

**Supplemental Appropriation (FY 2018-2020)  
Optional Project Request Template**

---

**Airport Name/Address:** St. Pete-Clearwater International Airport  
14700 Terminal Blvd., Suite 221, Clearwater, FL 33762

**LocID:** PIE

**Sponsor's name:** Pinellas County

**Airport Manager's (POC's) Name, Position:** Thomas R. Jewsbury, Airport Director

**POC's phone number:** 727-453-7801

**POC's email address:** jewsbury@fly2pie.com

---

**Project description (50 words max)**

The proposed Parallel Taxiway Construction Project includes the design and construction of approximately 4,400 linear feet of a 50 foot wide partial parallel taxiway south of Runway 4-22 and 3,000 linear feet of a 75 foot wide partial parallel taxiway southeast of Runway 18-36, including associated clearing, grading, marking, lighting, signage, and drainage.

**Target timeframe for grant award and construction start:** September, 2019 and October, 2020

**Total AIP-eligible cost of the project for which funding is being requested:** \$ 12,400,000.00  
(FAA will determine the maximum Federal share based on the airport's classification)

**Explanation of how available AIP entitlement funds are being used (250 words max)**

PIE is using 100% of FY 2019 AIP entitlement funds for the Runway 18-36 Rehabilitation Project of its primary runway. The last pavement rehabilitation of Runway 18-36 was completed in 2008. PIE has experienced tremendous growth in annual air carrier operations. Since 2010, annual air carrier operations have increased by 224%. This significant increase in aircraft operations has placed excessive pavement distress on the runway pavement surface causing longitudinal joint separation, weathering, and slippage cracking.

The Runway 18-36 Rehabilitation Project is currently under design. PIE is dedicating its entire FY2019 entitlement funds (approximately \$4M) towards the construction of this vital safety enhancement project. The cost estimate for construction currently stands at \$16.8M including soft costs for construction administration and management. This project would rate a 70 according to FAA Order 5100.39A dated August 22, 2000.

PINELLAS COUNTY, FLORIDA  
Board of County Commissioners

By: \_\_\_\_\_

Kenneth T. Welch, Chairman

ATTEST:  
Ken Burke, Clerk of the Circuit Court

By: \_\_\_\_\_  
Deputy Clerk

APPROVED AS TO FORM

By:   
Office of the County Attorney

**Explanation of How Project Meets Evaluation Criteria (500 words max)**

**Eligibility & Justification:**

The project meets the eligibility requirements outlined in Appendix A and H of the AIP Handbook (5100.38A). The new taxiways will provide runway connectivity to a 130-acre undeveloped parcel that will support aviation use development needed to meet projected based aircraft demand and serve future aviation-related businesses. The FAA-required Environmental Assessment for this proposal is currently underway and anticipated to be completed by the end of 2018.

**Long-Term Economic Sustainability:**

The Parallel Taxiway Project is required to permit aviation development on a 130-acre undeveloped parcel located east of Runway 18-36 and south of Runway 04-22. The site does not currently have airfield access to support aviation-related development. This undeveloped parcel is the largest remaining undeveloped parcel in Pinellas County. It should be noted that Pinellas County is essentially "built out", with less than 4% of the County's land area consisting of vacant land suitable for development. Providing airfield connectivity to this site is critical to enable the Airport to meet the demand for future increased aircraft operations as projected in PIE's most recent FAA-approved forecasts (April 2018). Site development will increase aeronautical revenues and strengthen PIE's financial stability to remain self-sustaining. Aeronautical development of this site is contained in the Pinellas County Comprehensive Plan and is a priority for Pinellas County's Economic Development Council.

**Prior Track Record in Project Delivery and Grant Administration:**

The Federal Aviation Administration (FAA) evaluates all airport sponsors receiving Airport Improvement Program (AIP) grants to determine a grant payment risk level and supporting documentation requirement for grant payment requests. PIE was assigned a "nominal" grant payment risk level by the FAA as evidence that the proper controls are being utilized and followed.

**The current open grants are as follows:**

AIP-42 - Currently submitting closeout documentation of the 2016 grant;  
AIP-43 - Currently have billed the FAA 44% of the 2017 grant; and  
AIP-44 - Just received the 2018 grant.

**Proposed Project Schedule:**

September 2019 - Grant Award  
October 2019 - Design Start  
October 2020 - Construction Start

**Ability of Project to Compete for Regular AIP Discretionary Funds**

While the project provides the ability to accommodate projected demand, it does not compete well for discretionary funds with other capacity or safety-related projects such as the Runway 18-36 Rehabilitation Project. According to FAA Order 5100.39A dated August 22, 2000, the score for constructing new taxiways is a 49 rating. Therefore, it is highly unlikely that the Parallel Taxiway Project would receive discretionary funds.

**Project approval dates**

- Is the project on an approved ALP?  Yes (Approval date: 06/30/2017 )  No  
Is environmental determination complete?  Yes (Completion date: 12/31/2018 )  No  
Is airspace approval complete?  Yes (Approval date: 06/30/2017 )  No  N/A

**For airports that do not meet the criteria for "Priority Consideration"**

Any additional information explaining why the airport sponsor believes the FAA should consider the project for this supplemental funding (500 words maximum)