



# FLORIDA AVIATION PROJECT HANDBOOK

A Handbook of State Funding Information for Florida Airports

Prepared by: The Florida Department of Transportation Aviation and Spaceports Office

2019 - 2020





Table of Contents

1. The Florida Aviation Project Handbook Overview .....	4
FDOT Organizational Structure .....	5
FDOT Districts.....	5
FDOT's Aviation and Spaceports Office .....	5
2. The Florida Aviation Grant Program Overview .....	6
Introduction.....	6
Source of Funding for the Florida Aviation Grant Program .....	6
Airports Eligible for Funding.....	7
Projects Eligible for Funding.....	7
Airport Planning Processes .....	7
Florida Aviation System Plan(FASP).....	7
The Continuing Florida Aviation System Planning Process .....	8
Airport Master Planning .....	8
Airport Business Planning.....	9
Airport Sustainability Planning .....	9
Airport Classifications and Florida's Airport System.....	10
National Plan of Integrated Airport Systems.....	10
FAA General Aviation ASSET Study .....	12
Florida's Airport System .....	12
FDOT Work Program Overview.....	13
Importance of Maintaining the Stability of Adopted Projects.....	13
FDOT Aviation Work Program Development Time Line.....	14
FDOT's Share of Project Funding.....	15
Commercial Service Airports.....	15
General Aviation Airports.....	15
Airport Economic Development.....	15
Strategic Airport Investment Program .....	15
Funding Availability .....	16
FDOT Project Funding Priorities.....	16
Key to Grant Programs .....	16
Examples of Eligible Projects.....	18
Master Plan (Airport Planning Projects): Program 28.....	19
Discretionary Capacity: Program 32 .....	19
Commercial Service: Program 33 .....	19
General Aviation: Program 34 .....	19
Aviation Land Acquisition: Program 91 .....	19
Aviation Economic Development: Program 99 .....	19
FAA Airport Capital Improvement Plan and AIP Information .....	19
AIP Funding Availability for Planning inYour CIP.....	21

The Florida Aviation Database and the Joint Automated Capital Improvement Programs .....	21
Public Transportation Grant Agreements .....	22
Public Transportation Grant Agreement Compliance.....	22
Construction Projects .....	22
Planning Projects .....	23
Land Acquisition Projects .....	23
Project Invoicing .....	23
Protecting the State's Investment in our Aviation System .....	23
Grant Assurances.....	24
Specific (Special) Appropriations .....	25
3. The Strategic Intermodal System .....	26
Introduction.....	26
SIS Airports .....	28
SIS Airports .....	28
Strategic Growth Airports.....	28
SIS General Aviation Reliever Airports .....	28
Projects Eligible for SIS Funding .....	28
4. Other Funding Mechanisms .....	29
State Infrastructure Bank (SIB) .....	29
State Infrastructure Bank Federally Funded Account .....	29
State Infrastructure Bank State-Funded Account .....	30
The Transportation Regional Incentive Program.....	30
Economic Development Transportation Fund Projects .....	30
Economic Development Transportation Fund Overview .....	30
Application Submission and Review.....	30
Approval and Grant Award.....	31
Use of Funds.....	31
Rural Economic Development Initiative .....	31
SAFE Funds .....	31
5. Conclusion .....	31
Aviation Office Functional Organizational Chart .....	32
Airports with District and ADO Contacts .....	34
District SIS and Freight Coordinators .....	34
Airports with FDOT District and FAA ADO Area .....	35
Alternative Funding Opportunities .....	37



2019 UPDATE: IMPORTANT ITEMS TO REMEMBER!!!

- 1

Effective July 1, 2019, Section 337.14(7), Florida Statutes, was amended by HB 905 with the following added text: “Notwithstanding any other provision of law to the contrary, for a project that is wholly or partially funded by the department and administered by a local governmental entity, except for a seaport listed in s. 311.09, the entity performing design and construction engineering and inspection services may not be the same entity.”
- 2

If your airport is federally obligated, coordinate with the FAA regardless of whether or not they are participating financially in the project (same with state; even if FDOT is not paying, coordinate with FDOT).
- 3

Feasibility vs. Justification—there is a difference! Just because you can do something doesn’t mean the need actually exists.
- 4

For runway rehabilitation/reconstruction projects, check the latest requirements for updating the Pavement Condition Index (PCI) and Pavement Classification Number (PCN).
- 5

Federal (NEPA) environmental laws apply to all projects at federally obligated airports.
- 6

Respect the process—Sponsors should work through their district aviation coordinators; Circumventing your District contact results in delays and is counterproductive from a project programming standpoint.
- 7

Keep your JACIP up-to-date—add new projects, amend existing projects, and delete obsolete projects; JACIP should contain accurate project descriptions to facilitate ASO responses to requests from statewide leadership.

- 8

Costs incurred prior to the execution of a PTGA by the Department are not eligible for reimbursement regardless of FAA participation.
- 9

Regular FDOT funding drawdowns are required to secure future grants (Spend your money!).
- 10

Attend your regional CFASPP meeting to learn about new/changing FDOT aviation grant program policies, procedures and requirements, key dates and alternative funding opportunities.
- 11

FAA must review all Master Plan/ALP projects (FAA funded or not).
- 12

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.
- 13

Airport 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 and, if federally-obligated, with the FAA Orlando-ADO.
- 14

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





# Change Log

The following items represent material changes from the 2018 Florida Aviation Project Handbook:

No.	Description of Change	Location in Document	Rationale	Date of Change
1	Add Item #1 in “2019 Update: Important Items to Remember!!!!” to reflect recent revisions to Section 337.14(7), Florida Statutes, following enactment of HB 905.	Page 02	Modification of Policy	August 22, 2019
2	Updated NPIAS airport counts based on FAA NPIAS Report 2019-2023	Page 10	Updated Data	August 22, 2019
3	Add one unclassified airport based on FAA NPIAS Report 2019-2023	Page 11	Updated Data	August 22, 2019
4	Update Florida’s 129 public-use airports from 105 publicly owned and 24 privately owned to 106 and 23, respectively	Page 12	Updated Data	August 22, 2019
5	Revise NPIAS airport exhibit to reflect updates to Strategic Growth airport category in Florida’s Strategic Intermodal System (SIS)	Page 12	Updated Data	August 22, 2019
6	Provide definitions for Commercial Service Airports and General Aviation Airports per FDOT policy	Page 15	Clarification of Information	August 22, 2019
7	Update forms required under an approved Public Transportation Grant Agreement (PTGA) for construction and planning projects, and for project invoicing	Pages 22-23	Updated Data	August 22, 2019
8	Correct Florida Statute reference to 339.135(5)(a) for policy governing specific (special) appropriations	Page 25	Correction	August 22, 2019
9	Update criteria for SIS Component and Strategic Growth Component per new Florida SIS policy	Page 27	Modification of Policy	August 22, 2019
10	Update Florida’s SIS airport count from 20 to 22; update the SIS General Aviation Reliever Airport count from 2 to 4 by adding Fort Lauderdale Executive (FXE) and Miami-Opa Locka Executive (OPF)	Page 28	Updated Data	August 22, 2019
11	Update State Infrastructure Bank (SIB) timeline graphic to reflect current year	Page 29	Updated Data	August 22, 2019
12	Add Alternative Funding Opportunities for Florida Airports	Page 31, 37-42	Updated Data	August 22, 2019
13	Update FDOT District contact information	Page 34	Updated Data	August 22, 2019
14	Add hyperlinks to reference documents	Throughout	Clarification of Information	August 22, 2019



# FLORIDA AVIATION PROJECT HANDBOOK

## A Handbook of State Funding Information for Florida Airports





## The Florida Aviation Project Handbook Overview

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

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

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

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



### Mission Vision & Values

The Mission, Vision, and Values of the Florida Department of Transportation (FDOT) Aviation and Spaceports Office (ASO) provide the basis by which FDOT uses these funding mechanisms for the betterment of Florida and the aviation community.

FDOT pursues this mission, this vision, and these values through extensive coordination, financial support, and technical assistance to airports, local governments, and regional agencies.



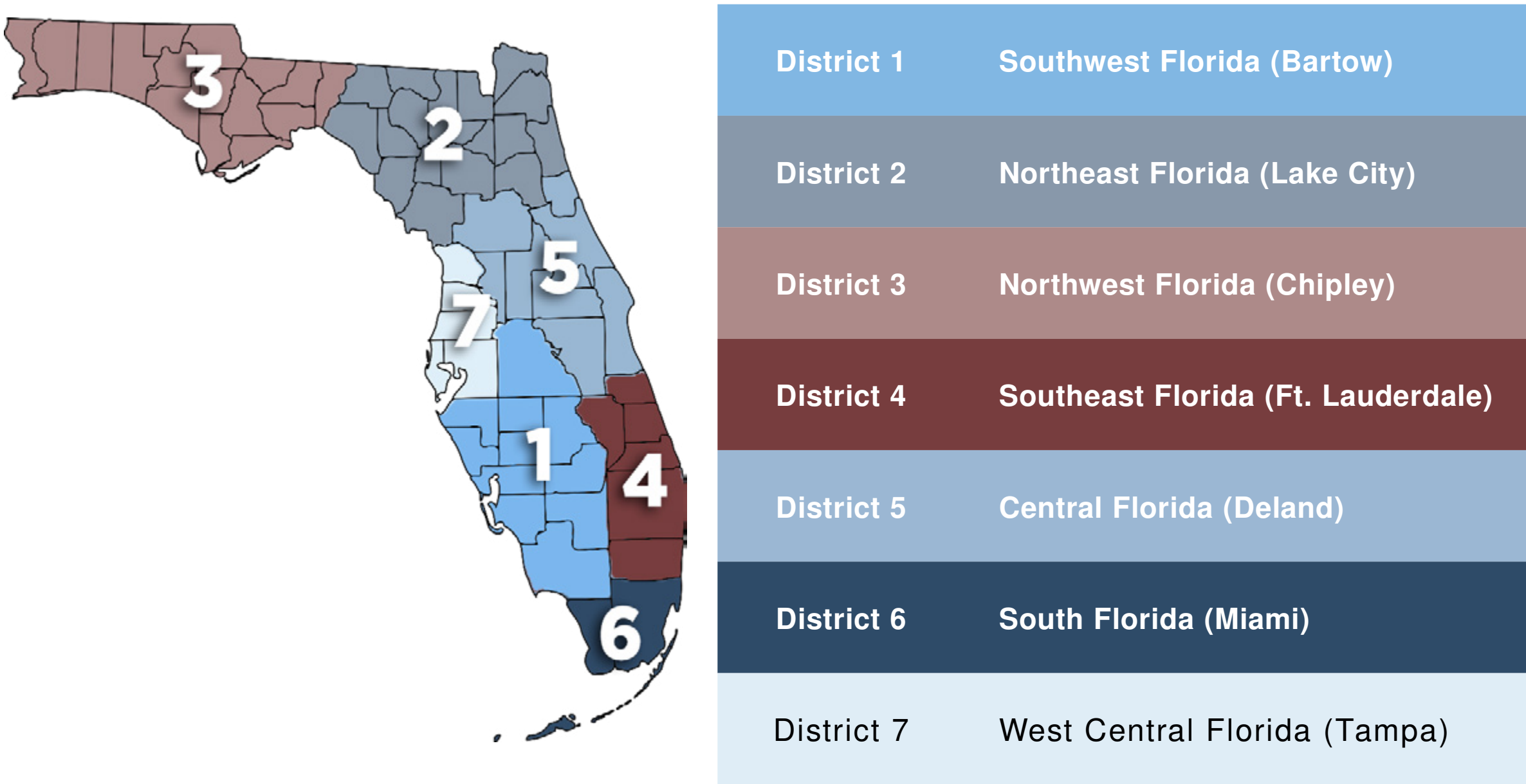


# FDOT Organizational Structure

## FDOT Districts

FDOT is a decentralized state agency in accordance with legislative mandates. Each of the 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:



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

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

**The District Aviation Coordinator (Freight and Logistics Specialist in some Districts)** is your 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 and Spaceports 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 Airport Improvement Program, and FDOT funding source dedicated to aviation. Airport-specific staff assignments with contact information can be found on page 34.

**The SIS Coordinator** is your primary point of contact for SIS-related matters, such as funding and designation change requests (DCRs). SIS Coordinators work with district modal staff (including the Aviation Coordinators) and Central Office’s Systems Planning staff to develop the SIS work program, make funding decisions, and process DCRs. SIS Coordinators assist in managing their district’s SIS funds which are funds specifically appropriated by FDOT through the SIS Program. [Contact information for each district’s SIS Coordinator is located on page 34.](#)

**The Freight Coordinator** plays a key role in advancing the initiatives to transform Florida into a global hub for trade, logistics, and export-oriented manufacturing activities. The Freight Coordinator is your primary point of contact for coordinating matters regarding freight mobility, including aviation. Though there is no FDOT funding mechanism dedicated to funding freight projects, District Freight Coordinators serve as the primary contact for their respective district to coordinate freight issues and act as a resource for connecting freight matters with other governmental organizations and the private sector. [Contact information for each district’s Freight Coordinator is located on page 34.](#)

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

## FDOT’s Aviation and Spaceports Office

The Aviation and Spaceports Office—often referred to as the ASO or Central Office—consists of 12 staff members, each with very specific areas of oversight. The State Aviation Manager oversees two separate sections: Aviation Development and Aviation Operations. The Aviation Development section manages statewide aviation program development, engineering, air cargo, environmental coordination, and system planning. The Aviation Operations section oversees ASO’s communications and education, private aviation facility management, airport licensing and inspections, safety and security, land use, and tall structures evaluations. Additionally, ASO has a Spaceport Development Manager who oversees FDOT’s spaceport program and initiatives and works closely with both Space Florida and the state’s licensed spaceports. Space Florida is a special district which coordinates spaceport development and leads the project selection process as it relates to FDOT spaceport grants. A list of ASO staff members, contact information, and their respective functional areas can be found on [page 32.](#)





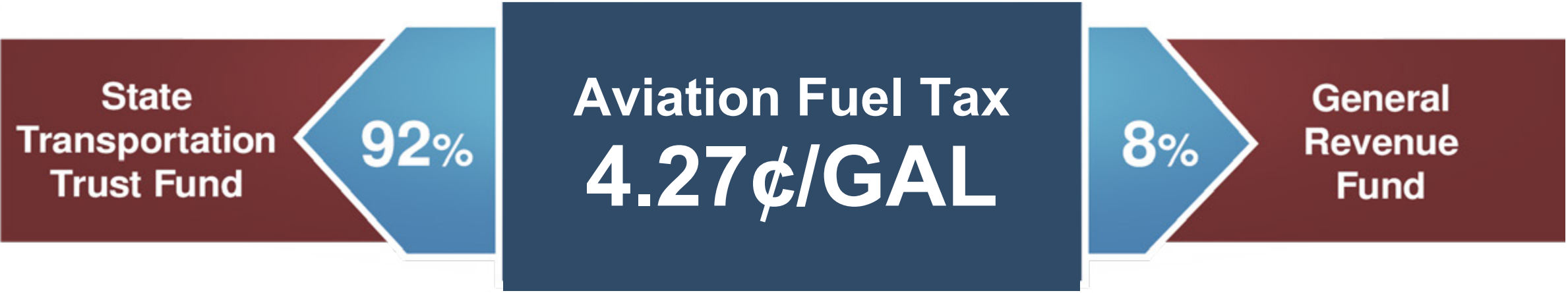
# The Florida Aviation Grant Program Overview

## Introduction

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

## Source of funding for the Florida aviation grant program

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



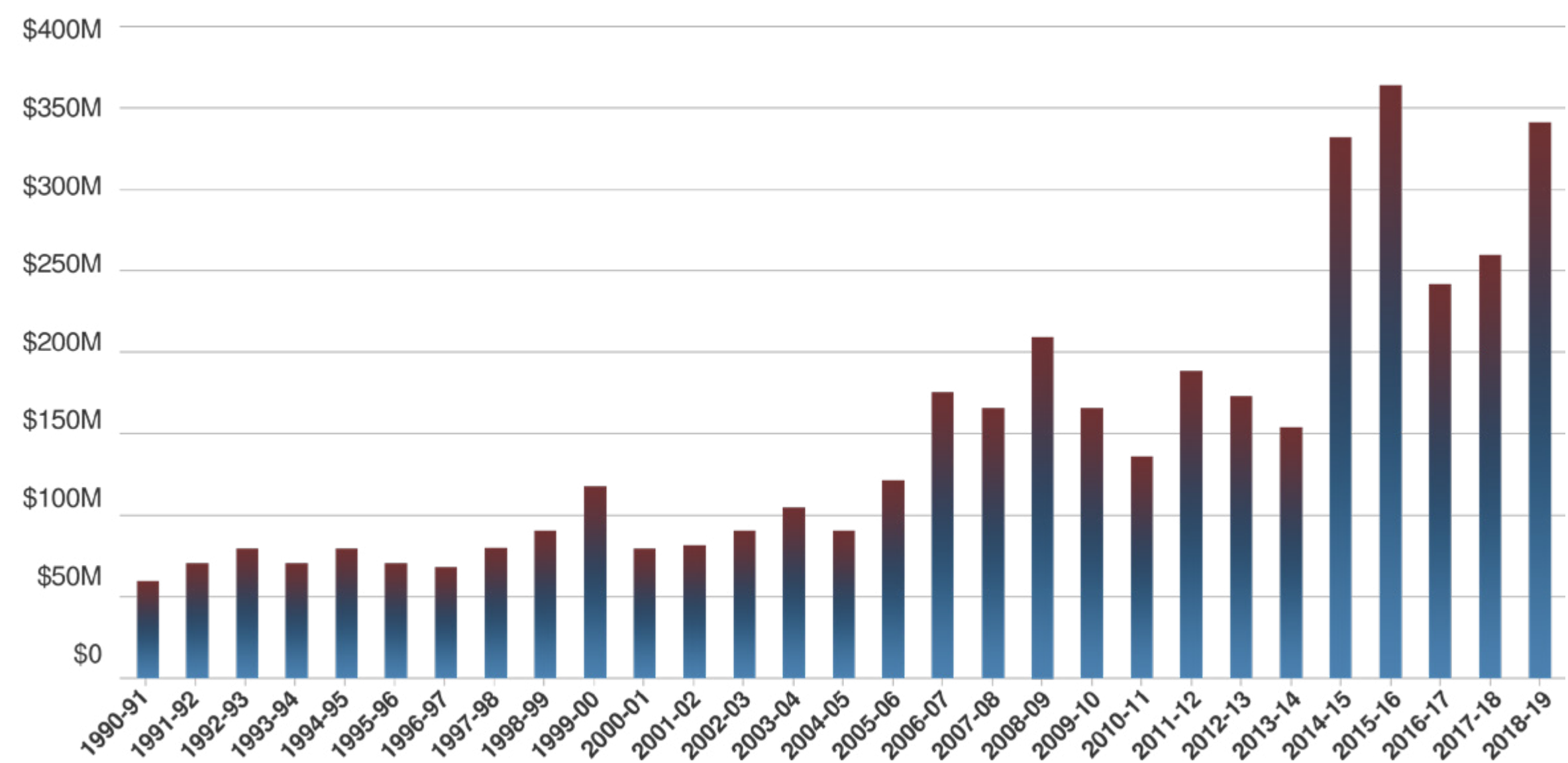
After administrative costs and commercial carrier refunds are taken out of the collected taxes, 92 percent of the remaining aviation fuel tax is deposited into the State Transportation Trust Fund (STTF). The outstanding 8 percent of the remainder is deposited into the general revenue fund.

As illustrated in the table below, over \$4.5 billion has been appropriated by the Florida Legislature towards the Aviation program since 1990.





## Legislative Appropriations for Aviation Development Grants



The Florida Aviation Grant Program is funded from the STTF. The aviation industry contributes to this fund through Florida's aviation fuel tax. By statute, at least 15 percent of the STTF revenues must be set aside for the Office of Freight, Logistics and Passenger Operations (FLP). The FLP Office then allocates funding to the four modal offices, including the Aviation and Spaceports Office<sup>1</sup>.

<sup>1</sup> In accordance with Chapter 331, F.S., 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.

### Airports eligible for funding

Source: Chapter 332, Florida Statutes  
All publicly owned Florida airports that are open for public use and included in the Florida Aviation System Plan (FASP) are eligible for state funding.

### Projects eligible for funding

Source: Chapter 332, Florida Statutes  
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. The only off-airport projects allowed are the purchase of mitigation lands and avigation easements, noise mitigation, and access projects for inter-continental airports.

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

To be eligible for the Florida Aviation Grant Program, airport projects must be consistent with the airport's role as defined in the FASP and, to the maximum extent feasible, with the approved local government comprehensive plan. In addition, capital projects must be part of an FDOT-accepted airport master plan and/or approved airport layout plan, have an airport sponsor (local government), and be entered into the **Florida Aviation Database (FAD)** via the Joint Automated Capital Improvement Program (JACIP). More information on the types of projects that are funded through the Florida Aviation Grant Program is provided on [page 18](#) and a flowchart of the planning process is provided on [page 9](#).

### The Florida Aviation Grant Program includes:

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

## Airport planning processes

### Florida Aviation System Plan (FASP)

In 2005, FDOT, in cooperation with the FAA and Florida's public use airports through the Continuing Florida Aviation System Planning Process, developed the FASP. The system plan incorporates the traditional aviation system planning elements provided for in most State aviation system plans. However, in the spirit of both Federal and State intermodal mandates, the FASP 2035—last updated in 2017—includes an analysis of the intermodal aspects of the State transportation system and a Strategic Planning element which identifies seven strategic goals and the approaches, measurements, and recommendations to achieve these goals. The plan also provides an analysis of both the economic impact of airports on local communities and the economic impact of airport projects on local economies. In the FASP 2035 Planning Component,



the update included nine (9) Regional Aviation System Plans or Regional Overviews, a Statewide Overview, an Executive Summary, and a FASP 2035 document which included a Strategic Planning element. The FASP 2035 documents can be accessed through FDOT’s Aviation and Spaceports Office website: [www.fdot.gov/aviation/FASP2035.shtm](http://www.fdot.gov/aviation/FASP2035.shtm).

## The Continuing Florida Aviation System Planning Process

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

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 an area of the State with interrelationships between airports and a common economic base due to contiguous urban development. The CFASPP contains five aviation regions and four metropolitan areas. The nine Regional Overviews found within the FASP’s Planning Component describe each of these regions and metropolitan areas.

The nine Regional CFASPP Steering Committees and the one Executive Statewide Committee are integral to this entire process. In addition to supporting development of the FASP, the ASO 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. More information about the CFASPP can be found at [www.cfaspp.com](http://www.cfaspp.com).



## 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, the FAA and FDOT must be coordinated with throughout

the development process. 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 master plan’s products will reflect the work put into developing a sound, logical, and 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 include the following:

✓ Existing conditions (inventory)	✓ Airport Layout Plans (ALPs)
✓ Environmental considerations	✓ Facilities implementation plan, including a
✓ Aviation demand forecasts	Capital Improvement Plan
✓ Facility requirements	✓ Financial feasibility analysis
✓ Alternatives analysis	

A background image showing an airport terminal building with a large arched entrance and a runway in the distance. The image is overlaid with a semi-transparent blue layer containing text and a list of master plan elements.



All master plans developed for Florida airports must be developed in accordance with the [FDOT Guidebook for Airport Master Planning](#) which was updated in September 2019. Airport sponsors are required to coordinate with the FAA and FDOT as well as other stakeholders during master plan development. In addition to being reviewed by the FAA and FDOT, the elements of a master plan are evaluated at the local level for consistency with the local comprehensive plan. This process ensures compatibility with Federal, State, and local planning efforts. As shown in the Florida Airport Planning Process flowchart below, airport master plans are an integral component of airport development and funding. Through coordination with the FAA and FDOT, the airport sponsor can ensure that their master plan is developed in accordance with Federal and state law. This coordination effort can also provide for the needs and opportunities of their airport, both now and into the future.

For more information about airport master planning, please contact your FDOT District Aviation Coordinator(s), your FAA Airports District Office (ADO) staff, or FDOT’s Aviation Program Development Manager.



## Airport Business Planning

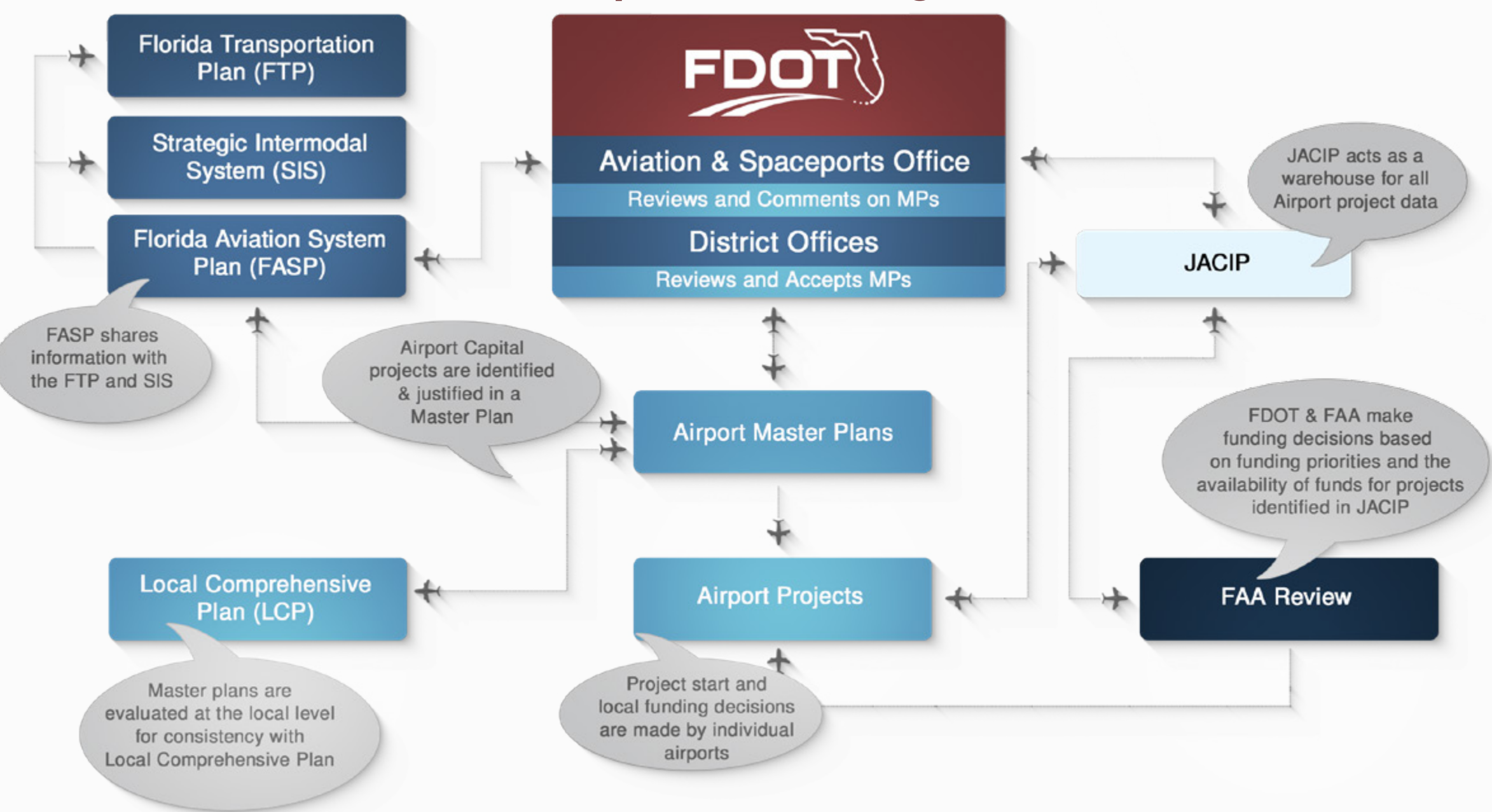
In its most basic form, an airport business plan is a document that lays out the goals and objectives of the airport sponsor and a corresponding action plan to help the airport:

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



An airport business plan uses a logical and disciplined structure to set out goals, objectives, and action plans that drive the day-to-day operation and management of the airport. In essence, an airport business plan transforms the vision and the long-term strategic goals for the airport into specific goals and actions within each functional area of the airport. Typically, an airport business plan has a time horizon of one year, although it may take longer to achieve certain goals and realize the vision for the airport.

## Florida Airports Planning Process



“The FDOT developed the [Florida General Aviation Airport Business Plan Guidebook](#) to assist Florida’s airports in developing tailored business plans.”

## 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 resource usage
- Improved passenger satisfaction
- More strategic use of airport property
- Reduced waste generation and increased recycling



There are additional positive impacts associated with customer and employee benefits as well as improvements to environmental quality and stakeholder relationships, especially with neighboring residents, businesses, and local governments as well as 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<sup>2</sup>.

<sup>2</sup> 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.



# Airport Classifications and Florida’s Airport System

## National Plan of Integrated Airport Systems

Every two years, the FAA is required to develop a five-year estimate of Airport Improvement Program (AIP) eligible development and submit it to Congress. This five-year plan is called the National Plan of Integrated Airport Systems (NPIAS) and includes nearly 3,400 airports throughout the United States, including 100 in Florida. These are the airports that the FAA has identified as being essential to the nation’s air transportation needs and those that are eligible to receive FAA AIP funding. Within the NPIAS, airports are divided into the categories shown below.

Airport Classifications		Hub Type % of Annual Passenger Boardings	Common Name # of FL Airports
<b>Commercial Service:</b> Publicly owned airports that have at least 2,500 passenger boardings each calendar year and receive scheduled passenger service  §47102(7)	<b>Primary:</b> Have more than 10,000 passenger boardings each year  §49 USC 47102(16)	<b>Large:</b> 1% or more	<b>Large Hub</b> (4)
		<b>Medium:</b> At least 0.25% but less than 1%	<b>Medium Hub</b> (3)
		<b>Small:</b> At least 0.05% but less than 0.25%	<b>Small Hub</b> (7)
	<b>Nonprimary:</b>	<b>Nonhub:</b> More than 10,000 but less than 0.05%	<b>Non Primary</b> (6)
		<b>Nonhub:</b> At least 2,500 and no more than 10,000	<b>Nonprimary Commercial</b> (1)
		<b>Not Applicable</b>	<b>Reliever</b> §(47102(23)) (21)  <b>General Aviation</b> (47102(8)) (58)
<b>Nonprimary</b> (except commercial service)			



# General Aviation Airport Categories

	Group (# of Airports)	Designation criteria (all numbers annualized)	Role	Description	Functions
NATIONAL	Nine (9)  Airports	<ul style="list-style-type: none"><li>5,000+ instrument operations, and 11 + based jets, and 20+ international flights or 500+ interstate departures; or</li><li>10,000+ enplanements and at least 1 charter enplanement by a large certificated air carrier; or</li><li>500+ million pounds of landed cargo weight.</li></ul>	Supports the national and state system by providing communities with access to national and international markets in multiple states and throughout the United States.	Very high levels of activity with many jets and multiengine propeller aircraft. Florida National airports averaging more than 320 based aircraft.	<div><div>✓ Emergency preparedness and response</div><div>✓ Critical community access</div><div>✓ Commercial, industrial, economic activities</div><div>✓ Destination and special functions</div><div>✓ Flight training</div><div>✓ Connectivity to remote areas</div><div>✓ Agricultural support</div><div>✓ Air cargo</div><div>✓ Military support and training</div><div>✓ Other aviation specific functions</div></div> <div>Source: <a href="https://www.faa.gov/airports/planning_capacity/npias/reports/media/NPIAS-Report-2019-2023-Appendix-A.pdf">https://www.faa.gov/airports/planning_capacity/npias/reports/media/NPIAS-Report-2019-2023-Appendix-A.pdf</a></div>
REGIONAL	30 Airports	<ul style="list-style-type: none"><li>Metropolitan Statistical Area (MSA) (Metro or Micro) and 10+ domestic flights over500 miles, and 1,000+ instrument operations,1+ based jet or 100+ based aircraft; or</li><li>the airport is located in a metropolitan or micropolitan statistical area and the airport meets the definition of commercial service.</li></ul>	Supports regional economies by connecting communities to statewide and interstate markets.	High levels of activity with some jets and multiengine propeller aircraft. Florida Regional airports averaging 120 based aircraft.	
LOCAL	29 Airports	<ul style="list-style-type: none"><li>10+ instrument operations and 15+ based reliever with 90+ based aircraft; or</li><li>2,500+ passenger enplanements.</li></ul>	Supplements communities by providing access to primarily intrastate and some interstate markets.	Moderate levels of activity with some multiengine propeller aircraft. Florida Local airports averaging about 50 based aircraft.	
BASIC	Eleven (11)  Airports	<ul style="list-style-type: none"><li>10+ based aircraft; or</li><li>4+ based helicopters if a heliport, or</li><li>the airport is located 30+ miles from the nearest NPIAS airport; or</li><li>the airport is identified and used by the U.S. Forest Service, or U.S. Marshals, or U.S. Customs and Border Protection (designated, international, or landing rights), or U.S. Postal Service (air stops), or has Essential Air Service; or</li><li>the airport is a new or replacement facility opened within the last 10 year; or</li><li>Owned or serving a Native American community; or</li><li>Unique circumstances related to special aeronautical use.</li></ul>	Links the community with the national airport system and supports general aviation activities (e.g., emergency services, charter or critical passenger service, cargo operations, flight training and personal flying).	Moderate-to-low levels of activity. Florida Basic airports averaging less than 10 based aircraft.	
UNCLASSIFIED	One (1)  Unclassified  Airport	<ul style="list-style-type: none"><li>Does not meet existing criteria for designation as a reliever</li><li>Does not meet existing criteria for AIP funding</li></ul>	Provides access to the aviation system	Low activity. Only one airport in Florida is unclassified: Everglades Airport, with 5 based aircraft	





## FAA General Aviation ASSET Study

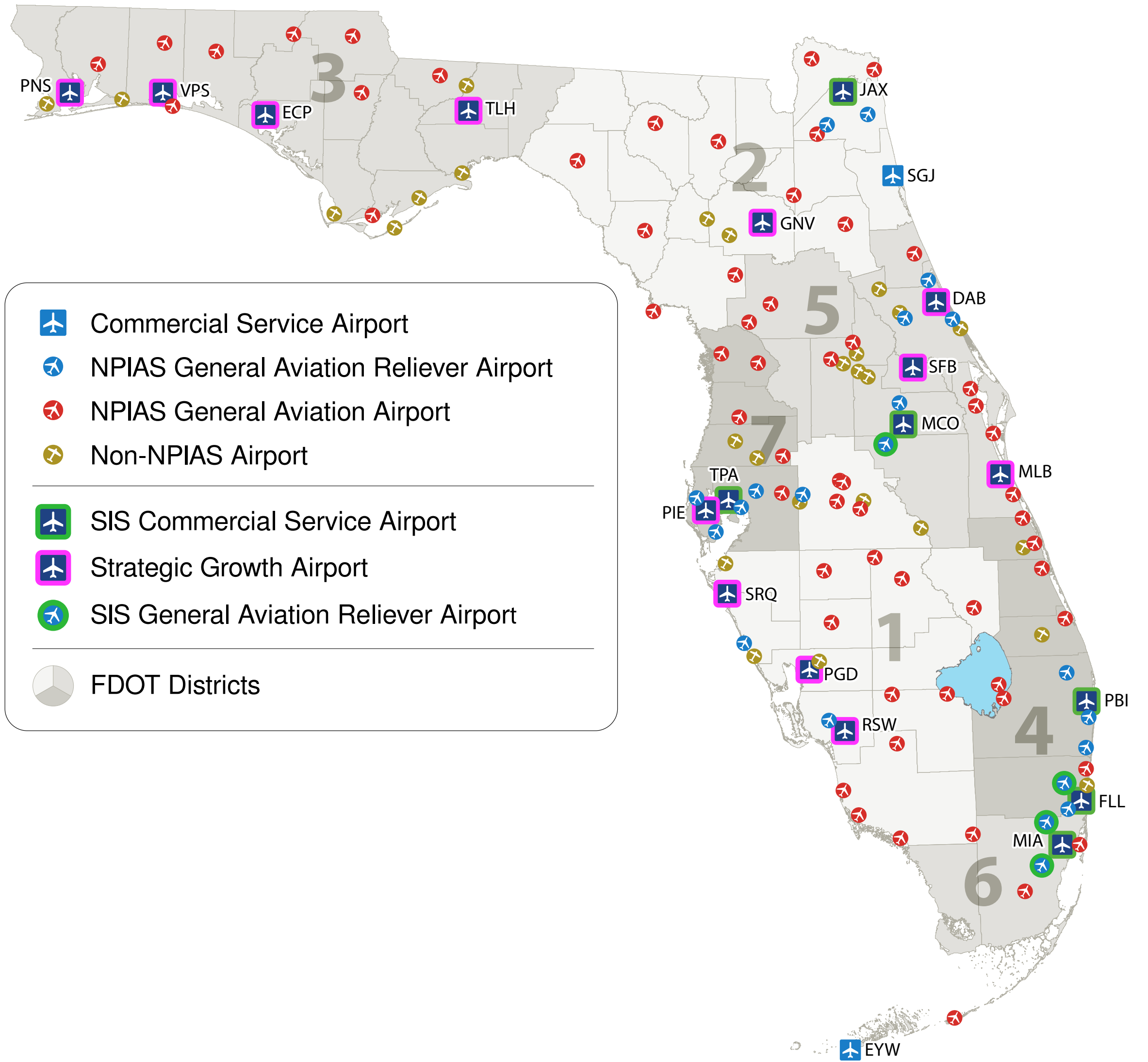
In an effort to better communicate the benefits and roles of general aviation (GA) airports throughout the country, the FAA completed their original Airport System Strategic Evaluation Task (ASSET) Study in 2012. The ASSET Study took a comprehensive look at the GA airports included in the NPIAS. The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

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



## Florida’s Airport System

Florida’s airport system consists of 129 public use airports: 106 publicly owned and 23 privately owned. The exhibit below shows Florida’s public use airports system, along with FDOT District boundaries.







“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.

Section (7) of Chapter 339.135(7), Florida Statutes, 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.





October	<p>FDOT District Aviation staff will send a spreadsheet of what is currently programmed in the work program. The program will reflect project needs as identified in JACIP, incorporating what was discussed in the previous year’s teleconference calls between FAA, FDOT, and the Airports.</p>
November December	<p><b>Prior to teleconference calls:</b></p> <ul style="list-style-type: none"> <li>• Review prioritization of existing projects in JACIP</li> <li>• Review accuracy of project scopes and cost estimates of programmed projects as shown in JACIP</li> <li>• Review planned pavement projects to be sure that they accurately depict the findings of the recently updated Airport Pavement Management Report</li> <li>• Make sure JACIP represents your current Capital Improvement Plan &amp; Master Plan</li> <li>• Identify new fifth-year projects to be uploaded in JACIP</li> <li>• Have a plan as to which projects you wish to fund and how you want to fund them.</li> <li>• For GA airports: be aware of FAA entitlement funds available (\$150,000/year accrued up to 3 years)</li> <li>• Try to anticipate the year you will request FAA funds and request state funds accordingly</li> <li>• Local match should be available when grant is accepted</li> <li>• State Grants should coincide with Federal grants to minimize time between grant execution and project start dates</li> <li>• Review Capital Improvement Plan Summary generated in JACIP</li> <li>• New projects should have a project narrative, justification, cost estimate and a plan for how the project will be funded</li> </ul> <p><b>FDOT District Aviation staff will schedule teleconference calls with Airports and FAA.</b></p> <p><b>Purpose:</b></p> <ul style="list-style-type: none"> <li>• Discuss which projects are planned for funding in the five year work program</li> <li>• Discuss which projects are going to be funded by the FAA and how (Discretionary funds, Entitlement funds, etc.)</li> <li>• Discuss changes the airport may want to make to the existing work program</li> <li>• Identification of new fifth-year projects</li> </ul> <p><i>Following the meeting, airports should prepare a summary of changes they plan to make in JACIP and provide to FDOT before JACIP is unlocked for updates. (Changes can be shown on the worksheet provided to the airports.) As soon as the proposed changes are submitted following the meeting, JACIP will be unlocked.</i></p>
December January	<p><b>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.</b></p> <p><b>Changes that should be made in JACIP:</b></p> <ul style="list-style-type: none"> <li>• Review and update project cost estimates for all projects</li> <li>• Review all projects to be sure they reflect the airport’s current Capital Improvement Plan</li> <li>• Update to reflect changes discussed in teleconference calls/spreadsheets</li> <li>• Make sure project narratives are current and complete</li> </ul>
April	<p>FDOT District Aviation staff will contact airports to develop a production schedule for upcoming fiscal year</p>
June July	<p>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</p> <p><b>Note: Work Program will not be able to adopt any changes until after July 1. July 1st is when the Work Program is adopted.</b></p>



**FDOT Aviation Work  
Program Development  
Timeline**

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



FDOT’s Share of Project Funding

In Florida, the amount of funding an airport may receive is governed by Section 333.007, Florida Statutes and varies depending on its designation by FDOT as either a commercial service airport or a general aviation airport. The following provides a breakdown of the amount of funding that may be provided by various funding sources within FDOT’s Aviation Work Program, depending on the type of airport.

Commercial Service Airports

Applies to airports that have been classified by the FAA as Primary Commercial Service Airports (i.e., have more than 10,000 passenger boardings each year). When a project is funded by the FAA, FDOT may provide up to 50 percent of the remaining (non-federal) share of commercial service airport project costs. For example, if the FAA provides 75 percent of the funding for a project, FDOT may provide up to 12.5 percent of total project costs (or 50 percent of the remaining 25 percent). Using this example, if a project cost equaled \$100,000, the FAA would provide \$75,000, the FDOT would provide \$12,500, and the local (airport sponsor) share would also be \$12,500. When no federal funding is available, FDOT may provide up to 50 percent of the total project costs.

General Aviation Airports

Applies to airports that meet all the following criteria: public-owned, public-use, listed in the Florida Aviation System Plan (FASP), and, not classified by the FAA as a Primary Commercial Service Airport. When a project is funded by the FAA, FDOT may provide up to 80 percent of the remaining (non-federal) share of general aviation airport project costs. For example, if the FAA provides 90 percent of the funding for a project, FDOT may provide up to 8 percent of total project costs (80 percent of the remaining 10 percent). Using this example, if a project cost equaled \$100,000, the FAA would provide \$90,000, FDOT would provide \$8,000, and the local (airport sponsor) share would be \$2,000. When no federal funding is available, FDOT may provide up to 80 percent of the total project costs. Exceptions to this limit may be made for governmental entities which qualify for a waiver or reduction of local match through the Rural Economic Development Initiative (REDI) program discussed on [page 31](#).

Strategic Airport Investment Program

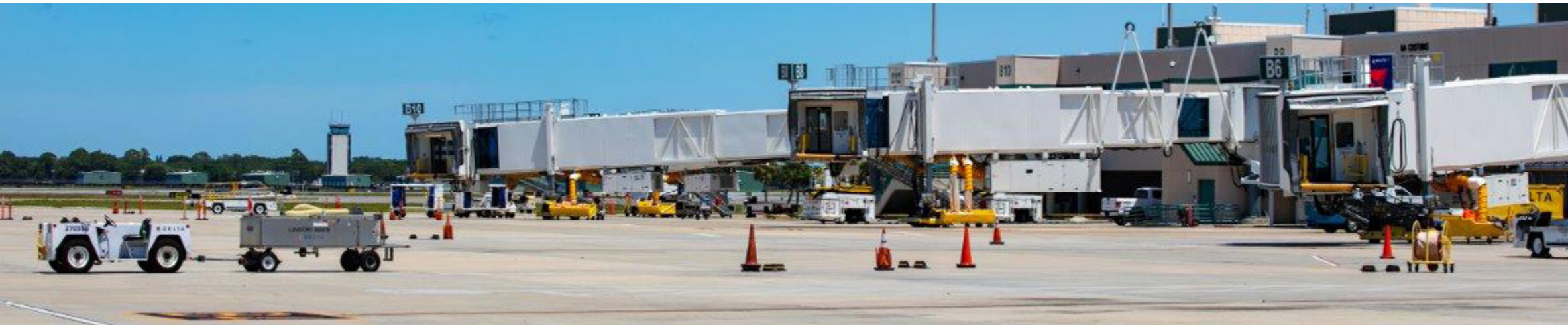
FDOT may fund strategic airport investment projects at up to 100 percent for both commercial service and general aviation airports if the project meets all of the following criteria:

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

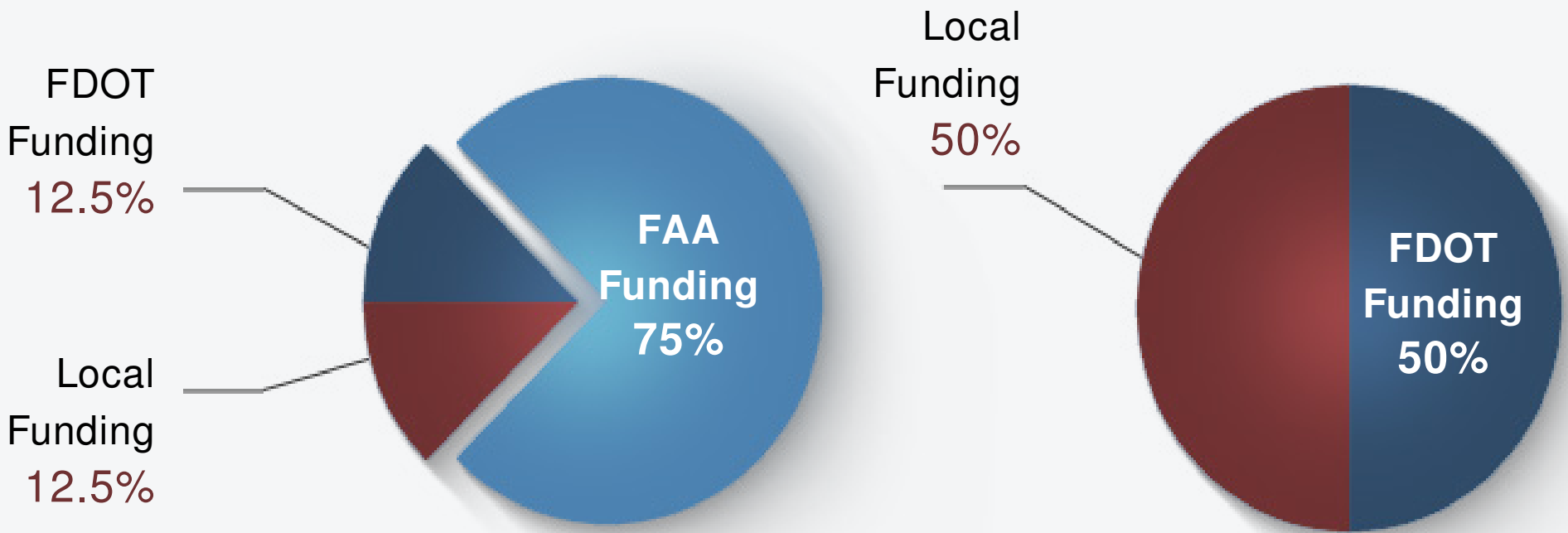
More details on the Florida Aviation Grant Program can be found at [www.fdot.gov/aviation/fundinginfo.shtm](http://www.fdot.gov/aviation/fundinginfo.shtm)

Airport Economic Development

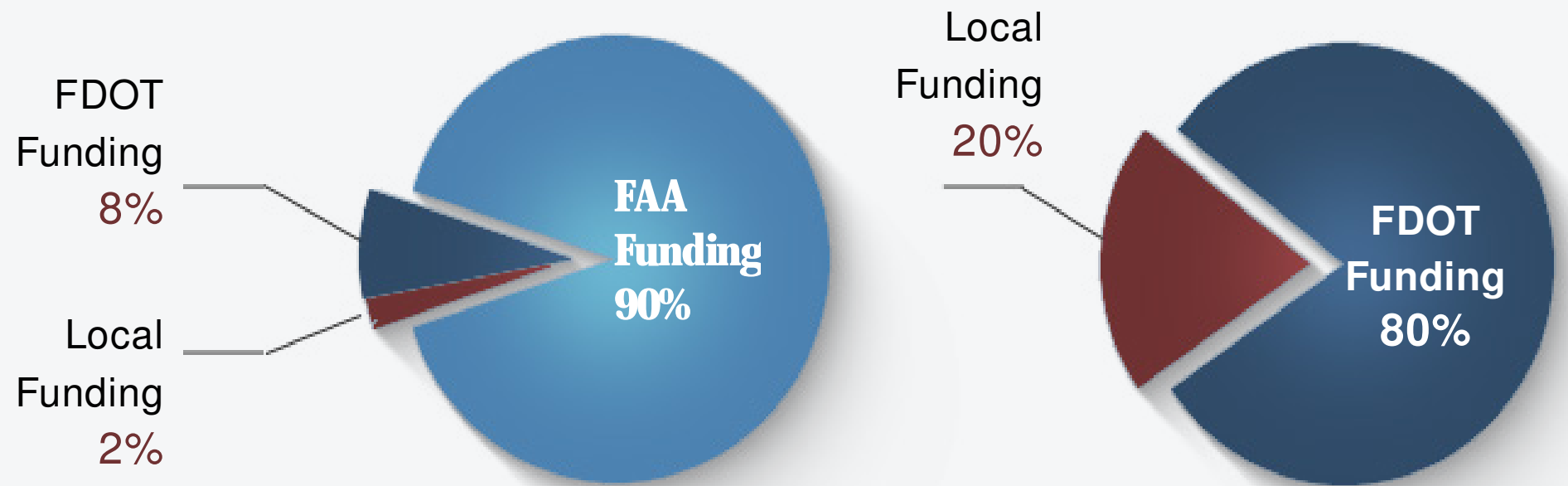
FDOT may provide up to 50 percent of the costs to build on-airport, revenue-producing capital projects such as industrial park facilities at airports.



Commercial Service Project Funding



General Aviation Project Funding





# 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 airport-specific list of FDOT District Coordinators can be found on page 34 of this Handbook.

Type of Development	If Federal Funding Is Available	If Federal Funding Is Not Available
Commercial Service Airports ✈	Department provides up to <b>50%</b> of non-federal share	Department provides up to <b>50%</b> of total project costs
General Aviation Airports ✈	Department provides up to <b>80%</b> of non-federal share	Department provides up to <b>80%</b> of total project costs
Economic Development ✈	Not applicable	Department provides up to <b>50%</b> of total project costs

# 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:

- ✓ Encourage the maximum allocation of federal funds;
- ✓ State licensing standards per **Chapter 14-60, Florida Administrative Code;**
- ✓ State and federal standards for safety;
- ✓ State and federal standards for security;
- ✓ Preserve existing airport infrastructure; and
- ✓ Increase the capacity of Florida’s airports

# Key To Grant Programs

Source: [Chapter 332, Florida Statutes](#); [Department Work Program Instructions](#)



“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.”

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

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



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 Policy & Process Management page](#).

<a href="#">725-040-040</a>	✈️ Aviation Program Management
<a href="#">725-040-055</a>	✈️ Loans to Airports
<a href="#">725-040-060</a>	✈️ Airport Economic Development Program
<a href="#">725-040- 100</a>	✈️ Airport Master Plans
<a href="#">725-040-210</a>	✈️ New Public Airport Funding Eligibility



## AVIATION AND SPACEPORTS OFFICE

Florida is fortunate to be served by one of the most comprehensive and progressive airport systems in the country. The Aviation and Spaceports Office develops the Florida Aviation System Plan, promotes the development and improvement of Florida’s airports and spaceports, regulates airports and protects airport approaches. Major activities include aviation system development, aviation grant program, airport regulation, intergovernmental coordination, aviation outreach and aviation emergency operations management.

[WWW.FDOT.GOV/AVIATION](http://WWW.FDOT.GOV/AVIATION)





# Examples Of Eligible Projects

The following table lists examples of the types of projects that are eligible for funding by the Florida Aviation Grant Program. The projects listed here can be funded by the programs as listed on page 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 on page 34.



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



**Master Plan (Airport Planning Projects):  
Program 28**  
*To plan and promote airport facilities and operations.*  
Allows up to 50 percent state share grants for commercial service airports and up to 80 percent state share grants for general aviation airports when there is no federal participation. When federal funds are available, allows up to 50 percent of the non-federal share for commercial service airports and up to 80 percent of the non-federal share for general aviation airports.

**Discretionary Capacity:  
Program 32**  
*To add capacity to Florida’s major airports in order to maintain Florida’s competitive advantage in the international marketplace.*  
Allows up to 50 percent state share grants for airports with scheduled intercontinental service. Priority is given to projects for airside capacity, international terminals, and airport access transportation projects..

**Commercial Service:  
Program 33**  
*To develop transportation facilities at commercial service airports.*  
Allows up to 50 percent state share grants when there is no federal participation. Allows up to 50 percent of the non-federal share when federal funding is available.

**General Aviation:  
Program 34**  
*To develop transportation facilities at general aviation airports.*  
Allows up to 80 percent state share grants when there is no federal participation. Allows up to 80 percent of the non-federal share when federal funding is available.

**Aviation Land Acquisition:  
Program 91**  
*To acquire land for airport development or safety. Acquisition through a reimbursable project is encouraged if future federal reimbursement is likely.* Allows up to 50 percent state share grants for commercial service airports and up to 80 percent state share grants for general aviation airports when there is no federal participation. Allows up to 50 percent (commercial service airports) or 80 percent (general aviation airports) of the non-federal share when federal funding is available.

Additionally, FDOT provides interest-free loans for up to 75 percent of the cost of airport land purchases for both commercial service and general aviation airports. These loans are repaid to ensure FDOT’s financial participation meets airport improvement program funding ratios as detailed on page 16 when federal funds are allocated to the land acquisition or in ten years, whichever comes first.

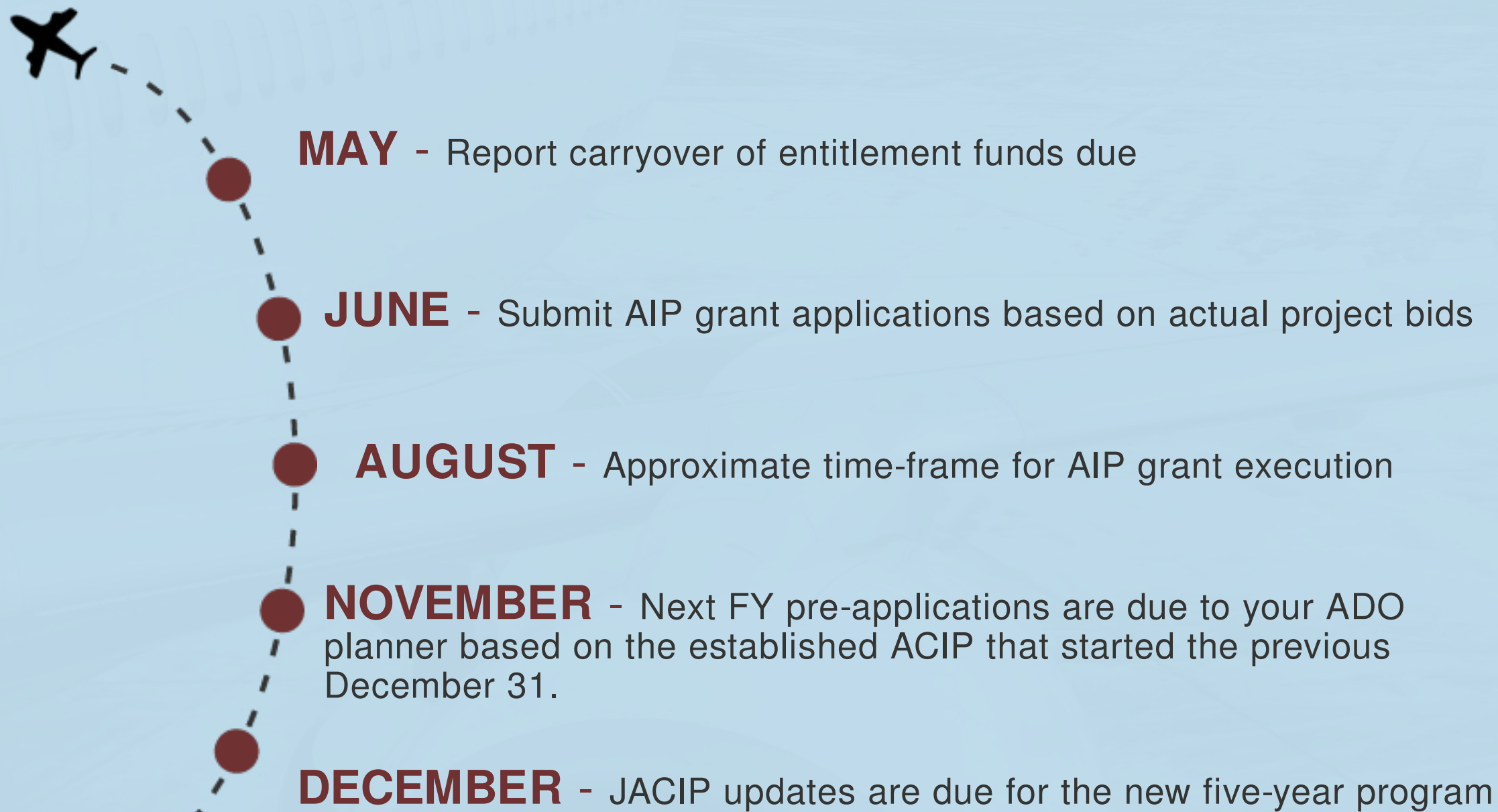
**Aviation Economic Development:  
Program 99**  
*To develop facilities at any public airport that will produce airport revenue and encourage positive community economic impact. Non-aeronautical projects are eligible.*  
Allows up to 50 percent state share grants for airports.

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

It is important for an airport to have 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 time-frame prior to the actual year of the AIP funding request.

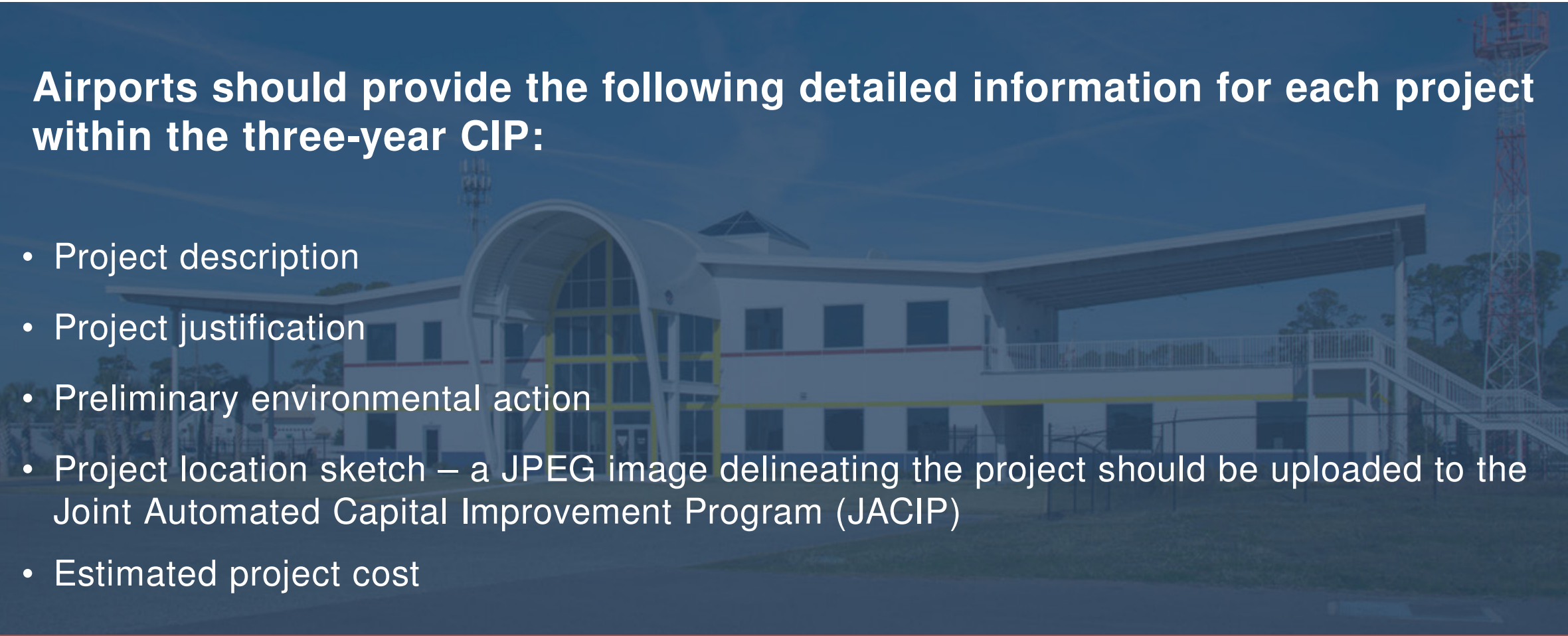
All Florida airport sponsors are strongly encouraged to maintain a current CIP representing their prioritized needs.

## “Typical” FAA Funding Cycle-time



*\*Note: FAA grant applications must be in accordance with FAA Standard Operating Procedure (SOP) 6.00 located at [www.faa.gov/airports/resources/sops/](http://www.faa.gov/airports/resources/sops/)*





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

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

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

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






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

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



# Expiration of AIP Funds

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

## AIP Funding Availability For Planning In Your CIP

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

For more information related to the FAA’s ACIP, please contact your assigned FAA planner or engineer at the Orlando ADO. A table outlining specific FAA planner/engineer assignment areas is included on page 34.

## The Florida Aviation Database And The Joint Automated Capital Improvement Program

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

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

- ✓ To identify statewide aviation needs;
- ✓ FDOT’s Aviation and Spaceports Office to 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 2025-2026 should be entered into JACIP no later than May 2020. As a minimum, the “fifth-year project” shall include a project description, justification, and budget.



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

## 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 [Department of Financial Services Reference Guide for State Expenditures](#).

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

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

## Construction Projects

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

1. CCNA form
2. Third-party agreements, including scope and fee
3. Plans and Specifications
4. Engineer’s Certification
5. Bid Documents and Bid Tabulations
6. Project Schedule
7. Change orders
8. Final project certification and acceptance (FDOT Form 725-040-031)

## Public Transportation Grant Agreement Compliance

In order to ensure compliance with PTGAs, there are required submittals for construction, planning, and land acquisition projects. The language presented in the table above and tables on the following page can be found within FDOT’s standard PTGA. “Agency” refers to the airport sponsor while “Department” refers to FDOT.



## Planning Projects

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

1. CCNA form
2. Third-party agreements
3. Project scope meeting
4. Project scope
5. Draft submittals
6. Final submittals
7. Change orders
8. Final project certification and acceptance (FDOT Form 725-040-031)

## Land Acquisition Projects

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

1. CCNA form
2. Appraisal
3. Review appraisal
4. Property map/survey
5. Authorization from FDOT to purchase and the Notice-To-Proceed
6. Third-party agreements
7. FDOT agreement approval
8. Closing documents and title
9. Agency project certification form

## 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. They can be substantiated in the following methods:**

- ✓ Project Invoice Form (FDOT Form 725-040-029 required with all invoice submittals)
- ✓ Progress reports
- ✓ Description of services
- ✓ Supporting Documents

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.



## Protecting the State's Investment in Our Aviation System

FDOT makes every effort to ensure the state's investment is protected and benefits are realized. FDOT works to maximize the return on investment for all airport capital projects. FDOT strives to ensure projects are delivered in accordance with the PTGA. FDOT routinely reviews and inspects projects to ensure accountability and performance objectives are met. FDOT District Aviation Coordinators may attend pre-construction and project status meetings with the airport sponsor and contractor team.

**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

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.



### 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:

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

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



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



# State Airport Sponsor 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
- 2. Good Title
- 3. Preserving Rights and Powers
- 4. Hazard Removal and Mitigation
- 5. Airport Compatible Land Use
- 6. Consistency with Local Government Plans
- 7. Consistency with Airport Master Plan and Airport Layout Plan
- 8. Airport Financial Plan
- 9. Airport Revenue
- 10. Fee and Rental Structure
- 11. Public-Private Partnership for Aeronautical Uses
- 12. Terminal Development Prerequisites
- 13. Accounting System, Audit, and Record Keeping Requirements
- 14. Minimum Wage Rates
- 15. Veteran’s Preference
- 16. Conformity to Plans and Specifications
- 17. Construction Inspection and Approval
- 18. Planning Projects
- 19. Retention of Rights and Interests
- 20. Consultant, Contractor, Scope, and Costs
- 21. Planning Projects
- 22. Land Acquisition Projects
- 23. Construction Projects
- 24. Noise Mitigation Projects



## Specific (Special) Appropriations

The 1990 Florida Legislature passed a law in an effort to discourage the identification of specific projects in the appropriations bill. The law states:

In accordance with section 339.135(5)(a), Florida Statutes, 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.





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 Chapter 339 F.S. Transportation Finance and Planning. Florida’s Governor and Legislature established the SIS in 2003 to enhance Florida’s economic competitiveness by focusing the state’s limited transportation resources on facilities most critical for interregional, interstate, and international movement of people and freight. Although Florida’s population and economy have changed over time, the intent of the SIS has remained the same. The SIS is the state’s highest priority for transportation capacity investments and a primary tool for implementing the Florida Transportation Plan (FTP)—the state’s long-range transportation vision and policy plan. The SIS is comprised of the state’s largest and most significant commercial service and general aviation airports, spaceports, public seaports, intermodal freight terminals, interregional passenger terminals, urban fixed guideway transit corridors, rail corridors, waterways, and highways.



**Strategic**  
Is made up of facilities and services of statewide and interregional significance (Strategic)



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



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

All facilities designated on the SIS are eligible for state transportation investments consistent with the policy framework defined in the SIS Policy Plan. The following table details the updated designation criteria for the airport SIS categories since 2018:



Facility Type	Eligible Facilities	SIS Component	Strategic Growth Component
<div> <div>✈</div> <div>Commercial Service Airports</div> </div>	Airports with scheduled commercial and/or cargo services	<div> <div>✓</div> <div>2.5% of Florida annual passenger enplanements</div> </div> <div>or</div> <div> <div>✓</div> <div>2.5% of Florida annual freight and mail tonnage</div> </div>	<div> <div>Must meet AT LEAST ONE of the following:</div> <ul style="list-style-type: none"> <li>Is the facility projected to meet SIS minimum activity levels within three years of being designated?</li> <li>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?</li> </ul> </div> <div> <div>Must meet ALL of the following:</div> <ul style="list-style-type: none"> <li>Does the facility have a current master plan as well as a prioritized list of production ready projects?</li> <li>Is the facility identified in a local government comprehensive plan, Comprehensive Economic Development Strategy (CEDS), Transit Development Plan, or equivalent?</li> <li>Does the facility have partner and public consensus on viability of a new or significantly expanded facility?</li> <li>Does the facility meet Community and Environment screening criteria?</li> </ul> </div>
<div> <div>✈</div> <div>General Aviation Reliever Airports</div> </div>	<p>General aviation airports functioning as relievers to commercial service airports</p> <p>*Must meet criteria set forth in Chapter 339.63(4), F.S.</p>	<ul style="list-style-type: none"> <li>Identified as a reliever facility to an existing SIS commercial service or Strategic Growth airport; and</li> <li>Handles at least 75,000 itinerant (nonlocal) flight operations per year; and</li> <li>Has a runway with length exceeding 5,500 linear feet; and</li> <li>Has runway capable of handling 60,000 pound dual wheel aircraft and serviced by at least one precision instrument approach; and</li> <li>0.05% of employment of industries dependent on air transportation located within a 50-mile radius; and</li> <li>Serves a cluster of aviation-dependent industries.</li> </ul> <p>A general aviation reliever airport has the same designation (SIS or Strategic Growth) as the commercial service airport it relieves.</p>	







## SIS Airports

There are currently twenty-two (22) airports throughout the state designated as being a part of the SIS network; seven (7) of which are fully designated as SIS Commercial Service Airports, eleven (11) are designated as Strategic Growth SIS Commercial Service Airports, and 4) are designated as SIS General Aviation Reliever airports.

### SIS Airports

The following airports are designated as SIS Commercial Service Airports:

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

### Strategic Growth Airports

The following airports are designated as Strategic Growth Commercial Airports:

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

### SIS General Aviation Reliever Airports

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

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

### Projects Eligible For SIS Funding

For capacity improvement projects identified at SIS airport facilities, SIS funding can be requested during the SIS Work Program Development Cycle, which typically occurs March through October of each year. There are four categories of capacity improvement projects eligible to receive SIS funding: Ground Transportation, Airside Connections, Terminal Connections, and Landside Connections (typically not eligible for funding except when integrated with other off-site modes).

Included in the SIS Handbook is a link to the Capacity Funding Eligibility Matrix for SIS facilities, which describes these types of projects and specifies how SIS funding can or cannot be used. The table on the following page describes the SIS project eligibility criteria for airports as found in the 2014 SIS Funding Eligibility Guidance Document.



Airports (Commercial Service And General Aviation Reliever)  
Potential State Funding: Up to 50% on hub

SIS Project Categories	Projects Eligible for Funding	Projects Not Eligible for Funding
<div>Ground Transportation</div>	On-airport transportation facilities that support the primary flow of passengers and cargo and that link to SIS facilities (e.g. passenger terminal and cargo facility direct access roadways; busways; rail lines)	People mover (capacity); baggage system (capacity/ non-security enhancements); Terminal buildings and gates needing capacity improvements to facilitate the movement of people and goods
<div>Landside Connections</div>	On-airport multi-modal facilities that link passenger and cargo terminals with a SIS connector or hub (e.g. on-airport rail/people mover stations or intermodal/ bus terminals)	Airport terminals; airside terminals; terminal shuttles; projects serving general aviation operations exclusively; non-FDOT land purchase
<div>Airside Connections</div>	Facilities that link passenger and cargo terminals with aviation corridors (e.g. apron expansion; taxiway (new or extension); runways (new or extension); and approach lighting related to new or extended runways)	Non-FDOT land purchase; equipment used in airside operations; projects serving general aviation operations exclusively
<div>Terminal Connections</div>	People mover (capacity); baggage system (capacity/ non-security enhancements); Terminal buildings and gates needing capacity improvements to facilitate the movement of people and goods	Maintenance facilities and operations; non-FDOT land purchase, security, customs, and the expansion of retail/ concession space

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

In summary, SIS funding is available only to: (1) SIS-designated airports, and (2) SIS-eligible projects. The timeframe for reviewing current SIS allocations, receiving new SIS project funding requests, and developing a draft allocation plan typically occurs between March and June each year. The timeframe for programming SIS projects typically occurs between July and October each year. 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.

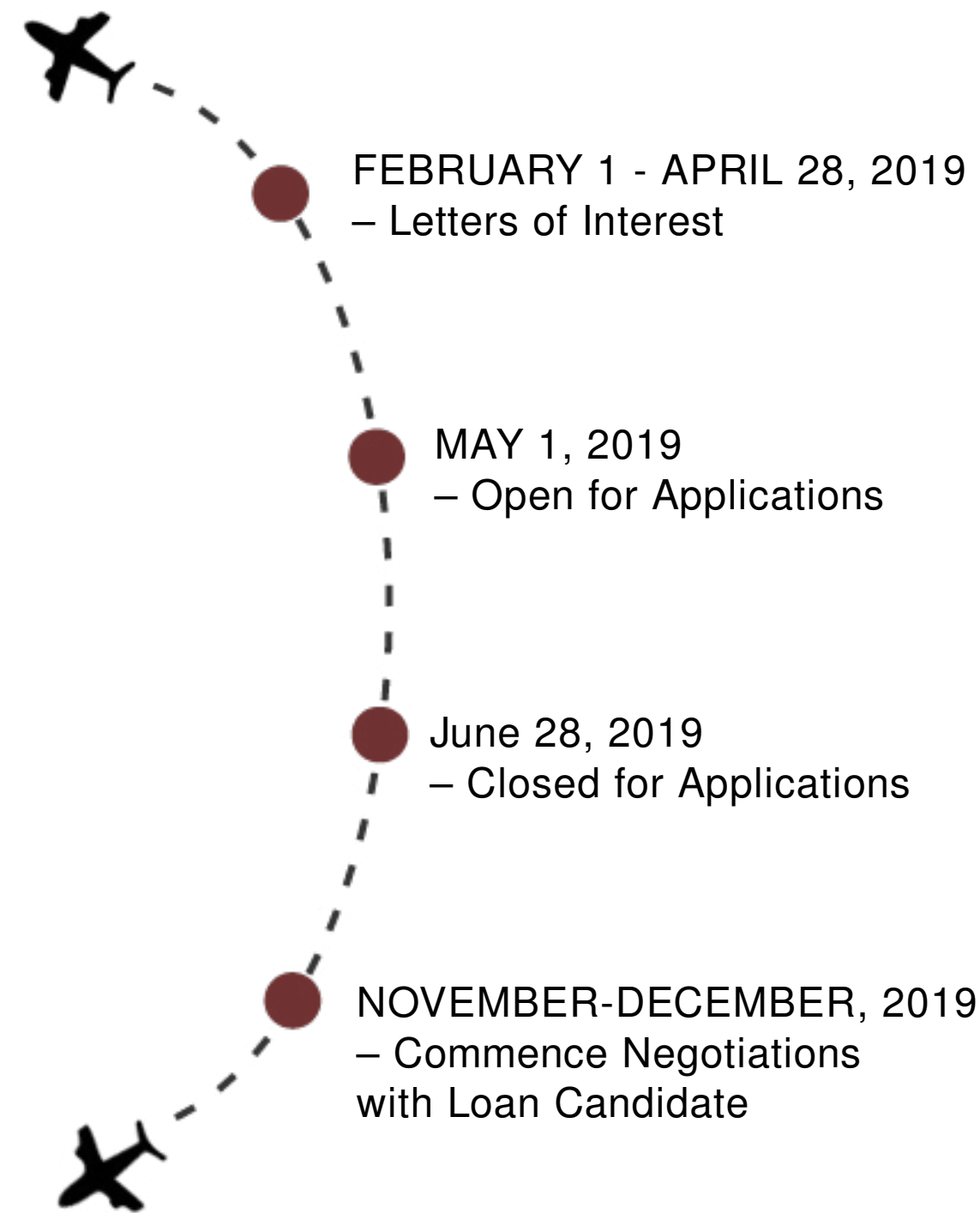
Airport sponsors with questions on the SIS program or SIS eligibility should contact their District Aviation Coordinator.

Part 4

OTHER FUNDING MECHANISMS

State Infrastructure Bank (SIB)

Source: Title 23 and Title 49, United States Code;  
Sections 339.55, 215.617, and 339.2819(4)  
Florida Statutes (F.S.)



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 or 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 Sections [339.55](#), F.S. and [215.617](#), F.S. 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 Section [339.2819\(4\)](#), F.S. 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)

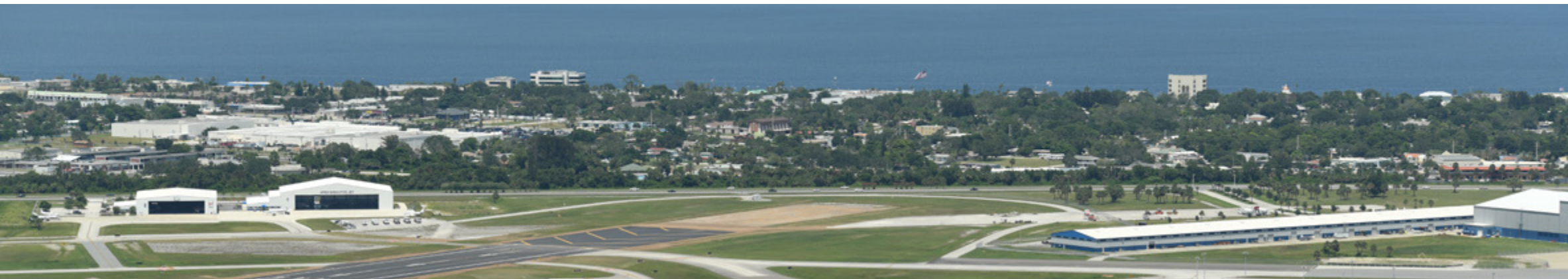
[Source: Chapter 339.2819, Florida Statutes](#)

The Transportation Regional Incentive Program (TRIP) was created 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 stamp taxes in accordance with [Chapter 201.15\(4\)\(a\)\(4\), F.S.](#)

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

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

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



## Economic Development Transportation Fund Projects

[Source: Chapter 339.2821, Florida Statutes](#)

The Economic Development Transportation Fund (EDTF) 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 program, created in 1980, was transferred to the FDOT on July 1, 2012 with the creation of section 339.2821, F.S.

[Section 339.2821](#), F.S., requires 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 12 incentive programs used by Enterprise Florida, Inc. (EFI) 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, EFI works with the local governmental entity in which the impediment is located to prepare an EDTF application for FDOT consideration.

The initial application is submitted to EFI, which acts on behalf of FDOT to ensure that the project meets Florida’s job creation and economic development requirements. The final funding decision is made by FDOT after considering the comments or recommendations provided by EFI, and the Departments of Economic Opportunity and Environmental Protection.

### Section 339.2821, F.S., also provides the following criteria which must be considered:

- Cost per job created or retained considering the amount of transportation funds requested;
- Average hourly wages of the jobs created;
- 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; and
- 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 [Section 334.03, F.S.](#) The use of EDTF funding for landscaping, environmental mitigation, utility location or relocation, and other indirect costs is therefore prohibited. Additional information on the EDTF program is available on the [Enterprise Florida website](#).

## 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 Chapter 332, F.S., 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 Section 320.08058\(32\), F.S.](#) In 2012/13, security assessments were conducted at 86 airports and specific projects were funded as a result. Updated security assessments were completed in 2019.



## Rural Economic Development Initiative (REDI)

[Source: Chapter 288.0656, Florida Statutes](#)

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

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

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



For all other projects, consult Ch. 339.08, F.S. 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.

### Part 5

## CONCLUSION

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 call the appropriate FDOT District representative listed on page 34 for more information.

## Alternative Funding Opportunities

In addition to the funding programs discussed, Florida airports can also seek funding assistance through a number of additional national and state funding opportunities for aviation projects. These alternative funding opportunities include programs which support job creation, air service development, environmental enhancements, air quality improvements, and other benefits. Additional information on these alternative funding sources are included in on [pages 37-42](#).





Aviation Office Functional Organizational Chart





ABBREVIATIONS & ACRONYMS

<b>Aero</b> – Aeronautical	<b>EIS</b> – Environmental Impact Statement	<b>NextGen</b> – Next Generation (Air Transportation System)
<b>AICUZ</b> - Air Installation Compatible Use Zone	<b>Expo</b> – Exposition and Fly-in	<b>NGATS</b> – Next Generation Air Transportation System
<b>Av Dev</b> - FDOT Aviation Office Development Section	<b>FAA</b> – Federal Aviation Administration	<b>OPS</b> – Other Personnel Services (Temporary Staff)
<b>Av Ofc</b> - FDOT Aviation and Spaceports Office	<b>FAC</b> – Florida Airports Council	<b>Part 139</b> – FAA Certified Air Carrier Airports
<b>Av Ops</b> - FDOT Aviation Office Operations Section	<b>FAD</b> – Florida Aviation Database	<b>SIAPs</b> – Standard Instrument Approaches
<b>Av Sys</b> - Aviation System	<b>FDLE</b> – Florida Department of Law Enforcement	<b>SIS</b> – Strategic Intermodal System
<b>CFASPP</b> - Continuing Florida Aviation System Planning Process	<b>FDOT</b> – Florida Department of Transportation	<b>TFRs</b> – Temporary Flight Restrictions
<b>CS</b> - Commercial Service Airport	<b>GA</b> – General Aviation Airport	<b>Trng</b> – Training
<b>DEO</b> - Department of Economic Opportunity	<b>JACIP</b> – Joint Automated Capital Improvement Program	<b>TSA</b> – Transportation Security Administration
<b>DoD</b> - Department of Defense Mgmt – Management	<b>Mgmt</b> – Management	
<b>EA</b> - EnvironmentalAssessment	<b>NASA</b> – National Aeronautics and Space Administration	
<b>EAA</b> - Experimental Aircraft Association Is	<b>NASAO</b> – National Association of State Aviation Officials	





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FAA Airports District Office (ADO) Contacts

AOA Area	Role	Name	Phone	E-mail
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Airports with FDOT District and FAA ADO Area

LOCATION						LOCATION					
		FDOT DISTRICT	CFASPP REGION	FEDC REGION	ADO AREA			FDOT DISTRICT	CFASPP REGION	FEDC REGION	ADO AREA
1.	<a href="#">Airlades Airport</a>	1	Southwest	South Central	8	36.	<a href="#">Fort Lauderdale / Hollywood International Airport</a>	4	Southeast	Southeast	8
2.	<a href="#">Airport Manatee</a>	1	Southwest	Tampa Bay	N/A	37.	<a href="#">Fort Lauderdale Executive Airport</a>	4	Southeast	Southeast	8
3.	<a href="#">Albert Whitted Airport</a>	7	West Central	Tampa Bay	4	38.	<a href="#">Fort Walton Beach Airport</a>	3	Northwest	Northwest	N/A
4.	<a href="#">Apalachicola Regional-Cleve Randolph Field</a>	3	Northwest	Northwest	1	39.	<a href="#">Gainesville Regional Airport</a>	2	North Central	North Central	2
5.	<a href="#">Arcadia Municipal Airport</a>	1	Central	South Central	7	40.	<a href="#">George T Lewis Airport</a>	2	North Central	North Central	2
6.	<a href="#">Arthur Dunn Air Park</a>	5	East Central	East Central	5	41.	<a href="#">Halifax River Seaplane Base</a>	5	East Central	East Central	3
7.	<a href="#">Avon Park Executive Airport</a>	1	Central	South Central	7	42.	<a href="#">Herlong Recreational Airport</a>	2	Northeast	Northeast	2
8.	<a href="#">Bartow Municipal Airport</a>	1	Central	Tampa Bay	6	43.	<a href="#">Hilliard Airpark</a>	2	Northeast	Northeast	2
9.	<a href="#">Belle Glade State Municipal Airport</a>	4	Southeast	Southeast	7	44.	<a href="#">Immokalee Regional Airport</a>	1	Southwest	Southwest	9
10.	<a href="#">Bob Lee Flight Strip</a>	5	East Central	East Central	N/A	45.	<a href="#">Indiantown Airport</a>	4	Treasure Coast	Southeast	N/A
11.	<a href="#">Bob Sikes Airport</a>	3	Northwest	Northwest	1	46.	<a href="#">Inverness Airport</a>	7	North Central	Tampa Bay	2
12.	<a href="#">Bob White Field</a>	5	East Central	East Central	N/A	47.	<a href="#">Jack Browns Seaplane Base</a>	1	Central	Tampa Bay	N/A
13.	<a href="#">Boca Raton Airport</a>	4	Southeast	Southeast	7	48.	<a href="#">Jacksonville Executive at Craig Airport</a>	2	Northeast	Northeast	2
14.	<a href="#">Buchan Airport</a>	1	Southwest	Tampa Bay	N/A	49.	<a href="#">Jacksonville International Airport</a>	2	Northeast	Northeast	2
15.	<a href="#">Calhoun County Airport</a>	3	Northwest	Northwest	1	50.	<a href="#">Key West International Airport</a>	6	Southeast	Southeast	9
16.	<a href="#">Carrabelle-Thompson Airport</a>	3	Northwest	Northwest	N/A	51.	<a href="#">Keystone Airpark</a>	2	Northeast	Northeast	3
17.	<a href="#">Cecil Airport</a>	2	Northeast	Northeast	2	52.	<a href="#">Kissimmee Gateway Airport</a>	5	East Central	East Central	5
18.	<a href="#">Chalet Suzanne Air Strip</a>	1	Central	Tampa Bay	N/A	53.	<a href="#">La Belle Municipal Airport</a>	1	Southwest	South Central	8
19.	<a href="#">Clearwater Air Park</a>	7	West Central	Tampa Bay	4	54.	<a href="#">Lake City Gateway Airport</a>	2	North Central	North Central	2
20.	<a href="#">Costin Airport</a>	3	Northwest	Northwest	N/A	55.	<a href="#">Lake Wales Municipal Airport</a>	1	Central	Tampa Bay	6
21.	<a href="#">Cross City Airport</a>	2	North Central	North Central	2	56.	<a href="#">Lakeland Linder Regional Airport</a>	1	Central	Tampa Bay	6
22.	<a href="#">Crystal River-Captain Tom Davis Field</a>	7	North Central	Tampa Bay	2	57.	<a href="#">Leesburg International Airport</a>	5	East Central	East Central	4
23.	<a href="#">Dade-Collier Training and Transition Airport</a>	6	Southeast	Southeast	9	58.	<a href="#">Marco Island Executive Airport</a>	1	Southwest	Southwest	9
24.	<a href="#">Daytona Beach International Airport</a>	5	East Central	East Central	3	59.	<a href="#">Marianna Municipal Airport</a>	3	Northwest	Northwest	1
25.	<a href="#">Defuniak Springs Airport</a>	3	Northwest	Northwest	1	60.	<a href="#">Marion County Airport</a>	5	North Central	North Central	4
26.	<a href="#">Deland Municipal-Sidney H. Taylor Field</a>	5	East Central	East Central	3	61.	<a href="#">Massey Ranch Airpark</a>	5	East Central	East Central	N/A
27.	<a href="#">Destin Executive Airport</a>	3	Northwest	Northwest	1	62.	<a href="#">Melbourne International Airport</a>	5	East Central	East Central	5
28.	<a href="#">Destin-Ft Walton Beach Airport</a>	3	Northwest	Northwest	1	63.	<a href="#">Merritt Island Airport</a>	5	East Central	East Central	5
29.	<a href="#">Downtown Fort Lauderdale Helistop</a>	4	Southeast	Southeast	N/A	64.	<a href="#">Miami Executive Airport</a>	6	Southeast	Southeast	9
30.	<a href="#">Everglades Airpark</a>	1	Southwest	Southwest	9	65.	<a href="#">Miami Homestead General Aviation Airport</a>	6	Southeast	Southeast	9
31.	<a href="#">Executive Airport</a>	5	East Central	East Central	5	66.	<a href="#">Miami International Airport</a>	6	Southeast	Southeast	9
32.	<a href="#">Ferguson Airport</a>	3	Northwest	Northwest	N/A	67.	<a href="#">Miami Seaplane Base</a>	6	Southeast	Southeast	9
33.	<a href="#">Fernandina Beach Municipal Airport</a>	2	Northeast	Northeast	2	68.	<a href="#">Miami-Opa Locka Executive Airport</a>	6	Southeast	Southeast	9
34.	<a href="#">Flagler Executive Airport</a>	5	East Central	Northeast	3	69.	<a href="#">Mid Florida Air Service Airport</a>	5	East Central	East Central	N/A
35.	<a href="#">Flying Ten Airport</a>	2	North Central	North Central	N/A	70.	<a href="#">Naples Municipal Airport</a>	1	Southwest	Southwest	9



	LOCATION	FDOT DISTRICT	CFASPP REGION	FEDC REGION	ADO AREA		LOCATION	FDOT DISTRICT	CFASPP REGION	FEDC REGION	ADO AREA
71.	<a href="#">New Hibiscus Airpark</a>	4	Treasure Coast	Southeast	N/A	107.	<a href="#">St George Island Airport</a>	3	Northwest	Northwest	N/A
72.	<a href="#">New Smyrna Beach Municipal Airport</a>	5	East Central	East Central	3	108.	<a href="#">St Pete-Clearwater International Airport</a>	7	West Central	Tampa Bay	4
73.	<a href="#">North Palm Beach County General Aviation Airport</a>	4	Southeast	Southeast	7	109.	<a href="#">Suwannee County Airport</a>	2	North Central	North Central	2
74.	<a href="#">North Perry Airport</a>	4	Southeast	Southeast	8	110.	<a href="#">Tallahassee Commercial Airport</a>	3	Northwest	Northwest	N/A
75.	<a href="#">Northeast Florida Regional Airport</a>	2	Northeast	Northeast	3	111.	<a href="#">Tallahassee International Airport</a>	3	Northwest	Northwest	1
76.	<a href="#">Northwest Florida Beaches International Airport</a>	3	Northwest	Northwest	1	112.	<a href="#">Tampa Executive Airport</a>	7	West Central	Tampa Bay	4
77.	<a href="#">Oak Tree Landing Airport</a>	2	North Central	North Central	N/A	113.	<a href="#">Tampa International Airport</a>	7	West Central	Tampa Bay	4
78.	<a href="#">Ocala International-Jim Taylor Field</a>	5	North Central	North Central	4	114.	<a href="#">Tampa North Aero Park</a>	7	West Central	Tampa Bay	N/A
79.	<a href="#">Okeechobee County Airport</a>	1	Treasure Coast	South Central	7	115.	<a href="#">Tavares Seaplane Base</a>	5	East Central	East Central	N/A
80.	<a href="#">Orlando Apopka Airport</a>	5	East Central	East Central	N/A	116.	<a href="#">The Florida Keys Marathon International Airport</a>	6	Southeast	Southeast	9
81.	<a href="#">Orlando International Airport</a>	5	East Central	East Central	5	117.	<a href="#">Treasure Coast International Airport</a>	4	Treasure Coast	Southeast	7
82.	<a href="#">Orlando Sanford International Airport</a>	5	East Central	East Central	3	118.	<a href="#">Tri-County Airport</a>	3	Northwest	Northwest	1
83.	<a href="#">Ormond Beach Municipal Airport</a>	5	East Central	East Central	3	119.	<a href="#">Umatilla Municipal Airport</a>	5	East Central	East Central	4
84.	<a href="#">Page Field</a>	1	Southwest	Southwest	8	120.	<a href="#">Valkaria Airport</a>	5	East Central	East Central	5
85.	<a href="#">Palatka Municipal - Lt Kay Larkin Field</a>	2	Northeast	Northeast	3	121.	<a href="#">Venice Municipal Airport</a>	1	Southwest	Tampa Bay	9
86.	<a href="#">Palm Beach County Glades Airport</a>	4	Southeast	Southeast	7	122.	<a href="#">Vero Beach Regional Airport</a>	4	Treasure Coast	Southeast	5
87.	<a href="#">Palm Beach County Park Airport</a>	4	Southeast	Southeast	7	123.	<a href="#">Wakulla County Airport</a>	3	Northwest	Northwest	N/A
88.	<a href="#">Palm Beach International Airport</a>	4	Southeast	Southeast	7	124.	<a href="#">Wauchula Municipal Airport</a>	1	Central	South Central	7
89.	<a href="#">Pensacola International Airport</a>	3	Northwest	Northwest	1	125.	<a href="#">Williston Municipal Airport</a>	2	North Central	North Central	2
90.	<a href="#">Perry-Foley Airport</a>	2	North Central	North Central	1	126.	<a href="#">Winter Haven Regional Airport</a>	1	Central	Tampa Bay	6
91.	<a href="#">Peter O Knight Airport</a>	7	West Central	Tampa Bay	4	127.	<a href="#">Witham Field</a>	4	Treasure Coast	Southeast	7
92.	<a href="#">Peter Prince Field</a>	3	Northwest	Northwest	1	128.	<a href="#">Zephyrhills Municipal Airport</a>	7	West Central	Tampa Bay	4
93.	<a href="#">Pierson Municipal Airport</a>	5	East Central	East Central	N/A						
94.	<a href="#">Pilot Country Airport</a>	7	West Central	Tampa Bay	N/A						
95.	<a href="#">Plant City Airport</a>	7	West Central	Tampa Bay	4						
96.	<a href="#">Pompano Beach Airpark</a>	4	Southeast	Southeast	8						
97.	<a href="#">Punta Gorda Airport</a>	1	Southwest	Southwest	7						
98.	<a href="#">Quincy Municipal Airport</a>	3	Northwest	Northwest	1						
99.	<a href="#">River Ranch Resort Airport</a>	1	Central	Tampa Bay	N/A						
100.	<a href="#">Sarasota/Bradenton International Airport</a>	1	Southwest	Tampa Bay	9						
101.	<a href="#">Sebastian Municipal Airport</a>	4	Treasure Coast	Southeast	5						
102.	<a href="#">Sebring Regional Airport</a>	1	Central	South Central	7						
103.	<a href="#">Shell Creek Airpark</a>	1	Southwest	Southwest	N/A						
104.	<a href="#">South Lakeland Airport</a>	1	Central	Tampa Bay	N/A						
105.	<a href="#">Southwest Florida International Airport</a>	1	Southwest	Southwest	8						
106.	<a href="#">Space Coast Regional Airport</a>	5	East Central	East Central	5						







# Alternative Funding Opportunities

FOR AVIATION, RAIL, FREIGHT, SEAPORT, SPACEPORT, TRANSIT, AND OTHER MULTIMODAL PROJECTS IN FLORIDA



## Funding Sources

### Airport Improvement Program Supplemental Appropriation

**Total Funding Available:** \$1 billion

**ELIGIBLE MODE:**



On March 23, 2018, the President signed H.R. 1625, the Consolidated Appropriations Act, 2018. The legislation provided the Federal Aviation Administration's (FAA) Airport Improvement Program (AIP) an additional \$1 billion in discretionary grants, to enable the Secretary of Transportation to make grants for projects as authorized by subchapter 1 of chapter 471 and subchapter 1 of chapter 475 of title 49, United States Code. Priority consideration to projects at: (a) nonprimary airports that are classified as Regional, Local, or Basic airports and not located within a Metropolitan or Micropolitan Statistical Area as defined by the Office of Management and Budget; or (b) primary airports that are classified as Small or Nonhub airports.

**Application Deadline/Window:** Up to September 30, 2020 (if funds available, first come, first serve)

**Managing Agency:** Federal Aviation Administration

**Eligibility Requirements:** Airports must be in the National Plan of Integrated Airport Systems

**Eligible Project Examples:** Any project eligible under the regular FAA Airport Improvement Program is eligible under

this program

**Partnering Opportunities:** FDOT Aviation Grant Program funds can be used to match

**Fund's Website:** [www.faa.gov/airports/aip/aip\\_supplemental\\_appropriation/](http://www.faa.gov/airports/aip/aip_supplemental_appropriation/)

### Payments for Small Community Air Service Development

**Total Funding Available:** Varies

**ELIGIBLE MODE:**



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.

**Application Deadline/Window:** Varies

**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:** [cms.dot.gov/sites/dot.gov/files/docs/mission/office-policy/aviation-policy/314131/scasdp-order-awarding-grants-fiscal-year-2017.pdf](http://cms.dot.gov/sites/dot.gov/files/docs/mission/office-policy/aviation-policy/314131/scasdp-order-awarding-grants-fiscal-year-2017.pdf)

### Homeland Security Grant Program

**Total Funding Available:** \$1.067 billion

**ELIGIBLE MODE:**



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."

**Application Deadline/Window:** 2018: June 20. A similar deadline is anticipated annually.

**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](http://www.fema.gov/homeland-security-grant-program)



Transit Security Grant Program

Total Funding Available: Varies—\$88,000,000 for FY 2018

ELIGIBLE MODE:

AVIATION

RAIL

SEAPORT

SPACEPORT

TRANSIT

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

<b>Application Deadline/Window:</b> 2018: June 20. A similar deadline is anticipated annually.	agencies is available in Appendix A of the 2018 Program Guidance at <a href="https://www.fema.gov/media-library-data/1526580907395-49b9e613ce3fdd6f7aa7253432c43029/FY_2018_TSGP_NOFO_05_11_18_FINAL_508.pdf">https://www.fema.gov/media-library-data/1526580907395-49b9e613ce3fdd6f7aa7253432c43029/FY_2018_TSGP_NOFO_05_11_18_FINAL_508.pdf</a>	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
<b>Managing Agency:</b> Federal Emergency Management Agency (FEMA)		
<b>Eligibility Requirements:</b> Eligible applicants are public transportation agencies (Rail, Intra-city Bus, and Ferry Transit Agencies) that serve historically eligible Urban Area Security Initiative (UASI) jurisdictions. A list of TSGP eligible	<b>Eligible Project Examples:</b> Building and sustaining emergency management capabilities through operational activities, operational packages (OPacks), Top Transit Asset List (TTAL) remediation;	<b>Fund’s Website:</b> <a href="http://www.fema.gov/transit-security-grant-program">www.fema.gov/transit-security-grant-program</a>

Port Security Grant Program

Total Funding Available: Varies—\$100,000,000 for FY 2019

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 support 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 2018 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.

<b>Application Deadline/Window:</b> 2018: June 20. A similar deadline is anticipated annually.	services. Specifically, eligible applicants include port authorities, port police, local law enforcement agencies, port and local fire departments, and facility fire brigades that has jurisdictional authority to respond to incidents in the port	<b>Fund’s Website:</b> <a href="http://www.fema.gov/port-security-grant-program">www.fema.gov/port-security-grant-program</a>
<b>Managing Agency:</b> Federal Emergency Management Agency (FEMA)		
<b>Eligibility Requirements:</b> Owners or operators of federally-regulated terminals, facilities, US inspected passenger vessels or ferries; members of an AMSC who are recognized as such by the USCG Captain of the Port (COTP), and are required to provide port security	<b>Eligible Project Examples:</b> 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	

Triumph Grants

Total Funding Available: \$1.5 billion

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.

<b>Application Deadline/Window:</b> Ongoing	(b) Increase household income in the disproportionately affected counties above national average household income.	(h) Are recommended by the board of county commissioners of the county in which the project or program will be located.
<b>Managing Agency:</b> Triumph Gulf Coast		
<b>Eligibility Requirements:</b> Must be in Escambia, Santa Rosa, Okaloosa, Walton, Bay, Gulf, Franklin or Wakulla County.	(c) Leverage or further enhance key regional assets, including educational institutions, research facilities, and military bases.	(i) Partner with convention and visitor bureaus, tourist development councils, or chambers of commerce located within the disproportionately affected counties.
<b>Eligible Project Examples:</b> Projects must:	(d) Partner with local governments to provide funds, infrastructure, land, or other assistance for the project.	<b>Fund’s Website:</b> <a href="http://www.myfloridatriumph.com/">www.myfloridatriumph.com/</a>
(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.	(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.	

Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants

Total Funding Available: \$1.5 billion

ELIGIBLE MODE:

AVIATION

RAIL

SEAPORT

SPACEPORT

TRANSIT

BUILD Transportation grants are for investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation. The BUILD Transportation grants replace the pre-existing Transportation Investment Generating Economic Recovery (TIGER) grant program.

<b>Application Deadline/Window:</b> Rolling	<b>Eligible Project Examples:</b> (TIGER grant) A project focused on complete streets improvements in Immokalee, Florida, including approximately 20 miles of new sidewalks, a bike boulevard network, a shared-use path, street lighting, bus shelters, a new transit center, landscaping, drainage improvements, and intersection and traffic calming retreats.	<b>Fund’s Website:</b> <a href="http://www.transportation.gov/BUILDgrants/about">www.transportation.gov/BUILDgrants/about</a>
<b>Managing Agency:</b> U.S. Department of Transportation		
<b>Eligibility Requirements:</b> For the 2018 round of BUILD Transportation grants, the maximum grant award is \$25 million, and no more than \$150 million can be awarded to a single State, as specified in the FY 2018 Appropriations Act. At least 30 percent of funds must be awarded to projects located in rural areas		



Planning Program and Local Technical Assistance Program

Total Funding Available: Varies

ELIGIBLE MODE:

 AVIATION

 RAIL

 SEAPORT

 SPACEPORT

 TRANSIT

Pursuant to PWEDA, EDA announces general policies and application procedures for grant-based investments under the Planning and Local Technical Assistance programs. Under the Planning program EDA assists eligible recipients in creating regional economic development plans designed to build capacity and guide the economic prosperity and resiliency of an area or region. 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. In general, EDA provides Partnership Planning grants to the designated planning organization (e.g., District Organization) serving EDA designated Economic Development Districts to enable these organizations to develop and implement relevant CEDS. In addition, EDA provides Partnership Planning grants to Indian Tribes to help develop and implement CEDS and associated economic development activities. The Planning program also 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. 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 analyses and impact studies.

<b>Rolling</b>	<b>Eligibility Requirements:</b> Public and State controlled institutions of higher education, state governments, private institutions of higher education	institutions of higher education
<b>Application Deadline/Window:</b> U.S. Economic Development Administration	Nonprofits having a 501(c)(3) status with the IRS, other than institutions of higher education, city or township governments, Native American tribal governments (Federally recognized), special district governments, nonprofits that do not have a 501(c)(3) status with the IRS, other than	<b>Fund’s Website:</b> www.eda.gov/funding-opportunities/

Emergency Management Performance Grant Program

Total Funding Available: \$350,100,000

ELIGIBLE MODE:

 AVIATION

 RAIL

 SEAPORT

 SPACEPORT

 TRANSIT

The Emergency Management Performance Grant (EMPG) Program 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 Emergency Management Performance Grant Program Multi-Year Programmatic Guidance is intended primarily to serve as a support guide for EMPG Program applicants to help those applicants plan grant program activities strategically across multiple years using the same programmatic guidance and guidelines.

<b>Application Deadline/Window:</b> June 20, 2018 (similar date for future years)	Either the FY 2018 EMPG FAQs 2 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.	<b>Fund’s Website:</b> www.fema.gov/media-library/assets/documents/164412
<b>Managing Agency:</b> Federal Emergency Management Agency (FEMA)		
<b>Eligibility Requirements:</b> All 56 states and territories, as well as the Republic of the Marshall Islands and the Federated States of Micronesia, are eligible to apply for FY 2018 EMPG Program funds.		

Public Assistance: Local, State, Tribal, and Private Non-Profit

Total Funding Available: Varies

ELIGIBLE MODE:

 AVIATION

 RAIL

 SEAPORT

 SPACEPORT

 TRANSIT

FEMA’s Public Assistance (PA) grant program provides federal assistance to government organizations and certain private nonprofit (PNP) organizations following a Presidential disaster declaration. Disaster survivors who need information on grant programs for homeowners and renters should visit FEMA’s Individual Assistance page. PA provides grants to state, tribal, territorial, and local governments, and certain types of PNP organizations so that communities can quickly respond to and recover from major disasters or emergencies. Through the program, FEMA provides supplemental federal disaster grant assistance for debris removal, life-saving emergency protective measures, and the repair, replacement, or restoration of disaster-damaged publicly-owned facilities, and the facilities of certain PNP organizations. The PA program also encourages protection of these damaged facilities from future events by providing assistance for hazard mitigation measures during the recovery process. The federal share of assistance is not less than 75 percent of the eligible cost. The Recipient (usually the state) determines how the non-federal share (up to 25 percent) is split with the subrecipients (eligible applicants).

<b>Application Deadline/Window:</b> Eligible applicants must notify FEMA withing 60 days of disaster.	Management Agency (FEMA)	<b>Fund’s Website:</b> https://www.fema.gov/public-assistance-local-state-tribal-and-non-profit
<b>Managing Agency:</b> Federal Emergency	<b>Eligibility Requirements:</b> Only available to government organizations and certain nonprofit organizations.	

Nationals Coastal Wetlands Conservation Program

Total Funding Available: \$19 million

ELIGIBLE MODE:

 AVIATION

 RAIL

 SEAPORT

 SPACEPORT

 TRANSIT

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

<b>Application Deadline/Window:</b> Varies	<b>Eligibility Requirements:</b> Coastal and Great Lakes states	<b>Fund’s Website:</b> https://www.fws.gov/coastal/CoastalGrants/
<b>Managing Agency:</b> U.S. Fish and Wildlife Service		

Cooperative Endangered Species Conservation Fund

Total Funding Available: Varies

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

<b>Application Deadline/Window:</b> Varies	<b>Eligibility Requirements:</b> Eligibility varies based on program.	<b>Fund’s Website:</b> https://www.fws.gov/endangered/grants/grant-programs.html
<b>Managing Agency:</b> U.S. Fish and Wildlife Service		



Diesel Emissions Reduction Act (DERA)

Total Funding Available:

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.

<b>Application Deadline/Window:</b> To be determined	<b>Eligibility Requirements:</b> For 2018: Must be an airport, Must be ground service equipment, Must result in diesel emissions reduction	<b>Fund’s Website:</b> floridadep.gov/air/air-director/content/diesel-emissions-reduction-act-dera-florida
<b>Managing Agency:</b> Florida Department of Environmental Protection	<b>Eligible Project Examples:</b> For 2018: Airport ground support equipment	

Volkswagen Settlement Mitigation Fund

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”).

<b>Application Deadline/Window:</b> To be determined	<b>Eligible Project Examples:</b> Trust funds may be used to pay some or all of the cost to repower or replace eligible diesel-powered vehicles with new diesel vehicles or engines, alternative fueled vehicles or engines, or replacements with all-electric vehicles or engines. The settlement expressly requires that the old vehicles and/or diesel engines be scrapped. Partnering Opportunities: Can be matched with FDOT funds. Can be
<b>Managing Agency:</b> Florida Department of Environmental Protection	
<b>Eligibility Requirements:</b> Both privately-owned and government-owned fleets are potentially eligible to receive funding.	

matched with DERA funds.  
**Fund’s Website:** floridadep.gov/air/air-director/content/volkswagen-settlement-florida-mitigation-fund

Rural Infrastructure Fund

Total Funding Available: 30% of total infrastructure cost in a rural county; 40% if funding is for a catalyst site as defined in s. 288.0656

ELIGIBLE MODE:

✈️ AVIATION

🚆 RAIL

🚢 SEAPORT

🏗️ SPACEPORT

🚌 TRANSIT

The Rural Infrastructure Fund facilitates the planning, preparing, and financing of infrastructure projects in rural communities which encourage job creation, capital investment, and the strengthening and diversification of rural economies by promoting tourism, trade, and economic development. The department may award grants for up to 30% of the total infrastructure project cost, 40% if the project is for a catalyst site.

<b>Application Deadline/Window:</b> Rolling	with a population of 125,000 with is contiguous to a county with a population of 75,000 or fewer, or a municipality in such a county	including roads or other remedies to transportation impediments.
<b>Managing Agency:</b> Florida Department of Economic Opportunity		<b>Fund’s Website:</b> www.floridajobs.org/community-planning-and-development/rural-community-programs/rural-infrastructure-fund
<b>Eligibility Requirements:</b> Must be in a rural community, defined as a county with a population of 75,000 or fewer, a county	<b>Eligible Project Examples:</b> Authorized infrastructure includes those of public or public-private partnership facilities,	

Florida Job Growth Grant Fund

Total Funding Available: \$85 million

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.

<b>Application Deadline/Window:</b> Rolling	<b>Eligible Project Examples:</b> 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.	<b>Partnering Opportunities:</b> Local match not required but encouraged
<b>Managing Agency:</b> Florida Department of Economic Opportunity and Enterprise FL, Inc		<b>Fund’s Website:</b> floridajobs.org/jobgrowth
<b>Eligibility Requirements:</b> Local governments and public educational institutions in partnership with local government		

The Renewable Energy and Energy Efficient Technologies (REET) Grant

Total Funding Available: Varies

ELIGIBLE MODE:

✈️ AVIATION

🚆 RAIL

🚢 SEAPORT

🏗️ SPACEPORT











🚌 TRANSIT

The Renewable Energy and Energy Efficient Technologies (REET) Grant Program is a competitive grant program designed to provide funding to conduct demonstration, commercialization, research and development projects relating to renewable energy technologies and innovative technologies that significantly increase energy efficiency for vehicles and commercial buildings

<b>Application Deadline/Window:</b> Varies	<b>Eligibility Requirements:</b> Public governments, educational institutions, etc.	<b>Fund’s Website:</b> https://www.freshfromflorida.com/Business-Services/Energy/REET-Grant-Program
<b>Managing Agency:</b> Florida Department of Agriculture and Consumer Services		









Funding Sources Matrix

				ELIGIBLE MODES				
Funding Program	Managing Organization	Eligibility Requirements	Link	Aviation	Rail	Seaport	Spaceport	Transit
Airport Improvement Program Supplemental Appropriation	Federal Aviation Administration	Airports must be in the National Plan of Integrated Airport Systems	www.faa.gov/airports/aip/aip_supplemental_appropriation/					
Triumph Grants	Triumph Gulf Coast	Must be in Escambia, Santa Rosa, Okaloosa, Walton, Bay, Gulf, Franklin or Wakulla County.	www.myfloridatriumph.com/					
Diesel Emissions Reduction Act (DERA)	Florida Department of Environmental Protection	For 2018: Must be an airport, Must be ground service equipment, Must result in diesel emissions reduction	www.floridadep.gov/air/air-director/content/diesel-emissions-reduction-act-dera-florida					
Volkswagen Settlement Mitigation Fund	Florida Department of Environmental Protection	Both privately-owned and government-owned fleets are potentially eligible to receive funding.	www.floridadep.gov/air/air-director/content/volkswagen-settlement-florida-mitigation-fund					
Florida Energy Technology Cost Share Program — Efficiency and Renewable Improvements in Commercial Aquaculture (ERICA)	Florida Department of Agriculture and Consumer Services	Qualified applicants are those applicants who are certified under Section 597.004, Florida Statutes, and have a physical presence in the state of Florida. The applicant must maintain certification throughout the project implementation and the one-year energy data collection period.	www.freshfromflorida.com/Energy/Florida-Energy-Technology-Cost-Share-Program-Efficiency-and-Renewable-Improvements-in-Commercial-Aquaculture-ERICA			Farm		
Rural Infrastructure Fund	Florida Department of Economic Opportunity	Must be in a rural community, defined as a county with a population of 75,000 or fewer, a county with a population of 125,000 with is contiguous to a county with a population of 75,000 or fewer, or a municipality in such a county	www.floridajobs.org/community-planning-and-development/rural-community-programs/rural-infrastructure-fund					
Transit Security Grant Program	Federal Emergency Management Agency (FEMA)	Eligible applicants are public transportation agencies (Rail, Intra-city Bus, and Ferry Transit Agencies) that serve historically eligible Urban Area Security Initiative (UASI) jurisdictions. A list of TSGP eligible agencies is available Appendix A of the 2018 Program Guidance at https://www.fema.gov/media-library-data/1526580907395-49b9e613ce3fdd6f7aa7253432c43029/FY_2018_TSGP_NOFO_05_11_18_FINAL_508.pdf	www.fema.gov/transit-security-grant-program					

FUNDING SOURCES MATRIX CONTINUED

				ELIGIBLE MODES				
Funding Program	Managing Organization	Eligibility Requirements	Link	Aviation	Rail	Seaport	Spaceport	Transit
Port Security Grant Program	Federal Emergency Management Agency (FEMA)	Owners or operators of federally-regulated terminals, facilities, US inspected passenger vessels or ferries; members of an AMSC who are recognized as such by the USCG Captain of the Port (COTP), and are required to provide port security services. Specifically, eligible applicants include port authorities, port police, local law enforcement agencies, port and local fire departments, and facility fire brigades that has jurisdictional authority to respond to incidents in the port	www.fema.gov/port-security-grant-program					
Florida Boating Improvement Program (FBIP)	Florida Fish and Wildlife Conservation Commission (FWCC)	Eligible program participants include county governments, municipalities and other governmental entities of the state of Florida.	www.myfwc.com/boating/grant-programs/fbip/			Municipal boating facilities		
Recreational Trails Program	Florida Department of Environmental Protection	Eligible applicants include local governments and nonprofit environmental organizations.	www.floridadep.gov/lands/land-and-recreation-grants/content/recreational-trails-program					
Florida Job Growth Grant Fund	Florida Department of Economic Opportunity and Enterprise FL, Inc	Local governments and public educational institutions in partnership with local government	www.floridajobs.org/jobgrowth					
Doppelt Family Trail Development Fund	Rails to Trails Conservancy (RTC)	While applications for projects on rail-trails and rails-with-trails will be given preference, rail-trail designation is not a requirement. However, the trail must serve or plan to serve multiple user types and be considered a trail, greenway, multi-use trail or shared-use path; the project must advance trail development, help establish corridor connections or improve current conditions on the trail; eligible grantees include nonprofit organizations, state, regional, local, or tribal government agencies, and other organizations; only one application per group/agency will be accepted; all applicants must join RTC's Trail Expert Network to apply	www.railstotrails.org/our-work/doppelt-family-trail-development-fund/			Trails		



				ELIGIBLE MODES				
Funding Program	Managing Organization	Eligibility Requirements	Link	Aviation	Rail	Seaport	Spaceport	Transit
Florida Defense Support Task Force Grants	Florida Defense Support Task Force (Enterprise FI, Inc)	Resources are only for initiatives which directly support preserving, protecting, and enhancing Florida's military installations. Projects must directly improve the military value of the installation.	www.enterpriseflorida.com/fdstf/resources/					
Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants	U.S. Department of Transportation	For the 2018 round of BUILD Transportation grants, the maximum grant award is \$25 million, and no more than \$150 million can be awarded to a single State, as specified in the FY 2018 Appropriations Act. At least 30 percent of funds must be awarded to projects located in rural areas	www.transportation.gov/BUILDgrants/about					



OUR MISSION

The department 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.

[www.fdot.gov/aviation](http://www.fdot.gov/aviation)





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