



THE  
**Florida Aviation**  
PROJECT HANDBOOK

A Handbook of State Funding  
Information for Florida Airports



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This resource document was developed by:  
The Florida Department of Transportation  
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# 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 (Handbook) describes these sources in the following categories:

1. The Florida Aviation Grant Program – This program was established to fund projects relating to airport planning, capital improvement, land acquisition, and economic development.
2. 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 that form a strategic intermodal system.
3. 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, but does not include funds available at the Federal or local level. A primer to this Handbook is also available on the Florida Department of Transportation (FDOT) website at <http://www.dot.state.fl.us/aviation/flpub.shtm>

The Mission Statement for the FDOT Aviation and Spaceports Office provides the basis by which FDOT uses these funding mechanisms for the betterment of Florida and the aviation community.

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

### Florida’s Aviation Mission Statement

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

# The Florida Aviation Grant Program Overview

## Introduction

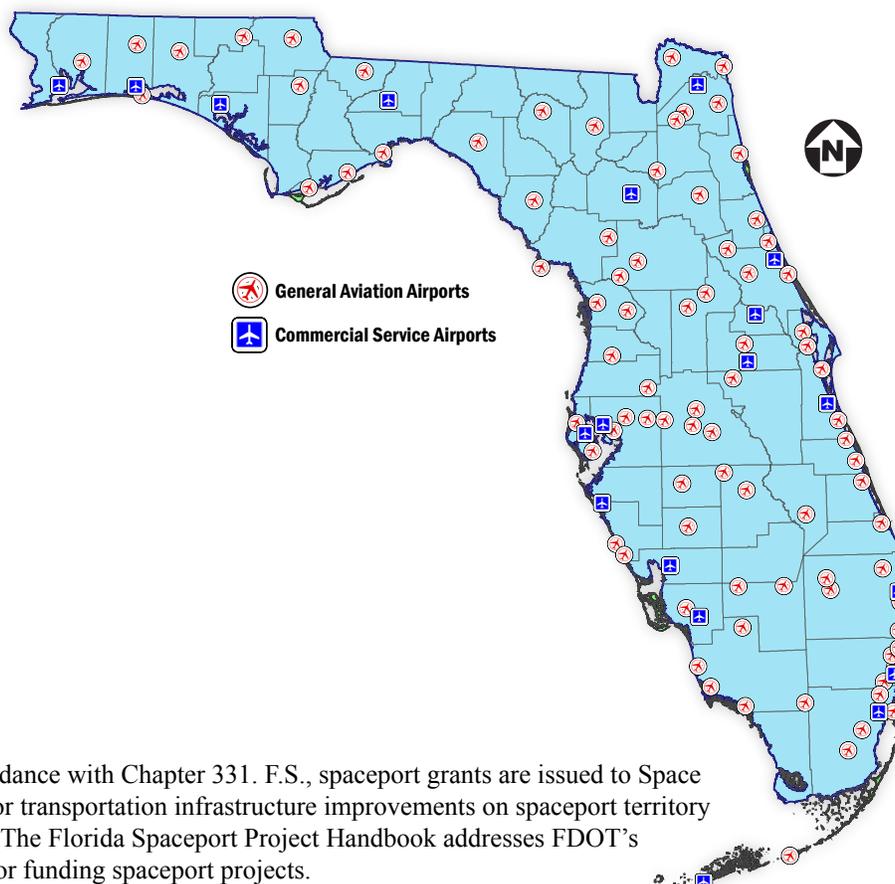
The FDOT Aviation and Spaceports Office maintains a grant program to assist in providing a safe, cost-effective, and efficient statewide aviation system. FDOT grant funds help airports build and maintain runways and taxiways, eliminate airport hazards, protect airspace, develop plans, acquire land, and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

The Florida Aviation Grant Program is funded from the State Transportation Trust Fund (STTF). The aviation industry contributes to this fund through Florida’s aviation fuels 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.\*

## 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.



\*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 Project Handbook addresses FDOT’s process for funding spaceport projects.

## 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 aviation easements, noise mitigation, and access projects for intercontinental 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 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-approved airport master plan and/or airport layout plan, have an airport sponsor (local government), be identified in the Federal Aviation Administration’s (FAA) Airport Improvement Program (AIP) and be entered into the FDOT Aviation database via the Joint Automated Capital Improvement Program (JACIP). For more information about how roles are defined in the FASP, visit the FASP website at [http://www.dot.state.fl.us/aviation/FASP\\_details.shtm](http://www.dot.state.fl.us/aviation/FASP_details.shtm)

The Florida Aviation Grant Program includes:

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



*Air Traffic Control Tower at Opa-locka Executive Airport*

## Airport Planning Projects

Project Category	Examples of Projects Eligible for Funding
<p><b>Airport Planning Projects</b>                      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. The department 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>• Airport layout plans (ALPs)</li> <li>• Master drainage plans</li> <li>• Environmental assessments (EAs)</li> <li>• Developments of regional impact (DRIs)</li> <li>• Operation/emergency response plans</li> <li>• Federal Aviation Regulation Part 150 noise studies</li> <li>• Environmental impact studies (EISs)</li> <li>• Wildlife hazard studies</li> <li>• Economic impact studies and analyses</li> <li>• Business plans</li> <li>• Airport management studies and training</li> <li>• Air service studies and related promotional materials</li> <li>• Electronic airport layout plans (eALPs)</li> <li>• Feasibility and site selection studies</li> </ul>

*Emergency Response Plan Being Implemented*



## Airport Capital Improvement Projects

Project Category	Examples of Projects Eligible for Funding
<p><b>Airport Capital Improvement</b>                      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 (runways, taxiways, aprons, T-hangars, fuel farms, maintenance hangars, lighting, air traffic control towers, instrument approach aids, automatic weather observation stations, etc.)</li> <li>Landside capital improvement projects (terminal buildings, parking lots and structures, road and other access projects, etc.)</li> <li>Safety equipment (including fire rescue equipment and lighted Xs)</li> <li>Preservation projects (overlays, crack sealing, marking, painting buildings, roofing buildings, etc.)</li> <li>Information technology equipment (used to inventory and plan airport facility needs)</li> <li>Security projects (lighting, signage, fencing, baggage checkpoint improvements, access control, facility hardening, plans, etc.)</li> <li>Safety projects (tree clearing, land contouring on overrun areas, removing, lowering, moving, marking, lighting hazards, etc.)</li> <li>Stormwater drainage improvements</li> </ul>



*On airport commercial hangars*

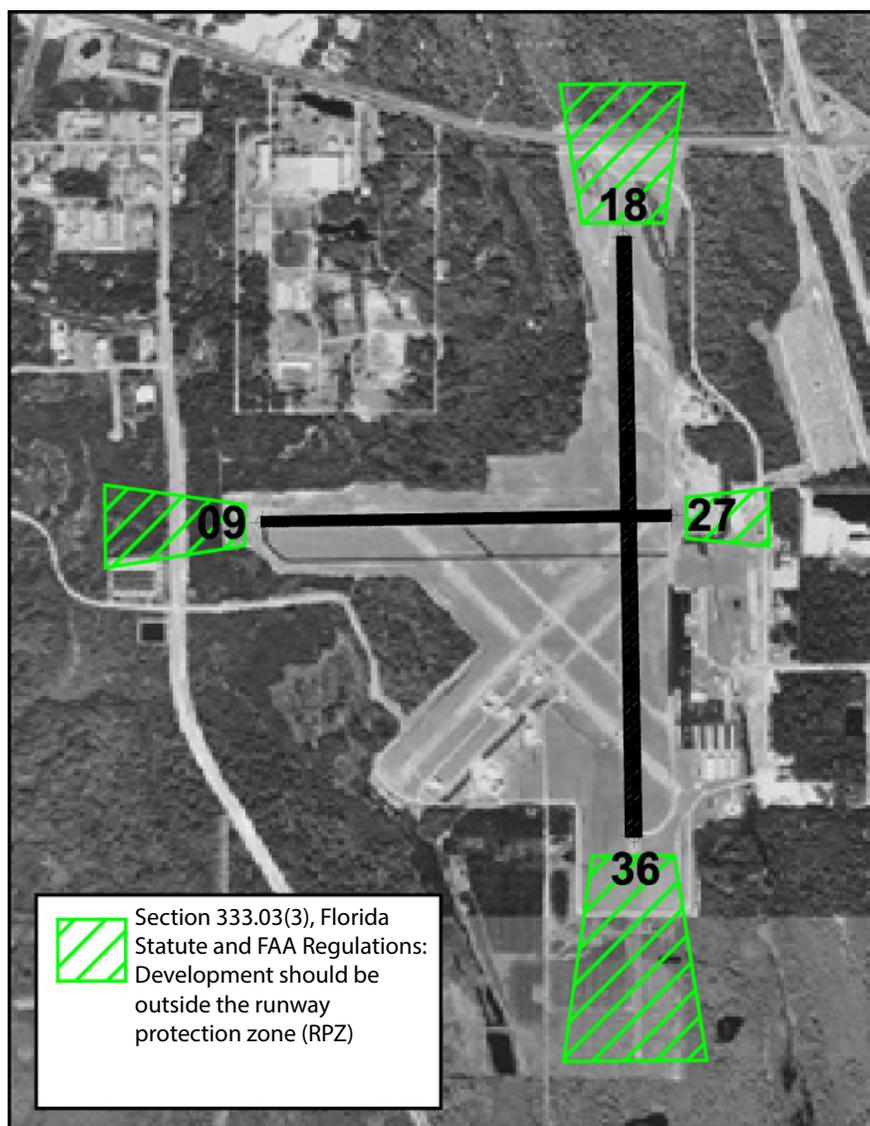
*Security fencing at vehicle access point*



## Land Acquisition Projects

Project Category	Examples of Projects Eligible for Funding
<p><b>Land Acquisition</b> Land acquisition projects protect Florida's citizens from airport noise, and to protect airport clear zones and runway approach areas. Land acquisition minimizes potential hazards around the airport and provides the opportunity to have compatible land uses surrounding airport property.</p>	<ul style="list-style-type: none"> <li>• Land acquisition (for property identified in an approved master plan/ALP)</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>

*Example of runway protection zones at Space Coast Regional Airport*





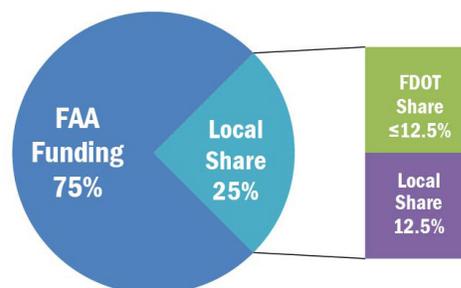
## FDOT's Share of Project Funding

Source: Chapter 332, Florida Statutes

The amount of funding an airport can receive varies depending on if it is a commercial service airport or a general aviation airport. The following provides a breakdown of the amount of funding that can be provided by various sources, depending on the type of airport.

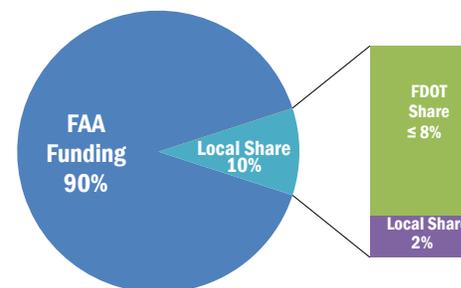
### Commercial Service Airports

FDOT provides up to one-half of the local share of commercial service airport project costs when federal funding is available. For example, FDOT provides up to 12.5 percent of project costs when the FAA provides 75 percent of the funding. Using this example, if a project cost equaled \$100,000, the FAA would provide \$75,000, FDOT would provide \$12,500, and the local share would be \$12,500. When no federal funding is available, FDOT provides up to 50 percent of the total project costs.



### General Aviation Airports

FDOT provides up to 80 percent of the local share of general aviation airport project costs when federal funding is available. For example, FDOT provides up to eight percent of project costs when the FAA provides 90 percent of the funding. Using this example, if a project cost equaled \$100,000, the FAA would provide \$90,000, FDOT would provide \$8,000, and the local share would be \$2,000. When no federal funding is available, FDOT provides up to 80 percent of the total project costs.



### General Aviation Airport Economic Development

FDOT provides up to 50 percent of the costs to build on-airport, revenue-producing capital improvements such as industrial park facilities, maintenance hangars, and fuel farms at general aviation airports.

### Strategic Airport Investment

FDOT may fund strategic airport investment projects at up to 100 percent of the project's cost if:

- Important access and on-airport capacity improvements are provided
- Capital improvements that strategically position the state to maximize opportunities in international trade, logistics, and the aviation industry are provided
- Goals of an integrated intermodal transportation system for the state are achieved
- Feasibility and availability of matching funds through federal, local, or private partners are demonstrated

### 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 representative to develop a funding plan for your airport needs. A current list of FDOT District representatives is available at: <http://www.dot.state.fl.us/aviation/fdotinfo.shtm>

Type of development	If Federal funding is available	If Federal funding is not available
Commercial Service Airports	Department provides up to 50% of non federal share	Department provides up to 50% of total project costs
General Aviation Airports	Department provides up to 80% of non federal share	Department provides up to 80% of total project costs
Economic Development	Not applicable	Department provides up to 50% of total project costs

## FDOT Project Funding Priorities

Projects must be consistent with the goals of the FASP in order 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
- 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. Definitions and procedures for aviation programs are contained in the following Department Procedures:

Topic Number	Title
725-040-040	Aviation Program Management
725-040-055	Loans to Airports
725-040-060	Airport Economic Development Program
725-040-100	Airport Master Plans
725-040-210	New Public Airpoint Funding Eligibility

All projects must be consistent with the role and function for each airport, as defined by the FASP and the current airport master plan approved by FDOT. The general definitions of each program, as well as the share grant allocations, can be seen on the following pages. For a full description of these procedures visit: <http://www.dot.state.fl.us/proceduraldocuments/procedures.shtm>

## Catalog of Eligible Projects

The following table lists 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 11.

Project Type	Program	Project Type	Program
<b>A</b>		<b>L</b>	
Access projects (off-airport)	99	Land acquisition	91
Access projects (on-airport)	32, 33, 34, 99	Land contouring on overrun areas	33, 34
Air service studies and related promotional materials	28	Land-side capital improvement projects	32, 33, 34, 99
Air-side capital improvement projects	32, 33, 34, 99	Lighted Xs	33, 34
Approach aids	32, 33, 34, 99	Lighting	32, 33, 34, 99
Approach clear zones	91	<b>M</b>	
Aprons	32, 33, 34, 99	Management studies and training	28
Automatic weather observation stations	32, 33, 34, 99	Marking	32, 33, 34, 99
<b>B</b>		Master drainage plans	28
Buildings for lease (other aircraft hangars)	99	Master plans/airport layout plans	28
Business plans	28	Mitigation land (on or off airport)	91
<b>C</b>		<b>N</b>	
Cargo facilities	32, 33, 34, 99	Noise mitigation with Part 150 study	32, 33, 34
Computer equipment and software	33, 34	Non-aeronautical revenue-producing projects	99
Control towers	32, 33, 34, 99	<b>O</b>	
<b>D</b>		Operations/emergency response plans	28
Development of regional impact	28	<b>P</b>	
Dogs (used for Security)	33, 34	Parking lot structures	32, 33, 34, 99
Drainage improvements	32, 33, 34, 99	Preservation projects (overlays, crack sealing, marking, painting buildings, roofing buildings, etc.)	33, 34
<b>E</b>		<b>R</b>	
Environmental assessments (EAs)	28	Ramp sweepers/vacuums	33, 34
Environmental impact studies (EISs)	28	Removal, lowering, moving, marking and lighting hazards, including tree clearing	33, 34, 91
Equipment (capital equipment related to airport safety and security)	32, 33, 34	Right-of-way	
<b>F</b>		Roads (off-airport)	32
FAR Part 150 noise studies	28	Road and other access projects (on-airport)	32, 33, 34, 99
Feasibility and site selection studies	28	Runways	32, 33, 34, 99
Fencing	33, 34	<b>S</b>	
Fire rescue facilities and equipment	33, 34	Safety equipment (examples include: fire rescue equipment, lighted Xs, etc.)	33, 34
Fuel farms	33, 34, 99	Safety projects (including land contouring on over-run areas; and removal, lowering, moving, marking and lighting hazards, including tree clearing)	33, 34
<b>G</b>		Security in plans (lighting, signage, fencing, baggage check- point improvements, access control, facility hardening plans)	32, 33, 34, 99
General aviation terminals (100% leased)	99	Signage	32, 33, 34, 99
General aviation terminals (with a public area)	34, 99	Studies (for example, airspace, land use, noise, economic impact)	28
<b>H</b>		<b>T</b>	
Hangars	32, 33, 34, 99	Taxiways	32, 33, 34, 99
Heliports	32, 33, 34, 99	Terminal buildings	32, 33, 34, 99
<b>I</b>		Terminal equipment (for example passenger loading bridge)	32, 33, 99
Industrial park and other non-aviation marketing projects	99	T-hangars (aircraft storage)	32, 33, 34, 99
Industrial park infrastructure and buildings	99	<b>W</b>	
Information technology equipment (used to inventory and plan airport facility needs)	32, 33, 34, 99	Wildlife hazard studies	28
Instrument approach aids (solely to encourage economic development)	99		
Instrument approach aids	32, 33, 34, 99		

### **Airport Planning (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 state share grants for commercial service airports and up to 80 percent of the non-federal share for general aviation airports.

### **Airport Discretionary Capacity Improvement (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 land acquisition, international terminals and airport access transportation projects.

### **Commercial Service Airport Improvement (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 Airport Improvement (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.

### **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 75 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 of the non-federal share when federal funding is available.

### **Airport 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 general aviation airports.

# The Strategic Intermodal System

## Introduction

The Strategic Intermodal System (SIS) was developed in 2003 by the State of Florida to efficiently serve the mobility needs of Florida's citizens, businesses, and visitors as well as help Florida become a worldwide economic leader, enhance economic prosperity and competitiveness, enrich quality of life, and reflect responsible environmental stewardship. SIS facilities consist of transportation facilities that move people and freight throughout Florida, the United States, and internationally.

SIS facilities include airports, spaceports, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, and highways that are considered high-priority transportation facilities. SIS facilities carry more than 99 percent of all commercial air passengers and cargo, virtually all waterborne freight and cruise passengers, almost all rail freight, 89 percent of all interregional rail and bus passengers, 55 percent of total traffic, and more than 70 percent of all truck traffic on the State Highway System.

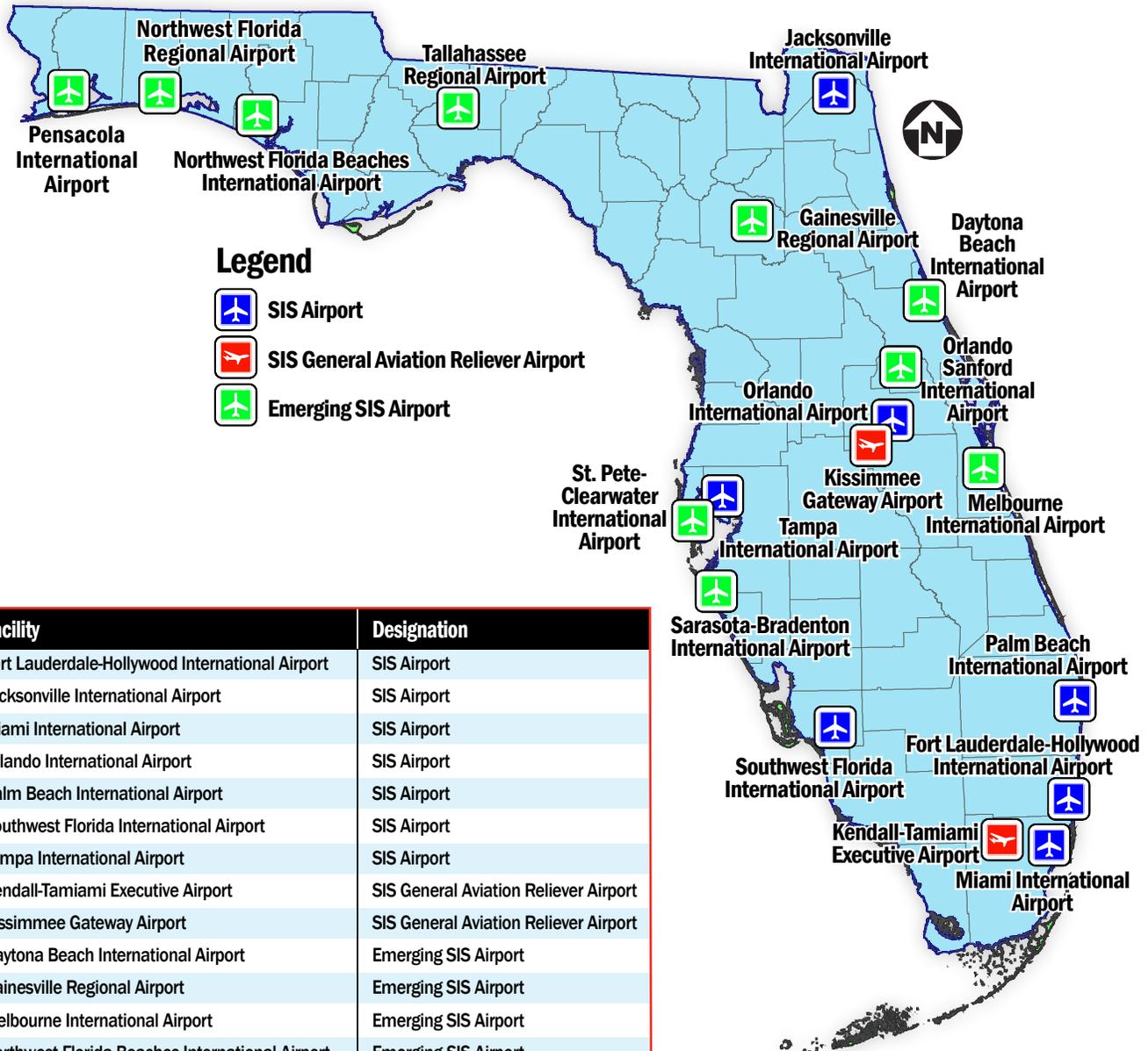
SIS facilities are designated through the use of objective criteria and thresholds based on quantitative measures of transportation and economic activity. SIS facilities are considered to move large numbers of people and goods, and contribute significantly to interstate, regional, and international transportation and economic activity. Facilities that do not meet the established criteria and thresholds for SIS designation, but are expected to meet them in the future, are referred to as Emerging SIS. Emerging SIS facilities have lower current service levels, but show potential for future growth and development.

## The Strategic Intermodal System

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

## SIS Airports

There are currently 19 airports that are designated as SIS or Emerging SIS facilities. Of these 19 airports, seven are SIS Airports and two are SIS General Aviation Reliever Airports. The remaining 10 are Emerging SIS airports.



Facility	Designation
Fort Lauderdale-Hollywood International Airport	SIS Airport
Jacksonville International Airport	SIS Airport
Miami International Airport	SIS Airport
Orlando International Airport	SIS Airport
Palm Beach International Airport	SIS Airport
Southwest Florida International Airport	SIS Airport
Tampa International Airport	SIS Airport
Kendall-Tamiami Executive Airport	SIS General Aviation Reliever Airport
Kissimmee Gateway Airport	SIS General Aviation Reliever Airport
Daytona Beach International Airport	Emerging SIS Airport
Gainesville Regional Airport	Emerging SIS Airport
Melbourne International Airport	Emerging SIS Airport
Northwest Florida Beaches International Airport	Emerging SIS Airport
Northwest Florida Regional Airport	Emerging SIS Airport
Orlando Sanford International Airport	Emerging SIS Airport
Pensacola International Airport	Emerging SIS Airport
Sarasota-Bradenton International Airport	Emerging SIS Airport
St. Pete -Clearwater International Airport	Emerging SIS Airport
Tallahassee Regional Airport	Emerging SIS Airport

## Projects Eligible for SIS Funding

For airport projects, SIS funds can be used for facilities that are in need of preservation, maintenance, or safety enhancements. Remaining funds are used for capacity projects. There are four categories of capacity projects that are eligible to receive SIS funding, these are: ground transportation, landside connections, airside connections, and terminal connections.

Included in the SIS Handbook is the Capacity Funding Eligibility Matrix for SIS facilities, which describes these projects and in what ways SIS funding can or cannot be used.

SIS Project Categories	Projects Eligible for Funding	Projects Not Eligible for Funding
<b>Capacity Projects</b> -Ground Transportation	On-airport transportation facilities that support the primary flow of passengers and cargo that link to SIS facilities. E.g., passenger terminal and cargo facility direct access roadways; busways; rail lines.	Facilities that focus on airport operations rather than primary flows. E.g., other on-airport roadways; parking facilities; on-airport rental car facilities; airport shuttle bus roads; non-FDOT land purchase.
<b>Capacity Projects*</b> -Landside Connections	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; air-side terminals; terminal shuttles; projects serving general aviation operations exclusively; non-FDOT land purchase.
<b>Capacity Projects</b> -Airside Connections	Facilities that link passenger and cargo terminals with aviation corridors. E.g., apron expansion; taxiway (new or extension); runways (new or extension); runway drainage, and approaching lighting related to new or extended runways.	Land purchase; equipment used in airside operations; projects serving general aviation operations exclusively.
<b>Capacity Projects</b> -Terminal Connections	People mover (capacity); baggage system (capacity/non-security enhancements). Terminal buildings and gates needing capacity improvements to facilitate the movement of people and goods.	Maintenance facilities and operations; non-FDOT land purchase. Security, customs, and the expansion of retail/concession space.

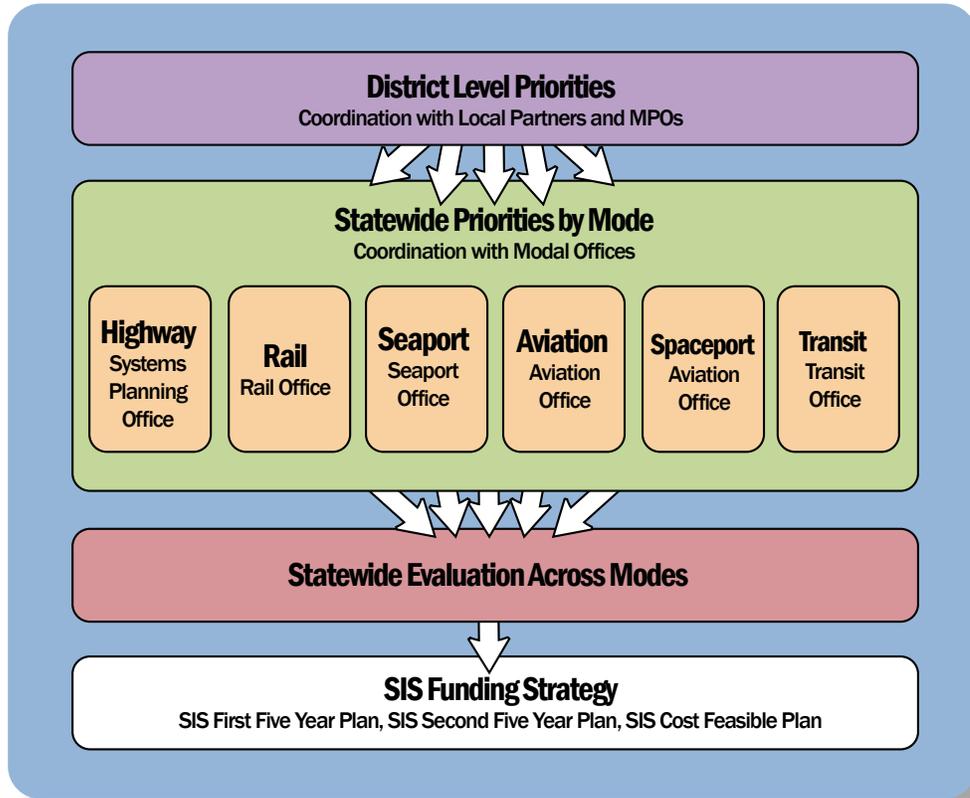
\* **Note:** Not eligible for funding except when integrated with other off-site modes. Portion of a facility directly related to a connecting mode (e.g. a SIS passenger rail station in an airport) is eligible for funding.

## Priorities and Funding Strategies

Determining the priority projects to receive SIS funding considers the need for the preservation, safety, and maintenance of transportation facilities. These priorities and their accompanying funding strategies lay the framework for transportation throughout the state.

## Systems Planning Office Prioritization Process

The FDOT Systems Planning Office Prioritization Process for SIS facilities begins with the Districts (who must coordinate with the FDOT Office of Freight Logistics and Passenger Operations, FDOT modal offices and local government and metropolitan planning organizations) identifying the projects that are of the highest concern and delivering that information to the Systems Planning Office at FDOT.



\* Recreated from the SIS Handbook

Once all FDOT Districts have submitted project information, it will be input into the Strategic Investment Tool (SIT) which ranks projects on their ability to meet the goals in the 2060 Florida Transportation Plan. Projects are weighed against funding availability and various other metrics. Once projects have been selected, they are then scheduled for funding under the SIS Funding Strategy.

## SIS Funding Strategy

SIS projects are funded using the SIS Funding Strategy. The SIS Funding Strategy is a compilation of the Adopted and Tentative Work Program (1st Five-Year Plan), 2nd Five-Year Plan, Cost Feasible Plan, and the 2040 Multimodal Unfunded Needs Plan. Projects included in the Funding Strategy are considered financially feasible within the next 25-year period.



## SIS Project Funding

The FDOT provides SIS funding matches for eligible capacity projects on SIS airports. SIS funding for airports requires a 50/50 match between the state and the airport or local government. Airport funding through the SIS program utilizes the following disbursement, according to the current SIS Funding Strategy:

<p><b>First Five-Year Plan</b></p> <ul style="list-style-type: none"> <li>• Individual SIS Aviation projects have been identified for SIS funding in the First Five-Year Plan.</li> <li>• There is no particular SIS allotment for any particular mode, regardless of year.</li> </ul>
<p><b>Second Five-Year Plan</b></p> <ul style="list-style-type: none"> <li>• SIS aviation funding is located in “SIS modal reserves,” ranging from \$108 million to \$166 million per year, as identified in the Second Five-Year Plan.</li> <li>• This is a reserve of funds intended for non-highway modes, but is not specific.</li> </ul>
<p><b>SIS Cost Feasible Plan</b></p> <ul style="list-style-type: none"> <li>• A SIS modal reserve has been set aside as discussed in the Cost Feasible Plan.</li> <li>• This is a reserve of funds intended for non-highway modes, but is not specific.</li> </ul>
<p><b>SIS Unfunded Needs Plan</b></p> <ul style="list-style-type: none"> <li>• SIS Aviation projects are identified, but all are considered unfunded at time of publication.</li> </ul>

All plans in the SIS Funding Strategy can be found at: <http://www.dot.state.fl.us/planning/systems/documents/plans/default.shtm#plans>

## Other Funding Mechanisms

### State Infrastructure Bank

*Source: Title 23, United State Code;*

*Sections 339.55, 215.617, and 339.2819(4), Florida Statutes*

The State Infrastructure Bank (SIB) is a revolving loan and credit enhancement program consisting of two separate accounts: a federally-funded account and a state-funded account. This program operates similar to a bond in that it is used where a dedicated revenue stream is present.

### 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). All repayments are repaid to the federally-funded SIB account and revolved for future loans. Projects must be eligible for assistance under title 23, United States Code (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-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 (TRIP) per Section 339.2819(4), F.S. (see below) Projects must be consistent, to the 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

*Source: Chapter 339.2819, Florida Statute*

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(1) d, F.S.

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

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.

## Economic Development Transportation Projects

*Source: Chapter 339.2821, Florida Statutes*

Formerly the Economic Development Transportation Fund (Chapter 288.063, Florida Statutes), Chapter 339.2821 authorizes the Economic Development Transportation Road Fund. FDOT, in consultation with the Department of Economic Opportunity (DEO), may make and approve expenditures and contract with the appropriate governmental body for the direct costs of transportation projects. The Department of Economic Opportunity and the Department of Environmental Protection (DEP) may formally review and comment on recommended transportation projects, although FDOT has final approval authority for any project authorized under this section.

FDOT, in consultation with the Department of Economic Opportunity, shall review each transportation project for approval and funding. In the review, the department must consider:

- The cost per job created or retained considering the amount of transportation funds requested
- The average hourly rate of wages for jobs created
- The reliance on any program as an inducement for determining the transportation project's location
- The amount of capital investment to be made by a business
- The demonstrated local commitment
- The location of the transportation project in an enterprise zone as designated in s. 290.0055
- The location of the transportation project in a spaceport territory as defined in s. 331.304
- The unemployment rate of the surrounding area
- The poverty rate of the community

In coordination with DEO and DEP as required, the Department's Central Office will identify items to be added to the work program. The districts' economic development coordinators will work with their respective work program staff to program items.

## Rural Economic Development Initiative

*Source: Chapter 288.0656, Florida Statutes*

Counties and communities that meet certain statutory criteria may request a waiver or reduction of the match requirements. A county or community must request a waiver or reduction in match requirements in writing. This request can be via a letter, note on the project application or the Request for Match Waiver or Reduction form.

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.

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 Areas of Critical Economic Concern (RACEC).

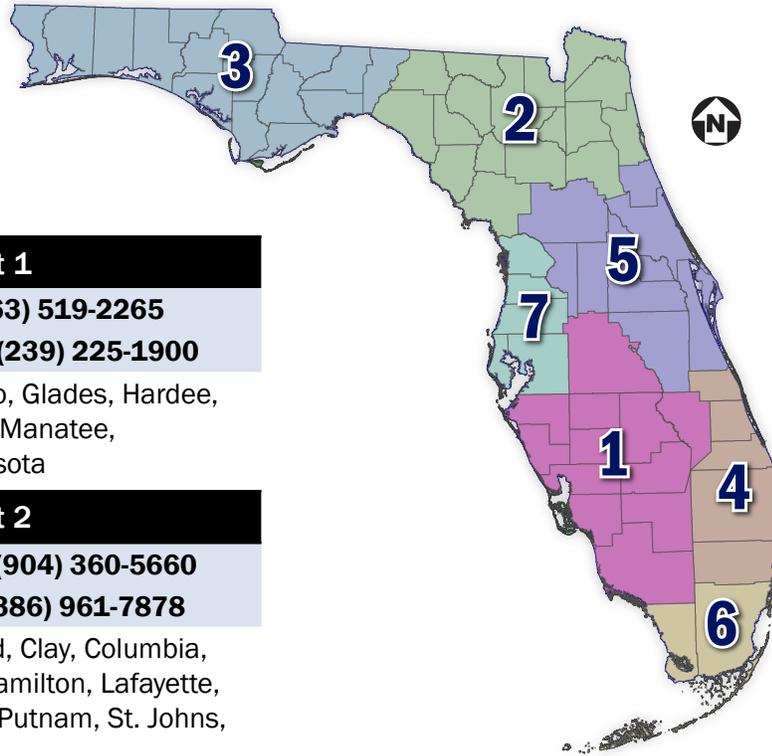
For all other projects, consult Ch. 339.08, F.S. regarding use of monies in the State Transportation Trust Fund and the FDOT Work Program Instructions, available from the FDOT Office of Work Program & Budget.

## 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 your FDOT District representative listed on the following page for more information.

## Statewide Contacts

For more information, contact the FDOT district office for your county or visit:  
<http://www.dot.state.fl.us/aviation/>.



### District 1

**Grants: Kristi Smith - (863) 519-2265**  
**SIS: Lawrence Massey - (239) 225-1900**

Charlotte, Collier, DeSoto, Glades, Hardee, Hendry, Highlands, Lee, Manatee, Okeechobee, Polk, Sarasota

### District 2

**Grants: Barbara Cloud - (904) 360-5660**  
**SIS: Barney Bennette - (386) 961-7878**

Alachua, Baker, Bradford, Clay, Columbia, Dixie, Duval, Gilchrist, Hamilton, Lafayette, Levy, Madison, Nassau, Putnam, St. Johns, Suwannee, Taylor, Union

### District 3

**Grants: Scott Walters - (850) 330-1553**  
**Philip Deal - (850) 330-1558**  
**SIS: Ray Kirkland - (850) 330-1590**

Bay, Calhoun, Escambia, Franklin, Gadsden, Gulf, Holmes, Jackson, Jefferson, Leon, Liberty, Okaloosa, Santa Rosa, Wakulla, Walton, Washington

### District 6

**Grants: Luis Macias - (305) 470-5441**  
**SIS: Ken Jeffries - (305) 470-5445**

Dade and Monroe

### District 4

**Grants: Birgit Olkuch - (954) 777-4689**  
**SIS: Lisa Dykstra - (954) 777-4360**

Broward, Indian River, Martin, Palm Beach, St. Lucie

### District 7

**Grants: Raymond Clark - (813) 975-6235**  
**SIS: Susan Van Hoose - (813) 975-6450**

Citrus, Hernando, Hillsborough, Pasco, Pinellas

### District 5

**Grants: Jim Wikstrom - (407) 482-7874**  
**SIS: John Zielinski - (407) 482-7868**

Brevard, Flagler, Lake, Marion, Orange, Osceola, Seminole, Sumter, Volusia

### Statewide SIS Contact

**Brian Watts - (850) 414-4801**



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