



AVIATION

2024 General Aviation Airport Project of the Year Award Winner
Kissimmee Gateway Airport (ISM)
Taxiway E Extension

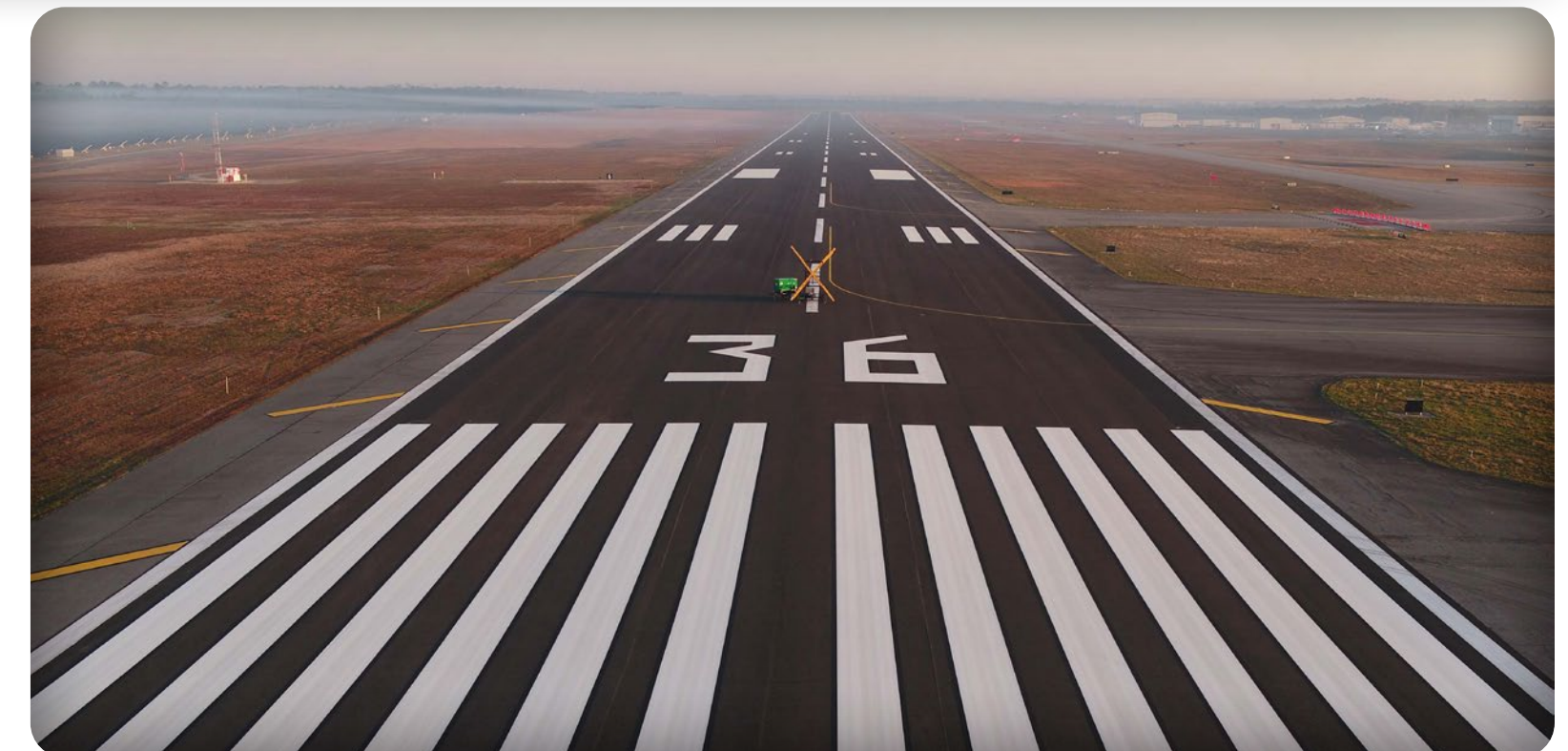


2025 FLORIDA AVIATION PROJECT HANDBOOK

A Handbook of State Funding Information for Florida Airports



2024 Commercial Service Airport Project of the Year Award Winner
Tallahassee International Airport (TLH)
Runway 18-36 Rehabilitation



Prepared by:
The Florida Department of Transportation Aviation Office

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IMPORTANT ITEMS TO REMEMBER IN 2025

Stay in Touch with Your FDOT Coordinator

Airport sponsors should regularly 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.

Detail all Special Appropriation Requests

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.

Justify Your Projects

Project justification does not mean that a project is feasible - there is a difference! While a project may be justified and constructible, it may not be financially feasible due to funding limitations from year to year.

Communicate Projects with FAA & FDOT

If your airport is federally obligated, coordinate with the FAA regardless of whether or not they are participating financially in the project (and vice versa; 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.**

Attend CFASPP & Stay Informed

Attend your regional [CFASPP](#) meetings to learn about new/changing FDOT aviation grant program policies, procedures and requirements, key dates and alternative funding opportunities. Also presented at CFASPP meetings are airport updates, regional issues/concerns, FAA updates, Florida Airports Council (FAC) updates, and more.

Know Your Local Preference Limits

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.](#)

Protect Your Airport Revenue

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

Obtain Approval for Your 5K Race on the Airport

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.

Update Your JACIP

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. Submit grant scopes to facilitate issuance of PTGA grants in July of each year.

Maintain Your JPM Checklists

Ensure that all items on the Joint Project Management Checklist are uploaded to the Joint Project Management (JPM) Checklist tab in JACIP as appropriate throughout the project.

Don't Start Work Without an Executed PTGA & NTP

Costs incurred prior to the execution of a Public Transportation Grant Agreement (PTGA) by FDOT are not eligible for state reimbursement regardless of FAA participation. Be sure to also obtain FDOT NTP before construction projects.

Request Your Grant Reimbursements

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.

Comply with Your NEPA Requirements

Federal National Environmental Policy Act (NEPA) environmental requirements apply to all projects at federally obligated airports regardless of the funding mechanism.

Know Your 2024 FAA Reauthorization

The federal share for non-primary and non-hub airports is 95% for FY2025 & FY2026 for both AIG & AIP grants.

Submit your Pavement Project CMP

An airport sponsor must submit a Construction Management Program (CMP) when the paving costs of a project exceed \$500,000; however, the sponsor may elect to have a CMP for projects less than \$500,000. The pavement construction cost value includes costs of the total pavement (i.e. subgrade, base and subbase courses, and surface course). Refer to FAA Order 5100.38, Airport Improvement Program Handbook for further eligibility guidance. The CMP is a separate document from the contractor's quality control program.

Don't Risk Losing Your FAA BIL-AIG Funds

Bipartisan Infrastructure Law (BIL)-Airport Infrastructure Grant (AIG) FY2022 funds must have applications submitted based on bids no later than June 1, 2025. Sponsor shall submit their Intent to use to the FAA ADO by May 1, 2025. BIL-AIG FY2023 funds must have applications submitted by June 2026, FY2024 applications by June 2027, and FY2025 applications by June 2028.



Change Log

The following items represent material changes from the 2024 Florida Aviation Project Handbook:

No.	Description of Change	Location in Document	Rationale
1	Updated and clarified Important Items	Page 2	Clarification of Information
2	Added and Updated graphics for STTF revenue and funding	Page 6	Additional Information
3	Updated numbers of Florida's Airport System	Page 10	Updated Data
4	Updated number of General Aviation Airports	Page 11	Updated Data
5	Updated map of Florida's Airport System	Page 12	Updated Data
6	Updated Work Program Airport Project Category Codes	Page 19	Updated Information
7	Updated Dates listed in JACIP Help	Page 21	Updated Data
8	Updated Aviation Office Organizational Chart	Page 34	Updated Data
9	Updated FDOT District Aviation Contacts	Page 35	Updated Data
10	Updated Public Use Airports Charts	Page 36	Updated Data
11	Updated Alternative Funding Sources section	Page 38	Updated Information

The Florida Aviation Project Handbook Overview

This Florida Aviation Project Handbook describes the variety of state funding sources available to 106 public use airports in Florida, including 20 commercial service airports and 86 general aviation airports that are included in the Florida Aviation System Plan (FASP), for 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. As described in this Handbook, the Florida Aviation Grant Program 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 system 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), Airport Improvement Program (AIP), and other programs.



Our Mission

The Aviation Office (AO) 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:

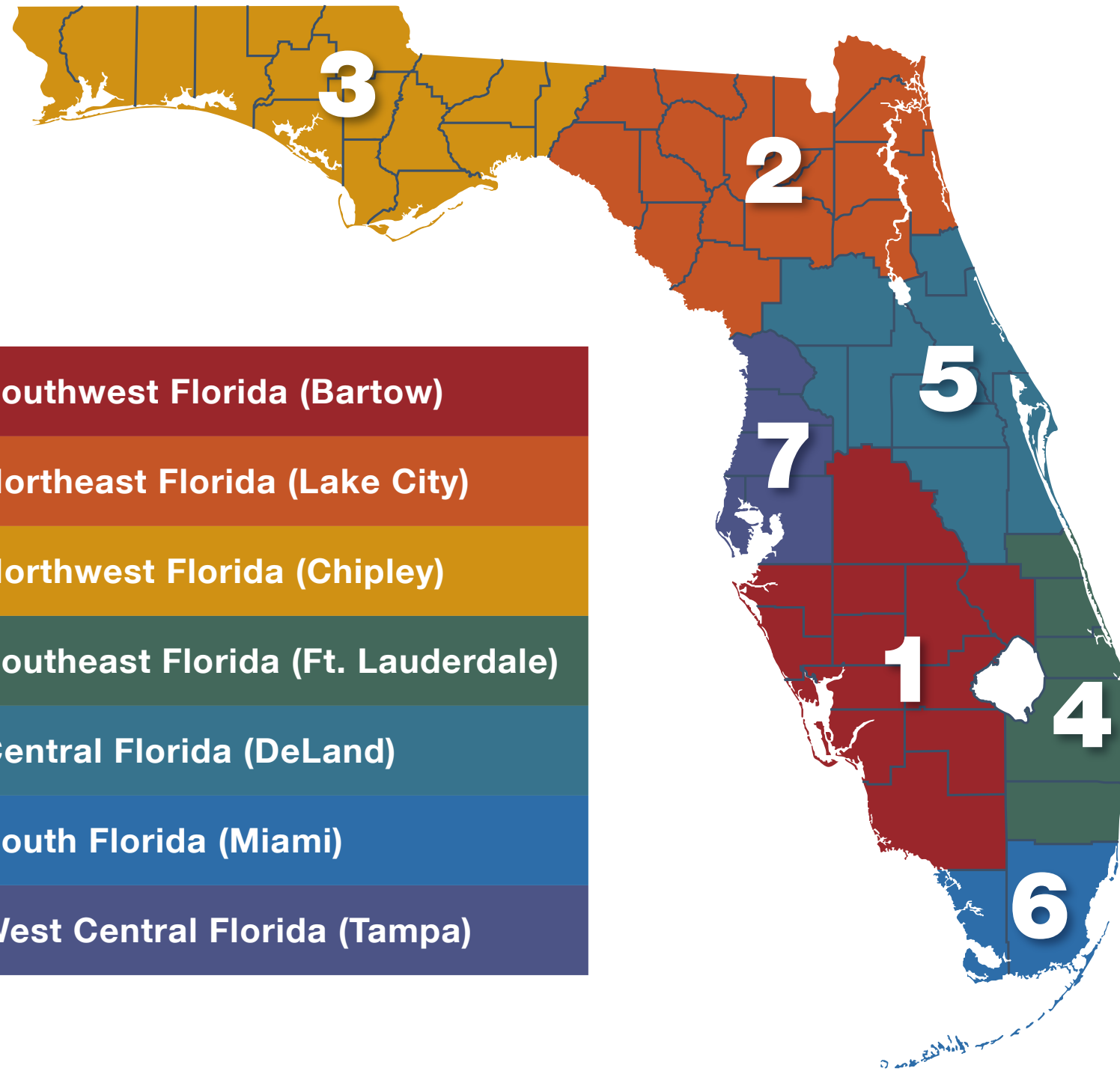
- Integrity
- Commitment
- Trust
- Respect
- Teamwork
- Quality
- Reliability

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.

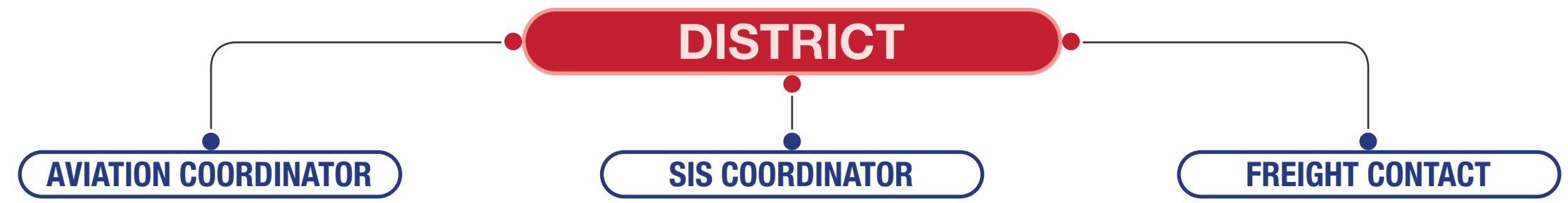
FDOT's Seven Districts are as follows:



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 airport projects, fund capital projects, educate airports on different FDOT programs and initiatives, and assist in community and stakeholder outreach:

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



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.

The District SIS Coordinator is the 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.

The District Freight Contact plays a key role in transforming Florida into a global hub for trade and export-oriented manufacturing activities. The Freight Contact is the primary point of contact for coordinating matters regarding freight mobility. Though there is no FDOT funding mechanism dedicated to funding freight projects, District Freight Contacts 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.

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 AO. Working outside of the established process often results in delays in the decision-making process.

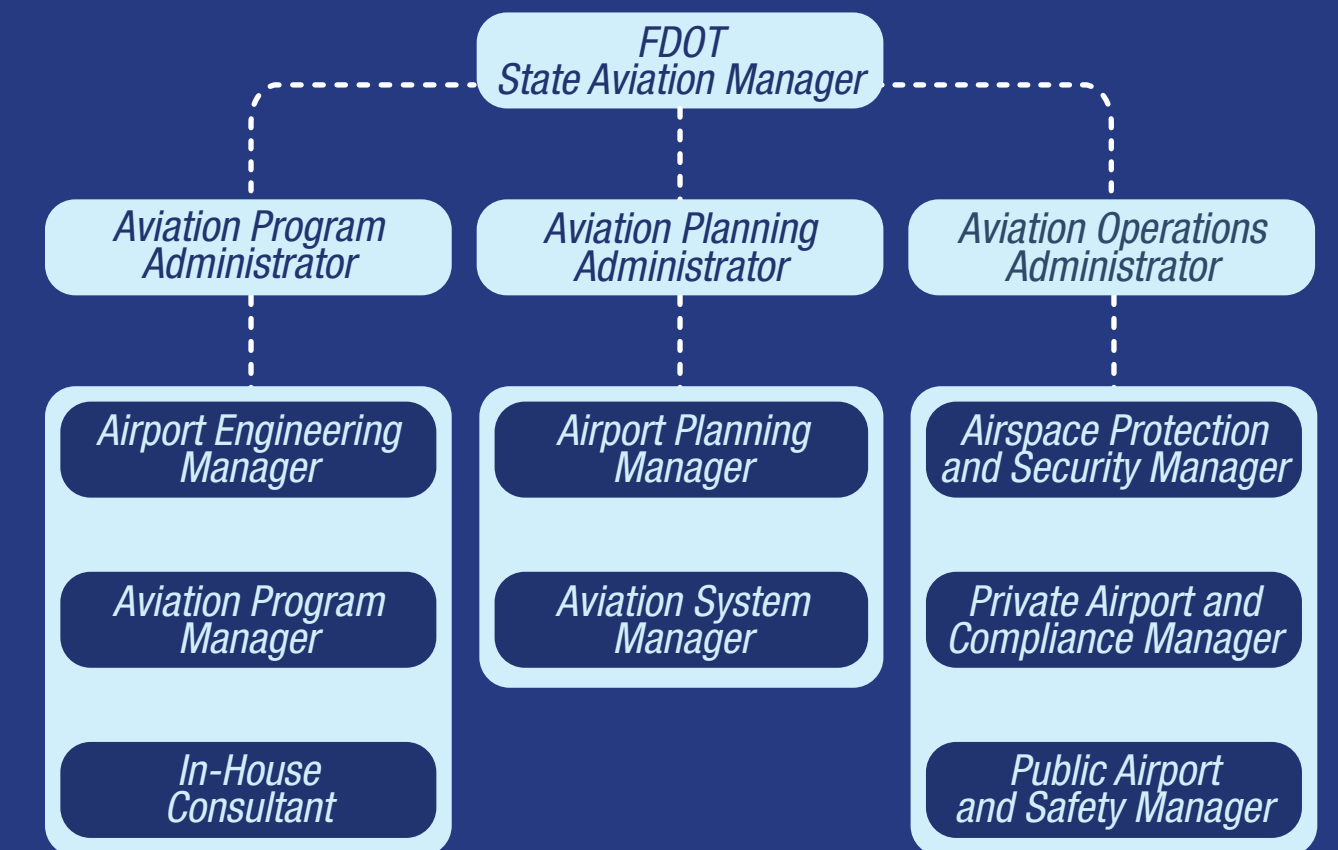
Contact information for the Coordinators and Contacts listed above can be found in [Appendix B](#).

FDOT Aviation Office (Tallahassee)

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

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).

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



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

The FDOT 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.

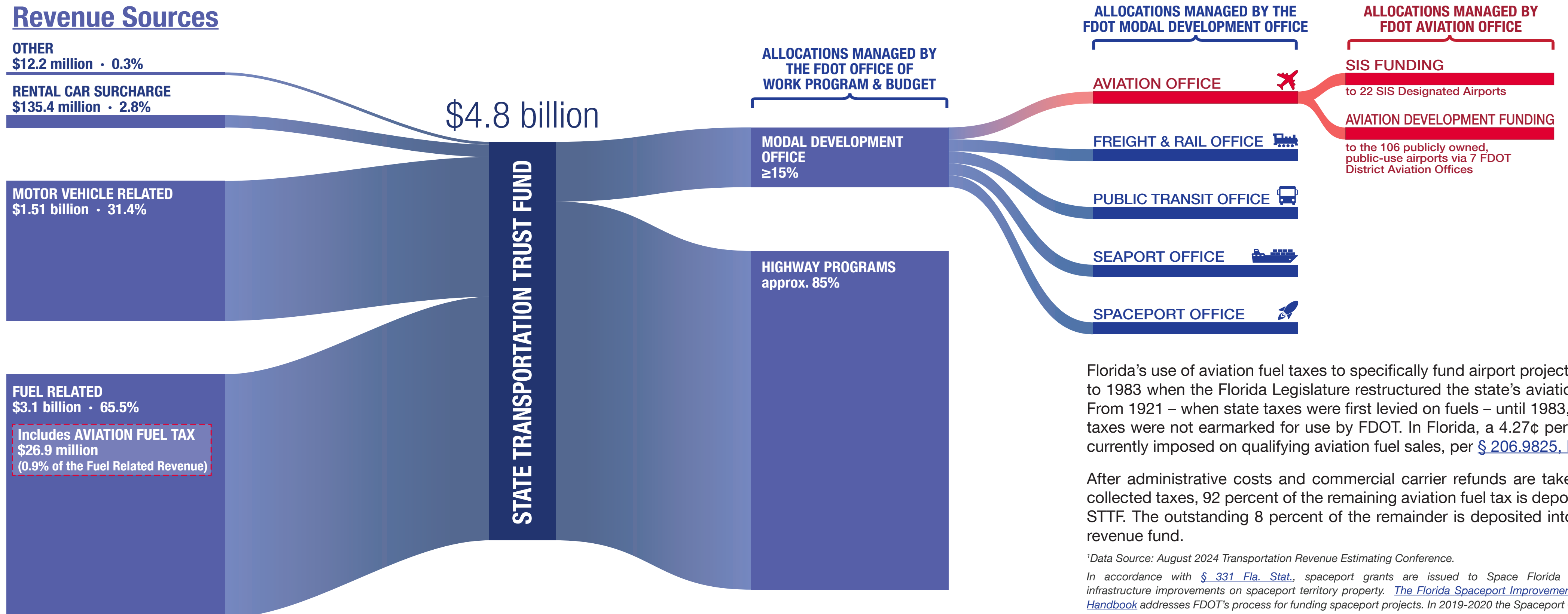
State Transportation Trust Fund (STTF)

The Primary Source of Funding for the FDOT Aviation Grant Program

The FDOT Aviation Grant Program is primarily 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 other than highway programs. The Modal Development Office (MDO) then allocates funding to the five modal offices, including the Aviation Office.

State Transportation Trust Fund - Revenue Sources and Funding Allocations

STTF Major Revenue Categories (\$4.8 billion total) – Fiscal Year 2024-25¹



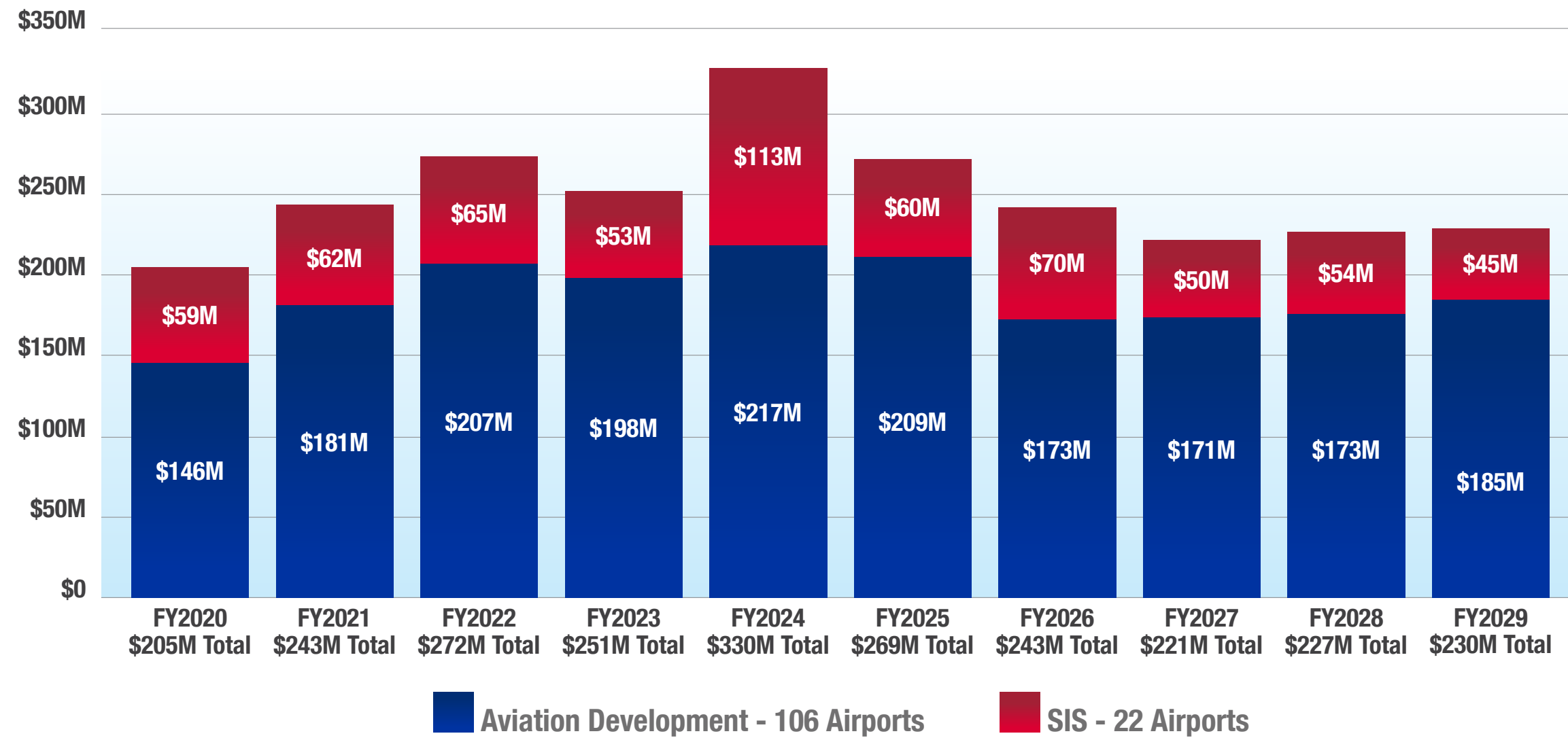
Florida's use of aviation fuel taxes to specifically fund airport projects dates back to 1983 when the Florida Legislature restructured the state's aviation fuel taxes. From 1921 – when state taxes were first levied on fuels – until 1983, aviation fuel taxes were not earmarked for use by FDOT. In Florida, 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 STTF. The outstanding 8 percent of the remainder is deposited into the general revenue fund.

¹Data Source: August 2024 Transportation Revenue Estimating Conference.
 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

FDOT Aviation Grant Allocations - FY2020 – FY2029



Airports Eligible for Funding

Source: § 332, Fla. Stat.

All publicly owned Florida airports that are open for public use and included in the 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.

In general, operational costs such as maintenance services, equipment, and supplies are not eligible for aviation grants. Airport capital equipment may be eligible for funding.

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 (ALP), 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 FDOT Aviation Grant Program provides funding for:

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

Airport Planning Processes

Florida Aviation System Plan (FASP)

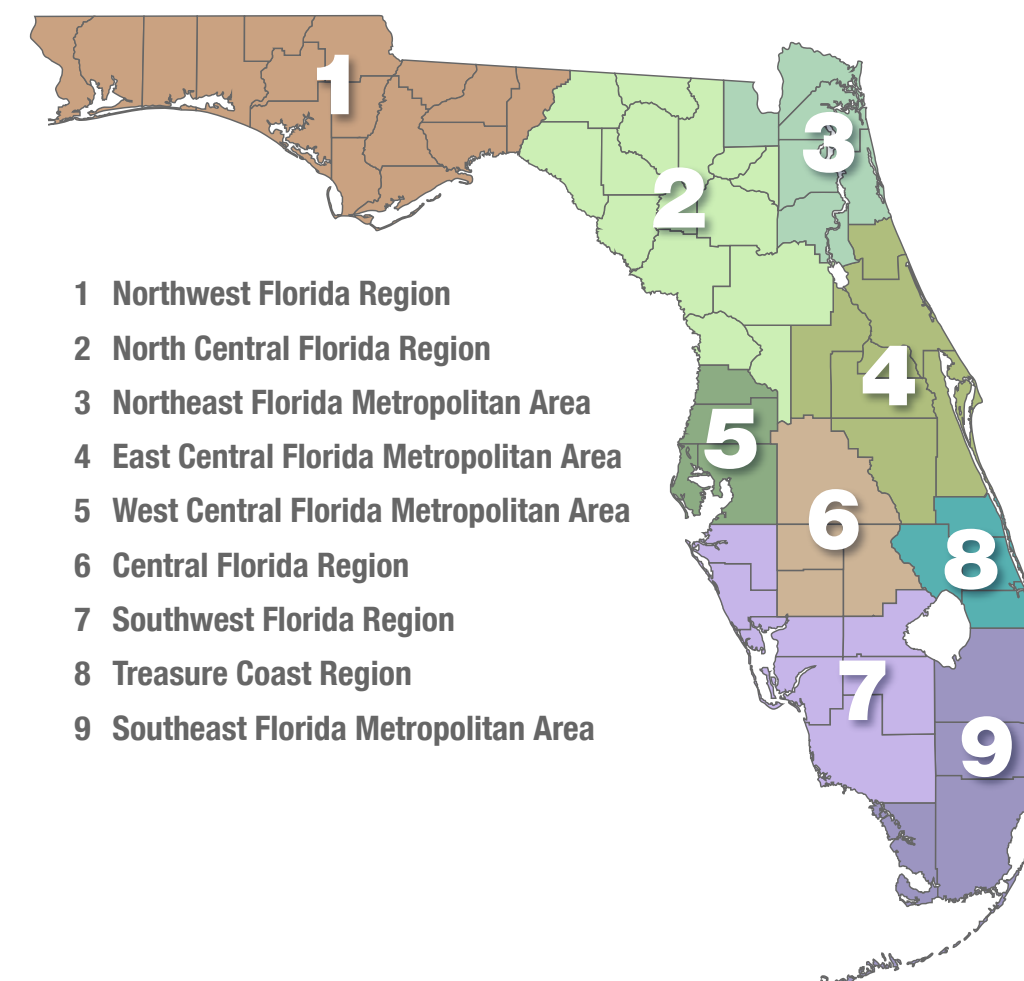
The Florida aviation system is integral to the state economy, and the FDOT AO focuses aviation goals and objectives on providing or maintaining safety, resilience, access, and reliability to streamline business and commerce operations along with recreation and tourist activities. In 2005, FDOT, in cooperation 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. Updated periodically, the most recent update to the FASP (FASP 2043) was completed in April 2024. The FASP 2043 includes a 10-chapter Technical Report, an Executive Summary, and Airport Profiles for each of the 106 publicly owned, public-use airports that are included in the FASP. The FASP 2043 documents can be accessed through the FDOT Aviation Office [FASP 2043 website](#).

The Continuing Florida Aviation System Planning Process

The Continuing Florida Aviation System Planning Process (CFASPP) is a program used in Florida to continually monitor the aviation environment and determine requirements to maintain and develop the aviation system to meet projected demand. This process is a component of the Federal Aviation Administration (FAA) Airport System Planning Process.

The FAA, FDOT and CFASPP all strive to maintain and enhance the Florida aviation system. A primary function of CFASPP is to assist in the development of periodic updates to the Florida Aviation System Plan (FASP) and ensure that it remains in step with the constantly changing aviation environment.

To support the CFASPP, the State has identified 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 a portion 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.



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 the products of a master plan 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:



For more information about the master planning process please reference the [Guidebook for Airport Master Planning](#)

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 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 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.



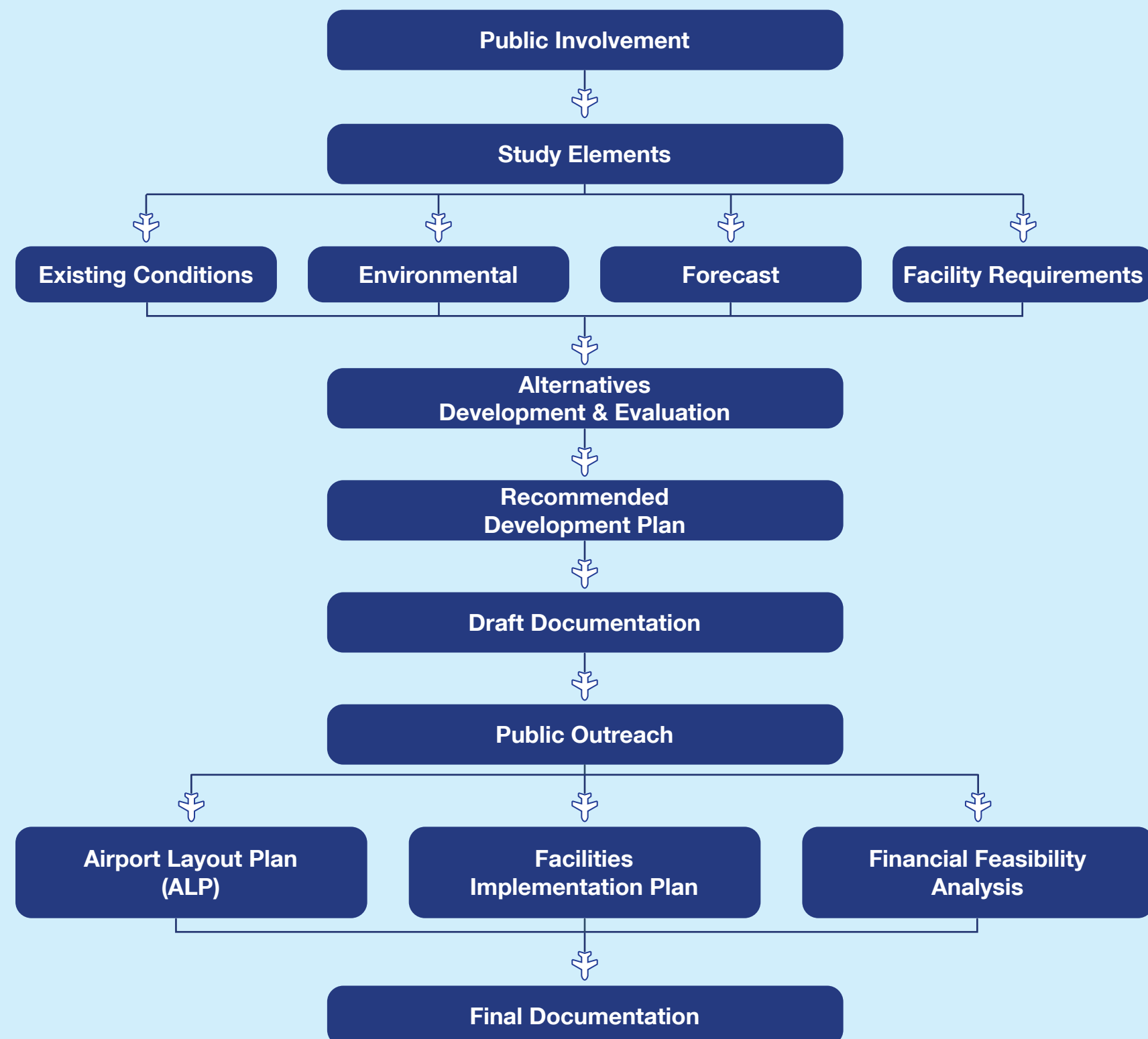
Airport Business Planning

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**
- ✓ **Self-sufficient**
- ✓ **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 to five years, 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
- Improved passenger satisfaction
- More strategic use of airport property
- 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 programs.²

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 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	Common Name	Number of FL Airports
Primary: Commercial service airports having more than 10,000 passenger boardings each year §49 USC 47102(16)	Large Hub	4
	Medium Hub	3
	Small Hub	8
	Nonhub	6
Nonprimary	Nonprimary Commercial	0
	Reliever	17
	General Aviation	62

Source: FAA 2025-2029 NPIAS



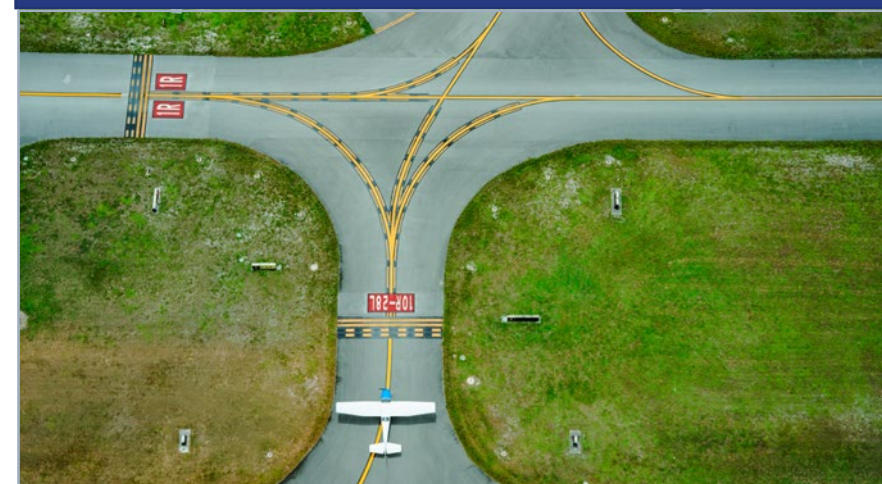
General Aviation Airport Categories - National Plan of Integrated Airport Systems (NPIAS) 2025-2029

NATIONAL



12 Airports

REGIONAL



33 Airports

LOCAL



26 Airports

BASIC



6 Airports

UNCLASSIFIED



2 Airports

Description

National airports are located in metropolitan areas near major business centers and support flying throughout the Nation and the world. These airports provide pilots with attractive alternatives to primary airports. National airports have very high levels of activity, with many jets and multiengine propeller aircraft. They average 235 total based aircraft, including 38 jets.

These airports have identified projects that focus on reconstructing airfield pavement, bringing airports up to design standards, and improving safety (e.g., improving runway safety areas).

Regional airports are also in metropolitan areas and serve relatively large populations. These airports support regional economies with interstate and some long-distance flying and have high levels of activity, including some jets and multiengine propeller aircraft. Regional airports average about 90 total based aircraft, including 3 jets.

These airports have identified projects that focus on reconstructing airfield pavement, bringing airports up to design standards, and improving terminals.

Local airports are a critical component of our general aviation system, providing communities with access to local and regional markets. Typically, local airports are located near larger population centers but not necessarily in metropolitan areas. These airports account for 36 percent of all NPIAS airports and have moderate levels of activity with some multiengine propeller aircraft. Local airports average about 31 based propeller-driven aircraft and no jets.

These airports have identified projects that focus on reconstructing airfield pavement and bringing airports up to design standards.

Basic airports fulfill the principal role of a community airport, providing a means for private general aviation flying, linking the community with the national airport system, and making other unique contributions. In some instances, the airport is the only way to access the community and provides emergency response access, such as emergency medical or firefighting and mail delivery. These airports have moderate levels of activity, with an average of nine propeller-driven aircraft and no jets. Many of these airports are in rural areas.

These airports have identified projects that focus on reconstructing airfield pavement and bringing airports up to design standards.

Unclassified airports tend to have limited activity.

They provide access to the aviation system.

Functions (for all categories)

- Emergency preparedness and response
- Critical community access
- Destination and special functions

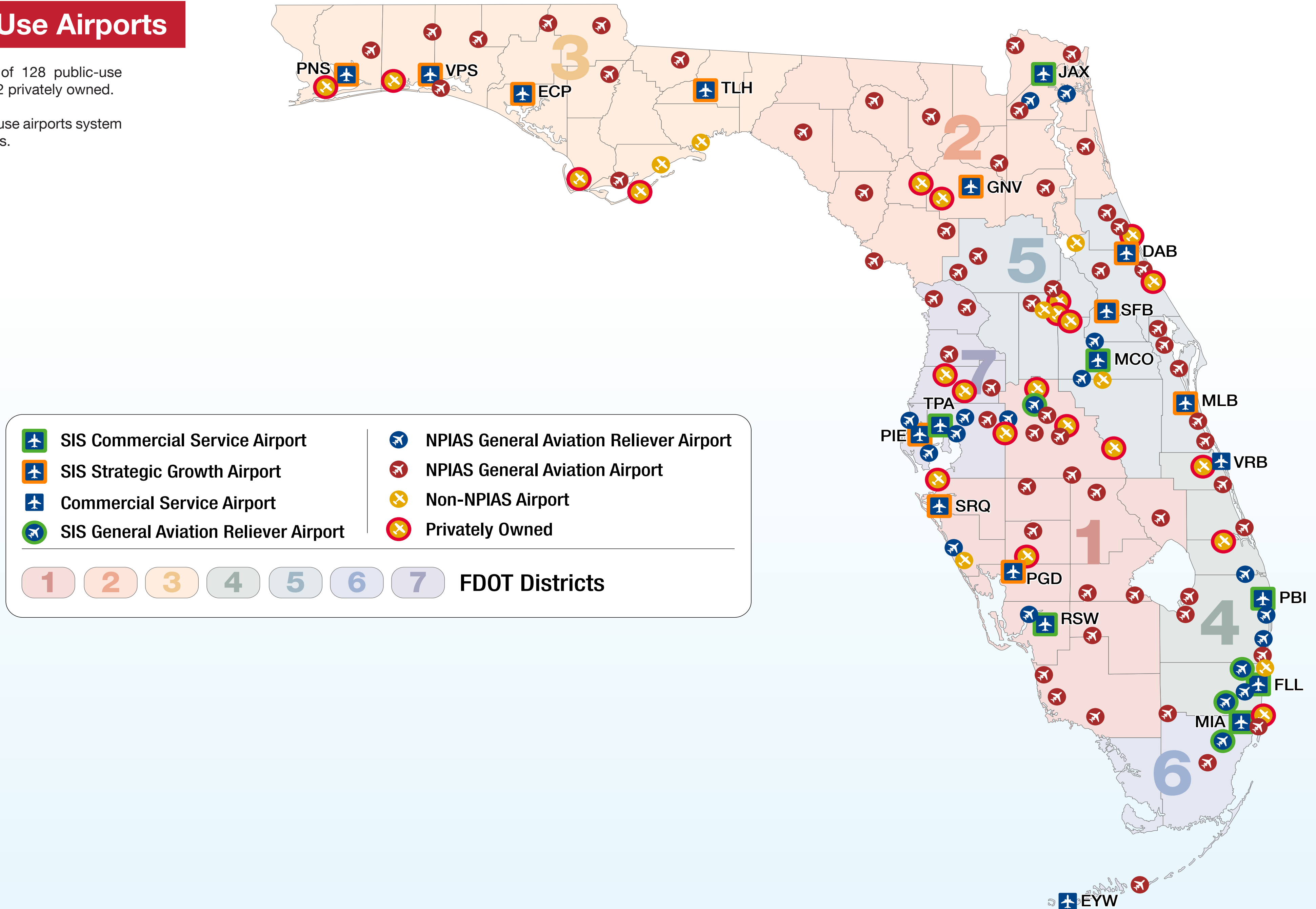
- Commercial, industrial, economic activities
- Flight training
- Connectivity to remote areas

- Agricultural support
- Air cargo
- Military support and training
- Other aviation specific functions

Florida's Public-Use Airports

Florida's airport system consists of 128 public-use airports: 106 publicly owned and 22 privately owned.

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





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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.



FDOT Aviation Work Program Development Timeline

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

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 meetings between FAA, FDOT, and the airports.

NOVEMBER - DECEMBER

Prior to Meetings:

- 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 Airfield Pavement Management Program Reports
- 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 funding
- 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 meetings 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

Follow-Up Activities:

- Prepare a summary of changes planned for JACIP and provide to FDOT before JACIP is unlocked for updates
- Changes can be shown on the worksheet provided to airports. As soon as proposed changes are submitted following the FDOT meeting, JACIP will be unlocked.

DECEMBER - JANUARY

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 meetings/spreadsheets
- Make sure project narratives are current and complete

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'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\(6\)\(c\), 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, 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 FASP, that are general aviation airports or commercial service airports that have fewer than 100,000 passenger boardings per year ([332.007\(6\)\(c\), 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. The FAA is increasing the federal share to 95 percent of allowable project costs for a grant made to a small hub, nonhub, nonprimary, and general aviation airport in FY25 and FY26--FDOT will continue to cover 80 percent of the remaining (non-federal) share of project costs. 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 31](#).

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;
- ✓ Achieves 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	95%	2.5%	2.5%
Nonhub Primary			
Nonprimary Commercial Service			
Nonprimary Commercial Service with <100,000 annual PAX	95%	4%	1%
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 for FY25 and FY26. 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:

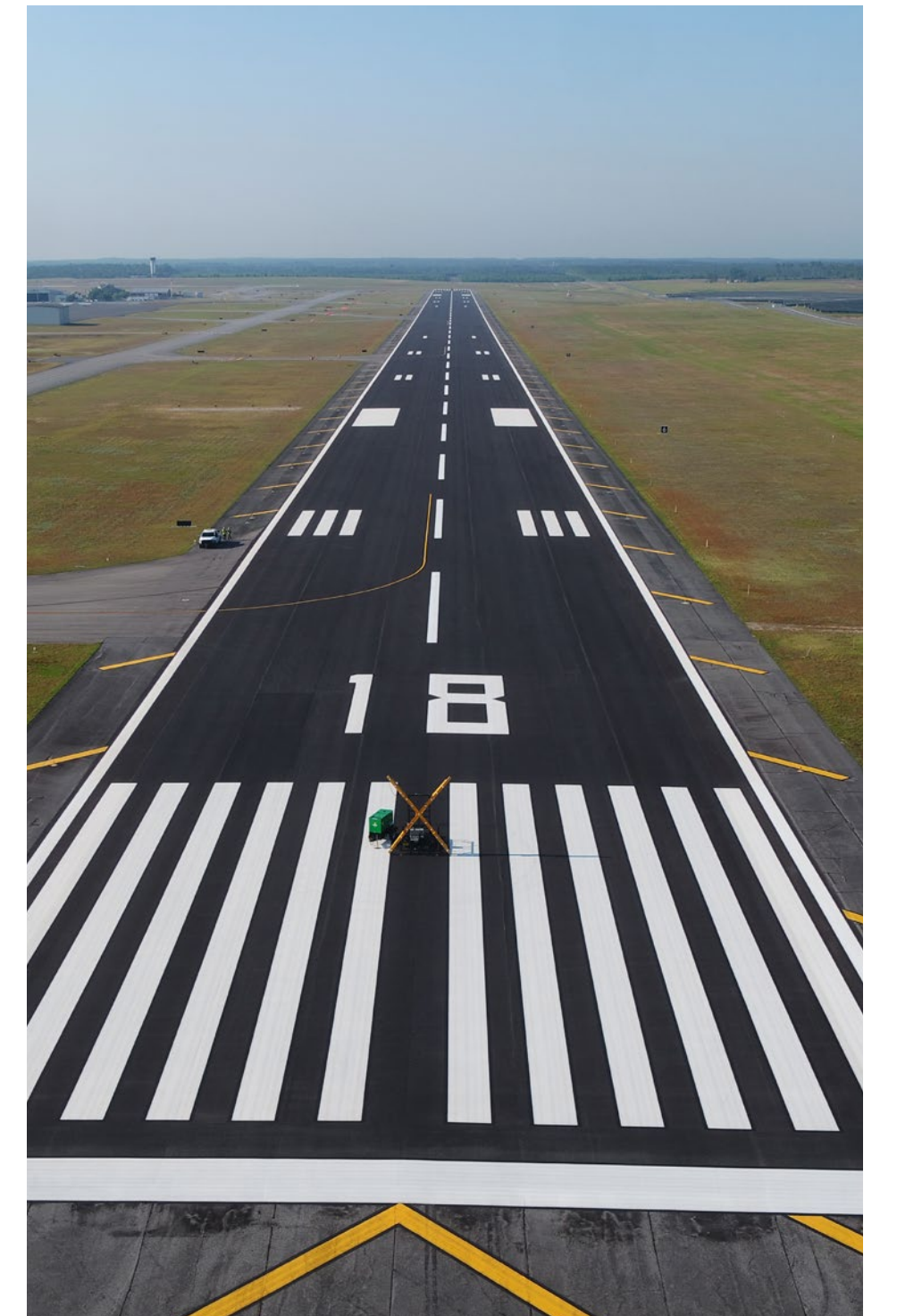
- ✓ Maximizing allocation of federal funds;
- ✓ Complying with state licensing standards per [Chapter 14-60, Florida Administrative Code](#);
- ✓ Complying with state and federal standards for safety;
- ✓ Complying with state and federal standards for security;
- ✓ Preserving existing airport infrastructure;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

FDOT Aviation Grant Programs

There are two primary categories of FDOT Aviation Grant Programs, ADP and SIS. The FDOT Aviation Grant Programs provide 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 **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	
725-040-028	---→ Aviation Grant Program Project Selection Worksheet
725-040-029	---→ Aviation Grant Program Project Invoice Form
725-040-030	---→ Aviation Grant Program Project Monitoring Status Report
725-040-031	---→ Aviation Grant Program Project Final Certification & Acceptance

PROCEDURES	
725-040-040	---→ Aviation Program Management
725-040-060	---→ Airport Economic Development Program
725-040-075	---→ Criteria for State Funded Runway Extensions*
725-040-100	---→ Airport Master Plans
725-040-210	---→ New Public Airport Funding Eligibility

*Applies to justification procedures when the FAA will not approve the justification for a runway extension but the sponsor still wishes to pursue FDOT funding for an extension.



AVIATION OFFICE

Florida is fortunate to be served by perhaps 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.

FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION OFFICE
411
 A REFERENCE GUIDE TO KEY PUBLICATIONS & TRAININGS
 JANUARY 2025

FDOT CENTRAL OFFICE
 606 Suwannee Street
 Tallahassee, Florida
 32399-0450

FDOT AVIATION
 FOR THE MOST CURRENT EDITION SEE QR CODE

*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

This page 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 19](#). 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 in [Appendix B](#).



AIRPORT PLANNING



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 analyses, air service development studies, and airport promotion.

Examples of Projects Eligible for Funding:

- 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
- Developments of Regional Impact (DRIs) training
- Operation/emergency response plans
- Air service studies
- Electronic Airport Layout Plans (eALPs)
- Environmental Impact Studies (EISs)
- Feasibility and site selection studies
- Sustainability plans

AIRPORT CAPITAL IMPROVEMENT



The purpose of capital improvement projects is to provide funding for facility development projects and equipment at airports. These capital improvements are generally specified in planning studies.

Examples of Projects Eligible for Funding:

- Airside capital improvement projects
- Landside capital improvement projects
- Safety equipment
- Preservation projects
- Security projects
- Safety projects
- Stormwater drainage improvements

LAND ACQUISITION



Land acquisition projects protect Florida's citizens from airport noise and protect airport Runway Protection Zones (RPZs) and 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.

Examples of Projects Eligible for Funding:

- Land acquisition
- Mitigation land (on or off airport)
- Avigation easements
- Acquisition of property for right-of-way
- Runway protection zones

AIRPORT ECONOMIC DEVELOPMENT



Airport economic development is meant to encourage Florida's airports to become self-sufficient by promoting growth and development at the airport.

Examples of Projects Eligible for Funding:

- Any airport improvement and land purchase that will enhance economic impact
- Buildings for lease
- Industrial park infrastructure and buildings
- Terminals constructed for the purpose of generating revenue through leases
- Industrial park marketing programs

FDOT Work Program Airport Project Categories

Master Plan (Airport Planning Projects):

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: For projects at commercial service airports with fewer than 100,000 passenger boardings per year, FDOT allows up to either: 1) 80 percent of the remaining project share after federal funds have been allocated, or 2) 80 percent of the total project cost when federal funds are not involved.

General Aviation:

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.

Discretionary Capacity:

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.

Aviation Land Acquisition:

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.

Note: For projects at commercial service airports with fewer than 100,000 passenger boardings per year, FDOT allows up to either: 1) 80 percent of the remaining project share after federal funds have been allocated, or 2) 80 percent of the total project cost when federal funds are not involved.

Commercial Service:

To develop transportation facilities at commercial service airports.

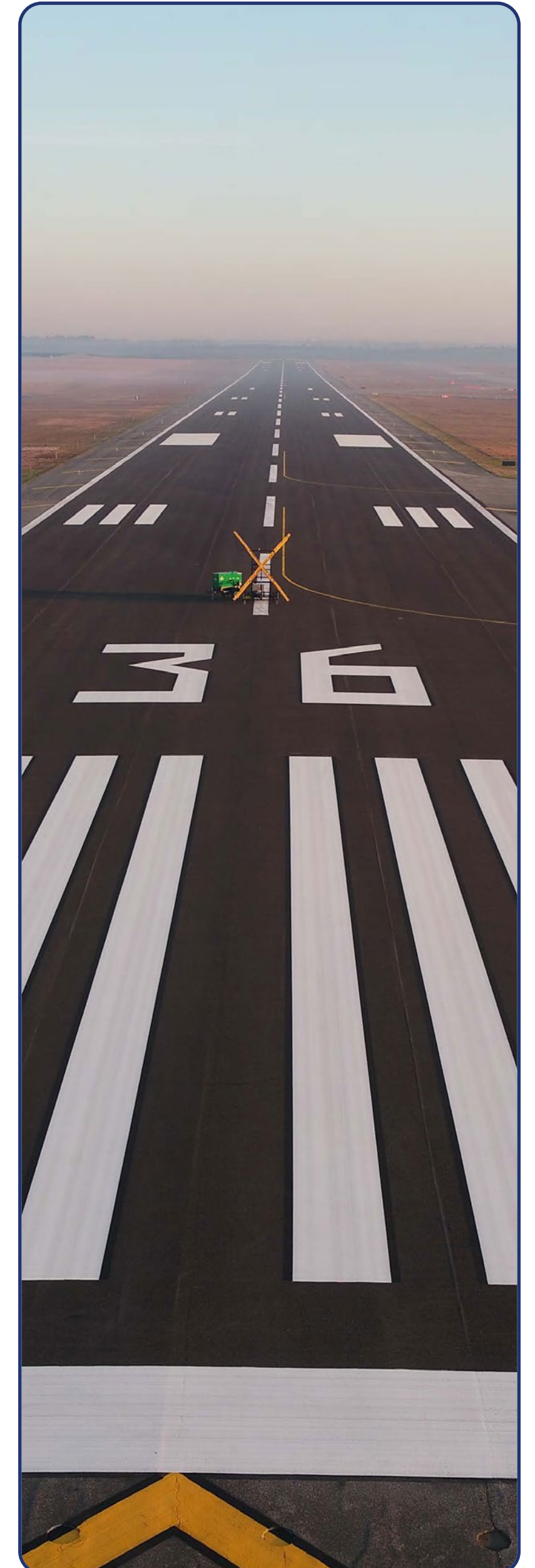
Allows up to 50 percent state share grants when there is no federal participation. Allows up to 50 percent of the non-federal share when federal funding is available.

Note: For projects at commercial service airports with fewer than 100,000 passenger boardings per year, FDOT allows up to either: 1) 80 percent of the remaining project share after federal funds have been allocated, or 2) 80 percent of the total project cost when federal funds are not involved.

Aviation Economic Development:

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.



FAA, CIP, and 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.

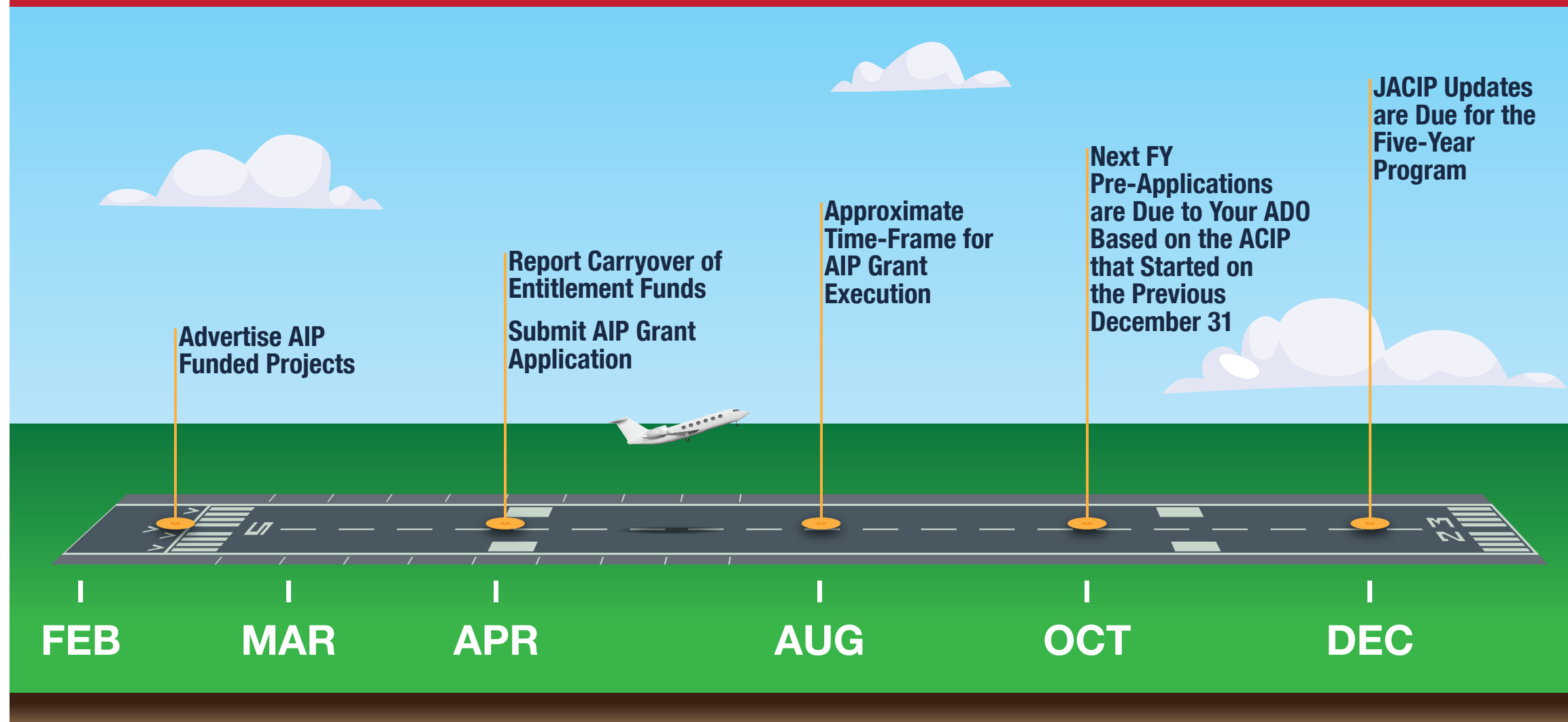
Airports should provide the FAA the following detailed information for each project within the five-year CIP:

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

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

"Typical" FAA Funding Cycle Timeline



**Note: FAA grant applications must be in accordance with [FAA Standard Operating Procedure \(SOP\) 6.00](#)*

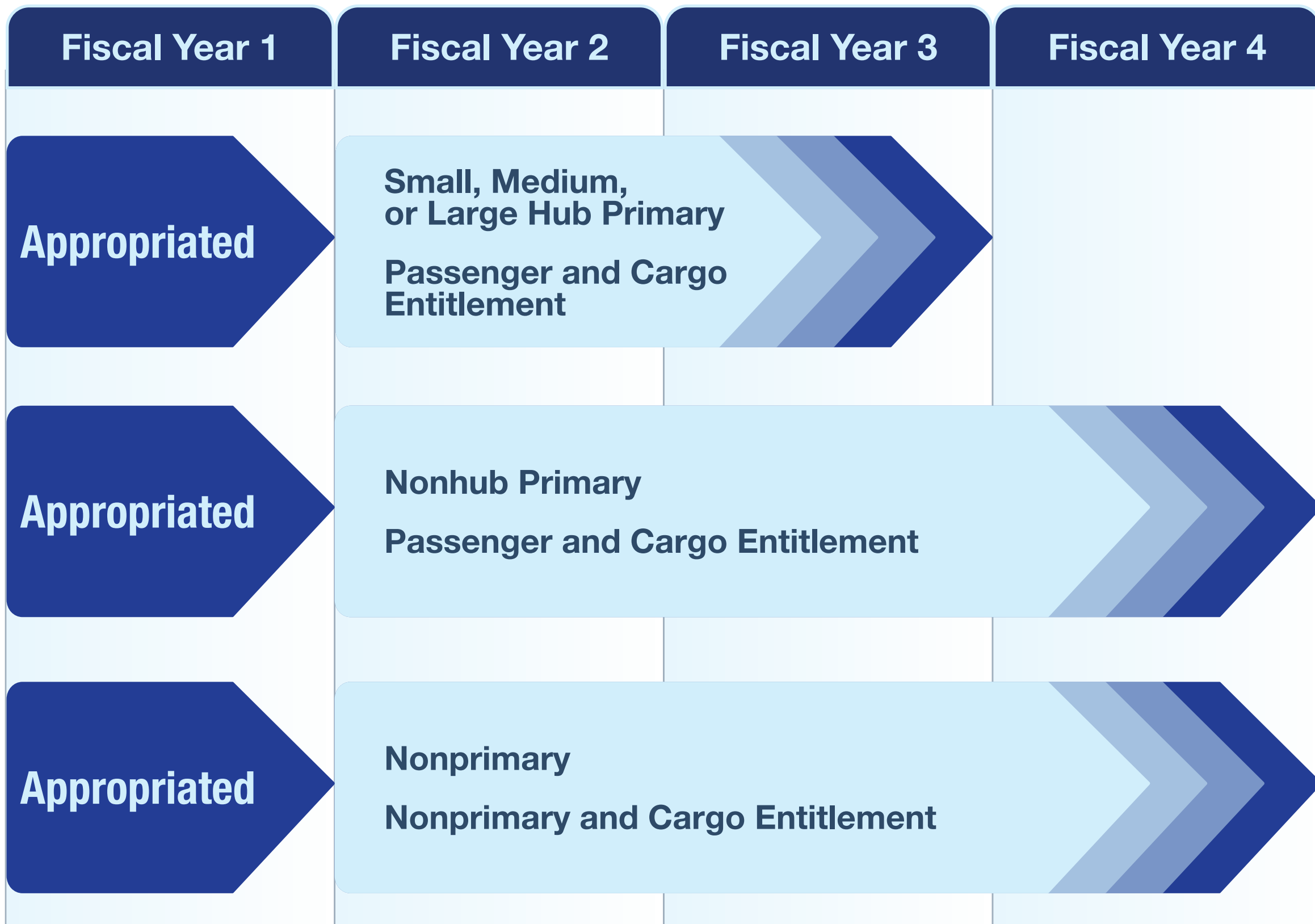
AIP prerequisites prior to requesting federal funds:

- ✓ Project must be depicted on the FAA approved ALP
- ✓ Environmental Determination (NEPA) must be completed
- ✓ Meet FAA Order 5100.38D, Change 1, AIP Handbook for eligibility and justification
- ✓ Maintain an updated 5010, Airport Master Record, including based aircraft data under www.basedaircraft.com
- ✓ Approaches must be clear of obstacles to meet airport design surfaces in In FAA Advisory Circular 150/5300-13B, Change 1, Airport Design
- ✓ Maintain an updated Exhibit "A" Property Inventory Map per FAA ARP SOP 3.00
- ✓ Exhibit "C" Title of Opinion must be provided upon request
- ✓ Local Pavement Maintenance Program in place addressing daily, quarterly and/or annual inspections
- ✓ Updated Disadvantaged Business Enterprise (DBE) Plan (Coordinate with Office of Civil Rights)

Source: Orlando ADO



Expiration of AIP Funds



Planning for AIP Funding

The FAA Reauthorization Act of 2024 changes the FAA funding levels for non-hub and non-primary airports from 90% to 95% for 2025 and 2026 projects. It also changes the non-primary entitlement funding by providing additional funds based on the category of airport to: \$1 million for national airports, \$500,000 for commercial service non-primary airports and regional airports, \$250,000 for local airports, \$150,000 for basic airports, and \$0 for unclassified airports. FAA makes this information available to the public via the NPIAS report issued by Congress. 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.

AIP Handbook Order 5100.38 MUST be used during an airport's formulation of their CIP to determine eligibility, justification, and feasibility of a project.

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 JACIP

The 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 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 AO 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 2030-2031 should be entered into JACIP no later than May 2025. As a minimum, the "fifth-year project" shall include a project description, justification, sketch, and budget. Any changes to JACIP after the December due date MUST be coordinated with the ADO Team in order to avoid project delays.

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 FDOT'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.

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.

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

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

Types of Projects			
Items	Construction Projects	Planning Projects	Land Acquisition Projects
Consultants Competitive Negotiation Act (CCNA) Form	✓	✓	✓
Scope of Services	✓	✓	✓
Third Party Agreements	✓	✓	✓
Plans and Specs	✓		
Permits	✓		
Engineer's Certification	✓		
Bid Documents and Tabs	✓		
Schedule	✓		
Change Orders	✓	✓	
FDOT Form 725-040-31 Final Project Certification	✓	✓	✓
Project Scope Meeting Minutes		✓	
Draft Submittals		✓	
Final Submittals		✓	
Appraisal			✓
Reviewed Appraisal			✓
Property Map/Survey			✓
Closing Documents and Titles			✓
Final FAA/FDOT Approved ALP		✓	
Final FAA/FDOT Approved MP		✓	



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 the 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

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

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

**In the linked PDF these assurances can be found beginning on page 16, under Exhibit E, Paragraph D, Agency Responsibilities.*

Special Legislative Appropriations

Special appropriations are not part of the normal work program process. Therefore, any such requests that may be submitted during the legislative session should be coordinated with the Airport Sponsor and the FDOT District Aviation Coordinator.

The request must be based on:

- **A Project Sketch**
- **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.

Strategic Intermodal System

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.

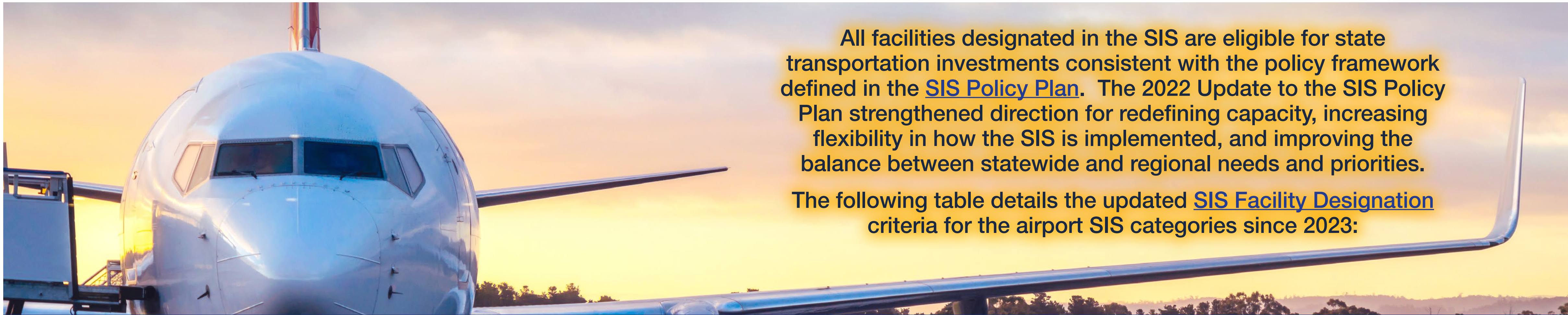
Although Florida’s population and economy have changed over time, the intent of the SIS has remained the same. The SIS is the state’s highest priority for transportation capacity investments and a primary tool for implementing the Florida Transportation Plan (FTP) – the state’s long-range transportation vision and policy plan. The SIS is composed 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.



The Florida Department of Transportation (FDOT) has invested billions of dollars of state and federal funding into the SIS since it was created in 2003. These investments, leveraged with additional regional, local, and private sector funding, have benefited the state’s economy and communities by supporting **three (3) objectives**:

- S Strategic**
Is made up of facilities and services of statewide and interregional significance.
- I 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.
- S System**
Integrates individual facilities, services, forms of transportation (modes), and linkages into a single, integrated transportation network.

- Interregional Connectivity**
Ensure the efficiency and reliability of multimodal transportation connectivity among Florida’s regions and between Florida and other states and countries.
- Intermodal Connectivity**
Expand transportation choices and integrate modes for interregional and regional trips.
- Economic Development**
Provide transportation systems to support statewide and regional economic development.

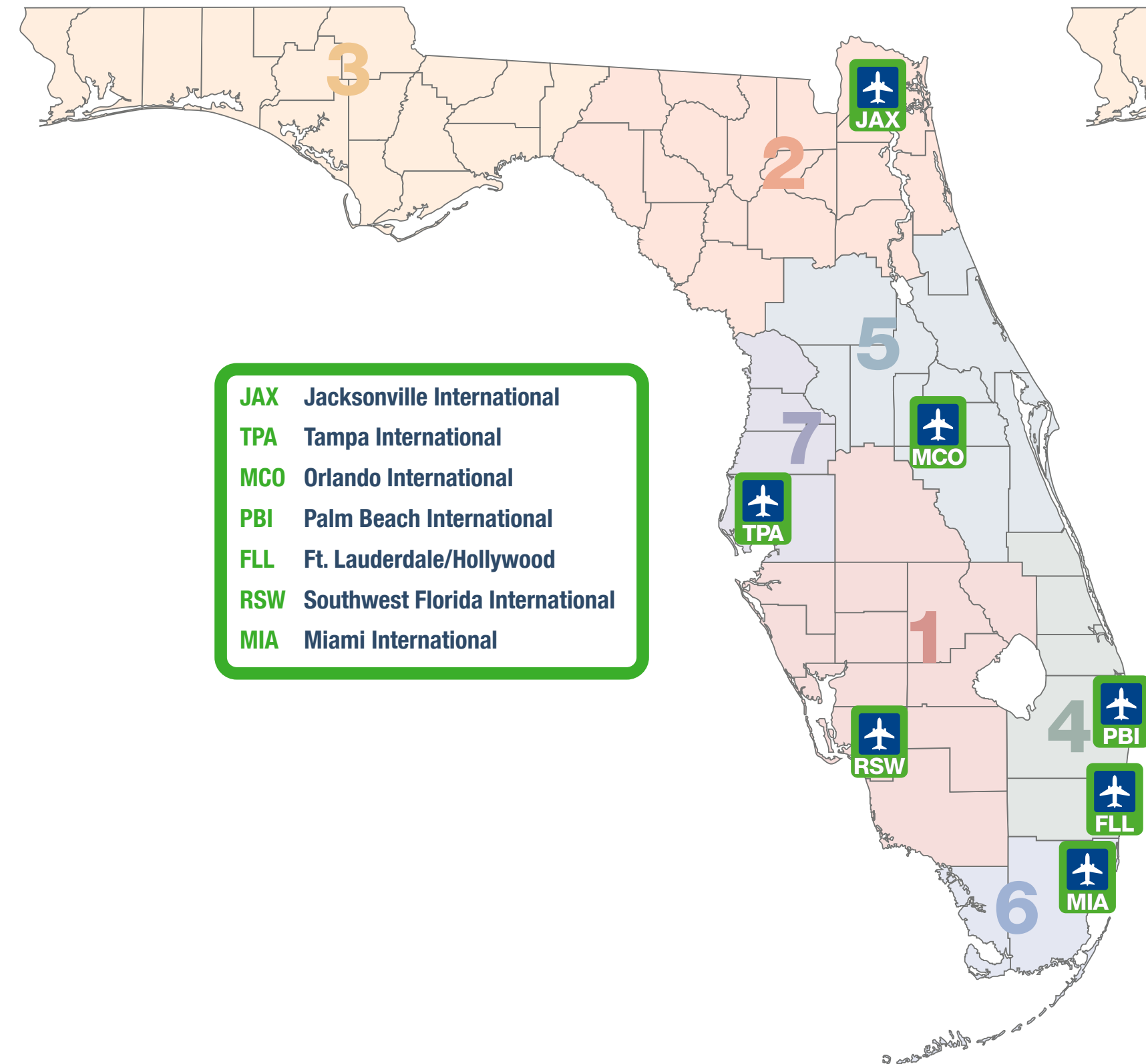


All facilities designated in the SIS are eligible for state transportation investments consistent with the policy framework defined in the [SIS Policy Plan](#). The 2022 Update to the SIS Policy Plan strengthened direction for redefining capacity, increasing flexibility in how the SIS is implemented, and improving the balance between statewide and regional needs and priorities. The following table details the updated [SIS Facility Designation](#) criteria for the airport SIS categories since 2023:

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’s total annual passenger enplanements</p> <p>or</p> <p>≥ 2.5% of Florida’s total 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 (non-local) 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>

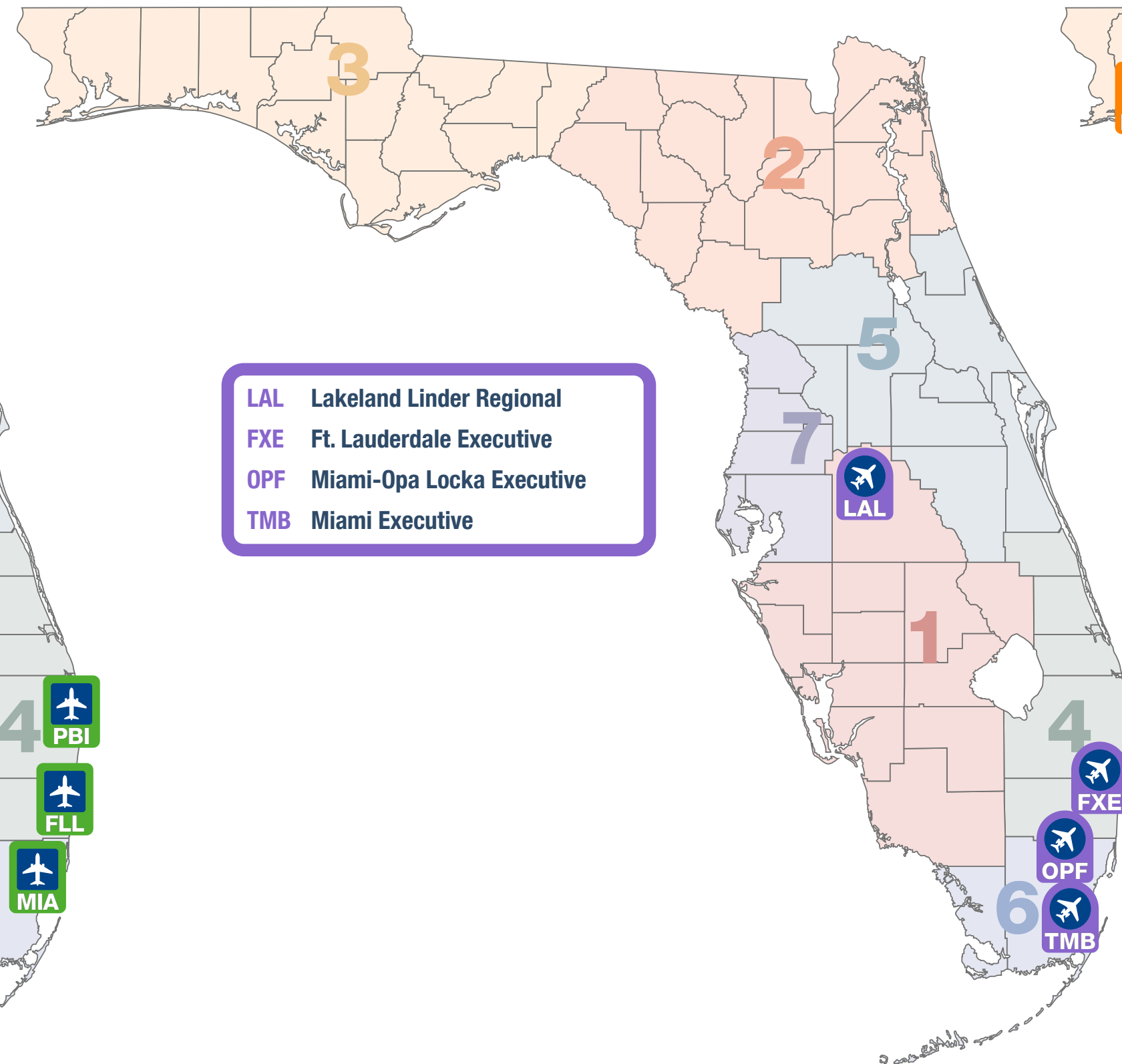
SIS Airports

SIS Commercial Service Airports



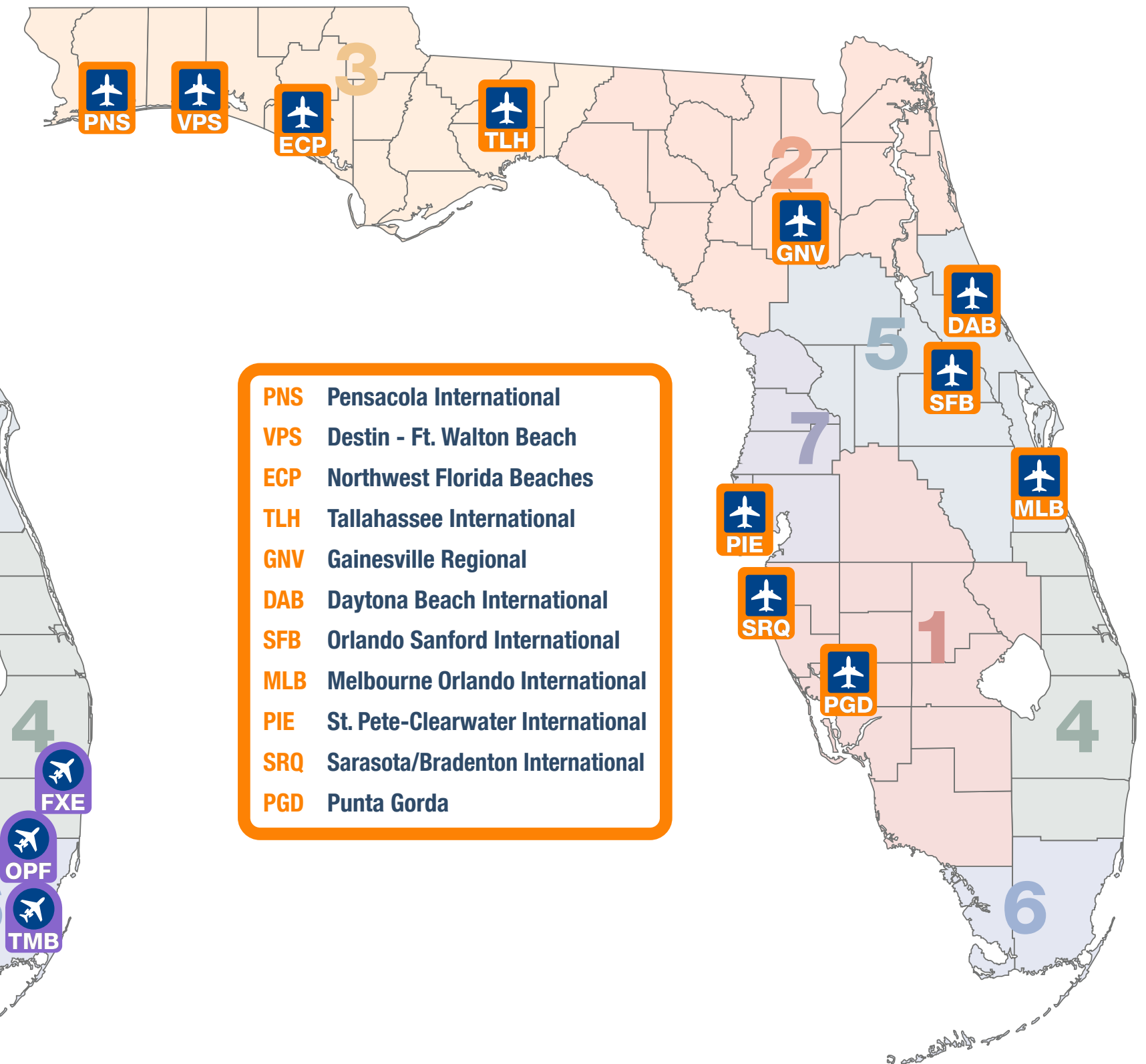
- JAX Jacksonville International
- TPA Tampa International
- MCO Orlando International
- PBI Palm Beach International
- FLL Ft. Lauderdale/Hollywood
- RSW Southwest Florida International
- MIA Miami International

SIS General Aviation Reliever Airports



- LAL Lakeland Linder Regional
- FXE Ft. Lauderdale Executive
- OPF Miami-Opa Locka Executive
- TMB Miami Executive

SIS Strategic Growth Airports



- PNS Pensacola International
- VPS Destin - Ft. Walton Beach
- ECP Northwest Florida Beaches
- TLH Tallahassee International
- GNV Gainesville Regional
- DAB Daytona Beach International
- SFB Orlando Sanford International
- MLB Melbourne Orlando International
- PIE St. Pete-Clearwater International
- SRQ Sarasota/Bradenton International
- PGD Punta Gorda

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.

Subject to availability, SIS funding may be provided for up to 50% of the total project costs for SIS eligible projects.

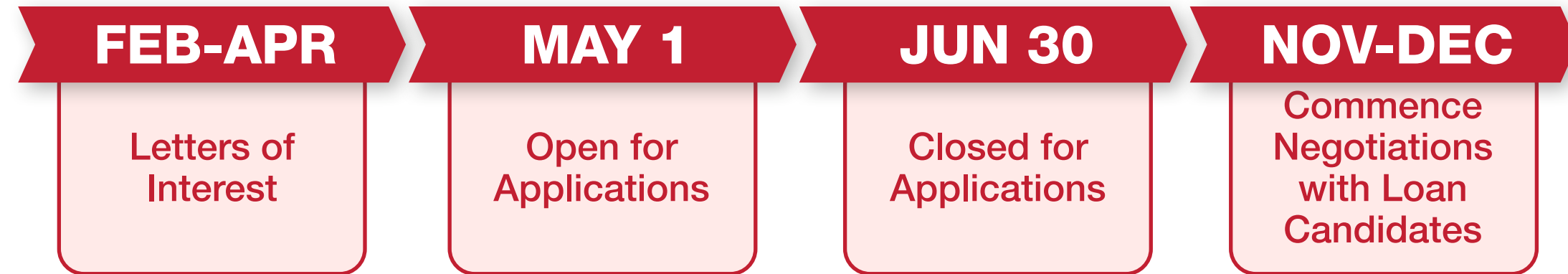


In summary, SIS funding is available only to: (1) SIS-designated airports, and (2) SIS-eligible projects. SIS airport sponsors should coordinate with their District Aviation Coordinator to submit SIS project funding requests to FDOT Central Office. FDOT Central Office reviews and approves all SIS project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

	ELIGIBLE	NOT ELIGIBLE
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. Examples: 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.	 Facilities that focus on airport operations rather than primary flows. Examples: Other on-airport roadways; stand-alone revenue generating parking facilities; on-airport rental car facilities; airport shuttle bus roads; non-FDOT land acquisition.
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. Examples: Rail/people mover stations or intermodal/bus terminals.	 Airside terminals; terminal shuttles and non-FDOT land purchase.
AIRSIDE CONNECTIONS 	 Facilities that link passenger and cargo terminals with aviation corridors. Examples: 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.	 Non-FDOT land acquisition and equipment used in airside operations.
TERMINAL CONNECTIONS 	 Terminal improvements that enhance capacity to facilitate the movement of people and goods. Examples: People mover (capacity); baggage system (capacity/non-security enhancements); terminal buildings and gates.	 Maintenance facilities and operations; non-FDOT land acquisition; security and/or customs equipment, technology and/or operations; and the expansion of retail/concession space.

Other Funding Mechanisms

State-Funded Infrastructure Bank



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

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 (EDTF)

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.

The governing statute 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 developed 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 the Florida Department of Commerce (FloridaCommerce), 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 FloridaCommerce and the Florida Department of Environmental Protection (FDEP).

EDTF Program Criteria Considerations:

- 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 [SelectFlorida](#) 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. Airports located in 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” and such county or community must have three or more of the “economic distress” conditions identified in the statute. Eligible counties and communities include the Rural Areas of Opportunity (RAOs) as designated by the Governor. For more information, please visit the [Rural Economic Development Initiative \(REDI\)](#) website.

Alternative Funding Opportunities:

In addition to the funding programs previously 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](#).

AIRPORTS ELIGIBLE FOR REDI WAIVER OF LOCAL MATCH as of July 30, 2024

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
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
2R8	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

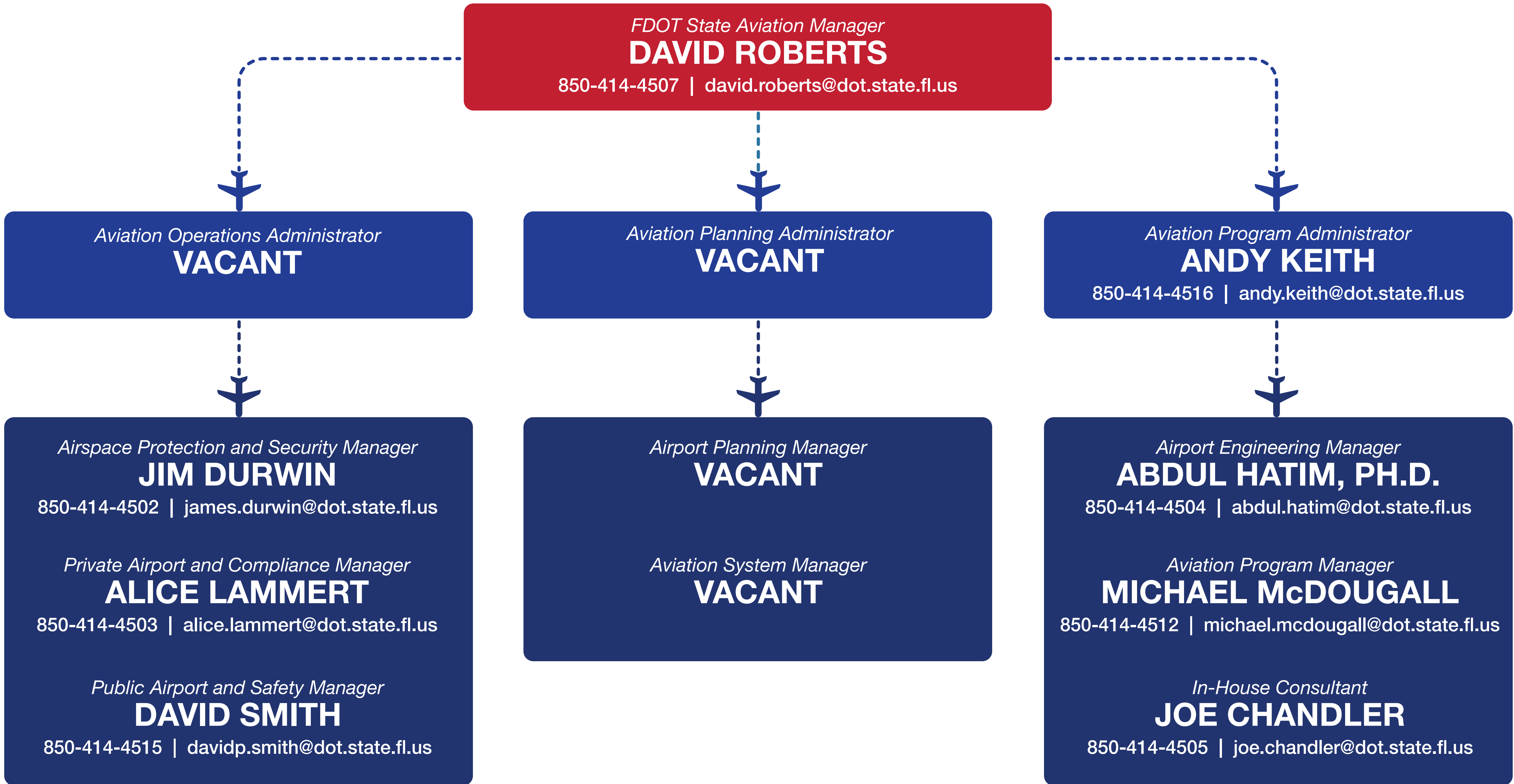
Secure Airports for Florida's Economy (SAFE) Funds

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 B

FDOT District Aviation Contacts

FDOT District	Name	Phone	E-mail
1	Dawn Gallon	(863) 519-2675	Dawn.Gallon@dot.state.fl.us
	Jennifer Gaona	(863) 519-2265	Jennifer.Gaona@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
	Christina Nalsen	(904) 360-5667	Christina.Nalsen@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
	Luciana Taylor	(386) 943-5119	Luciana.Taylor@dot.state.fl.us
6	Daniel Lameck	(305) 470-5238	Daniel.Lameck@dot.state.fl.us
	Michelle Gonzalez-Lazo	(305) 470-5441	Michelle.Gonzalez-Lazo@dot.state.fl.us
7	Ray Clark	(813) 975-6235	Raymond.Clark@dot.state.fl.us
	Jeffrey Horning	(813) 975-6402	Jeffrey.Horning@dot.state.fl.us

FDOT District SIS Coordinators

District	Name	Phone	E-mail
1	Vitor Suguri	(239) 225-1959	Vitor.Suguri@dot.state.fl.us
2	David Tyler	(386) 961-7842	David.Tyler@dot.state.fl.us
3	Jared Kirkland	(850) 330-1540	Jared.Kirkland@dot.state.fl.us
4	Ron Kareiva	(954) 777-4441	Ronald.Kareiva@dot.state.fl.us
5	Alice Giuliani	(386) 943-5247	Alice.Giuliani@dot.state.fl.us
6	Shereen Yee Fong	(305) 470-5393	Shereen.YeeFong@dot.state.fl.us
7	Lori Kent	(813) 975-6450	Lori.Kent@dot.state.fl.us

FAA Airports District Office (ADO) Contacts

Name	Role	Phone	E-mail
Juan Brown	ADO Manager	(407) 487-7224	Juan.Brown@faa.gov
Krystal Ritchey	Asst. ADO Mgr, Engineers	(407) 487-7233	Krystal.Ritchey@faa.gov
Rebecca Henry	Asst. ADO Mgr., Specialists	(407) 487-7225	Rebecca.Henry@faa.gov
Pedro Blanco	Lead Program Manager	(407) 487-7230	Pedro.Blanco@faa.gov
Sheila Martinez	Mgmt. and Program Analyst	(407) 487-7221	Sheila.K.Martinez@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) 487-7232	Bill.Farris@faa.gov
Jennifer Ganley	Engineer	(407) 487-7237	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
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
Amy M. Reed	Environmentalist	(407) 487-7297	Amy.M.Reed@faa.gov
Heather Chasez	Environmentalist	(407) 487-7236	Heather.Chasez@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
Kyle Stevens	Planner	(407) 487-7231	Kyle.P.Stevens@faa.gov

FDOT District Freight Contacts

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) 330-1545	Quinton.Williams@dot.state.fl.us
4	Justin Stroh	(954) 777-4517	Justin.Stroh@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
0J8	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
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
BCT	Boca Raton Airport	4	Southeast
DT1	Downtown Fort Lauderdale Heliport	4	Southeast
FLL	Fort Lauderdale/Hollywood International Airport	4	Southeast
FXE	Fort Lauderdale Executive Airport	4	Southeast
X58	Indiantown Airport*	4	Treasure Coast
X52	New Hibiscus Airpark*	4	Treasure Coast
F45	North Palm Beach County General Aviation Airport	4	Southeast
HWO	North Perry Airport	4	Southeast
PHK	Palm Beach County Glades Airport	4	Southeast
LNA	Palm Beach County Park Airport	4	Southeast
PBI	Palm Beach International Airport	4	Southeast
PMP	Pompano Beach Airpark	4	Southeast
X26	Sebastian Municipal Airport	4	Treasure Coast
FPR	Treasure Coast International Airport	4	Treasure Coast
VRB	Vero Beach Regional Airport	4	Treasure Coast
SUA	Witham Field	4	Treasure Coast
X21	Arthur Dunn Airpark	5	East Central
X61	Bob White Field*	5	East Central
DAB	Daytona Beach International Airport	5	East Central
DED	DeLand Municipal - Sidney H. Taylor Field	5	East Central
ORL	Executive Airport	5	East Central
FIN	Flagler Executive Airport	5	East Central
F15	Halifax River Seaplane Base*	5	East Central
ISM	Kissimmee Gateway Airport	5	East Central
LEE	Leesburg International Airport	5	East Central
X35	Marion County Airport	5	North Central
X50	Massey Ranch Airpark*	5	East Central
MLB	Melbourne Orlando International Airport	5	East Central
COI	Merritt Island Airport	5	East Central
X55	Mid-Florida at Eustis Airport*	5	East Central
EVB	New Smyrna Beach Municipal Airport	5	East Central

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

*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 Program

Total Funding Available: \$1.008 billion for FY 2024

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

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/job-growth

Eligibility Requirements: Local governments and public educational institutions in partnership with local government funding.

Transit Security Grant Program

Total Funding Available: \$83.7 million for FY 2024

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. TSGP 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 consequences 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: \$90 million for FY 2024

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 secu-

rity 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: Approximately \$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.

Eligibility 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: <https://sfgrants.eda.gov/s/funding-program/a2j3d-0000000KndAAE/planning-and-local-technical-assistance>

Emergency Management Performance Grant Program

Total Funding Available: \$319.5 million for FY 2024

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 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 Grants 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 Grants 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 (RIF)

Total Funding Available: \$20 million for FY2024-2025 (\$15 million statewide, \$5 million Panhandle-specific)

ELIGIBLE MODE:  AVIATION  RAIL  SEAPORT  SPACEPORT  TRANSIT

The Rural Infrastructure Fund (RIF) 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

of 125,000 if contiguous to a county with a population of 75,000 or fewer, or a municipality in such a county

facilities, including roads or other remedies to transportation impediments.

Eligibility Requirements: Must be in a rural community, defined as a county with a population of 75,000 or fewer, a county with a population

Eligibility Examples: Authorized infrastructure generally includes those of public or public-private partnership

Fund's Website: www.floridajobs.org/community-planning-and-development/rural-community-programs/rural-infrastructure-fund

DEMP - Volkswagen Settlement

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

Eligibility Requirements: Both privately-owned and government-owned fleets are potentially eligible to receive funding.

Transportation Infrastructure Finance and Innovation Act (TIFIA)

Total Funding Available: Varies

ELIGIBLE MODE:  AVIATION  RAIL  SEAPORT  SPACEPORT  TRANSIT

The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides credit assistance for qualified projects of regional and national significance. Many large-scale, surface transportation projects are eligible for assistance. The TIFIA credit program is designed to fill market gaps and leverage substantial private co-investment through supplemental, subordinate investment in critical improvements to the nation's transportation system. TIFIA credit assistance is often available on more advantageous terms than in the financial market, making it possible to obtain financing for needed projects when that financing might not otherwise be available.

Managing Agency: U.S. Department of Transportation

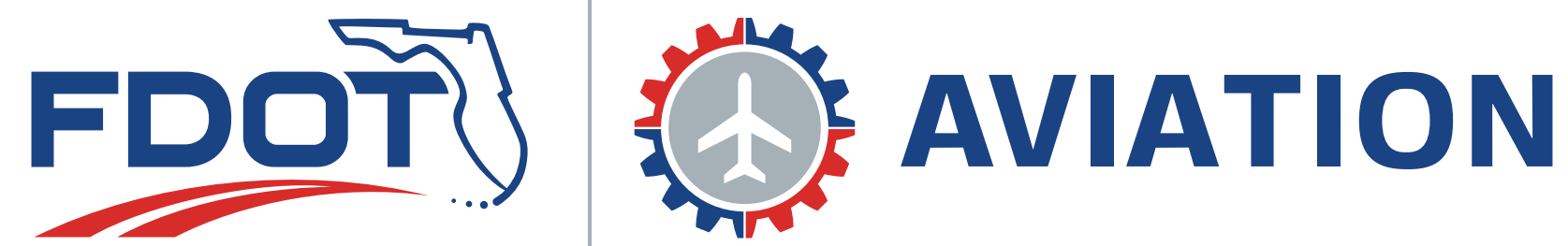
Eligible Project Examples: Surface transportation projects, including highway, transit, railroad, intermodal freight, and port access.

Fund's Website: <https://www.transportation.gov/buildamerica/financing/tifia>

Eligibility Requirements: Open to state and local governments, transit agencies, railroad companies, special authorities/districts, and private entities.

OUR MISSION

To provide a safe and secure air transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.



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