

EDA FY 25 Disaster Supplemental Grant

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ED-900 – General Application for EDA Programs

This form is required for application to EDA grant programs, consistent with the requirements outlined in each program Notice of Funding Opportunity (NOFO). **Applicants are strongly encouraged to clearly and concisely respond to each answer in the space provided. Applicants should not provide additional documents or narratives without prior written approval from EDA.**

A. Applicant Information

A.1. Please identify all applicants for this project.

The Lead Applicant is the party who is responsible for handling disbursements of funds and reporting to EDA.

Please note: Active registration with the System for Award Management (SAM) is required of all EDA applicants and awardees at www.SAM.gov. Please list the relevant Commercial and Government Entity CAGE Code and SAM expiration data for all applicants and co-applicants (if any) in the table below.

	Name	SAM.gov CAGE Code	SAM.gov Registration Expiration Date	Fiscal Year End Date (mm/dd)
Lead Applicant	Hernando County		01/10/2026	09/30
Co-Applicant 1				
Co-Applicant 2				
Co-Applicant 3				
Co-Applicant 4				
Co-Applicant 5				

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B. Scope of Work

B.1. Describe the scope of work for the proposed EDA investment, including a list of project tasks to be undertaken.

List the specific tasks/activities that will be undertaken as a result of this investment.

Applicants for construction assistance should also include a statement of project components, including whether the proposed project involves the construction of a new facility (or facilities) or the expansion, renovation, or replacement of an existing facility or facilities. Applicants should also describe the proposed project components in terms of dimensions, capacities, quantities, square footage, etc. and should verify the description aligns with the engineering description provided in the preliminary engineering report, the environmental narrative, and other application materials.

Applicants for Partnership Planning Assistance should provide a narrative on the economic development activities that will be undertaken, which must include managing and maintaining the Comprehensive Economic Development Strategy (CEDS) process.

Applicants for Short Term Planning Assistance or Local Technical Assistance should provide a narrative explaining how the proposed scope of work will enhance economic development planning capacity of the identified region. Applicants should include information regarding any relationship or collaboration with other public and private entities, and should explain how the strategy will expand the capacity of public officials and economic development organizations to work effectively with employers and enable the region to plan and coordinate the use of available resources to support economic recovery and the development of a regional economy and/or develop innovative approaches to economic revitalization in the region.

Applicants for State Planning Assistance should provide a narrative outlining the proposed scope of work for the project, including the relationship to any existing CEDS or similar planning processes, and the goals and objectives of the proposed project.

Applicants for a Revolving Loan Fund (RLF) should clearly define the service area of the proposed Revolving Loan Fund, the types and size of loans anticipated to be made under the RLF and the focus area of the RLF (if any). Applicants should describe how the RLF will be designed to make loans to businesses that cannot otherwise obtain traditional bank financing. Applicants should describe what (if any) technical assistance will be provided for loan applicants/borrowers and explain how quickly grant funds are expected to be deployed (i.e. lent) to potential borrowers.

The Hernando County Board of County Commissioners (BOCC), the governing body that owns and manages the Brooksville...Tampa Bay Regional Airport (BKV), is advancing a strategic infrastructure project to support the airport's continued growth and economic development. The BOCC, composed of five commissioners representing districts within Hernando County, recognizes BKV as a critical regional asset and a driver of long-term prosperity. Located approximately six miles southwest of the City of Brooksville, BKV spans approximately 2,403 acres, which includes approximately 1,000 acres available for development, positioning it as a powerful economic engine for the region.

The National Plan of Integrated Airport Systems (NPIAS) categorized BKV as a General Aviation airport with a National Role. Airports in this category are essential to connecting communities to statewide and interstate markets and typically experience high levels of activity, including operations involving jets and multi-engine aircraft. BKV is also home to the Florida Army National Guard Army Aviation Support Facility #2. According to both the Federal Aviation Administration (FAA) and the most recent update of the Continuing Florida Aviation System Planning Process (CFASPP), BKV is ideally suited to support a variety of aviation-related functions such as recreational/sport aviation, tourism, flight training, corporate and business travel, and air cargo operations. The airport's strategic location, within 60 nautical miles of several major commercial service airports, including Tampa International (TPA), St. Pete...Clearwater International (PIE), Orlando International (MCO), and Sarasota...Bradenton International (SRQ), further amplifies its importance as a regional aviation and economic hub.

The proposed project at BKV focuses on the rehabilitation of an existing, abandoned runway, measuring 4,480 linear feet, to be repurposed as a new taxiway. Nearly half of this length is located within the airport's infield area, a prime site for future aeronautical development. The taxiway resurfacing will significantly enhance airside infrastructure while unlocking more than 195 acres of service-ready aviation sites with the addition of essential water and sewer utilities. This project also unlocks a 228-acre site, on the southwest side of the proposed taxiway, which is a designated Duke Energy Readiness site. This project will accommodate larger facilities for aircraft services, repair and storage, as well as support related manufacturing enterprises.

This infield area is particularly attractive to target industries such as aerospace Maintenance, Repair, and Operations (MRO) facilities. The availability of improved infrastructure in this space creates an ideal environment for aviation-related business expansion. By opening up the property adjacent to the new taxiway with infrastructure-ready sites, BKV will be better positioned to attract new investment, support increased aviation activity, improve operational safety, and drive regional economic diversification. Overall, this project supports long-term strategic goals by fostering job creation, increasing the airport's capacity, and promoting sustainable economic growth in Hernando County and the broader Tampa Bay area.

B.2. Describe the specific deliverables/outcomes that the project will produce and the primary beneficiaries or audience of those deliverables. Please note that deliverables are defined as the specific outcomes that will come from the project and differ from information on project tasks/activities requested in B.1. Project tasks/activities requested in B.1 should be reported as process steps that will be achieved to reach the final project while deliverables/outcomes detailed in B.2 are the final product produced.

Rehabilitated 4,480-foot Taxiway - An existing, abandoned runway will be resurfaced and repurposed into a fully functional taxiway to FAA safety standards to support the increased aviation operations demands of the facility. Nearly half of the taxiway will traverse the airport's infield, unlocking access to previously underutilized areas.

Installation of Water and Sewer Utilities - Water and sewer infrastructure will be extended to serve the infield area, enabling development of service-ready industrial and aviation parcels.

Creation of Over 195 Acres of Service-Ready Aerospace/Aviation Sites - The project will prepare more than 195 acres within BKV for immediate development by aviation and aerospace-related industries. These parcels will be ideal for large-scale facilities such as aircraft maintenance, repair, and overhaul (MRO), aircraft storage, parts manufacturing, and logistics; approximately 228 acres of nonaviation space.

Increased Aviation Capacity and Operational Safety - The new taxiway will improve aircraft movement efficiency and enhance overall airport safety by providing an alternative route for taxiing aircraft.

Economic Growth and Job Creation - By supporting the attraction of new businesses and industries, the project will contribute to long-term economic diversification and the creation of high-quality jobs in Hernando County. The combination of the aviation and nonaviation sites potential lease profit is nearly \$5 million annually. Funds that are retained by BKV for airport related activities and future growth and development.

Primary Beneficiaries

Local and Regional Economy - The increase in commercial activity at BKV will generate indirect economic benefits for local businesses, service providers and the broader community.

Hernando County and Regional Workforce - The project is expected to attract private investment and generate skilled employment opportunities in aviation-related sectors.

Brooksville...Tampa Bay Regional Airport (BKV) - BKV will benefit from enhanced airfield capacity, operational flexibility, and improved attractiveness to prospective tenants and users.

Aviation and Aerospace Industry - Companies seeking to expand or relocate MRO operations, aircraft services, logistics hubs, or aerospace manufacturing will benefit directly from the improved infrastructure.

Pem Air, is an MRO with existing operations at BKV with plans to expand operations to include a test cell and new hangar on the infield of the airport. This project has a projected capital investment of \$65,000,000 and job creation of 15 jobs within 2-3 years. These jobs will pay average wages more than the prevailing average wage.

Judah ... 1, is a recruitment project with plans to establish an aviation hub, to include at least 250,000 square feet of aviation related facilities, including a maintenance center, a parts and supplies warehouse, administrative offices, and multiple hangar units along the southern part of the former runway and establish a Part 61 flight school. The project will create 15 ... 20 skilled, full-time position supporting both regional job growth and long-term industry sustainability.

Flight Schools, Corporate Operators, and General Aviation Users - Improved taxiway access and infrastructure will enhance the user experience and support increased aviation activity at the airport.

B.3. Identify the proposed time schedule for the project, including specific project milestones.

The total estimated project duration is 36 months, encompassing all phases from initial approvals through construction and utility installation. The key project milestones and their approximate timelines are as follows:

Board Approval & Bidding Process (Months 1...3): Preparation and submission of project proposals for review. Securing formal approval from the governing board or relevant authority. Initiation and completion of the bidding process to select qualified contractors.

Contract Award & Procurement (Months 3...12): Awarding of contracts to selected vendors and construction firms. Procurement of necessary materials, equipment, and services.

Permitting & Regulatory Approvals (Months 9...24): Completion of the Southwest Florida Water Management District (SWFWMD) permitting process.

Acquisition of all required local, state, and environmental permits to proceed with construction.

Construction Phase (Months 12...34): Groundbreaking and site preparation. Major infrastructure development, including foundations, structures, and roads.

Installation of utilities (water, sewer, electric, etc.).

Final Inspections and Project Closeout (Months 34...36): Final inspections by regulatory agencies and project managers. Resolution of punch list items.

Handover and operational readiness.

This timeline allows flexibility to accommodate potential delays related to permitting, weather, or procurement, while ensuring critical milestones are completed in a logical and efficient sequence.

B.4. Describe how the proposed project aligns with one or more of EDA's investment priorities. Current EDA investment priorities are available at <https://www.eda.gov/about/investment-priorities/>. Applicants must identify all relevant investment priorities with which the project aligns with and describe how the project advances each relevant priority (ies).

Economic Recovery and Resilience

This project enhances BKV's ability to withstand and recover from both economic disruptions and natural disasters, meeting the core goal of the EDA's Recovery and Resilience priority. Rehabilitating an abandoned 4,480 linear foot runway into a taxiway and extending utilities supports economic diversification by enabling infield development, which will attract aerospace, MRO, and aviation-related businesses. The project improves regional economic resilience by reducing dependence on limited industries and supporting new revenue streams through expanded aviation and logistics activities.

Infrastructure upgrades, such as durable asphalt overlays, improved drainage, and utility systems, protect against weather events (e.g., hurricanes and flooding), minimize operational downtime, and ensure continuity during crises. The project explicitly includes compliance with FAA and local standards, reducing long-term recovery costs and enhancing the airport's economic viability.

Critical Infrastructure - The project significantly modernizes and expands core public infrastructure to support economic growth.

Resurfacing the taxiway and installing water and sewer utilities will enable approximately 423 acres of service-ready sites, supporting commercial, industrial, and aviation development. Infrastructure improvements, including drainage systems, utility crossings, and lighting, will enhance airport safety, operational efficiency, and compliance with FAA regulations. These upgrades strengthen BKV's role as a regional transportation hub and reflect the importance of BKV for the airport system and the region's fast growth creating the foundation for future aviation-related investment.

Workforce Development - This project will foster workforce training and create long-term employment opportunities in high-skill sectors.

In partnership with CareerSource Pasco Hernando, Wilton Simpson Technical College, and the Hernando School District, the project will support local hiring, training, and upskilling efforts to meet workforce needs in aviation, aerospace, and logistics. By attracting new aviation-related industries, the project will generate sustainable workforce programs, high-wage job opportunities and diversify the region's employment base beyond tourism and agriculture.

Innovation and Entrepreneurship - The project supports innovation by enabling infrastructure that facilitates emerging aviation and aerospace business models. With utilities extended to the infield, the airport can accommodate modern aviation ventures such as drone operations, advanced air mobility companies, aerospace R&D, and logistics startups. BKV's collaboration with educational and entrepreneurial institutions will encourage the development of new aviation technologies and business models, fostering an innovative ecosystem at the airport.

Manufacturing - The project directly supports the EDA's manufacturing priority by opening land and infrastructure to facilitate production-related industries. The newly accessible infield area will support aircraft component manufacturing, MRO operations, and logistics that serve the broader aerospace supply chain.

The project complements the Airport Technology Center, which includes additional acreage available for manufacturing expansion, further strengthening the county's industrial capacity.

The BKV Taxiway and Utilities Project directly aligns with and advances several of EDA's investment priorities, particularly Economic Recovery and Resilience, Critical Infrastructure, and Manufacturing. By enabling infrastructure development that supports aviation, manufacturing, innovation, and workforce expansion, the project enhances economic sustainability, regional competitiveness, and long-term resilience, positioning Hernando County as a growing hub in Florida's aviation and aerospace sector.

C. Project Region

C.1. Project Location

Project location is the physical location where the project work occurs. Project location information helps EDA conduct application reviews and map projects. Providing complete and accurate information is important to the application review process. For revolving loan funds (RLF), the project location is the RLF lending area.

C.1.a. For construction projects, identify the physical location of construction. Include as much geographical information as possible including street address (or close approximation), census tract(s), county(ies), and state(s). If more than one census tract applies, please identify all census tracts where the project will be located.

Example 1 (single location project such as a Water Tower, workforce training center or incubator): 1234 Daisy St., Census Tract: 53123456789, County: Adams County, State: WA

Example 2 (multi location project that does not have a defined address, such as a water or sewer line or access road): Pump at Intersection of Hwy 70 and Route 24, 500 linear feet of sewer at Mockingbird Lane, Census Tract: 53123456789, 53123456790, 53123456791, State: WA

15800 Flight Path Drive, Brooksville, Florida, 34604-6823, Census Tract: 12053041003, Hernando County

C.1.b. For planning, technical assistance, revolving loan funds or other non-construction projects, identify the primary location(s) where the work will be conducted. Include as much geographical information as possible including census tract(s), county(ies), and state(s). If more than one census tract applies, please identify all census tracts where the project will be located. If all census tracts in a county apply, include "All Census Tracts" after the county name. For Revolving Loan Fund applications, please describe the proposed geographic lending area.

Example 1 (single location project such as feasibility study or economic impact study where the project location is the location where analysis is being performed): 1234 Daisy St., Census Tract: 53123456789, County: Adams County, State: WA

Example 2 (multi-location project such as a Partnership Planning grant, regional resilience project, or other regional project): County Robeson (All Census Tracts), Bladen (All Census Tracts), Columbus (all Census tracts), state NC

Example 3 (multi location project that is a statewide project): State of NC (All counties and Census Tracts)

C.2. Estimated Area of Impact

The estimated area of impact for your project is the area expected to benefit directly from the proposed EDA project. For construction projects, area of impact could include the commuting shed where potential employees may reside. For non-construction projects the area of impact could include the geographic scope where the work will occur and where the output of the work will be utilized. Defining the area of impact helps EDA to assess the economic benefits of projects and the merits of applications. Providing complete and accurate information is critical to the application review process.

List all census tracts, counties, and state where the project benefit will occur. If all census tracts in a county apply, include "All Census Tracts" after the county name.

Example 1 (single location project such as feasibility study or economic impact study where the project location is the location where analysis is being performed but the impact is two counties that serve as the commuting area and economic engine for the location of the project): 1234 Daisy St., Census Tract:, County: Benton and Grant County, State: WA

Example 2 (multi-location project such as a Partnership Planning grant, regional resilience project, or other regional project): project performed by entity located in Raleigh, NC for statewide project: State of NC (All counties and Census Tracts)

Example 3 (a multi-location project could cross state boundaries): State of WA (All counties and Census Tracts), Nez Perce County (Idaho), and Multnomah County (Oregon).

Hernando County, Florida, Hernando County(All Census Tracts)

D. Economic Development Needs

D.1. Current Economic Conditions - Area of Impact. Briefly describe the economic conditions of the estimated area of impact with a focus on available data describing the level of distress, if applicable. This should also include a concise overview of the economic development needs, area's workforce, industry clusters, main economic drivers, challenges, and assets. Describe the economic adjustment problems or economic dislocations the area is experiencing (or is likely to experience in the next 24 months). Relevant data may be drawn from the regional CEDS, <https://eda.gov/resources/tools/>, as well as other sources. You'll be asked to provide more details about this in Section H. For revolving loan fund applications, please include information on borrowers and industry sectors that the loan fund is anticipated to target.

Hernando County, located within Florida's Nature Coast and part of the Tampa Bay region, has historically faced elevated levels of economic distress relative to state and national averages. As of the most recent data:

Unemployment Rate: As of Q2 2025, Hernando County's unemployment rate stands at approximately 4.8%, above Florida's statewide average of 3.5%.

Per Capita Income: The county's per capita income remains significantly below the national average, reflecting limited access to high-wage employment opportunities.

Poverty Rate: The county's poverty rate is 13.6%, also above the state average, with certain communities experiencing even higher levels of household economic insecurity.

According to a 2024 study by the Tampa Bay Regional Planning Council (TBRPC) The county has a low jobs-to-employed-residents ratio (JER) of 0.79, indicating insufficient local job opportunities, which leads to out-commuting and strains the local economy.

The TBRPC Study also indicates that the County has limited industrial land supply, with only 516 acres of vacant industrial parcels available.

These indicators reflect a continued need for economic diversification, improved access to quality employment, and investment in infrastructure to support business growth.

Workforce, Industry Clusters, and Economic Drivers

Hernando County's workforce is primarily concentrated in sectors such as retail, healthcare, education, and construction. However, the area lacks a strong base of high-skill, high-wage industries. Many residents commute to neighboring counties for employment, signaling a local job gap and underutilization of the workforce.

Key economic drivers in the region include:

Logistics and Transportation (due to proximity to I-75 and US-41)

Light Manufacturing and Distribution

Healthcare Services

Construction and Trades

Agriculture and Tourism (seasonal and low-wage sectors)

The 2024 TBRPC Study showed Hernando County's economy is currently dominated by lower-wage sectors like retail and food services. Without strategic investment in industrial infrastructure, low-wage sectors may outpace high-wage industry growth, undermining economic resilience.

The region is actively working to expand into aviation, aerospace, and advanced manufacturing, with the Brooksville...Tampa Bay Regional Airport (BKV) serving as a cornerstone for this transition.

Challenges and Economic Dislocations

Key challenges include:

Limited Infrastructure for Industrial Growth: The lack of service-ready sites (e.g., utilities, taxiways) restricts the county's ability to attract aviation and aerospace firms.

Underemployment and Skills Gaps: A mismatch exists between available jobs and the local workforce's qualifications, especially in advanced sectors.

Vulnerability to Economic Shocks: The local economy remains vulnerable to downturns in tourism, construction, and retail, sectors historically affected by market fluctuations and natural disasters.

Natural Disaster Exposure: Hernando County is in a hurricane-prone

region, with repeated storm events posing risks to infrastructure, business continuity, and job stability.

Without proactive investment in diversified infrastructure and workforce development, the area risks economic stagnation, rising out-commuting, and missed opportunities for industry relocation or expansion.

Assets and Opportunities

Despite these challenges, Hernando County possesses several strategic assets:

Brooksville...Tampa Bay Regional Airport (BKV): A 2,403-acre airport with 423 acres available for development, ideally positioned for aerospace, MRO, and aviation logistics.

Proximity to Major Markets: Located within 60 nautical miles of four major commercial airports and near I-75 and the Suncoast Parkway.

Educational Partners: Institutions such as Wilton Simpson Technical College and Pasco Hernando State College are aligned with regional workforce goals.

Available Land: Significant developable acreage exists within the airport and adjacent industrial areas, which can be quickly activated with the right infrastructure investments.

The proposed infrastructure project at BKV directly addresses Hernando County's most pressing economic development needs: industry diversification, workforce activation, infrastructure modernization, and long-term resilience. By enabling aviation and aerospace development, the project positions the region to reduce economic distress, absorb future economic shocks, and build a more balanced, sustainable economy over the next 24 months and beyond.

D.2. Explain how the proposed EDA investment addresses the economic development needs identified in D.1. For revolving loan fund projects, please explain the need for capital in the area.

The proposed EDA investment directly aligns with and addresses Hernando County's top economic development priority: extending critical infrastructure, water, sewer, roads, and broadband, to designated industrial zones, particularly around the Brooksville-Tampa Bay Regional Airport (BKV). This region has been strategically identified for growth in aviation, logistics, manufacturing, and space-economy sectors, but currently lacks the infrastructure capacity to support new or expanding businesses in these industries. The EDA investment will fund the installation and extension of utility services and transportation access, removing a key barrier to development and enabling the County to:

Attract and Retain High-Value Industries: By providing essential infrastructure, the project will make the area surrounding BKV more competitive and attractive to aviation, aerospace, and logistics firms seeking to locate near an airport with multimodal capabilities.

Create Job Opportunities and Workforce Growth: Infrastructure improvements will accelerate private-sector investment, leading to the creation of high-skill, high-wage jobs in targeted sectors. This supports long-term employment growth and helps diversify the regional economy.

Promote Equitable Economic Development: Improved broadband and utility access will ensure that surrounding communities, including underserved or rural populations, can benefit from enhanced connectivity and employment opportunities generated by industrial expansion.

Leverage Existing Assets and Encourage Cluster Development: The project builds on the existing asset of BKV and complements ongoing efforts to develop a cohesive industrial cluster in the area. It aligns with regional plans and land-use strategies focused on sustainable growth.

The 2024 TBRPC Study indicates that Hernando County must generate approximately 34,436 new jobs by 2050 to achieve a balanced jobs-to-employed-residents ratio (JER) of 1.0.

A portion of these jobs, 10% or more, should be tied to target industries such as manufacturing, aviation, and logistics, which require infrastructure-ready industrial land.

In summary, the proposed EDA investment is a catalytic infrastructure project that addresses the most pressing economic development need in Hernando County, unlocking the potential of key industrial zones and laying the foundation for long-term economic resilience and prosperity

D.3. Does the project align with the regional Comprehensive Economic Development Strategy (CEDS)? Except for grants to fund developing, updating or refining a CEDS as described in 13 C.F.R. § 303.7, the project must be consistent with the CEDS for the area in which the project will be located, unless EDA approves an alternative strategy. Information on the CEDS can be obtained at <http://www.statsamerica.org/ceds/Default.aspx>.

Yes If Yes, what is the CEDS your project aligns with?

The Tampa Bay Regional Planning Council.

No If No, then please attach an alternate strategic planning document with which the project aligns:

Add Attachment

Delete Attachment

View Attachment

N/A – Not Applicable

D.4. How does the proposed project align with the regional CEDS (and for revolving loan fund projects, how does the proposed project align with the applicable RLF Plan)? Applicants should identify the specific CEDS strategy(s) that the project helps advance and explain how the project supports the identified goal(s).

This project most directly supports CEDS Goal 1 ('To support the development of a diversified economy by including international trade, which assist in the retention, expansion, and attraction of businesses'), CEDS Goal 2 ('To support programs and strategies including international trade, which assist in the retention, expansion and attraction of businesses'), CEDS Goal 6 ('To ensure that there is a superior network of public infrastructure with supportive land use regulations to maintain the region as a competitive location for targeted industries and to provide for public safety and homeland security'), and CEDS Goal 12 ('To promote regional perspective on multi-modal transportation systems for people, goods and services that includes transit, highway, seaport, airport, rail, broadband and multi-use trail planning and development').

D.5. Attach a letter from the organization responsible for the CEDS indicating how the proposed project aligns with the CEDS. If the estimated impact area is not covered by a CEDS, attach a letter of support from the organization responsible for the alternative planning document.

TBRPC - Letter.pdf

Add Attachment

Delete Attachment

View Attachment

E. Economic Impact of the Project

E.1. Provide a clear and compelling justification for the long-term potential economic impact of the proposed project, through anticipated job creation or retention, private investment leveraging, number of businesses or collaborations supported, or other appropriate measures. All job and private investment estimates should reflect the anticipated impact within nine years of the potential EDA investment and applicants should provide documentation or third-party data to substantiate claims.

For RLF applications, applicants should clearly define lending and technical assistance (if applicable) impacts expected, including targeted borrowers and industry sectors, and should describe the applicant's plan for ensuring sustainability of RLF lending into perpetuity, including information on other lending programs that may be leveraged to subsidize operational costs through economies of scale and loan pricing, and other relevant factors.

The proposed rehabilitation of the abandoned runway into a fully functional taxiway, combined with the installation of water and sewer utilities to the airport's infield, is poised to catalyze significant, sustainable economic growth in Hernando County and the broader Tampa Bay region. This investment will unlock approximately 423 acres of service-ready industrial and aviation land, creating a foundation for new and expanded business operations across multiple high-growth sectors including aerospace, aviation maintenance, advanced manufacturing, and logistics.

Anticipated Job Creation and Retention

Estimated Job Growth: Based on regional aerospace industry benchmarks and comparable airport development projects, it is projected that the enhanced infrastructure will directly support the creation and retention of approximately 1,200 to 1,500 new full-time jobs within nine years. These jobs will span skilled trades, technical services, manufacturing, aviation operations, and administrative roles.

Workforce Development Alignment: Partnerships with local educational institutions (Wilton Simpson Technical College, Pasco Hernando State College) will ensure that the new workforce demand is met with targeted training programs, enhancing employment readiness and retention.

Private Investment Leveraging

The project is expected to attract private capital investments exceeding \$150 million within nine years, driven by the availability of utility-serviced, developable land adjacent to the airport's taxiway infrastructure.

These investments will come from aerospace maintenance, repair and overhaul (MRO) firms, aircraft storage and logistics operators, and manufacturers expanding or relocating their operations to Hernando County.

Enhanced infrastructure reduces development costs and risks for private businesses, thereby accelerating investment timelines.

Business and Industry Growth

The project will support the establishment and expansion of 15 to 20 aviation and aerospace-related businesses over the next decade, including new ventures in drone technology, advanced air mobility, and aerospace manufacturing.

By improving airport capacity and infrastructure, the project strengthens BKV's competitiveness relative to other regional airports, encouraging collaboration among industry stakeholders and attracting regional, national, and international firms.

Broader Economic Impacts

The increase in aviation activity, coupled with new business establishments, is expected to generate substantial indirect job growth in related sectors such as hospitality, retail, transportation, and professional services.

Increased tax revenues and economic output will provide sustainable fiscal benefits to Hernando County, enabling further public investment in community services and infrastructure.

Supporting Data and Benchmarks

Estimates are based on economic impact studies from similar FAA-funded airport infrastructure projects and regional economic development reports.

The EDA's Public Works and Economic Adjustment Assistance program guidelines and aviation industry labor multipliers substantiate job creation and investment projections.

Local labor market data and supply chain assessments confirm demand for expanded aerospace and logistics operations consistent with the project scope.

By transforming underutilized airport infrastructure into a catalyst for aerospace and aviation sector growth, the BKV taxiway and utilities project will deliver measurable long-term economic benefits, including thousands of quality jobs, hundreds of millions in private investment, and a diversified, resilient regional economy, well within the nine-year investment impact horizon.

E.4. Do all "Other Parties" (as listed in question E.3.), i.e., businesses that estimate they will create and/or save 15 or more jobs as a result of the EDA project, understand and agree to comply with all applicable civil rights requirements listed in 13 C.F.R. § 302.20, including the requirement to provide signed assurances of compliance (Form ED-900B)?

Not Applicable (No Other Parties Identified)

Yes

No (explain below)

E.5. Please identify the total estimated jobs expected to be created and retained and the amount of private investment expected to be generated by this project. If your project is not expected to generate/retain jobs or attract private investment please enter 0 for each category in the table below.

Estimated Jobs Created	Estimated Jobs Retained	Estimated Private Investment
35	0	\$73,000,000.00

E.6. Please identify the source(s) of the jobs and private investment estimates provided above in E.5 (check as many as apply):

Signed Beneficiary forms (Form ED-900B)

Letters from Beneficiaries of the Project

Input/Output Model (e.g. IMPLAN, REMI)

Other Method (specify below)

F. Capacity and Administration

F.1. List and describe the strategic partners and organizations that will be engaged in this project

Describe any third-party organizations, including governmental agencies, that will be directly engaged in supporting the proposed project, and explain how each partner will be engaged in the project.

For revolving loan fund applications, please include any RLF supporting partners, such as banks, other economic development lenders, and business support entities that will be engaged in supporting the RLF.

The success of the Brooksville ... Tampa Bay Regional Airport Critical Infrastructure Construction Project depends on the active engagement of multiple strategic partners across local government, education, workforce development, and economic development sectors. These organizations bring complementary expertise, resources, and community alignment to support project implementation and long-term impact.

Hernando County Board of County Commissioners (BOCC) - Project Sponsor and Lead Administrator
As the owner and governing authority of Brooksville...Tampa Bay Regional Airport, the BOCC will oversee project execution, procurement, and compliance with all federal and local regulations. The BOCC will also coordinate permitting and environmental review processes.

Brooksville...Tampa Bay Regional Airport (BKV) Management: Technical Oversight and Operational Integration

Airport management will support the project through technical guidance related to FAA standards, airport layout plans (ALP), and long-term operational integration of the new taxiway and utility systems. They will ensure compatibility with airfield operations and future expansion planning.

Hernando County Office of Economic Development. Industry Recruitment and Business Development
This office is leading efforts to attract aerospace, MRO, and manufacturing companies to the infield area that will be opened by the infrastructure improvements. They are actively working with site selectors and committed businesses to leverage the upgraded infrastructure and will assist with private investment coordination.

Florida Department of Transportation (FDOT). Planning and Funding Alignment

FDOT will support project coordination with state transportation infrastructure planning and funding programs, ensuring the taxiway and related improvements align with state aviation and economic development priorities.

Federal Aviation Administration (FAA). Regulatory Compliance and Aviation Standards

The FAA will review and approve changes to the airport layout plan (ALP), ensure compliance with federal aviation regulations, and provide technical oversight related to taxiway design and construction.

CareerSource Pasco Hernando & Nature Coast Manufacturers Association, Inc. Workforce Development and Job Placement

As the regional workforce development and representative agencies, they will assist employers attracted to the airport in recruiting and training a qualified workforce. This includes connecting businesses to workforce incentives, talent pipelines, and upskilling programs for local residents.

Wilton Simpson Technical College. Technical Training and Industry Certification

This institution will deliver aviation and manufacturing-focused workforce training programs aligned with the needs of incoming and expanding businesses. Programs may include aircraft maintenance, aviation technology, welding, and logistics certifications.

Hernando County School District. Career Pathways and Youth Engagement

The district will work with local colleges and employers to create K-12 career pathways in aviation, logistics, and manufacturing, preparing students for local opportunities and reducing out-migration of talent.

Private Sector Partners (Committed Businesses). Job Creation and Capital Investment

Multiple aviation and manufacturing companies have expressed intent to locate or expand at BKV once the taxiway and utilities are completed. These partners will invest in facility development, create jobs, and collaborate with workforce partners to hire and train local residents.

This strong coalition of public, private, and educational partners ensures that the project will be implemented efficiently, deliver lasting economic benefits, and directly support job creation, private investment, and regional competitiveness.

F.2. Applicant's organizational capability

Briefly describe your organization's capability to administer, implement, and maintain the project, including prior experience with federal awards. List any awards received from EDA in the last five years, along with the relevant federal award ID numbers, if known.

For Revolving Loan Fund applications, please include a list of other lending programs that your organization currently operates, its approximate size, source of capitalization, and the general target(s) of each fund, if any. Revolving loan fund applicants should also explain their capacity to operate a public lending program, to manage lending activities, and to create networks between the business community and other financial providers. RLF applicants should also describe any other lending programs managed by the applicant, and describe the applicant's ability to sustain the RLF lending into perpetuity (which could include other lending programs that subsidize operational costs through economies of scale and loan pricing – interest and fee income).

Hernando County Board of County Commissioners and Brooksville-Tampa Regional Airport have a strong track record in successfully administering, implementing, and maintaining federally funded projects. We have the operational infrastructure, financial systems, and experience personnel necessary to ensure full compliance with federal regulations, including Uniform Guidance (2 CFR Part 200). Our project management team has extensive experience in overseeing complex, multi-stakeholder initiatives, meeting reporting requirements and achieving performance outcomes on schedule and within budget.

Over the past five years, our organization has managed federal grants, demonstrating consistent success in execution and compliance. Specifically, we have received funding from the U.S. Economic Development Administration (EDA) for initiatives focused on economic development, infrastructure and workforce development. These projects have included regional planning, innovation ecosystems, and technical assistance programs.

Awards (Past 5 Years)

Eastside Development. Contract # G2M85. State Grant # 453462. Award Amount \$2,900,000
Rehabilitation of roadways as well as the extension of an existing roadway at the CSX-served Rail Park located within the Brooksville ... Tampa Bay Regional Airport & Technology Center (BKV) to serve both aviation and industrial economic development projects. This area serves as the east side access to the airside at BKV which is limited and built out. Extending the roadway system to available land will provide for additional private investment in aviation related industries requiring runway access such as corporate hangars.

Administrative Building Security. Contract # G2381. Award Amount \$72954

To make safety and security improvements to the airport's Administration Building. Improvements will include: the design & construction of an Access/Control and Security system within the interior and exterior of the facility. The project will also include the installation of new signage on the building and repair of existing signage along the roadway.

Runway 3-21 Rehab & Shift Design. CONTRACT # G2572. State Grant # 44824-1-94-1. Award Amount \$750,000

Runway 3-21 was designed and constructed in 1942 and serves as the crosswind runway for BKV (5,015 x 150 feet). The pavement section consists of 8 inches of concrete over sand and silt soils. The runway has been rapidly deteriorating over the years, with joint and corner spalling, joint seal damage and full depth cracking throughout. A pavement rehabilitation project was conducted in 2011 to repair the seal joints and the spalling. In 2017, FDOT performed a pavement condition inspection of this runway and provided PCI ratings of 43 to 55. The construction for this project is anticipated to begin in 2025. A pavement with PCI ratings in the range of 40 to 64 would require major rehabilitation, which will include slab replacements. The project will include the design for the rehabilitation of Runway 3-21 along with the 815 foot southerly shift, preparation of construction plans and technical specifications, bidding and award services, grant assistance, airspace analysis, preparation of CSPP documentation, and assistance with the Safety Risk Management (SRM) process.

Runway 3-21 Shift Construction. Contract # G2470. Runway Conversion Design. Contract # G2M86 State Grant # 453463-1-94-01. Award Amount \$ 2,000,000

To rehabilitate the current abandoned runway and convert to a taxiway for continued aeronautical development on the southwest portion of the airfield.

Administrative Building HVAC. Contract # G2W25. Award Amount \$400,000

Design and replacement of Administration (Terminal) building original HVAC system.

Westside Infrastructure. Contract #G2W25. State Grant # 438513-1-94-01. Award Amount \$750,000

To allow future growth on the west side of airfield, design and rehabilitation of Taxiway C9 and 3,000 feet of abandoned runway.

F.3. Applicant's staff capacity

Identify the key staff members who will be responsible for implementing the project and briefly describe how their expertise and experience qualifies them for the project. State whether you will administer the award yourself or contract with a third party for grant administration.

For revolving loan fund applications, applicants should clearly specify whether they intend to manage the fund themselves or will enter into a management agreement with another entity.

The award will be administered by the Hernando County Board of County Commissioners that employs multiple members with sufficient experience with project development, implementation and completion. Hernando County BOCC is annually responsible for the management of millions in federal and state funds.

G. Budget and Match Information

G.1. Are all non-EDA funds committed to the project, available as needed, and not conditioned or encumbered in any way that would preclude their use for the project?

Yes

No (explain below)

G.1.a. Identify the source, nature and amount of all non-EDA funds. Applicants should identify the source, nature and amount of all non-EDA funds, including in-kind contributions (non-cash contributions may include space, equipment, services, or assumptions of debt). Explain the status of all funding commitments, including the date the funds will be available from each source, and describe any conditions or restrictions on the use of such funds. If in-kind contributions are included, explain the basis on which they are valued, and describe the source, amount and any terms and conditions of the funding, and when the funding will be available for use by the applicant.

Source	Amount	Date Available	Type	Restriction/Comments
Florida Department of Trans	\$1,800,000.00	10/01/2025	In-Kind	Contract LS12320
Hernando County Board of	\$1,600,000.00	10/01/2025	Cash	Hernando County Board of County Commissioners - FUND 4311-34299-5666537

G.1.b. Do you plan to seek other federal financial assistance as part of or in connection with this project, including federal funds passed through by state governments or other entities? If so, identify the source, amount, timing of funding availability, and whether the funds are subject to any restrictions relevant to the project.

Revolving loan fund applicants should specify any other federal loan funds they administer, including source, amount, and focus.

Yes (explain below) No

It is the intention of the Hernando County Board of County Commissioners to continue to seek state grant funding to offset the matching funds if and when available and appropriate however none are secured at this time.

G.1.c. Attach documentation confirming all non-EDA funding is available, committed, and unencumbered. Documentation is required from all sources of match. For example, if bonds are contemplated as match, counsel opinion of the applicant's bonding authority and eligibility of the bonds for use as match, along with full disclosure of the type of bonds and the schedule of the applicant's intended bond issue, are required.

G.1.d. This question should only be completed for construction projects.

Attach a budget narrative with a breakdown for each "cost classification" line item included on the SF-424C and its associated tasks. The budget narrative must include both EDA and non-EDA funds and be consistent with the detailed construction cost estimate in the preliminary engineering report.

G.1.e. This question should only be completed for design and engineering assistance only projects.

Attach a budget narrative with a breakdown for each "cost classification" line item included on the SF-424C and its associated tasks. The budget narrative must include both EDA and non-EDA funds.

G.1.f. The following questions should only be completed for non-construction projects.

Attach a budget narrative with a breakdown for each “cost classification” line item included on the Form SF-424A and its associated tasks. The budget narrative must include both EDA and non-EDA funds and be consistent with the detailed construction cost estimate in the preliminary engineering report.

Add Attachment

Delete Attachment

View Attachment

G.1.f.1. Is your organization seeking indirect costs on your non-construction project?

Yes

No

G.1.f.2. Is your organization requesting the de minimis indirect cost rate on your non-construction project in accordance with Uniform Guidance at § 200.414.

Yes

No

If indirect costs are requested as part of the budget, attach a copy of your organization’s current federal negotiated indirect cost rate agreement or other indirect cost documentation as permitted under the applicable NOFO.

Add Attachment

Delete Attachment

View Attachment

G.2. Justification for sole source procurement

Will you contract work to complete part or all of this project?

Yes

No

If yes, will contracts be awarded by competitive bid?

Yes

No

Provide a justification for contracts that will not be awarded competitively.

G.3. Equipment

Will any funds be used to purchase equipment? (Per 2 CFR § 200.33 equipment is defined as tangible personal property (including information technology systems) having a useful life of more than one year and a per-unit acquisition cost greater than \$5,000).

Yes No

If yes, will project funding be used to install the equipment?

Yes No

Will the applicant provide EDA a security interest in the significant items of tangible personal property acquired or improved with EDA investment assistance? (For more information, see 13 C.F.R. 314.9).

Yes

No (explain below)

Attach a list of equipment to be purchased, including unit price, quantity, description, purpose, and estimated useful life.

Add Attachment

Delete Attachment

View Attachment

G.4. Business Incubators and Accelerators

Does the applicant intend to construct or renovate a business incubator, accelerator, commercialization center, or similar project?

Yes

No

If Yes, please attach a feasibility study demonstrating the need for the Project and an operational plan based on the industry best practices demonstrating the plan for ongoing successful operations. See the applicable

NOFO for additional information and guidance.

Add Attachment

Delete Attachment

View Attachment

H. Regional Eligibility

H.1. Explain how the estimated area of impact defined in section C.2 above meets EDA's distress criteria as defined in the applicable NOFO. EDA will review and evaluate documentation submitted by the applicant to verify eligibility.

The estimated area of impact is all of Hernando County as the economic trajectory and resiliency of BKV directly impacts all citizens.

H.2. Economic Distress

Public Works and Economic Adjustment Assistance projects must satisfy regional eligibility requirements (see the relevant NOFO for more details). This section will assist EDA in determining if the proposed project satisfies these eligibility requirements.

Planning and Technical Assistance applications: although meeting specific distress criteria is not a prerequisite for funding under these programs, the economic distress level of the region impacted by a project serves as the basis for establishing the EDA share of the total cost of the project and can inform competitiveness.

Check all that apply in establishing regional eligibility (see NOFO for more details):

- Unemployment rate**
- Per capita income**
- Special need, including:**
 - Closure or restructuring of industries or the loss of a major employer, essential to the regional economy;
 - Substantial out-migration or population loss;
 - Underemployment; that is, employment of workers at less than full-time or at less skilled tasks than their training or abilities permit;
 - Military base closure or realignment, defense contractor reductions-in-force, or U.S. Department of Energy defense-related funding reductions;
 - Natural or other major disasters or emergencies;
 - Extraordinary depletion of natural resources or other impact attributable to a new or revised federal regulation or policy that will have a significant impact on a community's ability to prevent an extraordinary depletion of natural resources;
 - Negative effects of changing trade patterns; or
 - Other circumstances set forth in the applicable NOFO (please explain below).

Economic distress, economic development need, impact on a defined region, alignment with regional planning, project readiness and compliance and Natural or other major disasters or emergencies (Milton Major Disaster Declaration - DR-4834-FL, Milton Emergency Declaration EM-3622-FL, Helene Major Disaster Declaration DR-4828-FL).

H.3. Source of data provided for regional eligibility determination

Check the box denoting what data source you used to establish eligibility:

- The most recent ACS data published by the U.S. Census Bureau.
- The most recent Bureau of Labor Statistics Data.
- The most recent other federal data for the region in which the project is located (e.g., U.S. Census Bureau or the Bureaus of Economic Analysis, Labor Statistics, Indian Affairs, etc.).
- If no federal data are available, the most recent data available through the state government for the region in which the project is located.
- Other data to substantiate regional eligibility based on a "Special Need" as defined in 13 C.F.R. § 300.3.

H.4. Substantial Direct Benefit

If the project does not meet any of the criteria above, is it located in an Economic Development District (EDD), and will it provide substantial direct benefit to residents of an area within that EDD that does meet the distress criteria?

Yes

No

Identify the Economic Development District (EDD) where the project will be located.

A project provides a “substantial direct benefit” if it provides significant employment opportunities for unemployed, underemployed or low-income residents of the identified area within the EDD that meet the distress criteria. Please explain how the proposed project will provide a substantial direct benefit to this distressed area within the identified EDD.

H.5. Location in a geographic area of distress

If the project is located in a region that overall does not meet any of the criteria above, is the project located in a defined geographic area that meets EDA's distress criteria for unemployment or per capita income? To qualify, a project must be physically located in a distressed area (for construction projects) or primarily intended to benefit the distressed area (for non-construction projects).

Yes

No

If yes, define the area of distress where the project will be located using Census tracts or other geographical designations (e.g., political subdivisions) and explain how the area meets the distress criteria for unemployment or per capita income. Identify the source of the data used to demonstrate distress.

I. Administrative Requirements

I.1. Civil rights

Do you understand and agree to comply with all applicable civil rights requirements (see 13 C.F.R. § 302.20)?

Yes

No (explain below)

I.2. Lobbying certifications

All applicants for federal financial assistance must certify that federal funds have not been used and will not be used for lobbying in connection with this request for federal financial assistance (Form CD-511). If non-federal funds have been or are planned to be used for lobbying in connection with this request for federal financial assistance, Form SF-LLL also must be completed. Applicants must comply with 13 C.F.R. § 302.10 regarding attorneys' and consultants' fees and the employment of expeditors. This regulation requires that applicants identify and disclose the amount of fees paid to anyone engaged to assist the applicant in obtaining assistance under the Public Works and Economic Development Act of 1965 (PWEDA), as amended.

Will you be able to comply with federal requirements regarding lobbying?

Yes

No (explain below)

I.3. Compliance with Executive Order 12372, State Single Point of Contact (SPOC)

Does the state in which the project will be located have a project review process that requires submission to a Single Point of Contact (SPOC)? A list of states that maintain a Single Point of Contact can be found at <https://www.whitehouse.gov/wp-content/uploads/2020/04/SPOC-4-13-20.pdf>.

Yes

No, go to question I.4

If Yes, does this request for EDA investment assistance require review by SPOC?

Yes

No (explain below)

If Yes, were SPOC comments/clearance received?

Yes

Please attach the comments/clearance:

Add Attachment

Delete Attachment

View Attachment

No. The review period has expired and no comments were received.

No. Comments have been requested but the review period has not yet expired.

Please attach evidence of your request for comments:

Add Attachment

Delete Attachment

View Attachment

I.4. Single Audit Act Requirement

Did your organization expend more than \$750,000 in federal funds during your previous fiscal year?

Yes

No

If yes, what is the date of the last submission of the audit Federal Audit Clearinghouse?

06/25/2025

If no, please attach your organization's most recent financial audit or financial statement.

Add Attachment

Delete Attachment

View Attachment

J. Requirements for Non-Governmental Applicants (Excluding Public Universities and Certain District Organizations)

Non-governmental applicants (excluding public universities and certain district organizations) must also provide a copy of the following items, either using the Attachments form that is part of the application package in www.Grants.gov.

J.1. Non-profit organizations must provide a current certificate of good standing or equivalent from the State in which they are incorporated.

<input type="text"/>	Add Attachment	Delete Attachment	View Attachment
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J.2. Non-profit organization applicants must provide their Articles of Incorporation and By-Laws. Non-profits with an active EDA grant must either provide a) a revised copy of their Articles of Incorporation or By-Laws if these have been amended or b) a statement certifying that there has been no change in the organization's Articles of Incorporation or By-Laws.

<input type="text"/>	Add Attachment	Delete Attachment	View Attachment
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J.3. Non-profit organizations must provide a resolution passed by a general purpose political subdivision of a State (e.g., local government entity) or a letter signed by an authorized representative of a local government acknowledging that the applicant is acting in cooperation with officials of the political subdivision. EDA may waive this requirement for certain projects of significant regional or national scope (see 13 CFR § 301.2(b)).

<input type="text"/>	Add Attachment	Delete Attachment	View Attachment
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J.4. If applying for a construction or RLF investment, an applicant must afford the appropriate general purpose governmental authority a minimum of 15 days to review and comment on the proposed project (13 CFR § 302.9(a)).

Will the applicant be able to provide these comments?

- Yes
- Not applicable, because the applicant is not applying for a construction or RLF grant
- Not applicable, because this requirement has been satisfied under an existing RLF plan
- No, for another reason (explain below)

Application for Federal Assistance SF-424

* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify): <input type="text"/>
---	---	--

* 3. Date Received: <input type="text"/>	4. Applicant Identifier: <input type="text"/>
---	--

5a. Federal Entity Identifier: <input type="text"/>	5b. Federal Award Identifier: <input type="text"/>
--	---

State Use Only:

6. Date Received by State: <input type="text"/>	7. State Application Identifier: <input type="text"/>
---	---

8. APPLICANT INFORMATION:

* a. Legal Name: **Hernando County**

* b. Employer/Taxpayer Identification Number (EIN/TIN): 590115527	* c. UEI: MWKBKNTZ9SW7
---	----------------------------------

d. Address:

* Street1: **15470 Flight Path Drive**
Street2:
* City: **Brooksville**
County/Parish:
* State: **Florida**
Province:
* Country: **USA: UNITED STATES**
* Zip / Postal Code: **34604-6823**

e. Organizational Unit:

Department Name: <input type="text"/>	Division Name: <input type="text"/>
--	--

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: * First Name: **Casey**
Middle Name:
* Last Name: **Stepp**
Suffix:

Title: **Grant Writer**

Organizational Affiliation:

* Telephone Number: **(352) 754-4020** Fax Number:

* Email: **cstepp@co.hernando.fl.us**

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

County Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

Department of Commerce (EDA)

11. Catalog of Federal Domestic Assistance Number:

11.307

CFDA Title:

Economic Adjustment Assistance

*** 12. Funding Opportunity Number:**

EDA-DISASTER-2025

* Title:

EDA D25 - Implementation - Construction

13. Competition Identification Number:

EDA-DISASTER-2025

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

*** 15. Descriptive Title of Applicant's Project:**

Brooksville - Tampa Bay Regional Airport Critical Construction Project

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant **FL-12**

* b. Program/Project **FL-12**

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:

* a. Start Date: **03/01/2026**

* b. End Date: **02/28/2029**

18. Estimated Funding (\$):

* a. Federal	13,600,000
* b. Applicant	3,400,000
* c. State	0
* d. Local	0
* e. Other	0
* f. Program Income	0
* g. TOTAL	17,000,000

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on **08/08/2025**.
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

Yes No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

**** I AGREE**

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name: **Carla**
Middle Name:
* Last Name: **Rossiter-Smith**
Suffix:

* Title:

* Telephone Number: **(352) 667-4272** Fax Number:

* Email: **crossiter-smith@co.hernando.fl.us**

* Signature of Authorized Representative: * Date Signed:

DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C.1352

OMB Number: 4040-0013
Expiration Date: 06/30/2028

1. * Type of Federal Action: <input type="checkbox"/> a. contract <input checked="" type="checkbox"/> b. grant <input type="checkbox"/> c. cooperative agreement <input type="checkbox"/> d. loan <input type="checkbox"/> e. loan guarantee <input type="checkbox"/> f. loan insurance	2. * Status of Federal Action: <input type="checkbox"/> a. bid/offer/application <input checked="" type="checkbox"/> b. initial award <input type="checkbox"/> c. post-award	3. * Report Type: <input checked="" type="checkbox"/> a. initial filing <input type="checkbox"/> b. material change
--	--	--

4. Name and Address of Reporting Entity:
 Prime SubAwardee

* Name

* Street 1 Street 2

* City State Zip

Congressional District, if known:

5. If Reporting Entity in No.4 is Subawardee, Enter Name and Address of Prime:

6. * Federal Department/Agency: <input type="text"/>	7. * Federal Program Name/Description: <input type="text"/> Assistance Listing Number, if applicable: <input type="text"/>
--	---

8. Federal Action Number, if known: <input type="text"/>	9. Award Amount, if known: \$ <input type="text"/>
--	--

10. a. Name and Address of Lobbying Registrant:

Prefix * First Name Middle Name

* Last Name Suffix

* Street 1 Street 2

* City State Zip

b. Individual Performing Services (including address if different from No. 10a)

Prefix * First Name Middle Name

* Last Name Suffix

* Street 1 Street 2

* City State Zip

11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when the transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

* Signature:

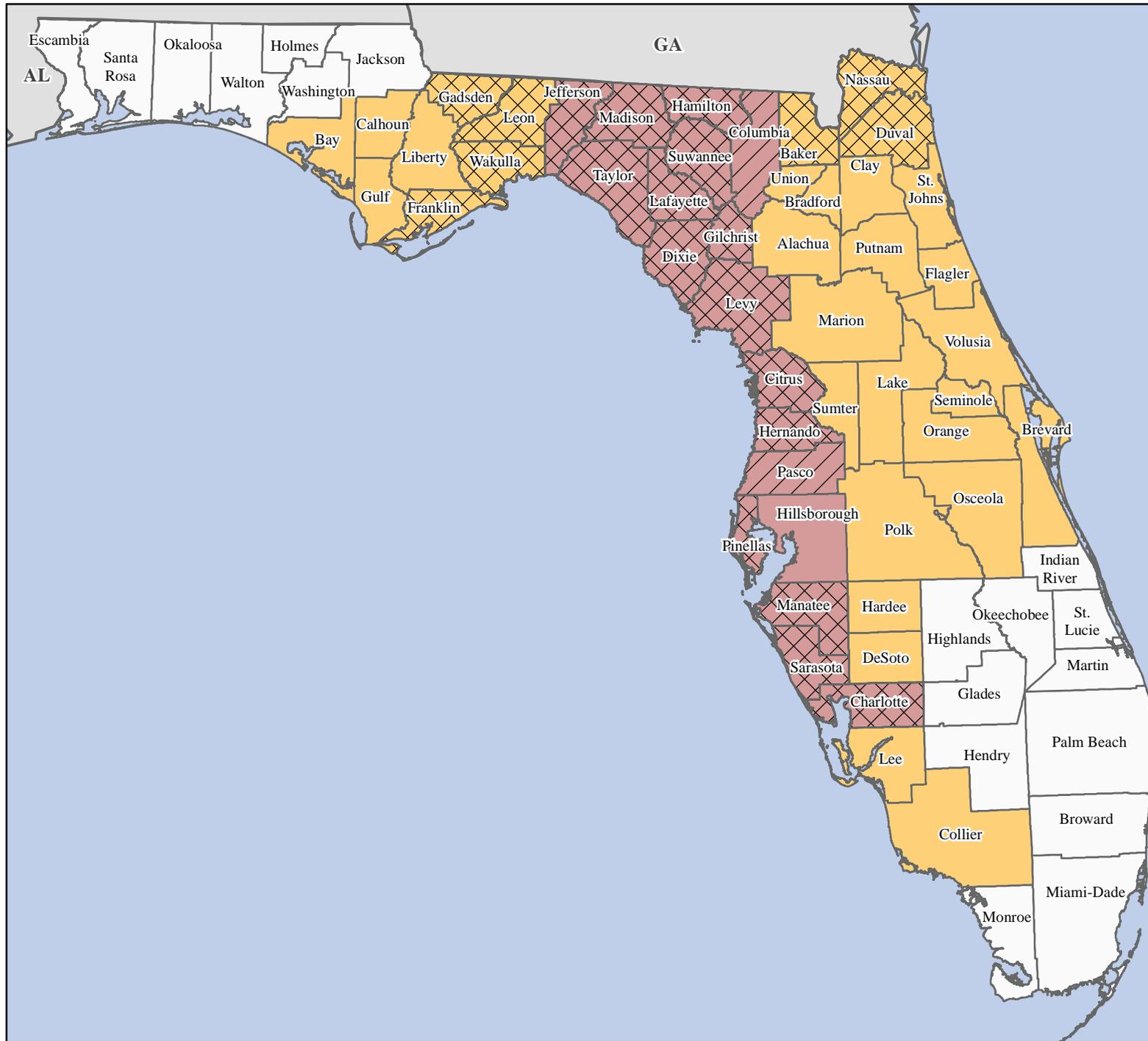
* Name: Prefix * First Name Middle Name
* Last Name Suffix

Title: Telephone No.: Date:

FEMA-4734-DR, Florida Disaster Declaration as of 10/02/2023



FEMA

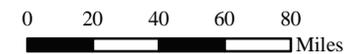
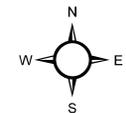


Data Layer/Map Description:
The types of assistance that have been designated for selected areas in the State of Florida.

All areas in the State of Florida are eligible to apply for assistance under the Hazard Mitigation Grant Program.

Designated Counties

- No Designation
- Public Assistance (Category B)
- Public Assistance (Categories A - G)
- Individual Assistance and Public Assistance (Category B)
- Individual Assistance and Public Assistance (Categories A and B)
- Individual Assistance and Public Assistance (Categories A - G)



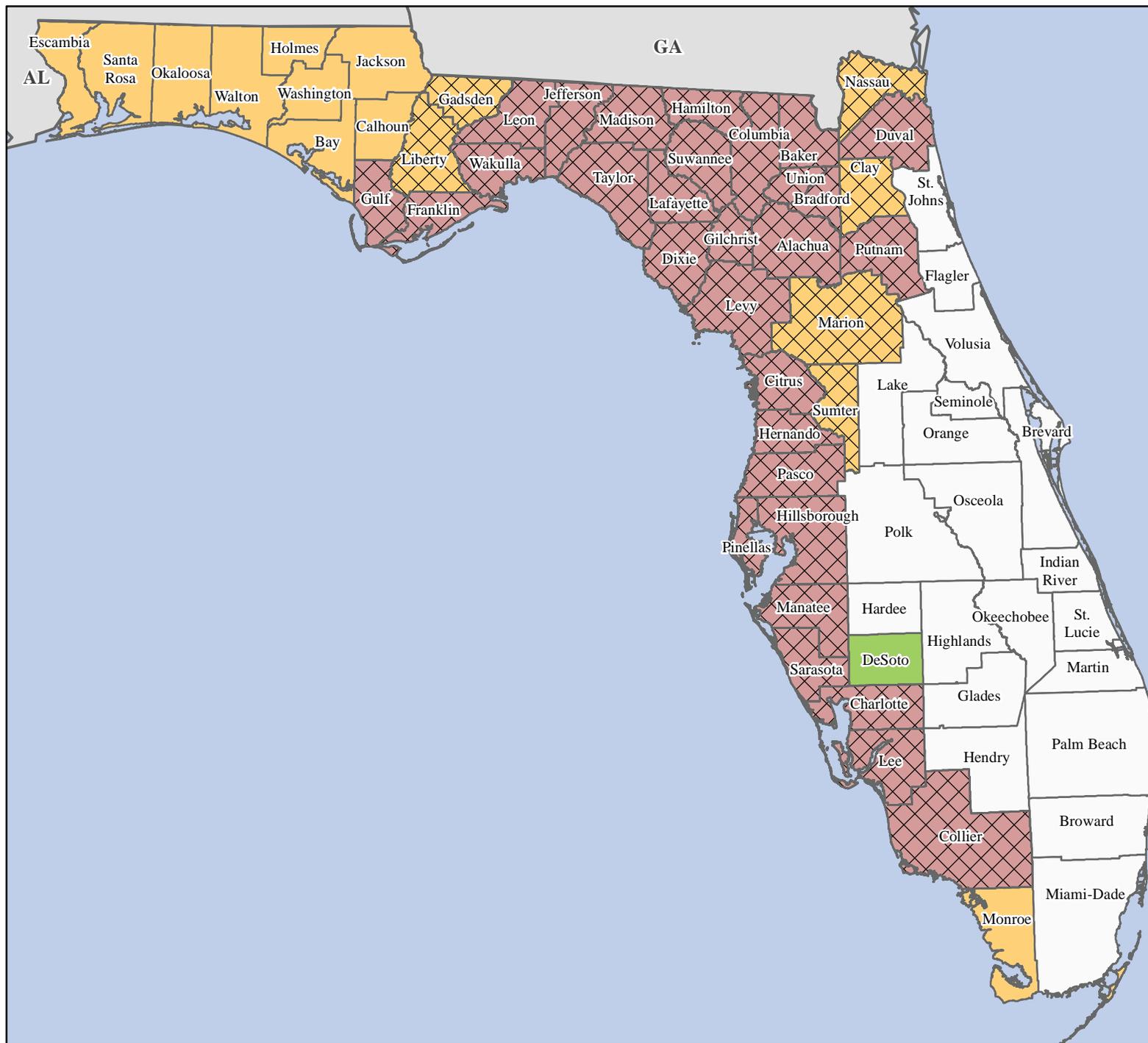
Data Sources:

FEMA, ESRI;
Initial Declaration: 08/31/2023
Disaster Federal Registry Notice:
Amendment #7: 10/02/2023
Datum: North American 1983
Projection: Lambert Conformal Conic

FEMA-4828-DR, Florida Disaster Declaration as of 11/22/2024



FEMA



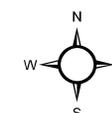
Data Layer/Map Description:

The types of assistance that have been designated for selected areas in the State of Florida.

All areas in the State of Florida are eligible to apply for assistance under the Hazard Mitigation Grant Program.

Designated Counties

- No Designation
- Individual Assistance
- Individual Assistance and Public Assistance (Categories A - G)
- Public Assistance (Category B)
- Public Assistance (Categories A - G)



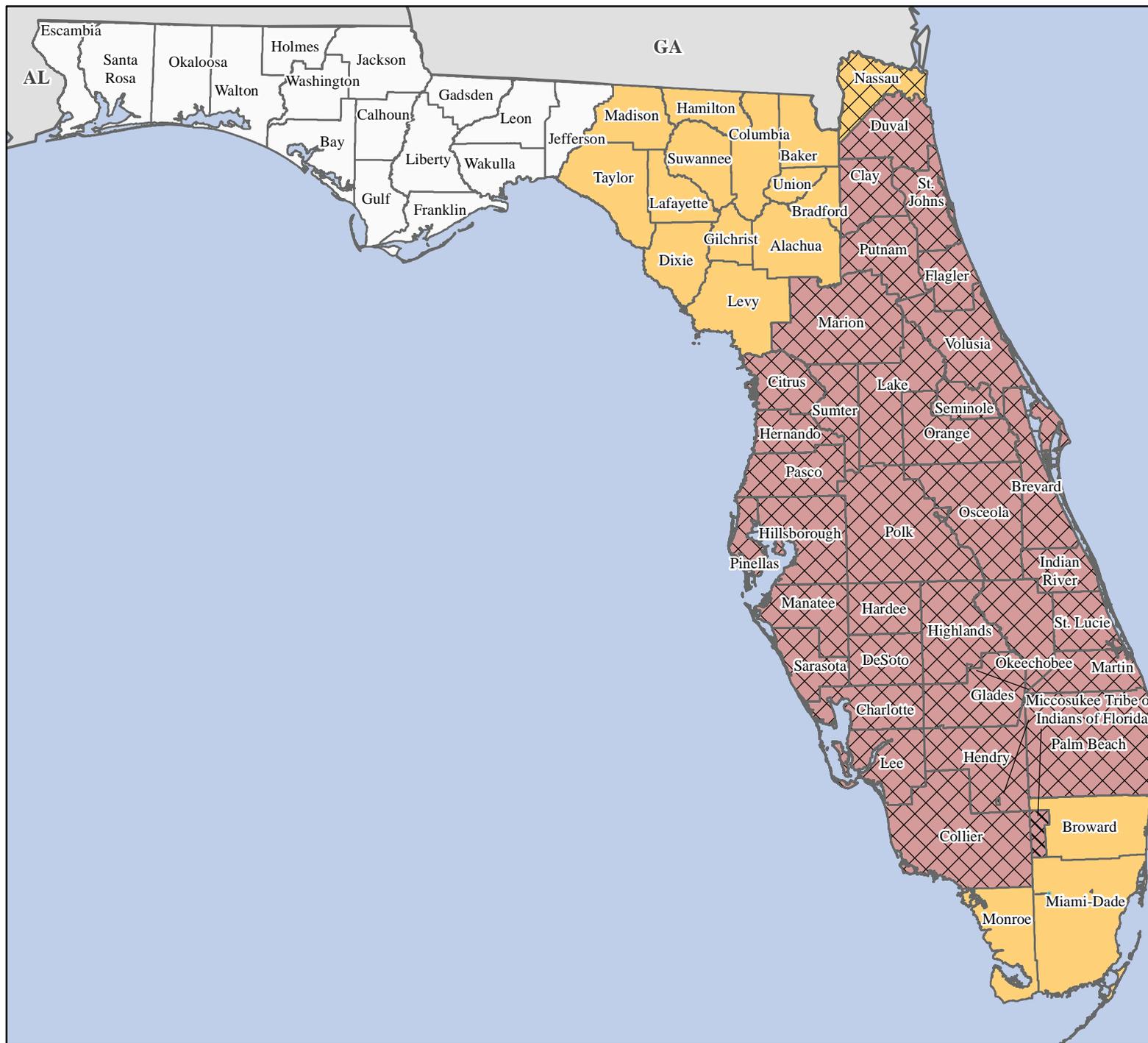
Data Sources:

FEMA, ESRI;
 Initial Declaration: 09/28/2024
 Disaster Federal Registry Notice:
 Amendment #12: 11/22/2024
 Datum: North American 1983
 Projection: Lambert Conformal Conic

FEMA-4834-DR, Florida Disaster Declaration as of 11/04/2024



FEMA



Data Layer/Map Description:

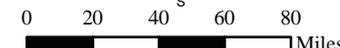
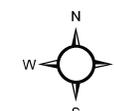
The types of assistance that have been designated for selected areas in the State of Florida.

All areas in the State of Florida are eligible to apply for assistance under the Hazard Mitigation Grant Program.

Additional designations may be made at a later date if requested by the state and warranted by the results of further damage assessments.

Designated Counties and Tribal Areas

- No Designation
- Public Assistance (Category B)
- Public Assistance (Categories A - G)
- Individual Assistance and Public Assistance (Categories A - G)



Data Sources:

FEMA, ESRI;
 Initial Declaration: 10/11/2024
 Disaster Federal Registry Notice:
 Amendment #5: 11/04/2024
 Datum: North American 1983
 Projection: Lambert Conformal Conic

Brooksville – Tampa Bay Regional Airport Critical Infrastructure Project

EDA-APP# 00014054

Line 5 – Other Architectural and Engineering Fees

CA/RPR/Testing Services - \$800,000

Line 7 – Site Work - \$3,940,000

Line 9 – Construction - \$10,160,000

Line 13 – Contingency

Calculated at 15% of the total project cost - \$2,100,000

Total Project Cost - \$17,000,000

Match 20% - \$3,400,000

Total Federal Share - \$13,600,000

BUDGET INFORMATION - Construction Programs

NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.

COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	\$ <input type="text" value="0"/>	\$ <input type="text"/>	\$ <input type="text" value="0"/>
2. Land, structures, rights-of-way, appraisals, etc.	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0"/>
3. Relocation expenses and payments	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0"/>
4. Architectural and engineering fees	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0"/>
5. Other architectural and engineering fees	\$ <input type="text" value="800.000"/>	\$ <input type="text"/>	\$ <input type="text" value="800.000"/>
6. Project inspection fees	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0"/>
7. Site work	\$ <input type="text" value="3,940.000"/>	\$ <input type="text"/>	\$ <input type="text" value="3,940.000"/>
8. Demolition and removal	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0"/>
9. Construction	\$ <input type="text" value="10,160.000"/>	\$ <input type="text"/>	\$ <input type="text" value="10,160.000"/>
10. Equipment	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0"/>
11. Miscellaneous	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0"/>
12. SUBTOTAL (sum of lines 1-11)	\$ <input type="text" value="14,900.000"/>	\$ <input type="text" value="0"/>	\$ <input type="text" value="14,900.000"/>
13. Contingencies	\$ <input type="text" value="2,100.000"/>	\$ <input type="text"/>	\$ <input type="text" value="2,100.000"/>
14. SUBTOTAL	\$ <input type="text" value="17,000.000"/>	\$ <input type="text" value="0"/>	\$ <input type="text" value="17,000.000"/>
15. Project (program) income	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0"/>
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$ <input type="text" value="17,000.000"/>	\$ <input type="text" value="0"/>	\$ <input type="text" value="17,000.000"/>
FEDERAL FUNDING			
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter eligible costs from line 16c Multiply X <input type="text" value="80.00"/> % Enter the resulting Federal share.			\$ <input type="text" value="13,600,000.00"/>

Financial Project Number(s): (item-segment-phase-sequence)	Fund(s):	<u>GR24</u>	FLAIR Category:	<u>088719</u>
<u>45346319401</u>	Contract Number:	<u>G2M86</u>	Object Code:	<u>751000</u>
<u>45346319401</u>	CSFA Number:	55.004	Org. Code:	<u>5507202728</u>
	CSFA Title:	<u>Aviation Grant Program</u>	Vendor Number:	<u>F591155275011</u>

STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION

STATE FINANCIAL ASSISTANCE AGREEMENT

09/22/2023 | 4:37 PM EDT

This State Financial Assistance Agreement (“Agreement”) is entered into on _____, by and between the State of Florida, Department of Transportation (“Department”) and Hernando County, (“Agency”). The Department and the Agency are sometimes referred to in this Agreement as a “Party” and collectively as the “Parties.”

NOW, THEREFORE, in consideration of the mutual benefits to be derived from joint participation on the Project, the Parties agree to the following:

- 1. Authority.** The Fiscal Year 2024 General Appropriations Act, Chapter 2023, Laws of Florida, provides the Agency with an appropriation of **2,000,000**, from the amount in Specific Appropriation, proviso, or item on a conference committee spreadsheet 1988A (“Appropriation”), for Runway Rehabilitation, the “Project”, described more fully in **Exhibit “A”, Project Description and Responsibilities**, which is attached and incorporated into this Agreement.

The Agency, by Resolution or other form of official authorization, a copy of which is attached as **Exhibit “C”** and incorporated into this Agreement, has authorized its officers to execute this Agreement on its behalf.

- 2. Purpose of Agreement.** The purpose of this Agreement is to provide for the Department’s participation in the Project; to provide the terms and conditions for the disbursement of the state financial assistance funding awarded to the Agency by Appropriation, and to set forth the manner in which the Project, described in **Exhibit “A”**, will be undertaken and completed.

- 3. Exhibits.** The following Exhibits are attached and incorporated into this Agreement:

- Exhibit A: Project Description and Responsibilities
- Exhibit B: Schedule of State Financial Assistance
- Exhibit C: Agency Resolution
- Exhibit D: Audit Requirements for Awards of State Financial Assistance

- 4. Time.** Unless specified otherwise, all references to “days” within this Agreement refer to calendar days.

- 5. Term of Agreement.** This Agreement shall commence upon full execution by both Parties (“Effective Date”) and continue through 06/30/2027, unless the Project is completed earlier. If the Agency does not complete the Project within this time period, this Agreement will expire unless an extension of the time period is requested by the Agency and granted in writing by the Department prior to the expiration of this Agreement. Expiration of this Agreement will be considered termination of the Project. The cost of any work performed prior to the Effective Date or after the expiration date or earlier termination of this Agreement is not eligible for funding or reimbursement by the Department under this Agreement. The Effective Date will be treated as the Department’s Notice to Proceed to the Agency for the design phase or other non-construction phases of the Project. If the Project involves a construction phase, the

Recipient shall not begin the construction phase of the Project until the Department issues a written Notice to Proceed for the construction phase. Prior to commencing the construction work described in this Agreement, the Recipient shall request a Notice to Proceed from the Department.

- 6. Amendments, Extensions, and Assignment.** This Agreement may be amended or extended upon mutual written agreement of the Parties. This Agreement shall not be renewed. This Agreement shall not be assigned, transferred, or otherwise encumbered by the Agency under any circumstances without the prior written consent of the Department. State financial assistance funding awarded to the Agency by Appropriation may not be subgranted, assigned, transferred, or otherwise encumbered by the Agency.
- 7. Termination or Suspension of Project.** The Department may, by written notice to the Agency, suspend any or all of the Department's obligations under this Agreement for the Agency's failure to comply with applicable law or the terms of this Agreement until such time as the event or condition resulting in such suspension has ceased or been corrected. The Department may also terminate this Agreement in whole or in part at any time the interest of the Department requires such termination.

 - a.** If the Department terminates the Agreement, the Department shall notify the Agency of such termination in writing within thirty (30) days of the Department's determination to terminate the Agreement, with instructions as to the effective date of termination or to specify the stage of work at which the Agreement is to be terminated.
 - b.** The Parties to this Agreement may also terminate this Agreement when its continuation would not produce beneficial results commensurate with the further expenditure of funds. In this event, the Parties shall agree upon the termination conditions through mutual written agreement.
 - c.** If the Agreement is terminated before performance is completed, the Agency shall be paid only for that work satisfactorily performed for which costs can be substantiated. Such payment, however, may not exceed an amount which is the same percentage of the state financial assistance funding awarded to the Agency by Appropriation. All work in progress on the Department right-of-way will become the property of the Department and will be turned over promptly by the Recipient.
 - d.** Upon termination of this Agreement, the Agency shall, within thirty (30) days, refund to the Department any funds expended in violation of the Agreement.
 - e.** The Department reserves the right to unilaterally terminate this Agreement for failure by the Agency to comply with the Public Records provisions of Chapter 119, Florida Statutes.
- 8. Project Cost:**

 - a.** The estimated cost of the Project is **\$2,000,000**. This amount is based upon **Exhibit "B", Schedule of State Financial Assistance**, which is attached and incorporated into this Agreement. **Exhibit "B", Schedule of State Financial Assistance**, may be modified by execution of an amendment of the Agreement by the Parties.
 - b.** The Department agrees to participate in the Project cost up to the maximum amount of **\$2,000,000**, and, the Department's participation in the Project shall not exceed **100%** of the total cost of the Project, as more fully described in **Exhibit "B", Schedule of State Financial Assistance**. The Agency agrees to bear all expenses in excess of the amount of the Department's participation and any cost overruns or deficits involved in connection with completion of the Project.
 - c.** The Department's participation in eligible Project costs is subject, but not limited to:

 - i.** The receipt of the Appropriation for the work program year that the Project is scheduled for commitment;

- ii. Approval or acceptance of all plans, specifications, contracts or other obligating documents when required by this Agreement and compliance with other applicable terms of this Agreement; and
- iii. Department approval of the Project scope, budget and completion schedule.

9. Compensation and Payment:

- a. **Eligible Cost.** The Department shall reimburse the Agency for costs incurred to perform services described in **Exhibit "A", Project Description and Responsibilities**, and as set forth in **Exhibit "B", Schedule of State Financial Assistance**.
- b. **Deliverables.** The Agency shall provide quantifiable, measurable, and verifiable units of deliverables. Each deliverable must specify the required minimum level of service to be performed and the criteria for evaluating successful completion. The Project and the quantifiable, measurable, and verifiable units of deliverables are described more fully in **Exhibit "A", Project Description and Responsibilities**. Any changes to the deliverables shall require an amendment executed by both Parties.
- c. **Invoicing.** Invoices shall be submitted no more often than monthly and no less than quarterly by the Agency in detail sufficient for a proper pre-audit and post-audit, based on the quantifiable, measurable, and verifiable deliverables as established in **Exhibit "A", Project Description and Responsibilities**. Deliverables and costs incurred must be received and approved by the Department prior to reimbursement. Requests for reimbursement by the Agency shall include an invoice, progress report, and supporting documentation for the deliverables being billed that are acceptable to the Department. The Agency shall use the format for the invoice and progress report that is approved by the Department
- d. **Supporting Documentation.** Supporting documentation must establish that the deliverables were received and accepted in writing by the Agency and must also establish that the required minimum standards or level of service to be performed based on the criteria for evaluating successful completion as specified in **Exhibit "A", Project Description and Responsibilities** has been met. All costs invoiced shall be supported by invoices, contracts, or vouchers evidencing in proper detail the nature and propriety of charges as described in the invoice **Exhibit "F", Contract Payment Requirements**.
- e. **Travel Expenses.** Travel expenses are not eligible for reimbursement under this Agreement.
- f. **Financial Consequences.** Payment shall be made only after receipt and approval of deliverables and costs incurred unless advance payments are authorized by the Chief Financial Officer of the State of Florida under Chapters 215 and 216, Florida Statutes, or the Department's Comptroller under Section 334.044(29), Florida Statutes. If the Department determines that the performance of the Agency is unsatisfactory, the Department shall notify the Agency of the deficiency to be corrected, which correction shall be made within a time-frame to be specified by the Department. The Agency shall, within thirty (30) days after notice from the Department, provide the Department with a corrective action plan describing how the Agency will address all issues of contract non-performance, unacceptable performance, failure to meet the minimum performance levels, deliverable deficiencies, or contract non-compliance. If the corrective action plan is unacceptable to the Department, the Agency will not be reimbursed. The Agency will not be reimbursed until the Agency resolves the deficiency to the satisfaction of the Department. If the deficiency is subsequently resolved, the Agency may bill the Department for the amount that was previously not reimbursed during the next billing period. If the Agency is unable to resolve the deficiency, the funds shall be forfeited at the end of the Agreement's term.
- g. **Invoice Processing.** An Agency receiving financial assistance from the Department should be aware of the following time frames. Inspection or verification and approval of deliverables shall take no longer than 20 days from the Department's receipt of the invoice. The Department has 20 days to deliver a request for payment (voucher) to the Department of Financial Services.

The 20 days are measured from the latter of the date the invoice is received or the deliverables are received, inspected or verified, and approved.

If a payment is not available within 40 days, a separate interest penalty at a rate as established pursuant to Section 55.03(1), Florida Statutes, will be due and payable, in addition to the invoice amount, to the Agency. Interest penalties of less than one (1) dollar will not be enforced unless the Agency requests payment. Invoices that have to be returned to an Agency because of Agency preparation errors will result in a delay in the payment. The invoice payment requirements do not start until a properly completed invoice is provided to the Department.

A Vendor Ombudsman has been established within the Department of Financial Services. The duties of this individual include acting as an advocate for Agency who may be experiencing problems in obtaining timely payment(s) from a state agency. The Vendor Ombudsman may be contacted at (850) 413-5516.

- h. Records Retention.** The Agency shall maintain an accounting system or separate accounts to ensure funds and projects are tracked separately. Records of costs incurred under the terms of this Agreement shall be maintained and made available upon request to the Department at all times during the term of this Agreement and for five years after final payment is made. Copies of these documents and records shall be furnished to the Department upon request. Records of costs incurred include the Agency's general accounting records and the Project records, together with supporting documents and records, of the contractor and all subcontractors performing work on the Project, and all other records of the contractor and subcontractors considered necessary by the Department for a proper audit of costs.
- i. Progress Reports.** The Department is entitled, at all times, to be advised as to the status of the Project and of details thereof. The Agency agrees to provide the Department with progress reports on all work covered by this Agreement performed or scheduled for completion during the time period covered by each Invoice submitted to the Department, and as requested by the Department.
- j. Submission of Other Documents.** The Agency shall submit to the Department such data, reports, records, contracts, and other documents relating to the Project as the Department may require.
- k. Offsets for Claims.** If, after Project completion, any claim is made by the Department resulting from an audit or for work or services performed pursuant to this Agreement, the Department may offset such amount from payments due for work or services done under any agreement that it has with the Agency owing such amount if, upon written demand, payment of the amount is not made within 60 days to the Department. Offsetting any amount pursuant to this paragraph shall not be considered a breach of contract by the Department.
- l. Final Invoice.** The Agency must submit the final invoice on the Project to the Department within 120 days after the completion of the Project. Invoices submitted after the 120-day time period may not be paid.
- m. Department's Performance and Payment Contingent Upon Annual Appropriation by the Legislature.** The Department's performance and obligation to pay under this Agreement is contingent upon an annual appropriation by the Legislature.
- n. Limits on Contracts Exceeding \$25,000 and Term more than 1 Year.** In the event this Agreement is in excess of \$25,000 and has a term for a period of more than one year, the provisions of Section 339.135(6)(a), Florida Statutes, are hereby incorporated:

"The Department, during any fiscal year, shall not expend money, incur any liability, or enter into any contract which, by its terms, involves the expenditure of money in excess of the amounts budgeted as available for expenditure during such fiscal year. Any contract, verbal or written, made in violation of this subsection is null and void, and no money may be paid

on such contract. The Department shall require a statement from the comptroller of the Department that funds are available prior to entering into any such contract or other binding commitment of funds. Nothing herein contained shall prevent the making of contracts for periods exceeding 1 year, but any contract so made shall be executory only for the value of the services to be rendered or agreed to be paid for in succeeding fiscal years; and this paragraph shall be incorporated verbatim in all contracts of the Department which are for an amount in excess of \$25,000 and which have a term for a period of more than 1 year."

- o. Agency Obligation to Refund Department.** Any Project funds made available by the Department pursuant to this Agreement that are determined by the Department to have been expended by the Agency in violation of this Agreement or any other applicable law or regulation, shall be promptly refunded in full to the Department. Acceptance by the Department of any documentation or certifications, mandatory or otherwise permitted, that the Agency files shall not constitute a waiver of the Department's rights as the funding agency to verify all information at a later date by audit or investigation.
- p. Non-Eligible Costs.** In determining the amount of the payment, the Department will exclude all Project costs incurred by the Agency prior to the execution of this Agreement, costs incurred prior to issuance of the Department's Notice to Proceed, costs incurred after the expiration or earlier termination of the Agreement, costs that are not provided for in **Exhibit "A", Project Description and Responsibilities**, costs which are not provided for in **Exhibit "B", Schedule of State Financial Assistance** for the Project, costs agreed to be borne by the Agency or its contractors and subcontractors for not meeting the Project commencement and final invoice timelines, and costs attributable to goods or services received under a contract or other arrangement that has not been approved in writing by the Department. Specific unallowable costs may be listed in **Exhibit "A", Project Description and Responsibilities**.

10. General Requirements. The Agency shall complete the Project with all practical dispatch in a sound, economical, and efficient manner, and in accordance with the provisions in this Agreement and all applicable laws.

- a.** The Agency must obtain written approval from the Department prior to performing itself (through the efforts of its own employees) any aspect of the Project that will be funded under this Agreement.

If this box is checked, then the Agency is permitted to utilize its own forces and the following provision applies: **Use of Agency Workforce.** In the event the Agency proceeds with any phase of the Project utilizing its own forces, the Agency will only be reimbursed for direct costs (this excludes general overhead).

- b. Necessary Permits Certification.** The Agency shall certify to the Department that the Agency's design consultant and/or construction contractor has secured the necessary permits.
- c. Right-of-Way Certification.** If the Project involves construction, the Agency shall provide to the Department certification and a copy of appropriate documentation substantiating that all required right-of-way necessary for the Project has been obtained. Certification is required prior to authorization for advertisement for or solicitation of bids for construction of the Project, even if no right-of-way is required.
- d. Agency Compliance with Laws, Rules, and Regulations, Guidelines, and Standards.** The Agency shall comply and require its contractors and subcontractors to comply with all terms and conditions of this Agreement and all federal, state, and local laws and regulations applicable to this Project.
- e. Claims and Requests for Additional Work.** The Agency shall have the sole responsibility for resolving claims and requests for additional work for the Project by the Agency's contractors and subcontractors. No funds will be provided for payment of claims or additional work on the

Project under this Agreement without prior written approval by the Department of the claim or request for additional work.

11. Contracts of the Agency:

- a. **Approval of Third-Party Contracts.** The Department has the right and shall be afforded the opportunity to review and approve any and all third-party contracts (or it may waive that right via written confirmation of said waiver) with respect to the Project before the Agency executes or obligates itself in any manner requiring the disbursement of Department funds for any third party contracts under this Agreement, including consultant or construction contracts, or amendments thereto. If the Department exercises this right and the Agency fails to obtain such written approval, the Department may deny payment to the Agency. The Department may review the qualifications of any consultant or contractor and approve or disapprove the employment of such consultant or contractor.
- b. **Procurement of Commodities or Contractual Services.** It is understood and agreed by the Parties hereto that participation by the Department in a project that involves the purchase of commodities or contractual services where purchases or costs exceed the Threshold Amount for CATEGORY TWO per Section 287.017, Florida Statutes, is contingent on the Agency complying in full with the provisions of Section 287.057, Florida Statutes. The Agency shall certify to the Department that the purchase of commodities or contractual services has been accomplished in compliance with Section 287.057, Florida Statutes. It shall be the sole responsibility of the Agency to ensure that any obligations made in accordance with this Section comply with the current threshold limits. Contracts, purchase orders, task orders, construction change orders, or any other agreement that would result in exceeding the current budget contained in **Exhibit "B", Schedule of State Financial Assistance**, or that is not consistent with the Project description and scope of services contained in **Exhibit "A", Project Description and Responsibilities** must be approved by the Department prior to Agency execution. Failure to obtain such approval, and subsequent execution of an amendment to the Agreement if required, shall be sufficient cause for nonpayment by the Department.
- c. **Consultants' Competitive Negotiation Act.** Participation by the Department in a project that involves a consultant contract for professional services, is contingent on the Agency's complying in full with provisions of Section 287.055, Florida Statutes, Consultants' Competitive Negotiation Act. In all cases, the Agency shall certify to the Department that selection has been accomplished in compliance with the Consultants' Competitive Negotiation Act.
- d. **Disadvantaged Business Enterprise (DBE) Policy and Obligation.** It is the policy of the Department that DBEs, as defined in 49 C.F.R. Part 26, as amended, shall have the opportunity to participate in the performance of contracts financed in whole or in part with Department funds under this Agreement. The DBE requirements of applicable federal and state laws and regulations apply to this Agreement. The Agency and its contractors agree to ensure that DBEs have the opportunity to participate in the performance of this Agreement. In this regard, all recipients and contractors shall take all necessary and reasonable steps in accordance with applicable federal and state laws and regulations to ensure that the DBEs have the opportunity to compete for and perform contracts. The Agency and its contractors and subcontractors shall not discriminate on the basis of race, color, national origin or sex in the award and performance of contracts, entered pursuant to this Agreement.

12. Design and Construction Standards and Required Approvals: In the event the Project includes construction the following provisions are incorporated into this Agreement:

- a. The Agency is responsible for obtaining all permits necessary for the Project.
- b. In the event the Project involves construction on the Department's right-of-way, the Agency shall provide the Department with written notification of either its intent to:
 - i. Award the construction of the Project to a Department prequalified contractor which is the lowest and best bidder in accordance with applicable state and federal statutes, rules, and regulations. The Agency shall then submit a copy of the bid tally sheet(s) and awarded bid contract, or

- ii. Construct the Project utilizing existing Agency employees, if the Agency can complete said Project within the time frame set forth in this Agreement. The Agency's use of this option is subject to approval by the Department.
- c. The Agency shall hire a qualified contractor using the Agency's normal bid procedures to perform the construction work for the Project. For projects that are not located on the Department's right-of-way, the Agency is not required to hire a contractor prequalified by the Department unless the Department notifies the Agency prior to letting that they are required to hire a contractor prequalified by the Department.
- d. The Agency is responsible for provision of Construction Engineering Inspection (CEI) services. The Department reserves the right to require the Agency to hire a Department pre-qualified consultant firm that includes one individual that has completed the Advanced Maintenance of Traffic Level Training. Notwithstanding any provision of law to the contrary, design services and CEI services may not be performed by the same entity. Administration of the CEI staff shall be under the responsible charge of a State of Florida Licensed Professional Engineer who shall provide the certification that all design and construction for the Project meets the minimum construction standards established by Department. The Department shall have the right to approve the CEI firm. The Department shall have the right, but not the obligation, to perform independent assurance testing during the course of construction of the Project. Subject to the approval of the Department, the Agency may choose to satisfy the requirements set forth in this paragraph by either hiring a Department prequalified consultant firm or utilizing Agency staff that meet the requirements of this paragraph, or a combination thereof.
- e. The Agency is responsible for the preparation of all design plans for the Project. The Department reserves the right to require the Agency to hire a Department pre-qualified consultant for the design phase of the Project using the Agency's normal procurement procedures to perform the design services for the Project. Notwithstanding any provision of law to the contrary, design services and CEI services may not be performed by the same entity. All design work on the Project shall be performed in accordance with the requirements of all applicable laws and governmental rules and regulations and federal and state accepted design standards for the type of construction contemplated by the Project, including, as applicable, but not limited to, the applicable provisions of the Manual of Uniform Traffic Control Devices (MUTCD) and the AASHTO Policy on Geometric Design of Streets and Highways. If any portion of the Project will be located on, under, or over any Department-owned right-of-way, the Department shall review the Project's design plans for compliance with all applicable standards of the Department.
- f. The Agency shall adhere to the Department's Conflict of Interest Procedure (FDOT Topic No. 375-030-006).
- g. The Agency will provide copies of the final design plans and specifications and final bid documents to the Department's Construction Project Manager prior to commencing construction of the Project. The Department will specify the number of copies required and the required format.
- h. The Agency shall require the Agency's contractor to post a payment and performance bond in accordance with applicable law.
- i. The Agency shall be responsible to ensure that the construction work under this Agreement is performed in accordance with the approved construction documents, and that it will meet all applicable Agency and Department standards.
- j. Upon completion of the work authorized by this Agreement, the Agency shall notify the Department in writing of the completion of construction of the Project; and for all design work that originally required certification by a Professional Engineer, this notification shall contain an Engineers Certification of Compliance, signed and sealed by a Professional Engineer, the form of which is attached hereto and incorporated herein as **Exhibit "E", Engineers Certification of Completion**. The certification shall state that work has been completed in compliance with the Project construction plans and specifications. If any deviations are found from the approved

plans, the certification shall include a list of all deviations along with an explanation that justifies the reason to accept each deviation.

- k. The Agency shall provide the Department with as-built plans of any portions of the Project funded through the Agreement prior to final inspection.

13. Maintenance Obligations. In the event the Project includes construction or the acquisition of commodities then the following provisions are incorporated into this Agreement:

- a. The Agency agrees to accept all future maintenance and other attendant costs occurring after completion of the Project for all improvements constructed or commodities acquired as part of the Project. The terms of this provision shall survive the termination of this Agreement.

14. Sale, Transfer, or Disposal of Department-funded Property:

- a. The Agency may not sell or otherwise transfer or dispose of any part of its title or other interests in real property, facilities, or equipment funded in any part by the Department under this Agreement without prior written approval by the Department.
- b. If a sale, transfer, or disposal by the Agency of all or a portion of Department-funded real property, facilities, or equipment is approved by the Department, the following provisions will apply:
 - i. The Agency shall reimburse the Department a proportional amount of the proceeds of the sale of any Department-funded property.
 - ii. The proportional amount shall be determined on the basis of the ratio of the Department funding of the development or acquisition of the property multiplied against the sale amount, and shall be remitted to the Department within ninety (90) days of closing of sale.
 - iii. Sale of property developed or acquired with Department funds shall be at market value as determined by appraisal or public bidding process, and the contract and process for sale must be approved in advance by the Department.
 - iv. If any portion of the proceeds from the sale to the Agency are non-cash considerations, reimbursement to the Department shall include a proportional amount based on the value of the non-cash considerations.
- c. The terms of provisions "a" and "b" above shall survive the termination of this Agreement.
 - i. The terms shall remain in full force and effect throughout the useful life of facilities developed, equipment acquired, or Project items installed within a facility, but shall not exceed twenty (20) years from the effective date of this Agreement.
 - ii. There shall be no limit on the duration of the terms with respect to real property acquired with Department funds.

15. State Single Audit. The administration of resources awarded through the Department to the Agency by this Agreement may be subject to audits and/or monitoring by the Department. The following requirements do not limit the authority of the Department to conduct or arrange for the conduct of additional audits or evaluations of state financial assistance or limit the authority of any state agency inspector general, the Auditor General, or any other state official. The Agency shall comply with all audit and audit reporting requirements as specified below.

- a. In addition to reviews of audits conducted in accordance with Section 215.97, Florida Statutes, monitoring procedures to monitor the Agency's use of state financial assistance may include but not be limited to on-site visits by Department staff and/or other procedures, including reviewing any required performance and financial reports, following up, ensuring

corrective action, and issuing management decisions on weaknesses found through audits when those findings pertain to state financial assistance awarded through the Department by this Agreement. By entering into this Agreement, the Agency agrees to comply and cooperate fully with any monitoring procedures/processes deemed appropriate by the Department. The Agency further agrees to comply and cooperate with any inspections, reviews, investigations, or audits deemed necessary by the Department, the Department of Financial Services (DFS), or the Auditor General.

- b. The Agency, a “nonstate entity” as defined by Section 215.97(2)(n), Florida Statutes, as a recipient of state financial assistance awarded by the Department through this Agreement, is subject to the following requirements:
- i. In the event the Agency meets the audit threshold requirements established by Section 215.97, Florida Statutes, the Agency must have a State single or project-specific audit conducted for such fiscal year in accordance with Section 215.97, Florida Statutes; applicable rules of the Department of Financial Services; and Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General. **Exhibit “D”, Audit Requirements for Awards of State Financial Assistance**, to this Agreement indicates state financial assistance awarded through the Department by this Agreement needed by the Agency to further comply with the requirements of Section 215.97, Florida Statutes. In determining the state financial assistance expended in a fiscal year, the Agency shall consider all sources of state financial assistance, including state financial assistance received from the Department by this Agreement, other state agencies, and other nonstate entities. State financial assistance does not include Federal direct or pass-through awards and resources received by a nonstate entity for Federal program matching requirements.
 - ii. In connection with the audit requirements, the Agency shall ensure that the audit complies with the requirements of Section 215.97(8), Florida Statutes. This includes submission of a financial reporting package as defined by Section 215.97(2)(e), Florida Statutes, and Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General.
 - iii. In the event the Agency does not meet the audit threshold requirements established by Section 215.97, Florida Statutes, the Agency is exempt for such fiscal year from the state single audit requirements of Section 215.97, Florida Statutes. However, the Agency must provide a single audit exemption statement to the Department at FDOTSingleAudit@dot.state.fl.us no later than nine months after the end of the Agency’s audit period for each applicable audit year. In the event the Agency does not meet the audit threshold requirements established by Section 215.97, Florida Statutes, in a fiscal year and elects to have an audit conducted in accordance with the provisions of Section 215.97, Florida Statutes, the financial reporting package may be provided to the Department in lieu of the required single audit exemption statement. The cost of the audit must be paid from the Agency’s resources (*i.e.*, the cost of such an audit must be paid from the Agency’s resources obtained from other than State entities).
 - iv. In accordance with Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General, copies of financial reporting packages required by this Agreement shall be submitted to:

Office of Comptroller, MS 24
605 Suwannee Street
Tallahassee, Florida 32399-0405
Email: FDOTSingleAudit@dot.state.fl.us

And

State of Florida Auditor General
Local Government Audits/342
111 West Madison Street, Room 401
Tallahassee, FL 32399-1450
Email: flaudgen_localgovt@aud.state.fl.us

- v. Any copies of financial reporting packages, reports, or other information required to be submitted to the Department shall be submitted timely in accordance with Section 215.97, Florida Statutes, and Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General, as applicable.
 - vi. The Agency, when submitting financial reporting packages to the Department for audits done in accordance with Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General, shall indicate the date the reporting package was delivered to the Agency in correspondence accompanying the reporting package.
 - vii. Upon receipt, and within six months, the Department will review the Agency's financial reporting package, including corrective action plans and management letters, to the extent necessary to determine whether timely and appropriate corrective action on all deficiencies has been taken pertaining to the state financial assistance provided through the Department by this Agreement. If the Agency fails to have an audit conducted consistent with Section 215.97, Florida Statutes, the Department may take appropriate corrective action to enforce compliance.
 - viii. As a condition of receiving state financial assistance, the Agency shall permit the Department or its designee, DFS, or the Auditor General, access to the Agency's records, including financial statements, the independent auditor's working papers, and project records as necessary. Records related to unresolved audit findings, appeals, or litigation shall be retained until the action is complete or the dispute is resolved.
- c. The Agency shall retain sufficient records demonstrating its compliance with the terms of this Agreement for a period of five years from the date the audit report is issued and shall allow the Department or its designee, DFS, or the Auditor General, access to such records upon request. The Agency shall ensure that the audit working papers are made available to the Department or its designee, DFS or the Auditor General upon request for a period of five years from the date the audit report is issued, unless extended in writing by the Department.

16. Notices and Approvals. All notices and approvals referenced in this Agreement are in effect upon receipt by either Party, shall be in writing, and shall be transmitted either by personal hand delivery; United States Post Office, return receipt requested; or, overnight express mail delivery. E-mail and facsimile may be used if the notice is also transmitted by one of the preceding forms of delivery. The addresses and the contact persons set forth below for the respective Parties shall be the places where notices shall be sent, unless prior written notice of change of address is given.

DEPARTMENT:

STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION

Program Management Office
Local Programs Coordinator
Florida Department of Transportation
605 Suwannee Street, M.S. 758
Tallahassee, FL 32399

General Counsel
Florida Department of Transportation
605 Suwannee Street, M.S. 58
Tallahassee, FL 32399

AGENCY:
Florida Department of Transportation
11201 N McKinley Drive, 7-500
Tampa, FL 33612

17. Restrictions, Prohibitions, Controls and Labor Provisions:

- a. Convicted Vendor List.** A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods or services to a public entity; may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity; and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, Florida Statutes, for CATEGORY TWO for a period of 36 months from the date of being placed on the convicted vendor list.
- b. Discriminatory Vendor List.** In accordance with Section 287.134, Florida Statutes, an entity or affiliate who has been placed on the Discriminatory Vendor List, kept by the Florida Department of Management Services, may not submit a bid on a contract to provide goods or services to a public entity; may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity; and may not transact business with any public entity.
- c. Non-Responsible Contractors.** An entity or affiliate who has had its Certificate of Qualification suspended, revoked, denied, or have further been determined by the Department to be a non-responsible contractor, may not submit a bid or perform work for the construction or repair of a public building or public work on a contract with the Agency.
- d. Prohibition on Using Funds for Lobbying.** No funds received pursuant to this Agreement may be expended for lobbying the Florida Legislature, judicial branch, or any state agency, in accordance with Section 216.347, Florida Statutes.
- e. Unauthorized Aliens.** The Department shall consider the employment by any contractor of unauthorized aliens a violation of Section 274A(e) of the Immigration and Nationality Act. If the contractor knowingly employs unauthorized aliens, such violation will be cause for unilateral cancellation of this Agreement.
- f. Procurement of Construction Services.** If the Project is procured pursuant to Chapter 255, Florida Statutes, for construction services and at the time of the competitive solicitation for the Project, 50 percent or more of the cost of the Project is to be paid from state-appropriated funds, then the Agency must comply with the requirements of Section 255.0991, Florida Statutes.
- g. E-Verify.** The Agency shall:

- i. Utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the Agency during the term of this Agreement; and
 - ii. Expressly require any subcontractors performing work or providing services pursuant to this Agreement to likewise utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor during the contract term.
- h. **Design Services and Construction Engineering and Inspection Services.** If the Project is wholly or partially funded by the Department and administered by a local governmental entity, except for a seaport listed in Section 311.09, Florida Statutes, the entity performing design and construction engineering and inspection services may not be the same entity.

18. Indemnification and Insurance:

- a. It is specifically agreed between the Parties executing this Agreement that it is not intended by any of the provisions of any part of this Agreement to create in the public or any member thereof, a third-party beneficiary under this Agreement, or to authorize anyone not a party to this Agreement to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of this Agreement. The Agency guarantees the payment of all just claims for materials, supplies, tools, or labor and other just claims against the Agency or any subcontractor, in connection with this Agreement. Additionally, to the extent provided by law and as limited by and pursuant to the provisions of Section 768.28, Florida Statutes, the Agency shall indemnify and hold harmless the Department, including the Department's officers and employees, from liabilities, damages, losses, and costs, including, but not limited to, reasonable attorney's fees, to the extent caused by the negligence, recklessness, or intentional wrongful misconduct of the Agency and persons employed or utilized by the Agency in the performance of this Agreement. This indemnification shall survive the termination of this Agreement. Nothing contained in this paragraph is intended to nor shall it constitute a waiver of the Agency's sovereign immunity. Additionally, the Agency agrees to include the following indemnification in all contracts with contractors/subcontractors and consultants/subconsultants who perform work in connection with this Agreement:

"The Agency's contractor/consultant shall indemnify and hold harmless the Agency and the State of Florida, Department of Transportation, including the Department's officers and employees, from liabilities, damages, losses and costs, including, but not limited to, reasonable attorney's fees, to the extent caused by the negligence, recklessness or intentional wrongful misconduct of the contractor/consultant and persons employed or utilized by the contractor/consultant in the performance of this Agreement.

This indemnification shall survive the termination of this Agreement."

- b. The Agency shall provide Workers' Compensation Insurance in accordance with Florida's Workers' Compensation Law for all employees. If subletting any of the work, ensure that the contractor(s)/subcontractor(s) and consultant(s)/subconsultant(s) have Workers' Compensation Insurance for their employees in accordance with Florida's Workers' Compensation Law. If using "leased employees" or employees obtained through professional employer organizations ("PEO's"), ensure that such employees are covered by Workers' Compensation Insurance through the PEO's or other leasing entities. Ensure that any equipment rental agreements that include operators or other personnel who are employees of independent contractors, sole proprietorships, or partners are covered by insurance required under Florida's Workers' Compensation Law.
 - c. If the Agency elects to self-perform the Project, and such self-performance is approved by the Department in accordance with the terms of this Agreement, the Agency may self-insure and proof of self-insurance shall be provided to the Department. If the Agency elects

to hire a contractor or consultant to perform the Project, then the Agency shall, or cause its contractor or consultant to carry, Commercial General Liability insurance providing continuous coverage for all work or operations performed under this Agreement. Such insurance shall be no more restrictive than that provided by the latest occurrence form edition of the standard Commercial General Liability Coverage Form (ISO Form CG 00 01) as filed for use in the State of Florida. The Agency shall cause, or cause its contractor or consultant to cause, the Department to be made an Additional Insured as to such insurance. Such coverage shall be on an "occurrence" basis and shall include Products/Completed Operations coverage. The coverage afforded to the Department as an Additional Insured shall be primary as to any other available insurance and shall not be more restrictive than the coverage afforded to the Named Insured. The limits of coverage shall not be less than \$1,000,000 for each occurrence and not less than a \$5,000,000 annual general aggregate, inclusive of amounts provided by an umbrella or excess policy. The limits of coverage described herein shall apply fully to the work or operations performed under this Agreement, and may not be shared with or diminished by claims unrelated to this Agreement. The policy/ies and coverage described herein may be subject to a deductible and such deductibles shall be paid by the Named Insured. No policy/ies or coverage described herein may contain or be subject to a Retention or a Self-Insured Retention unless the Agency is a state agency or subdivision of the State of Florida that elects to self-perform the Project. Prior to the execution of this Agreement, and at all renewal periods which occur prior to final acceptance of the work, the Department shall be provided with an ACORD Certificate of Liability Insurance reflecting the coverage described herein. The Department shall be notified in writing within ten days of any cancellation, notice of cancellation, lapse, renewal, or proposed change to any policy or coverage described herein. The Department's approval or failure to disapprove any policy/ies, coverage, or ACORD Certificates shall not relieve or excuse any obligation to procure and maintain the insurance required herein, nor serve as a waiver of any rights or defenses the Department may have.

- d. When the Agreement involves work on or in the vicinity of utility-owned property or facilities, the utility shall be added along with the Department as an Additional Insured on the Commercial General Liability policy/ies procured above.

19. Miscellaneous:

- a. **Environmental Regulations.** The Agency will be solely responsible for compliance with all applicable environmental regulations and for any liability arising from non-compliance with these regulations, and will reimburse the Department for any loss incurred in connection therewith.
- b. **Non-Admission of Liability.** In no event shall the making by the Department of any payment to the Agency constitute or be construed as a waiver by the Department of any breach of covenant or any default which may then exist on the part of the Agency and the making of such payment by the Department, while any such breach or default shall exist, shall in no way impair or prejudice any right or remedy available to the Department with respect to such breach or default.
- c. **Severability.** If any provision of this Agreement is held invalid, the remainder of this Agreement shall not be affected. In such an instance, the remainder would then continue to conform to the terms and requirements of applicable law.
- d. **Agency not an agent of Department.** The Agency and the Department agree that the Agency, its employees, contractors, subcontractors, consultants, and subconsultants are not agents of the Department as a result of this Agreement.
- e. **Bonus or Commission.** By execution of the Agreement, the Agency represents that it has not paid and, also agrees not to pay, any bonus or commission for the purpose of obtaining an approval of its application for the financing hereunder.

- f. Non-Contravention of State Law.** Nothing in the Agreement shall require the Agency to observe or enforce compliance with any provision or perform any act or do any other thing in contravention of any applicable state law. If any of the provisions of the Agreement violate any applicable state law, the Agency will at once notify the Department in writing so that appropriate changes and modifications may be made by the Department and the Agency to the end that the Agency may proceed as soon as possible with the Project.
- g. Execution of Agreement.** This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which shall constitute the same Agreement. A facsimile or electronic transmission of this Agreement with a signature on behalf of a Party will be legal and binding on such Party.
- h. Inspector General Cooperation.** The Agency agrees to comply with Section 20.055(5), Florida Statutes, and to incorporate in all subcontracts the obligation to comply with Section 20.055(5), Florida Statutes.
- i. Law, Forum, and Venue.** This Agreement shall be governed by and construed in accordance with the laws of the State of Florida. In the event of a conflict between any portion of this Agreement and Florida laws, the laws of Florida shall prevail. The Agency agrees to waive forum and venue and agrees that the Department will determine the forum and venue in which any dispute under this Agreement is to be decided.

The remainder of this page intentionally left blank.

IN WITNESS WHEREOF, the Parties have executed this Agreement on the day and year written above.

AGENCY:

Hernando County

By: [Signature]

Name: John Alocco

Title: Chairman

As approved by the Board on:

DEPARTMENT

STATE OF FLORIDA, DEPARTMENT OF

TRANSPORTATION

By: [Signature] 09/22/2023 | 4:37 PM EDT
DocuSigned by: Justin Hall
1CDBAE37B48D4D0...

Name: Justin Hall

Title: Director of Transportation Development

FDOT Legal Review:

Martin Hernandez 08/10/2023 | 2:38 PM EDT
DocuSigned by: Martin Hernandez
844A6B3212BB414

Legal Review: [Signature]

EXHIBIT "A"

Project Description and Responsibilities

A. Project Description (description of Agency's project to provide context, description of project components funded via this Agreement (if not the entire project)): Runway Repair and Rehabilitation

B. Project Scope (allowable costs: describe project components, improvement type/service type, approximate timeline, project schedule, project size): As required by 215.971, F.S., this scope of work includes but is not limited to consultant and design fees; survey costs; permitting; construction inspection and material testing costs; mobilization and demobilization; maintenance of traffic; erosion control; demolition; excavation; embankment; ground preparation; installation of fencing, posts, rails, and gates; sodding; seeding; provisions for electrical and fiber optic systems; signage; and pavement repairs, including all materials, equipment, labor and incidentals required to complete the fencing project per FAA Advisory Circular (AC) 150/5370-10G, Standards for Specifying Construction of Airports, Part 8 (Fencing). The Sponsor will comply with Aviation Program Assurances.

C. Deliverable(s): Runway repairs and rehabilitation at Brooksville Tampa Bay Regional Airport.

The project scope identifies the ultimate project deliverables. Deliverables for requisition, payment and invoice purposes will be the incremental progress made toward completion of project scope elements. Supporting documentation will be quantifiable, measurable, and verifiable, to allow for a determination of the amount of incremental progress that has been made, and provide evidence that the payment requested is commensurate with the accomplished incremental progress and costs incurred by the Agency.

EXHIBIT "B"

SCHEDULE OF STATE FINANCIAL ASSISTANCE

FUNDS AWARDED TO THE AGENCY PURSUANT TO THIS AGREEMENT AND ANY REQUIRED MATCHING FUNDS CONSIST OF THE FOLLOWING:

A. Fund Type and Fiscal Year:

Financial Management Number	Fund Type	FLAIR Category	State Fiscal Year	Object Code	CSFA Number	CSFA Title	Funding Amount
450703-1-94-01	GR24	088719	2024	751000	55.004	Aviation Grant Program	\$2,000,000.00
							\$
Total Financial Assistance							\$

B. Estimate of Project Costs by Grant Phase:

Phases*	State	Local	Federal	Totals	State %	Local %	Federal %
Environmental/Design/Construction	\$2,000,000.00	\$	\$	\$2,000,000.00	100.00		
	\$	\$	\$	\$			
	\$	\$	\$	\$			
	\$	\$	\$	\$			
	\$	\$	\$	\$			
	\$	\$	\$	\$			
Totals	\$2,000,000.00	\$	\$	\$2,000,000.00A			

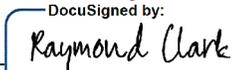
* List the phases applicable to the Project subject of this Agreement, e.g.: Land Acquisition, Planning, Environmental/Design/Construction, Capital Equipment, Match to Direct Federal Funding, and Mobility Management.

BUDGET/COST ANALYSIS CERTIFICATION AS REQUIRED BY SECTION 216.3475, FLORIDA STATUTES:

I certify that the cost for each line item budget category (grant phase) has been evaluated and determined to be allowable, reasonable, and necessary as required by Section 216.3475, Florida Statutes. Documentation is on file evidencing the methodology used and the conclusions reached.

Raymond Clark

Department Grant Manager Name

DocuSigned by:

 Signature 8DE5E7DB74DE4CD...

09/21/2023 | 4:51 PM EDT

Date

Reimbursements will **only** be provided for expenditures **in the above referenced categories** that are allowable under applicable law and are directly related to the services authorized by this Agreement.

Invoices for costs eligible for reimbursement under this Agreement **must be supported by an itemized listing of expenditures** by category. Supporting documentation must be provided for each item for which reimbursement is being requested that **includes documentation indicating that the item has been paid**. The documentation must **also note the date each service was performed**.

EXHIBIT C

AGENCY RESOLUTION

PLEASE SEE ATTACHED

STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION
STATE FINANCIAL ASSISTANCE AGREEMENT

EXHIBIT C

RESOLUTION 2023-173

WHEREAS, the Hernando County Board of County Commissioners (Agency) and the State of Florida Department of Transportation (Department) have agreed to participate jointly in the funding of the following project, to wit:

Runway Repair and Rehabilitation

WHEREAS, the Department has agreed to funding as depicted in Exhibit "B" of the State Financial Assistance Agreement associated with the described activities as follows:

FPN No. 45346319401 \$2,000,000

WHEREAS, the Agency and Department have agreed to enter into a State Financial Assistance Agreement in the form attached hereto.

NOW, THEREFORE, BE IT RESOLVED BY THE HERNANDO COUNTY BOARD OF COUNTY COMMISSIONERS, AS FOLLOWS:

SECTION 1. The execution by Hernando County Board of County Commissioners (Agency) of the State Financial Assistance Agreement is hereby approved and authorized.

SECTION 2. The Chairperson of the Hernando County Board of County Commissioners is hereby authorized to execute and sign the attached State Financial Assistance Agreement.

ADOPTED in Regular Session this 12th day of September, 2023 A.D.

ATTEST:
(SEAL)



**BOARD OF COUNTY COMMISSIONERS
HERNANDO COUNTY, FLORIDA**

BY:

Heidi Krupp, Deputy Clerk
Doug Chorvat Jr., Clerk

John Alliceo, Chairman
John Alliceo, Chairman

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY

BY

[Signature]
County Attorney's Office

EXHIBIT "D"

AUDIT REQUIREMENTS FOR AWARDS OF STATE FINANCIAL ASSISTANCE

THE STATE RESOURCES AWARDED PURSUANT TO THIS AGREEMENT CONSIST OF THE FOLLOWING:

SUBJECT TO SECTION 215.97, FLORIDA STATUTES:

Awarding Agency: Florida Department of Transportation

State Project Title: Aviation Grant Program

CSFA Number: 55.004

Award Amount: \$2,000,000

Specific project information for CSFA Number is provided at:

<https://apps.fldfs.com/fsaa/searchCatalog.aspx>

COMPLIANCE REQUIREMENTS APPLICABLE TO STATE RESOURCES AWARDED PURSUANT TO THIS AGREEMENT:

State Project Compliance Requirements for CSFA Number are provided at:

<https://apps.fldfs.com/fsaa/searchCompliance.aspx>

The State Projects Compliance Supplement is provided at: <https://apps.fldfs.com/fsaa/compliance.aspx>

To: Raymond.Clark@dot.state.fl.us

FLORIDA DEPARTMENT OF TRANSPORTATION FUNDS APPROVAL

G2M86

8/10/2023

CONTRACT INFORMATION

Contract:	G2M86
Contract Type:	GD - GRANT DISBURSEMENT (GRANT)
Method of Procurement:	G - GOVERNMENTAL AGENCY (287.057,F.S.)
Vendor Name:	HERNANDO COUNTY BOARD OF COUNTY
Vendor ID:	F591155275011
Beginning Date of This Agreement:	08/09/2023
Ending Date of This Agreement:	06/30/2027
Contract Total/Budgetary Ceiling:	ct = \$2,000,000.00
Description:	Brooksville Tampa Bay Regional Airport Aviation Expansion Zone

FUNDS APPROVAL INFORMATION

FUNDS APPROVED/REVIEWED FOR ROBIN M. NAITOVE, CPA, COMPTROLLER ON 8/10/2023

Action:	Original
Reviewed or Approved:	APPROVED
Organization Code:	55072020728
Expansion Option:	AK
Object Code:	751000
Amount:	\$2,000,000.00
Financial Project:	45346319401
Work Activity (FCT):	215
CFDA:	
Fiscal Year:	2024
Budget Entity:	55150200
Category/Category Year:	088862/24
Amendment ID:	O001
Sequence:	00
User Assigned ID:	
Enc Line (6s)/Status:	0001/04

Total Amount: \$2,000,000.00

ASSURANCES - CONSTRUCTION PROGRAMS

OMB Number: 4040-0009
Expiration Date: 06/30/2028

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0042), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

NOTE: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the Awarding Agency. Further, certain Federal assistance awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance, and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project costs) to ensure proper planning, management and completion of project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, the right to examine all records, books, papers, or documents related to the assistance; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency. Will record the Federal interest in the title of real property in accordance with awarding agency directives and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure nondiscrimination during the useful life of the project.
4. Will comply with the requirements of the assistance awarding agency with regard to the drafting, review and approval of construction plans and specifications.
5. Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work conforms with the approved plans and specifications and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.
6. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
7. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
8. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards of merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
9. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
10. Will comply with all Federal statutes relating to non-discrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681 1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

11. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal and federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
12. Will comply with the provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
13. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333) regarding labor standards for federally-assisted construction subagreements.
14. Will comply with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
15. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
16. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
17. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq).
18. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
19. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.
20. Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. 7104) which prohibits grant award recipients or a sub-recipient from (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect (2) Procuring a commercial sex act during the period of time that the award is in effect or (3) Using forced labor in the performance of the award or subawards under the award.

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL Completed on submission to Grants.gov	TITLE
APPLICANT ORGANIZATION 	DATE SUBMITTED Completed on submission to Grants.gov



ED-900C – EDA Application Supplement for Construction Programs

A. Metropolitan Area Review

A.1. Projects involving the development of hospitals, airports, libraries, water supply and distribution facilities, sewage and waste treatment works, highways, transportation facilities, water development, or land conservation within a metropolitan statistical area (MSA) require comments from the metropolitan area clearinghouse/agency. Does the proposed project involve any of the above identified developments within an MSA?

Yes No

A.2. If Yes, please attach either:

- Comments from the responsible metropolitan area clearinghouse/agency and a statement that such comments have been considered; or
- An explanation as to why comments are not available; or
- A statement indicating the date the application was made available to the appropriate metropolitan area clearinghouse/agency and units of general local government for review and certifying that the application has been before the metropolitan area clearinghouse/agency for a period of 60 days without comments or recommendations.

TBRPC - Letter.pdf

Add Attachment

Delete Attachment

View Attachment

B. District Organization Project Administration

B.1. Will the District Organization for the region in which the project will be located administer the project for the applicant?

Yes No

B.2. If Yes, you must certify to all of the following and indicate your certification by checking each box:

- The administration of the project is beyond the capacity of the applicant's current staff and would require hiring additional staff or contracting for such services;
- No local organization/business exists that could administer the project in a more efficient or cost-effective manner than the District Organization; and
- The District Organization will administer the project without subcontracting the work.

B.3. If the project will be administered by the District Organization and you did not certify to all of the above, explain below.

C. Preliminary Engineering Report

To be considered for assistance, all construction and design applications must include a **Preliminary Engineering Report (PER)** that at a minimum provides the following information:

- C.1. Description of project components. Provide a general description of all project components involved in the project. Indicate whether the project involves the construction of new infrastructure or facilities or the renovation or replacement of existing ones. Describe each of the project components in terms of dimensions, quantities, capacities, square footage, etc.
- C.2. A statement verifying that the project components described in the engineering report are consistent with the EDA investment project description that is provided in Section B.2 of Form ED-900. Engineering reports that describe project components that are inconsistent with the EDA investment project description in Section B.2 of Form ED-900 will not be considered valid.
- C.3. Drawings showing the general layout and location of the existing site conditions and of the project components as well as location of any project beneficiary identified in Section B.9 of Form ED-900 that provide economic justification for the project, if any. Rough dimensions and quantities for major project components should be shown and labeled on the drawings. Drawings should clearly identify the project components that are being proposed. Applicants are encouraged to clarify such drawings, for example, through color coding, labeling, and other appropriate methods.
- C.4. A feasibility analysis for the constructability of the project. Include a review of the existing conditions and note particular features, alignments, and circumstances affecting construction of project components.
- C.5. The proposed method of construction. Indicate whether construction procurement will be done through competitive bid or other method. Indicate if any portion of the project is to be done by design/build, construction management at risk, the applicant's own forces, or a third-party construction manager. If an alternate construction procurement method (other than traditional design/bid/build with sealed competitive bid process) is proposed, a construction services procurement plan must be provided to EDA for approval in accordance with EDA's regulation at 13 C.F.R. § 305.6(a).
- C.6. The number of construction contracts anticipated. If multiple contracts are proposed, describe the project components included in each contract. If separate contracts are anticipated for demolition or site work, the budget information cost classification should reflect the estimated costs for these components. If project phasing is proposed, a project phasing request must be provided to EDA for approval per EDA's regulation at 13 C.F.R. § 305.9(a).
- C.7. A current detailed construction cost estimate for each of the project components. Show quantities, unit prices, and total costs and provide a basis for the determination of construction contingencies. The total of this estimate should match the construction line item of the SF-424C.
- C.8. Real property acquisition. If the budget includes costs for acquisition of real property, include a current fair market value appraisal completed by a certified appraiser for the property to be purchased.

C.9. A list of all permits required for the proposed project and their current status. Identify all permits required; include the timeline to obtain the permits and discuss how the permitting relates to the overall project schedule. If the project crosses a railroad right-of-way or is within a railroad right-of-way, explain any permitting or approvals that may be required from the railroad or other authority and the timeframe for obtaining these permits or approvals.

C.10. An overall estimated project schedule. This schedule should agree with the project schedule outlined in the ED-900. Include the number of months for each of the following:

- i. design period;
- ii. period of time to obtain required permits;
- iii. period of time to obtain any required easements or rights-of-way;
- iv. solicitation of bids and awarding of contracts, and
- v. construction period.

C.11. Overall project budget breakdown. For each “cost classifications” line item that the applicant indicates will be included in the project budget on Form SF-424C, the applicant must provide a breakdown of the proposed project costs and tasks that is consistent with the detailed construction cost estimate for the project provided in the PER.

Preliminary ER.pdf

Add Attachment

Delete Attachment

View Attachment

D. Title Requirements

D.1. Does the applicant currently hold title to all project facilities, underlying land, necessary easements, and rights-of-way required for the project?

- Yes (go to question D.2) No (explain below)

D.1.a. If No, does the applicant plan to obtain title?

- D.1.a.i. Yes

How and when will the applicant obtain title? (After answering, go to question D.2)

- D.1.a.ii. No

Please explain why not

D.1.b. If you indicated that the applicant does not currently have title and does not intend to obtain title, does the applicant hold a long-term lease or hold interest in project property for a period not less than the estimated useful life of the project?

D.1.b.i. Yes. Go to question D.2

D.1.b.ii. No. Please explain below how the applicant will satisfy EDA's title regulation at 13 C.F.R. § 314.7.

D.2. EDA regulations normally require recipients to provide a security interest and/or covenant of use in the real property or significant items of tangible personal property acquired or improved with EDA investment assistance (see 13 C.F.R. §§ 314.8 & 314.9). Will you be able to provide the required security interest?

Yes No (explain how you will satisfy the requirements of 13 C.F.R. §§ 314.8 & 314.9)

D.3. Will real property or project facilities to be acquired or improved with EDA investment assistance, including any industrial or commercial park acreage, be mortgaged or used to collateralize any type of financing, including but not limited to bonds or tax credits, or is any real property to be used for the project currently mortgaged or being used as collateral?

Yes (explain below) No

D.4. Describe any required State permits, easements, rights-of-way or leases necessary to construct, operate, and maintain the project.

State Environmental Resource Permit (ERP)
National Pollutant Discharge Elimination System (NPDES) Permit for Construction Activity
Gopher Tortoise Relocation Permit
FDEP Industrial Wastewater Permit
Section 404 Permit or Corps of Engineers Dredge and Fill Permit
Southwest Florida Water Management District (SWFWMD) Permit for wetland impacts

D.5. Describe any liens, mortgages, other encumbrances, reservations, reversionary interests or other restrictions on the applicant's interest in the property.

There are no restrictions on the applicant's interest in the property.

D.6. Is the project located on a military or Department of Energy installation that is closed or scheduled for closure or realignment?

- Yes No

D.7. Does the project involve construction within a railroad's right-of-way or over a railroad crossing?

- Yes (explain below) No

D.8. Does the project include construction of a highway owned by a State or local government (other than the applicant)?

- Yes (explain below) No

E. Sale or Lease

E.1. Does the applicant intend to sell, lease, transfer, dedicate or otherwise convey any interest in the project facilities, underlying land, or any land improved with EDA investment assistance?

- Yes (explain below) No

E.2. Is the purpose of the project to construct facilities to serve an industrial or commercial park or sites owned by the applicant for sale or lease to private parties?

No Yes

Identify the owners of the acreage, provide an estimate of the number of acres benefiting from the proposed investment and explain how EDA's requirements will continue to be met after any sale or lease.

Note: Applicants may be asked to provide documentation that EDA's requirements will continue to be met after the sale or lease of project property.

E.3. Is the purpose of the project to construct facilities to serve a privately owned industrial or commercial party or other privately owned sites for sale or lease?

No Yes

If Yes, identify the owners of the acreage, estimate the number of acres benefiting from the proposed investment, and explain below how EDA's requirements will continue to be met after the sale or lease. Note that EDA may require that the private owner agree to certain restrictions on the use of the property and may require that those restrictions survive any sale or transfer of the property. In addition, EDA may require evidence that the private party has title to the park or site and may require the private party to provide other assurance that EDA determines are necessary to ensure that the property is used in a manner consistent with the project purpose. See 13 C.F.R. § 314.3(c) and § 314.7.

E.4. For privately owned land improved by the proposed project, is the private owner willing to enter into an agreement to limit the sale price of the improved land to its fair market value before the improvements for a reasonable period of time?

Yes (explain below) No/Not applicable (no private owners)

E.5. Is the purpose of the project to construct, renovate or purchase a building?

Yes (explain below) No

E.5.a. Will the building be leased in whole or in part?

Yes (explain below) No

E.5.b. Is the purpose of the building to provide incubator space to new companies?

Yes (explain below) No

E.5.c. Will there be limitations on the length of the lease term?

Yes (explain below) No

E.5.d. Is the purpose of the project to provide building space to a single user or multiple users?

Yes No

E.5.e. Explain below the terms of any proposed lease.

F. State Historic Preservation Requirements

Have comments from the appropriate State Historic Preservation Officer (SHPO) already been received?

Yes (attach comments) No

Add Attachment

Delete Attachment

View Attachment

Note: If comments have not already been received, the applicant will be required to submit materials to SHPO. Regardless of whether the applicant believes historic or archaeological artifacts are present, the applicant will be required work with its SHPO. Specific requirements for states' SHPOs can generally be found on their websites. Applicants can also request additional information from EDA Regional Offices.

Please note that the SHPO clearance process can be lengthy. When submitting this material to the SHPO, the applicant must request that the SHPO submit comments on the proposed project to the EDA Regional Office processing the application.

G. National Environmental Policy Act (NEPA) Requirements

G.1. Please attach an environmental narrative and applicant certification clause using the template found on www.eda.gov.

Environmental Narrative.pdf

Add Attachment

Delete Attachment

View Attachment

Federal agencies are required by law to assess the expected environmental impacts associated with proposed federal actions. Depending on its analysis of information submitted by the applicant, EDA may request additional information to better understand the current environmental conditions and the project elements that will affect the environment.

Comprehensive information is required to complete an environmental review in accordance with NEPA. Information must be provided for the:

- (i) site where the proposed project facilities will be constructed and the surrounding areas affected by its operation; and
- (ii) areas to be affected by any primary beneficiaries of the project.
- (iii) The information submitted must be sufficient to evaluate all reasonable alternatives to the proposed project and the direct and indirect environmental impacts of the project, as well as the cumulative impacts on the environment as defined in the regulations for implementing the procedural provisions of NEPA. See 40 C.F.R. parts 1500-1508.

The level of detail should be commensurate with the complexity and size of the project and the magnitude of the expected impact. Previously completed environmental impact documentation (assessments, impact statements, etc.) for activities in the region in which the proposed project will be located may be used as documentation.

H. Business Incubators and Accelerators

Does the applicant intend to construct or renovate a business incubator, accelerator, commercialization center, or similar project?

No

Yes

Please attach a feasibility study demonstrating the need for the Project and an operational plan based on industry best practices demonstrating the Eligible Applicant's plan for ongoing successful operations. See the applicable NOFO for additional information and guidance.

Add Attachment

Delete Attachment

View Attachment

Abandoned Runway Rehabilitation and Infield Development

PRELIMINARY ENGINEER'S REPORT

Brooksville-Tampa Bay Regional Airport (BKV)
Hernando County, Florida

Prepared for:



August 2025



2202 N. Westshore Blvd., Suite 200
Tampa, Florida 33607

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APPENDIX:
Appendix A: Cost Estimate of Project Components

1.0 Introduction

Brooksville-Tampa Bay Regional Airport (BKV) was constructed in 1942 and is owned and operated by the Hernando County Board of County Commissioners (County). The County intends to implement several improvements within the infield area as depicted in Figure 1 below. To complete the design and construction of the proposed improvements, the County will be requesting federal funding through the Economic Development Administration (EDA) 2025 Disaster Supplemental assistance program.

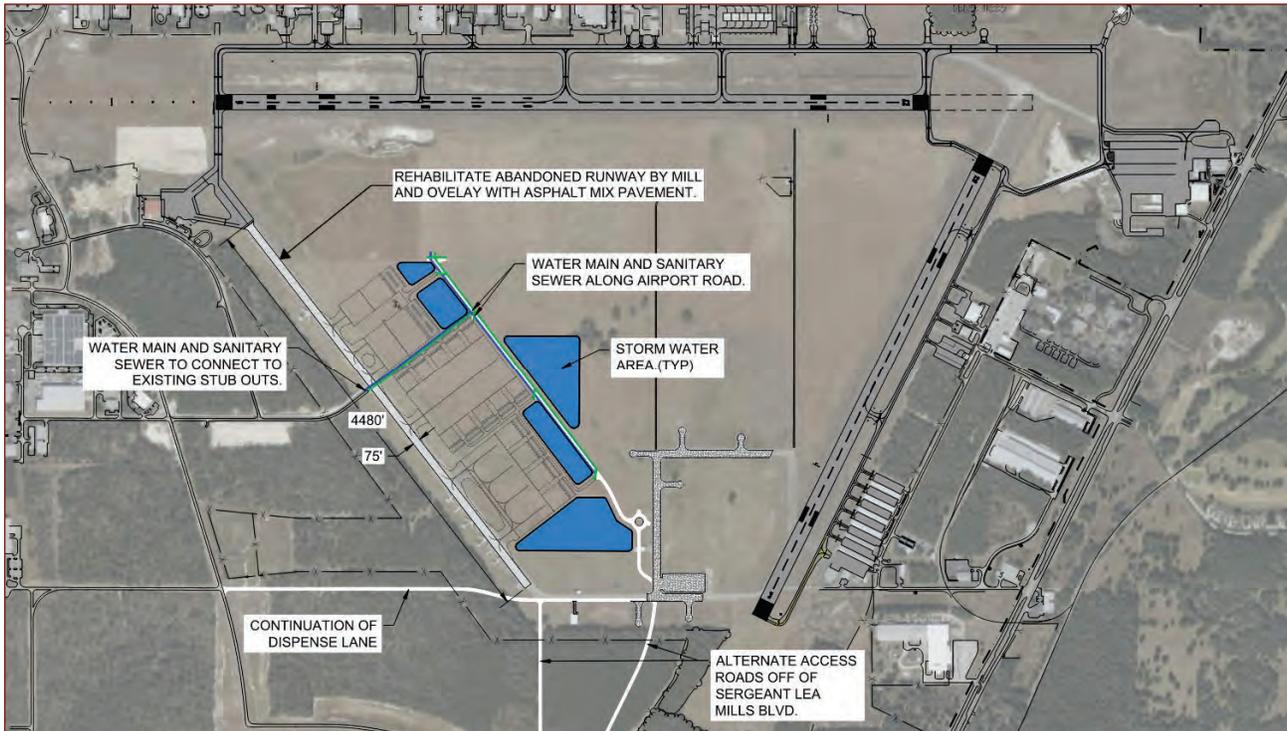


Figure No. 1 – Infield Development

2.0 Project Description

To ensure the safe operation of aircraft within the proposed development and facilitate access to these areas, the project will include the following elements:

1. Rehabilitate the concrete paved abandoned runway for use as a taxiway. The existing abandoned runway is 150 feet wide by 4,480 feet long. This rehabilitation will consist of milling a 75-foot-wide portion along the center line and resurfacing with new asphalt mix pavement for a total rehabilitation area of 336,000 SF. Additional items associated with this rehabilitation will include installing edge lights and signage. Once completed, the new Airplane Design Group (ADG) IV taxiway will facilitate aircraft access from the future infield development to existing Runway 9-27.
2. Install infrastructure to support future infield development that includes constructing about 11,930 linear feet of 24-foot-wide asphalt paved roadway.
3. Perform earthwork that includes cutting, filling, grading, and compaction operations.
4. Install about 4,000 linear feet of water pipes.
5. Install about 4,600 linear feet of sanitary sewer pipes and 14 sanitary sewer manholes.
6. Construct about 26 acres of stormwater management facilities.

7. Clear and grub about three (3) acres of wooded land.
8. Install about 50,000 square feet of sodding.
9. Install about 10,000 square feet of pavement markings.

3.0 Design Standards

This project will be designed and constructed according to the following technical design criteria:

1. FAA AC 150/5300-13B – Change 1, “Airport Design”
2. FAA AC 150/5320-6G, “Airport Pavement Design and Evaluation”
3. FAA AC 150/5340-1M, “Standards for Airport Marking”
4. FAA AC 150/5370-2G, “Operational Safety on Airports During Construction”
5. FAA AC 150/5370-10H, “Standard Specifications for Construction of Airports”
6. FAA AC 150/5340-30J, “Design and Installation Details for Airport Visual Aids”

4.0 Dimensions and Quantities

Dimensions and quantities of the project’s main elements are depicted on Figure 2 below:

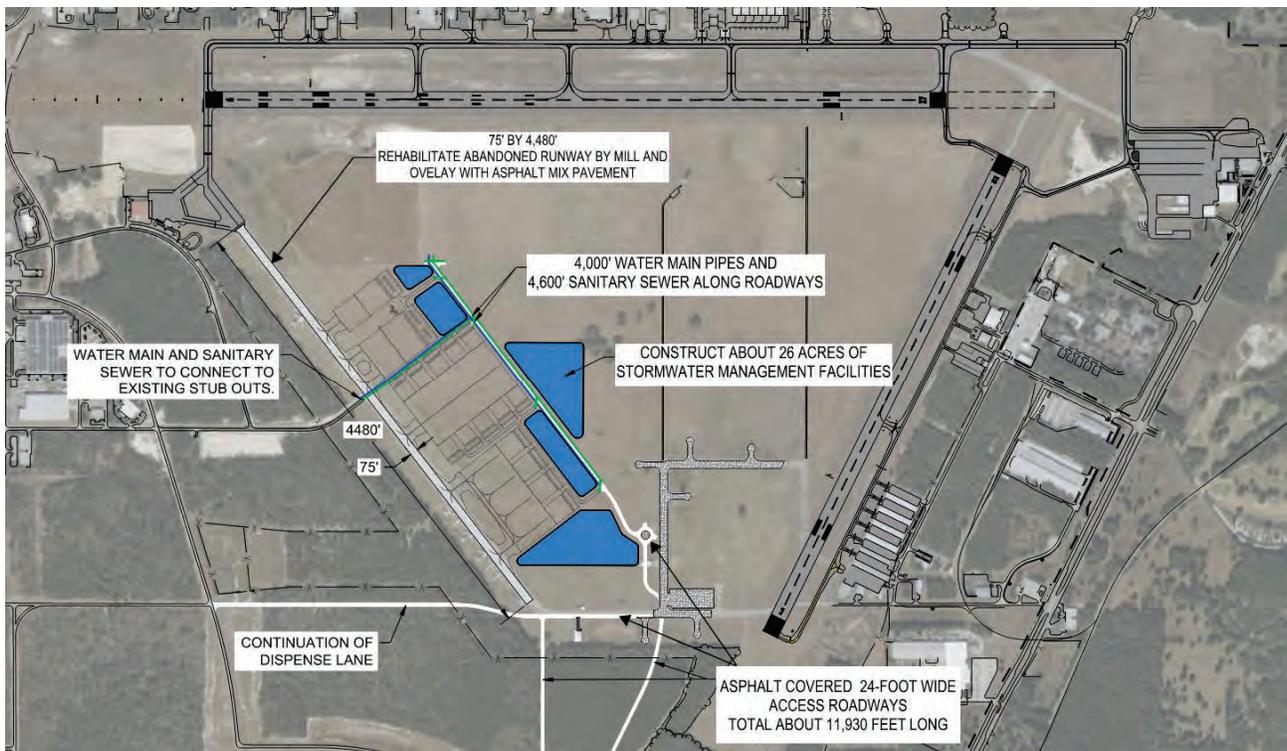


Figure No. 1 – Project Main Elements

5.0 Feasibility Analysis

The existing decommissioned runway consists of concrete paved surface while the remaining portions of the project site are grassed covered. No existing features, alignments, or circumstances are anticipated to impact the proposed construction.

6.0 Method of Construction

The construction of this project will follow traditional method of bidding. Construction documents will be issued to competitive bidders for sealed bid process.

7.0 Construction Contracts

It is anticipated that the construction of this project will be awarded to one general contractor that will be responsible for executing all project elements including rehabilitation of the abandoned runway, construction of roadways, construction of stormwater management facilities, earthwork operations, and installation of utilities.

8.0 Construction Cost of Project Components

Construction costs and unit prices were established using recent projects within the Hernando County area. The total probable construction cost for this project is estimated at \$17,000,000. This total includes an allowance for Construction Administration (CA) services and a 15% contingency. This contingency is added to allow for future escalation in labor and unit cost. See attached Cost Estimate in Appendix A for details.

9.0 Real Property Acquisition

The Airport is owned and operated by the County; no real property acquisition is be anticipated.

10.0 Permits Required

It is anticipated that permits will be required through Southwest Florida Water Management District (SWFWMD) Environmental Resource Permit, Florida Department of Environmental Protection (FDEP) sanitary and potable water connection permits, FAA 7460 Determination, City of Brooksville Building Permit. While permit times can vary based on agency backlog and review time, it is assumed that permitting will take approximately 130 days.

As an Environmental Assessment is currently being performed at BKV, it is assumed that an additional assessment will not be required. The environmental permitting through FAA will vary based on the results of the Assessment, however it is anticipated that a Categorical Exclusion (CatEx) will be reviewed concurrently with other permitting tasks.

11.0 Overall Estimated Project Schedule

This project will be divided into phases to minimize interruption to Airport Operations. A Notice to Proceed for the proposed construction is anticipated in July 2026 and estimated to take 730 consecutive calendar days as follows:

Task	Duration
Design/Data Collection – Not Included in This Grant	6 Months
Permitting – Not Included in this Grant	4.5 Months
Obtain Easements/Right-of-Way – Not Included in This Grant	Not Anticipated
Solicitation, Bidding and Award – Not Included in This Grant	2 Months
Mobilization Period	2 Months
Construction (All Phases)	9 Months
Close Out	1 Month

Total Project Duration: 24.5 Months



12.0 Overall Project Budget Breakdown

Project budget breakdown for each cost classification is included on Form SF-424C under a separate attachment.

Cost Estimate of Project Components

**Preliminary Cost Estimate
In-Field Development
Brooksville-Tampa Bay Regional Airport (BKV)**

Item No.	Spec No.	Item Description	Unit	Quantity	Unit Price	Item Total
1		Safety, Security, and Maintenance of Airfield Operations	LS	1	\$125,000.00	\$125,000.00
2		Project Record Documents - As-Built Survey	LS	1	\$50,000.00	\$50,000.00
3		Contractor Quality Control Program	LS	1	\$125,000.00	\$125,000.00
4		Temporary Pollution, Erosion, and Siltation Control	LS	1	\$125,000.00	\$125,000.00
5		Mobilization	LS	1	\$1,300,000.00	\$1,300,000.00
6		Unclassified Excavations	CY	15,000	\$15.00	\$225,000.00
7		Stormwater Management Facility	AC	26	\$90,000.00	\$2,340,000.00
8		Tree Removal	AC	3	\$15,000.00	\$45,000.00
9		Clearing and Grubbing	AC	3	\$10,000.00	\$30,000.00
10		Asphalt Pavement 2"-Access Roads (@ 24' wide)	TN	3,700	\$250.00	\$925,000.00
11		Lime Rock	CY	8,000	\$100.00	\$800,000.00
12		Prime Coat	GAL	3,200	\$4.50	\$14,400.00
13		Tack Coat	GAL	2,550	\$4.50	\$11,475.00
14		Final Reflective Markings (White and Yellow)	SF	10,000	\$4.25	\$42,500.00
15		Sodding	SY	50,000	\$5.00	\$250,000.00
16		Water Main	LF	4,000	\$125.00	\$500,000.00
17		Sanitary Sewer	LF	4,600	\$125.00	\$575,000.00
18		Sanitary Sewer Manhole	EA	14	\$8,000.00	\$112,000.00
19		Abandoned Runway Rehab (75' x 4,480') @ 5.5" Asphalt	LS	1	\$6,250,000.00	\$6,250,000.00
20		Lift Station	EA	1	\$200,000.00	\$200,000.00
21		Signage	LS	1	\$50,000.00	\$50,000.00
					Total Construction:	\$14,095,375.00

Construction:	\$14,100,000
15% Contingency:	\$2,100,000
CA Services (including testing and inspections):	\$800,000
Total Project Cost (Including 15% Contingency):	\$17,000,000



8/21/2025

Economic Development Administration
U.S. Department of Commerce
1401 Constitution Avenue NW
Washington, DC 20230

Subject: EDA Application Brooksville – Tampa Bay Regional Airport Critical Infrastructure Construction Project

To Whom it May Concern:

On behalf of Brooksville – Tampa Bay Regional Airport (BKV), I am pleased to express our full commitment to the successful implementation of Brooksville – Tampa Bay Regional Airport (BKV) Critical Infrastructure Construction Project, for which Hernando County Board of County Commissioners is seeking funding through the Economic Development Administration (EDA) grant program. Our organization is dedicated to fostering economic growth, job creation, and sustainable development in Hernando County Florida, aligning with the EDA’s mission to promote innovation and economic resilience.

BKV pledges to provide the following support to ensure the project’s success:

BKV is well-positioned to drive regional economic development through business incentives offered by Hernando County and the State of Florida, tied to capital investment, job creation, wage levels, and facility size. To further attract and retain high-impact employers, BKV may offer flexible, performance-based land lease discounts or other considerations for both aviation and non-aviation companies relocating or expanding within the project area—supporting EDA’s mission to foster economic resilience and private-sector growth.

BKV has a proven track record of successfully managing economic development initiatives, including the successful attraction of aviation and non-aviation private investment representing the support of more than 2,000 jobs. We are confident our expertise, combined with the EDA’s support, will lead to measurable outcomes, such as the creation of new sites to increase private investment, create new job opportunities, and diversify the Hernando County economy.

Should you require additional information or documentation, please contact me at 352-754-4061. We look forward to partnering with the EDA to drive economic prosperity in Hernando County Florida.

Sincerely,

A handwritten signature in cursive script that reads "Valerie Pianta".

Valerie Pianta, MEDP
Acting Airport Manager



Slate of Officers

Mayor Maureen Freaney, Chair
Commissioner René Flowers, Vice Chair
Commissioner Rebecca Bays, Secretary/Treasurer
Mayor Woody Brown, Past Chair
Wren G. Krahl, Executive Director

 4000 Gateway Centre Blvd., Suite 100
Pinellas Park, Florida 33782
 (727) 570-5151
 info@tbrpc.org
 www.tbrpc.org

August 5, 2025

Letter of CEDS Consistency for Hernando County's Brooksville – Tampa Bay Regional Airport (BKV) Taxiway Resurfacing and Infield Infrastructure Project

As the region's EDA-designated Economic Development District (EDD), the Tampa Bay Regional Planning Council (TBRPC) wishes to express that Hernando County's Taxiway Resurfacing and Infield Infrastructure Project at the Brooksville - Tampa Bay Regional Airport and Technology Center (BKV), is aligned with the Tampa Bay Comprehensive Economic Development Strategy (CEDS). The TBRPC enthusiastically supports Hernando County in its application for the EDA FY25 Disaster Supplemental funding.

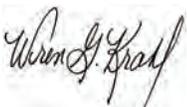
Hernando County's fully designed project will expand critical infrastructure to enhance the airport's capacity to accommodate new business investment, create quality jobs, support disaster resilience, and promote economic diversification and growth in the region. The project will resurface 5,700 feet of deactivated runway, expand service road access, and install water and sewer utilities to the infield area of the airport.

By incorporating 500 additional acres of service ready sites, BKV will be better equipped to accommodate larger facilities for aircraft maintenance and repair, increased commercial spaces, and new manufacturing enterprises. Hernando County estimates that this critical infrastructure development will enable the creation of 100 high-paying jobs post-construction. Two industries, Judah 1 Aviation, Inc. and Pem Air, have already expressed support for the project. Increased land viability will also improve regional disaster resilience by providing additional space for Department of Defense paratrooper training and National Guard deployment.

This project most directly supports CEDS Goal 1 (*"To support the development of a diversified economy by expanding the quantity and quality of job opportunities"*), CEDS Goal 2 (*"To support programs and strategies, including international trade, which assist in the retention, expansion, and attraction of businesses."*), CEDS Goal 6 (*"To ensure that there is a superior network of public infrastructure with supportive land use regulations to maintain the region as a competitive location for targeted industries and to provide for public safety and homeland security"*), and CEDS Goal 12 (*"To promote a regional perspective on multi-modal transportation systems for people, goods and services that includes transit, highway, seaport, airport, rail, broadband, and multi-use trail planning and development."*)

The TBRPC has full confidence that, if funded, this Taxiway Resurfacing and Infield Infrastructure project will contribute to the Tampa Bay region's economy and strengthen the region's resiliency.

Sincerely,



Wren G. Krahl
Executive Director
Tampa Bay Regional Planning Council



August 18, 2025

Economic Development Administration
U.S. Department of Commerce
1401 Constitution Avenue NW
Washington, DC 20230

Subject: EDA Application Brooksville – Tampa Bay Regional Airport Critical Infrastructure Construction Project

To Whom it May Concern:

On behalf of the Greater Hernando County Chamber of Commerce, we are pleased to express our full commitment to the successful implementation of Brooksville – Tampa Bay Regional Airport (BKV) Critical Infrastructure Construction Project, for which we are seeking funding through the Economic Development Administration (EDA) grant program. Our organization is dedicated to fostering economic growth, job creation, and sustainable development in Hernando County Florida, aligning with the EDA's mission to promote innovation and economic resilience.

The Greater Hernando County Chamber of Commerce (Chamber) pledges to provide the following support to ensure the project's success: Committed to serving as the voice of the business community, ensuring effective communication and providing critical updates on legislative and local issues that may impact our members' businesses. We will actively collaborate with BKV staff and contractors awarded contracts for the construction of the new taxiway to assist in identifying and connecting with essential suppliers and vendors to support the project's success.

Our leadership will promote the project within the local and regional business communities, serving as a forum for regular updates and fostering engagement. Additionally, the Chamber will engage with County and State regulatory agencies and elected officials to advocate for the project's success. This policy initiative aims to ensure the project achieves its objectives, including the development of serviced aviation and manufacturing sites to drive private investment and job creation in the region.

Should you require additional information or documentation, please contact me at 352-796-0697. We look forward to partnering with the EDA to drive economic prosperity in Hernando County Florida.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Nick Holmes', is written over a light blue horizontal line.

Nick Holmes, Chair
2025 Board of Directors



careersourcepascohernando.com

August 18, 2025

Economic Development Administration

U.S. Department of Commerce

1401 Constitution Avenue NW

Washington, DC 20230

Subject: EDA Application Brooksville – Tampa Bay Regional Airport Critical Infrastructure Construction Project

To Whom it May Concern:

On behalf of CareerSource Pasco Hernando, I am pleased to express our full commitment to the successful implementation of Brooksville – Tampa Bay Regional Airport (BKV) Critical Infrastructure Construction Project, for which we are seeking funding through the Economic Development Administration (EDA) grant program. Our organization is dedicated to fostering economic growth, job creation, and sustainable development in Hernando County Florida, aligning with the EDA's mission to promote innovation and economic resilience.

CareerSource Pasco Hernando pledges to provide the following support to ensure the project's success:

CareerSource Pasco Hernando, also known as the Pasco-Hernando Workforce Board, is dedicated to advancing economic development in our region by fostering a skilled, high-quality workforce that supports the success of local businesses and enhances community well-being. We commit to actively partnering with BKV staff and contractors awarded contracts for the construction of the new taxiway to facilitate worker recruitment and develop tailored training programs to elevate the skills required throughout the project's duration.

To ensure effective coordination, we will designate a Business Services Manager as the primary point of contact for these companies during the construction phase. This policy initiative is designed to support the project's objectives, including the creation of serviced aviation and manufacturing sites to promote private investment and economic growth in the region.

info@careersourcepascohernando.com
PO Box 6589 | Spring Hill, FL 34611
p: 352-593-2222 | f: 352-593-2200



CareerSource Pasco Hernando has a proven track record of successfully managing economic development and workforce initiatives, including recent workforce training and employer partnership programs that have directly supported job creation and helped strengthen key sectors such as healthcare, advanced manufacturing, and information technology. These efforts have not only created employment opportunities but have also revitalized local industries by ensuring a steady pipeline of skilled workers prepared to meet evolving business needs. We are confident that our expertise, combined with the EDA's support, will lead to measurable outcomes, such as the creation of new sites to increase private investment, create new job opportunities, and diversify the Hernando County economy.

Should you require additional information or documentation, please contact me at (352) 585-2830 or by email at jsalatino@careersourcepascohernando.com. We look forward to partnering with the EDA to drive economic prosperity in Hernando County Florida.

Sincerely,

A handwritten signature in blue ink that reads "Jerome Salatino". The signature is written in a cursive style with a long horizontal stroke at the end.

Jerome Salatino

CEO/President

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August 22, 2025

Economic Development Administration
U.S. Department of Commerce
1401 Constitution Avenue NW
Washington, DC 20230

Subject: EDA Application Brooksville – Tampa Bay Regional Airport Critical Infrastructure.
Construction Project

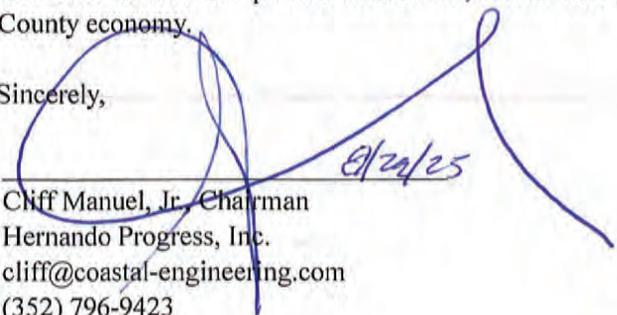
To Whom it May Concern:

Hernando Progress, Inc., a private nonprofit business organization representing the key business leaders in Hernando County, Florida is pleased to express our support for the funding through the Economic Development Administration (EDA) grant program required to implement the Brooksville – Tampa Bay Regional Airport (BKV) Critical Infrastructure Construction Project. Our organization is dedicated to fostering economic growth, job creation, and sustainable development in Hernando County Florida, aligning with the EDA's mission to promote innovation and economic resilience.

Hernando Progress will provide support and actively work in partnership with BKV staff and qualified contractors for the successful completion of the new BKV taxiway; support for the project will engage the local and regional business community needed to engage County/State agencies and elected leadership to support the project. This support initiative will seek to ensure the project meets its objectives, including creating serviced aviation and manufacturing sites to support the growth and expansion of private investment and job creation.

Hernando Progress, Inc. has a proven track record of successfully managing economic development initiatives, including: the funding of a future land use study, community education on economic development and uniting the Hernando County Business Community. We are confident that our expertise, combined with the EDA's support, will lead to measurable outcomes, such as the creation of new sites to increase private investment, create new job opportunities, and diversify the Hernando County economy.

Sincerely,


Cliff Manuel, Jr., Chairman
Hernando Progress, Inc.
cliff@coastal-engineering.com
(352) 796-9423



NATURE COAST
MANUFACTURERS'
ASSOCIATION, INC.

Date: Friday, August 22, 2025

Economic Development Administration
U.S. Department of Commerce
1401 Constitution Avenue NW
Washington, DC 20230

Subject: EDA Application Brooksville – Tampa Bay Regional Airport Critical Infrastructure Construction Project

To Whom It May Concern:

On behalf of the Nature Coast Manufacturers' Association, I am pleased to express our full commitment to the successful implementation of Brooksville – Tampa Bay Regional Airport (BKV) Critical Infrastructure Construction Project, for which we are seeking funding through the Economic Development Administration (EDA) grant program. Our organization is dedicated to fostering economic growth, job creation, and sustainable development on Florida's Nature Coast, aligning with the EDA's mission to promote innovation and economic resilience.

The Nature Coast Manufacturers Association (NCMA) is dedicated to enhancing the business environment for manufacturers on the Nature Coast including Hernando County through advocacy, effective communication, and the provision of education, training, and collaborative resources tailored to the needs of local manufacturers.

Nature Coast Manufacturers' Association pledges to provide the following support to ensure the project's success: NCMA commits to actively collaborating with BKV staff and contractors on the construction of the new taxiway. Our organization will assist in identifying and connecting with suppliers and vendors essential to the project's success. Additionally, NCMA leadership will promote the project within the local and regional business communities and engage with County and State regulatory agencies and elected officials to ensure robust support.

This policy initiative aims to facilitate the project's objectives, including the development of serviced aviation and manufacturing sites, to foster private investment and job creation in the region.

NCMA has a proven track record of successfully managing economic development initiatives including: disaster preparedness, Connex supply chain support, advocacy for manufacturers, and workforce training. We are confident that our expertise, combined with the EDA's support, will lead to measurable outcomes, such as the creation of new sites to increase private investment, create new job opportunities, and diversify the Hernando County economy.

Should you require additional information or documentation, please contact me at (352) 428-4220. We look forward to partnering with the EDA to drive economic prosperity in Hernando County Florida.

Sincerely,

Duane Chichester
Executive Director
Nature Coast Manufacturers' Association

The School District of Hernando County, Florida

Wilton Simpson Technical College

17050 Spring Hill Dr.

Brooksville, FL 34604

Phone: (352) 797-7018

Fax: (352) 797-7118



Superintendent: *Ray Pinder*

Board Chairperson: *Shannon Rodriguez*

Vice Chairperson: *Mark Johnson*

Board Members:

Michelle Bonczek

Susan Duval

Kayce Hawkins

August 21, 2025

Economic Development Administration

U.S. Department of Commerce

1401 Constitution Avenue NW

Washington, DC 20230

Subject: EDA Application Brooksville – Tampa Bay Regional Airport Critical Infrastructure Construction Project

To Whom it May Concern:

On behalf of Wilton Simpson Technical College, I am pleased to express our full commitment to the successful implementation of Brooksville – Tampa Bay Regional Airport (BKV) Critical Infrastructure Construction Project, for which we are seeking funding through the Economic Development Administration (EDA) grant program. Our organization is dedicated to fostering economic growth, job creation, and sustainable development in Hernando County Florida, aligning with the EDA's mission to promote innovation and economic resilience.

Wilton Simpson Technical College pledges to provide the following support to ensure the project's success:

Wilton Simpson Technical College is committed to empowering our community through high-quality, innovative educational programs that foster growth and success. We will actively collaborate with BKV staff and contractors during the construction of the new taxiway to identify and develop training programs aimed at enhancing the skills of both existing and new employees throughout the project's duration.

In partnership with key stakeholders, we will maintain ongoing communication with companies involved to promptly address their immediate workforce needs. This policy initiative is designed to support the project's objectives, including the development of serviced aviation and manufacturing sites, to promote private investment and economic growth in the region.

We are confident that our expertise, combined with the EDA's support, will lead to measurable outcomes, such as the creation of new sites to increase private investment, create new job opportunities, and diversify the Hernando County economy.

Should you require additional information or documentation, please contact me at 352-797-7018. We look forward to partnering with the EDA to drive economic prosperity in Hernando County Florida.

Sincerely,

A handwritten signature in black ink that reads 'Radiah Dent'.

Dr. Radiah Dent

Director of Adult and Technical Education

Wilton Simpson Technical College

dent_r@hcsb.k12.fl.us



299 1st Ave N,
St. Petersburg, FL 33701

o: 800.228.8485
c: 352.519.2399

www.duke-energy.com

September 2, 2025

Economic Development Administration
U.S. Department of Commerce
1401 Constitution Avenue NW
Washington, DC 20230

Subject: EDA Application Brooksville – Tampa Bay Regional Airport Critical Infrastructure Construction Project

To Whom It May Concern:

On behalf of Duke Energy Florida (DEF), I am pleased to express our full commitment to the successful implementation of Brooksville – Tampa Bay Regional Airport (BKV) Critical Infrastructure Construction Project, seeking funding through the Economic Development Administration (EDA) grant program. Our organization is dedicated to fostering economic growth, job creation, and sustainable development in Hernando County Florida, aligning with the EDA's mission to promote innovation and economic resilience. DEF plans to continue to provide the following support to ensure the project's success.

DEF will be a key partner with BKV in business recruitment and regional positioning. Our team will market the facility to our network of site consultants and showcase BKV to help attract investment and job creation to the area. DEF will continue to work with BKV staff and the Hernando Office of Economic Development and periodically offer marketing grants to elevate the airport's visibility. DEF has a proven track record of successfully managing economic development initiatives, including providing strategic support that can significantly enhance the growth potential of BKV.

DEF successfully completed a Site Readiness Program project on a 283-site located on the south side of the proposed project at BKV. This Site Readiness project positioned the site for the attraction of aviation, logistics, or advanced manufacturing tenants. We are confident that our expertise, combined with the EDA's support, will lead to measurable outcomes, such as the creation of new sites to increase private investment, create new job opportunities, and diversify the Hernando County economy.

Should you require additional information or documentation, please contact me at Staci.Bertrand@Duke-Energy.com. We look forward to partnering with the EDA to drive economic prosperity in Hernando County Florida.

Sincerely,

Staci Bertrand

Staci Bertrand, MBA, M. Ed
Senior Economic Development Manager

Office of the Assistant Secretary
U.S. Economic Development Administration
1401 Constitution Avenue NW Suite 71014
Washington, D.C. 20230

RE: EDA Disaster Supplemental Grant - Brooksville-Tampa Bay Regional Airport Critical Infrastructure Construction Project

Dear Acting Assistant Secretary Page:

As the Representative of the 12th Congressional District of Florida, the Office of Congressman Gus Bilirakis is pleased to provide this letter of support for the Hernando County Board of County Commissioners, Brooksville-Tampa Bay Regional Airport Critical Infrastructure Construction Project. Hernando County has a long-demonstrated success of securing funding from the U.S. Department of Transportation, Federal Aviation Administration, and various other federal and state funding sources.

The functional taxiway expansion will enable aviation-related industry into 150 acres of adjacent infield property and support future commercial and light industrial development opportunities across an additional 500 acres of adjacent employment-designated land. The proposed project, backed by my office, will create direct and indirect/induced high-wage jobs in aerospace, maintenance, repair and operations (MRO) and manufacturing. The direct benefit to the citizens of Florida's 12th Congressional District, including those of Hernando County, will be through the increase in local employment opportunities and reducing out-commuting. It will enhance economic reliance for District 12 communities by diversifying the tax base and attracting private investment improving median household incomes. The modern, hurricane-resilient infrastructure will mitigate future disruptions and improve economic vitality.

It is for these reasons; I encourage you to support the Hernando County *Brooksville-Tampa Bay Regional Airport Critical Infrastructure Construction Project*. Thank for you for consideration.

Sincerely,

Revised March 2025. Please check EDA’s website before using this template to confirm that you are using the latest version. As of the date of this version, the current template can be found at the bottom of the “Programs” page at EDA.gov.

Environmental Narrative Requirements

The National Environmental Policy Act (NEPA) requires Federal agencies to assess the potential environmental impacts associated with proposed federal actions, including financial assistance.

Applicants are encouraged to contact their designated Economic Development Representative or the applicable EDA Regional Environmental Officer with questions regarding this template and/or the appropriate level of documentation (please see the EDA website or the applicable Federal Funding Opportunity for contact information). Resources of available information are listed in many of the sections. If you are using a locally saved copy of this template, please check EDA’s website to confirm this is the current version.

Several issues discussed in the environmental narrative below may require consultation with other State or Federal agencies at a later date (for example, the State Historic Preservation Office, the U.S. Fish and Wildlife Service, or the National Oceanic and Atmospheric Administration’s (NOAA) National Marine Fisheries Service (NMFS)). While EDA does not require that applicants complete such consultations before submitting an initial application, applicants should be aware that in the event their project is selected for further evaluation for funding, EDA may delegate these consultations to the applicant and expect them to be completed in an expeditious manner and prior to approval of an award.

Applicants must provide information on the following items in the environmental narrative. For any area in which the applicant asserts that an item is not applicable to a project, provide an explanation.

A. PROJECT DESCRIPTION

1. Beneficiaries

Identify any existing businesses or major developments that will benefit from the proposed project, and those that will expand or locate in the area because of the project.

Beneficiaries from the proposed project will include aeronautical and non-aeronautical businesses that have shown interest in establishing facilities at the Brooksville-Tampa Bay Regional Airport (BKV). Existing tenants will have the opportunity to expand their operations at BKV. Additionally, Hernando County’s ability to develop the airport’s industrial park and infield areas will support new economic opportunities by attracting more tenants. The trickle down will result in positive impacts on the economic development within Hernando County and the surrounding areas, including the introduction of new jobs.

2. Proposed Construction

As an exhibit to this Narrative, provide a topographical map of the project area and a site map (with legend and north arrow) displaying the project location and boundaries, existing and proposed project components and location of all sites and/or companies benefitting from the proposed project. The documents should be of sufficient clarity for adequate interpretation of the Applicant’s intentions.

Describe the project construction components in detailed, quantifiable terms. Describe the project location, proposed construction activities (e.g., grading, trenching), and schedule. **It is sufficient to simply reference the Preliminary Engineering Report (PER) here if a PER containing this information has been submitted or will be submitted concurrently.**

The project includes the rehabilitation of an abandoned runway for use as a taxiway and installation of infrastructure for future infield development. The existing abandoned runway consists of 150 feet by 4,480 feet concrete pavement. This abandoned runway will be rehabilitated by milling a 75-foot wide portion along the center line and resurfacing with new asphalt mix pavement for a total rehabilitation area of 336,000 square feet. Additional infrastructure to support future infield development will include constructing about 11,930 feet of 24-foot wide asphalt paved roadways, installing 4,000 feet of water lines, installing 4,600 feet of sanitary sewer pipes, installing 14 sanitary sewer manholes, installing 10,000 square feet of pavement marking, and constructing about 26 acres of stormwater management facilities. The project also includes about three (3) acres of site clearing and grubbing, and installation of 50,000 square yards of sod. The Site Plan is provided as Attachment A.

3. Need and Purpose

Provide a brief summary of the underlying need and purpose of the proposal for EDA funding.

In 2020, Hernando County began the development process of evaluating future development opportunities by preparing an Airport Infrastructure Development Plan (IDP) for the industrial park areas of the airport. The initial phase of the IDP evaluated land use, roadways, drainage, utilities, and other infrastructure needed to prepare various sites for development over the next ten years. The fundamental need is to address the lack of infrastructure. The project allows for expanding capacity, creating new jobs, attracting new businesses as well as supporting existing businesses/tenants. The project aids in stimulating the economic growth within Hernando County, enhancing airport functionality, supporting the community, and providing a foundation for growth and development.

This project includes the construction of the airport's infrastructure needed to maximize future development within the airport's infield area.

4. Alternatives to the Proposed Project

Based in the Need and Purpose summary above, provide a detailed description of alternative actions that were considered during the project planning but were not selected (e.g., alternative locations, designs, scopes, other projects having similar benefits, and a "no project" alternative). Explain why this project/site was selected as the preferred alternative. Provide detail on why other alternatives were rejected (e.g., did not meet the purpose and need of the project, implicated more environmental receptors, had greater regulatory hurdles, or were at greater risk to extreme weather events than the proposed action). If the selected project would impact wetlands or floodplains, please provide a detailed description of alternatives to those proposed impacts.

Overall, infrastructure related to road access and utilities were the same through the alternatives that were analyzed. The notable change between the alternatives was the location and size of the stormwater ponds. The no-action alternative would leave the

infield area undeveloped. All alternatives met the purpose and need. This project was selected above the other alternatives because it maximized the efficient use of available land while maintained required stormwater features.

B. HISTORIC/ARCHEOLOGICAL RESOURCES

Identify any known historic/archeological resources within the project site(s) or area of potential effect that are either listed on the National Register of Historic Places or considered to be of local or State significance and perhaps eligible for listing on the National Register. In many states, the State Historic Preservation Office (SHPO) maintains GIS databases of historic properties and cultural resources. Delineate an Area of Potential Effect (APE) for the project. The APE is the geographic area or areas within which a proposal may cause changes in the character or use of historic properties, which would include (but is not limited to) any new development or renovation by the beneficiary facilitated by the proposed EDA project. Discuss the potential impacts of the project on culturally significant resources and provide a determination as to whether there will be: no historical properties/cultural resources present; no historical properties/cultural resources adversely affected; or historical properties/cultural resources adversely affected.

Note that the applicant is not required to contact the SHPO until directed to do so by EDA. If comments from the SHPO have already been received, they should be attached along with copies of the information provided to the SHPO. If you wish to initiate early consultation, please consult the website of the appropriate SHPO for instructions on required information.

The National Park Service's National Register web-based map utility was used to review records of National Register of Historic Places (NRHP) listed properties that are not considered "sensitive or restricted" (such as archaeological sites) near BKV. This review indicated that there are no unrestricted NRHP-listed cultural, historical, or archaeological resources within or adjacent to the project site. Because the search does not include sensitive or restricted sites, sites that have yet to be discovered, or sites that may be eligible for listing but have not been officially listed to date, this review should only be preliminary.

The National Register of Historic Places (NRHP) indicates the closest historic sites are approximately seven miles northeast of the project site in the City of Brooksville. The five historic sites/places are the Jennings William Sherman House (98001252), the Russell Judge Willis House (99000046), the South Brooksville Avenue Historic District (98001203), the Frank Sexon House (98001321), and the May Stringer (97000210).

A Cultural Resource Assessment Desktop Analysis was completed as part of the Runway 9-27 Extension Environmental Assessment (EA) and indicated four previously recorded archaeological sites. These sites show lithic scatters which are either not eligible or have not been evaluated for listing in the NRHP. None of these sites are located within the project site. (See Attachment B)

Coordination with SHPO will occur during the Due Diligence phase prior to design to evaluate potential effects of proposed projects that are in previously undisturbed areas or

that may impact buildings or landmarks that are more than 50 years of age have the potential to impact cultural resources prior to construction.

C. AFFECTED ENVIRONMENT

For the resource areas identified below, indicate the effects or impacts from proposed project activities and specify proposed measures to mitigate probable impacts.

Effects or impacts means changes to the human environment from the proposed action or alternatives that are reasonably foreseeable and have a reasonably close causal relationship to the proposed action or alternatives, including those effects that occur at the same time and place as the proposed action or alternatives and may include effects that are later in time or farther removed in distance from the proposed action or alternatives.

Effects include ecological (such as the effects on natural resources and on the components, structures, and functioning of affected ecosystems), aesthetic, historic, cultural, economic (such as the effects on employment), social, or health effects. Effects may also include those resulting from actions that may have both beneficial and detrimental effects, even if on balance the agency believes that the effect will be beneficial.

Reasonably foreseeable means sufficiently likely to occur such that a person of ordinary prudence would take it into account in reaching a decision.

1. Affected Area

Describe the general project area, including topography, historic land usages, unique geological features, and economic history. Provide site photographs if available. Identify native vegetation and wildlife found in the project area or its immediate vicinity. Describe the amount and type of vegetation in the project area and indicate the impact to vegetation if removed (e.g., 1.2 acres of early successional native hardwood forest). Identify any designated State and National Parks, National Wildlife Refuges, or National Game Preserves located on or in the vicinity of the proposed project activities. Identify any Wilderness Areas, as designated or proposed under the Wilderness Act, or wild or scenic rivers, as designated or proposed under the Wild and Scenic Rivers Act, or other lands protected under state or federal law that are located on or in the vicinity of the proposed project activities.

1. Please describe any effects or impacts including reasonably foreseeable effects.

The Area of Potential Effect (APE) is located entirely within the BKV property boundary. There are no state/national parks, national wildlife refuges, national game preserves, or wild and scenic rivers within the APE. There is a combination of developed and undeveloped areas within the APE. Existing development in the APE includes the abandoned runway, which is being converted to a taxiway for airside access and Runway Drive, which currently provides landside access to that area. Construction of new access roads requires the disturbance of tree-covered areas located in the south and east sides of the APE. Attachment A depicts the APE for this project.

2. Coastal Zones

Indicate whether the project is located within a designated coastal zone subject to the Coastal Zone Management Act. Information on coastal zone boundaries is available on the NOAA's website. Identify any shorelines, beaches, dunes, or estuaries within or adjacent to the project

site(s) and explain how the proposed project is consistent with the state's Coastal Zone Management Plan. If state concurrence is required, identify the state's Coastal Zone Management Agency.

The Florida Coastal Zone covers the entire state. Therefore, the proposed project site is located in an area subject to the Florida Coastal Management Program (FCMP). The proposed project would be consistent with the enforceable policies of the FCMP. The proposed project would not affect coastal resources, create plans to direct future agency actions, propose rulemaking that alters uses of a coastal zone that are inconsistent with the Program, or involve Outer Continental Shelf (OCS) leases. The closest Coastal Barrier Resource System (CBRS) is located 28 miles southwest of the Airport (CBRS Unit: Anclote Key FL-87P).

3. Wetlands

Identify any wetlands within or adjacent to the project site(s). If available, provide an on-site wetland/waters delineation performed in accordance with the 1987 (or current version) USACE Wetland Delineation Manual, as amended. Provide any correspondence from USACE, including any jurisdictional determination or permit documents.

1. Provide a determination of effects including the amount of jurisdictional waters affected by type (e.g., 1.1 acres of palustrine emergent wetlands would be impacted by the proposed project).
2. If any wetlands would be impacted by the project, provide an analysis of alternatives to wetland impact in this section or in the Alternatives to the Project section above.
3. Describe any mitigation plans here or in Section D below.

Also indicate if there are any proposed overwater structures that could impact navigable waters as defined in 33 CFR part 329.

If wetlands, streams, or navigable waters may be impacted, it is recommended that Applicants contact USACE concerning any jurisdictional waters resources.

A portion of the project area is mostly developed, the USFWS National Wetlands Inventory (NWI) Wetland Mapper indicates that only one freshwater emergent wetland is present in the project area. The locations of the mapped wetlands and surface waters are shown in Attachment C. There remains a possibility that other wetlands occur on the project area that do not appear on the NWI mapping or that the actual extent of wetlands is less or different than depicted on the mapping. For future development, particularly in areas that have not been previously developed, it will be important to evaluate each site for the potential presence of wetlands before construction.

It appears that the site plan will be unable to avoid impacting the wetland within the project site. Unavoidable wetlands will be mitigated through the purchase of mitigation credits from a local mitigation bank.

A Southwest Florida Water Management District (SWFWMD) permit will be required for the unavoidable wetland impacts.

4. Floodplains

Please state whether the project is located within a mapped 100- or 500-year floodplain. Provide a FEMA floodplain map (with the map number and effective date) displaying the project location and boundaries, existing and proposed project components, and location of all sites and/or companies benefiting from the proposed project. The document should be of sufficient clarity for adequate interpretation of the applicant's intentions.

Floodplain maps can be viewed and printed from FEMA's website. If FEMA floodplain maps do not exist in the project area, provide a letter from a Professional Engineer regarding the presence or absence of a 100-year floodplain.

- i) Describe effects to 100-year floodplains, if any.
- ii) If any 100-year floodplains would be impacted by the project, provide an analysis of alternatives to floodplain impact in this section or in the Alternatives to the Project section above.
- iii) Indicate whether the Applicant's community participates in the National Flood Insurance Program.
- iv) Indicate if a critical action (e.g., emergency response facility, hospital, wastewater treatment plant) is being located within the 500-year floodplain.

The existing FEMA floodplains include both Type AE and A, which have determined and undetermined flood elevations, respectively. Existing floodplains have been delineated based on Federal Emergency Management Agency (FEMA) National Flood Insurance maps for Hernando County with effective date December 2021.

The County's administrative floodplains differ from the FEMA map. Squirrel Prairie watershed covers eastern portions of the airport, the Powell watershed covers northern and middle areas of the airport, and Bear Creek covers south and western portions of the airport. The Base Flood Elevation for each of the watershed areas were determined and used to quantify required floodplain compensation per proposed impacted area. Based on the pre-app meeting held with SWFWMD, equivalent compensating storage for all 100-year, 24-hour riverine floodplain impacts must be provided. Cup-for-cup storage in dedicated areas of excavation is the preferred method of compensation. The required compensating volume will be provided by the proposed pond which is hydraulically connected to where the impact is proposed.

An impact floodplain map was created to determine what portions of the proposed development encroach on the existing floodplains. The floodplain map is provided in Appendix D. The impact volume was estimated by multiplying the encroachment/impact area by the difference in elevation between existing ground and base flood elevation.

Hernando County does participate in the National Flood Insurance Program.

5. Endangered Species

Provide a list of all threatened, endangered, and candidate species located in or near the project area, including any proposed development by the beneficiary, and the immediate vicinity. Identify these species' potential or existing habitat, and critical habitat designations in the project area. Identify the potential for impacts on these species. Critical habitat designations, lists of

protected species by county, and information on effect determinations are available on the FWS website. The FWS' web-based Information, Planning, and Conservation System (IPaC) may also be useful for the early planning stage of a project. If an Effect Determination or Biological Assessment has been completed for any of the species listed, please provide. Attach any correspondence with FWS that exists related to their proposal. For projects with possible impacts to fisheries and marine/coastal species, provide any correspondence with NMFS.

A list of federally protected species with potential to occur on or near BKV's infield area was generated from the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) website on March 7, 2024. Species from the IPaC list and the Natural Heritage list were evaluated with respect to habitat requirements and those with potential to occur in the habitats on and near BKV are listed below.

Scientific Name	Common Name	Federal Status	State Status
<i>Laterallus jamaicensis</i> ssp. <i>jamaicensis</i>	Eastern Black Rail	Threatened	Federally-designated Threatened (FT)
<i>Rostrhamus sociabilis</i> <i>plumbeus</i>	Everglade Snail Kite	Endangered	Federally-designated Endangered (FE)
<i>Grus americana</i>	Whooping Crane	Experimental Population, Non-Essential	Federal Non-Essential Experimental Population (FXN)
<i>Drymarchon couperi</i>	Eastern Indigo Snake	Threatened	Federally-designated Threatened (FT)
<i>Caretta caretta</i>	Alligator Snapping Turtle	Threatened	State-designated Threatened (ST)
<i>Gopherus polyphemus</i>	Gopher Tortoise	Threatened	Federally-designated Threatened (FT)
<i>Danaus plexippus</i>	Monarch Butterfly	Candidate	

Portions of the project site are clear but undeveloped are potential habitats for gopher tortoise burrows. During the Due Diligence phase of the project, a Phase 1 Environmental Site Assessment will be completed to determine the present of endangered species.

6. Land Use and Zoning

Describe the present formal zoning designation and current land use of the project site and adjacent land parcels. The areas include: the site of construction activities, adjacent areas, and areas affected by the primary beneficiaries. Land uses to be considered include, but are not limited to, industrial, commercial, residential, agriculture, recreational, woodlands, mines/quarries, and open spaces. Please indicate whether the project is located entirely within a city limit. Identify agriculture land parcels designated as "prime/unique agriculture lands" by the U.S. Department of Agriculture (USDA) under the Federal Farmlands Protection Act or a local equivalent. Additional information may be found at the USDA's Natural Resources Conservation Service website.

The future use of the development is consistent with the existing and future zoning for the Airport. The project site is wholly located in Hernando County and entirely within the limits of the BKV property boundary. Hernando County has designated the project site as

Transportation. Road improvements required for access to the development will have minor impacts to land designated as Tree Plantation and Longleaf Pine – Xeric Oak. A zoning map has been provided as Attachment E. According to the NRCS Web Soil Survey farmland classification data for BKV’s property, all the soils on BKV are classified as not prime farmland soils.

7. Solid Waste Management

Indicate the types and quantities of solid wastes to be produced by the project facilities and primary beneficiary. Describe local solid waste collection and disposal methods and the expected useful life of the disposal facility. Indicate if recycling or resource recovery programs are currently being used or will be used in the future.

Construction will generate minimal levels of solid waste. All solid waste generated during construction will be disposed of at a licensed facility, in compliance with applicable regulations.

Construction will result in solid waste in the form of cleared and grubbed vegetation as well as general construction debris. The contractor will transport the solid waste to an appropriate landfill in accordance with applicable federal, state and local rules and regulations. Disposal of vegetative and construction waste would not significantly impact the capacity of the Hernando County Landfill.

8. Hazardous or Toxic Substances

Describe any toxic, hazardous, or radioactive substances that will be utilized or produced by the proposed project facilities and primary beneficiaries. Describe the manner in which these substances would be stored, used, or disposed. Complete and sign one “Applicant Certification Clause” for each co-applicant (see Appendix A). Indicate if hazardous or toxic substances have been or must be remediated prior to construction, demolition, or renovation. If a recent Phase I or Phase II Environmental Site Assessment has been performed, please provide a copy of the executive summary (a full copy may be requested at a later date).

The U.S. Environmental Protection Agency (USEPA) NEPAAssist database was used to obtain information regarding potential waste and hazardous material sites shown in Attachment C. According to NEPAAssist, a total of 23 facilities that generate hazardous waste are located around the perimeter of BKV. All of them are very small-quantity generators or facilities for which no generator status is listed, which is likely because they either no longer generate waste or generate only a small amount. According to NEPAAssist, no brownfields or Superfund sites are located at or near BKV. Only one facility is listed to generate Toxic Releases.

The proposed project area does require ground disturbance near any of the existing hazardous waste or toxic release sites.

9. Water Resources

Describe surface and underground water resources at or near the proposed project site(s) and any impacts of the project to these. If groundwater will be used, is the aquifer in overdraft and /or adjudicated? If there will be discharges to surface water, is the receiving surface water body listed on the U.S. Environmental Protection Agency’s (EPA) Section 303(d) list of impaired waters? Is

a National Pollution Discharge Elimination System (NPDES) permit required for any discharges to surface waters? Indicate if the proposed project is located within an area mapped by the EPA as sole source aquifer recharge area (maps and further information are available on EPA's website). Describe any induced changes in local surface water runoff patterns, and the status of storm water discharge permit processes (if applicable).

The Biscayne Aquifer nearest sole source aquifer streamflow and recharge source zone and is located 50 miles east of the Airport. No water resources are located on or near the project site. Stormwater will be discharged to the existing stormwater pond located in the northeast corner of the project site.

Design and construction of drainage ponds will meet the stormwater management requirements and permitting for the Southwest Florida Water Management District (SWFWMD) and Hernando County Land Development Code, which could include treatment and flood control of runoff from the site.

10. Water Supply and Distribution System

Indicate the source, quality, and supply capacity of local domestic and industrial/commercial water resources, and the amount of water that project facilities and primary beneficiaries are expected to utilize. Note whether the water that is being supplied is in compliance with the Safe Drinking Water Act, and if not, what steps are being taken to ensure compliance.

Developing the BKV infield area requires expanding the potable water system to include additional transmission components sized as needed to support the proposed facilities. The expanded system will connect to existing Hernando County potable water supply and will comply with the Safe Drinking Water Act.

11. Wastewater Collection and Treatment Facilities

Describe the wastewater treatment facilities available for processing the additional effluent including usage by the beneficiary(s). Indicate design capacities and current loading (both daily average and peak), and adequacy in terms of degree and type of treatment required. Describe all domestic class or process wastewater or other discharges associated with the proposed project facilities and its primary beneficiaries, and the expected composition and quantities to be discharged either to a municipal system or to the local environment. Indicate all discharges that will require on-site pre-treatment. Note whether the wastewater treatment plant is in violation of the Clean Water Act, and if so, what steps are being taken to ensure compliance. If local treatment and sewer systems are or will be inadequate or overloaded, describe the steps being taken for necessary improvements and their completion dates.

The project will include the installation of a new lift station with a forced main gravity tied into the existing Hernando County Utilities Department (HCUD) infrastructure near the airfield.

12. Transportation (Streets, Traffic and Parking)

Briefly describe the local street/road system serving the project site(s) and describe any new traffic patterns that may arise because of the proposed project. Indicate if land use in the vicinity, such as residential, hospital, school, or recreational, would be affected by these new traffic patterns. Indicate if any existing capacities of these transportation facilities would be exceeded as

a direct or indirect result of this project implementation, particularly in terms of car and truck traffic, and what the new Level of Service designation would be.

The project area is located on the southeast side of the BKV airfield. This area is accessible to vehicular traffic via Runway Drive from US Highway 41. The proposed project includes the extension of Airport Service Road to establish a connection with Runway Drive to provide access to the project site from the west side of the Airport. Currently, Airport Service Road dead ends at Sergeant Lea Mills Boulevard. Additionally, two access roads off Sergeant Lea Mills Boulevard directly south of the project site will allow two lanes and be open to the public for car and truck traffic.

An interior road will be constructed to provide landside vehicular access. The interior road will intersect with Runway Drive and one of the new alternate access roads from Sergeant Lea Mills Boulevard. See Attachment A for the new road infrastructure to be constructed.

No residential, hospital, school, or recreational land uses that will be impacted by the new access roads into the Airport.

13. Air Quality

Indicate types and quantities of air emissions (including odors) to be produced by the proposed project facilities **and its primary beneficiaries**, and any measures proposed to mitigate adverse impacts. Indicate the impact that the project would have on greenhouse gas emissions. Is the proposed project site within an area classified as a “non-attainment” for any criteria pollutants? If so, what are those pollutants? Indicate any local topographical or meteorological conditions that hinder the dispersal of air emissions.

Hernando County is currently designated as attainment for all National Ambient Air Quality Standards (NAAQS). Construction activities (e.g., demolition and excavation) will result in minor temporary air quality impacts (fugitive dust). No long-term deleterious air quality impacts are anticipated. Best Management Practices (BMPs) will be implemented to reduce dust generation.

14. Noise

Would operation of project facilities or primary beneficiaries’ facilities increase local ambient noise levels? If yes, indicate the estimated levels of increase, and the areas and sensitive receptors (e.g., residences, wildlife) to be affected.

No, there should be no increase in ambient noise level. There may be an increase in noise level during construction, which will be limited to Monday through Friday 8:00AM to 5:00PM. No sensitive receptors will be impacted.

15. Permits

Identify any Federal, State, or local permits of an environmental nature needed for the project (e.g., USACE, US Environmental Protection Agency (EPA), Coastal Zone Management/Shoreline Management, Air Quality, State Environmental Policy Act, NPDES) and the status of any such permits. Attach copies of any such permits and all associated correspondence, including the permit applications.

Potential environmental permits are as follows:

- **State Environmental Resource Permit (ERP)**
- **National Pollutant Discharge Elimination System (NPDES) Permit for Construction Activity**
- **Gopher Tortoise Relocation Permit**
- **FDEP Industrial Wastewater Permit**
- **Section 404 Permit or Corps of Engineers Dredge and Fill Permit**
- **Southwest Florida Water Management District (SWFWMD) Permit for wetland impacts**

16. Public Notification/Controversy

Provide evidence of the community's awareness of the project, such as newspaper articles or public notification and/or public meetings, as applicable. If a formal public hearing has been held, attach a copy of the minutes. Fully describe any public controversy or objections which have been made concerning this proposed project and discuss steps taken to resolve such objections.

The project is not considered controversial. Project plans will be presented to the Hernando County Board of County Commissioners on August 12, 2025 for approval. This meeting will be open to the public and will serve as public notification and/or public meeting.

D. MITIGATION

Describe methods to be employed to reduce impacts to any and all adverse impacts identified in Section C. List all mitigation measures that would be implemented to minimize impacts to environmental resources from project implementation.

Mitigation measures to be deployed will include:

- **Gopher tortoise relocation if required**
- **Wetland mitigation credit acquisition**
- **Best Management Practices to manage noise, traffic, and dust during construction activities**

E. LIST OF ATTACHMENTS

The following checklist is a list of required and optional attachments to the Environmental Narrative as described in the sections above. The items listed in the optional section may be required by EDA at a later date to complete the project review and selection process, so it is recommended that you provide them now if they are currently available. While the documents listed below are the most frequently required for scoping determinations, EDA reserves the right to request additional items that are not listed below when necessary.

Applicants are not required to contact other governmental agencies for environmental or historical resources consultation until directed by EDA, though any interagency coordination letters that may be currently available should be provided. **EDA expects that all Applicants whose projects are selected for further evaluation will proceed with consultations in an expeditious manner. As such, Applicants should have the required information prepared for submission immediately upon notification of selection by EDA.** If you determine prior to application that your project may affect environmental or historical resources, you may contact the appropriate Regional Environmental Officer to determine if early interagency consultation is appropriate.

Please refer to the applicable Federal Funding Opportunity for unique requirements for each individual grant competition and a list of documents required for submittal with the application.

Checklist of Optional Environmental Documents that should be submitted with Application if available (will expedite review and selection process):

- SHPO/THPO and Tribal leader comments and copy of submittals (see Section B)
- Site photographs (see Section C1)
- Coastal Zone consistency determination (see C2)
- Wetland delineation and/or Jurisdictional Determination (see C3)
- Preliminary wetland info (see C3)
- U.S. Army Corps of Engineers comments, Section 404 Permit, Section 10 Permit, and/or Water Quality Certification (401 approval) (see C3)
- Biological Assessment and/or survey for federally protected species (see C5)
- Correspondence with US Fish and Wildlife Service and/or National Marine Fisheries Service (see C5)
- Natural Resources Conservation Service determination of Prime Farmland, Form AD-1006, if applicable (see C6)
- Phase I and II Environmental Site Assessment (see C8)
- Sole Source Aquifer review by US Environmental Protection Agency, if applicable (see C9)
- Other federal, state and local environmental permits (see C16)
- Copies of public notices, public hearing minutes, etc. (see C17)

Appendix A: Applicant Certification Clause

The applicant represents and certifies that it has used due diligence to determine that the description of the project site described herein is accurate with respect to the presence or absence of contamination from toxic and hazardous substances. The term “site” includes the entire scope of the project, including future phases of the project and all areas where construction will occur.

1. Is the site currently, or has it in the past 50 years, been used for any of the following operations or activities:
 - a. Generation of hazardous substances or waste?
 Yes No
 - b. Treatment, storage (temporary or permanent), or disposal of solid or hazardous substances or waste?
 Yes No
 - c. Storage of petroleum products?
 Yes No
 - d. Used/waste oil storage or reclamation units?
 Yes No
 - e. Research or testing laboratory?
 Yes No
 - f. Ordinance research, testing, production, use, or storage?
 Yes No
 - g. Chemical manufacturing or storage?
 Yes No
 - h. Weapons or ammunition training, use, or testing?
 Yes No
 - i. Iron works/foundry?
 Yes No
 - j. Railroad yard?
 Yes No
 - k. Industrial or manufacturing operation?
 Yes No

If any of the above operations ever occurred at the site, and if appropriate cleanup or other mitigation actions were performed in accordance with the local, State, and federal laws, please attach documentation of these actions.

2. Do wells draw from an underlying aquifer to provide the local domestic water supply?
 Yes No

Appendix A: Applicant Certification Clause

3. Has a federal, State, or local regulatory authority ever conducted an environmental assessment, environmental impact statement, or a preliminary assessment/site inspection, or similar environmental surveyor inspection report at the site? If yes, please list here and attach copies of these reports or results.
 Yes No
- 1) Documented Categorical Exclusion for tree removal (Attachment F)
- 2) Environmental Assessment for the extension of Runway 9-27 (Attachment B)
- 3) _____
- 4) _____
- 5) _____
4. Have any environmental or OSHA citations or notices of violation been issued to a facility at the site? If yes, please attach copies.
 Yes No
5. Have any unauthorized releases of hazardous substances occurred at any facility at the site which resulted in notification of the EPA's National Response Center?
 Yes No
6. Is any material containing asbestos or lead paint located at the site? If yes, please attach information concerning State and federal regulatory compliance.
 Yes No
7. Is there any equipment (electrical transformers, etc.) containing polychlorinated biphenyls (PCB) on the site? If yes, please attach a description of the equipment.
 Yes No
8. Are there underground or above ground storage tanks on the site? If yes, please attach a detailed description, including the number of underground storage tanks on the site, whether the tanks have been inspected (or removed) and the results of such inspections.
 Yes No
9. Has the site been tested for radon? If yes, please attach results.
 Yes No
10. Have there been, or are there now any environmental investigations by federal, State or local government agencies that could affect the site in question? If yes, please attach available information.
 Yes No

The applicant acknowledges that this certification regarding hazardous substances and/or waste is a material representation of fact upon which EDA relies when making and executing an award. EDA

Appendix A: Applicant Certification Clause

reserves the right to terminate any award made in conjunction with the representations contained herein if, at any time during the useful life of the project, EDA becomes aware of the presence of hazardous materials or waste at the site, or that hazardous materials or waste have been inappropriately handled thereon.

Further, if it is determined at any time that the presence of hazardous materials or waste, or handling thereof, has been misrepresented, EDA may pursue other available legal remedies against the applicant.

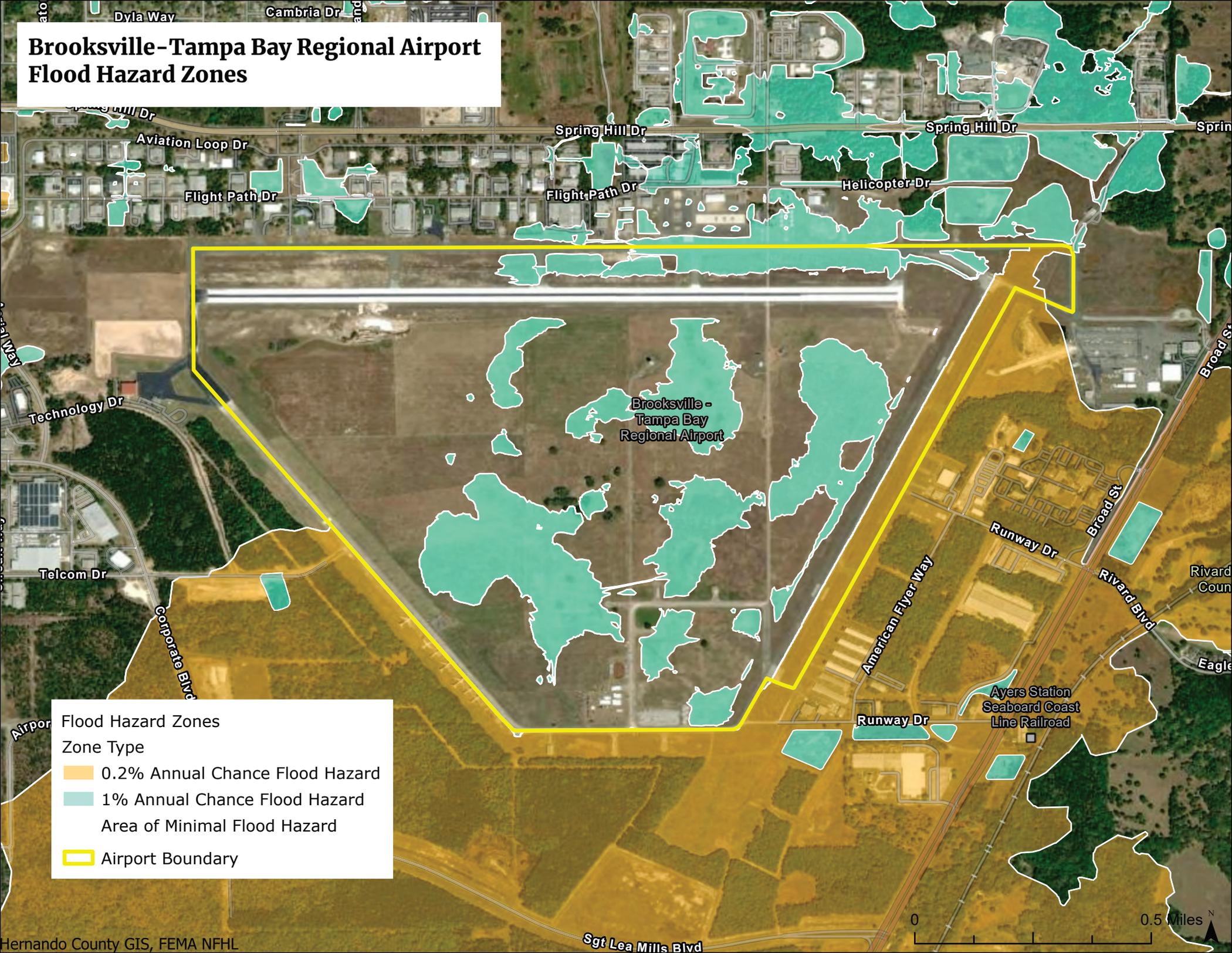
Applicant's Name

Name and Title of Applicant's Authorized Representative

Signature of Applicant's Authorized Representative

Date

Brooksville-Tampa Bay Regional Airport Flood Hazard Zones

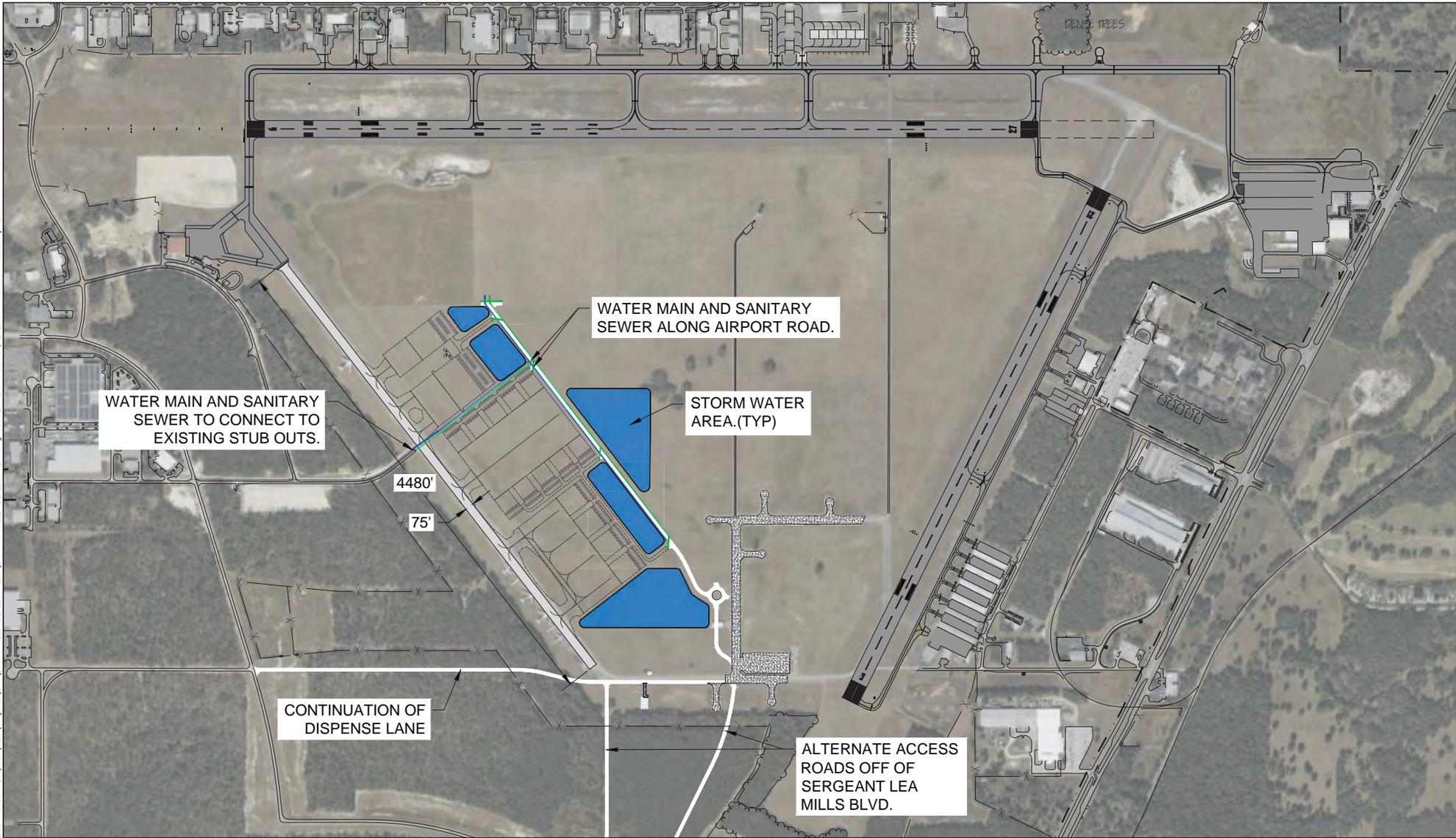


Flood Hazard Zones

Zone Type

- 0.2% Annual Chance Flood Hazard
- 1% Annual Chance Flood Hazard
- Area of Minimal Flood Hazard
- Airport Boundary

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INFIELD DEVELOPMENT



BROOKSVILLE-TAMPA BAY REGIONAL AIRPORT
15800 FLIGHT PATH DR.
BROOKSVILLE, FL 34604



EXHIBIT 1



Slate of Officers

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 Commissioner René Flowers, Vice Chair
 Commissioner Rebecca Bays, Secretary/Treasurer
 Mayor Woody Brown, Past Chair
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Economic Impact Analysis

Brooksville–Tampa Bay Regional Airport (BKV) Critical Infrastructure Construction

Prepared by the Tampa Bay Regional Planning Council – August 2025

EXECUTIVE SUMMARY

At the request of Hernando County, the Tampa Bay Regional Planning Council (TBRPC) analyzed the economic impact of rehabilitating a deactivated runway and constructing supporting infield infrastructure at the Brooksville-Tampa Bay Regional Airport (BKV). Using the Impact Analysis for Planning (IMPLAN) model for the Tampa Bay region, the analysis compares:

- **Event 1 – Construction (2026-2027):** \$14.1 million in public investment to rehabilitate a deactivated runway and build supporting infield infrastructure.
- **Event 2 – Tenant Expansions (2028):** \$73 million in confirmed private investment by Pem Air and Judah1 associated with post-construction expansion.

Both events generate substantial near-term economic activity in Hernando County and the surrounding region through direct (on-site/tenant), indirect (supply chain), and induced (household spending) effects. Estimated public-sector tax effects span federal, state, county, and sub-county levels.

Table 1. Summary of Total Economic Impact Estimates

Investment	Economic Output	Jobs Created	Labor Income	Tax Revenue	GDP Contribution
Event 1	19.7	108	5.3	2.2	9.0
Event 2	134.9	1,101	77.9	23.2	88.2
Total	154.6	1,209	83.2	25.4	97.2

(All \$ in millions; jobs are individuals; fixed dollars.)

Table 2. Public-Sector Tax Effects by Level

Investment	Federal	State	County	Sub-County	Total
Event 1	1.43	0.37	0.17	0.23	2.20
Event 2	19.02	2.01	0.95	1.25	23.23

(All \$ in millions; fixed dollars.)

The results provide a baseline for measuring actual impacts over time and a framework for assessing similar projects in the future. The analysis is intended to inform planning and investment decisions and does not represent recommendations or policy positions of the TBRPC.



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PROJECT OVERVIEW

The \$14.1 million in construction funds will rehabilitate 336,000 square feet of a deactivated runway at the Brooksville–Tampa Bay Regional Airport (BKV). The project also includes construction of access roads, installation of infield utilities (water and sewer), site clearing, and development of stormwater management facilities (lift station and retention ponds). Collectively, these improvements will expand available industrial space by approximately 780 acres and support increased airport operations.

After completion of the runway rehabilitation project, Hernando County anticipates growth in existing tenant capacities as well as the attraction of new industries. The County received written statements from two tenants, Pem Air and Judah1, committing \$65 million and \$8 million respectively to expand operations.

This analysis quantifies the output, employment, labor income, GDP contribution, and tax effects associated with the runway rehabilitation project and anticipated private tenant investments.

METHODOLOGY

Model: IMPLAN is an economic modeling software that uses input-output (I-O) analysis to measure the economic ripple effects of a change in a specific industry or activity within a defined geographic area. I-O analysis tracks the monetary transactions between different industries, businesses, householders, and governments in each region. The IMPLAN model accounts for leakage (non-local spending, e.g., materials sourced outside county limits)

Industries modeled (based on project scope and anticipated tenant activities):

- Maintenance and repair construction of non-residential structure
- Construction of new highways and streets
- Water, sewage and other systems
- Support activities for transportation

Data inputs (provided by Hernando County and the BKV Regional Airport):

- Total construction cost
- Line-item construction costs
- Construction timeline
- Number of construction workers
- Total construction payroll
- Percentage of locally sourced construction materials
- Private investment



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Key metrics (definitions):

- **Direct Effects:** Investment changes or production expenditures made by producers and consumers because of an activity. The immediate, initial change in the local economy.
- **Economic Output:** Total market value of final goods and services produced locally
- **Indirect Effects:** Regional economic effects stemming from business-to-business purchases in the supply chain.
- **Induced Effects:** Regional economic effects stemming from household spending of labor income, after removal of taxes, savings, and commuter income.
- **Induced Employment:** Jobs supported by industry expansion and increased airport operations within the regional economy
- **Labor Income:** Wages, salaries, and benefits received by workers
- **Leakage:** Portion of spending directed toward non-local providers or goods
- **Value Added:** Combined value of employee compensation, proprietor income, property income, and taxes on production and imports of net subsidies

APPENDIX

Table A1. Event 1 – Construction Impacts (2027)

Activity	Investment (Fixed \$, millions)	Jobs (Individual)	Labor Income (Fixed \$, millions)	Output (Fixed \$, millions)	Value Added (Fixed \$, millions)
Taxiway	7.0	37	1.7	7.0	2.9
Water/Sewer Utilities	1.6	7	0.5	1.6	0.8
Roadways*	5.5	34	1.6	5.6	2.6
Direct Impacts	14.1	78	3.8	14.2	6.3
Indirect Impacts	—	18	0.9	3.4	1.6
Induced Impacts	—	12	0.6	2.1	1.3
Total Impacts	14.1	108	5.3	19.7	9.2

(All \$ in millions; jobs are individuals; fixed dollars; totals may not sum due to rounding.)

*Roadways include stormwater management facilities and site clearing.

Note: Based on \$14.1 million in anticipated construction costs, the model estimates 108 total jobs across direct (on-site construction), indirect (supply chain), and induced (household spending) effects, with \$19.7 million in annual economic output and \$9.22 million in value added (fixed dollars).



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Table A2. Event 2 – Tenant Expansions (2028)

Activity	Investment (Fixed \$, millions)	Jobs (Individual)	Labor Income (Fixed \$, millions)	Output (Fixed \$, millions)	Value Added (Fixed \$, millions)
Pem Air	65.0	656	52.7	65.0	49.3
Judah1	8.0	81	6.5	8.0	6.1
Direct Impacts	73.0	737	59.2	73.0	55.4
Indirect Impacts	—	124	6.9	18.8	9.5
Induced Impacts	—	240	11.9	43.2	25.9
Total Impacts	73.0	1,101	77.9	134.9	90.8

(All \$ in millions; jobs are individuals; fixed dollars; totals may not sum due to rounding)

Note: This table reflects \$73.0 million in confirmed private tenant investments and reports annual direct, indirect, and induced county-level effects; it does not include potential additional investments enabled by the ~780 acres of usable industrial land created post-construction.

PREPARED BY

Tampa Bay Regional Planning Council (TBRPC), August 2025 using its Tampa Bay IMPLAN model

The Tampa Bay Regional Planning Council provides technical assistance in economic modeling, scenario analysis, and regional planning support. For more information about these services, visit tbrpc.org/about/services.

CONTACTS

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