



May 16, 2023

Jennifer Ganley, P.E.  
Program Manager  
Federal Aviation Administration  
Orlando Airports District Office  
8427 SouthPark Circle, Suite 524  
Orlando, FL 32819

Dear Ms. Ganley,

**Subject: Brooksville-Tampa Bay Regional Airport (BKV)  
Bipartisan Infrastructure Law – FY 2024 Tech Center Multi-Modal (Eastside Development)  
Pre-Application Cover Letter**

In accordance with the Bipartisan Infrastructure Law (BIL) for the Tech Center Multi-Modal Project, enclosed please find the 2024 BIL pre-application for the following project:

1. Tech Center Multi-Modal (Eastside Development Roadway Improvements) – Brooksville-Tampa Bay Regional Airport (BKV) (Construction)

The following items are enclosed for each of the above projects in the grant pre-application:

- Airport Grant Pre-Application Checklist
- Detailed Project Information Sheet
  - Description and Justification (scope of work for planning or environmental projects)
  - Project Funding
  - Project Cost Estimate
  - Project Preliminary Checklist
  - Proposed Project Schedule
  - Project Sketch
- Environmental Documentation (Categorical Exclusion)

At this time, we are requesting \$500,000.00 based on the estimate / negotiated agreement. We understand that any substantial increase in federal funding request may jeopardize funding for the enclosed project(s). An application based on negotiated consultant agreements is expected to be submitted to the ADO by the established deadline issued by your office.

Sincerely,

Steve Miller  
Airport Manager



Federal Aviation Administration (FAA)  
Orlando Airports District Office

## Bipartisan Infrastructure Law (BIL) Pre-application Checklist

(COMPLETE ONE CHECKLIST PER GRANT REQUEST)

Airport: Brooksville-Tampa Bay Regional Airport (BKV)  
 Sponsor: Hernando County Board of County Commissioners  
 City, State: Brooksville, FL  
 Date of Pre- Application: May 16, 2023

We do not plan on having a project this fiscal year. The FAA is authorized to carry our entitlements into the next fiscal year. (If checked, skip below pre-application checklist, sign/date and return to ADO)

Items Required with Pre-application (select N/A only if applicable to the project)

No.	Document	Yes	N/A
1.	Cover Letter	<input checked="" type="checkbox"/>	
2.	Detailed Project Information Sheet (per project item)	<input checked="" type="checkbox"/>	
a.	Project Description and Justification (for Planning or Environmental Projects include Scope of Work)	<input checked="" type="checkbox"/>	
b.	Special Circumstances	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Project Funding (be aware of your federal funding entitlement dollars)	<input checked="" type="checkbox"/>	
d.	Project Cost Estimate	<input checked="" type="checkbox"/>	
e.	Project Preliminary Checklist	<input checked="" type="checkbox"/>	
f.	Proposed Project Schedule	<input checked="" type="checkbox"/>	
g.	Project Sketch	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.	Environmental Determination Documentation (per project item)	<input checked="" type="checkbox"/>	

Jeff Rogers - County Administrator

Sponsor's Designated Official Representative (Type or Print)

  
 Sponsor's Designated Official Representative (Signature)

5/17/2023  
 Date

APPROVED AS TO FORM AND LEGAL SUFFICIENCY  
 BY County Attorney's Office

The purpose of this checklist is to identify some of the requirements and considerations associated with requesting Airport Improvement Program (AIP) funds. This checklist was created by the Orlando ADO for Florida airport sponsors to submit in lieu of SF 424, 5100-100 / 101 (OMB 4040-004, 2120-0569) in order to simplify the AIP pre-application package. **Note SF 424 and the 5100 forms are still required components of the AIP APPLICATION package.**



**Project No. 1: Detailed Project Information Sheet**  
**Airport Improvement Program (AIP)**

Airport: Brooksville-Tampa Bay Regional Airport (BKV)  
 City, ST: Brooksville, FL  
 DUNS / TAX ID No. 073212920  
 SAM Expiration Date: 05/16/2023  
 Project Title: Tech Center Multi-Modal Eastside Development (Construction)

**Project Description:**

Extend Rescue Way

**Project Justification:**

The project consists of extending Rescue Way 970 feet to the northeast to provide landside access to hangars located on the east side of Runway 3-21. Currently, Rescue Way is 223 feet long and 21 feet wide and provides landside access to the two existing hangars. The extension of this road will exclusively provide surface access to the future planned aeronautical development located on the west side of Rescue Way. The existing fence line that runs between Rescue Way and the Southwest Florida Water Management District leasehold will remain intact and serve as a physical barrier impeding non-aeronautical access to Rescue Way.

The project will include sitework and the removal of existing vegetation and large trees. The specific species of trees and the potential presence of wildlife will be determined through an environmental site visit during the design phase of this project.

The Disadvantaged Business Enterprise (DBE) Program for FY 2024 through 2026 will be updated. A new 3-year DBE goal will be determined and past Uniform Reporting with be completed and brought up-to-date.

Was this project in the airport's Capital Improvement Plan (CIP) in JACIP and accepted as eligible/justified in the FAA's Airport Capital Improvement Plan (ACIP)?

Yes       No (explain below)

**Special Circumstances (check if applicable to the project):**

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Force Account Services      | <input type="checkbox"/> Benefit Cost Analysis | <input type="checkbox"/> [Enter Other] |
| <input type="checkbox"/> Mods. To Standards          | <input type="checkbox"/> Design-build or CMR   | <input type="checkbox"/> [Enter Other] |
| <input type="checkbox"/> AIP eligible & non-eligible | <input type="checkbox"/> Exceeds FAA Stds.     | <input type="checkbox"/> [Enter Other] |

**Project Funding:**

<b>Rescue Way Extension:</b>			
Total Cost (100%)	BIL Share (14.3%)	State (82.9%)	Local (2.9%)
\$3,500,000.00	\$500,000.00	\$2,900,000.00	\$100,000.00
<b>DBE Program Update:</b>			
Total Cost (100%)	BIL Share (90%)	State (5%)	Local (5%)
\$13,556.00	\$12,200.00	\$678.00	\$678.00

**Type of Funding Proposed (FAA Share Only)**

<u>Fund Type</u>	<u>Funds Available</u>	<u>Funds to be Used</u>	<u>Funds Remaining</u>
NP2024 Entitlements	\$0.00	\$0.00	\$0
2024 BIL	\$512,200.00	\$512,200.00	\$0
Total	\$512,200.00	\$512,200.00	\$0

Alternate Funding Plan: *The Florida Department of Transportation (FDOT) will fund a portion of the cost for the Construction of this project. In the event that the BIL funding is not granted, the Owner will utilize the FDOT funds to pay for the construction of this project included in this application.*

**Project Cost Estimate Breakdown:**

<b>Components</b>	<b>Cost (100%)</b>	<b>FAA Share (14.3%)</b>
Administrative	\$10,000.00	\$1,428.57
Construction	\$3,430,000.00	\$489,999.51
Construction Administration	\$60,000.00	\$8,571.42
Rescue Way Extension Total Amount	\$3,500,000.00	\$500,000.00

<b>Components</b>	<b>Cost (100%)</b>	<b>FAA Share (90%)</b>
DBE Program Update	\$13,556.00	\$12,200.00
DBE Program Update Total Amount	\$13,556.00	\$12,200.00

*\*NOTE: FAA does not participate on allowances / contingencies. By FAA policy, a line item for estimated administrative costs can be included in the grant application if the sponsor cannot accurately calculate the total administrative costs. However, these estimated administrative costs must not exceed 2% of the grant amount or \$10,000, whichever is less.*

**Project Preliminary Checklist:**

<b>AIP Document Pre-requisites</b>	<b>Dates</b>	
Date of FAA Approved ALP	<b>8/4/2016</b>	
Date of last 5010, Airport Master Record verification for data corrections.	<b>12/15/2017</b>	
Date of last FAA approved Exhibit "A" Property Inventory Map w/ Exhibit "C", Title of Opinion	<b>N/A</b>	
Date of Environmental Determination	<b>NA</b>	
Date of last Airport Pavement Maintenance Program.	<b>9/1/2017</b>	
Date of Land Acquisition (if applicable)	<b>N/A</b>	
<b>Impacts to FAA Facilities</b>	<b>Yes</b>	<b>No</b>
Does the project impact FAA facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>



## PROPOSED PROJECT SCHEDULE

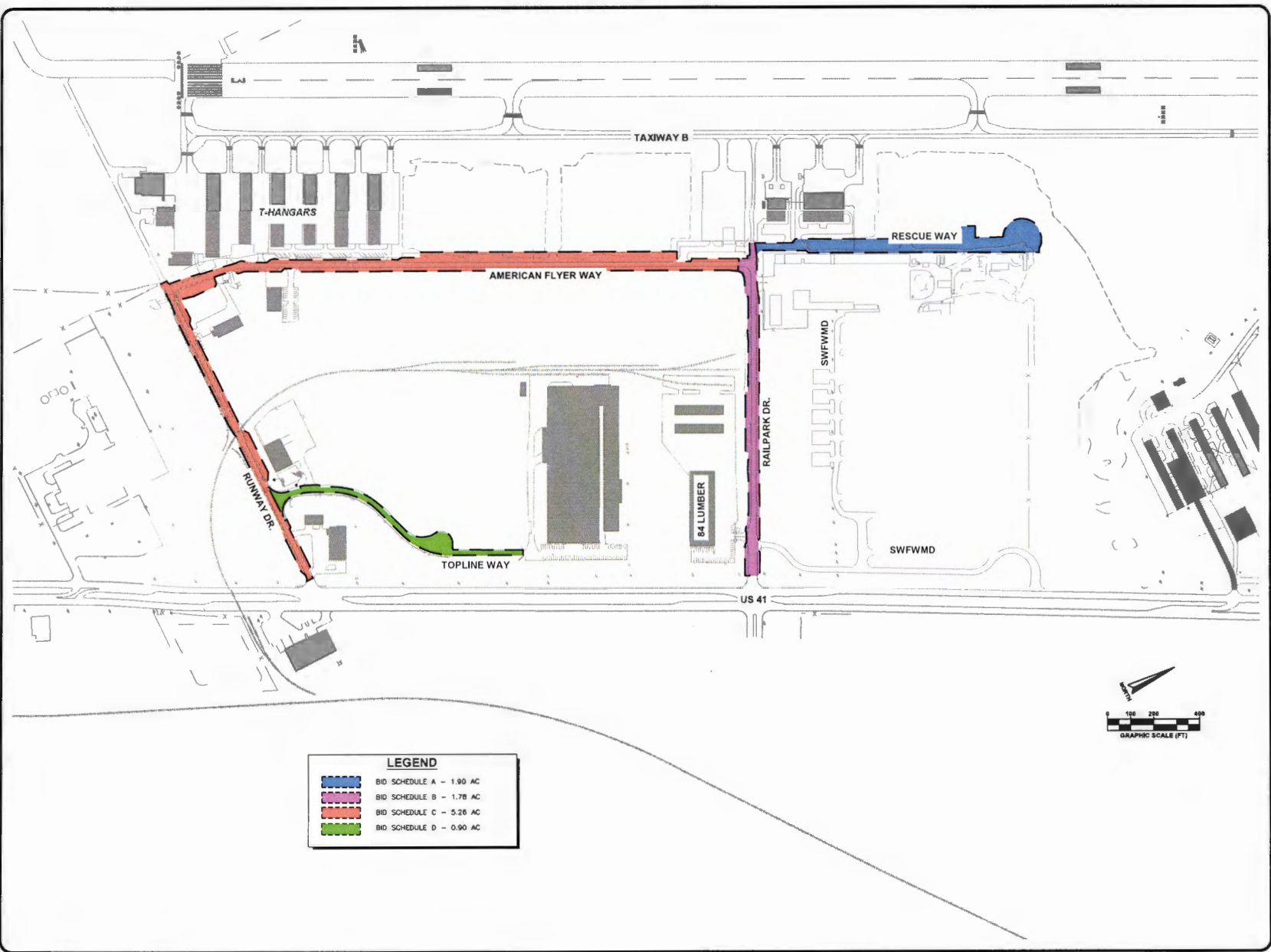
<u>Task</u>	<u>Dates:</u>
Pre-Application Submittal to FAA ADO Planner	<b>6/2/2023</b>
*Application Submittal to FAA ADO Engineer	<b>7/3/2023</b>
*Grant Offer	<b>9/4/2023</b>
*Execution of FAA Grant	<b>9/4/2023</b>
*Bid Opening	<b>6/26/2023</b>
*Pre-Construction Conference	<b>10/2/2023</b>
*Notice to Proceed to Contractor <sup>1</sup>	<b>10/2/2023</b>
*Substantial Completion	<b>1/22/2024</b>
*Final Inspection	<b>1/25/2024</b>
*Project Close-Out <sup>2</sup>	<b>3/29/2024</b>

**\* = To be coordinated with the ADO Engineer prior to grant application submittal.**

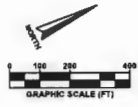
<sup>1</sup> Once all contract documents have been executed, the sponsor will issue a notice to proceed to the contractor. The sponsor must send a copy of the notice to proceed to the ADO PM.

<sup>2</sup> Project shall remain on schedule as shown above. Note that closeout of an AIP grant must not exceed four (4) years after grant execution date. You may refer to the AIP Handbook - Chapter 5, Section 8, Grant Closeout for additional details.

NOTES:  
 1. 1/24/2020 10:00 AM  
 12/15/2022 4:28 PM



LEGEND	
<span style="color: blue;">■</span>	BID SCHEDULE A - 1.90 AC
<span style="color: purple;">■</span>	BID SCHEDULE B - 1.78 AC
<span style="color: red;">■</span>	BID SCHEDULE C - 5.26 AC
<span style="color: green;">■</span>	BID SCHEDULE D - 0.90 AC



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**EASTSIDE DEVELOPMENT  
 ROADWAY IMPROVEMENTS**

**BROOKVILLE-TAMPA BAY  
 REGIONAL AIRPORT**

**PROJECT LAYOUT AND  
 BID SCHEDULE PLAN**

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SCALE: GRAPHIC

REVISIONS:

NO.	DATE	BY	DESCRIPTION

DESIGNED BY: MC  
 DRAWN BY: UO  
 CHECKED BY: MW  
 APPROVED BY: SS  
 DATE: FEBRUARY 2023

ISSUED FOR PERMITTING

FAA AIP NO. -  
 FDOT FM NO. -  
 AVCON PROJECT NO. 2021.268.02  
 CADD FILENAME 1126502G005

**DRAWING  
 G005**

SHEET NO. 6 OF 178

**CATEGORICAL EXCLUSION ENVIRONMENTAL DETERMINATION CHECKLIST**

Airport: Brooksville-Tampa Bay Regional Airport

Prepared and certified by: Steve Miller

Date: 05/16/2023

	YES**	NO	COMMENTS
<b>THE PROPOSED ACTION MUST BE LISTED IN FAA ORDER 1050.1F PARAS. 5-6.1-5-6.6 AS AN ACTION THAT WOULD NORMALLY BE CATEGORICALLY EXCLUDED</b>			
<b>THE PROPOSED ACTION CONSISTS OF:</b>			Rescue Way Extension (Design)
Helicopter facilities or operations		x	
Land acquisition		x	
New airport serving general aviation		x	
Access or service road construction	x		
New airport location		x	
New runway		x	
Runway extension, strengthening, reconstruction, resurfacing or widening		x +	
Converting prime or unique farmland		x	
Runway Safety Area (RSA) improvements		x	
ILS or ALS installation		x	
Airport development (hangars, terminal expansion)		x	
On-airport aboveground or underground fuel storage tanks		x	
Construction, reconstruction, or relocation of an ATCT		x	
<b>THE PROPOSED ACTION WILL AFFECT:</b>			
Historic/Archeological/Cultural Resources		x	
Section 4(f) or 6(f) resources		x	
Federally listed, endangered, threatened, or candidate species, or designated/proposed critical habitat		x +	
Federal, state, tribal, or local natural, ecological, or scenic resources		x +	
Wetlands, floodplains, waterways		x	
Energy supply or natural resources		x	
Protected rivers or river segments		x	
Established community(s), planned development, or plans/goals adopted by the local community		x +	
Surface vehicular traffic (reduce LOS)		x	
Air quality or violate Federal, state, tribal or local standards		x	
Water quality, a sole source aquifer, public water supply system, or federal, state, or tribal water quality standards		x +	
<b>THE PROPOSED ACTION IS LIKELY TO:</b>			
Be Highly Controversial on Environmental Grounds		x	
Be Inconsistent with Federal, state, tribal, or local law relating to environmental aspects		x +	
Cause residential or business relocations		x	
Increase noise levels over Noise Sensitive Land Uses within the 65 dBA noise contour or newly include Noise Sensitive Land Uses within the 65 dBA noise contour.		x +	
Cause Environmental Justice Impacts		x	
Contain Hazardous Materials or Affect Hazardous Materials/Sites		x +	
Create a Wildlife Hazard per AC 150/5200-33		x	
Increase lighting impacts on residential communities or impact the visual nature of surrounding land uses		x +	

\*\* Attach detailed explanations or analysis for all "yes" answers on a separate sheet that supports a Categorical Exclusion determination.

**FAA ORLANDO AIRPORTS DISTRICT OFFICE – CATEGORICAL EXCLUSION (CATEX)  
SHORT FORM**

Airport: Brooksville-Tampa Bay Regional Airport Project Title: Tech Center Multi-Modal (Design)

Use this CATEX Short Form if the Proposed Action is a federal action subject to NEPA and normally would not individually or cumulatively have a significant effect on the human environment. **Identify the applicable paragraph on the line below from FAA Order 1050.1F, paragraphs 5-6.1 through 5-6.6 for the Proposed Action.**

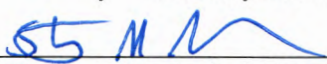
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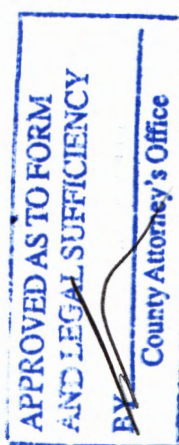
List all components of the Proposed Action and Connected Actions (if any) on a separate sheet. *A CATEX should not be used for a segment or an interdependent part of a larger proposed action.* **Include** a summary of existing conditions at the Proposed Action site. **Attach** a site map identifying the Proposed Action area on the airport's current ALP and a recent aerial of the Proposed Action area.

**Certify** that the Proposed Action and Connected Actions are **NOT** likely to have extraordinary circumstances or significant impacts. Significance thresholds and factors to consider are in FAA Order 1050.1F Exhibit 4-1. Extraordinary circumstances are listed in FAA Order 1050.1F paragraph 5-2, and summarized below:

- An adverse effect on cultural resources protected under the National Historic Preservation Act of 1966, as amended, 54 U.S.C. §300101 et seq.;
- An impact on properties protected under Section 4(f);
- An impact on natural, ecological, or scenic resources of Federal, state, tribal, or local significance (e.g., federally listed or proposed endangered, threatened, or candidate species, or designated or proposed critical habitat under the Endangered Species Act, 16 U.S.C. §§ 1531-1544);
- An impact on the following resources: resources protected by the Fish and Wildlife Coordination Act, 16 U.S.C. §§ 661-667d; wetlands; floodplains; coastal zones; national marine sanctuaries; wilderness areas; National Resource Conservation Service-designated prime and unique farmlands; energy supply and natural resources; resources protected under the Wild and Scenic Rivers Act, 16 U.S.C. §§ 1271-1287, and rivers or river segments listed on the Nationwide Rivers Inventory (NRI); and solid waste management;
- A division or disruption of an established community, or a disruption of orderly, planned development, or an inconsistency with plans or goals that have been adopted by the community in which the project is located;
- An increase in congestion from surface transportation (by causing decrease in level of service below acceptable levels determined by appropriate transportation agency, such as a highway agency);
- An impact on noise levels of noise sensitive areas;
- An impact on air quality or violation of Federal, state, tribal, or local air quality standards under the Clean Air Act, 42 U.S.C. §§ 7401-7671q;
- An impact on water quality, sole source aquifers, a public water supply system, or state or tribal water quality standards established under the Clean Water Act, 33 U.S.C. §§ 1251-1387, and the Safe Drinking Water Act, 42 U.S.C. §§ 300f-300j-26;
- Impacts on the quality of the human environment that are likely to be highly controversial on environmental grounds. The term "highly controversial on environmental grounds" means there is a substantial dispute involving reasonable disagreement over the degree, extent, or nature of a proposed action's environmental impacts or over the action's risks of causing environmental harm.
- Likelihood to be inconsistent with any Federal, state, tribal, or local law relating to the environmental aspects of the proposed action; or
- Likelihood to directly, indirectly, or cumulatively create a significant impact on the human environment, including, but not limited to, actions likely to cause a significant lighting impact on residential areas or commercial use of business properties, likely to cause a significant impact on the visual nature of surrounding land uses, likely to cause environmental contamination by hazardous materials, or likely to disturb an existing hazardous material contamination site such that new environmental contamination risks are created.

Based on the information in this Short Form CATEX and supporting information, I certify that the Proposed Action and Connected Actions meet(s) all requirements for a CATEX in accordance with FAA Order 1050.F and do not have any extraordinary circumstances or significant impacts.

 5/17/23  
Signature of Authorized Airport Representative Date



FAA Determination (signature of Program Manager):

Categorically Excluded: \_\_\_\_\_ Date: \_\_\_\_\_

Requires further environmental analysis: \_\_\_\_\_ Date: \_\_\_\_\_