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**FLORIDA
AIRPORT
FINANCIAL
RESOURCE
GUIDE**

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June 1999

Florida Department of Transportation
Aviation Office

ABSTRACT

The Florida Airport Financial Assistance Resource Guide has been developed to assist Florida airport managers in their research for grants-in-aid, loans, and other financial assistance programs to enhance the growth of their respective airports and adjacent commercial properties. It is the primary goal of this Financial Assistance Resource Guide is to catalogue the variety of successful, innovative approaches in which Florida airports have generated income. The intent is thus: (1) to provide only a brief overview of the many “traditional” approaches to airport financial assistance; (2) focus on providing brief program descriptions of the many “creative” financial assistance programs which have proved successful; (3) identify points of contact and Internet pages where additional information can be obtained; and (4) finally, provide some Case Studies of airports whose implementation of these approaches have proven successful. The guide is thus divided into three sections. The First Section is an overview and description of the “traditional” methods of funding airport improvements. These include discussions of the Federal programs such as the Airport Improvement Program (AIP), the Passenger Facility Charge (PFC) program, and the State of Florida, Department of Transportation (FDOT) airport enhancement programs. The Second Section provides overview descriptions of the various “non-traditional” financial assistance programs which have been used to develop airport properties in Florida, and the respective points-of-contact. These include the Community Development Block Grant (CDBG) programs, the Economic Development Administration (EDA) programs, the Transportation Enhancement Act for the 21st Century (TEA-21) intermodal and surface transportation program funds, the Enterprise Florida grants and loan programs, the U.S. Department of Agriculture (USDA) Rural Economic Development grants and loan programs, and other similar financial assistance programs. One page descriptions of the individual programs are contained in Appendix A. The Third Section provides a number of “case studies” and points-of-contact which illustrate the success stories of specific Florida airports to use or combine individual financial assistance grants and loans into viable, revenue and jobs producing programs. Special acknowledgment is given to Mr. Bill Johnson, Tallahassee Economic Development Department; Mr. Mike Willingham, Airport Manager, Sebring Regional Airport; Enterprise Florida and the Florida State Rural Development Council, Florida Rural Resource Directory; Mr. Joe Mueller and Ms. Susan Campbell of U.S. Department of Agriculture, Rural Development Office in Gainesville and their Federal office Beltsville, Maryland; Mr. Dean Stringer, Director of the Federal Aviation Administration (FAA) Airports District Office (ADO) Orlando; Mr. Willie C. Taylor, U.S. Department of Commerce, Economic Development Administration (EDA); the Florida Department of Community Affairs (DCA) CDBG Offices; the General Accounting Office (GAO); and the Staff of the Florida Department of Transportation, Aviation Office for their support and cooperation in the development of this resource guide. This “Guide” will be a continually evolving reference aid and will be updated periodically as new information becomes available or as programs change or new ones implemented.

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I. INTRODUCTION

Airports are the linchpin of the nation's airport transportation system. Adequate and predictable funding is needed for airport development. The National Civil Aviation Review Commission, established by Congress to determine how to fund U.S. Civil Aviation, reported in December, 1997 that more funding is needed to develop the national airport system's capacity, preserve small airports infrastructure, and fund new safety and security initiatives. Funding is also needed to mitigate noise and other negative environmental effects of airports on nearby communities. (GAO, 1999) Currently, the estimated shortfall between available funding for airports planned development and the current needs is \$3 billion per year through 2001.

Airports provide important economic benefits to the State of Florida, to the nation, and the communities where airports are located. According to the GAO, airports accounted for \$68.2 billion, or 0.8 percent of the U.S. Gross Domestic Product (GDP) in 1996. (GAO 1999) That figure is certainly higher in 1999. Additionally, according to the Airports Council International-North America, in 1998, 1.6 million people were employed at airports. Finally, in 1996, tax-exempt bonds, the Airport Improvement Program (AIP), and passenger facility charges (PFCs) together provided about \$6.6 billion of the \$7 billion in airport funding. State grants and other airport revenue (landing fees, concessions, leases, freight charges, parking, etc.) contributed the remaining funding for airports. (GAO 1999)

Over a number of years and hundreds of Regional and Statewide meetings supporting the Continuing Florida Aviation Systems Planning Process (CFASPP) as well as other forums, there have been consistent discussions, briefings, and reports concerning financial assistance programs available to and used by Florida airports. The general theme of these reviews have concerned primarily the "traditional" approach to financing airport improvements. These programs include the use of the Federal Aviation Administration (FAA) Airport Improvement Program (AIP) assistance, Passenger Facility Charges (PFCs), State of Florida Airport Assistance Funding through the Florida Department of Transportation (FDOT), revenue bonds, and other related programs.

While these programs generate basic revenue for a large number of Florida airports, many smaller airports continue to search for additional sources of revenue to meet operational needs and financial assistance match requirements. Within the community of Florida General Aviation (GA) airports, there are many legacy airports which were former World War II training bases. These airports not only include the "airside" facilities such as runways, taxiways, safety clearance, hangar, and terminal areas, but many have large sections of land which can be and is used for economic development purposes. Additionally, larger facilities such as former military facilities at Naval Air Station Cecil Field and Homestead Air Force Base offer an abundance of economic development potential given the appropriate level of financial assistance to attract business.

Many of these GA airports have demonstrated significant ingenuity in seeking creative approaches to obtaining both financial assistance for the development of their adjacent properties, and generating incomes for the operation of the airside facilities. This additional revenue greatly assists airport sponsors in creating jobs and business within the community; provides for an airport which can be financially self-sustaining; and generates sufficient funds to support match dollars for capital improvement and economic development projects on airport property.

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It is the primary goal of this Financial Assistance Resource Guide to catalogue the variety of successful, innovative approaches in which Florida airports have generated income. The intent of this guide is: (1) to provide only a brief overview of the many “traditional” approaches to airport financial assistance; (2) focus on providing brief program descriptions of the many “creative” financial assistance programs which have proved successful; (3) identify points of contact and Internet pages where additional information can be obtained; and (4) finally, provide some Case Studies of airports whose implementation of these approaches have proven successful.

The long-term intent of this guide is to be dynamic. The guide will exist both in hard copy and within the Publications page of the FDOT Aviation Office Internet Site <www.dot.state.fl.us/aviation>, and it will be updated periodically as new information surfaces and assistance programs change.

II. TRADITIONAL AIRPORT FINANCIAL ASSISTANCE PROGRAMS

A. Overview

During the 1998/99 debate in Congress regarding proposed funding for the national airports, the General Accounting Office (GAO) produced a series of reports and provided testimony regarding the financial status of these facilities. These reports will be cited throughout this section and are available either by mail or electronically via the Internet.

To ensure the safe and continuing operation of the national airport system, airports across the country plan a wide range of capital development projects, including new runways, passenger terminals, navigational aids, rehabilitation, and roadway access. In 1996, the 3,304 airports in this system obtained about \$7 billion of Federal dollars for capital development. Of this amount, more than 90 percent came from airport and special facility bonds (\$4.1 billion), funding made available from the Airport and Airway Trust Fund (\$1.4 billion), and passenger facility charges (PFC) paid on each airline ticket (\$1.1 billion). However this amount falls short of the projected \$10 billion that airports anticipate they will need annually for development planned through 2001. (GAO 1999)

The magnitude and type of funding varies with each airport's size. The nation's 71 largest airports (classified by FAA as large and medium hubs) accounted for nearly 80 percent or \$5.5 billion of this funding. As a group, these airports are less dependent on Federal grants. They received only about 10 percent of their funding from the Airport Improvement Program (AIP), and the remainder is derived from bonds and passenger facility charges (PFCs). By contrast, the remaining 3,233 smaller airports that complete the national system rely on AIP funding for half of their funding. (GAO 1999)

As previously mentioned, airports planned as much as \$10 billion per year in development for the years 1997-2001, or \$3 billion per year more than they spent in 1996. About \$1.4 billion per year of that development is planned for safety, security, environmental, and reconstruction projects, which are the Federal Aviation Administrations (FAA) highest priorities. Another \$1.4 billion per year of that development is planned for other high-priority projects, primarily adding airport capacity. Other projects of a relatively lower priority, such as bringing airports up to FAA design standards, add another \$3.3 billion per year. Airports anticipate another \$3.9 billion per year for projects that are not eligible for funding from AIP. These include expanding commercial space in terminals and constructing parking garages.

It is important to note that the funding difference between the current funding and planned development for smaller airports is bigger, in percentage terms, than for larger airports. Current funding at the 3,233 small, non-hub, and other commercial service and at general aviation airports is a little over half of the estimated cost of their planned development, thus producing a difference of about \$1.65 billion in unfunded requirements.

The GAO Reports provide much greater detail, but suffice to say they indicate the relationship between the levels of AIP funding and smaller airports are much more dramatic than in the same relationship between similar funding and the larger (large and medium hub) airports. Not only do these larger airports have access to PFC funding, but a variety of other sources as well, including tax exempt bonds. It is therefore important for the State to identify and provide information assistance to these smaller airports regarding both the traditional and non-traditional airport financial assistance resources.

B. FAA Airport Improvement Program (AIP)

According to the Government Accounting Office (GAO) there are more than 18,000 airports within the United States, but only 3,304 are eligible for grants under the Airport Improvement Program (AIP). Of these, 540 are commercial service airports and 2,764 are considered general aviation airports. The FAA further divides commercial service airports. Those publically owned airports that enplane 2,500 or more passengers and have scheduled air carrier service are designated primary airports (emplaning more than 10,000 passengers annually). The remaining 127 are designated as other commercial service airports. The 413 designated primary airports are further arranged into various classes of hub airports, large, medium, small, and non-hub. Statutorily, large and medium hub airports are designated as large primary airports and must contribute a larger share to projects funded under the AIP as well as forgo a portion of their AIP grants if they collect PFCs.

The AIP is funded entirely by the Airport & Airway Trust Fund. The Trust Fund, in turn, is supported entirely by the following taxes on aviation users:

- C 8 percent ticket tax (decreasing to 7.5 percent by 2000)
- C \$2 passenger flight segment fee (increasing to \$3 by 2002)
- C 6.25 percent freight waybill tax
- C \$12 international departure and arrival taxes
- C 7.5 percent frequent flyer award tax
- C Aviation fuel taxes as follows:
 - 4.3 cents per gallon on commercial aviation
 - 19.3 cents per gallon on general aviation gasoline
 - 21.8 cents per gallon on general aviation jet fuel

For rural airports or those with less than 100,000 passengers, the passenger tax is 7.5 percent and there is no passenger flight segment fee. These Trust Fund taxes are expected to raise \$10.1 billion in 1999. Additionally, the Aviation Trust Fund continues to earn interest on its cash balance. That balance was \$8.8 billion at the beginning of FY-1999. The interest revenue in this year is expected to be about \$572 million. This means that Trust fund tax and interest revenue together total about 10.6 billion this year. In addition to AIP, the Trust Fund also fully funds the FAA's air traffic control facilities and equipment modernization program and its aviation research program. The Fund partially pays for the salaries, expenses, and operations of the FAA. Total obligations from the Trust Fund will therefore be about \$8.2 billion. (House, 1999)

As can be seen, the \$10.6 billion that the Trust Fund is collecting more than the \$8.2 billion than it is paying out. This has often been the case in the past and has resulted in uncommitted surplus of about \$4.3 billion currently. The uncommitted surplus is expected to grow significantly over the years. (House 1999)

Regarding the distribution of AIP funds, the money is distributed by formulas that are set forth in the law. The law divides the AIP into two broad categories, entitlement funds and discretionary funds. **Entitlement funds** are further divided into four sub-categories. These are:

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C Primary airport entitlements

- \$7.80 for each of the first 50,000 enplanements
 - \$5.20 for each of the next 50,000 enplanements
 - \$2.60 for each of the next 400,000 enplanements
 - \$.50 for each additional enplanement
- regardless of the number of passengers boarded, the minimum entitlement is supposed to be \$500,000 per year and no primary airport is entitled to more than \$22 million per year.
- large and medium hub airports that choose to collect a PFC receive only half of their entitlement.
- to receive the money, an airport must have a project such as a runway, terminal, or noise abatement project that is eligible for AIP funding under the law. An airport can retain the right to receive entitlement money for three years. Entitlement money deferred to a later year is referred to as carryover entitlements.
- there are 428 entitlement airports
 - under current AIP legislation, Florida has 20 entitlement airports which were eligible to receive up to \$33.5 million in FY-99. Proposed AIR-21 legislation would raise this figure to \$100.5 million. (House, 1999)

C Cargo Entitlement

Cargo service airports are airports that are served by cargo-only (freight) aircraft which all together weigh more than 100 million tons, and other airports that DOT finds will be served primarily by freighter aircraft. These airports are entitled to share in a pot of money that equals 2.5 percent of total AIP funds. A cargo service airport shares in this pot in the proportion which the total weight of cargo-only aircraft landing there is to the total weight of each aircraft at all other airports. No airport may receive more than 8 percent of this 2.5 percent.

There are 102 airports which qualify for this entitlement. (House 1999)

C State entitlement/general aviation

The States, Territories, and possessions share in a pot of money that is equal to 18.5 percent of the total AIP funds. Each State share of this pot is based on a formula that takes into account the population and land area of the State. Money from this entitlement goes to general aviation airports and to airports with less than 10,000 passengers per year. Florida general aviation airports seeking AIP money from this entitlement apply directly to the FAA-ADO.

Any money left over after the above entitlements are funded can be spent by the FAA at its own discretion. These are called **discretionary funds**. This discretionary fund is subject to two set-asides:

C Noise set-aside

- The law sets aside 31 percent of this discretionary fund for noise projects. These could include such things as buying property for noise buffer or sound-proofing residents and buildings.

C Military airports

- Under the military airport program, FAA selects 12 current or former military airports to share in a set-aside that is equal to 4 percent of the discretionary fund. The purpose of this program

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is to increase the overall system capacity by promoting joint civilian-military use of military airports by converting former military airports to civilian use. In Florida, Homestead AFB is included in this program.

Pure discretionary. After the entitlements and set-asides are funded, the remaining money can be spent as the FAA desires. This is often referred to as *pure discretionary AIP* money. There are restrictions, however. The law requires that 75 percent of this discretionary money be spent on airport projects that will enhance capacity, safety, or security, or reduce noise.

Finally, the issue of minimum discretionary funding. The FAA may issue letters of intent (LOIs). An LOI is a commitment to pay a certain amount of AIP money to an airport over a specified number of years in order to fund an important project. These commitments are predominantly funded from the discretionary portion of AIP. In FY-99, \$159.5 million has been committed. In the past, as the overall AIP program declined, much of the money was allocated to entitlements and set-asides. This left little discretionary money and prompted concerns that the FAA would not be able to meet its LOI commitments or fund other important projects from the discretionary fund. As a result, the law mandates that the discretionary fund have at least \$148 million per year plus the amount to fund the letters of intent issued before January 1, 1996. Also, as a corollary to the minimum discretionary fund, the law states that if total AIP funding is high enough so that the discretionary fund is more than the statutory minimum, any amount in that fund above the minimum would be divided 1/3 to general aviation airports, 1/3 to military airports, and 1/3 to noise abatement programs. Last year, the total AIP money was sufficient so that the discretionary funds statutory minimum was exceeded. Legislation has been proposed to eliminate both the statutory minimum and maximum for the discretionary fund. (House 1999)

Federal Share.

As a general rule, the Federal share of an AIP project cost is 90 percent. However, at medium and large hub airports (defined as airports that enplane .25 percent of the total enplanements in the US), the Federal share is 75 percent. In the case of a project involving an airport terminal building, the Federal share is 85 percent at non-hubs (defined as airports with .05 percent or less of the total annual enplanements in the US) and 75 percent at hubs. (House 1999)

FAA-ADO

The Orlando Airports District Office (ADO) administers the Federal AIP in the State of Florida. This program's objective is to develop an airport system that is safe, efficient, and environmentally acceptable. Eligibility, the grant process, the grant specifics, and the post grant requirements can be explained in detail by the Orlando ADO.

- Points of Contact:

Orlando Airports District Office
5950 Hazeltine National Drive, Suite 400
Orlando, FL 32822

(407) 812-6311 and ask for the Program Manager that serves your County.
Program Manager data can be obtained from the FAA ADO or on the CFASPP Web Site (see appendix), ADO page.

C. Passenger Facility Charges (PFCs)

In the 1999 AIP Reauthorization law, airports were permitted to assess a fee on passengers. This is known as the passenger facility charge (PFC). PFCs are collected by the airlines and paid directly to the airport without going through the Federal treasury. They are intended to supplement AIP by providing additional money for runways, taxiways, terminals, gates, and other airport improvements. Currently, no airport may charge a PFC of more than \$3 per passenger, and no passenger has to pay more than \$12 in PFCs per round-trip regardless of the number of airports through which the passenger connects. No airport can charge a PFC unless the FAA approves it. To date, the FAA has approved PFCs at 287 airports and 268 are actually collecting money. The total approved collections exceed \$17 billion. The majority of PFCs are currently dedicated to terminal and airport access projects and interest payments on debt. (House 1999)

If a medium or large hub airport charges a PFC, it must forgo up to 50 percent of its AIP entitlement. The forgone entitlements go into a special small airport fund to be distributed as follows:

- C 50 percent to non-hub airports
- C 25 percent to general aviation airports
- C 12.5 percent to small hub airports
- C 12.5 percent to the discretionary fund

FAA has discretion to decide which airports within the above categories will receive grants. Through fiscal year 1998, \$921 million in AIP funding had been redistributed under this provision, \$806 of it to smaller airports. ¹ Currently, GAO estimates, based on 1997 data, indicate for every \$1 increase in PFC large and medium hub airports would collect an additional \$432 million, while smaller airports would collect an additional \$46 million. The GAO is currently restudying the effects of a PFC increase using more current data and plan to report the results in late 1999. (House 1999)

FAA-ADO

The Orlando Airports District Office (ADO) administers the PFC program within the State of Florida. This program's objective is to develop an airport system that is safe, efficient, and environmentally acceptable.

- Points of Contact:

Orlando Airports District Office
5950 Hazeltine National Drive, Suite 400
Orlando, FL 32822

(407) 812-6311 and ask for the Program Manager that serves your County. Program Manager data can be obtained from the FAA ADO or on the CFASPP Web Site (see appendix), ADO page. (FAA-Orlando ADO 1999)

D. FDOT/State Funding of Airports

1. Overview

The authority for the State of Florida, Department of Transportation to fund Florida airport projects comes from *Florida Statutes*, Sections 332.006 and 332.007. Department

personnel are authorized to identify master planning projects, eligible aviation development projects, aviation discretionary capacity improvements, and to commit State aviation grant funds to publicly owned, public use airports in the State of Florida. (FDOT 1999)

2. The Five Year Work Program

When updating the Five Year Work Program and the candidate file, projects listed shall be identified in an Airport Layout Plan (ALP)/Airport Master Plan which is consistent with the Florida Aviation System Plan (FASP) and has been reviewed by the FAA and the Department per the current "Airport Master Plan Procedure". A project candidate file will be developed and continually updated to provide both a current needs database for Statewide aviation funding levels and priority projects for work program supplements. All projects in a Master Plan/ALP should be in the Work Program or the candidate file. (FDOT 1999)

Funding Priority. District offices will commit State aviation funds to eligible airport projects in the following order of priority:

- A. **Federally Funded Projects.** The State's share will be up to one-half of the non-Federal share
- B. **Non-Federally Funded Airside Projects - Priority order**
 1. Safety or security of the traveling public
 2. Preserve existing airfield infrastructure
 3. Increase capacity of Florida's airports
 4. Projects of significant importance that cannot be fully funded by the Federal government and can be funded per the provisions of F.S. Section 332.007(6)(a) 1 and 2, if State funds are available.
- C. **Non-Federally Funded - Other**
 1. Airport planning projects
 2. Land acquisition for airfield infrastructure
 3. Airport terminal projects;
 4. Airport access projects, if Department intermodal funds are not available.
 5. Navigational Aids (NAVAIDS) projects under certain criteria.
- D. **Economic Development Projects**

3. Joint Automated Capital Improvement Plan (JACIP)

The JACIP is a product which is designed to accept airport requests for project funding along with each airport's priority for individual projects. The JACIP does not represent a commitment on the part of either the FDOT or the FAA to fund any specific project or projects. It is intended to be the most realistic plan, based on the best and most current knowledge available of the projects at Florida grant eligible airports which are likely to be funded within the planning horizon. These are the anticipated JACIP milestones. FDOT will confirm specific dates.

- a. Each airport requesting project funding from either the FAA or the FDOT (or both) will submit their request for funds in electronic format on the JACIP Airport Disk which is received from the FAA. Projects should include not only the five-year planning cycle under consideration, but should include all projects outlined within the airport's latest approved Master Plan or ALP.

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- b. The Central Office will have received the JACIP Airport Disc from the FAA. The Central Office will prepare and distribute a JACIP Airport Data Disc to each District Office after verifying the data.
- c. District and FAA personnel will attempt to meet jointly with each airport which has requested project funding and it is anticipated the project will receive Federal funding. This will allow the airport to reassess its funding strategies and project priorities in light of FAA funding projections.
- d. This is the deadline for each airport to submit its revised JACIP request to the appropriate FDOT district office.
- e. The FDOT district offices should complete the district JACIP for Schedule B programmed funding levels pursuant to the project priorities identified above.
- f. District offices should supply each airport regarding their overall joint funding so sponsors can adjust their programs and submit updated **Transportation Improvement Plan** Project information to any required Metropolitan Planning Organization, as appropriate.
- g. District offices should have adjusted the JACIP to account for any significant changes and then submit the district JACIP databases to the Central Office.
- h. The Central Office will consolidate the district information into a statewide JACIP database and review the district plans.
- i. Monthly. If changes were made to the 5-Year Work Program, an updated District JACIP Data disc should be sent to the Central Office.

The JACIP is an essential process in the development of Federal and State funding for Florida airports. The information above is very basic. More detail on this process, JACIP training, and other related information can be obtained from the respective Florida DOT District Offices, Aviation Supervisors. (FDOT 1999)

4. Other State/FDOT Funding Issues.

There are a number of other issues relating to FDOT funding of airports. These relate to: (1) Funding Tiers; (2) Funding Limitations; (3) the Public Transportation Joint Participation Agreement (JPA); (4) airport economic development (2093) projects; (5) Aviation Statewide .Research Project Program; (6) Airport Master Plan Procedure and Checklist; (7) Uniform Inspection and Licensing; and (8) Admission of a proposed new airport into the Florida Aviation System Plan so that it may be eligible for State and FAA funding.

Each of these issues influence the level and type of funding which Florida airports may receive from the State and FAA. It is thus important that continuing dialogue on these and related issues be established with the appropriate FDOT District.

5. FDOT Quick Reference Financial Assistance Brochures

Presently, on the FDOT/Aviation Office Web Site there are two informative publications which would be important when considering options for State assistance to airports. These brochures can also be obtained from Ms. Laura Morse, (850) 414-4500 in the FDOT Aviation Office. The brochures are:

- ! Fiscal Year 2000/20001 CATALOGUE of Projects Eligible for Funding from the Florida Aviation Grant and Loan Programs

! Florida Aviation Grant Program

E. Other Airport Financial Resources

1. Bonds

The single largest category of airport funding is bonds. Even before 1982, airports were fairly sophisticated in their use of debt to finance future development. From 1982 through 1996, airports used \$53.6 billion worth of bonds. Roughly \$17.2 billion, or one-third of this total, was to refinance existing debt, while the other \$36.3 billion or two-thirds was new financing for airports capital development. Since 1982, the vast majority of airport bonds have been issued by large and medium hub airports, nearly \$33 billion of a total of \$36 billion. More than 95 percent of all airport debt issued since 1982 has been in the form of general airport revenue bonds (GARB), which are secured by an airports future revenue. Many years ago, general obligation bonds, which were backed by the power of a governmental unit were far more common. The decline in these types of bonds reflects the improved acceptance of GARBs by investors. Today, general aviation airports have been the most common user of general obligation bonds for airport development. (GAO 1998)

A special category of airport bonds is special facility bonds. While still issued by the airports sponsors in order to obtain tax-exempt status, the special facility bonds are secured by the revenue from the indebted facility, such as a terminal, hangar, or maintenance facility, rather than the airport's general revenue. The amount of special facility bonds is especially volatile from year to year and they have tended to be issued by large hub airports.

2. Airport Revenue

Airports generate revenue from landing fees and terminal fees (both paid by the airlines), concessions (such as parking fees and terminal concessions) and other income such as advertising and fuel sales. Airport's operating revenue supports airports' operating expenses, debt service costs, and to the extent available, other non-operating expenditures, such as capital development. Using airports' operating revenue to fund development is sometimes referred to as "pay-as-you-go" financing, as opposed to leveraging future revenue to obtain bonds.

The GAO study reflected most large and medium hub airports' generated modest operating revenues which could be used for capital development, while non-hubs, smaller commercial service airports, and general aviation airports generally operate at or below the break even point. The study did not appear to account for revenues developed through leases of land, hangars, and commercial facilities located on general aviation airport property.

III. INNOVATIVE AIRPORT FINANCING APPROACHES

A. Overview

In recent years, the FAA, with Congressional urging and direction, has sought to expand airports' available capital funding through more innovative methods, including more flexibly applying AIP grants and attracting more private capital. The 1996 FAA Reauthorization Act give FAA the authority to test three innovative approaches to financing airport development. In addition, the act authorized a pilot to privatize a limited number of airports. Thus far, these two innovative methods have attracted only limited interest among airports.

The 1996 Reauthorization Act approaches to airport development included: (1) permitting greater percentages of local matching for AIP grants; (2) paying interest costs on debt; and (3) purchasing bond insurance for up to 10 projects. Thus far, FAA has received 30 applications and approved five projects with grants totaling \$15.3 million. These five projects test the use of allowing contributions in excess of standard grant matching amounts, which for most airports and projects are otherwise fixed at 10 percent. The concept of flexible matching has been generally supported because it means that projects that otherwise might not get underway because of lack of funding from FAA, can get started sooner. In addition, flexible funding may ultimately increase funding to airports. Applicants have shown less interest in the other two options. (GAO 1998)

Beyond what is available from either the "traditional" State or Federal airport funding sources, local airports sponsors, primarily in the general aviation airport community, have developed a variety of innovative financing methods, using "non-traditional" revenue sources. These efforts have been *successful* in funding projects on airport property which in turn generates revenue to be used for both airside and land side development. These efforts are described below.

B. Community Planning

Within the discussion of financial assistance programs, grants, and loans, there needs to be some discussion of the importance of community planning and its relationship to various financial assistance programs. The ability to effectively compete in the financial assistance award process is in some manner related to how well the airport, airport commercial park, and related interests are reflected in the Local Government Comprehensive Plans (LGCP). It is important that the capital development forecast in the Airport Master Plans be integrated into the Goals, Policies, and Objectives of the LGCP. The Chapter 163, *Florida Statutes* and the Florida Administrative Code, 9J-5 provide the regulatory guidance. Essentially, airports do not exist in a vacuum. Thus, the projected development reflected in the Airport Master Plan and ALP is contained in the transportation element, may have impact on the LGCP future land use, infrastructure, capital improvements, conservation, and coastal management elements. Not only should the projected airport development planning be fully coordinated with the community planning office, but Chapter 339, Section 175, *Florida Statutes* also mandates coordination of airport development with the Metropolitan Planning Organization (MPO). This coordination will most certainly provide a smooth integration of airport planning with other planned economic development and growth within the community. It will also provide for protection of airport safety zones and aerial navigation through the implementation airport overlay zoning through Chapter 333, *Florida Statutes* and adequate future land use planning. Airport clear zones, airport facilities, and airport obstructions are all identified in the LGCP. Finally, local community planning offices are often in the forefront of the development and submission of CDBG, EDA and on other Federal and State financial assistance programs. They

are thus an excellent resource for local assistance in the development of submissions for these programs.

C. Federal Assistance Programs

1. Community Development Block Grants and Loans (CDBG). These programs are managed by the Florida Department of Community Affairs (DCA). Dr. Susan Cook, DCA Community Program Administrator can be contacted at (850) 487-3644 manages the Florida Small Cities CDBG-Economic Development and other CDBG programs. As specified in Section 290.044, *Florida Statutes*, the CDBG funds available to the State for FY-999 were approximately \$33.4 million. Economic Development received approximately \$9.69 million of these funds. DCA also maintains a superb Web Site <http://www.dca.state.fl.us/fhcd/programs/cdbgp/index.htm> which provides a significant data source for not only the Community Development Block Grant Program, but also **CDBG applications, implementation manuals, economic development manuals, and a variety of informative reports.** All of these materials can be both viewed and downloaded. This site is a must for anyone considering a CDBG program. Specific CDBG program information which may provide assistance to Florida airports and adjacent airport commercial property are listed in Appendix A.

2. Economic Development Assistance Grants and Loans (EDA). The U.S. Department of Commerce, Economic Development Administration, Atlanta Regional Office manages several assistance programs which have been used by Florida airports to finance project development and infrastructure on airport commercial property. Mr. Willie C. Taylor is the EDA Program Specialist for Florida. He can be contacted at (404) 730-3032. Four Florida Regional Planning Councils, the Florida Chamber of Commerce, and the National Rural Electric Cooperative Association can also provide assistance in the development of EDA grants and loans. EDA programs which may provide assistance to Florida airports and adjacent airport commercial property are listed in Appendix A.

3. Rural Economic Development Loans and Grants (USDA). Economic development in rural areas, including airports, is supported by a variety of programs within the U.S. Department of Agriculture and other agencies. The Florida State Rural Resource Directory is considered a “**must have**” document for small, rural general aviation airport economic develop staff. This Directory is produced by the Florida State Rural Development Council, Florida Division of Library and Information Services, and *EnterpriseFlorida*. It can be obtained from *EnterpriseFlorida* at (407) 316-4599. This document is contained in a three-ring binder and provides a comprehensive listing of financial assistance and points of contact which may be used by local communities and businesses. The format for the program data contained in this binder is essentially the same is that contained herein as Appendix A, Financial Assistance Program Descriptions. Many of these Rural Economic Development Programs have been and are currently being successfully used by several Florida general aviation airports. The Rural Information Center (RIC), USDA in Beltsville, Maryland also provides information on a variety of financial assistance and loans for rural economic development projects. The RIC can be contacted at (800) 633-7701. Two of the RIC publications may be of interest to rural airport sponsors: (a) Federal Funding Sources for Rural Areas: Fiscal Year 1999, RIC Publication series 66, and (b) A Guide to Funding Resources, 1997, RIC Publication series 56. Appendix A provides a description of the many grant or loan programs which may be used by rural communities. These include: (1) Business and Industry Direct Loans; (2) Business and Industry Guaranteed Loans; (3) Intermediary Relending Program;

(4) Rural Business Enterprise Grants; (5) Rural Business Opportunity Grants; (6) Rural Economic Development Loans; and (7) Rural Economic Development Grants. (Johnson, 1999)

4. Transportation Enhancement Act for the 21st Century (TEA-21). The TEA-21 legislation, signed into law in June, 1998, authorizes \$217.573 billion over six years. Of that amount, \$198 billion is guaranteed, this the remainder subject to annual appropriations. While there are a great number of elements to this legislation, the two areas which Florida airports see these funds is through the FDOT “intermodal” funding, and the Metropolitan Planning Organization (MPO) “surface transportation program (STP)”. Thus far, these dollars have been responsible for providing access roads into a number of Florida airports, and to some degree have provided some “historic preservation”, airside dollars. Specific points of contact are the FDOT District Offices, and the respective MPO staff member.

5. U.S. Small Business Administration (SBA). The SBA provides a number of programs which provide financial assistance to small businesses helping to create and retain jobs. The specific programs and offices are identified in Appendix A of this document.

E. State Assistance Programs

1. Enterprise Florida

Enterprise Florida, Inc. is a not-for-profit government-business partnership established to guide the development of Florida’s economy. Its mission is to maintain a business-friendly climate conducive to the creation of jobs. The organizational structure serves as a management company directing the efforts of four strategic business units which collectively encourage and nurture new business creation and growth. The business units include Technology Development, Workforce Development, International Trade and Economic Development, and Capital Development.

While not a State agency, Enterprise Florida receives funds from the Legislature and is one of several public-private partnerships that report to the Office of Tourism, Trade and Economic Development (OTTED) within the Office of the Governor. Enterprise Florida also has two functions within the organization responsible for ensuring all programs and services are made available to and include interests of special needs sectors. These two functions are Rural and Community Development and Minority Business Development and Urban Initiatives. The Aviation point-of-contact for Enterprise Florida is either Mr. Ken Cooksey or Mr. “Bo” Taff III. They can be contacted at (850) 488-6300 or (850) 488-9366 respectively. Information on specific Enterprise Florida assistance programs which have been used by Florida airports is contained in Appendix A.

F. Local Initiatives

Several Florida airports have developed innovative approaches to the development of commercial airport property. These include loans, privatization, long-term leases, matching of assistance programs, public-private partnerships, and a variety of other approaches. These specific approaches will be identified within the section on case studies.

IV. CASE STUDIES

These case studies reflect the use of “non-traditional” funding sources to facilitate economic development on airport property. Airports listed are making full use of FDOT and FAA funding where it is available. However, it is the dynamic nature of the “non-traditional” assistance programs where the knowledge base could use a little reinforcement. Often, the most successful airport manager/entrepreneurs mix and match funding sources, local or low-to-zero interest loans, and commitment of tenants to long-term leases to make their proposed development programs work. There is also the need to “think outside of the box” regarding your knowledge of financial assistance programs. Several of the programs cited in Appendix A contain descriptions of financial assistance programs specifically directed toward your potential tenants. Thus, it may be instructive to think beyond your or the airports needs to the needs of potential clients. In putting together a package that will reach your development goals, it may be important to facilitate the dialogue between a potential tenant and one of the financial assistance agencies which can provide funds. Again, the best source of how all of this works is your contemporaries who have made a success of economic development through their innovative approaches. There “Case Studies” listed below are only a start. Given the dynamic nature of this entire area, this section will be continually updated. Finally, it is important to coordinate your efforts with the local Community Development and Community Planning Agencies. They may have much of the data you will be seeking in the development of competitive grant and loans packages. Good luck and give these folks a call.

A. Sebring Regional Airport

Projects: Tower and hangar renovation; building renovation, building construction.

Assistance Programs Used: STP/Intermodal Historic Preservation, CDBG, USDA Rural Economic Assistance

Point of Contact:

Mike Willingham, Airport Manager
Sebring Airport Authority
128 Authority Lane
Sebring, FL 33870
(941) 655-6444; FAX 655-6447

B. Immokalee Regional Airport (Collier County Airport Authority)

Projects: Manufacturing incubator building; Infrastructure, Access roads; Education and Training assistance/programs

Assistance Programs Used: USDA Rural Economic Development Assistance, EDA (water, sewer, electric, roads); FDOT (terminal entrance road); USDA Grant from Water/Sewer provider for water and sewer; Private foundation.

Point of Contact:

John Drury, Executive Director,
Collier County Airport Authority
2003 Mainsail Drive
Naples, FL 34114
(941) 642-7878; FAX 394-3515

C. Kay Larkin Airport (Palatka)

Projects: Commercial building purchase

Assistance Programs Used: USDA Rural Economic Development Assistance

Point of Contact:

Mr. Allen R. Bush, City Manager
City of Palatka
201 N. 2nd Street
Palatka, FL 32117
(904) 329-0100; FAX: 329-0106

D. Zephyrhills Municipal Airport

Projects: WWII Barracks, East Airside Industrial Park, land acquisition,

Assistance Programs Used: Florida Bureau of Historic Preservation; Florida Economic Development Council; Commercial low interest loans, FDOT.

Point of Contact:

Mr. Jim Werme, Manager
Zephyrhills Municipal Airport
39450 South Ave., Box 2
Zephyrhills, FL 33540
(813) 788-4902; FAX 788-6862

E. Lake City Municipal Airport

Projects: Access road improvements

Assistance Programs Used: *EnterpriseFlorida*

Point of Contact:

Ms. Faye Bowling
Asst. City Manager
P.O. Box 1687
Lake City, FL 32055
(904) 752-2031; FAX 752-4896

F. Lakeland-Linder Regional Airport

Projects: Access road improvements

Assistance Programs Used: Intermodal, *EnterpriseFlorida*

Point of Contact:

Ms. Pat Steed
Lakeland Planning
228 S. Massachusetts
Lakeland, FL 33801
(941) 499-6011; FAX: 499-8432

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3. U.S. Department of Transportation, Federal Aviation Administration, Orlando-Airports District Office (1999). **Correspondence of June 1999**. Orlando, FL: <dean.stringer@faa.gov>.
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6. State of Florida (1998). **Chapter 9J-5, Florida Administrative Code: Minimum Criteria of Local Government Comprehensive Plans and Plan Amendments and Determinations of Compliance**. Department of Community Affairs (DCA), Tallahassee, Florida, July 1998.
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9. U.S. General Accounting Office (GAO) (1999). **General Aviation Airports: Oversight and Funding (GAO/RCED-99-214)**. Government Printing Office, Washington DC: <http://www.access.gpo.gov/su_docs/aces/aces160.shtml>.
10. U.S. General Accounting Office (GAO) (1999). **General Aviation Airports: Unauthorized Land Use Highlights Need for Improved Oversight and Enforcement (GAO/RCED-99-109)**. Government Printing Office, Washington DC.

**AIRPORT FINANCIAL ASSISTANCE RESOURCE GUIDE
FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION OFFICE**

<http://www.access.gpo.gov/su_docs/aces/aces160.shtml>.

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13. U.S. Department of Commerce, Economic Development Administration (1999). **Programs of the Economic Development Administration (EDA): "Facing the Economic Challenges Of Today For A Better Tomorrow"** Government Printing Office (GPO), Washington D.C.: January 1999. <<http://www.doc.gov/eda/html/prgtitle.htm>>
14. U.S. Department of Commerce, Economic Development Administration (1999). **EDA Programs** Washington D.C.:<<http://www.doc.gov/eda/html/prgtitle.htm>>
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17. Johnson, Bill (1999). **General Aviation Perspective (GAP): Newsletters 1-5th Edition**, Tallahassee, Florida: <JohnsonB@mail.ci.tlh.fl.us>
18. Johnson, Bill (1999). Interviews: June 1999. Tallahassee, Florida: <JohnsonB@mail.ci.tlh.fl.us>
19. Mike Willingham (1999). Interviews: June 1999. Sebring, Florida: <mike@sebring-airport.com>
20. **Business Programs**. June 1999 U.S. Department of Agriculture, Rural Business Cooperative Service Washington D.C.: <<http://www.rurdev.usda.gov/rbs/buspb/progs.htm>>
21. **Florida State Office Information**. June 1999 U.S. Department of Agriculture, Rural Business Cooperative Service. Gainesville, Florida: <<http://www.rurdev.usda.gov/fl/so-list.htm>>
22. **EnterpriseFlorida** June 1999: <<http://floridabusiness.com>>

23. **Florida Aviation Grant Program.** July 1999 Florida Department of Transportation, Aviation Office. Tallahassee, Florida <<http://www.dot.state.fl.us/aviation>>
24. **Fiscal Year 2000/2001 CATALOG of Projects Eligible for Funding from the Florida Aviation Grant and Loan Programs.** July, 1999 Florida Department of Transportation, Aviation Office. Tallahassee, Florida <<http://www.dot.state.fl.us/aviation>>

APPENDIX A

AIRPORT FINANCIAL RESOURCE PROGRAM DESCRIPTIONS

Sources:

Florida Rural Resource Directory
Various Agency Internet Sites
U.S. Department of Commerce, (EDA) Atlanta Regional Office
EnterpriseFlorida
Florida Department of Transportation, Aviation Office
Florida Department of Community Affairs (CDBG)
Federal Aviation Administration, Orlando-Airports District Office (ADO)
Florida Department of State
U.S. Department of Agriculture (USDA), Rural Development Offices
General Aviation Perspective (GAP) Newsletter - Mr. Bill Johnson
Florida's Aviation/Airport Community

FDOT AVIATION MATCHING GRANTS PROGRAM

Agency:

FDOT - Aviation Office

Purpose:

Provide financial assistance to publically owner, publically operated airports for airport planning, development, land acquisition, capital improvement

Type of Assistance:

Grants with local matching requirements

Available Funding:

FY-97/98: \$98,768,400

Eligible Applicants:

Municipalities, Counties, special taxing districts and airport authorities owning and operating a public airport or who want to develop an airport

Eligible Projects:

Airport improvements, land acquisition, economic development and airport planning

Application Process:

Contact the FDOT District Office for detailed information. Applicants are to submit project information and requests in order for FDOT to determine project eligibility and availability of funding.

Contact:

Mr. William J. Ashbaker, P.E., Manager
FDOT - Aviation Office
605 Suwannee St., MS 46
Tallahassee, FL 32399-0450
(850) 414-4500; FAX 850/922-4942
OR
Appropriate FDOT District Office

Internet Address:

<<http://www.dot.state.fl.us/aviation>>

Index Terms:

Airports, Aviation, Transportation

FDOT AVIATION INTERMODAL GRANTS PROGRAM

Agency:

FDOT

Purpose:

Provide financial assistance to publically owned, publically operated airports for surface transportation projects

Type of Assistance:

Grants with local matching requirements

Available Funding:

FY-97/98:

Eligible Applicants:

Municipalities, Counties, special taxing districts and airport authorities owning and operating a public airport or who want to develop an airport

Eligible Projects:

Intermodal surface transportation

Application Process:

Contact the FDOT District Office for detailed information. Applicants are to submit project information and requests in order for FDOT to determine project eligibility and availability of funding.

Contact:

Appropriate FDOT District Office

Internet Address:

<<http://www.dot.state.fl.us>>

Index Terms:

Transportation

**METROPOLITAN PLANNING ORGANIZATION
SURFACE TRANSPORTATION PROGRAM (STP)
GRANTS PROGRAM**

Agency:

Metropolitan Planning Organization (MPO)

Purpose:

Provide financial assistance to publically owned, publically operated airports and other governmental entities for surface transportation projects

Type of Assistance:

Grants with local matching requirements

Available Funding:

FY-98/99:

Eligible Applicants:

Municipalities, Counties, special taxing districts and airport authorities owning and operating a public airport or who want to develop an airport or surface transportation project.

Eligible Projects:

Intermodal surface transportation

Application Process:

Contact the MPO District Office for detailed information. Applicants are to submit project information and requests in order for the MPO to determine project eligibility and availability of funding.

Contact:

One of the 25 MPO's or
Mr. Howard Glassman, Executive Director
MPO Advisory Council
605 Suwannee Street, MS 28B
Tallahassee, FL 32399-0450
(800) 399-5524; FAX: (850) 413-9107

Internet Address:

<<http://www.mpoac.org>>

Index Terms:

Transportation

TRANSPORTATION ENHANCEMENTS PROGRAM

Agency:

Florida Department of Transportation, MS 37

Purpose:

Provide for the use of a portion of the Federal Surface Transportation Program (STP) funds for transportation enhancements as defined.

Type of Assistance:

Funding for project development, design, and construction on a cost reimbursable basis. Projects may be performed by DOT.

Available Funding:

Approximately \$30 million annually Statewide. Applications are considered for addition in the outer years of the DOT 5-Year Work Program. Matching requirements: 80 percent Federal; 10 percent local, and 10 percent State.

Eligible Applicants:

County commissions, local governments, MPOs, State agencies and Statewide or national interest groups

Eligible Projects:

Include: historic site acquisition, historic preservation, rehabilitation and operation of historic transportation facilities, mitigation of water pollution due to highway runoff. Projects must relate to the intermodal transportation system in terms of function, proximity, or impact.

Application Process:

Respond to the application requirements as set forth by FDOT Office of Environmental Management and as coordinated through FDOT district offices, with annual application deadlines tentatively set in late spring or early summer. Solicitation of applications will depend on funding available vs already programmed projects.

Contact:

Mr. Robert W. Crim, State Project Development Engineer
Department of Transportation, MS 37
605 Suwannee Street,
Tallahassee, FL 32399-0450
(850) 487-3985; FAX: (850) 922-7292
Email: bob.crim@dot.state.fl.us

Internet Address:

<<http://www.dot.state.fl.us>>

Index Terms:

Transportation, historic sites and highway runoff

BUSINESS AND INDUSTRY GUARANTEED LOAN PROGRAM

Agency:

USDA, Rural Development

Purpose:

To improve, develop, or finance business, industry, and employment in rural communities. These loans may be made in areas outside of the boundary of a city of 50,000 population or less. Priority is given to communities and towns of 25,000 or smaller.

Type of Assistance:

Guaranteed loans not to exceed \$10 million

Available Funding:

FY-99: est. \$20 million

Eligible Applicants:

Cooperative, corporation, partnership, trust, or other legal entity organized and operated on a profit or not-for-profit basis; an Indian tribe; municipality, county, or other political subdivision of a State; or an individual

Eligible Projects:

Finance business or industrial construction, conversion, acquisition, and modernization. Supply working capital; financing housing development sites, and provide start-up and working capital; process and marketing facilities .

Application Process:

File application with Rural Development State Office in Gainesville or one of the five Rural Development area offices.

Contact:

Mr. Joe Mueller, Rural Business Program Director
USDA, Rural Development
P.O. Box 147010
Gainesville, FL 32614
(352) 338-3482; FAX (352) 338-3450

Internet Address:

<<http://www.rurdev.usda.gov/fl/so-list.htm>>

Index Terms:

Business development, Construction, Housing, Industry, Loans, Modernization

COMMUNITY FACILITIES LOAN PROGRAM

Agency:

USDA, Rural Development

Purpose:

To provide loans to construct or improve community facilities for public use in rural areas and towns.

Type of Assistance:

Loans are available for 100% of project costs. Security is required. Max. term is 40 years.

Available Funding:

FY-98: \$4,029,000

Eligible Applicants:

Public entities such as municipalities, counties, and special purpose districts in rural areas of not more than 50,000 people. Non-profit corporations, public bodies and Indian tribes may be eligible.

Eligible Projects:

Construction, enlargement, or improvements to community facilities for the following:
Public services to include: industrial parks, roads, and airports
Public safety to include: fire stations. Equipment and operating funds are also available.

Application Process:

Contact the nearest Rural Development area office for an informational pre-application meeting. A pre-application must be submitted to the RD. Review time is approximately 30-60 days. The RD staff will assist the applicant in making the first determination regarding engineering feasibility, economic soundness, cost estimates, financing, and other matters.

Contact:

Mr. Glenn E. Walden, Program Director
USDA, Rural Development
P.O. Box 147010
Gainesville, FL 32614
(352) 338-3482; FAX (352) 338-3450
Email: gwalden@rdasun2.rurdeve.usda.gov

Internet Address:

<<http://www.rurdev.usda.gov/fl/so-list.htm>>

Index Terms:

Essential facilities, libraries, loans, public health and safety

COMMUNITY PROGRAM GUARANTEED LOANS

Agency:

USDA, Rural Development
Rural Utilities Service

Purpose:

To provide guaranteed loans to improve or develop essential community facilities in rural areas of 50,000 population or less

Type of Assistance:

Guaranteed loans not to exceed 40 year maturities.

Available Funding:

FY-98: \$1,901,000

Eligible Applicants:

Legal entities organized and operated on a non-profit basis; and public entities such as municipalities, counties, States, or Indian Tribes

Eligible Projects:

Essential community facilities: fire, rescue and public safety; streets, roads, industrial park sites, and public buildings

Application Process:

Contact the program manager (see below)

Contact:

Mr. Glenn E. Walden, Program Director
USDA, Rural Development
P.O. Box 147010
Gainesville, FL 32614
(352) 338-3482; FAX (352) 338-3450
Email: gwalden@rdasun2.rurdeve.usda.gov

Internet Address:

<<http://www.rurdev.usda.gov/fl/so-list.htm>>

Index Terms:

Essential facilities, libraries, loans, public health and safety

RURAL BUSINESS ENTERPRISE GRANTS

Agency:

USDA, Rural Development

Purpose:

To provide grants to finance and facilitate development of small and emerging private business in rural areas or cities with up to 50,000 population. Grants may be made for land acquisition, building construction, infrastructure, or technical assistance.

Type of Assistance:

Grants

Available Funding:

FY-98: \$596,000

Eligible Applicants:

Public entities such as incorporated towns or villages, townships, counties, States, Indian Tribes, and private, non-profit corporations.

Eligible Projects:

Acquisition and development of land; construction of buildings; access roads and parking areas; and purchase of equipment and working capital.

Application Process:

Contact the nearest Rural Development area office for an informational pre-application meeting. A pre-application must be submitted to one of the five Florida District Offices. The RD will tentatively determine eligibility and request a formal application.

Contact:

Mr. Joe Mueller, Rural Business Program Director
USDA, Rural Development
P.O. Box 147010
Gainesville, FL 32614
(352) 338-3482; FAX (352) 338-3450
Email: joe.mueller@fl.usda.gov

Internet Address:

<<http://www.rurdev.usda.gov/fl/so-list.htm>>

Index Terms:

Construction, Grants, Small business

COMMUNITY FACILITIES LOAN PROGRAM

Agency:

USDA, Rural Development

Purpose:

To provide loans to construct or improve community facilities for public use in rural areas and towns.

Type of Assistance:

Loans are available for 100% of project costs. Security is required. Max. term is 40 years.

Available Funding:

FY-98: \$4,029,000

Eligible Applicants:

Public entities such as municipalities, counties, and special purpose districts in rural areas of not more than 50,000 people. Non-profit corporations, public bodies and Indian tribes may be eligible.

Eligible Projects:

Construction, enlargement, or improvements to community facilities for the following:
Public services to include: industrial parks, roads, and airports
Public safety to include: fire stations. Equipment and operating funds are also available.

Application Process:

Contact the nearest Rural Development area office for an informational pre-application meeting. A pre-application must be submitted to the RD. Review time is approximately 30-60 days. The RD staff will assist the applicant in making the first determination regarding engineering feasibility, economic soundness, cost estimates, financing, and other matters.

Contact:

Mr. Glenn E. Walden, Program Director
USDA, Rural Development
P.O. Box 147010
Gainesville, FL 32614
(352) 338-3482; FAX (352) 338-3450
Email: gwalden@rdasun2.rurdeve.usda.gov

Internet Address:

<<http://www.rurdev.usda.gov/fl/so-list.htm>>

Index Terms:

Essential facilities, libraries, loans, public health and safety

FLORIDA ENTERPRISE ZONE PROGRAM

Agency:

Office of Tourism, Trade & Economic Development (OTTED)

Purpose:

Targets the most distressed areas in Florida for economic revitalization. Businesses located in these areas are eligible for financial incentives to encourage business expansion and employment of zone residents. Thirty Enterprise Zones have been designated in Florida.

Type of Assistance:

Tax incentives (credits or refunds) are offered to businesses that invest inside Enterprise Zones or employ residents of zones. Tax incentives are available to businesses that pay State corporate tax or sales use tax.

Available Funding:

N/A

Eligible Applicants:

Businesses operating within Enterprise Zones

Eligible Projects:

Varies from zone to zone

Application Process:

Interested parties are advised to call the contact person of each Enterprise Zone Development agency for a map of the Enterprise Zone and applications for tax credits. A listing of the Enterprise Zones is available by calling the contact person listed below.

Contact:

Mr. Bert Von Hoff, Executive Office of the Governor
Office of Tourism, Trade & Economic Development (OTTED)
The Capital, Suite 2001
Tallahassee, FL 32399-0001
(850) 487-2568; FAX (850) 487-3013

Internet Address:

<<http://www.fcen.state.fl.us>>

Index Terms:

Business development, Enterprise Zone, Revitalization, Tax Incentives

HISTORIC PRESERVATION GRANTS-IN-AID

Agency:

Florida Department of State, Bureau of Historic Preservation

Purpose:

Provide grants to encourage and assist identifying and preserving Florida's historic resources .

Type of Assistance:

Grants with matching fund requirements. Maximum matching grant award is \$40,000.
Average grant: \$5,000-\$25,000.

Available Funding:

FY-99: approximately \$2,000,000

Eligible Applicants:

State agencies or departments; local governmental entities; any not-for-profit corporation, institution, or organization

Eligible Projects:

Acquisition and development projects, including restoration, rehabilitation and stabilization of historic properties.

Application Process:

Contact the Grants and Education Section of the Bureau of Historic Preservation to be put on the grant solicitation mailing list..

Contact:

Ms. Vicki Cole, Historic Preservation Planner
Florida Department of State, Bureau of Historic Preservation
R.A. Gray Building
500 South Bronough Street
Tallahassee, FL 32399-0250
(850) 487-2333; FAX (850) 922-0496
Email: vcole@mail.dos.state.fl.us

Internet Address:

<<http://dhr.dos.state.fl.us/bhp/grants>>

Index Terms:

Historic preservation, Restoration

HISTORIC PRESERVATION SPECIAL CATEGORY GRANTS

Agency:

Florida Department of State, Bureau of Historic Preservation

Purpose:

To assist large restoration projects at historic structures, major archaeological excavations, and major museum exhibit projects involving the development and presentation of information on the history of Florida .

Type of Assistance:

Average grant: \$50,000 to \$250,000 range
Evidence of substantial local cost share over the previous five years must be demonstrated and a minimum of \$50,000 is needed to be eligible for consideration. A 50 percent or better local cost share is preferred.

Available Funding:

FY-99: The approved list is sent to the Florida Legislature for consideration as part of the Department of State's annual budget request. Funds may be appropriated by the Legislature

Eligible Applicants:

State agencies or departments including universities, cities, counties, and other units of local government, and not-for-profit organizations

Eligible Projects:

Acquisition and development projects, including restoration, rehabilitation and stabilization of historic properties.

Application Process:

Contact the Grants and Education Section of the Bureau of Historic Preservation to be put on the grant solicitation mailing list..

Contact:

Ms. Vicki Cole, Historic Preservation Planner
Florida Department of State, Bureau of Historic Preservation
R.A. Gray Building
500 South Bronough Street
Tallahassee, FL 32399-0250
(850) 487-2333; FAX (850) 922-0496
Email: vcole@mail.dos.state.fl.us

Internet Address:

<<http://dhr.dos.state.fl.us/bhp/grants>>

Index Terms:

Historic preservation, restoration

COMMUNITY DEVELOPMENT CORPORATION SUPPORT AND ASSISTANCE PROGRAM

Agency:

Florida Department of Community Affairs (DCA)

Purpose:

Provide grant and loan funds to support Community Development Corporations to carry out economic development and affordable housing activities in distressed areas

Type of Assistance:

Administrative grants and loans

Available Funding:

FY-99: Administrative Grants - \$768,090

Eligible Applicants:

Community Development Corporations

Eligible Projects:

Technical assistance to businesses, commercial development, industrial park development, manufacturing, real estate development, shopping center development, etc.

Application Process:

Contact the program administrator for further information

Contact:

Ms. Libby Lane, Community Program Administrator
Florida Department of Community Affairs (DCA)
2555 Shumard Oak Blvd
Tallahassee, FL 32399-2100
(850) 488-3581; FAX (850) 922-5623
Email: marcus.hepburn@dca.state.fl.us

Internet Address:

<<http://www.dca.state.fl.us/fhcd/programs/cdbgp/index.htm>>

Index Terms:

Business, distressed areas, grants, housing, industrial parks, loans

FLORIDA SMALL CITIES COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) — ECONOMIC DEVELOPMENT

Agency:

Florida Department of Community Affairs (DCA)

Purpose:

(1) Provide grants to eligible jurisdictions to provide infrastructure improvements which specific businesses need to create new jobs; (2) provide grants to eligible jurisdictions which are used for loans to new or expanding businesses when other sources of financing are not available.

Type of Assistance:

Grants to the jurisdiction vary with the population level of the jurisdiction from \$500,000 to \$750,000.

Available Funding:

FY-99: Approximately \$9,629,019

Eligible Applicants:

Non-CDBG Entitlement cities and non-CDBG Entitlement counties

Eligible Projects:

Water, sewer, streets, drainage, building construction, acquisition of land, buildings, or capital equipment.

Application Process:

Applications can be obtained from DCA. Application deadlines are announced at least 45 days in advance in the Florida Administrative Weekly

Contact:

Dr. Susan Cook, Community Program Administrator
Florida Department of Community Affairs (DCA)
2555 Shumard Oak Blvd
Tallahassee, FL 32399-2100
(850) 488-3644; FAX (850) 922-5609
Email: susan.cook@dca.state.fl.us

Internet Address:

<<http://www.dca.state.fl.us/fhcd/programs/cdbgp/index.htm>>

Index Terms:

Drainage, grants, infrastructure, land acquisition, sewer, streets, water

SMALL CITIES CDBG SECTION 108 LOAN GUARANTEE PROGRAM

Agency:

Florida Department of Community Affairs (DCA)
108 Loan Program

Purpose:

Provide a mechanism for small cities to access funds for larger community development projects.

Type of Assistance:

Loan guarantees of up to \$7,000,000 per local government.

Available Funding:

Up to \$165,000,000 total

Eligible Applicants:

Local governments otherwise eligible for the State Small Cities CDBG Program

Eligible Projects:

Economic development, site development, infrastructure.

Application Process:

Submit to DCA at any time

Contact:

Mr. Rick Stauts, Planning manager
Florida Department of Community Affairs (DCA)
108 Loan Program
2555 Shumard Oak Blvd
Tallahassee, FL 32399-2100
(850) 922-1892; FAX (850) 922-5609
Email: rick.stauts@dca.state.fl.us

Internet Address:

<<http://www.dca.state.fl.us/fhcd/programs/cdbgp/index.htm>>

Index Terms:

Housing, loans, public facilities

FLORIDA ECONOMIC DEVELOPMENT TRANSPORTATION FUND

Agency:

Enterprise Florida, Incorporated

Purpose:

Provide funding to local governments for transportation projects serving as an inducement for a company's Florida location, retention, or expansion project.

Type of Assistance:

Grants up to \$2.0 million per project.

Available Funding:

FY-98: Approximately \$10,000,000

Eligible Applicants:

Local government bodies which exercise maintenance jurisdiction over the proposed transportation facility

Eligible Projects:

Transportation projects on behalf of eligible companies which facilitate economic growth and job creation or retention.

Application Process:

Contact *EnterpriseFlorida* office for details and application package. *EnterpriseFlorida* staff will process complete applications within 10 working days. Funding decisions are usually made within 45 days.

Contact:

Ms. Alberta Simmons, Program Coordinator
EnterpriseFlorida, Inc.
The Atrium Building, Ste. 201
325 John Knox Rd.
Tallahassee, FL 32303
(850) 488-6300; FAX (850) 922-9595
Email: asimmons@enterprise.state.fl.us

Internet Address:

<<http://www.dca.state.fl.us>>

Index Terms:

Enterprise Florida, Grants, Transportation

FLORIDA ECONOMIC DEVELOPMENT TRANSPORTATION FUND

Agency:

EnterpriseFlorida, Incorporated

Purpose:

Provide funding to local governments for transportation projects serving as an inducement for a company's Florida location, retention, or expansion project.

Type of Assistance:

Grants up to \$2.0 million per project.

Available Funding:

Total Statewide funds: approximately \$30 million

Eligible Applicants:

Local government bodies which exercise maintenance jurisdiction over the proposed transportation facility

Eligible Projects:

Transportation projects on behalf of eligible companies which facilitate economic growth and job creation or retention.

Application Process:

Contact *EnterpriseFlorida* office for details and application package. *EnterpriseFlorida* staff will process complete applications within 10 working days. Funding decisions are usually made within 45 days.

Contact:

Ms. Alberta Simmons, Program Coordinator
EnterpriseFlorida, Inc.
The Atrium Building, Ste. 201
325 John Knox Rd.
Tallahassee, FL 32303
(850) 922-8737; FAX (850) 922-9595
Email: asimmons@enterprise.state.fl.us

Internet Address:

<<http://www.dca.state.fl.us>>

Index Terms:

Enterprise Florida, Grants, Transportation

PUBLIC WORKS AND DEVELOPMENT FACILITIES PROGRAM

Agency:

U.S. Department of Commerce
Economic Development Administration

Purpose:

Grants are provided to help distressed communities attract new industry, encourage business expansion, diversify their economies, and generate long-term, private sector jobs.

Type of Assistance:

Priority consideration shall be given to projects that:

- (1) improve opportunities for the successful establishment or expansion of industrial or commercial plants or facilities;
- (2) assist in creating or retaining private sector jobs in the near-term, as well as additional long-term employment, provided that the jobs are not transferred from other areas and will result in a low cost per job in relation to EDA cost;
- (3) benefit the long-term unemployed and members of low-income families residing in the area served by the project;
- (4) fulfill a pressing need for the area and can be started and completed in a timely manner; and
- (5) demonstrate adequate local funding support, with evidence that such support is committed.

Available Funding:

Amounts vary by Fiscal Year

Eligible Applicants:

State, cities, counties, Indian Tribes, special units of government, or public or private, non-profit organizations, or association representing the Redevelopment Area or part thereof.

Eligible Projects:

Among the types of projects funded are water and sewer facilities primarily serving industry and commerce; access roads to industrial sites or parks; port improvements; and business incubator buildings. Proposed projects must be located within an EDA-designated Redevelopment Area (RA) or Economic Development Center. Projects in other areas of an EDA-designated Economic Development District are also eligible if they will directly benefit an RA within the District. Projects must be consistent with an approved Overall Economic Development Program.

Application Process:

Eligible applicants should contact the Economic Development Representative (EDR) for the area. The EDA regional office can identify the EDR contact who will describe the program

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AVIATION OFFICE**

and provide guidance on preparing a preapplication. EDA screens proposals before deciding whether to invite formal applications. Complete program information appears annually in the *Federal Register*.

Contact:

Willie C. Taylor
Economic Development Program Specialist
U.S. Department of Commerce
Economic Development Administration (EDA)
401 W. Peachtree St., NW, Ste. 1820
Atlanta, Ga 30308-3510
(404) 730-3032; FAX: (404) 730-3025
Email: wtaylor5@doc.gov

Internet Address:

<<http://www.doc.gov/eda/html/prgtitle.htm>>

Index Terms:

Distressed areas, job creation, sewer, underemployment, unemployment, water