sponsor-related (County, City) accounts/projects is strictly prohibited.

18 **Non-Aeronautical Events:** Airport closures, **including runway and taxiway closures**, for a non-aeronautical event must be pre-approved – applies to 5K races, car shows, drag races, etc.; All airport closures at state-obligated airports must be approved by FDOT **by submitting FDOT Form 725-040-18 (Temporary closure for Non-Aeronautical Special Event request)** and, if federally-obligated, by the FAA Orlando ADO.



Change Log

The following items represent material changes from the 2021-2022 Florida Aviation Project Handbook:

No.	Description of Change	Location in Document	Rationale	Date of Change
1	Updated and clarified Important Items	Page 2	Clarification of Information	October 30, 2022
2	Updated the FDOT Mission Statement	Page 4	Updated Information	October 30, 2022
3	Added graphics for STTF revenue and funding	Page 6	Additional Information	October 30, 2022
4	Updated Legislative Appropriations for Aviation Development Grants Table to reflect 2022-23	Page 7	Updated Data	October 30, 2022
5	Updated numbers of Florida's Airport System	Page 10	Updated Data	October 30, 2022
6	Updated number of General Aviation Airports	Page 11	Updated Data	October 30, 2022
7	Updated map of Florida's Airport System	Page 12	Updated Data	October 30, 2022
9	Updated Work Program Airport Project Category Codes	Page 19	Updated Information	October 30, 2022
10	Updated Dates listed in JACIP Help	Page 21	Updated Data	October 30, 2022
13	Updated Aviation Office Organizational Chart	Page 34	Updated Data	October 30, 2022
14	Updated FDOT District Aviation Contacts	Page 35	Updated Data	October 30, 2022
15	Updated Public Use Airports Charts	Page 36	Updated Data	October 30, 2022
15	Updated Alternative Funding Sources section	Page 38	Updated Information	October 30, 2022

The Florida Aviation Project Handbook Overview

Funding for Florida's commercial service and general aviation airports is available from a variety of state sources.

This Florida Aviation Project Handbook describes these sources in the following categories:

- ✓ **The Florida Aviation Grant Program** – This program was established to fund projects relating to airport planning, capital improvement, land acquisition, and economic development. This section also includes new information that may assist sponsors in project and grant management, such as key dates, guidance on project requirements, and an overview of FDOT's work program and the Public Transportation Grant Agreement (PTGA).
- ✓ **The Strategic Intermodal System (SIS)** – The SIS was established to enhance Florida's mobility and economic competitiveness. The SIS is made up of facilities and services of statewide and interregional significance to form the strategic intermodal system.
- ✓ **Other funding mechanisms** – These mechanisms include the State Infrastructure Bank (SIB) and the Transportation Regional Incentive Program (TRIP), among others.

Together, these programs fund and maintain perhaps the most comprehensive and progressive airport systems in the country. This Handbook provides information on State funding sources, alternate funding sources, and a brief overview of the Federal Aviation Administration (FAA) Airport Capital Improvement Plan (ACIP) and Airport Improvement Program (AIP).



Our Mission

The Aviation Office guides and implements aviation system investments through:

Program and project management to ensure a safe, secure and reliable air transportation system.

Coordination of policy, public assets and federal resources to enable the mobility of people and goods.

Advancement of innovation to preserve the quality of our environment and communities.

Our Vision

Serving the people of Florida by facilitating the development of the nation's most efficient air transportation system.

Our Values

The fundamental principles which guide the behavior and actions of our staff.

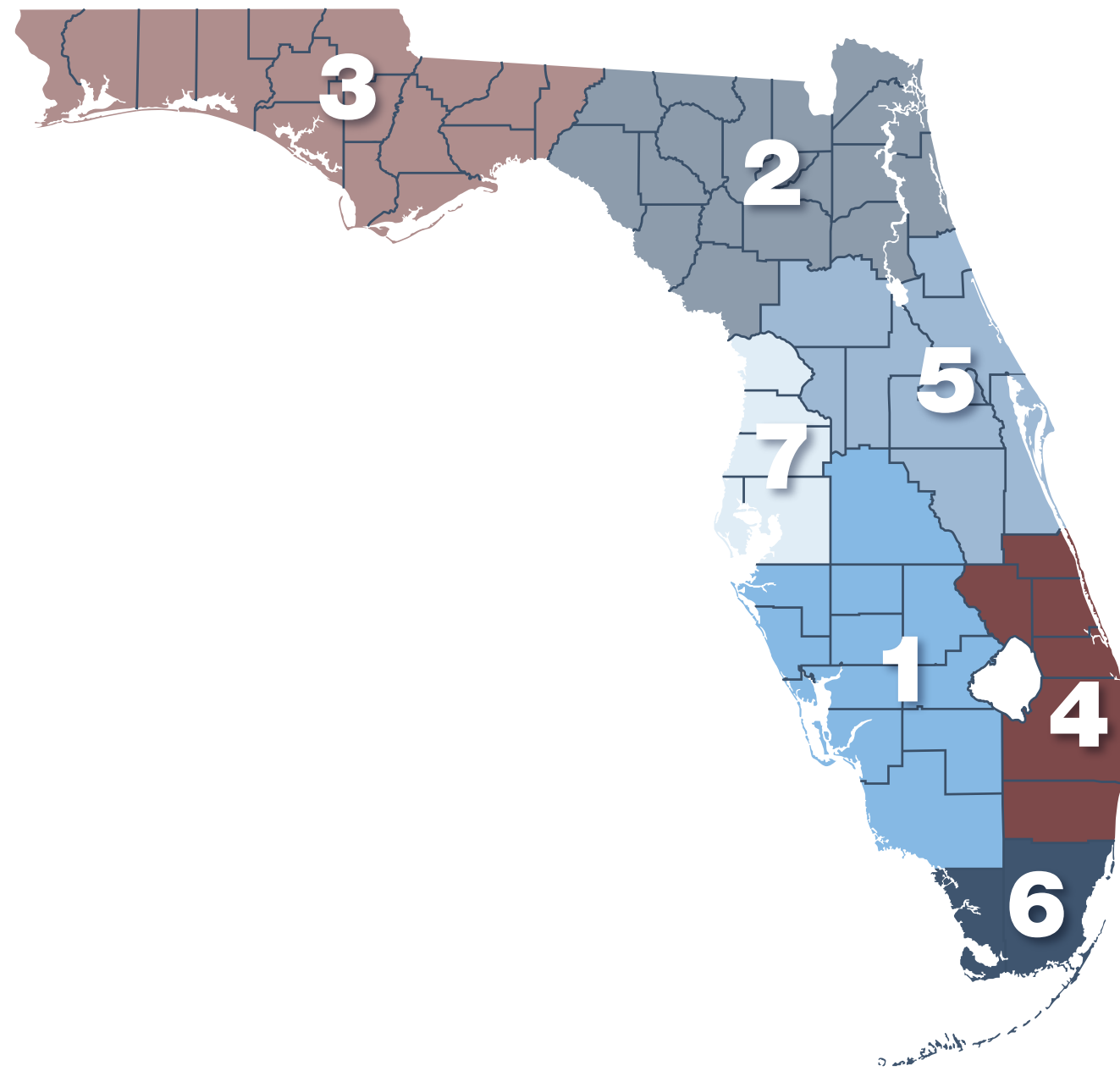
- Integrity • Respect
- Commitment • Teamwork
- Trust • Quality
- Reliability

FDOT Organizational Structure

FDOT Districts

FDOT is a decentralized state agency in accordance with legislative mandates. Each of the seven districts is managed by a District Secretary. The districts vary in organizational structure, but in general each has major divisions for Administration, Planning, Production, and Operations. Also, each district has a Public Information Office that reports to the District Secretary and a District Chief Counsel who reports to the FDOT General Counsel in Tallahassee.

FDOT's Seven Districts are as follows:



District 1	Southwest Florida (Bartow)
District 2	Northeast Florida (Lake City)
District 3	Northwest Florida (Chipley)
District 4	Southeast Florida (Ft. Lauderdale)
District 5	Central Florida (DeLand)
District 6	South Florida (Miami)
District 7	West Central Florida (Tampa)

While the organizational structure of each district varies, each one has staff that can help develop an airport's projects, fund capital projects, educate an airport on different FDOT programs and initiatives, and assist in community and stakeholder outreach:

1. District Aviation Coordinators
2. District SIS Coordinators
3. District Freight Coordinators

The District Aviation Coordinator (Freight and Logistics Specialist in some Districts) is the primary point of contact for all aviation-related project development and funding assistance. District Aviation Coordinators work closely with their district's work program, Central Office's Aviation Office, the FAA, and other FDOT and non-FDOT entities to ensure Florida's aviation system remains among the safest and most efficient in the world. Aviation Coordinators manage their district's Aviation Grant Program, and FDOT funding sources dedicated to aviation. [Airport-specific staff assignments with contact information can be found in Appendix B.](#)

The SIS Coordinator is your primary point of contact for SIS-related matters, such as funding and designation change requests (DCRs). SIS Coordinators work with district modal staff (including the Aviation Coordinators) and Central Office's Systems Planning staff to develop the SIS work program, make funding decisions, and process DCRs. SIS Coordinators assist in managing their district's SIS funds, which are funds specifically appropriated by FDOT through the SIS Program. [Contact information for each district's SIS Coordinator is located in Appendix B.](#)

The Freight Coordinator plays a key role in advancing the initiatives to transform Florida into a global hub for trade, logistics, and export-oriented manufacturing activities. The Freight Coordinator is the primary point of contact for coordinating matters regarding freight mobility, including aviation. Though there is no FDOT funding mechanism dedicated to funding freight projects, District Freight Coordinators serve as the primary contact for their respective district to coordinate freight issues and act as a resource for connecting freight matters with other governmental organizations and the private sector. [Contact information for each district's Freight Coordinator is located in Appendix B.](#)

All funding requests should be routed through the District Aviation Coordinator. If project funding is not approved at the district level, airport sponsors should continue to work through their district's chain of command – up to and including the District Secretary – before reaching out to the FDOT Aviation Office (AO). Working outside of the established process often results in delays in the decision-making process.

FDOT's Aviation Office

The Aviation Office – often referred to as the AO or Central Office – consists of 10 staff members and one in-house consultant, each with very specific areas of oversight. The State Aviation Manager oversees three separate sections: Aviation Program Administration, Aviation Operations, and Aviation Planning.

The **Aviation Program Administration** section manages airport grant program policy, aviation work program development, airport engineering program, and environmental coordination.

The **Aviation Operations** section manages private aviation facility registration, airport licensing and inspections, safety and security, land use, and tall structures evaluation.

The **Aviation Planning** section manages aviation system planning, airport master plan reviews, statewide planning studies, and support of the Continuing Florida Aviation System Planning Process (CFASPP).

A list of AO staff members and their contact information can be found in [Appendix A.](#)

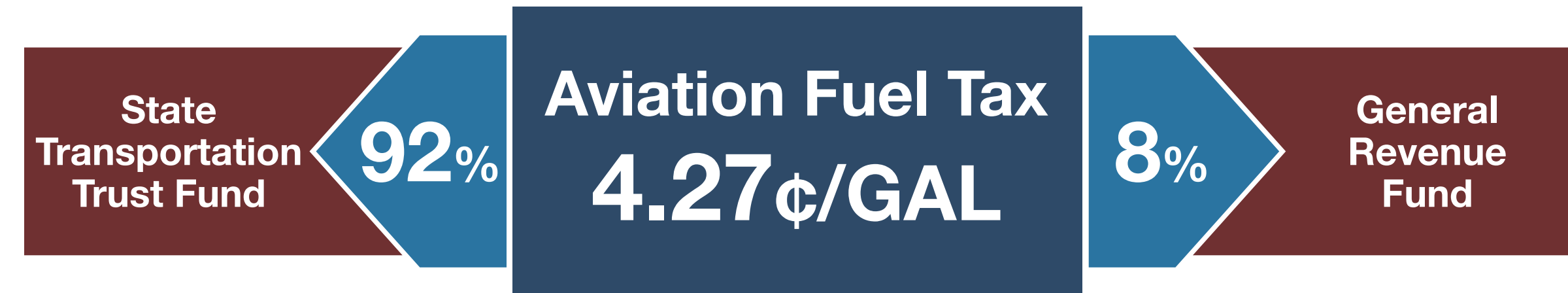
The Florida Aviation Grant Program Overview

Introduction

The FDOT Aviation Office maintains a grant program to assist in providing a safe, cost-effective, and efficient statewide aviation system. FDOT grant funds help airports build and maintain runways and taxiways, eliminate airport hazards, protect airspace, develop plans, acquire land, and build terminals and other facilities.

Source of Funding for the Florida Aviation Grant Program

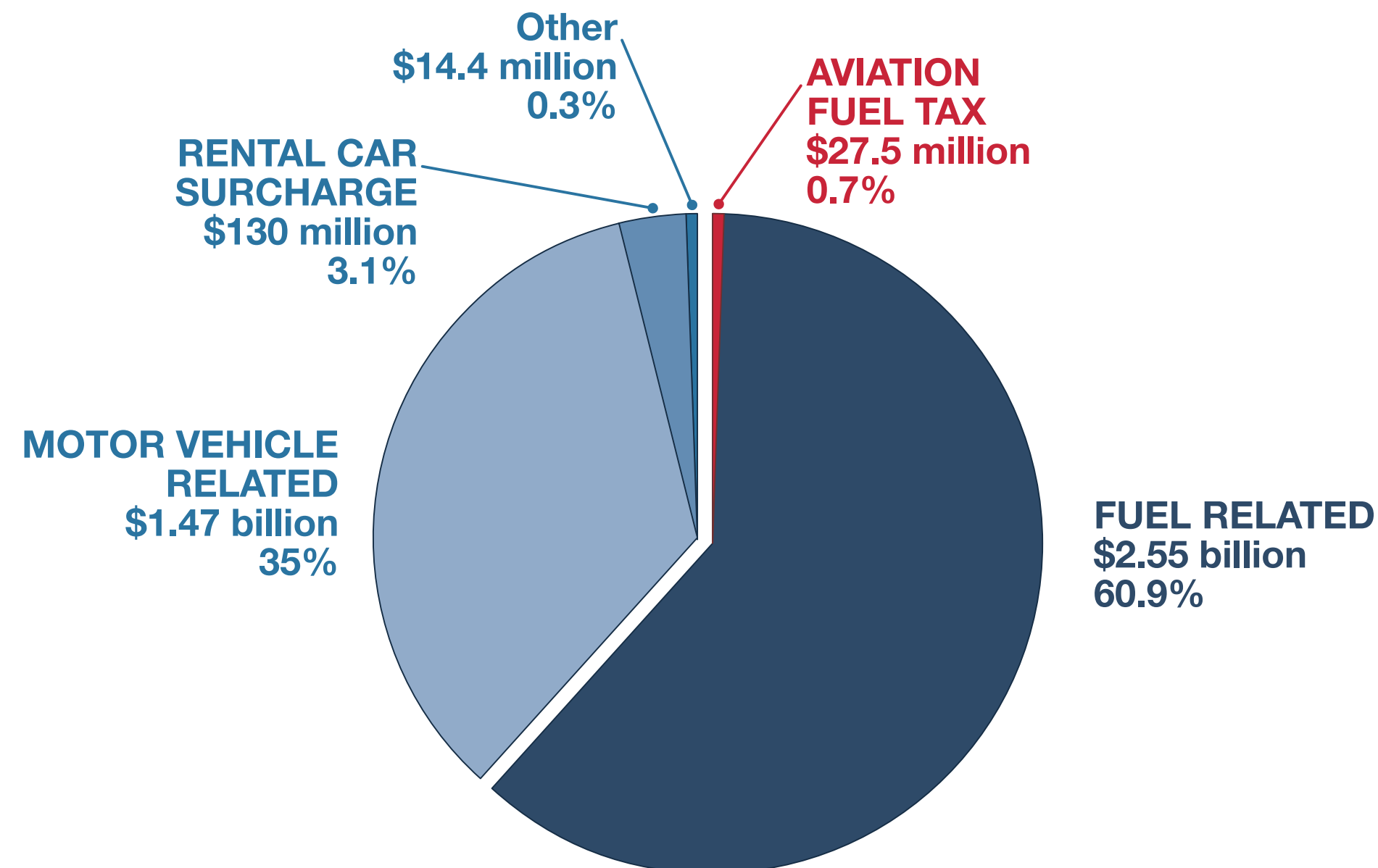
Florida's use of aviation fuel taxes to specifically fund airport projects dates back to 1983 when the Florida Legislature restructured the state's aviation fuel taxes. From 1921 – when state taxes were first levied on fuels – until 1983, aviation fuel taxes were not earmarked for use by FDOT. In Florida, a 4.27¢ per gallon tax is currently imposed on qualifying aviation fuel sales, per [§ 206.9825, Fla. Stat.](#)



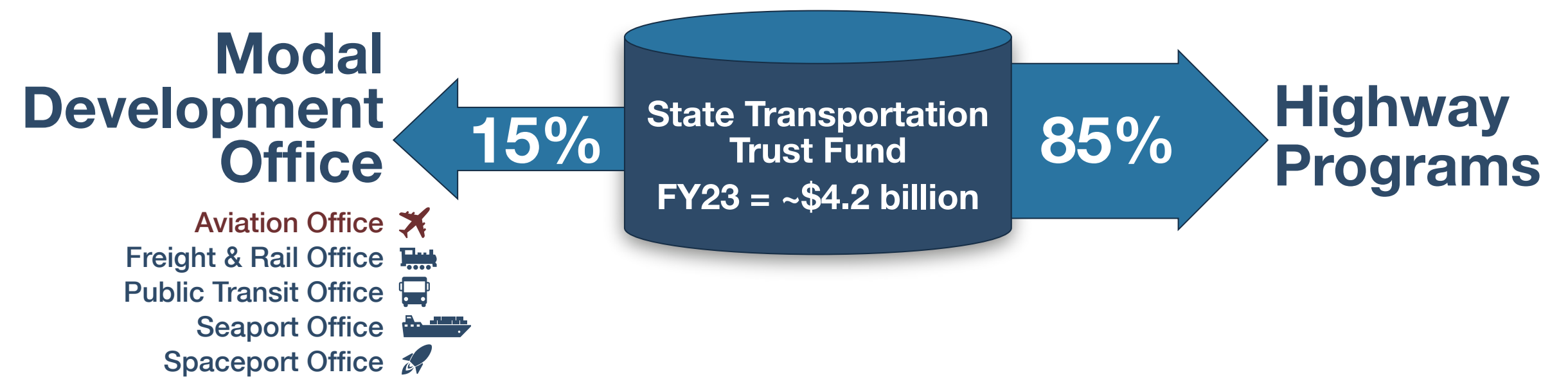
After administrative costs and commercial carrier refunds are taken out of the collected taxes, 92 percent of the remaining aviation fuel tax is deposited into the State Transportation Trust Fund (STTF). The outstanding 8 percent of the remainder is deposited into the general revenue fund.

State Transportation Trust Fund (STTF) - Revenue Sources

STTF Major Revenue Categories (\$4.2 billion total) – Fiscal Year 2022-23 / Data Source: Aug. 2022 REC



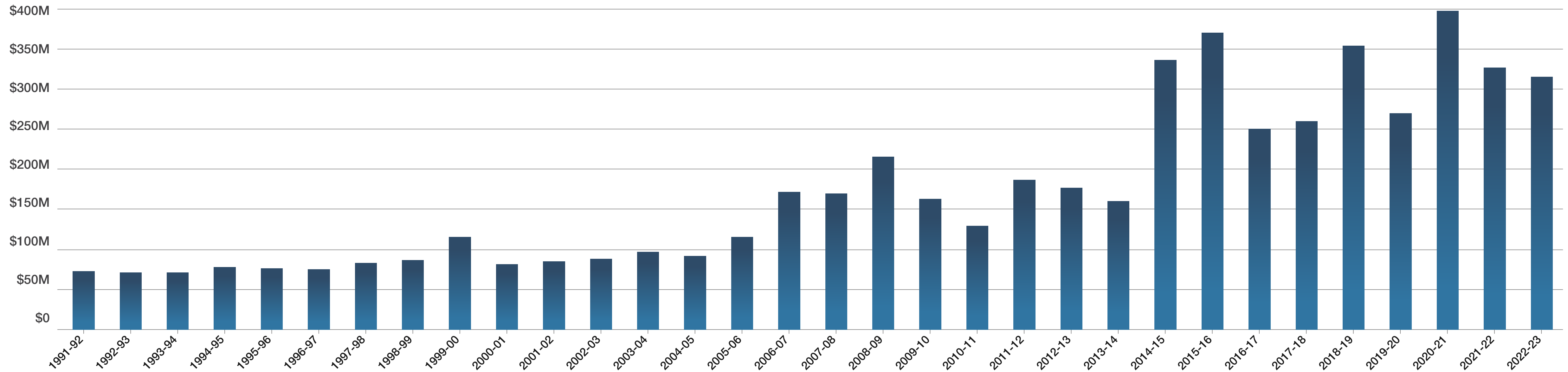
State Transportation Trust Fund (STTF) - Funding Allocations



The Florida Aviation Grant Program is funded from the STTF. The aviation industry contributes to this fund through Florida's aviation fuel tax. [§ 206.46\(3\), Fla. Stat.](#) directs that at least 15 percent of the STTF revenues must be committed for public transportation projects. The Modal Development Office (MDO) then allocates funding to the five modal offices, including the Aviation Office¹.

¹ In accordance with [§ 331 Fla. Stat.](#), spaceport grants are issued to Space Florida for transportation infrastructure improvements on spaceport territory property. [The Florida Spaceport Improvement Program Project Handbook](#) addresses FDOT's process for funding spaceport projects. In 2019-2020 the Spaceport Office was formally separated from the Aviation Office. The two are now separate modal offices.

Legislative Appropriations for Aviation Development Grants



Illustrated in the table above, over \$4.036 billion has been appropriated by the Florida Legislature towards the Aviation program since 1990.

Airports Eligible for Funding

[Source: § 332, Fla. Stat.](#)

All publicly owned Florida airports that are open for public use and included in the Florida Aviation System Plan (FASP) are eligible for FDOT funding.

Projects Eligible for Funding

[Source: § 332, Fla. Stat.](#)

In general, Florida law allows FDOT to fund any capital project on airport property and any services that lead to capital projects, such as planning and design services. [§ 332.007, Fla. Stat.](#)

Airport capital equipment is eligible for funding if it is not too closely related to day-to-day operations. In general, operational costs such as maintenance services, equipment, and supplies are not eligible for aviation grants.

To be eligible for the Florida Aviation Grant Program, airport projects must be consistent with the airport's role as defined in the FASP and, to the maximum extent feasible, with the approved local government comprehensive plan. In addition, capital projects must be part of an FDOT-accepted airport master plan and/or approved airport layout plan, have an airport sponsor (local government), and be entered into the Florida Aviation Database (FAD) via the Joint Automated Capital Improvement Program (JACIP). More information on the types of projects that are funded through the Florida Aviation Grant Program is provided on [page 16](#) and a flowchart of the planning process is provided on [page 9](#).

The Florida Aviation Grant Program provides funding for:

- ✓ Airport Planning
- ✓ Land Acquisition
- ✓ Airport Capital Improvement
- ✓ Airport Economic Development

Airport Planning Processes

Florida Aviation System Plan (FASP)

In 2005, FDOT, in cooperation with the FAA and Florida's public-use airports through the Continuing Florida Aviation System Planning Process (CFASPP), developed the FASP. The FASP incorporates the traditional aviation system planning elements provided for in most state aviation system plans. However, in the spirit of both federal and state intermodal mandates, the FASP 2035 – last updated in 2017 – includes an analysis of the intermodal aspects of the State transportation system and a strategic planning element, which identifies seven strategic goals and the approaches, measurements, and recommendations to achieve these goals.

The plan also provides an analysis of both the economic impact of airports on local communities and the economic impact of airport projects on local economies. In the FASP 2035 Planning Component, the update included nine (9) Regional Aviation System Plans or Regional Overviews, a Statewide Overview, and an Executive Summary. The FASP 2035 documents can be accessed through [FDOT's Aviation Office website](#). The next update to the FASP is scheduled to be completed in 2023.

The Continuing Florida Aviation System Planning Process

The Continuing Florida Aviation System Planning Process (CFASPP) was established to help maintain a viable statewide aviation environment. A primary function of the CFASPP is to ensure that the FASP is consistent with the constant changes through periodic updates. The CFASPP is a method used within Florida to continually monitor the aviation environment, to determine the development requirements to best meet projected aviation demands, and to maintain and enhance Florida's aviation system.

To support the CFASPP, the state is separated into nine centers of aviation activity. Each center is called either a "Region" or "Metropolitan Area." A Region is an area containing several communities with common aviation ties to each other due to geographic and economic characteristics. A Metropolitan Area is an area of the state with interrelationships between airports and a common economic base due to contiguous urban development. The CFASPP contains five aviation regions and four metropolitan areas. The nine Regional Overviews found within the FASP's Planning Component describe each of these regions and metropolitan areas.

The nine Regional CFASPP Steering Committees and the one Executive Statewide Committee are integral to this entire process. In addition to supporting development of the FASP, the Aviation Office utilizes the CFASPP to provide information to airport sponsors on a number of other important topics related to the Aviation Grant Program. District Aviation Coordinators typically attend regional CFASPP meetings in their respective Regions/Metropolitan Areas to update participants on activities/policy changes at the district level. The FAA typically attends CFASPP Statewide meetings and updates attendees on activities and policy changes within the agency and at the Orlando ADO. Attending CFASPP meetings provides an excellent opportunity for airport sponsors to network with fellow aviation professionals and stay current with the latest FDOT aviation activities and programs. For more information, visit the [CFASPP website](#).

Airport Master Planning

Airport master plans are used to define and implement the long-term development plans of an airport. This includes projecting future aviation demand and developing facilities that can accommodate the projected growth at an airport. While the master planning process must consider the needs of airport tenants; users; and the public, safety considerations must be emphasized throughout the plan. As such, coordination with FAA and FDOT throughout the master plan development process is required. Scopes of work related to master plans and airport layout plans must be reviewed and approved by FDOT and the FAA prior to beginning the master planning process. A sound scope of work sets the stage for successful master planning efforts and a master plan's products will reflect the work put into developing a logical, tailored scope of work early in the process.

The elements of a master plan vary in complexity and level of detail depending on the size, function, issues, opportunities, and conditions of the individual airport but generally includes a narrative report addressing the following:

- ✓ Public Involvement
- ✓ Development and Evaluation of Alternatives
- ✓ Goals and Objectives
- ✓ Financial Feasibility Analysis
- ✓ Existing Conditions (Inventory)
- ✓ Facilities Implementation Plan, Including a Capital Improvement Plan
- ✓ Environmental Considerations
- ✓ Aviation Demand Forecasts
- ✓ Airport Layout Plans (ALPs)
- ✓ Facility Requirements



All master plans developed for Florida airports must be developed in accordance with the [FDOT Guidebook for Airport Master Planning](#). Airport sponsors are required to coordinate with the FAA and FDOT as well as other stakeholders during master plan development. In addition to being reviewed by the FAA and FDOT, the elements of a master plan are evaluated at the local level for consistency with the local comprehensive plan. This process ensures compatibility with federal, state, and local planning efforts. As shown in the Florida Airports Planning Process flowchart below, airport master plans are an integral component of airport development and funding. Through coordination with the FAA and FDOT, the airport sponsor can ensure that their master plan is developed in accordance with federal and state law. This coordination effort can also provide for the needs and opportunities of their airport, both now and into the future.



For more information about airport master planning, please contact your [FDOT District Aviation Coordinator\(s\)](#), your FAA Airports District Office (ADO) staff, or [FDOT's Airport Planning Manager](#).

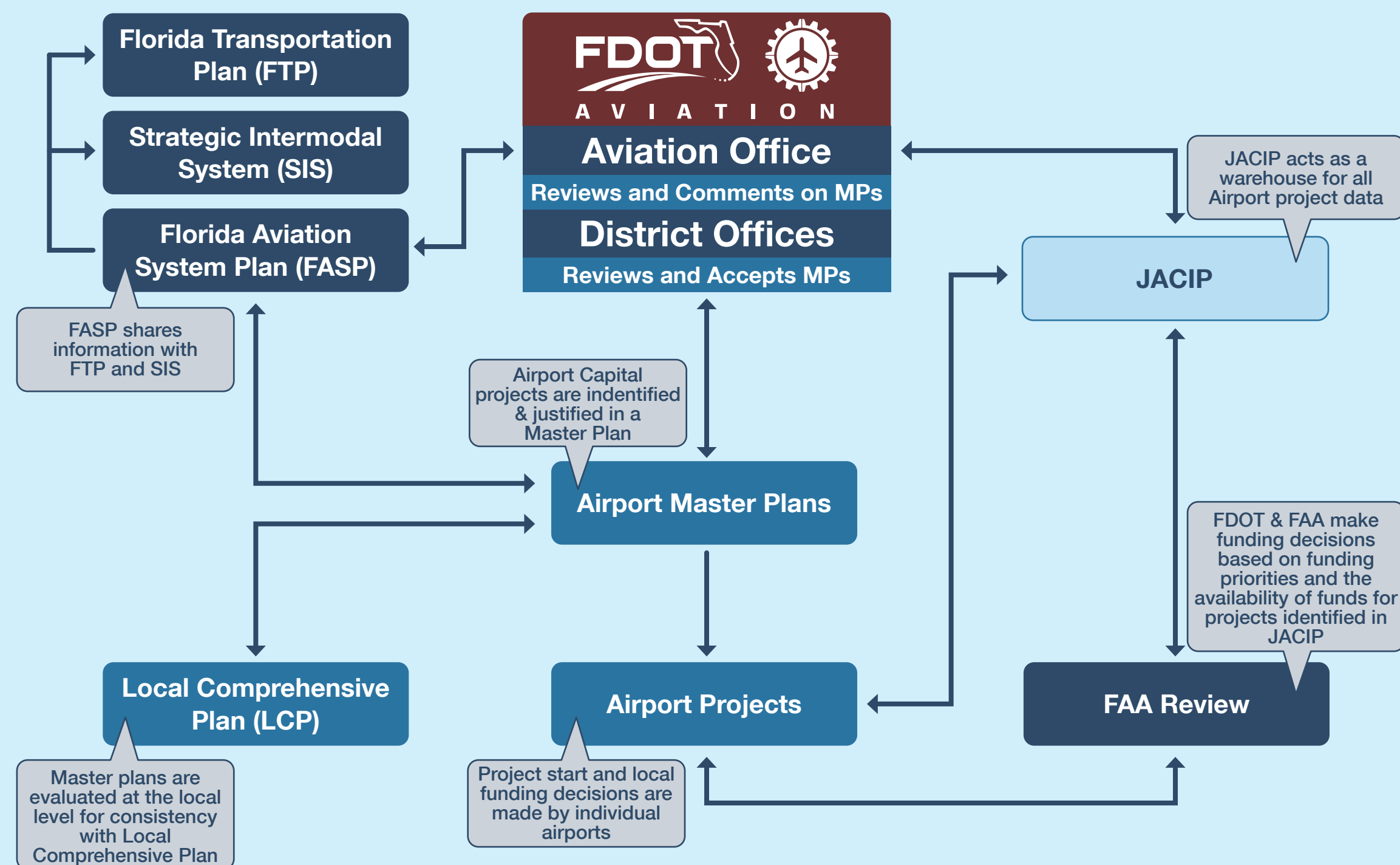
Airport Business Planning

In its most basic form, an airport business plan is a document that lays out the goals and objectives of the airport sponsor and a corresponding action plan to help the airport:

- ✓ Generate more revenue
- ✓ Rely less (or not at all) on subsidies
- ✓ Reduce expenses
- ✓ Create more jobs
- ✓ Secure additional capital funding
- ✓ Diversify revenue

An airport business plan uses a logical and disciplined structure to set goals, objectives, and action plans that drive the day-to-day operation and management of the airport. In essence, an airport business plan transforms the vision and the long-term strategic goals for the airport into specific goals and actions within each functional area of the airport. Typically, an airport business plan has a time horizon of one year, although it may take longer to achieve certain goals and realize the vision for the airport. An effective, well executed airport business plan can provide financial resiliency for an airport, enabling the airport to continue generating income during periods of economic disruption.

Florida Airports Planning Process



Airport Sustainability Planning

The word “sustainability” has many connotations that may imply different things to different audiences. As it relates to airports, sustainability can be considered in the context of administration, procurement, planning, design, construction, maintenance, and operations. The sustainability framework can consist of policies, procedures, and practices that reduce facility and operational costs as a result of better utilization of resources, higher levels of efficiency, and a greater emphasis on planning. For example, sustainability planning and performance benchmarking and tracking can have a profound impact on costs, both hard and soft, as a result of:

- Reduced utilization of resources
- More strategic use of airport property
- Improved passenger satisfaction
- Reduced waste generation and increased recycling

In addition, there are positive impacts associated with customer service, employee benefits, and improvements to environmental quality. Stakeholder relationships will also improve, especially with neighboring residents, businesses, and local governments, permitting, and regulatory agencies. It is important that considerations of economic viability, operational efficiency, natural resource conservation, and social responsibility be the foundation of airport sustainability plans and programs².

² This is consistent with the Airport Council International – North America (ACI-NA) definition of airport sustainability: a holistic approach to managing an airport so as to ensure the integrity of the [Economic Viability, Operational Efficiency, Natural Resource Conservation and Social Responsibility \(EONS\)](#) of the airport.

FDOT completed the [Airport Sustainability Guidebook](#) which provides Florida’s airports guidance on sustainable airport management including: sustainability planning, implementing sustainable initiatives, and incorporating sustainability into all facets of airport management. For more information related to airport sustainability, please visit [Sustainable Aviation Guidance Alliance \(SAGA\)](#) or contact FDOT’s Aviation System Manager.

Airport Classifications and Florida’s Airport System

National Plan of Integrated Airport Systems

Every two years, the FAA is required to develop a five-year estimate of Airport Improvement Program (AIP) eligible development and submit it to Congress. This five-year plan is called the [National Plan of Integrated Airport Systems \(NPIAS\)](#) and includes 3,287 airports throughout the United States, including 100 in Florida. These are the airports that the FAA has identified as being essential to the nation’s air transportation needs and those that are eligible to receive FAA AIP funding. Within the NPIAS, airports are divided into the categories shown below.

Airport Classifications		Hub Type % of Annual U.S. Passenger Boarding	Common Name # of FL Airports
Commercial Service: Publicly owned airports that have at least 2,500 passenger boardings each calendar year and receive scheduled passenger service §49 USC 47102(7)	Primary: Have more than 10,000 passenger boardings each year §49 USC 47102(16)	Large: 1% or more Medium: At least 0.25% but less than 1% Small: At least 0.05% but less than 0.25% Nonhub: More than 10,000 but less than 0.05%	Large Hub (4) Medium Hub (3) Small Hub (8) Nonhub Primary (4)
	Nonprimary:	Nonhub: At least 2,500 and no more than 10,000	Nonprimary Commercial (2)
Nonprimary (except commercial service)		Not Applicable	Reliever §(47102(23)) (17) General Aviation §(47102(8)) (62)

Source: FAA 2023-2027 NPIAS

FAA General Aviation ASSET Study

In an effort to better communicate the benefits and roles of general aviation (GA) airports throughout the country, the FAA completed their original Airport System Strategic Evaluation Task (ASSET) Study in 2012. The ASSET Study took a comprehensive look at the GA airports included in the NPIAS. The ASSET Study aimed to assist the FAA’s categorization of GA airports in order to meet the changing needs and the evolution of airports. Not only does the ASSET Study provide a more comprehensive analysis and explanation of GA airport types and roles, it also provides justification for funding GA airport projects by identifying and communicating the importance of these facilities within our national airport system.

While ASSET categories are not utilized by FDOT to make funding or classification decisions, it is important that GA airport sponsors understand their role and classification as determined by the FAA. Refer to the [FAA National ASSET](#) documents for more info.

General Aviation Airport Categories

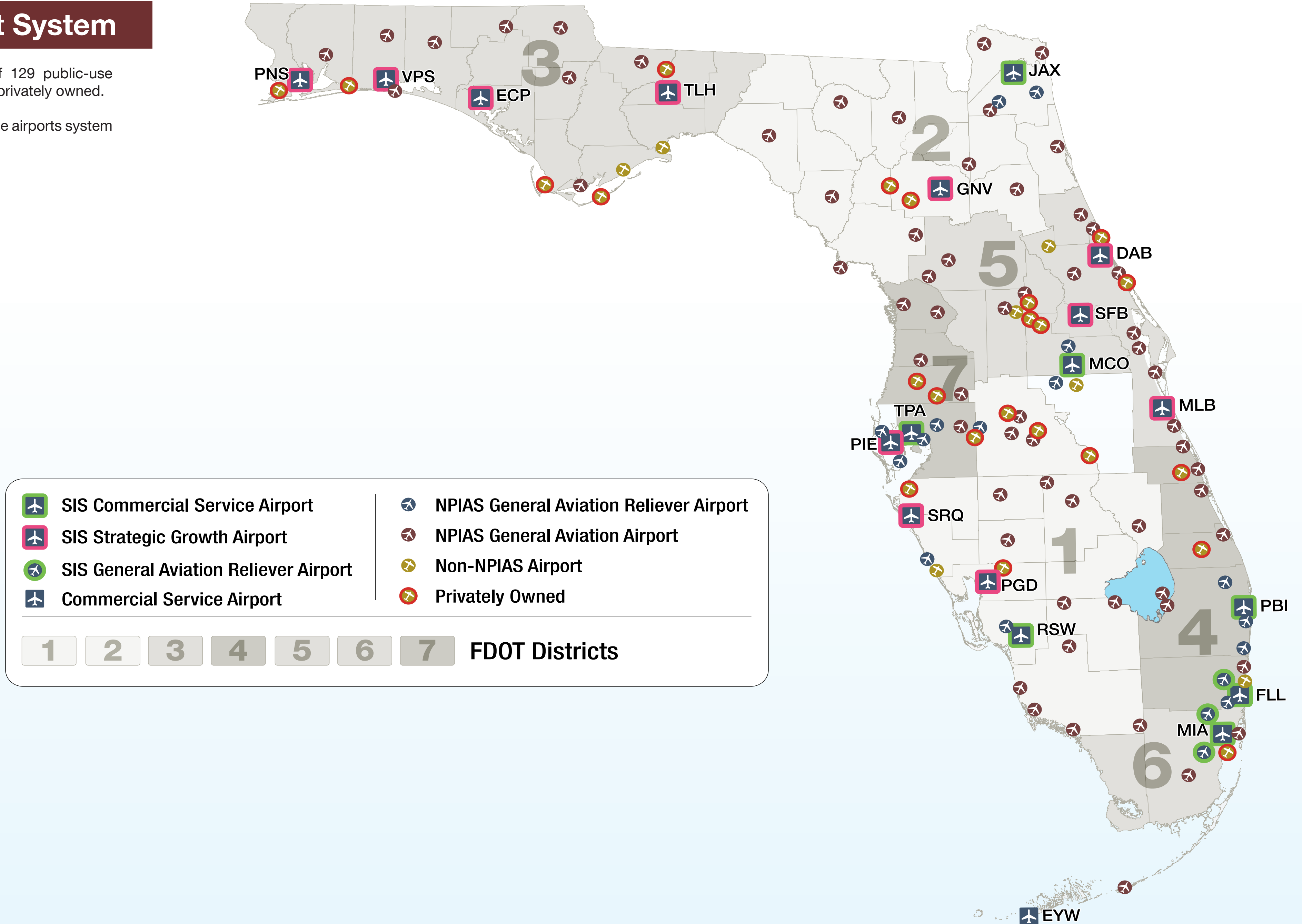
	Group (# of FL Airports)	Designation criteria (all numbers annualized)	Role	Description	Functions
NATIONAL	12 Airports	<ul style="list-style-type: none"> 5,000+ instrument operations, 11+ based jets, 20+ international flights, or 500+ interstate departures; or 10,000+ enplanements and at least 1 charter enplanement by a large certificated air carrier; or 500+ million pounds of landed cargo weight. 	Supports the national and state system by providing communities with access to national and international markets in multiple states and throughout the United States.	Very high levels of activity with many jets and multi-engine propeller aircraft. Florida National airports average 259 based aircraft.	<ul style="list-style-type: none"> ✓ Emergency preparedness and response ✓ Critical community access ✓ Commercial, industrial, economic activities ✓ Destination and special functions ✓ Flight training ✓ Connectivity to remote areas ✓ Agricultural support ✓ Air cargo ✓ Military support and training ✓ Other aviation specific functions
REGIONAL	34 Airports	<ul style="list-style-type: none"> Metropolitan Statistical Area (MSA) (Metro or Micro) and 10+ domestic flights over 500 miles, and 1,000+ instrument operations, 1+ based jet or 100+ based aircraft; or The airport is located in a metropolitan or micropolitan statistical area and the airport meets the definition of commercial service. 	Supports regional economies by connecting communities to statewide and interstate markets.	High levels of activity with some jets and multi-engine propeller aircraft. Florida Regional airports average 123 based aircraft.	
LOCAL	25 Airports	<ul style="list-style-type: none"> 10+ instrument operations and 15+ based aircraft; or 2,500+ passenger enplanements. 	Supplements communities by providing access to primarily intrastate and some interstate markets.	Moderate levels of activity with some multi-engine propeller aircraft. Florida Local airports average about 44 based aircraft.	Source: FAA 2023-2027 NPIAS Report
BASIC	8 Airports	<ul style="list-style-type: none"> 10+ based aircraft; or 4+ based helicopters if a heliport, or The airport is located 30+ miles from the nearest NPIAS airport; or The airport is identified and used by the U.S. Forest Service, or U.S. Marshals, or U.S. Customs and Border Protection (designated, international, or landing rights), or U.S. Postal Service (air stops), or has Essential Air Service; or The airport is a new or replacement facility opened within the last 10 years; or Owned or serving a Native American community; or Unique circumstances related to special aeronautical use. 	Links the community with the national airport system and supports general aviation activities (e.g., emergency services, charter or critical passenger service, cargo operations, flight training and personal flying).	Moderate-to-low levels of activity. Florida Basic airports average less than 6 based aircraft.	
UNCLASSIFIED	Two (2) Airports	<ul style="list-style-type: none"> Does not meet existing criteria for designation as a National, Regional, Local, or Basic; or Does not meet existing criteria for AIP funding. 	Provides access to the aviation system.	Low activity. Two airports in Florida are Unclassified.	



Florida's Airport System

Florida's airport system consists of 129 public-use airports: 107 publicly owned and 22 privately owned.

This exhibit shows Florida's public-use airports system along with FDOT District boundaries.



SIS Commercial Service Airport	NPIAS General Aviation Reliever Airport
SIS Strategic Growth Airport	NPIAS General Aviation Airport
SIS General Aviation Reliever Airport	Non-NPIAS Airport
Commercial Service Airport	Privately Owned

1
2
3
4
5
6
7
FDOT Districts



AVIATION

Each year, FDOT develops its Five-Year Work Program. This program identifies specific transportation projects to be funded using available revenue for each mode, including aviation. This plan is submitted to the Secretary of Transportation for adoption by July 1st of each year. FDOT's Legislative Budget Request (LBR) defines the legislative spending authority needed to finance the first year of the Tentative Work Program.

FDOT Work Program Overview

Importance of Maintaining the Stability of Adopted Projects

Changes in project planning may occur for a variety of reasons such as a new or updated master plan, changes in local visions for an airport, economic opportunities, and sudden preservation or capacity concerns. However, airports should have a relatively stable list of projects in the JACIP database. Each year, airports typically add a few new items or adjust the priority or other details of existing items; however, wholesale changes to an airport's projects in JACIP should be avoided to the extent possible. An airport wishing to make significant changes to projects listed in their JACIP should discuss this with their District Aviation Coordinator beforehand to determine/understand potential funding impacts.

[§ 339.135\(7\), Fla. Stat.](#) requires any changes (additions, advances, deferrals, or deletions) to projects in the first year of the Adopted Work Program (current year) must be approved by the Executive Office of the Governor (EOG) via a Work Program Amendment. First year changes disrupt production schedules and funding commitments; therefore, these should be avoided whenever possible.

The chart on the following page shows the general steps in project conception, development, consideration, and decision making from FDOT's perspective.



September
October

- Request current FY grants from District Aviation Coordinator
- FDOT District Aviation staff will send a spreadsheet of what is currently programmed in the work program. The work program will reflect project needs as identified in JACIP, incorporating what was discussed in the previous year's teleconference calls between FAA, FDOT, and the Airports.

Prior to teleconference calls:

- Review prioritization of existing projects in JACIP
- Review accuracy of project scopes and cost estimates of programmed projects as shown in JACIP
- Review planned pavement projects to be sure that they accurately depict the findings of the recently updated Airport Pavement Management Report
- Make sure JACIP represents your current Capital Improvement Plan and Master Plan
- Identify new fifth-year projects to be uploaded in JACIP
- Plan which projects you wish to fund and how you want to fund them.
- For GA airports: be aware of FAA entitlement funds available (\$150,000/year accrued up to 3 years)
- Anticipate the year you will request FAA funds and request state funds accordingly
- Local match must be available when grant is accepted
- State grants should coincide with federal grants to minimize time between grant execution and project start dates
- Review Capital Improvement Plan Summary generated in JACIP
- New projects should have a project narrative, justification, sketch, cost estimate and a plan for how the project will be funded

FDOT District Aviation staff will schedule teleconference calls with Airports and FAA.

Purpose:

- Discuss which projects are planned for funding in the five year work program
- Discuss which projects are going to be funded by the FAA and how (Discretionary funds, Entitlement funds, etc.)
- Discuss changes the airport may want to make to the existing work program
- Discuss new fifth-year projects

Following the meeting, airports should prepare a summary of changes they plan to make in JACIP and provide to FDOT before JACIP is unlocked for updates. (Changes can be shown on the worksheet provided to the airports.) As soon as the proposed changes are submitted following the meeting, JACIP will be unlocked.

This is the only time during the calendar year that JACIP will be open for changes. Note that new projects can be added even when JACIP is locked.

Changes that should be made in JACIP:

- Review and update project cost estimates for all projects
- Review all projects to be sure they reflect the airport's current Capital Improvement Plan
- Update to reflect changes discussed in teleconference calls/spreadsheets
- Make sure project narratives are current and complete

December
January

March
April

- Request current FY grants from District Aviation Coordinator

Purpose:

- FDOT District Aviation staff will contact airports to develop a production schedule for upcoming fiscal year

June
July

FDOT District Aviation staff will work with FDOT work program staff to develop a Tentative Work Program incorporating the changes identified in the previous steps.
Note: Work Program will not be able to incorporate any changes until after the Work Program is adopted on July 1st.



FDOT Aviation Work Program Development Timeline

Note: This is an example of a general timeline. District-specific time lines may vary. Please confirm your District's unique timeline with your District Aviation Coordinator.

FDOT's Share of Project Funding

Commercial Service Airports

Applies to publicly owned, public-use airports listed in the Florida Aviation System Plan (FASP) that have been designated by FDOT as a commercial service airport that have more than 100,000 passenger boardings per year (332.007(b)(c), F.S.). When a project is funded by the FAA, FDOT may provide up to 50 percent of the remaining (non-federal) share of commercial service airport project costs. For example, if the FAA provides 75 percent of the funding for a project, FDOT may provide up to 12.5 percent of total project costs (or 50 percent of the remaining 25 percent). Using this example, if a project cost equaled \$100,000, the FAA would provide \$75,000, the FDOT would provide \$12,500, and the local (airport sponsor) share would also be \$12,500. When no federal funding is available, FDOT may provide up to 50 percent of the total project costs.

General Aviation and "Emerging" Commercial Service Airports

Applies to publicly owned, public-use airports listed in the Florida Aviation System Plan (FASP), that are general aviation airports or commercial service airports that have fewer than 100,000 passenger boardings per year (332.007(b)(c), F.S.). When a project is funded by the FAA, FDOT may provide up to 80 percent of the remaining (non-federal) share of project costs. For example, if the FAA provides 90 percent of the funding for a project, FDOT may provide up to 8 percent of total project costs (80 percent of the remaining 10 percent). Using this example, if a project cost equaled \$100,000, the FAA would provide \$90,000, FDOT would provide \$8,000, and the local (airport sponsor) share would be \$2,000. When no federal funding is available, FDOT may provide up to 80 percent of the total project costs. Exceptions to this limit may be made for governmental entities which qualify for a waiver or reduction of local match through the Rural Economic Development Initiative (REDI) program discussed on [page 32](#).

Airport Economic Development

FDOT may provide up to 50 percent of the costs to build on-airport, revenue-producing capital projects such as industrial park facilities at airports.

Strategic Airport Investment Projects – § 332.007(9), Fla. Stat.

FDOT may fund strategic airport investment projects at up to 100 percent for both commercial service and general aviation airports if the project meets all of the following criteria:

- ✓ Provides important access and on-airport capacity improvements;
- ✓ Provides capital improvements to strategically position the state to maximize opportunities in international trade, logistics, and the aviation industry;
- ✓ Achieve state goals of an integrated intermodal transportation system; and
- ✓ Demonstrates the feasibility and availability of matching funds through federal, local, or private partners.

Refer to the [Florida Aviation Grant Program website](#) for more details.



TYPICAL FUNDING PERCENTAGES BY AIRPORT TYPE

Commercial Service Airports*			
Type of Airport	Percentage of Funding		
	FAA	FDOT	Local
Large Hub	75%	12.5%	12.5%
Medium Hub			
Small Hub	90%	5%	5%
Nonhub Primary			
Nonprimary Commercial Service			
Nonprimary Commercial Service with <100,000 annual PAX	90%	8%	2%
No FAA (AIP) Funding	0%	50%	50%
No FAA (AIP) Funding with <100,000 annual PAX	0%	80%	20%
General Aviation Airports*			
Type of Airport	Percentage of Funding		
	FAA	FDOT	Local
General Aviation	90%	8%	2%
No FAA (AIP) Funding	0%	80%	20%

*These are typical funding percentages. There are many exceptions to both FAA and FDOT typical funding percentages.

Funding Availability

Availability of funding and shares of project costs are limited to amounts appropriated by the Florida Legislature and allocations to each department district office. Contact your FDOT District Aviation Coordinator to coordinate the development of a funding plan for your airport. A current list of FDOT District Coordinators can be found in [Appendix B](#) of this Handbook.

FDOT Project Funding Priorities

Projects must be consistent with the goals of the FASP to receive state funding through the Florida Aviation Grant Program. Project funding is based on consideration of airport priorities and the following state priorities:

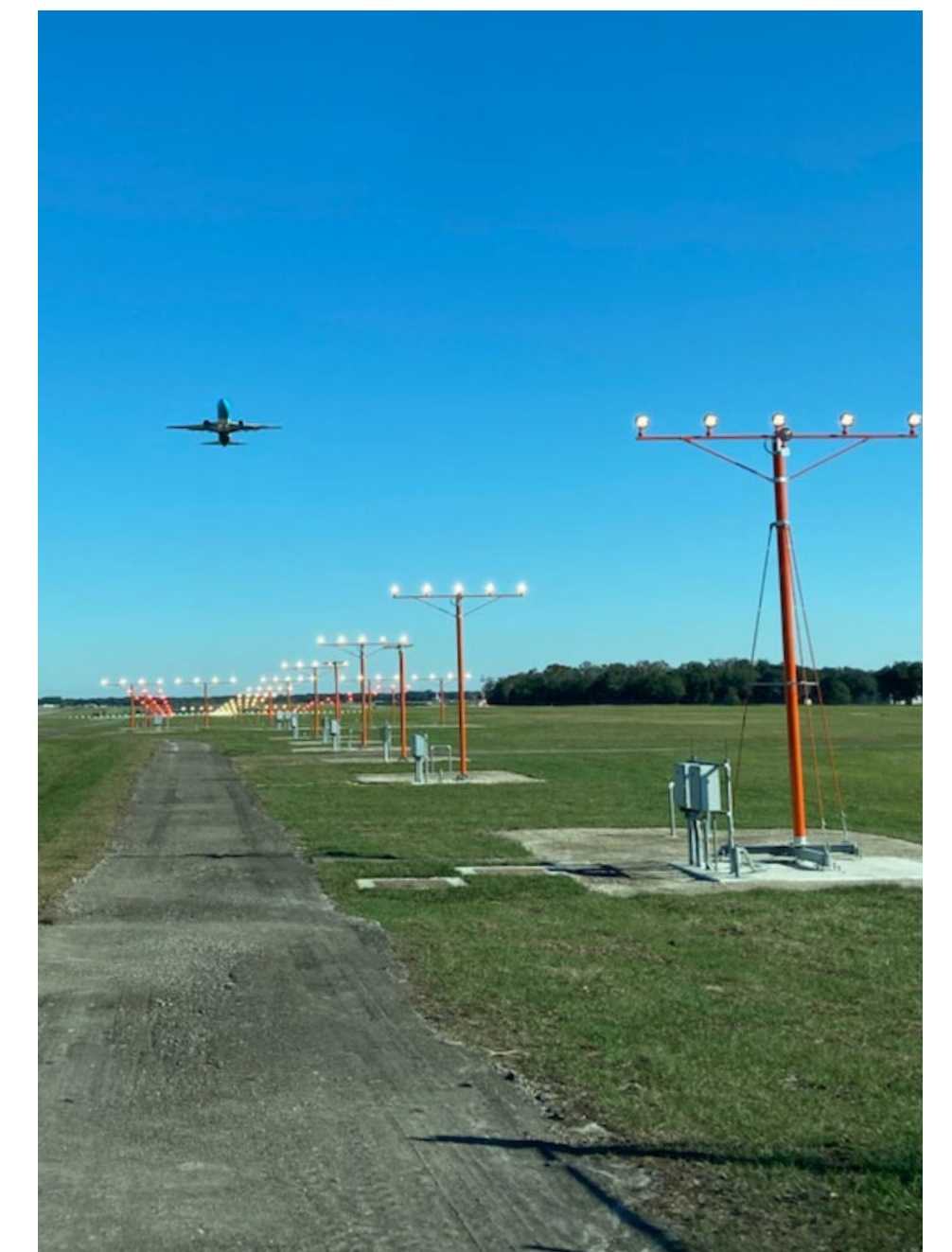
- ✓ Maximizing allocation of federal funds;
- ✓ Complying with state licensing standards per [Chapter 14-60, Florida Administrative Code](#);
- ✓ Complying with state and federal standards for safety;
- ✓ Complying with state and federal standards for security;
- ✓ Preserving existing airport infrastructure; and
- ✓ Increasing the capacity of Florida's airports

Key To Grant Programs

The Florida Aviation Grant Program provides assistance to Florida's airports in the areas of development, improvement, land acquisition, airport access, and economic enhancement. Matching funds assist local governments and airport authorities in planning, designing, purchasing, constructing, and maintaining publicly owned, public-use aviation facilities.

All projects must be consistent with the airport's role and function, as defined by the FASP, and the current airport master plan accepted by FDOT. The general definitions of each program, as well as the grant share allocations, are provided on the following pages.

The [FDOT Work Program](#) is guided by FDOT's mission statement, which states that it will provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.



Definitions and procedures for aviation programs are listed in the Department Procedures shown in the table below. Additional FDOT forms & procedures can be accessed on the [FDOT Forms and Procedures Website](#).

FORMS	
725-040-029	-----→ Aviation Grant Program Project Invoice Form
725-040-030	-----→ Aviation Grant Program Project Monitoring Status Report

PROCEDURES	
725-040-040	-----→ Aviation Program Management
725-040-055	-----→ Loans to Airports
725-040-060	-----→ Airport Economic Development Program
725-040-100	-----→ Airport Master Plans
725-040-210	-----→ New Public Airport Funding Eligibility

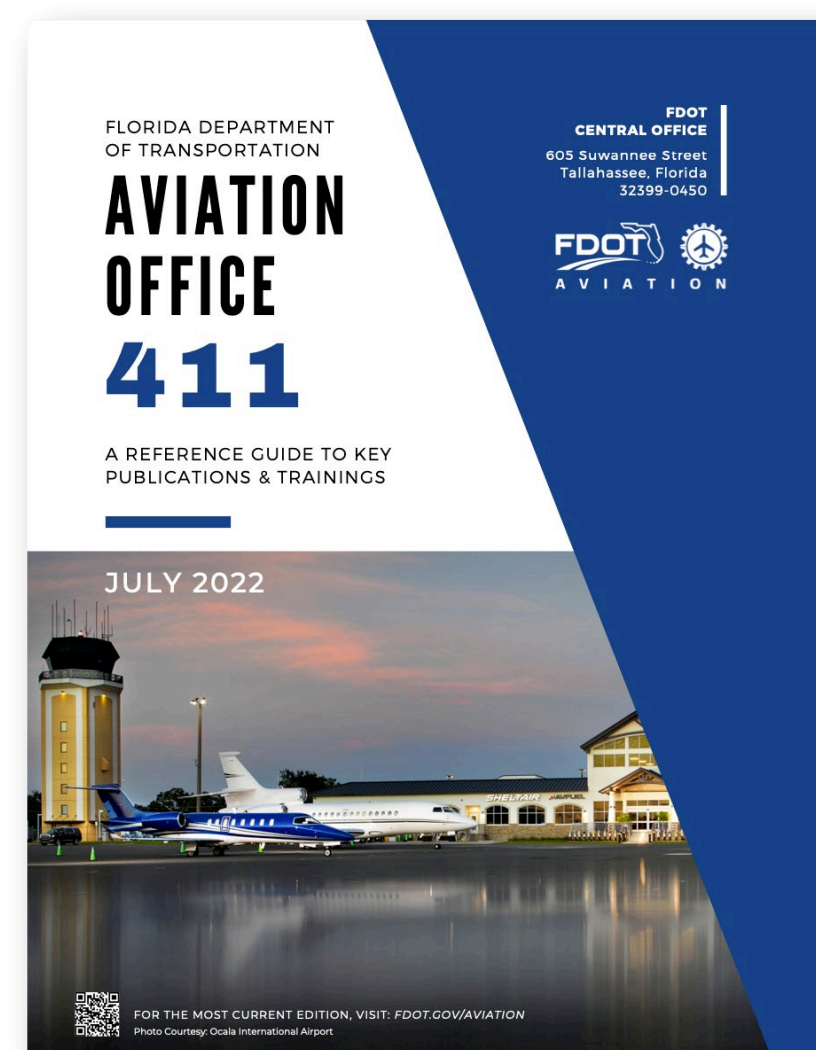


AVIATION

AVIATION OFFICE

Florida is fortunate to be served by one of the most comprehensive and progressive airport systems in the country. The Aviation Office develops the Florida Aviation System Plan, promotes the development and improvement of Florida's airports, regulates airports and protects airport approaches.

Major activities include aviation system development, aviation grant program, airport licensing and inspections, intergovernmental coordination, aviation outreach and aviation emergency operations management.



The [FDOT Aviation Office 411 Guide](#) provides introductory information about a variety of FDOT aviation related resources in one place with links to access online content with ease on any device. Included are links, QR codes, descriptions, and summaries for these key publications and trainings produced by the Aviation Office.



Examples Of Eligible Projects

The following table lists examples of the types of projects that are eligible for funding by the Florida Aviation Grant Program. The projects listed here can be funded by the programs as listed on [page 20](#). This list is not comprehensive. For a complete list of eligible and ineligible projects, or for a project specific determination of eligibility, contact your FDOT District Aviation Coordinator as listed on [page 35](#).



Project Category	Examples of Projects Eligible for Funding	
<p>-----→ Airport Planning</p> <p>The purpose of airport planning is to study options for airport development and operations. The planning process lays the groundwork for future development on and around an airport. FDOT funds airport master planning, airport layout plans (ALPs), noise and environmental studies, economic impact analysis, services development, and airport promotion.</p>	<ul style="list-style-type: none"> • Airport master plans • Wildlife hazard studies • Airport layout plans (ALPs) • Economic impact studies and analyses • Master drainage plans • Business plans • Environmental assessments (EAs) • Airport management studies and training • Federal Aviation Regulation Part 150 Noise Studies 	<ul style="list-style-type: none"> • Developments of regional impact (DRIs) training • Operation/emergency response plans • Air service studies and related promotional materials • Electronic airport layout plans (eALPs) • Environmental impact studies (EISs) • Feasibility and site selection studies • Sustainability plans
<p>-----→ Airport Capital Improvement</p> <p>The purpose of capital improvement projects is to provide for capital facilities and equipment at airports. These capital improvements are generally specified in planning projects.</p>	<ul style="list-style-type: none"> • Airside capital improvement projects • Landside capital improvement projects • Safety equipment 	<ul style="list-style-type: none"> • Preservation projects • Security projects • Safety projects • Stormwater drainage improvements
<p>-----→ Land Acquisition</p> <p>Land acquisition projects protect Florida’s citizens from airport noise and protect airport clear zones and runway approach areas. Land acquisition minimizes potential hazards around the airport, provides the opportunity to have compatible land uses surrounding airport property, and protects the investments made in the airport.</p>	<ul style="list-style-type: none"> • Land acquisition • Mitigation land (on or off airport) • Avigation easements • Acquisition of property for right-of-way • Runway protection zones 	
<p>-----→ Airport Economic Development</p> <p>Airport economic development is meant to encourage Florida’s airports to become self-supporting by promoting growth and development at the airport.</p>	<ul style="list-style-type: none"> • Any airport improvement and land purchase that will enhance economic impact • Buildings for lease • Industrial park infrastructure and buildings 	<ul style="list-style-type: none"> • Terminals constructed for the purpose of generating revenue through leases • Industrial park marketing programs

FDOT Work Program Airport Project Category Codes

Master Plan (Airport Planning Projects):

Work Program Code #28

To plan and promote airport facilities and operations.

Allows up to 50 percent state share grants for commercial service airports and up to 80 percent state share grants for general aviation airports when there is no federal participation. When federal funds are available, allows up to 50 percent of the non-federal share for commercial service airports and up to 80 percent of the non-federal share for general aviation airports.

Note: Up to 80% for projects at commercial service airports with fewer than 100,000 passenger boardings per year.

Discretionary Capacity:

Work Program Code #32

To add capacity to Florida's major airports in order to maintain Florida's competitive advantage in the international marketplace.

Allows up to 50 percent state share grants for airports with scheduled intercontinental service. Priority is given to projects for airside capacity, international terminals, and airport access transportation projects.

Commercial Service:

Work Program Code #33

To develop transportation facilities at commercial service airports.

Allows up to 50 percent state share grants when there is no federal participation. Allows up to 50 percent of the non-federal share when federal funding is available.

Note: Up to 80% for projects at commercial service airports with fewer than 100,000 passenger boardings per year.

General Aviation:

Work Program Code #34

To develop transportation facilities at general aviation airports.

Allows up to 80 percent state share grants when there is no federal participation. Allows up to 80 percent of the non-federal share when federal funding is available.

Aviation Land Acquisition:

Work Program Code #91

To acquire land for airport development or safety. Acquisition through a reimbursable project is encouraged if future federal reimbursement is likely.

Allows up to 50 percent state share grants for commercial service airports and up to 80 percent state share grants for general aviation airports when there is no federal participation. Allows up to 50 percent (commercial service airports) or 80 percent (general aviation airports) of the non-federal share when federal funding is available.

Additionally, FDOT provides interest-free loans for up to 75 percent of the cost of airport land purchases for both commercial service and general aviation airports. These loans are repaid to ensure FDOT's financial participation meets airport improvement program funding ratios.

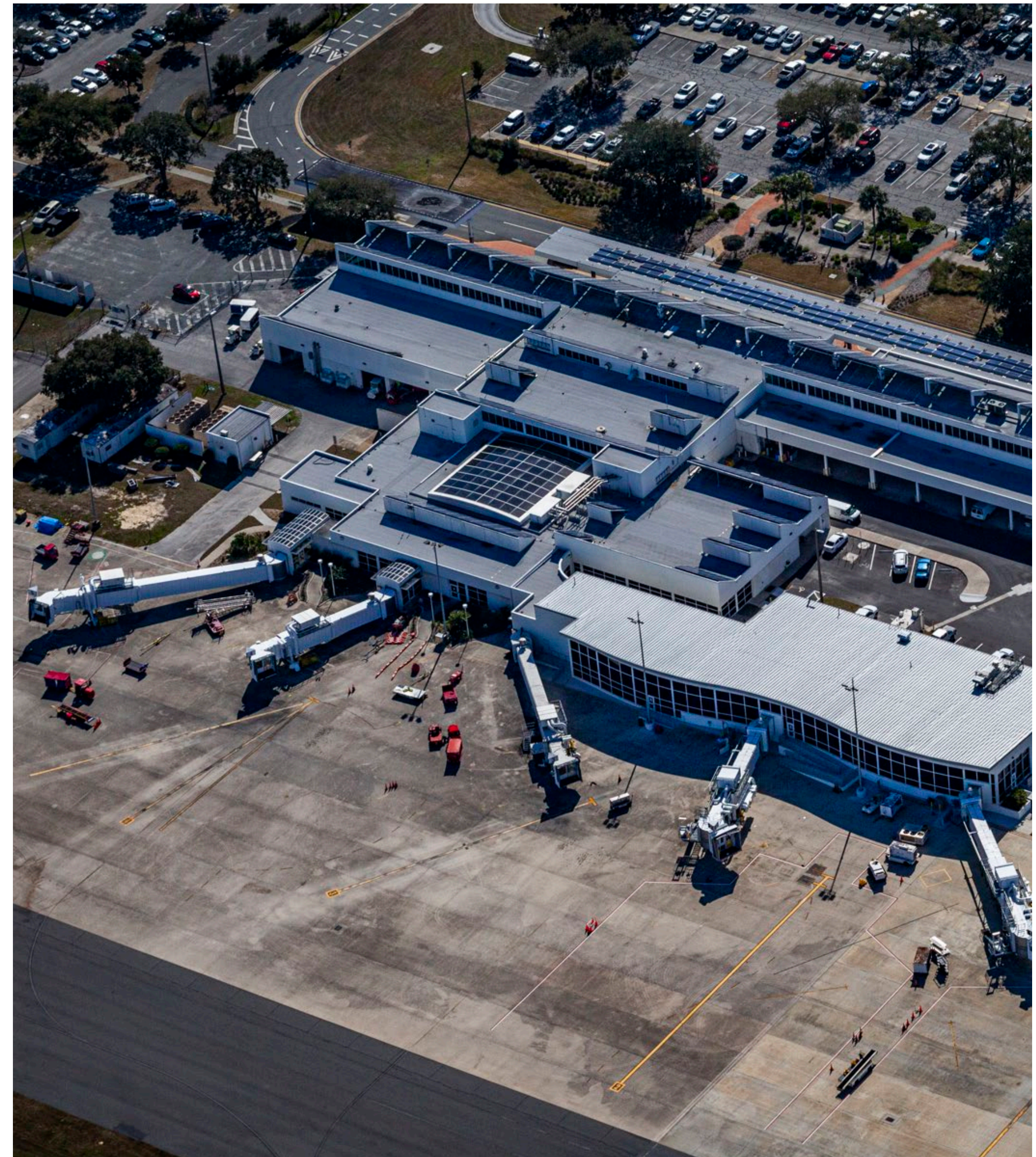
Note: Up to 80% for projects at commercial service airports with fewer than 100,000 passenger boardings per year.

Aviation Economic Development:

Work Program Code #99

To develop facilities at any public airport that will produce airport revenue and encourage positive community economic impact. Non-aeronautical projects are eligible.

Allows up to 50 percent state share grants for airports.



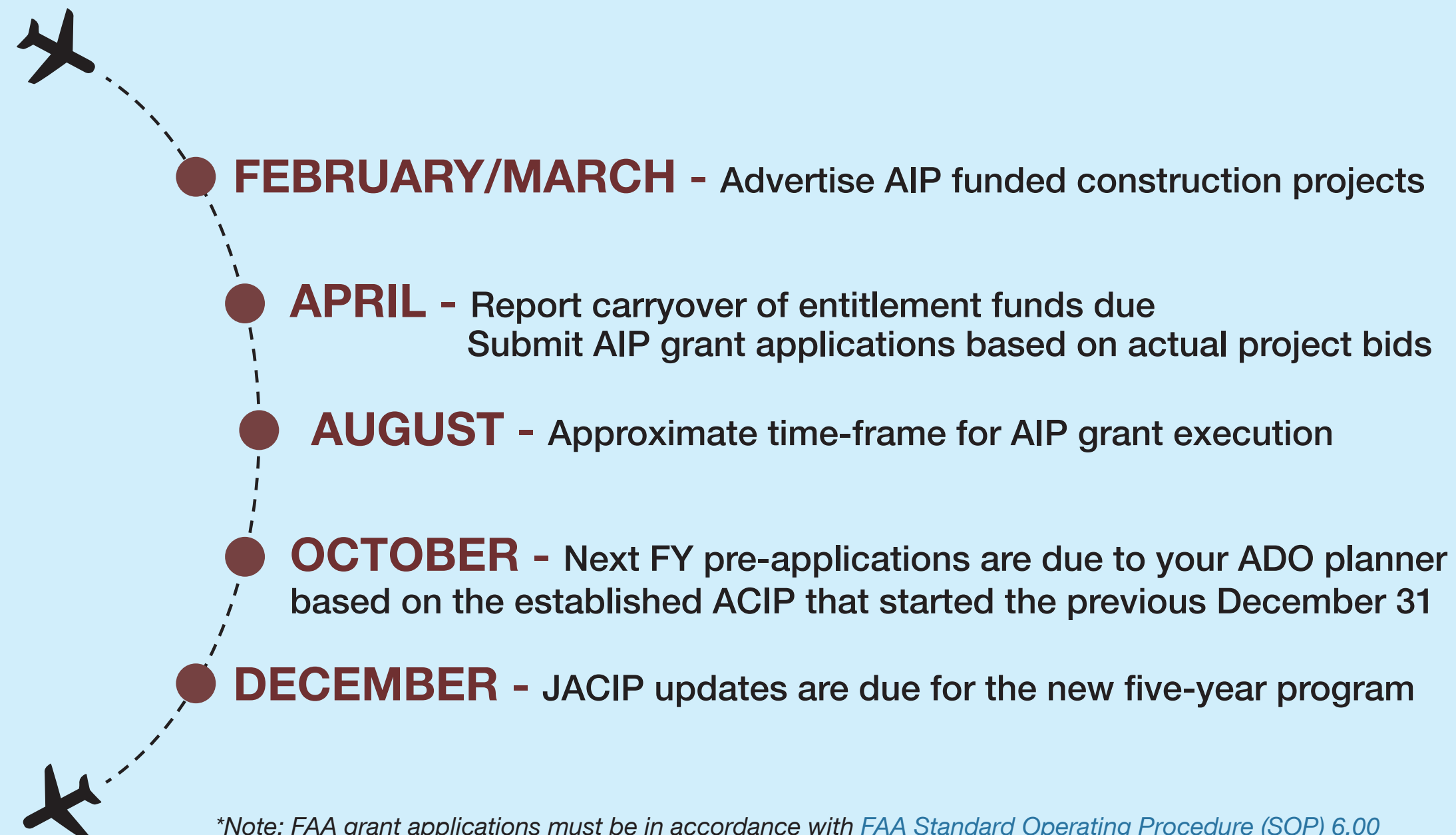
Federal Aviation Administration (FAA) Airport Capital Improvement Plan (ACIP) And Airport Improvement Program (AIP) Information

It is important for an airport to have an internal discussion of the airport's Capital Improvement Plan (CIP), to confirm that items in the CIP conform to the airport's FAA-approved airport layout plan (ALP), and to ensure that project requests are able to remain within an established three-year CIP. Minimal changes are expected within the one-year timeframe prior to the actual year of the AIP funding request.

All Florida airport sponsors are strongly encouraged to maintain a current CIP representing their prioritized needs.

*The State/FDOT and Federal/FAA fiscal years do not run concurrently.
The FDOT fiscal year starts July 1 and ends June 30,
whereas the FAA fiscal year starts October 1 and ends September 30.*

“Typical” FAA Funding Cycle Timeline



Airports should provide the FAA the following detailed information for each project within the three-year CIP:

- Project description
- Project justification
- Preliminary environmental action
- Project location sketch – an image (.jpg) delineating the project must be uploaded to the Joint Automated Capital Improvement Program (JACIP)
- Estimated project cost

Recent issues experienced by the FAA Airports District Office (ADO) when reviewing CIPs include:

- Airports are not updating their projects or cost estimates in JACIP.
- A new list of projects is being developed every year to include those projects that are being submitted via a pre-application.
- Airports are entering projects without a proper description or justification per [FAA Order 5100.38D, Change 1 Airport Improvement Program Handbook](#). Sponsors and consultants should have an understanding of an airport's AIP eligibility requirements.
- Projects are being entered without an appropriate construction or financial phasing plan. Typically, the ADO will request that design and construction be separated in two different years (design in Year 1 and construction in Year 2). Airports may elect to submit a request for design and construction during the same year as long as the design is completed with ample time to coordinate plans and specifications with the ADO, make the request for bids, and submit an AIP application based on bids. The design of the project must be done in accordance with AIP requirements in order for it to be reimbursable with AIP funding.

When submitting a federal pre-application, the following should be included:

- ✓ Sponsor cover letter
- ✓ Detailed project information:
 - Project narrative and justification (provide a draft scope of work for environmental and planning projects)
 - Funding sources
 - Project cost estimate breakdown
 - Individual project schedules
 - Project location sketch
 - Project-specific checklist
 - Environmental determination documentation



Expiration of AIP Funds

For the following airport type...	The following funds...	Are available for the fiscal year in which the funds are apportioned plus...
Small, Medium, or Large Hub Primary -----✈️	Passenger Entitlement Cargo Entitlement	Two fiscal years immediately following the year in which the funds are apportioned, <i>or a total of three years.</i>
Nonhub Primary -----✈️	Passenger Entitlement Cargo Entitlement	Three fiscal years immediately following the year in which the funds are apportioned, <i>or a total of four years.</i>
Nonprimary -----✈️	Cargo Entitlement Nonprimary Entitlement	Three fiscal years immediately following the year in which the funds are apportioned, <i>or a total of four years.</i>

AIP Funding Availability For Planning In Your CIP

The airport's entitlement availability for future years will depend upon the use of entitlement dollars that are being used during the current year and whether or not these funds have been carried over to the next fiscal year. As a rule of thumb, all general aviation airports that have demonstrated an AIP-eligible development need of \$750,000 within their five-year NPIAS/ACIP will receive \$150,000 of entitlement dollars annually (or until the next NPIAS report update). Entitlement funds for commercial service airports are based on enplanements and cargo tonnage. FAA makes this information available to the public via the NPIAS report issued by Congress. Airport enplanement and entitlement data can be found [here](#). These dollar amounts should be used for planning purposes during the formulation of your CIP and when assigning available entitlements to an airport's CIP in JACIP.

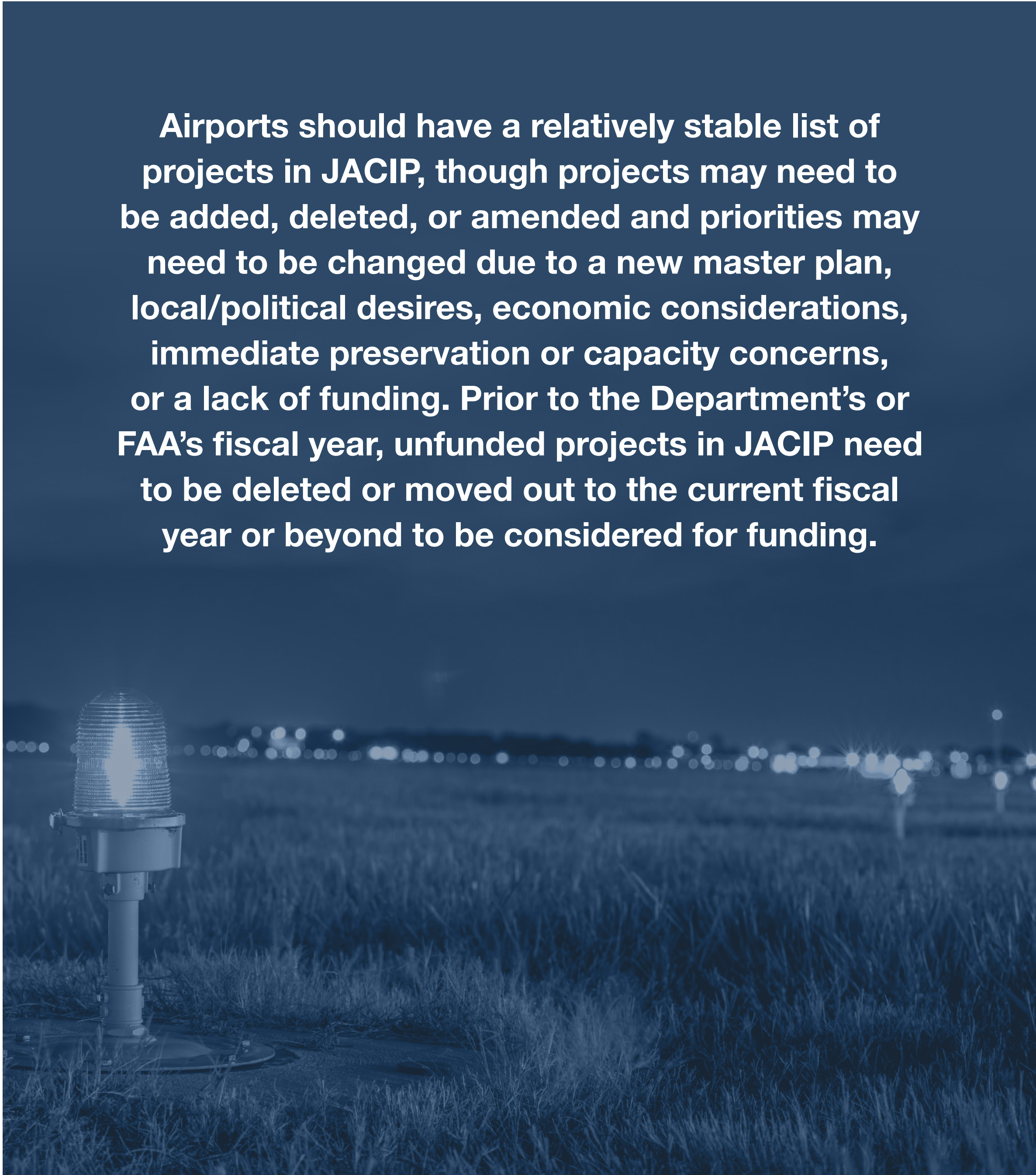
For more information related to the FAA's ACIP, please contact your assigned FAA planner or engineer at the Orlando ADO. A table outlining specific FAA planner/engineer assignment areas is included in [Appendix B](#).

The Florida Aviation Database (FAD) And The Joint Automated Capital Improvement Program (JACIP)

The Florida Aviation Database (FAD) is a database system which contains a collection of associated applications designed to facilitate and enhance the capabilities of the Florida Aviation System. The FAD was developed to store and provide data and applications for FDOT staff, FAA personnel, as well as public and private airport users. This data is used to support the FASP. The FAD includes the Integrated Facility Module (IFM), which contains aviation facility data sections including: the physical characteristics, history and profile data, disaster preparedness, statistics and forecast data, contacts, pavement condition indices, inspection and licensing data, and the Joint Automated Capital Improvement Program (JACIP) with its associated JACIP Project Management (JPM) data.

In order to be considered for funding, all projects must be entered into JACIP. The projects listed in JACIP help:

- ✓ The FDOT Aviation Office determine District allocations;
 - ✓ District Aviation staff to prioritize and ultimately select projects for funding; and
 - ✓ FAA to upload eligible projects into the NPIAS and the System of Aviation Reporting (SOAR), the FAA's grant management system.
- Each year by May, airports should enter their future "fifth-year project" requests for funding into JACIP and coordinate with their respective FDOT District Aviation office as required. For example, projects requesting state funds in FY 2028-2029 should be entered into JACIP no later than May 2023. As a minimum, the "fifth-year project" shall include a project description, justification, sketch, and budget.



Airports should have a relatively stable list of projects in JACIP, though projects may need to be added, deleted, or amended and priorities may need to be changed due to a new master plan, local/political desires, economic considerations, immediate preservation or capacity concerns, or a lack of funding. Prior to the Department's or FAA's fiscal year, unfunded projects in JACIP need to be deleted or moved out to the current fiscal year or beyond to be considered for funding.

The PTGA includes components vital to the success of the project, including:

- ✓ Scope of work
- ✓ Quantifiable deliverables
- ✓ Budget
- ✓ Schedule
- ✓ Invoicing requirements
- ✓ Method of compensation
- ✓ Accounting practices
- ✓ Records management requirements
- ✓ Public information requirements
- ✓ Single Audit Act requirements
- ✓ Other terms and conditions

Construction Projects

For construction projects, the airport sponsor is required to submit the following items to FDOT:

1. CCNA form
2. Scope of Services
3. Third-Party Agreements, including scope and fees
4. Plans and Specifications
5. Necessary Permits Certification
6. Engineer's Certification
7. Bid Documents and Bid Tabulations
8. Project Schedule
9. Change Orders
10. Final Project Certification & Acceptance (FDOT Form 725-040-31)

Public Transportation Grant Agreements

The Public Transportation Grant Agreement (PTGA) is the primary contract mechanism used to fund aviation projects through FDOT. Essentially, a PTGA is a contract between FDOT and an airport sponsor, where FDOT agrees to participate in funding eligible project costs. PTGAs are processed in accordance with the [FDOT Contract Funds Management Funds Approval Procedure Topic No. 350-020-200](#) and the [Florida's Reference Guide for State Expenditures](#). Every effort should be made to close out agreements in a timely manner. Ensure that all documents in the JACIP JPM Checklist have been uploaded to the JPM Checklist tab in JACIP prior to closing out the PTGA.

Public Transportation Grant Agreement Compliance

To ensure compliance with PTGAs, there are required submittals for construction, planning, and land acquisition projects.

To show a consistent drawdown of available project funds, it is important to submit regular project invoices (typically monthly) to FDOT. Projects that do not start in a timely manner or in which a Notice-To-Proceed (NTP) has not been issued as specified in the PTGA may be subject to cancellation (removal of funds) by FDOT. A Project Invoice Form is required with each invoice to FDOT. Progress reports that detail work completed by a vendor should also be submitted with invoices as support documentation where appropriate. Only services performed after the PTGA execution date are eligible for reimbursement by FDOT. Change orders must be approved by FDOT and in accordance with the PTGA, the District staff reserves the right to review and approve all third-party agreements.

Planning Projects

For planning projects, the airport sponsor is required to submit the following items to FDOT:

1. CCNA form
2. Scope of Services
3. Third-Party Agreements
4. Project Scope Meeting Minutes
5. Project Scope
6. Draft Submittals
7. Final Submittals
8. Change Orders
9. Final Project Certification & Acceptance (FDOT Form 725-040-31)

Land Acquisition Projects

For land acquisition projects, the airport sponsor is required to submit the following items to FDOT:

1. CCNA form
2. Scope of Services
3. Appraisal
4. Reviewed Appraisal
5. Property Map/Survey
6. Third Party Agreements
7. Closing Documents & Titles
8. Final Project Certification & Acceptance (FDOT Form 725-040-31)



Master Planning Projects

For airport master planning projects, the airport sponsor is required to submit the following items to FDOT:

1. CCNA form
2. Scope of Services
3. Third-Party Agreements, including scope and fees
4. Project Scope Meeting Minutes
5. Project Scope
6. Draft Submittals
7. Final Submittals
8. Change Orders
9. Final FAA/FDOT Approved ALP
10. Final FAA/FDOT Approved Master Plan
11. Final Project Certification & Acceptance (FDOT Form 725-040-31)

Project Invoicing

Invoices will not be paid if a contract is not in compliance or if there are documents missing from the checklist. When consultant services are contracted, proof of services provided are required. Invoice submittals should include:

- ✓ Project Invoice Form (FDOT Form 725-040-029 required with all invoice submittals)
- ✓ Project Monitoring Status Report (FDOT Form 725-04-030)
- ✓ Description of Services
- ✓ Supporting Documents

Protecting the State's Investment in Our Aviation System

FDOT makes every effort to ensure the state's investment is protected and benefits are realized. FDOT works to maximize the return on investment for all airport capital projects. FDOT strives to ensure projects are delivered in accordance with the PTGA.

FDOT routinely reviews and inspects projects to ensure accountability and performance objectives are met. FDOT District Aviation Coordinators may attend pre-construction and project status meetings with the airport sponsor and contractor team.

To help ensure a safe, productive, and timely field visit, these reviews are coordinated ahead of time with airport sponsors and the contractor team, as appropriate.

Regular site visits to the project site are also conducted by FDOT staff or their representative to verify:

- ✓ The conditions of the PTGA are being met
- ✓ Project progress is being reported accurately
- ✓ The work being performed is consistent with the scope of work in the PTGA

GRANT ASSURANCES

When an airport accepts a grant, that acceptance comes with a requirement to adhere to grant assurances. Both the FAA and FDOT have grant assurances, which require airports to be maintained and operated in a safe and efficient manner and to comply with specific conditions. Federal grant assurances are applicable to those airports that have accepted FAA funds while FDOT assurances are applicable to those airports that have accepted grants through the FDOT Aviation Grant Program. Grant assurances are applicable for varying durations:

1. Twenty (20) years after acceptance of the grant
2. The useful life of the facility (if less than 20 years)
3. In perpetuity for exclusive rights, airport revenue, civil rights, or real property acquisition

Failure to maintain and operate the airport in compliance with FAA and FDOT grant assurances jeopardizes an airport's eligibility for future funding.

Federal Airport Sponsor Grant Assurances

The 39 federal grant assurances required for federally obligated airports are as follows:

- | | |
|---|--|
| 1. General Federal Requirements | 20. Hazard Removal and Mitigation |
| 2. Responsibility and Authority of the Sponsor | 21. Compatible Land Use |
| 3. Sponsor Fund Availability | 22. Economic Nondiscrimination |
| 4. Good Title | 23. Exclusive Rights |
| 5. Preserving Rights and Powers | 24. Fee and Rental Structure |
| 6. Consistency with Local Plans | 25. Airport Revenues |
| 7. Consideration of Local Interest | 26. Reports and Inspections |
| 8. Consultation with Users | 27. Use by Government Aircraft |
| 9. Public Hearings | 28. Land for Federal Facilities |
| 10. Metropolitan Planning Organization | 29. Airport Layout Plan |
| 11. Pavement Preventive Maintenance | 30. Civil Rights |
| 12. Terminal Development Prerequisites | 31. Disposal of Land |
| 13. Accounting System, Audit, and Record Keeping Requirements | 32. Engineering and Design Services |
| 14. Minimum Wage Rates | 33. Foreign Market Restrictions |
| 15. Veteran's Preference | 34. Policies, Standards, and Specifications |
| 16. Conformity to Plans and Specifications | 35. Relocation and Real Property Acquisition |
| 17. Construction Inspection and Approval | 36. Access by Intercity Buses |
| 18. Planning Projects | 37. Disadvantaged Business Enterprises (DBE) |
| 19. Operation and Maintenance | 38. Hangar Construction |
| | 39. Competitive Access |

State Airport Sponsor Grant Assurances*

Airport projects receiving funding through state Public Transportation Grant Agreements (PTGAs) also obligate airport sponsors to comply with the following 24 assurances contained in the "Exhibit E" of each state grant:

- | | |
|---|--|
| 1. Accounting System | 13. Air and Water Quality Standards |
| 2. Good Title | 14. Operations and Maintenance |
| 3. Preserving Rights and Powers | 15. Federal Funding Eligibility |
| 4. Hazard Removal and Mitigation | 16. Project Implementation |
| 5. Airport Compatible Land Use | 17. Exclusive Rights |
| 6. Consistency with Local Government Plans | 18. Airfield Access |
| 7. Consistency with Airport Master Plan and Airport Layout Plan | 19. Retention of Rights and Interests |
| 8. Airport Financial Plan | 20. Consultant, Contractor, Scope, and Costs |
| 9. Airport Revenue | 21. Planning Projects |
| 10. Fee and Rental Structure | 22. Land Acquisition Projects |
| 11. Public-Private Partnership for Aeronautical Uses | 23. Construction Projects |
| 12. Economic Nondiscrimination | 24. Noise Mitigation Projects |

**In the linked PDF these assurances can be found beginning on page 15, under Exhibit E, Paragraph D, Agency Responsibilities.*

Specific (Special) Appropriations

Special appropriation requests should be coordinated with the airport sponsor's FDOT District Aviation Coordinator. The request must be based on a detailed project description, justification and budget derivation developed for the project.

In accordance with § 339.135(5), Fla. Stat., the adopted work program may include only those projects submitted as part of the tentative work program developed under subsection (4), plus any projects that are separately identified by specific appropriation in the General Appropriations Act and any roll forwards approved pursuant to paragraph (6)(c).

However, any FDOT transportation project which is identified by specific appropriation in the General Appropriations Act shall be deducted from the funds annually distributed to the respective district pursuant to paragraph (4)(a).

In addition, FDOT may not include any project or allocate funds to a program in the adopted work program that is contrary to existing law for that particular year. Projects may not be undertaken unless they are listed in the adopted work program. Of special note, should a specific appropriation be vetoed by the Governor, that project cannot be funded by FDOT during the fiscal year for which the specific appropriation was requested.

Commercial Service Accountability

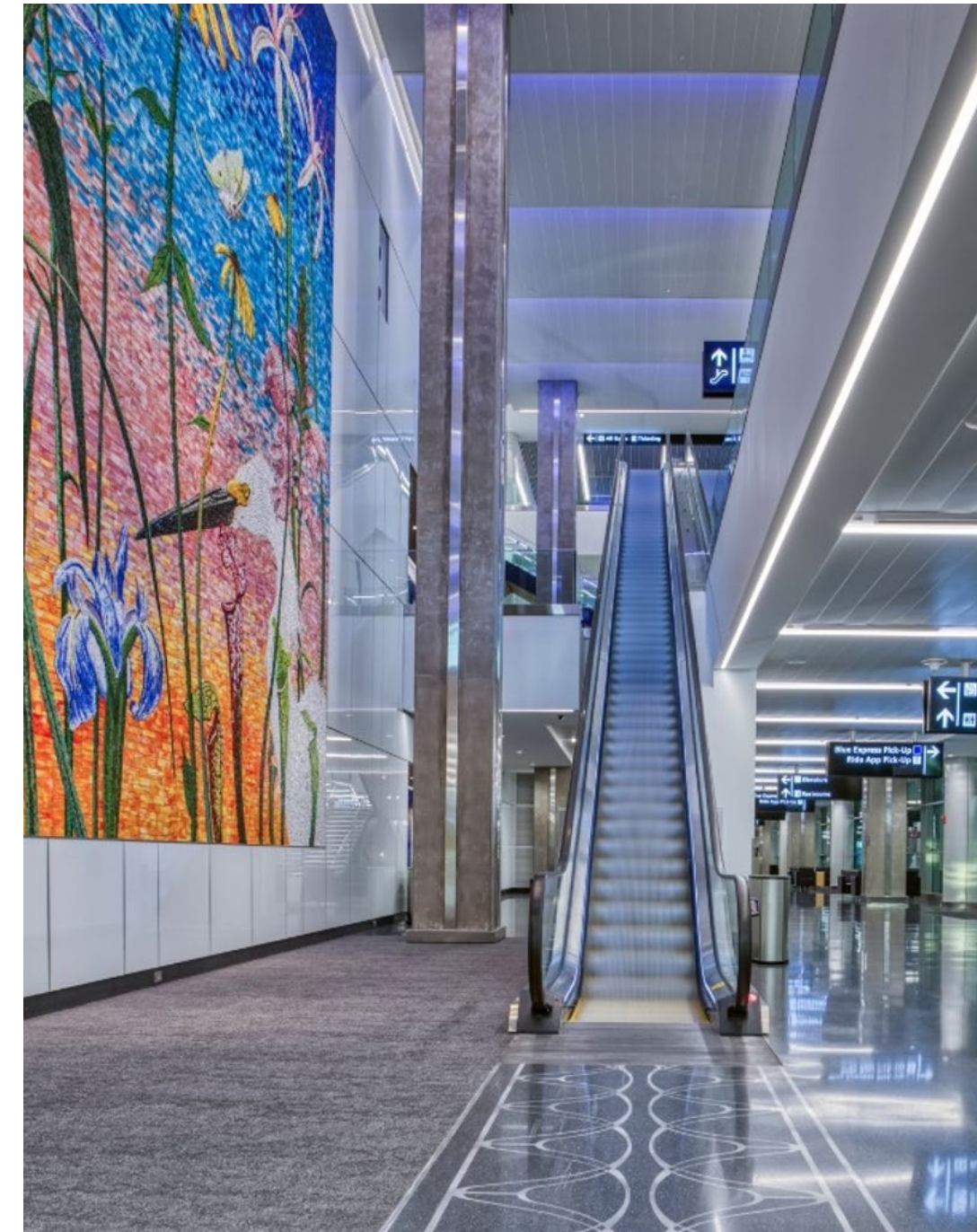
§ 332.0075, Fla. Stat., known as the Commercial Service Airports; Transparency and Accountability; Penalty requires that all large, medium, or small hub commercial service airports provide to FDOT their approved budget for that fiscal year, published meeting minutes, various other documentation and links to financial and statistical reports, etc., related to their operations. FDOT may not expend any funds allocated to a commercial service airport as contained in the adopted work program, unless pledged for debt service, until it demonstrates its compliance with the requirements specified in this section.

Part 3

INTRODUCTION

The Strategic Intermodal System (SIS) is Florida's high-priority network of transportation facilities critical to the state's economic competitiveness and transportation mobility. The SIS program is constituted under [§ 339.61, Fla. Stat. Transportation Finance and Planning](#). Florida's Governor and Legislature established the SIS in 2003 to enhance Florida's economic competitiveness by focusing the state's limited transportation resources on facilities most critical for interregional, interstate, and international movement of people and freight.

Although Florida's population and economy have changed over time, the intent of the SIS has remained the same. The SIS is the state's highest priority for transportation capacity investments and a primary tool for implementing the Florida Transportation Plan (FTP) – the state's long-range transportation vision and policy plan. The SIS is comprised of the state's largest and most significant commercial service and general aviation airports, spaceports, public seaports, intermodal freight terminals, interregional passenger terminals, urban fixed guideway transit corridors, rail corridors, waterways, and highways.



Strategic

Is made up of facilities and services of statewide and interregional significance.



Intermodal

Contains all forms of transportation for moving both people and goods, including linkages that provide for smooth and efficient transfers between modes and major facilities.



System

Integrates individual facilities, services, forms of transportation (modes), and linkages into a single, integrated transportation network.

All facilities designated in the SIS are eligible for state transportation investments consistent with the policy framework defined in the [SIS Policy Plan](#). The 2022 Update to the SIS Policy Plan strengthened direction for redefining capacity, increasing flexibility in how the SIS is implemented, and improving the balance between statewide and regional needs and priorities.

The following table details the updated designation criteria for the airport SIS categories since 2018:

Facility Type	Eligible Facilities	SIS Component	Strategic Growth Component
<p>Commercial Service Airports</p>	<p>Airports with scheduled commercial and/or cargo services</p>	<p>≥ 2.5% of Florida annual passenger enplanements</p> <p>or</p> <p>≥ 2.5% of Florida annual freight and mail tonnage</p>	<p>Must meet AT LEAST ONE of the following:</p> <ul style="list-style-type: none"> • Is the facility projected to meet SIS minimum activity levels within three years of being designated? • Is the facility determined by FDOT to be of compelling state interest, such as serving a unique marketing niche or potentially becoming the most strategic facility in a region that has no designated SIS facility? <p>Must meet ALL of the following:</p> <ul style="list-style-type: none"> • Does the facility have a current master plan as well as a prioritized list of production ready projects? • Is the facility identified in a local government comprehensive plan, Comprehensive Economic Development Strategy (CEDS), Transit Development Plan, or equivalent? • Does the facility have partner and public consensus on viability of a new or significantly expanded facility? • Does the facility meet community and environment screening criteria?
<p>General Aviation Reliever Airports</p>	<p>General aviation airports functioning as relievers to commercial service airports</p> <p>Must meet criteria set forth in § 339.63(4), Fla. Stat.</p>	<ul style="list-style-type: none"> • Identified as a reliever facility to an existing SIS commercial service or Strategic Growth airport; and • Handles at least 75,000 itinerant (nonlocal) flight operations per year; and • Has a runway with length of at least 5,500 linear feet; and • Has a runway capable of handling 60,000 pound dual wheel aircraft and serviced by at least one precision instrument approach; and • Serves a cluster of aviation-dependent industries. 	<p>A general aviation reliever airport has the same designation (SIS or Strategic Growth) as the commercial service airport it relieves.</p>

SIS Airports

There are currently twenty-one (21) airports throughout the state designated as being a part of the SIS network; seven (7) of which are fully designated as SIS Commercial Service Airports, eleven (11) are designated as Strategic Growth SIS Commercial Service Airports, and three (3) are designated as SIS General Aviation Reliever Airports.



SIS Airports

The following airports are designated as SIS Commercial Service Airports:

1. Fort Lauderdale/Hollywood Intl. (FLL)
2. Jacksonville Intl. (JAX)
3. Miami Intl. (MIA)
4. Orlando Intl. (MCO)
5. Palm Beach Intl. (PBI)
6. Southwest Florida Intl. (RSW)
7. Tampa Intl. (TPA)

SIS Strategic Growth Airports

The following airports are designated as Strategic Growth Commercial Service Airports:

1. Daytona Beach Intl. (DAB)
2. Destin-Fort Walton Beach (VPS)
3. Gainesville Regional (GNV)
4. Melbourne Orlando Intl. (MLB)
5. Northwest Florida Beaches Intl. (ECP)
6. Orlando Sanford Intl. (SFB)
7. Pensacola Intl. (PNS)
8. Punta Gorda (PGD)
9. Sarasota-Bradenton Intl. (SRQ)
10. St. Pete-Clearwater Intl. (PIE)
11. Tallahassee Intl. (TLH)

SIS General Aviation Reliever Airports

The following general aviation reliever airports have met the criteria set forth in § 339.63(4), Fla. Stat. and are designated as SIS facilities:

1. Fort Lauderdale Executive (FXE)
2. Miami Executive (TMB)
3. Miami-Opa Locka Executive (OPF)

Projects Eligible for SIS Funding

For capacity improvement projects identified at SIS airport facilities, SIS funding can be requested during the SIS Work Program Development Cycle, which typically occurs March through October of each year. There are four categories of capacity improvement projects eligible to receive SIS funding:

- Ground Transportation
- Landside Connections
- Airside Connections
- Terminal Connections

The [SIS Funding Eligibility Guidance Document](#) describes the types of projects that are eligible for SIS funding and specifies how SIS funding can and cannot be used. The tables on the following page describe the SIS project eligibility criteria for commercial service airports and general aviation reliever airports.

Airports (Commercial Service)

Potential State Funding: Up to 50% on Hub

SIS Project Categories	Projects Eligible for Funding	Projects Not Eligible for Funding
Ground Transportation	On-airport transportation facilities that support the primary flow of passengers and cargo and that link to SIS facilities; including terminals/other connecting points for people and freight transferring from other modes. <i>(e.g., passenger terminal and cargo facility direct access roadways; busways; rail lines; curb capacity and reconfiguration to facilitate terminal access; multimodal terminal development including associated parking and staging areas)</i>	Facilities that focus on airport operations rather than primary flows. <i>(e.g., other on-airport roadways; stand-alone revenue generating parking facilities; on-airport rental car facilities; airport shuttle bus roads; land acquisition)</i>
Landside Connections	On-airport multi-modal facilities that link passenger and cargo terminals with a SIS connector or hub; facilities serving general aviation operations exclusively that improve overall airport capacity. <i>(e.g., on-airport rail/people mover stations or intermodal/bus terminals)</i>	Airside terminals; terminal shuttles and non-FDOT land purchase.
Airside Connections	Facilities that link passenger and cargo terminals with aviation corridors. <i>(e.g., apron expansion; taxiway – new or extension; runways – new or extension; and approach lighting related to new or extended runways; runway and associated parallel taxiway rehabilitation for single-runway facilities)</i>	Land acquisition and equipment used in airside operations.
Terminal Connections	People mover (capacity); baggage system (capacity/non-security enhancements) Terminal buildings and gates needing capacity improvements to facilitate the movement of people and goods.	Maintenance facilities and operations; land acquisition; security and/or customs equipment, technology and/or operations; and the expansion of retail/concession space.

Note: Landside Connections not eligible for funding except when integrated with other off-site modes.

Airports (General Aviation Reliever)

Potential State Funding: Up to 50% on Hub

SIS Project Categories	Projects Eligible for Funding	Projects Not Eligible for Funding
Ground Transportation	On-airport transportation facilities that support the primary flow of passengers and cargo and that link to SIS facilities; including terminals/other connecting points for people and freight transferring from other modes. <i>(e.g., passenger terminal and cargo facility direct access roadways; busways; rail lines; curb capacity and reconfiguration to facilitate terminal access; multimodal terminal development including associated parking and staging areas)</i>	Facilities that focus on airport operations rather than primary flows. <i>(e.g., other on-airport roadways; stand-alone revenue generating parking facilities; on-airport rental car facilities; airport shuttle bus roads; land acquisition)</i>
Landside Connections	On-airport multimodal facilities that link passenger and cargo terminals with a SIS connector or hub. <i>(e.g., on-airport rail/people mover stations or intermodal/bus terminals)</i>	Airside terminals and terminal shuttles.
Airside Connections	Facilities that link passenger and cargo terminals with aviation corridors. <i>(e.g., apron expansion; taxiway – new or extension; runways – new or extension; and approach lighting related to new or extended runways)</i>	Land acquisition and equipment used in airside operations.
Terminal Connections	People mover (capacity); baggage system (capacity/non-security enhancements) Terminal buildings and gates needing capacity improvements to facilitate the movement of people and goods.	Maintenance facilities and operations; land acquisition; security and/or customs equipment, technology and/or operations; and the expansion of retail/concession space.

MAR - JUN

- Reviewing Current SIS Allocations
- Receiving New SIS Project Funding Requests
- Developing a Draft Allocation Plan

JUL - AUG

- Review and Vetting of the Funding Requests

SEP - OCT

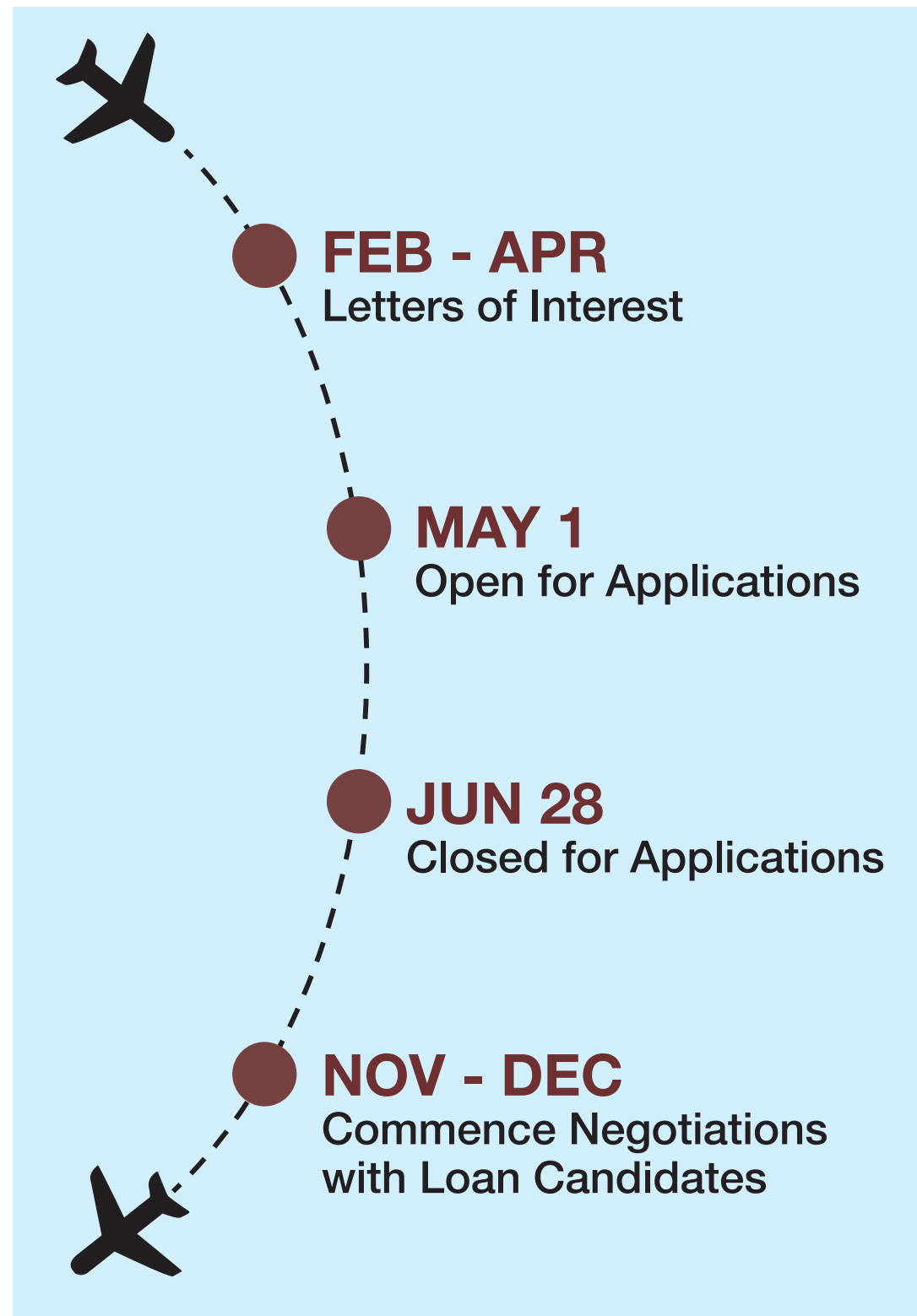
- Programming SIS Projects

In summary, SIS funding is available only to: (1) SIS-designated airports, and (2) SIS-eligible projects. SIS airport sponsors should coordinate with their District Aviation Coordinator to submit SIS project funding requests to FDOT Central Office. FDOT Central Office reviews and approves all SIS project funding requests. Airport sponsors with questions on the SIS program or SIS eligibility should contact their District Aviation Coordinator.



OTHER FUNDING MECHANISMS

State Infrastructure Bank



Source: [Title 23](#) and [Title 49, United States Code](#); [§ 339.55, Fla. Stat.](#), [§ 215.617, Fla. Stat.](#), and [§ 339.2819\(4\), Fla. Stat.](#)

The State Infrastructure Bank (SIB) is a revolving loan and credit enhancement program consisting of two separate accounts and is used to leverage funds to improve project feasibility. The SIB can provide loans and other assistance to public or private entities for projects eligible under federal and state law; however, it cannot provide assistance in the form of a grant. Letters of Interest and Invited Applications are accepted for federal and state eligible projects during the published advertisement period via the [Department's State Infrastructure Bank website](#).

State Infrastructure Bank Federally-Funded Account

The federally funded account is capitalized by federal money matched with state money, as required by law under the [Transportation Equity Act for the 21st Century \(TEA-21\)](#) when Florida entered the original SIB pilot program. As of 2005, the SIB program is permanently codified in federal law Title 23 United States Code (USC). All repayments are repaid to the federally funded SIB account and revolved for future loans. Projects must be eligible for assistance under Title 23, USC or capital projects as defined in [Section 5302 of Title 49 USC](#). Projects must be included in the adopted comprehensive plans of the applicable Metropolitan Planning Organization (MPO) and must conform to all federal and state laws, rules, and standards.

State Infrastructure Bank State-Funded Account

The state-funded account is capitalized by state money and bond proceeds per [§ 339.55, Fla. Stat.](#) and [§ 215.617, Fla. Stat.](#) All repayments are repaid to the State Board of Administration where debt service is paid on any outstanding bonds with the remainder returned to the state-funded account and revolved for future loans. Projects must be on the State Highway System or provide increased mobility on the State's transportation system, or provide intermodal connectivity with airports, seaports, rail facilities and other transportation terminals. Also eligible are projects of the Transportation Regional Incentive Program per [§ 339.2819\(4\), Fla. Stat.](#) Projects must be consistent, to maximum extent feasible, with local MPO and local government comprehensive plans and must conform to policies and procedures within applicable Florida Statutes and other appropriate state standards for the transportation system.

The Transportation Regional Incentive Program (TRIP)

Source: [§ 339.2819, Fla. Stat.](#)

The Transportation Regional Incentive Program (TRIP) was created in 2005 to encourage regional planning by providing state matching funds for improvements to regionally significant transportation facilities identified and prioritized by regional partners. The TRIP program is funded through documentary excise tax on documents in accordance with [§ 201.15\(4\)\(a\)\(4\), Fla. Stat.](#)

TRIP funds are to be used to match local or regional funds up to 50 percent of the non-federal share of project costs for public transportation projects. In-kind matches such as right-of-way donations and private funds made available to the regional partners are also allowed. Federal funds allocated for urbanized areas with a population over 200,000 may also be used for the local/regional match. More TRIP information can be found on the [Transportation Regional Incentive Program website](#).

The following entities are eligible to participate in the TRIP program:

- Two or more contiguous MPOs
- One or more MPOs and one or more contiguous counties that are not members of an MPO
- A multi-county regional transportation authority created by or pursuant to law
- Two or more contiguous counties that are not members of an MPO
- MPOs comprised of three or more counties

Economic Development Transportation Fund Projects

[Source: § 339.2821, Fla. Stat.](#)

The Economic Development Transportation Fund (EDTF), often referred to as the “Road Fund,” is an economic incentive program created to alleviate transportation problems that adversely affect the decision of a specific company to locate, expand, or remain in the State of Florida.

[§ 339.2821, Fla. Stat.](#) enables FDOT to enter into contracts with governmental entities for the development of publicly accessible transportation facilities needed to induce a specific company to locate, expand or remain in the state. Eligible projects include but are not limited to safety and capacity improvements to existing roadways; the development of new roads and rail spurs; and certain seaport, airport and spaceport infrastructure improvements.

The policies that govern the operation of the EDTF allow the program to work in concert with Florida’s other economic incentive programs to attract high-wage jobs in the industry sectors targeted by the state.

Application Submission and Review

The EDTF is one of several incentive programs to attract new high-wage jobs in industry sectors with a strong expectation for future growth.

When a company that operates in a targeted industry sector encounters a transportation impediment that adversely impacts its location or expansion decision, the local governmental entity in which the impediment is located can prepare an EDTF application for FDOT consideration.

The initial application is submitted to Enterprise Florida, Inc. (EFI), which acts on behalf of FDOT to ensure that the project meets Florida’s job creation and economic development requirements. The final funding decision is made by FDOT after considering the comments or recommendations provided by EFI, the Department of Economic Opportunity (DEO) and the Department of Environmental Protection (DEP). The EDTF program requires the consideration of the following criteria:

- Cost per job created or retained considering the amount of transportation funds requested
- Average hourly wages of the jobs created
- Reliance on any program as an inducement for determining the transportation project’s location
- Amount of capital investment to be made by a business
- Demonstrated local commitment
- Location of the project in an enterprise zone
- Location of the project in a spaceport territory
- Unemployment rate of the surrounding area
- Poverty rate of the community

Approval and Grant Award

If the EDTF application is approved, the funding award is made to the governmental entity, on behalf of the company the state is trying to recruit. This ensures that all infrastructure funded by the EDTF will be publicly accessible.

Use of Funds

EDTF funding can only be used for the direct cost of developing or improving “transportation facilities” as defined in [§ 334.03, Fla. Stat.](#) The use of EDTF funding for landscaping, environmental mitigation, utility location or relocation, and other indirect costs is therefore prohibited. Contact [Enterprise Florida](#) for more information.



Rural Economic Development Initiative (REDI)

[Source: § 288.0656, Fla. Stat.](#)

The Rural Economic Development Initiative (REDI) program provides financial assistance to certain rural counties and communities. The Florida Department of Transportation is a member of REDI. Counties and communities that meet certain statutory criteria may request a waiver or reduction of the local match requirements.

For FDOT, overall coordination is provided by the Office of Policy Planning. The districts are responsible for working with local project sponsors to resolve specific issues related to project scopes and funding levels.

To be eligible for a waiver or reduction of match requirements, a county or community must meet the statutory definition of “rural” ([§ 288.0656 \(2\)\(e\), Fla. Stat.](#)) and such county or community must have three or more of the “economic distress” conditions identified in [§ 288.0656\(2\)\(c\), Fla. Stat.](#) Eligible counties and communities include Designated Rural Area of Opportunity (RAO). For more information, please visit the [Rural Economic Development Initiative \(REDI\) website.](#)



Alternative Funding Opportunities

In addition to the funding programs discussed, Florida airports can also seek funding assistance through a number of additional national and state funding opportunities for aviation projects. These alternative funding opportunities include programs which support job creation, air service development, environmental enhancements, air quality improvements, and other benefits. Additional information on these alternative funding sources are included in [Appendix D.](#)

REDI ELIGIBLE AIRPORTS

as of July 26, 2022

AIRPORT NAME

2IS	Airglades Airport
AAF	Apalachicola Regional-Cleve Randolph Field
X06	Arcadia Municipal Airport
AVO	Avon Park Executive Airport
X10	Belle Glade State Municipal Airport
F95	Calhoun County Airport
X13	Carrabelle-Thompson Airport
CTY	Cross City Airport
54J	DeFuniak Springs Airport
FHB	Fernandina Beach Municipal Airport
FIN	Flagler Executive Airport
CDK	George T Lewis Airport
01J	Hilliard Airpark
IMM	Immokalee Regional Airport
42J	Keystone Heights Airport
X14	La Belle Municipal Airport
LCQ	Lake City Gateway Airport
X07	Lake Wales Municipal Airport
MAI	Marianna Municipal Airport
OBE	Okeechobee County Airport
28J	Palatka Municipal - Lt Kay Larkin Field
PHK	Palm Beach County Glades Airport
FPY	Perry-Foley Airport
2J8	Pierson Municipal Airport
2J9	Quincy Municipal Airport
SEF	Sebring Regional Airport
24J	Suwannee County Airport
BCR	Tri-County Airport
X23	Umatilla Municipal Airport
2J0	Wakulla County Airport
CHN	Wauchula Municipal Airport
X60	Williston Municipal Airport

SAFE Funds

Created by an Act of the Florida Legislature in 2002 to support Secure Airports for Florida's Economy (SAFE), the SAFE Funds program supports security-related aviation projects defined in [§ 332, Fla. Stat.](#), and provides training for airport security and management. This program receives funds from the "United We Stand" specialty Florida license plates that is appropriated to FDOT per [§ 320.08058\(31\), Fla. Stat.](#)

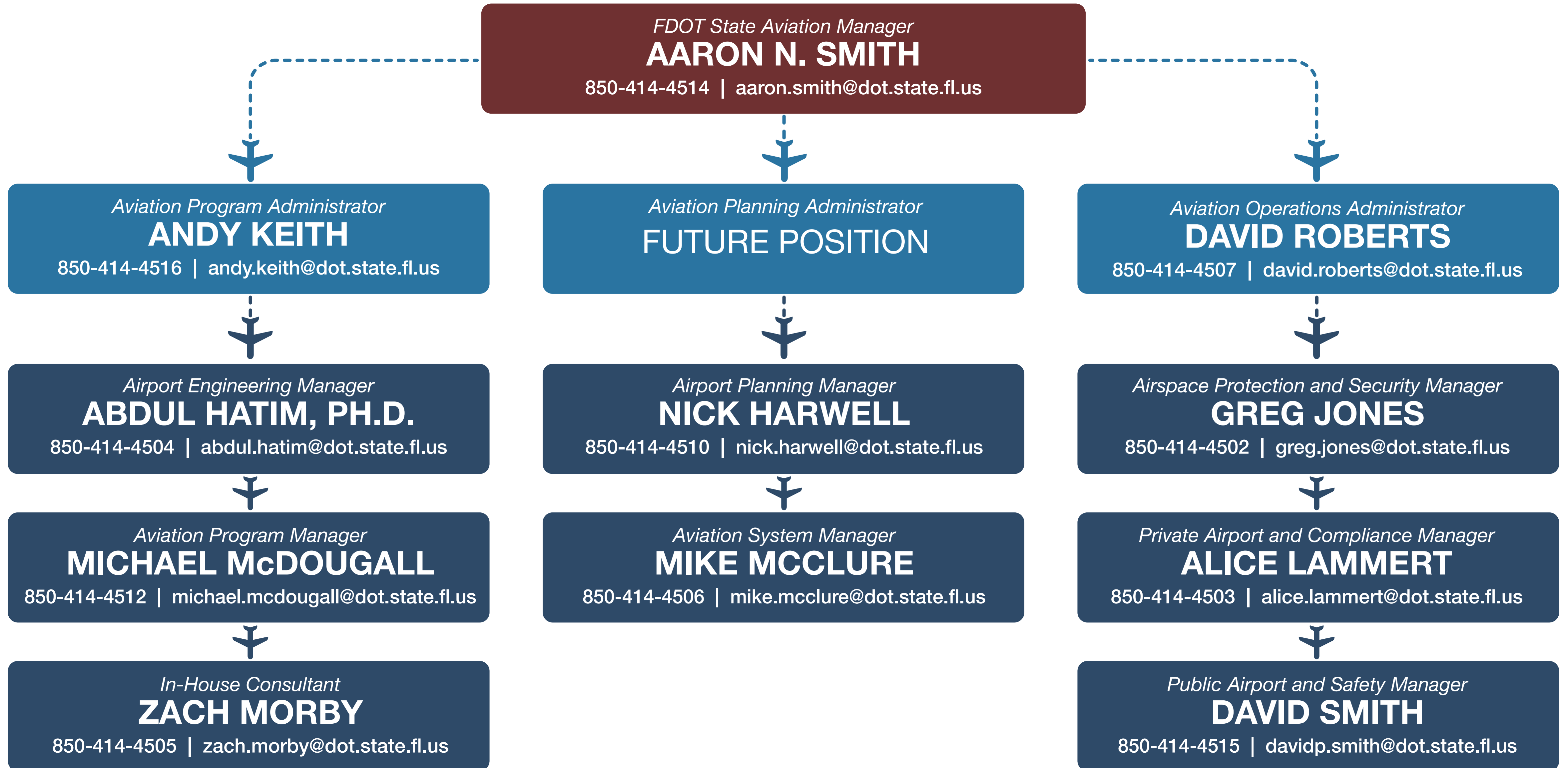


Consult [§ 339.08, Fla. Stat.](#), regarding use of monies in the State Transportation Trust Fund and the FDOT Work Program Instructions, available from the FDOT Office of Work Program & Budget.

The state funding sources included in the Florida Aviation Project Handbook provide the groundwork for the success of the aviation system and should be utilized when appropriate. If you have any questions related to specific funding sources, please contact the appropriate FDOT District Aviation Contact listed in [Appendix B](#) for more information.



Appendix A: Aviation Office Organizational Chart



Appendix B

FDOT District Aviation Contacts

FDOT District	Name	Phone	E-mail
1	Kristi Smith	(863) 519-2265	Kristi.Smith@dot.state.fl.us
	Dawn Gallon	(863) 519-2675	Dawn.Gallon@dot.state.fl.us
2	Kyle Coffman	(904) 360-5686	Kyle.Coffman@dot.state.fl.us
	Donna Whitney	(386) 961-7377	Donna.Whitney@dot.state.fl.us
3	Quinton Williams	(850) 330-1545	Quinton.Williams@dot.state.fl.us
	Vanessa Strickland	(850) 330-1534	Vanessa.Strickland@dot.state.fl.us
4	Carlos Castro	(305) 470-5238	Carlos.Castro@dot.state.fl.us
	Laurie McDermott	(954) 777-4497	Laurie.McDermott@dot.state.fl.us
5	Allison McCuddy	(386) 943-5041	Allison.McCuddy@dot.state.fl.us
	Joe Jerkins	(386) 943-5040	Joseph.Jerkins@dot.state.fl.us
6	Dionne Richardson	(305) 470-5292	Dionne.Richardson@dot.state.fl.us
	Ingrid Munoz	(305) 470-5441	Ingrid.Munoz@dot.state.fl.us
7	Ray Clark	(813) 975-6235	Raymond.Clark@dot.state.fl.us

FDOT District SIS Coordinators

District	Name	Phone	E-mail
1	Vitor Suguri (primary)	(239) 225-1959	Vitor.Suguri@dot.state.fl.us
2	David Tyler	(386) 961-7842	David.Tyler@dot.state.fl.us
3	Olen Pettis	(850) 330-1543	Olen.Pettis@dot.state.fl.us
4	Ron Kareiva	(954) 777-4441	Ronald.Kareiva@dot.state.fl.us
5	Vacant	--	--
6	Shereen Yee Fong	(305) 470-5393	Shereen.YeeFong@dot.state.fl.us
7	Lori Marable	(813) 975-6450	Lori.Marable@dot.state.fl.us

FAA Airports District Office (ADO) Contacts

Name	Role	Phone	E-mail
Bart Vernace	ADO Manager	(407) 487-7223	Bart.Vernace@faa.gov
Juan Brown	Asst. ADO Mgr, Engineers	(407) 487-7224	Juan.Brown@faa.gov
Rebecca Henry Harper	Asst. ADO Mgr., Specialists	(407) 487-7225	Rebecca.H.Harper@faa.gov
Pedro Blanco	Lead Program Manager	(407) 487-7230	Pedro.Blanco@faa.gov
Dali Williams	Mgmt. and Program Analyst	(407) 487-7221	Migdalia.Williams@faa.gov
Harriette C. Fraticelli	Mgmt. and Program Analyst	(407) 487-7088	Harriette.C.Fraticelli@faa.gov
Chastity Clark	Engineer	(407) 487-7226	Chastity.Clark@faa.gov
Bill Farris	Engineer	(407) 487-7262	Bill.Farris@faa.gov
Jennifer Ganley	Engineer	(407) 487-4237	Jennifer.Ganley@faa.gov
Miguel Martinez	Engineer	(407) 487-7235	Miguel.Martinez@faa.gov
Hilary W. Maull	Engineer	(407) 487-7238	Hilary.W.Maull@faa.gov
Krystal Ritchey	Engineer	(407) 487-7233	Krystal.Ritchey@faa.gov
Vernon Rupinta	Engineer	(407) 487-7228	Vernon.Rupinta@faa.gov
Scott Carraro	Engineer	(407) 487-7222	Scott.W.Carraro@faa.gov
Flora Colom	Engineer	(407) 487-7227	Flora.M.Colom-Acosta@faa.gov
Peter M. Green	Environmentalist	(407) 487-7296	Peter.M.Green@faa.gov
Amy M. Reed	Environmentalist	(407) 487-7297	Amy.M.Reed@faa.gov
Layne E. Bolen	Environmentalist	(407) 487-7236	Layne.E.Bolen@faa.gov
Marisol Elliott	Planner	(407) 487-7231	Marisol.Elliott@faa.gov
Jenny Iglesias-Hamann	Planner	(407) 487-7234	Jenny.Iglesias-Hamann@faa.gov
Stephen Wilson	Planner	(407) 487-7229	Stephen.Wilson@faa.gov
Ryan Allen	Planner	(407) 487-7086	Ryan.Allen@faa.gov
Kurt Krier	Planner	(407) 487-7239	Kurt.Krier@faa.gov

FDOT District Freight Coordinators

District	Name	Phone	E-mail
1	Amanda Tyner	(863) 519-2913	Amanda.Tyner@dot.state.fl.us
2	Kyle Coffman	(904) 360-5686	Kyle.Coffman@dot.state.fl.us
3	Quinton Williams	(850) 414-4954	Quinton.Williams@dot.state.fl.us
4	Daniel Ochoa	(954) 777-4517	Daniel.Ochoa@dot.state.fl.us
5	Sarah VanGundy	(386) 943-5026	Sarah.Vangundy@dot.state.fl.us
6	Vacant	--	--
7	Mike Brown	(813) 975-6643	Mike.Brown@dot.state.fl.us

Appendix C: Public-Use Airports with FDOT District, CFASPP Region and Florida Economic Development Council Region

AIRPORT NAME	FDOT DISTRICT	CFASPP REGION	FEDC REGION	
2IS	Airglades Airport	1	Southwest	South Central
48X	Airport Manatee*	1	Southwest	Tampa Bay
X06	Arcadia Municipal Airport	1	Central	South Central
AVO	Avon Park Executive Airport	1	Central	South Central
BOW	Bartow Executive Airport	1	Central	Tampa Bay
X36	Buchan Airport	1	Southwest	Tampa Bay
X25	Chalet Suzanne Air Strip*	1	Central	Tampa Bay
X01	Everglades Airpark	1	Southwest	Southwest
IMM	Immokalee Regional Airport	1	Southwest	Southwest
F57	Jack Browns Seaplane Base*	1	Central	Tampa Bay
X14	La Belle Municipal Airport	1	Southwest	South Central
X07	Lake Wales Municipal Airport	1	Central	Tampa Bay
LAL	Lakeland Linder Regional Airport	1	Central	Tampa Bay
MKY	Marco Island Executive Airport	1	Southwest	Southwest
APF	Naples Municipal Airport	1	Southwest	Southwest
OBE	Okeechobee County Airport	1	Treasure Coast	South Central
FMY	Page Field	1	Southwest	Southwest
PGD	Punta Gorda Airport	1	Southwest	Southwest
2RR	River Ranch Resort Airport*	1	Central	Tampa Bay
SRQ	Sarasota/Bradenton International Airport	1	Southwest	Tampa Bay
SEF	Sebring Regional Airport	1	Central	South Central
F13	Shell Creek Airpark*	1	Southwest	Southwest
X49	South Lakeland Airport*	1	Central	Tampa Bay
RSW	Southwest Florida International Airport	1	Southwest	Southwest
VNC	Venice Municipal Airport	1	Southwest	Tampa Bay
CHN	Wauchula Municipal Airport	1	Central	South Central
GIF	Winter Haven Regional Airport	1	Central	Tampa Bay
VQQ	Cecil Airport	2	Northeast	Northeast
CTY	Cross City Airport	2	North Central	North Central
FHB	Fernandina Beach Municipal Airport	2	Northeast	Northeast
OJ8	Flying Ten Airport*	2	North Central	North Central
GNV	Gainesville Regional Airport	2	North Central	North Central
CDK	George T Lewis Airport	2	North Central	North Central

AIRPORT NAME	FDOT DISTRICT	CFASPP REGION	FEDC REGION	
HEG	Herlong Recreational Airport	2	Northeast	Northeast
01J	Hilliard Airpark	2	Northeast	Northeast
CRG	Jacksonville Executive at Craig Airport	2	Northeast	Northeast
JAX	Jacksonville International Airport	2	Northeast	Northeast
42J	Keystone Heights Airport	2	Northeast	Northeast
LCQ	Lake City Gateway Airport	2	North Central	North Central
SGJ	Northeast Florida Regional Airport	2	Northeast	Northeast
6J8	Oak Tree Landing Airport*	2	North Central	North Central
28J	Palatka Municipal - Lt Kay Larkin Field	2	Northeast	Northeast
FPY	Perry-Foley Airport	2	North Central	North Central
24J	Suwannee County Airport	2	North Central	North Central
X60	Williston Municipal Airport	2	North Central	North Central
AAF	Apalachicola Regional - Cleve Randolph Field	3	Northwest	Northwest
CEW	Bob Sikes Airport	3	Northwest	Northwest
F95	Calhoun County Airport	3	Northwest	Northwest
X13	Carrabelle-Thompson Airport	3	Northwest	Northwest
A51	Costin Airport*	3	Northwest	Northwest
54J	DeFuniak Springs Airport	3	Northwest	Northwest
DTS	Destin Executive Airport	3	Northwest	Northwest
VPS	Destin-Ft Walton Beach Airport	3	Northwest	Northwest
82J	Roscoe Field*	3	Northwest	Northwest
1J9	Fort Walton Beach Airport*	3	Northwest	Northwest
MAI	Marianna Municipal Airport	3	Northwest	Northwest
ECP	Northwest Florida Beaches International Airport	3	Northwest	Northwest
PNS	Pensacola International Airport	3	Northwest	Northwest
2R4	Peter Prince Field	3	Northwest	Northwest
2J9	Quincy Municipal Airport	3	Northwest	Northwest
F47	St George Island Airport*	3	Northwest	Northwest
68J	Tallahassee Commercial Airport*	3	Northwest	Northwest
TLH	Tallahassee International Airport	3	Northwest	Northwest
BCR	Tri-County Airport	3	Northwest	Northwest
2J0	Wakulla County Airport	3	Northwest	Northwest

*These airports are Privately Owned, Public-Use airports.

Appendix C: Public-Use Airports with FDOT District, CFASPP Region and Florida Economic Development Council Region

AIRPORT NAME	FDOT DISTRICT	CFASPP REGION	FEDC REGION	
X10	Belle Glade State Municipal Airport	4	Southeast	Southeast
BCT	Boca Raton Airport	4	Southeast	Southeast
DT1	Downtown Fort Lauderdale Heliport	4	Southeast	Southeast
FLL	Fort Lauderdale/Hollywood International Airport	4	Southeast	Southeast
FXE	Fort Lauderdale Executive Airport	4	Southeast	Southeast
X58	Indiantown Airport*	4	Treasure Coast	Southeast
X52	New Hibiscus Airpark*	4	Treasure Coast	Southeast
F45	North Palm Beach County General Aviation Airport	4	Southeast	Southeast
HWO	North Perry Airport	4	Southeast	Southeast
PHK	Palm Beach County Glades Airport	4	Southeast	Southeast
LNA	Palm Beach County Park Airport	4	Southeast	Southeast
PBI	Palm Beach International Airport	4	Southeast	Southeast
PMP	Pompano Beach Airpark	4	Southeast	Southeast
X26	Sebastian Municipal Airport	4	Treasure Coast	Southeast
FPR	Treasure Coast International Airport	4	Treasure Coast	Southeast
VRB	Vero Beach Regional Airport	4	Treasure Coast	Southeast
SUA	Witham Field	4	Treasure Coast	Southeast
X21	Arthur Dunn Airpark	5	East Central	East Central
X61	Bob White Field*	5	East Central	East Central
DAB	Daytona Beach International Airport	5	East Central	East Central
DED	DeLand Municipal - Sidney H. Taylor Field	5	East Central	East Central
ORL	Executive Airport	5	East Central	East Central
FIN	Flagler Executive Airport	5	East Central	Northeast
F15	Halifax River Seaplane Base*	5	East Central	East Central
ISM	Kissimmee Gateway Airport	5	East Central	East Central
LEE	Leesburg International Airport	5	East Central	East Central
X35	Marion County Airport	5	North Central	North Central
X50	Massey Ranch Airpark*	5	East Central	East Central
MLB	Melbourne Orlando International Airport	5	East Central	East Central
COI	Merritt Island Airport	5	East Central	East Central
X55	Mid-Florida at Eustis Airport*	5	East Central	East Central
EVB	New Smyrna Beach Municipal Airport	5	East Central	East Central

AIRPORT NAME	FDOT DISTRICT	CFASPP REGION	FEDC REGION	
OCF	Ocala International - Jim Taylor Field	5	North Central	North Central
X04	Orlando Apopka Airport*	5	East Central	East Central
MCO	Orlando International Airport	5	East Central	East Central
SFB	Orlando Sanford International Airport	5	East Central	East Central
OMN	Ormond Beach Municipal Airport	5	East Central	East Central
2J8	Pierson Municipal Airport	5	East Central	East Central
TIX	Space Coast Regional Airport	5	East Central	East Central
3FL	St Cloud Seaplane Base	5	N/A	East Central
FA1	Tavares Seaplane Base	5	East Central	East Central
X23	Umatilla Municipal Airport	5	East Central	East Central
X59	Valkaria Airport	5	East Central	East Central
TNT	Dade-Collier Training and Transition Airport	6	Southeast	Southeast
EYW	Key West International Airport	6	Southeast	Southeast
TMB	Miami Executive Airport	6	Southeast	Southeast
X51	Miami Homestead General Aviation Airport	6	Southeast	Southeast
MIA	Miami International Airport	6	Southeast	Southeast
X44	Miami Seaplane Base	6	Southeast	Southeast
OPF	Miami-Opa Locka Executive Airport	6	Southeast	Southeast
MTH	The Florida Keys Marathon International Airport	6	Southeast	Southeast
SPG	Albert Whitted Airport	7	West Central	Tampa Bay
BKV	Brooksville-Tampa Bay Regional Airport	7	West Central	Tampa Bay
CLW	Clearwater Air Park	7	West Central	Tampa Bay
CGC	Crystal River-Captain Tom Davis Field	7	North Central	Tampa Bay
INF	Inverness Airport	7	North Central	Tampa Bay
TPF	Peter O Knight Airport	7	West Central	Tampa Bay
X05	Pilot Country Airport*	7	West Central	Tampa Bay
PCM	Plant City Airport	7	West Central	Tampa Bay
PIE	St Pete-Clearwater International Airport	7	West Central	Tampa Bay
VDF	Tampa Executive Airport	7	West Central	Tampa Bay
TPA	Tampa International Airport	7	West Central	Tampa Bay
X39	Tampa North Aero Park*	7	West Central	Tampa Bay
ZPH	Zephyrhills Municipal Airport	7	West Central	Tampa Bay

*These airports are Privately Owned, Public-Use airports.

Appendix D: Alternative Funding Sources

Small Community Air Service Development Program

Total Funding Available: Varies

ELIGIBLE MODE: AVIATION RAIL SEAPORT SPACEPORT TRANSIT

The Small Community Air Service Development Program (SCASDP), a grant program designed to help small communities address air service and airfare issues, is managed by the Associate Director, Small Community Air Service Development, under the Office of Aviation Analysis. SCASDP can involve, among others, revenue guarantees, financial assistance for marketing programs, start-up costs and studies.

Managing Agency: U.S. Department of Transportation

Eligibility Requirements: Small-hub or smaller airports with insufficient air carrier service or unreasonably high air fares and present characteristics of the SCASDP.

Fund's Website: <http://www.dot.gov/policy/aviation-policy/small-community-rural-air-service/scasdp>

Homeland Security Grant Programs

Total Funding Available: \$1.12 billion (FY 2022)

ELIGIBLE MODE: AVIATION RAIL SEAPORT SPACEPORT TRANSIT

The Homeland Security Grant Program (HSGP) plays an important role in the implementation of the National Preparedness System by supporting the building, sustainment, and delivery of core capabilities essential to achieving the National Preparedness Goal of a secure and resilient nation. The HSGP is comprised of three grant programs: State Homeland Security Program (SHSP), Urban Area Security Initiative (UASI), and Operation Stonegarden (OPSG). Together, these grant programs fund a range of preparedness activities, including planning, organization, equipment purchase, training, exercises, and management and administration across all core capabilities and mission areas.”

Managing Agency: Federal Emergency Management Agency (FEMA)

Eligibility Requirements: The State Administrative Agency (SAA) is the only entity eligible to submit HSGP applications to DHS/FEMA.

Fund's Website: www.fema.gov/homeland-security-grant-program

Transit Security Grant Program

Total Funding Available: \$93 million for FY 2022

ELIGIBLE MODE: AVIATION RAIL SEAPORT SPACEPORT TRANSIT

The Transit Security Grant Program (TSGP) provides funds to eligible publicly owned operators of public transportation systems (which include intra-city bus, commuter bus, ferries, and all forms of passenger rail) to protect critical surface transportation infrastructure and the traveling public from acts of terrorism and to increase the resilience of transit infrastructure. The TSGP supports the Quadrennial Homeland Security Review Mission to Strengthen National Preparedness and Resilience. TGSP Applicants are encouraged to build and sustain core capabilities through activities such as: Strengthening governance integration; Operational activities; Operational Packages (i.e. K-9 teams, mobile screening teams, or anti-terrorism teams); Top Transit Asset List (TTAL) remediation; and other critical infrastructure asset remediation.

Managing Agency: Federal Emergency Management Agency (FEMA)

Eligibility Requirements: Eligible applicants are public transportation agencies (Rail, Intra-city Bus, and Ferry Transit Agencies) that serve historically eligible Urban Area Security Initiative (UASI) jurisdictions.

Eligible Project Examples: Building and sustaining emergency management capabilities through operational activities, operational packages (OPacks), Top Transit Asset List (TTAL) remediation; protection of high risk/high consequence underwater and underground rail assets; planning; use of visible, unpredictable deterrence; emergency preparedness drills and exercises; public awareness

and preparedness campaigns; and protection of other high risk, high consequence areas or systems that have been identified through system wide risk assessments
Fund's Website: www.fema.gov/grants/preparedness/transit-security

Port Security Grant Program

Total Funding Available: \$100 million for FY 2022

ELIGIBLE MODE: AVIATION RAIL SEAPORT SPACEPORT TRANSIT

The Port Security Grant Program is one of the Department of Homeland Security's grant programs that directly supports maritime transportation infrastructure security activities. The PSGP is one tool in the comprehensive set of measures authorized by Congress and implemented by the Administration to strengthen the Nation's critical infrastructure against risks associated with potential terrorist attacks. The FY 2021 PSGP provides funds for transportation infrastructure security activities to implement Area Maritime Security Plans and facility security plans among port authorities, facility operators, and state and local government agencies required to provide port security services.

Managing Agency: Federal Emergency Management Agency (FEMA)

Eligibility Requirements: Owners or operators of federally-regulated terminals, facilities, US inspected passenger vessels or ferries; members of an AMSC who are recognized as such by the USCG Captain of the Port (COTP), and are required to provide port security services. Specifically, eligible applicants include port authorities, port police, local law enforcement agencies, port and local

fire departments, and facility fire brigades that have jurisdictional authority to respond to incidents in the port

Eligible Project Examples: The PSGP is primarily used by major ports to enhance security systems, including cutting edge surveillance video cameras, license plate readers, motion detection sensors, and infrastructure to support the newest security technologies

Fund's Website: www.fema.gov/grants/preparedness/port-security

Appendix D: Alternative Funding Sources

Triumph Grants

Total Funding Available: \$80 Million annually through 2033

ELIGIBLE MODE: AVIATION RAIL SEAPORT SPACEPORT TRANSIT

Triumph Gulf Coast, Inc., is a nonprofit corporation organized to oversee the expenditure of 75 percent of all funds recovered by the Florida attorney general for economic damages to the state that resulted from the 2010 Deepwater Horizon oil spill. Triumph Gulf Coast, Inc., is required to administer the distribution of the funds to be used for the recovery, diversification, and enhancement of the eight Northwest Florida counties disproportionately affected by the oil spill.

Managing Agency: Triumph Gulf Coast
Eligibility Requirements: Must be in Escambia, Santa Rosa, Okaloosa, Walton, Bay, Gulf, Franklin or Wakulla County.

Eligible Project Examples: Projects must:
 (a) Generate maximum estimated economic benefits, based on tools and models not generally employed by economic input-output analyses, including cost-benefit, return-on-investment, or dynamic scoring techniques to determine how the long-term economic growth potential of the disproportionately affected counties may be enhanced by the investment.

(b) Increase household income in the disproportionately affected counties above national average household income.

(c) Leverage or further enhance key regional assets, including educational institutions, research facilities, and military bases.

(d) Partner with local governments to provide funds, infrastructure, land, or other assistance for the project.

(e) Benefit the environment, in addition to the economy.

(f) Provide outcome measures.

(g) Partner with K-20 educational institutions or school districts located within the disproportionately affected counties as of January 1, 2017.

(h) Are recommended by the board of county commissioners of the county in which the project or program will be located.

(i) Partner with convention and visitor bureaus, tourist development councils, or chambers of commerce located within the disproportionately affected counties.

Fund's Website: www.myfloridatriumph.com/

Planning Program and Local Technical Assistance Program

Total Funding Available: Planning Program: Median project amount = \$100,000 with about 30-50 projects annually
 Local Technical Assistance Program: Median project amount \$70,000 with about 320-450 project annually

ELIGIBLE MODE: AVIATION RAIL SEAPORT SPACEPORT TRANSIT

Through its Planning and Local Technical Assistance programs, EDA assists eligible recipients in developing economic development plans and studies designed to build capacity and guide the economic prosperity and resiliency of an area or region. The Planning program helps support organizations, including District Organizations, Indian Tribes, and other eligible recipients, with Short Term and State Planning investments designed to guide the eventual creation and retention of high-quality jobs, particularly for the unemployed and underemployed in the Nation's most economically distressed regions. As part of this program, EDA supports Partnership Planning investments to facilitate the development, implementation, revision, or replacement of Comprehensive Economic Development Strategies (CEDs), which articulate and prioritize the strategic economic goals of recipients' respective regions. The Local Technical Assistance program strengthens the capacity of local or State organizations, institutions of higher education, and other eligible recipients to undertake and promote effective economic development programs through projects such as feasibility studies and impact analyses.

Eligibility Requirements: District Organization; or- Indian Tribe or a consortium of Indian Tribes; or- State, county, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure

development activities, or a consortium of political subdivisions; or- Institution of higher education or a consortium of institutions of higher education; or- Public or private non-profit organization or association acting in cooperation with officials of a political subdivision of a State.

Fund's Website: www.eda.gov/funding-opportunities/

Emergency Management Performance Grant Program

Total Funding Available: \$405.1 million (2022)

ELIGIBLE MODE: AVIATION RAIL SEAPORT SPACEPORT TRANSIT

The Emergency Management Performance Grant provides state, local, tribal and territorial emergency management agencies with the resources required for implementation of the National Preparedness System and works toward the National Preparedness Goal of a secure and resilient nation. The EMPG's allowable costs support efforts to build and sustain core capabilities across the prevention, protection, mitigation, response and recovery mission areas.

Managing Agency: Federal Emergency Management Agency (FEMA)

Eligibility Requirements: All 56 states and territories, as well as the Republic of the Marshall Islands and the Federated States of Micronesia, are eligible to apply for EMPG Program funds. Either the State

Administrative Agency (SAA) or the State's Emergency Management Agency is eligible to apply directly to FEMA for EMPG Program funds on behalf of state and local emergency management agencies; however, only one application will be accepted from each state or territory.

Fund's Website: www.fema.gov/grants/preparedness/emergency-management-performance

Assistance for Governments and Private Non-Profits After a Disaster

Total Funding Available: Varies

ELIGIBLE MODE: AVIATION RAIL SEAPORT SPACEPORT TRANSIT

An applicant must be a state, territory, tribe, local government, or private nonprofit organization. A facility must be a building, public works system, equipment, or natural feature. Work is categorized as either "emergency" or "permanent." It must be required as a result of the declared incident, located within the designated disaster area, and is the legal responsibility of the applicant. Cost is the funding tied directly to eligible work, and must be adequately documented, authorized, necessary and reasonable. Eligible costs include labor, equipment, materials, contract work, as well as direct and indirect administrative costs.

Managing Agency: Federal Emergency Management Agency (FEMA)

Eligibility Requirements: Only available to government organizations and certain nonprofit organizations.

Fund's Website: <https://www.fema.gov/assistance/public>

National Coastal Wetlands Conservation Grant Program

Total Funding Available: Between \$18M and \$23M annually

ELIGIBLE MODE: AVIATION RAIL SEAPORT SPACEPORT TRANSIT

For airports located in environmentally sensitive lands: The National Coastal Wetlands Conservation Grant Program annually provides grants of up to \$1 million to coastal and Great Lakes states, as well as U.S. territories to protect, restore and enhance coastal wetland ecosystems and associated uplands. The grants are funded through the Sport Fish Restoration and Boating Trust Fund, which is supported by excise taxes on fishing equipment and motorboat fuel.

Managing Agency: U.S. Fish and Wildlife Service

Eligibility Requirements: Coastal and Great Lakes states

Fund's Website: <https://www.fws.gov/coastal/CoastalGrants/>

Appendix D: Alternative Funding Sources

Cooperative Endangered Species Conservation Fund Grants

Total Funding Available: About \$51.8 million annually

ELIGIBLE MODE: AVIATION RAIL SEAPORT SPACEPORT TRANSIT

There are several grants contained within the Cooperative Endangered Species Conservation Fund, including Conservation Grants, Recovery Land Acquisition, Habitat Conservation Planning Assistance, and Habitat Conservation Plan (HCP) Land Acquisition

Managing Agency: U.S. Fish and Wildlife Service
Eligibility Requirements: Eligibility varies based on program.
Fund's Website: <https://www.fws.gov/program/cooperative-endangered-species-conservation-fund>

Diesel Emissions Reduction Act (DERA)

Total Funding Available: Varies

ELIGIBLE MODE: AVIATION RAIL SEAPORT SPACEPORT TRANSIT

In 2005, the U.S. Congress passed the Diesel Emission Reduction Act (DERA) as an amendment to the 2005 Energy Policy Act, Title VII, Subtitle G. Federal funding for DERA was reauthorized in 2010 and in subsequent years. The DERA funding program was designed as a voluntary means to reduce diesel emissions from existing diesel engines that were not manufactured to meet more stringent post-2006 emission standards. The U.S. Environmental Protection Agency (EPA) is responsible for overseeing and distributing funds under the DERA program. For more information, visit EPA's Clean Diesel and DERA Funding webpage. There are four main areas of funding within DERA, each of which receives a percentage of the total DERA funds appropriated by Congress each year: 60 percent from the National Clean Diesel Funding Assistance Program, 30 percent from State Allocated DERA Funding, 6 percent from the SmartWay Innovative Finance Program, and 4 percent from the Emerging Technology Program.

Managing Agency: Florida Department of Environmental Protection
Eligibility Requirements: For 2021: Must be early engine, vehicle, or equipment replacements with certified engine configurations. Must result in diesel emissions reduction.
Fund's Website: floridadep.gov/air/air-director/content/diesel-emissions-reduction-act-dera-florida

Rural Infrastructure Fund - Application Cycle Closed Aug. 31, 2022

Total Funding Available: 50% of total infrastructure cost in a rural county;

ELIGIBLE MODE: AVIATION RAIL SEAPORT SPACEPORT TRANSIT

The Rural Infrastructure Fund facilitates the planning, preparing, and financing of infrastructure projects in rural communities which encourage job creation, capital investment, and the strengthening and diversification of rural economies by promoting tourism, trade, and economic development. The Department may award grants for up to 50% of the total infrastructure project cost.

Managing Agency: Florida Department of Economic Opportunity
Eligible Project Examples: Authorized infrastructure includes those of public or public-private partnership facilities, including roads or other remedies to transportation impediments.
Fund's Website: www.floridajobs.org/community-planning-and-development/rural-community-programs/rural-infrastructure-fund

DEMP - Volkswagen Settlement and DERA

Total Funding Available: \$166 million

ELIGIBLE MODE: AVIATION RAIL SEAPORT SPACEPORT TRANSIT

In October 2016, Volkswagen (VW) settled with the U.S. government resolving claims that it violated the Clean Air Act by selling diesel vehicles that violated the U.S. Environmental Protection Agency's (EPA) mobile source emission standards. The violation involved installation and use of emission testing "defeat devices" in approximately 500,000 turbocharged direct injection (TDI) 2.0-liter diesel engine vehicles sold and operated in the United States from model year 2009 through 2015. In May 2017, VW entered into a second settlement with the U.S. government resolving additional claims that it violated the Clean Air Act by selling approximately 80,000 TDI 3.0-liter diesel engines also equipped with defeat devices. VW has agreed to provide approximately \$16 billion to fund the following actions:

- A requirement that VW spend \$11 billion to buy back or install pollution control equipment for at least 85 percent of the 2.0-liter and 3.0-liter TDI engines (more information on vehicle buybacks and modifications is available at www.VWCourtSettlement.com)
- A \$2 billion investment to promote the use of zero emission vehicles and infrastructure (more information is available in EPA's response to Frequently Asked Questions); and
- \$2.925 billion to fully remediate the excess NOx emissions that were emitted by the approximately 500,000 2.0-liter and 80,000 3.0-liter vehicles equipped with defeat devices (the "Mitigation Trust Fund").

Managing Agency: Florida Department of Environmental Protection
Eligible Project Examples: Provides funding for electric GSE and light trucks as well as electrical vehicle charging stations.
Fund's Website: floridadep.gov/air/air-director/content/volkswagen-settlement-florida-mitigation-fund

Florida Job Growth Grant Fund


Total Funding Available: Varies

















ELIGIBLE MODE: AVIATION RAIL SEAPORT SPACEPORT TRANSIT

The Florida Job Growth Grant Fund is an economic development program that provides for public infrastructure and job training projects in Florida. Public infrastructure projects can include transportation and utilities needed to support economic development.

Managing Agency: Florida Department of Economic Opportunity and Enterprise Florida, Inc
Eligible Project Examples: Development of additional MRO facilities at the Pensacola International Airport, which aims to diversify economic development opportunities in the region, create new and high quality jobs, and support a burgeoning aviation industry in Florida.
Partnering Opportunities: Local match not required but encouraged
Fund's Website: floridajobs.org/jobgrowth

Appendix D: Funding Sources Matrix

Funding Program	Managing Organization	Eligibility Requirements	Link	ELIGIBLE MODES				
				Aviation	Rail	Seaport	Spaceport	Transit
Triumph Grants	Triumph Gulf Coast	Must be in Escambia, Santa Rosa, Okaloosa, Walton, Bay, Gulf, Franklin or Wakulla County.	www.myfloridatriumph.com/					
Diesel Emissions Reduction Act (DERA)	Florida Department of Environmental Protection	Must be an airport, Must be ground service equipment, Must result in diesel emissions reduction.	www.floridadep.gov/air/air-director/content/diesel-emissions-reduction-act-dera-florida					
DEMP - Volkswagen Settlement and DERA	Florida Department of Environmental Protection	Both privately-owned and government-owned fleets are potentially eligible to receive funding.	www.floridadep.gov/air/air-director/content/volkswagen-settlement-florida-mitigation-fund					
Rural Infrastructure Fund	Florida Department of Economic Opportunity	Must be in a rural community, defined as a county with a population of 75,000 or fewer, a county with a population of 125,000 which is contiguous to a county with a population of 75,000 or fewer, or a municipality in such a county.	www.floridajobs.org/community-planning-and-development/rural-community-programs/rural-infrastructure-fund					
Transit Security Grant Program	Federal Emergency Management Agency (FEMA)	Eligible applicants are public transportation agencies (Rail, Intra-city Bus, and Ferry Transit Agencies) that serve historically eligible Urban Area Security Initiative (UASI) jurisdictions.	www.fema.gov/grants/preparedness/transit-security					
Florida Boating Improvement Program (FBIP)	Florida Fish and Wildlife Conservation Commission (FWCC)	Eligible program participants include county governments, municipalities and other governmental entities of the state of Florida.	www.myfwc.com/boating/grants-programs/fbip/			Eligible boating facilities		

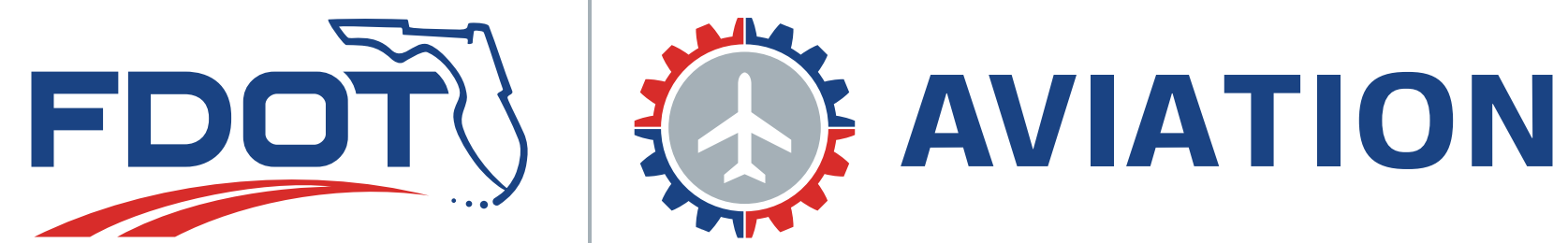
Funding Program	Managing Organization	Eligibility Requirements	Link	ELIGIBLE MODES				
				Aviation	Rail	Seaport	Spaceport	Transit
Recreational Trails Program	Florida Department of Environmental Protection	Eligible applicants include local governments and nonprofit environmental organizations.	www.floridadep.gov/lands/land-and-recreation-grants/content/recreational-trails-program					
Florida Job Growth Grant Fund	Florida Department of Economic Opportunity and Enterprise FL, Inc	Local governments and public educational institutions in partnership with local government.	www.floridajobs.org/jobgrowth					
Doppelt Family Trail Development Fund	Rails to Trails Conservancy (RTC)	Applications for projects on rail-trails and rails-with-trails will be given preference. Rail-trail designation is not a requirement. However, the trail must serve or plan to serve multiple user types and be considered a trail, greenway, multi-use trail or shared-use path; the project must advance trail development, help establish corridor connections or improve current conditions on the trail. All applicants must join RTC's Trail Expert Network to apply.	https://www.railstotrails.org/our-work/grants/doppelt/					Trails
Florida Defense Support Task Force Grants	Florida Defense Support Task Force (Enterprise FI, Inc)	Resources are only for initiatives which directly support preserving, protecting, and enhancing Florida's military installations. Projects must directly improve the military value of the installation.	www.enterpriseflorida.com/military-defense/florida-defense-support-task/					
RAISE Discretionary Grants	U.S. Department of Transportation	For FY2022 \$2.2 billion in discretionary grant funding will be available through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. Formerly known as BUILD or TIGER, the fund is available based on merit criteria that include safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership	www.transportation.gov/RAISEgrants					

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