



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 Runway Rehabilitation (75-feet)  
**Pre-Application Cover Letter**

In accordance with the Bipartisan Infrastructure Law (BIL) Runway Rehabilitation Project, enclosed please find the 2024 BIL pre-application for the following project:

1. Runway Rehabilitation (75-feet) – Brooksville-Tampa Bay Regional Airport (BKV) (Design and 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 \$1,000,000.00 based on the estimate. 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 and actual construction bids is expected to be submitted to the ADO by the established deadline issued by your office.

Sincerely,

A handwritten signature in blue ink, appearing to read 'SM', followed by a stylized flourish.

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)

Date

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: Runway Rehabilitation (Design & Construction)

**Project Description:**

Rehabilitate 75-feet from the centerline of the old, decommissioned runway to convert it to an active taxiway.

**Project Justification:**

The project will consist of converting the previously decommissioned runway to an active taxiway by rehabilitating approximately 2,045-feet in length and 75-feet in width of the pavement. This runway pavement is in poor condition and the rehabilitation will improve pavement quality for existing tenants. Additionally, the project will prepare this side of the airfield for future hangar development as depicted on the approved Airport Layout Plan.

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:**

Total Cost (100%)	BIL Share (26%)	State (52%)	Local (22%)
\$3,853,261.00	\$1,000,000.00	\$2,000,000.00	\$853,261.00.00

Type of Funding Proposed (FAA Share Only)			
Fund Type	Funds Available	Funds to be Used	Funds Remaining
NP2024 Entitlements	\$0.00	\$0.00	\$0
2023, 2024 BIL	\$1,000,000.00	\$1,000,000.00	\$0
Total	\$1,000,000.00	\$1,000,000.00	\$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 design and construction of this project included in this application.*

**Project Cost Estimate Breakdown:**

Component	Cost (100%)	FAA Share (26%)
Administrative	\$10,000.00	\$2,595.20
Engineering (Design)	\$300,000.00	\$77,856.13
Other (Environmental/Survey/Geotechnical)	\$80,000.00	\$20,761.64
Construction	\$3,263,261.00	\$846,882.94
Construction Administration	\$200,000.00	\$51,904.09
Total Amount	\$3,853,261.00	\$1,000,000.00

*\*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:

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

## **PROPOSED PROJECT SCHEDULE**

<b><u>Task</u></b>	<b><u>Dates:</u></b>
Pre-Application Submittal to FAA ADO Planner	<b>6/1/2023</b>
*Grant Application (Design)	<b>10/2/2023</b>
*Completion of Design	<b>3/15/2024</b>
*Bid Opening	<b>6/03/2024</b>
*Grant Application (Construction)	<b>7/1/2024</b>
*Pre-Construction Conference	<b>9/2/2024</b>
*Notice to Proceed to Contractor <sup>1</sup>	<b>9/23/2024</b>
*Substantial Completion	<b>1/24/2025</b>
*Final Inspection	<b>1/27/2025</b>
*Project Close-Out <sup>2</sup>	<b>5/31/2025</b>

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

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<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.





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

Airport: Brooksville-Tampa Bay Regional Airport Project Title: Runway Rehabilitation (Design & Construction)

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.**

**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.

  
Signature of Authorized Airport Representative

5/17/23  
Date

FAA Determination (signature of Program Manager):

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

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



# 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>			Runway Rehabilitation 75' (Design & Construction )
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.