




***Passenger Facility Charge
Application #3***

May 2016

 Federal Aviation Administration U. S. Department of Transportation	<h2 style="margin: 0;">PASSENGER FACILITY CHARGE (PFC) APPLICATION</h2>				
1. Application Type <i>(Check all that apply)</i> <input checked="" type="checkbox"/> a. Impose PFC Charges <input checked="" type="checkbox"/> b. Use PFC Revenue <input type="checkbox"/> c. Amend PFC No. _____	FAA USE ONLY				
	<table style="width:100%; border: none;"> <tr> <td style="border: none; width: 50%; text-align: center;">Date Received</td> <td style="border: none; width: 50%; text-align: center;">PFC Number</td> </tr> <tr> <td style="border: none; text-align: center;">_____</td> <td style="border: none; text-align: center;">_____</td> </tr> </table>	Date Received	PFC Number	_____	_____
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_____	_____				

PART I		
2. Public Agency Name, Address, and Contact Person Agency Name <u>Pinellas County</u> Address <u>14700 Terminal Blvd, Ste 221</u> City, State, ZIP <u>Clearwater, FL 33762</u> Contact Person <u>Yvette Aehle, Deputy Director of Finance & Administration (727-453-7804)</u>	3. Airport(s) to Use ST. PETE-CLEARWATER INTERNATIONAL AIRPORT (PIE)	4. Consultation Dates a. Date of Written Notice to Air Carriers: December 14, 2015 b. Date of Consultation Meeting with Air Carriers: January 19, 2016 c. Date of Public Notice December 15, 2015

PART II				
5. Charges				
a. Airport to Impose ST. PETE-CLEARWATER INTERNATIONAL AIRPORT (PIE)	b. Level <input type="checkbox"/> \$1.00 <input type="checkbox"/> \$2.00 <input type="checkbox"/> \$3.00 <input type="checkbox"/> \$4.00 <input checked="" type="checkbox"/> \$4.50	c. Total Estimated PFC Revenue by Level Impose _____ Use _____ Impose \$11,208,709 Use \$11,208,709	d. Proposed Effective Date: July 1, 2017	e. Estimated Expiration Date: February 1, 2021

PART III																																
6. Attachments <i>(Check all that Apply)</i>																																
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PART IV		
7. With respect to this PFC application I hereby certify as follows: To the best of my knowledge and belief, all data in this application are true and correct; This application has been duly authorized by the governing body of the public agency; The public agency will comply with the assurances (Appendix A to Part 158) if the application is approved; For those projects for which approval to use PFC revenue is requested, all applicable ALP approvals, airspace determinations, and environmental reviews required by the National Environmental Policy Act have been completed. If required, the public agency has submitted a competition plan in accordance with 49 U.S.C. 47106(f); and If required by 49 U.S.C. 40117(d)(4), adequate provision for financing the airside needs, including runways, taxiways, aprons, and gates, has been made by the public agency.		
a. Typed Name of Authorized Representative Mark S. Woodard	b. Title County Administrator d. E-mail Address mwoodard@pinellascounty.org	c. Telephone Number (727) 464-3485 e. Fax Number (727) 453-7846
f. Signature of Authorized Representative		g. Date Signed

Paperwork Reduction Act Statement: This form is the FAA's primary source for collecting information for the authority to collect PFC revenue for airport development. This information is used to determine the eligibility and justification of airport development projects regarding safety, security, or capacity of the national air transportation system; or which reduce noise or mitigate noise impacts resulting from an airport; or furnish opportunities for enhanced competition between or among air carriers. It is estimated that it will take approximately 5-80 hours to fill out the application depending on the complexity. The use of the form is required to obtain FAA approval of authority to collect PFC revenue (49 U.S.C. 40117(c)). No assurance of confidentiality is necessary or provided. It should be noted that an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number. The OMB control number associated with this collection of information is 2120-0557. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW, Washington, DC, 20591, Attn: Information Collections Clearance Officer, AIO-20.

ST. PETE-CLEARWATER INTERNATIONAL AIRPORT PFC ASSURANCES CERTIFICATION STATEMENT

The undersigned Airport Director for Pinellas County assures and certifies, with respect to the PFC application and projects including each individual project work element submitted in its application to impose a PFC at the St. Pete-Clearwater International Airport:

1) **Responsibility and authority of the public agency.** It has legal authority to impose a PFC and to finance and carry out the proposed project; that a resolution, motion or similar action has been duly adopted or passed as an official act of the public agency's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the public agency to act in connection with the application.

2) **Compliance with regulation.** It will comply with all provisions of 14 CFR Part 158.

3) **Compliance with state and local laws and regulations.** It has complied, or will comply, with all applicable State and local laws and regulations.

4) **Environmental, airspace and airport layout plan requirements.** It will not use PFC revenue on a project until the FAA has notified the public agency that:

a) Any actions required under the National Environmental Policy act of 1969 have been completed;

b) The appropriate airspace finding has been made; and

c) The FAA Airport Layout Plan (ALP) with respect to the project has been approved.

5) **Nonexclusivity of contractual agreements.** It will not enter into any exclusive long-term lease or use agreement with an air carrier or foreign air carrier for projects funded with PFC revenue. Such leases or use agreements will not preclude the public agency from funding, developing, or assigning new capacity at the airport with PFC revenue.

6) **Carryover provisions.** It will not enter into any lease or use agreement with an air carrier or foreign air carrier for a facility financed in whole or in part with revenue derived from a PFC if such agreement for such facility contains a carryover provision regarding a renewal option which, upon expiration of the original lease, would operate to automatically extend the term of such agreement with such carrier in preference to any potentially competing air carrier or foreign air carrier seeking to negotiate a lease or use agreement for such facilities.

7) **Competitive access.** It agrees that any lease or use agreement between the public agency and any air carrier or foreign air carrier for any facility financed in whole or in part with revenue derived from a PFC will contain a provision that permits a public agency to terminate the lease or use agreement if:

a) The air carrier or foreign air carrier has an exclusive lease or use agreement for existing facilities at such airport; and

b) Any portion of its existing exclusive use facilities is not fully utilized and is not made available for use by potential competing air carriers or foreign air carriers.

8) Rates, fees and charges.

a) It will not treat PFC revenue as airport revenue for the purpose of establishing a rate, fee or charge pursuant to a contract with an air carrier or foreign air carrier.

b) It will not include in its rate base by means of depreciation, amortization or any other method, that portion of the capital costs of a project paid for by PFC revenue for the purpose of establishing a rate, fee or charge pursuant to a contract with an air carrier or foreign air carrier.

c) Notwithstanding the limitation provided in subparagraph (b), with respect to a project for terminal development, gates and related areas, or a facility occupied or used by one or more air carriers or foreign air carriers on an exclusive or preferential basis, the rates, fees and charges payable by such carriers that use such facilities will be no less than the rates, fees, and charges paid by such carriers using similar facilities at the airport that were not financed by PFC revenue.

9) Standards and specifications. It will carry out the project in accordance with FAA airport design, construction and equipment standards, and specifications contained in advisory circulars current on the date of project approval.

10) Record keeping and audit. It will maintain an accounting record for audit purposes for a period of 3 years after completion of the project. All records will satisfy the requirements of 14 CFR Part 158 and will contain documentary evidence for all items of project costs.

11) Reports. It will submit reports in accordance with the requirements of 14 CFR Part 158, Subpart D, and as the Administrator may reasonably request.

12) Airport Noise and Capacity Act of 1990. It understands 49 U.S. C. 47524 and 47526, require the authority to impose a PFC be terminated if the Administrator determines the public agency has failed to comply with that act or with the implementing regulations promulgated thereunder.

Thomas R. Jewsbury
Airport Director

ATTACHMENT A

CAPITAL IMPROVEMENT PLAN

St. Pete-Clearwater International Airport - Capital Improvement Program FY 2016 to FY 2020

2/1/2016

Based on expenditures							
CA SERVICES OF 2% AND CM SERVICES OF 4.5% HAVE BEEN ADDED TO ALL CONSTRUCTION							
Proj #	PROJECT TITLE	FY 16	FY 17	FY 18	FY 19	FY 20	Totals
		Projected	Projected	Projected	Projected	Projected	
000037A	New ARFF Truck Design/Acquire		\$800,000				\$800,000
000026A	Taxiway Rehabilitation - Phase 1 Construction	\$6,446,110					\$6,446,110
000036A	Taxiway Rehabilitation - Phase 2 Design						\$0
000036A	Taxiway Rehabilitation - Phase 2 Construction & Design of Taxiway "T"	\$301,452	\$10,186,500				\$10,487,952
001544A	Terminal Renovation - Phase 3 - Design						\$0
001544A	Terminal Renovation - Phase 3 - Construction	\$6,382,488	\$3,232,512				\$9,615,000
000023A	Airfield Drainage - Tier 2 Construction	\$500,000					\$500,000
000029A	Apron Hardstand - Phase 2 Construction	\$5,907,600					\$5,907,600
000321A	Remote Parking Lot Expansion Construction	\$630,000					\$630,000
002111A	Ticketing A Inline Baggage Handling System Design/Constr	\$3,000,000	\$2,625,000	\$2,625,000			\$8,250,000
000031A	New Airport Maintenance Facility Design/Construction	\$750,000	\$375,000	\$375,000			\$1,500,000
001583A	Security System Rehab - Access Control Design/Construct		\$200,000	\$1,800,000			\$2,000,000
001546A	Airport Landside, Roadway & Parking Lot Improvements	\$1,000,000	\$6,701,351	\$6,000,000			\$13,701,351
000034A	New GA Taxiways (Airco) Design/Construction				\$450,000	\$3,810,000	\$4,260,000
001548A	Master Plan Update		\$750,000	\$750,000			\$1,500,000
002515A	Remote Parking Lot Expansion - Phase 2				\$500,000		\$500,000
000035A	Runway 18-36 - Pavement Rehab Design/Construction			\$630,000	\$5,760,000		\$6,390,000
TBD	Overflow Remote Parking Lot Design/Construction				\$230,000	\$2,070,000	\$2,300,000
001065A	New GA Ramps (Airco) Design/Construction				\$250,000	\$1,499,800	\$1,749,800
000032A	Runway 9-27 Conversion to Taxiway E Design/Construction				\$570,000	\$5,223,600	\$5,793,600
TBD	Parking Garage (3 floors) Design/Construction			\$6,000,000	\$6,000,000		\$12,000,000
000317A	New T-Hangars - Design Only					\$700,000	\$700,000
001063A	New ARFF Building - Design Only					\$250,000	\$250,000
TBD	Terminal Ramp Expansion Phase 1 (Cargo)				\$900,000	\$8,100,000	\$9,000,000
TBD	Customs/Border Patrol Improvements		\$250,000				\$250,000
001734A	USCG Crosswalk & Sidewalk - Rescue Way	\$200,000					\$200,000
002651A	USCG Airfield Pavement Improvements	\$250,000					\$250,000
	Totals	\$25,367,650	\$25,120,363	\$18,180,000	\$14,660,000	\$21,653,400	\$104,981,413

ATTACHMENT B

PROJECT INFORMATION

PFC APPLICATION NUMBER: 16-03-C-00-PIE

ATTACHMENT B: PROJECT INFORMATION

1. Project Title: **Terminal Renovations 2016**
2. Project Number: **3.1**
3. Use Airport of Project: **St. Pete-Clearwater International Airport (PIE)**

4. Project Type

Impose Only:

Concurrent:

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go \$ **9,512,700**

Bond Capital \$

Bond Financing & Interest \$

Subtotal PFC Funds*: \$ **9,512,700**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # Grant Funds in Project \$

Subtotal Existing AIP Funds: \$

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year:	Entitlement \$	Discretionary \$	Total \$
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Subtotal Anticipated AIP Funds: \$

Other Funds:

State Grants \$

Local Funds \$ **102,300**

Other (please specify) \$

Subtotal Other Funds: \$ **102,300**

Total Project Cost: \$ **9,615,000**

Financing Summary:

Element	PFC Funds	Local Funds	Total
Passenger Screening Checkpoints	\$940,000	\$0	\$940,000
HVAC Chiller	\$128,700	\$36,300	\$165,000
Public Hold Room Seating	\$260,000	\$0	\$260,000
Mechanical Control Room	\$234,000	\$66,000	\$300,000
Public Restroom Renovations	\$1,450,000	\$0	\$1,450,000
Additional Passenger Hold Room Area	\$6,500,000	\$0	\$6,500,000
Totals	\$9,512,700	\$102,300	\$9,615,000

HVAC Chiller and the Mechanical Control Room estimated costs have been prorated 78% PFC eligible funds and 22% local funds based on the estimated square footage of eligible, ineligible and mechanical spaces that will be served by these facilities. See the space allocation calculation and drawing provided in Attachment I – Additional Information.

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO.

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?
List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.
Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan: **N/A**

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

The Airport has recently undertaken a number of projects to renovate the passenger terminal building to accommodate its growth in passenger traffic. This project, Terminal Renovations 2016, includes six new elements which continue the progress of terminal building renovations: Passenger Screening Checkpoints Reconfiguration/Optimization, HVAC Chiller, Public Restroom Renovations, Passenger Hold Room Seating, a Mechanical Control Room and Additional Passenger Hold Room Area.

3.1a Passenger Screening Checkpoints Reconfiguration/Optimization. This element consists of the reconfiguration, expansion, and optimization of the airport's two passenger screening checkpoints. Both checkpoints currently have two screening lanes. The Transportation Security Administration (TSA) has requested the Airport provide space for three screening lanes at each location to address the increase in passenger

traffic. This project does not include the purchase of any security screening equipment. Such equipment will be provided and installed by the TSA and its subcontractors.

Check Point “A” Reconfiguration will include the expansion of the existing checkpoint footprint including related building, mechanical, electrical and fire suppression work. The checkpoint will be reconfigured and expanded from approximately 3,422 square feet to 3,520 square feet to accommodate the need for a third screening lane.

Check Point “B” Reconfiguration will include the relocation of the checkpoint into the Gate 7-10 concourse. With the expansion of the gate holding area, an existing corridor will be widened and renovated to allow for the expansion to three screening lanes. The location of the new checkpoint will cover approximately 3,963 square feet compared to the existing location of 2,088 square feet. The area vacated by the existing screening lanes will allow for an increase in the passenger queuing space. The current queuing space is approximately 1,062 square feet and the new queuing space will be approximately 2,663 square feet.

3.1b HVAC Chiller. This element consists of the addition of a new 350 ton HVAC Chiller. With the expansion of the Gate 7-10 concourse, it was determined that an additional HVAC Chiller would be necessary to accommodate the HVAC loads of the Gate 7-10 area.

3.1c Passenger Hold Room Seating. This element consists of the purchase of approximately 325 additional seats for the Gate 7-10 Hold Room. This permanent, multi-unit passenger seating will be in addition to the existing seating, and in total, will provide approximately 750 seats.

3.1d Mechanical Control Room. This project consists of the construction of a mechanical control room at roof-top (mezzanine) level and the relocation of mechanical equipment currently in the Gate 7-10 Hold Room area. This mechanical control room will provide approximately 918 square feet and will contain a relocated air handling unit and new duct work. In order to maximize the size and reconfiguration of the Passenger Hold Room area and security screening checkpoint, it is necessary to relocate the mechanical room and equipment serving that area to a different location.

3.1e Public Restroom Renovations. This project consists of improvements to four public restrooms located in the terminal building.

- The public restrooms (both men and women) in the Gate 7-10 Hold Room will be relocated as part of the Hold Room expansion. These restrooms are currently 527 square feet and include 6 toilet stalls. The new, relocated restrooms will be approximately 1,262 square feet and will provide 12 toilet stalls.
- The public restrooms (both men’s and women’s) adjacent to Baggage Claim will undergo renovations. These restrooms are approximately 1,093 square feet.
- The East-Second Floor public restrooms available for passengers and the public utilizing the space and services on the second floor will be renovated. These restrooms are currently 662 square feet and include 6 toilet stalls. The renovated

restrooms will be approximately 672 square feet and will continue to provide 6 stalls.

- The West-Second Floor public restrooms available for passengers visiting the Lost and Found offices will also be renovated. These restrooms are currently 312 square feet and include 5 toilet stalls. The renovated restrooms will be approximately 519 square feet and will continue to provide 5 stalls.

3.If Additional Passenger Hold Room Area. This project consists of the addition of approximately 12,000 square feet of additional Passenger Hold Room for Gates 7-10 contiguous to the existing space. This build out will accommodate seating for a minimum of 750 passengers and will be integrated into the Airport's future conceptual terminal expansion options.

These elements will include a prorated share of required design, construction management and construction administration necessary to accomplish the project.

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters: **34**
Number of gates: **10**
Number of baggage facilities: **4**

At completion of this project,
Number of ticket counters: **34**
Number of gates: **10**
Number of baggage facilities: **4**

Net change due to this project:
Number of ticket counters: **0**
Number of gates: **0**
Number of baggage facilities: **0**

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES
 NO
 N/A

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

9. Significant Contribution: **N/A**

FOR FAA USE

Air safety. Part 139 Other (explain)

Certification Inspector concur. Yes No Date _____

Air security. Part 107 Part 108 Other (explain)

CASFO concur. Yes No Date _____

Competition. Competition Plan Other (explain)

Congestion. Current or Anticipated

LOI FAA BCA FAA Airport Capacity Enhancement Plan

Other (explain) _____

Noise. 65 LDN Other (explain) _____

Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

This project will enhance capacity at the Airport by providing expanded space for both passenger screening functions and passenger hold room areas as demanded by the significant increase in passenger volume at the Airport, as well as provide the additional space necessary for the public restroom facilities. It will also enhance capacity of the associated HVAC system necessary for the expanded space.

FOR FAA USE

- Safety, Preserve [] Enhance []
- Security, Preserve [] Enhance []
- Capacity, Preserve [] Enhance []
- Furnish opportunity for enhanced competition between or among air carriers at the airport
- Mitigate noise impacts resulting from aircraft operations at the airport
- Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

The passenger screening checkpoints need to be expanded and reconfigured to allow the Transportation Security Administration to expand from two checkpoint lanes to three at both locations in order to accommodate the increased passenger traffic at the Airport. Documentation of the TSA's support of this project is provided until Attachment I – Additional Information.

The addition of the HVAC Chiller is necessary to accommodate the additional 12,000 square foot expansion of the Gate 7-10 hold room area.

The passenger hold room seating is also required to accommodate the additional passenger capacity gained with the 12,000 square foot expansion of the Gate 7-10 hold room area.

The relocation of the Mechanical Control Room to the mezzanine level is necessary to provide the necessary space for the Checkpoint B expansion and the additional hold room area.

The existing restrooms have not been updated in over 20 years, do not meet current ADA accessibility standards, and are no longer adequate to meet the number of passengers utilizing the Airport.

The existing departure gates 7-10 are undersized for the current and projected levels of passenger traffic. They have not been renovated since the 1980's.

A Terminal Area Planning Study was undertaken in 2007 which considered various conceptual alternatives for terminal development in order to accommodate projected passenger traffic demand at the Airport. Alternatives were evaluated based on their ability to satisfy identified facility requirements, provide convenience for travelers and efficiency for airlines, offer future growth and expansion capabilities, simplify implementation, consider environmental impacts, consider current security requirements and minimize costs.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ___);

Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ___);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study.

Title and Date of local study:

- Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
- Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____);
- PFC Program Update Letter _____
- Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **March 2016**
Estimated Project Completion Date (Month and Year): **May 2017**

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

- Yes
- No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

- Yes
- No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): **N/A**

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

- Yes
- No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

- YES
- NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

15. List of Carriers Certifying Agreement: **None**

List of Carriers Certifying Disagreement: **None**

Recap of Disagreements

Public Agency Reasons for Proceeding:

16. List of Comments Received from the Public Notice: **None**

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		

PFC APPLICATION NUMBER: 16-03-C-00-PIE

ATTACHMENT B: PROJECT INFORMATION

1. Project Title: **Building Modifications to Ticketing “A” Baggage Screening Area**

2. Project Number: **3.2**

3. Use Airport of Project: **St. Pete-Clearwater International Airport (PIE)**

4. Project Type

Impose Only:

Concurrent:

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go **\$300,000**

Bond Capital \$

Bond Financing & Interest \$

Subtotal PFC Funds*: **\$300,000**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # Grant Funds in Project \$

Subtotal Existing AIP Funds: \$

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: Entitlement \$ Discretionary \$ Total \$

Subtotal Anticipated AIP Funds: \$

Other Funds:

State Grants **\$300,000**

Local Funds \$

Other (please specify) **\$5,400,000 (Transportation Security Administration OTA)**

Subtotal Other Funds: **\$5,700,000**

Total Project Cost: **\$6,000,000**

The estimated costs included above do not reflect the build out of any ineligible spaces such as airline offices which may be impacted by this project.

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO.

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan: N/A

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

The project consists of the renovation of the Ticketing "A" Baggage Screening Area to accommodate a new In-Line Baggage Handling System to be provided by the Transportation Security Administration (TSA). These building modifications will include an expansion of the terminal towards the north or east of the existing building to accommodate a new expanded baggage make-up area. The building modifications will allow for the installation of two L3 EDS machines capable of processing the current demand and growth at the Airport. The project will utilize the Planning Guidelines and Design Standards for Checked Baggage Inspection Systems (currently Version 5.0) as required by the TSA. See the Additional Information section for a conceptual design of the project.

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters: **34**
Number of gates: **10**
Number of baggage facilities: **4**

At completion of this project,
Number of ticket counters: **34**
Number of gates: **10**
Number of baggage facilities: **4**

Net change due to this project:
Number of ticket counters: **0**
Number of gates: **0**
Number of baggage facilities: **0**

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approve, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

9. Significant Contribution: **N/A**

FOR FAA USE

- Air safety. Part 139 Other (explain) _____
- Certification Inspector concur. Yes No Date _____
- Air security. Part 107 Part 108 Other (explain) _____
- CASFO concur. Yes No Date _____
- Competition. Competition Plan Other (explain) _____
- Congestion. Current or Anticipated
LOI FAA BCA FAA Airport Capacity Enhancement Plan
- Other (explain) _____
- Noise. 65 LDN Other (explain) _____
- Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

This project will preserve security and enhance capacity at the Airport by providing the appropriate space and facilities for the installation of an In-Line Baggage System by the Transportation Security Administration. Such a system will utilize the latest technology in baggage screening equipment. It will also enhance capacity by increasing the volume and speed of passenger baggage screening as demanded by the increase in passenger enplanements at the Airport.

FOR FAA USE

- Safety, Preserve [] Enhance []
- Security, Preserve [] Enhance []
- Capacity, Preserve [] Enhance []
- Furnish opportunity for enhanced competition between or among air carriers at the airport
- Mitigate noise impacts resulting from aircraft operations at the airport
- Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

The existing Ticketing "A" Baggage Screening System, supported by two stand alone Explosion Detection Systems (EDS), is not automated and all passenger baggage is processed manually by TSA. The goal of the automated and full in-line Baggage Handling System (BHS) system is to substantially increase the baggage screening throughput demanded by the growth in passenger enplanements at the Airport. Due to the increased spatial requirements of an automated baggage screening system, the terminal building will be expanded and modified and the existing airline offices will be reconfigured to allow for the new conveyors and EDS machines as well as future expansion capabilities as required by the TSA. The proposed project will provide the

needed capacity for current demands and will allow for system expansion to meet future demands.

The following analysis was performed in May 2015 as the Airport worked with the TSA in the development of this project:

St. Pete-Clearwater International Airport (PIE, Airport) served 1,247,987 passengers (623,994 enplanements) in Calendar Year (CY) 2014, representing a 23% increase over the total number of passengers served in CY 2013 and a 61% increase over the past five years. Allegiant Air (Allegiant) represents 94% of the total passenger enplanements at PIE, while Sunwing Airlines and Sun Country Airlines represent the remaining 6%. PIE currently serves a total of 47 non-stop destinations. With the continued growth of all three airlines, the Airport has significantly grown the number of non-stop destinations served. Through April 2015, the Airport has served 393,374 passengers, representing a 24% increase over the year to date total for CY 2014. In CY 2015, we project PIE will serve 1,680,000 passengers which equates to 840,000 enplanements.

Since PIE submitted the Design OTA Application back in October 2013, Allegiant has added 18 new destinations, now totaling 43 originating, non-stop destinations from PIE. Allegiant has also increased the capacity of seating of their MD-80 series aircraft from 150 to 166 seats and based 3 additional A-320 aircraft at PIE, with a seating capacity for 177 passengers, (*average of 171.5 seats/aircraft*) for a total of 10 based aircraft.

Currently, there are days of the week where ten morning departures occur between the hours of 6:40 AM and 8:40 AM, providing only a 10 minute separation between departures. Allegiant's daily peak period occurs in the early morning during the first two hours of operation, allowing Allegiant to maximize the block-hour utilization of 10 based aircraft that Remain Overnight (RON). Based on an 88% average load factor that Allegiant has achieved year to date during CY 2014 and using the current national average of .6 checked bags per originating passenger for domestic airlines, this equates to approximately 906 checked bags within 120 minute period for an average of 456 bags per hour. The peak period during this time frame results in excess of 276 bags with 1 CT80 operational and 96 bags with 2 CT80s operational in a single hour.

Allegiant has plans to grow the number of based aircraft at PIE to 12 by the end of CY15, representing a 17% increase from their current number of based aircraft. Allegiant intends to continue to maximize the block-hour utilization of their aircraft by separating the morning bank of departures by 10 minutes. Using the same load factor and passenger/baggage ratio as before, 12 departures within a 120 minute

window will result in 543 bags per hour increasing the excess bags in a single hour to 363 bags with 1 CT80 operational and 183 bags with 2 CT80 operational.

Allegiant currently operates out of Ticketing-B that is supported by 6 ticket counters with 12 agent positions and a mini-inline outfitted with two Reveal CT80-DR units. Sunwing and Sun Country currently operate out of Ticketing-A which is supported by 12 ticket counters with 24 agent positions and two standalone Reveal CT80-DR EDS machines located behind the ticket counter office area.

While the current mini-inline CBIS in Ticketing-B is capable of meeting the current baggage throughput demand, Allegiant's unprecedented growth at PIE has caused them to outgrow their current ticketing and queuing area (Ticketing-B). As a result, it will require the need to relocate Allegiant's passenger ticketing and baggage screening operations from Ticketing-B to Ticketing-A and relocate Sunwing and Sun Country Airlines from Ticketing-A to Ticketing-B in order to accommodate Allegiant's present and future growth.

Each standalone Reveal CT80-DR in Ticketing-A has a maximum throughput of 180 bags per hour. Conceptually, Ticketing-A should be capable of processing a maximum of 360 bags per hour. Unfortunately, this is not adequate to meet Allegiant's checked baggage throughput demand. In order to meet the projected baggage through demand expected by 2016, an inline CBIS for Ticketing A will require two L3 EDS machines.

Documentation of the TSA's initiation of this project is provided until Attachment I – Additional Information.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL _____);

Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL _____);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study.

Title and Date of local study:

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **February 2017**

Estimated Project Completion Date (Month and Year): **December 2017**

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): **N/A**

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES

NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

15. List of Carriers Certifying Agreement: **None**

List of Carriers Certifying Disagreement: **None**

Recap of Disagreements

Public Agency Reasons for Proceeding:

16. List of Comments Received from the Public Notice: **None**

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		

PFC APPLICATION NUMBER: 16-03-C-00-PIE

ATTACHMENT B: PROJECT INFORMATION

1. Project Title: **Reconstruction Terminal Apron**
2. Project Number: **3.3**
3. Use Airport of Project: **St. Pete-Clearwater International Airport (PIE)**

4. Project Type

Impose Only:

Concurrent:

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go **\$458,333**

Bond Capital \$

Bond Financing & Interest \$

Subtotal PFC Funds*: **\$458,333**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant #**41** Grant Funds in Project **\$5,745,002**

Subtotal Existing AIP Funds: **\$5,745,002**

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year:	Entitlement \$	Discretionary \$	Total \$
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Subtotal Anticipated AIP Funds: \$

Other Funds:

State Grants **\$180,000**

Local Funds

Other (please specify) \$

Subtotal Other Funds: **\$180,000**

Total Project Cost: **\$6,383,335**

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO.

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan: **N/A**

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This project consists of the design and construction of the second phase of the reconstruction of the Air Carrier Terminal Apron. This phase includes the reconstruction of the pavements for aircraft parking positions 1A, 1, 7, 8, 9, 10, and 11 of approximately 31,500 square yards. New pavement markings and the installation of high mast lighting are included in this work. This project also includes the reconstruction of approximately 800 feet of the service road used by ARFF and Airport Operations vehicles. The existing concrete hardstands and asphalt pavement will be demolished and new Portland Cement Concrete (PCC) pavement will be constructed.

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters:
Number of gates:
Number of baggage facilities:

At completion of this project,
Number of ticket counters:
Number of gates:
Number of baggage facilities:

Net change due to this project:
Number of ticket counters:
Number of gates:
Number of baggage facilities:

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES
 NO
 N/A

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

9. Significant Contribution: N/A

FOR FAA USE

___ Air safety. Part 139 Other (explain)

Certification Inspector concur. Yes No Date _____

___ Air security. Part 107 Part 108 Other (explain)

CASFO concur. Yes No Date _____

___ Competition. Competition Plan Other (explain)

___ Congestion. Current or Anticipated

LOI FAA BCA FAA Airport Capacity Enhancement Plan

Other (explain) _____

___ Noise. 65 LDN Other (explain) _____

___ Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

The objective of this project is to preserve capacity by ensuring that the apron parking positions are of proper strength and in good condition to continue to allow aircraft to safely utilize the Airport's passenger boarding gates.

FOR FAA USE

- Safety, Preserve [] Enhance []
- Security, Preserve [] Enhance []
- Capacity, Preserve [] Enhance []
- Furnish opportunity for enhanced competition between or among air carriers at the airport
- Mitigate noise impacts resulting from aircraft operations at the airport
- Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

The existing pavements are a combination of bituminous asphalt and PCC and are exhibiting various types of distress including slippage cracks, block cracking, and mid-slab cracking. The Pavement Condition Index Study (PCI) ratings for the pavement at positions 7 through 11 was 51 (Poor), and for positions 1A and 1, the PCI rating was 62 (Fair). The apron pavement was originally constructed around 1944 with rehabilitation work done in the early 1990's. The apron was expanded in 1996 and concrete apron hardstands constructed in 2002. The service road is exhibiting severe slippage cracking.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition

benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);

Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study.

Title and Date of local study:

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **August 2015**

Estimated Project Completion Date (Month and Year): **April 2016**

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): **N/A**

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES

NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

15. List of Carriers Certifying Agreement: **None**

List of Carriers Certifying Disagreement: **None**

Recap of Disagreements

Public Agency Reasons for Proceeding:

16. List of Comments Received from the Public Notice: **None**

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		

PFC APPLICATION NUMBER: 16-03-C-00-PIE

ATTACHMENT B: PROJECT INFORMATION

- 1. Project Title: **Taxiway Rehabilitation, Phase 2**
- 2. Project Number: **3.4**
- 3. Use Airport of Project: **St. Pete-Clearwater International Airport (PIE)**

- 4. Project Type
 - Impose Only:
 - Concurrent:
 - Use Only:Link to application:

- 5. Level of Collection:
 - \$1.00
 - \$2.00
 - \$3.00
 - \$4.00
 - \$4.50

6. Financing Plan

PFC Funds: Pay-as-you-go **\$544,500**
Bond Capital \$
Bond Financing & Interest \$

Subtotal PFC Funds*: **\$544,500**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:
Grant # Grant Funds in Project \$

Subtotal Existing AIP Funds: \$

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year:	Entitlement \$	Discretionary \$	Total \$
2016	\$3,500,000	\$5,939,157	\$9,439,157

Subtotal Anticipated AIP Funds: **\$9,439,157**

Other Funds:
State Grants **\$388,514**

Local Funds **\$115,781**
Other (please specify) \$

Subtotal Other Funds: **\$504,295**

Total Project Cost: **\$10,487,952**

These amounts reflect the estimates from the Airport's AIP Grant #42 Pre-Application provided on January 8, 2016.

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO.

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.
Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

If proposed AIP discretionary funds are not available, or costs exceed the current budget and additional PFCs are needed, a PFC amendment application would be submitted to the FAA for the additional PFCs required to complete the project. The County would utilize other available local funds to interim fund the project until such time PFC collections are available to reimburse any local funds required.

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This project consists of the design and construction of the second phase of a major taxiway rehabilitation program at the Airport. Specifically, this project includes the following:

- Taxiway "A" from the intersection of Runway 4-22 to the intersection of Runway 36. Work includes pavement rehabilitation (approximately 1750' x 75'); 30' wide paved shoulders; edge lights; signage; and pavement marking.
- Reconfiguration of Taxiway "F" and "M" at the intersection to Runway 18-36. Work includes demolition of existing Taxiway "F" and "M"; construction of realigned Taxiway "F" (approximately 875' x 50'); construction of realigned Taxiway "M" (approximately 675' x 50'); edge lights; signage; and pavement marking.
- Taxiway "B" from Taxiway "T" to closed Runway 9-27. Work includes demolition of Taxiway "C"; pavement rehabilitation of Taxiway "B" (approximately 325' x 75'); 30' wide paved shoulders; edge lights; signage; and pavement marking.
- Taxiway "T" from Taxiway "A" to Taxiway "B". Work includes pavement rehabilitation of Taxiway "T" (approximately 1700' x 170'); and pavement marking.
- Taxiway "M" from new intersection of reconfigured Taxiway "F" and "M" (from Base Bid above) to intersection of Runway 22. Work includes pavement rehabilitation (approximately 3650' x 50'); edge lights; signage; and pavement marking.

- Taxiway “J” from Taxiway “M” to Runway 4-22. Work includes pavement rehabilitation (approximately 250’ x 50’); edge lights; signage; and pavement marking.
- Taxiway “U” from the intersection of closed Runway 9-27 to the entrance to “The Landings” t-hangar complex. Work includes pavement rehabilitation (approximately 290’ x 25’); edge lights; signage; and pavement marking.

If applicable for terminal projects,
 Prior to implementation of this project,
 Number of ticket counters:
 Number of gates:
 Number of baggage facilities:

At completion of this project,
 Number of ticket counters:
 Number of gates:
 Number of baggage facilities:

Net change due to this project:
 Number of ticket counters:
 Number of gates:
 Number of baggage facilities:

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

9. Significant Contribution: **N/A**

FOR FAA USE

Air safety. Part 139 Other (explain)

Certification Inspector concur. Yes No Date _____

Air security. Part 107 Part 108 Other (explain)

CASFO concur. Yes No Date _____

Competition. Competition Plan Other (explain)

Congestion. Current or Anticipated

LOI FAA BCA FAA Airport Capacity Enhancement Plan

Other (explain) _____

Noise. 65 LDN Other (explain) _____

Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

The objective of this project is to preserve capacity. This project will preserve capacity by ensuring that the taxiway pavements are of proper strength and in good condition to safely move about the airfield. This project will also preserve capacity by ensuring that the geometric design of the taxiways meets current design standards.

FOR FAA USE

Safety, Preserve Enhance

Security, Preserve Enhance

Capacity, Preserve Enhance

- Furnish opportunity for enhanced competition between or among air carriers at the airport
- Mitigate noise impacts resulting from aircraft operations at the airport
- Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

Based on the PCI Study conducted in 2011 and updated in 2015, the PCI ratings for these taxiway pavements are as follows: Taxiway A – 39, Taxiway B – 56, Taxiway M – 42, and Taxiway T – 22. These pavements are experiencing pavement distress including bleeding, block cracking and weathering. These pavements were originally constructed around 1944 with rehabilitation work done in the early 1990’s. The re-configuration of the taxiways is necessary to meet the current FAA design standards contained in AC 150-5300/13A.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

- Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ___);
- Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ___);
- Noise compatibility planning as described in 49 U.S.C. 47505;
- Noise compatibility measures eligible under 49 U.S.C. 47504.
- Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study.

Title and Date of local study:

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **September 2016**

Estimated Project Completion Date (Month and Year): **September 2017**

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): **N/A**

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES

NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

15. List of Carriers Certifying Agreement: **None**

List of Carriers Certifying Disagreement: **None**

Recap of Disagreements

Public Agency Reasons for Proceeding:

16. List of Comments Received from the Public Notice: **None**

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		

PFC APPLICATION NUMBER: 16-03-C-00-PIE

ATTACHMENT B: PROJECT INFORMATION

1. Project Title: **Master Plan Study**
2. Project Number: **3.5**
3. Use Airport of Project: **St. Pete-Clearwater International Airport (PIE)**

4. Project Type

Impose Only:

Concurrent:

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go **\$75,000**

Bond Capital \$

Bond Financing & Interest \$

Subtotal PFC Funds*: **\$75,000**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # Grant Funds in Project \$

Subtotal Existing AIP Funds: \$

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year:	Entitlement \$	Discretionary \$	Total \$
2017	\$1,350,000		\$1,350,000

Subtotal Anticipated AIP Funds: **\$1,350,000**

Other Funds:

State Grants **\$75,000**

Local Funds \$

Other (please specify) \$

Subtotal Other Funds: **\$75,000**

Total Project Cost: **\$1,500,000**

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO.

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan: **N/A**

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This project consists of a Master Plan Study. The Master Plan is a comprehensive study of the Airport including short, medium and long term airport development plans to meet future aviation demand. The Master Plan project will follow FAA guidance provided in Advisory Circular 150-5070-6, *Airport Master Plans* incorporating those elements necessary based on the specific needs and assets at the Airport. The Master Plan will show all existing and planned development on an updated Airport Layout Plan to illustrate proposed improvements to the Airport. New forecasts of aviation demand, evaluation of alternatives, and a long term capital improvement plan will be prepared to meet the Airport's long term aeronautical needs in a financially feasible manner. The Master Plan will present the research and logic from which the plan evolved and displays the plan on graphic and written format. This project will include the new Master Plan requirements for Geographic Information System (GIS) data as well as plans for recycling or minimizing the generation of airport solid waste.

If applicable for terminal projects,
Prior to implementation of this project,

Number of ticket counters:

Number of gates:

Number of baggage facilities:

At completion of this project,

Number of ticket counters:

Number of gates:

Number of baggage facilities:

Net change due to this project:

Number of ticket counters:

Number of gates:

Number of baggage facilities:

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approve, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

9. Significant Contribution: **N/A**

FOR FAA USE

___ Air safety. Part 139 Other (explain)

Certification Inspector concur. Yes No Date _____

___ Air security. Part 107 Part 108 Other (explain)

CASFO concur. Yes No Date _____

___ Competition. Competition Plan Other (explain)

___ Congestion. Current or Anticipated

LOI FAA BCA FAA Airport Capacity Enhancement Plan

Other (explain) _____

___ Noise. 65 LDN Other (explain) _____

Project does not qualify under “significant contribution “ rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA’s analysis of any barriers to competition at the airport.

10. Project Objective:

The objective of this project is to enhance capacity by ensuring that the long term development of the airport is appropriate based on current and forecasted aviation demand and undertaken in accordance with applicable standards.

FOR FAA USE

- Safety, Preserve [] Enhance []
- Security, Preserve [] Enhance []
- Capacity, Preserve [] Enhance []
- Furnish opportunity for enhanced competition between or among air carriers at the airport
- Mitigate noise impacts resulting from aircraft operations at the airport
- Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

The Airport’s last Master Plan was completed in January 2004; since then the Airport has experienced above average growth in passenger enplanements. A new master plan is necessary to ensure that the long term development of the airport is appropriate based on current and forecasted aviation demand and undertaken in accordance with applicable standards.

In the past five years, the airport has experienced a 14.63% compound annual rate of growth as depicted below.

Calendar Year	FAA Enplanements	Annual % Growth
2010	384,394	-
2011	417,223	8.54%
2012	436,030	4.51%
2013	514,358	17.96%
2014	663,810	29.06%

Compound Annual Rate
of Growth **14.63%**

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ___);

Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ___);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study.

Title and Date of local study:

- Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
- Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____);
- PFC Program Update Letter _____
- Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **August 2016**
Estimated Project Completion Date (Month and Year): **December 2018**

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

- Yes
- No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

- Yes
- No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): **N/A**

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

- Yes
- No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

[X] YES

NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

15. List of Carriers Certifying Agreement: **None**

List of Carriers Certifying Disagreement: **None**

Recap of Disagreements

Public Agency Reasons for Proceeding:

16. List of Comments Received from the Public Notice: **None**

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		

PFC APPLICATION NUMBER: 16-03-C-00-PIE

ATTACHMENT B: PROJECT INFORMATION

1. Project Title: **Wildlife Hazard Assessment and Wildlife Hazard Management Plan**

2. Project Number: **3.6**

3. Use Airport of Project: **St. Pete-Clearwater International Airport (PIE)**

4. Project Type

Impose Only:

Concurrent:

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go **\$8,264**

Bond Capital \$

Bond Financing & Interest \$

Subtotal PFC Funds*: **\$8,264**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant #34 Grant Funds in Project **\$96,396**

Grant #38 Grant Funds in Project **\$28,710**

Subtotal Existing AIP Funds: **\$125,106**

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: Entitlement \$ Discretionary \$ Total \$

Subtotal Anticipated AIP Funds: \$

Other Funds:
State Grants \$
Local Funds \$
Other (please specify) \$

Subtotal Other Funds: \$

Total Project Cost: **\$133,370**

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO.

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.
Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan: N/A

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

The project consists of the development of a Wildlife Hazard Assessment followed by a Wildlife Hazard Management Plan. The assessment includes the elements required under part (c) of the regulation. Upon completion, the FAA reviewed the WHA and determined that the certificate holder must develop and implement a Wildlife Hazard Management Plan (WHMP) designated to mitigate wildlife hazards to aviation on or near the airport utilizing the WHA as the scientific basis. The WHMP includes all of the elements required in part (f) of the regulation.

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters:
Number of gates:
Number of baggage facilities:

At completion of this project,
Number of ticket counters:
Number of gates:
Number of baggage facilities:

Net change due to this project:
Number of ticket counters:
Number of gates:
Number of baggage facilities:

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

[] YES

- NO
- N/A

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

9. Significant Contribution: **N/A**

FOR FAA USE

- Air safety. Part 139 Other (explain) _____
- Certification Inspector concur. Yes No Date _____
- Air security. Part 107 Part 108 Other (explain) _____
- CASFO concur. Yes No Date _____
- Competition. Competition Plan Other (explain) _____
- Congestion. Current or Anticipated
LOI FAA BCA FAA Airport Capacity Enhancement Plan
- Other (explain) _____
- Noise. 65 LDN Other (explain) _____
- Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

The objective of this project is to enhance safety at the Airport by identifying and assessing wildlife hazards at the airport and developing a plan to manage those hazards.

FOR FAA USE

- Safety, Preserve [] Enhance []
- Security, Preserve [] Enhance []
- Capacity, Preserve [] Enhance []
- Furnish opportunity for enhanced competition between or among air carriers at the airport
- Mitigate noise impacts resulting from aircraft operations at the airport
- Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

14 CFR 139.337, *Wildlife Hazard Management*, of Part 139 Certification of Airports regulations require the County, as the holder of an Airport Operating Certificate, to conduct a Wildlife Hazard Assessment (WHA) and, if determined necessary by the FAA, a Wildlife Hazard Management Plan.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition

benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);

Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study.

Title and Date of local study:

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **June 2009**

Estimated Project Completion Date (Month and Year): **May 2013**

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): **N/A**

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES

NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

15. List of Carriers Certifying Agreement: **None**

List of Carriers Certifying Disagreement: **None**

Recap of Disagreements

Public Agency Reasons for Proceeding:

16. List of Comments Received from the Public Notice: **None**

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		

PFC APPLICATION NUMBER: 16-03-C-00-PIE

ATTACHMENT B: PROJECT INFORMATION

1. Project Title: **Acquire Airfield Sweeper**
2. Project Number: **3.7**
3. Use Airport of Project: **St. Pete-Clearwater International Airport (PIE)**

4. Project Type

Impose Only:

Concurrent:

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go **\$18,952**

Bond Capital \$

Bond Financing & Interest \$

Subtotal PFC Funds*: **\$18,952**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant #**38**

Grant Funds in Project **\$170,565**

Subtotal Existing AIP Funds: **\$170,565**

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year:	Entitlement \$	Discretionary \$	Total \$
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Subtotal Anticipated AIP Funds: \$

Other Funds:

State Grants \$

Local Funds \$

Other (please specify) \$

Subtotal Other Funds: \$

Total Project Cost: **\$189,517**

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO.

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan: **N/A**

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This project consists of the purchase of a 2012 Elgin Crosswind J+ Sweeper. The Sweeper includes an 8.0 cubic yard hopper with left and right side brooms, a center broom, a 20,000 CFM rated blower, 240 gallon water tank, 16 spray nozzles and pick-up head. The Sweeper is powered by a John Deere 4045, turbocharged 115HP diesel engine.

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters:
Number of gates:
Number of baggage facilities:

At completion of this project,
Number of ticket counters:
Number of gates:
Number of baggage facilities:

Net change due to this project:
Number of ticket counters:
Number of gates:
Number of baggage facilities:

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approve, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

9. Significant Contribution: N/A

FOR FAA USE

Air safety. Part 139 Other (explain)

Certification Inspector concur. Yes No Date _____

Air security. Part 107 Part 108 Other (explain)

CASFO concur. Yes No Date _____

Competition. Competition Plan Other (explain)

Congestion. Current or Anticipated

LOI FAA BCA FAA Airport Capacity Enhancement Plan

Other (explain) _____

Noise. 65 LDN Other (explain) _____

Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency sited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

The objective of this project is to preserve safety at the Airport by providing the resources in the form of an airfield sweeper to promptly remove mud, dirt, sand, loose aggregate, foreign object debris, and other contaminants from all runways, taxiways and ramp areas.

FOR FAA USE

- Safety, Preserve [] Enhance []
- Security, Preserve [] Enhance []
- Capacity, Preserve [] Enhance []
- Furnish opportunity for enhanced competition between or among air carriers at the airport
- Mitigate noise impacts resulting from aircraft operations at the airport
- Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

This Sweeper is necessary to allow the Airport to promptly remove mud, dirt, sand, loose aggregate, foreign object debris, and other contaminants from all runways, taxiways and ramp areas. This Sweeper replaced a 2005 Elgin Crosswind J Sweeper.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL _____);

Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL _____);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study.

Title and Date of local study:

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **August 2012**

Estimated Project Completion Date (Month and Year): **October 2012**

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): **N/A**

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES

NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

15. List of Carriers Certifying Agreement: **None**

List of Carriers Certifying Disagreement: **None**

Recap of Disagreements

Public Agency Reasons for Proceeding:

16. List of Comments Received from the Public Notice: **None**

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		

PFC APPLICATION NUMBER: 16-03-C-00-PIE

ATTACHMENT B: PROJECT INFORMATION

1. Project Title: **Acquire Aircraft Rescue and Fire Fighting (ARFF) Equipment**

2. Project Number: **3.8**

3. Use Airport of Project: **St. Pete-Clearwater International Airport (PIE)**

4. Project Type

Impose Only:

Concurrent:

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go \$ **240,960**

Bond Capital \$

Bond Financing & Interest \$

Subtotal PFC Funds*: \$ **240,960**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant #	Grant Funds in Project \$
37	\$ 45,690
39	\$ 481,856

Subtotal Existing AIP Funds: \$ **527,546**

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year:	Entitlement \$	Discretionary \$	Total \$
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Subtotal Anticipated AIP Funds: \$

Other Funds:
State Grants \$
Local Funds \$
Other (please specify) \$

Subtotal Other Funds: \$

Total Project Cost: **\$ 768,506**

Funding Summary:

Unit	AIP Grant #	AIP Funds	PFC Funds	Total
ARFF-1	37	\$45,690	\$2,402	\$48,092
ARFF-2	39	\$481,856	\$53,540	\$535,396
ARFF-Marine	N/A	\$0	\$185,018	\$185,018
Totals		\$527,546	\$240,960	\$768,506

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO.

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.
Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan: **N/A**

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This project consists of the purchase of three pieces of Aircraft Rescue and Firefighting Equipment necessary to satisfy the Airport's ARFF Index C requirements.

The first piece of equipment purchased was Unit ARFF-1, a 2011 Ford F350 Crew Cab, 1-ton 4x4 Support Vehicle. This vehicle is necessary to tow and launch the required ARFF Marine Rescue Boat in the event of an aircraft accident in the surrounding waters. This vehicle is also used to respond to medical emergencies on the Airport.

The second piece of equipment purchased was Unit ARFF-2, a 2014 E-One ARFF Truck (VIN - 4EN9AAA88E1008265). This truck has a 1,500 gallon water capacity (1,250 gpm), 200 gallon foam capacity and 500 lb. dry chemical capacity.

The third piece of equipment purchase was ARFF-Marine, a 2014 Boston Whaler 27 foot rescue boat with two 250-hp outboard motors.

These purchases were made in accordance with applicable FAA Advisory Circulars. The ARFF-Marine vehicle was procured through competitive bidding by Pinellas County.

The ARFF Inventory from the Airport's approved Part 139 Certification Manual as Exhibit E is provided in Attachment I.

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters:
Number of gates:
Number of baggage facilities:

At completion of this project,
Number of ticket counters:
Number of gates:
Number of baggage facilities:

Net change due to this project:
Number of ticket counters:
Number of gates:
Number of baggage facilities:

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

9. Significant Contribution: **N/A**

FOR FAA USE

Air safety. Part 139 Other (explain)

Certification Inspector concur. Yes No Date _____

Air security. Part 107 Part 108 Other (explain)

CASFO concur. Yes No Date _____

Competition. Competition Plan Other (explain)

Congestion. Current or Anticipated

LOI FAA BCA FAA Airport Capacity Enhancement Plan

Other (explain) _____

Noise. 65 LDN Other (explain) _____

Project does not qualify under “significant contribution “ rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA’s analysis of any barriers to competition at the airport.

10. Project Objective:

The project meets the PFC objective of preserving safety at the Airport. These three equipment purchases are necessary for the airport to maintain its minimum level of requirements for its ARFF Index C as required by the Part 139 Airport Certification Manual.

FOR FAA USE

Safety, Preserve Enhance

Security, Preserve Enhance

Capacity, Preserve Enhance

Furnish opportunity for enhanced competition between or among air carriers at the airport

Mitigate noise impacts resulting from aircraft operations at the airport

Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

This project consists of the purchase of three pieces of Aircraft Rescue and Firefighting Equipment necessary to satisfy the Airport's ARFF Index C requirements.

The first piece of equipment purchased was Unit ARFF-1, a 2011 Ford F350 Crew Cab, 1-ton 4x4 Support Vehicle. The vehicle previously used to launch the rescue boat, was a 1994 Chevy 1-ton crew cab truck. That vehicle was experiencing frequent and ongoing maintenance problems. Whenever the vehicle was out of service for maintenance, the Airport was required to borrow a Fleet vehicle with capacity to pull the rescue boat in the event of the need of a marine rescue.

The second piece of equipment purchased was Unit ARFF-2, a 2014 E-One ARFF Truck. This truck replaced a 1996 E-One Titan which was original purchased by the U.S. Coast Guard and loaned to the Airport. That truck was suffering from reliability issues and parts were increasingly difficult to obtain.

The third piece of equipment purchase was ARFF-Marine, a 2014 Boston Whaler 27 foot rescue boat with two 250-hp outboard motors. This boat replaced the Airport's 2002 Nautica 24 foot rescue boat. That boat was experiencing significant problems with its electrical system and with its fuel tanks. The marine mechanic providing service to the boat deemed it to no longer be sea worthy.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ___);

Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ___);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study.

Title and Date of local study:

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **September 2011**

Estimated Project Completion Date (Month and Year): **September 2014**

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): **N/A**

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES

NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

15. List of Carriers Certifying Agreement: **None**

List of Carriers Certifying Disagreement: **None**

Recap of Disagreements

Public Agency Reasons for Proceeding:

16. List of Comments Received from the Public Notice: **None**

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		

PFC APPLICATION NUMBER: 16-03-C-00-PIE

ATTACHMENT B: PROJECT INFORMATION

1. Project Title: **PFC Administration Costs**
2. Project Number: **3.9**
3. Use Airport of Project: **St. Pete-Clearwater International Airport (PIE)**

4. Project Type

Impose Only:

Concurrent:

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go **\$50,000**

Bond Capital \$

Bond Financing & Interest \$

Subtotal PFC Funds*: **\$50,000**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # Grant Funds in Project \$

Subtotal Existing AIP Funds: \$

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: Entitlement \$ Discretionary \$ Total \$

Subtotal Anticipated AIP Funds: \$

Other Funds:

State Grants \$

Local Funds \$

Other (please specify) \$

Subtotal Other Funds: \$

Total Project Cost: **\$50,000**

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO.

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan: **N/A**

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

PFC-eligible general formation costs included in this PFC project are the necessary expenditures to prepare the new PFC application. Also included are eligible ongoing administrative costs, amendments and closeout for this PFC application.

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters:
Number of gates:
Number of baggage facilities:

At completion of this project,
Number of ticket counters:
Number of gates:
Number of baggage facilities:

Net change due to this project:
Number of ticket counters:
Number of gates:
Number of baggage facilities:

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

9. Significant Contribution: N/A

FOR FAA USE

Air safety. Part 139 Other (explain)

Certification Inspector concur. Yes No Date _____

Air security. Part 107 Part 108 Other (explain)

CASFO concur. Yes No Date _____

Competition. Competition Plan Other (explain)

Congestion. Current or Anticipated

LOI FAA BCA FAA Airport Capacity Enhancement Plan

Other (explain) _____

Noise. 65 LDN Other (explain) _____

Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

Development resulting from this PFC application will preserve and enhance capacity and safety at the Airport. The funding provided for in this PFC application will fund the projects needed to preserve and enhance capacity and safety.

FOR FAA USE

- Safety, Preserve [] Enhance []
- Security, Preserve [] Enhance []
- Capacity, Preserve [] Enhance []
- Furnish opportunity for enhanced competition between or among air carriers at the airport
- Mitigate noise impacts resulting from aircraft operations at the airport
- Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

This project is necessary to develop and administer the PFC program.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL _____);

Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL _____);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study.

Title and Date of local study:

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **November 2015**

Estimated Project Completion Date (Month and Year): **February 2021**

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): **N/A**

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES

NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

15. List of Carriers Certifying Agreement: **None**

List of Carriers Certifying Disagreement: **None**

Recap of Disagreements

Public Agency Reasons for Proceeding:

16. List of Comments Received from the Public Notice: **None**

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		

ATTACHMENT C

AIR CARRIER CONSULTATION AND PUBLIC NOTICE

Attached is the summary of the consultation with the air carriers operating at the Airport, including:

- (i) A list of all carriers operating at the Airport and a list of those notified
- (ii) A list of carriers that acknowledged receipt of the notice
- (iii) A copy of the information provided to the carriers before and after the consultation meeting
- (iv) Lists of carriers that certified agreement and disagreement with the proposed projects
- (v) A summary of substantive comments by carriers contained in the certificates of disagreement with the proposed projects, and the Airport's reasons for proceeding.

(also attached is a copy of the Airline Notice, the consultation meeting agenda, and the sign-in sheet)

- (i) The carriers listed below operated at least one scheduled flight into St. Pete-Clearwater International Airport or appeared on the latest official FAA publication of the Air Carrier Activity Information System as having a “significant business interest” and therefore were sent a PFC notice of proposed application #3 certified mail on December 14, 2015:

Allegiant Air LLC
Falcon Air Express
Miami Air International, Inc.
Sun Country Airlines
Vision Airlines
Sunwing Airlines

- (ii) Certified mail receipts of the notice were returned to the Airport for the notices mailed to Falcon Air Express, Sun Country Airlines and Vision Airlines. Delivery Confirmation of the notice to Sunwing Airlines was obtained online.

The notice to Allegiant Airlines was returned by the post office as undeliverable. The Airport emailed the noticed to their Allegiant representative who acknowledged receipt via email (see emails attached). The notice to Miami Air International was also returned undeliverable.

- (iii) Copies of all information provided to the carriers before and after the consultation meeting including the following:
- Powerpoint presentation available at the consultation meeting
- (iv) The Airport did not receive any letters of Certification of Agreement or disagreement with the proposed application.
- (v) There were no letters of disagreement received by the Airport by any Air Carrier.



TAMPA BAY THE EASY WAY

December 14, 2015

RE: Proposed Passenger Facility Charge "Impose and Use" - Application #3
for the St. Pete-Clearwater International Airport

Pinellas County (County) hereby provides notice, in accordance with 14 CFR 158.23 of the Passenger Facility Charge (PFC) regulation, of a consultation meeting with the air carriers serving the St. Pete-Clearwater International Airport (PIE). This meeting is intended to discuss, as required by the PFC regulation, the submission of a third application (Impose and Use) to the Federal Aviation Administration (FAA) for extension of our PFC authority at PIE. The legislation requires airline notification of potential PFC funded projects 30 to 45 days prior to the PFC meeting. In addition, the legislation requires that information on the program be conveyed to the airlines and that the airlines respond to the Airport, in writing, acknowledging receipt of the required notice.

In accordance with Federal Aviation Regulation 49 CFR Part 158.37 Passenger Facility Charges, the County will hold a consultation meeting with air carriers on Tuesday, January 19, 2016 at 10:00 a.m. local time, regarding the new application. The meeting will be held in the Airport Administration Conference Room located on the second floor of the terminal, 14700 Terminal Boulevard, Suite 234, Clearwater, FL.

The County plans to continue the maximum PFC allowable of \$4.50 per enplaned passenger. We anticipate collection on this application to begin on June 1, 2017 when the previous application is fully collected. Future PFC projects will likely extend the expiration date. The total PFC revenue to be collected for projects in this application is \$11,419,725, and the expiration date for this application is estimated to be February 1, 2021.

The County recommends continued exclusion of Air Traffic/Commercial Operators (ATCO) filing FAA Form 1800-31 and Commuters or Small Certificated Air Carriers (CAC) filing Form T-100, from the collection of PFCs. These nonscheduled/on demand air carriers comprise less than 1% of the total enplanements at PIE. ATCO carriers include Aero Jet Services, LLC, Crow Executive Air, Inc., Flexjet, LLC, Meridian Air Group, Inc., and Morcom Aviation Services, Inc. In 2014, this class of carriers enplaned 63 passengers. CAC carriers include Charter Air Transport, Inc. In 2014, this class of carriers enplaned 3 passengers. We request this exemption based on the complexity of record keeping, the cost of implementation of collecting and monitoring the PFC program for small carriers, and again the fact that ATCOs and CACs account for such a small percentage of total enplanements.

The nine projects in this application are described on the following pages. We look forward to discussing, in detail, these important projects at our scheduled air carrier consultation meeting noted above.

Sincerely,


Thomas R. Jewsbury
Airport Director

cc: Federal Aviation Administration - Orlando Airports District Office

Pinellas County, Florida
 St. Petersburg-Clearwater International Airport (PIE)
 Summary of Projects for PFC Application #3

PFC Number	Project Title	AIP Funds	State of FL Funds	TSA OTA Funds	PFC Local Match	PFC 100%	Other Local Funds	Total Project Cost	AIP Grnt #	Est. Implementation Date	Est. Completion Date	NEPA Finding	Date	Airspace Finding	Date
3.1	Terminal Renovations, 2016 (See worksheet)					9,591,750	23,250	9,615,000		January 2016	March 2017				
3.2	Ticketing "A" In-Line Baggage System		300,000	5,400,000		300,000		6,000,000		February 2017	December 2017			N/A	N/A
3.3	Apron Hardstand Expansion, Phase 2	5,745,002	180,000		590,153		230,600	6,745,755	41	August 2015	April 2016				
3.4	Taxiway Rehabilitation, Phase 2	9,526,500	514,000		544,500			10,585,000	2016	August 2016	August 2017				
3.5	Master Plan Study	1,350,000	75,000		75,000			1,500,000	2017	August 2016	December 2018			N/A	N/A
3.6	Wildlife Hazard Assessment Plan and Wildlife Hazard Implementation Plan	96,396			5,074			101,470	34	June 2009	April 2011			N/A	N/A
	Wildlife Hazard Assessment	30,020			3,336			33,356	38	August 2012	May 2013			N/A	N/A
	Wildlife Hazard Implementation Plan													N/A	N/A
3.7	Acquire Airfield Sweeper	170,565			18,952			189,517	38	August 2012	October 2012			N/A	N/A
3.8	Acquire Aircraft Rescue and Fire Fighting Equipment														
	ARFF Truck - Unit ARFF-2	481,856			53,540			535,396	39	August 2013	June 2014			N/A	N/A
	ARFF Support Vehicle - Unit ARFF-1	45,690			2,402			48,092	37	September 2011	November 2011			N/A	N/A
	ARFF Rescue Boat - Unit ARFF- Marine					185,018		185,018		June 2014	September 2014			N/A	N/A
3.9	PFC Administration Fees					50,000		50,000		November 2015	December 2018			N/A	N/A
Totals		17,446,029	1,069,000	5,400,000	1,292,957	10,126,768	253,850	35,588,604							

Total PFCs Proposed 11,419,725
 Estimated Annual Collections 3,100,000
 PFC Duration - Years 9.68
 PFC Duration - Days 1,344.58
 Current Legal Expiration Date 6/1/17
 New Proposed Expiration Date 02/04/21

***St. Pete-Clearwater International Airport (PIE)
Proposed Passenger Facility Charge Application #3
Project Descriptions***

3.1 Terminal Renovations 2016

The Airport has recently undertaken a number of projects to renovate the passenger terminal building to accommodate its growth in passenger traffic. This project, Terminal Renovations 2016, includes six new elements which continue the progress of terminal building renovations: Passenger Screening Checkpoints Reconfiguration/Optimization, HVAC Chiller, Public Restroom Renovations, Passenger Hold Room Seating, a Mechanical Control Room and Additional Passenger Hold Room Area.

3.1a Passenger Screening Checkpoints Reconfiguration/Optimization. This element consists of the reconfiguration, expansion, and optimization of the airport's two passenger screening checkpoints. Both checkpoints currently have two screening lanes. The Transportation Security Administration (TSA) has requested the Airport provide space for three screening lanes at each location to address the increase in passenger traffic. This project does not include the purchase of any security screening equipment. Such equipment will be provided and installed by the TSA and its subcontractors.

Check Point "A" Reconfiguration will include the expansion of the existing checkpoint footprint including related building, mechanical, electrical and fire suppression work. The checkpoint will be reconfigured and expanded from approximately 3,422 square feet to 3,520 square feet to accommodate the need for a third screening lane.

Check Point "B" Reconfiguration will include the relocation of the checkpoint into the Gate 7-10 concourse. With the expansion of the gate holding area, an existing corridor will be widened and renovated to allow for the expansion to three screening lanes. The location of the new checkpoint will cover approximately 3,963 square feet compared to the existing location of 2,088 square feet. The area vacated by the existing screening lanes will allow for an increase in the passenger queuing space. The current queuing space is approximately 1,062 square feet and the new queuing space will be approximately 2,663 square feet.

3.1b HVAC Chiller. This element consists of the addition of a new 350 ton HVAC Chiller. With the expansion of the Gate 7-10 concourse, it was determined that an additional HVAC Chiller would be necessary to accommodate the HVAC loads of the Gate 7-10 area.

3.1c Passenger Hold Room Seating. This element consists of the purchase of approximately 325 additional seats for the Gate 7-10 Hold Room. This permanent, multi-unit passenger seating will be in addition to the existing seating, and in total, will provide approximately 750 seats.

3.1d Mechanical Control Room. This project consists of the construction of a mechanical control room at roof-top (mezzanine) level and the relocation of mechanical equipment currently in the Gate 7-10 Hold Room area. This mechanical control room will provide approximately 918 square feet and will contain a relocated air handling unit and new duct work. In order to maximize the size and reconfiguration of the Passenger Hold Room area and security screening checkpoint, it is necessary to relocate the mechanical room and equipment serving that area to a different location.

3.1e Public Restroom Renovations. This project consists of improvements to four public restrooms located in the terminal building.

- The public restrooms (both men and women) in the Gate 7-10 Hold Room will be relocated as part of the Hold Room expansion. These restrooms are currently 527 square feet and include 6 toilet stalls. The new, relocated restrooms will be approximately 1,262 square feet and will provide 12 toilet stalls.
- The public restrooms (both men's and women's) adjacent to Baggage Claim will undergo renovations. These restrooms are approximately 1,093 square feet.
- The East-Second Floor public restrooms available for passengers and the public utilizing the space and services on the second floor will be renovated. These restrooms are currently 662 square feet and include 6 toilet stalls. The renovated restrooms will be approximately 672 square feet and will continue to provide 6 stalls.
- The West-Second Floor public restrooms available for passengers visiting the Lost and Found offices will also be renovated. These restrooms are currently 312 square feet and include 5 toilet stalls. The renovated restrooms will be approximately 519 square feet and will continue to provide 5 stalls.

The existing restrooms have not been updated in over 20 years, do not meet current ADA accessibility standards, and are no longer adequate to meet the number of passengers utilizing the Airport.

3.1f Additional Passenger Hold Room Area. This project consists of the addition of approximately 12,000 square feet of additional Passenger Hold Room for Gates 7-10 contiguous to the existing space. This build out will accommodate seating for a minimum of 750 passengers and will be integrated into the Airport's future conceptual terminal expansion options.

These elements will include a prorated share of required design, construction management and construction administration necessary to accomplish the project.

The Terminal Renovations 2016 project is expected to begin in March 2016 and will be completed in May 2017. The elements included in this project are projected to cost \$9,615,000, including construction, construction administration, and construction management, with \$9,591,750 being provided by PFCs and \$23,250 being provided with local funds. The funding breakdown by element is as follows:

Element	PFC Funds	Local Funds	Total
Passenger Screening Checkpoints	\$940,000	\$0	\$940,000
HVAC Chiller	\$156,750	\$8,250	\$165,000
Public Hold Room Seating	\$260,000	\$0	\$260,000
Mechanical Control Room	\$285,000	\$15,000	\$300,000
Public Restroom Renovations	\$1,450,000	\$0	\$1,450,000
Additional Passenger Hold Room Area	\$6,500,000	\$0	\$6,500,000
Totals	\$9,591,750	\$23,250	\$9.615,000

HVAC Chiller and the Mechanical Control Room estimated costs have been prorated 95% PFC eligible funds and 5% local funds based on the estimated square footage of eligible, ineligible and mechanical spaces that will be served by these facilities.

3.2 Building Modifications to Ticketing “A” Baggage Screening Area

The project consists of the renovation of the Ticketing “A” Baggage Screening Area to accommodate a new In-Line Baggage Handling System to be provided by the Transportation Security Administration (TSA). These building modifications will include an expansion of the terminal towards the north or east of the existing building to accommodate a new expanded baggage make-up area. The project will utilize the Basis of Design required by TSA.

The existing Ticketing “A” Baggage Screening System, supported by two stand alone Explosion Detection Systems (EDS), is not automated and all passenger baggage is processed manually by TSA. The goal of the automated and full in-line Baggage Handling System (BHS) system is to substantially increase the baggage screening throughput demanded by the growth in passenger enplanements at the Airport. Due to the increased spatial requirements of an automated baggage screening system, the terminal building will be expanded and modified and the existing airline offices will be reconfigured to allow for the new conveyors and EDS machines as well as future expansion capabilities as required by the TSA. The proposed project will provide the needed capacity for current demands and will allow for system expansion to meet future demands.

The start date for this project is estimated to be February 2017 and it is estimated to be completed in December 2017. The total cost of this project is estimated to be \$6,000,000 with TSA, provided funding under an Other Transaction Agreement of approximately \$5,400,000, State of Florida funds of \$300,000, and PFC funds of \$300,000.

3.3 Apron Hardstand Expansion, Phase 2

This project consists of the design and construction of the second phase of the reconstruction of the Air Carrier Terminal Apron. This phase includes the reconstruction of the pavements for aircraft parking positions 1A, 1, 7, 8, 9, 10, and 11 of approximately 31,500 square yards. New pavement markings and the installation of high mast lighting are included in this work. This project also includes the reconstruction of approximately 800 feet of the service road used by ARFF and Airport Operations vehicles. The existing concrete hardstands and asphalt pavement will be demolished and new Portland Cement Concrete (PCC) pavement will be constructed. The existing pavements are a combination of bituminous asphalt and PCC and are exhibiting

various types of distress including slippage cracks, block cracking, and mid-slab cracking. The Pavement Condition Index Study (PCI) ratings for the pavement at positions 7 through 11 was 51 (Poor), and for positions 1A and 1, the PCI rating was 62 (Fair). The apron pavement was originally constructed around 1944 with rehabilitation work done in the early 1990's. The apron was expanded in 1996 and concrete apron hardstands constructed in 2002. The service road is exhibiting severe slippage cracking.

The start date for this project was August 2015 and it is estimated to be completed in April 2016. The total cost of this project is estimated to be \$6,745,755 with FAA funding under AIP Federal Grant #41 in the amount of \$5,745,002, State of Florida funds of \$180,000, PFC funds of \$590,153 and other airport funds of \$230,600.

3.4 Taxiway Rehabilitation, Phase 2

This project consists of the design and construction of the second phase of taxiway rehabilitation at the Airport. Specifically, this project includes the rehabilitation of Taxiways A, M, B and T and the demolition of Taxiways C and F. The work will include the mill and overlay of existing asphalt paving as well as the demolition of existing asphalt paving, drainage demolition, erosion control, demolition or replacement of edge lighting and signage for associated taxiways, new pavement markings, new asphalt shoulders for Taxiway A, a new connector taxiway and new drainage and underdrains. Based on the PCI Study conducted in 2011 and updated in 2015, the PCI ratings for these taxiway pavements are as follows: Taxiway A – 39, Taxiway B – 56, Taxiway C – M, and Taxiway T – 22. These pavements are experiencing pavement distress including bleeding, block cracking and weathering. These pavements were originally constructed around 1944 with rehabilitation work done in the early 1990's. This project will also remove/realign angled connector taxiways, and realign connector taxiways providing direct access from the apron to the runway. These modifications are necessary in order to meet the Advisory Circular 150-5300-13A. Additional mid-field taxiways are being provided to improve capacity.

The start date for this project is estimated to be August 2016 and its estimated completion date in August 2017. The total cost of this project is estimated to be \$10,585,000 with FAA funding under an AIP Federal Grant in 2016 of approximately \$9,526,500, State of Florida funds of \$514,000 and PFC funds of \$544,500.

3.5 Master Plan Study

This project consists of a Master Plan Study. The Master Plan is a comprehensive study of the Airport including short, medium and long term airport development plans to meet future aviation demand. The Master Plan project will follow FAA guidance provided in Advisory Circular 150-5070-6, *Airport Master Plans* incorporating those elements necessary based on the specific needs and assets at the Airport. The Master Plan will show all existing and planned development on an updated Airport Layout Plan to illustrate proposed improvements to the Airport. New forecasts of aviation demand, evaluation of alternatives, and a long term capital improvement plan will be prepared to meet the Airport's long term aeronautical needs in a financially feasible manner. The Master Plan will present the research and logic from which the plan evolved and displays the

plan on graphic and written format. This project will include the new Master Plan requirements for Geographic Information System (GIS) data as well as plans for recycling or minimizing the generation of airport solid waste. The Airport's last Master Plan was completed in January 2004; since then the Airport has experienced above average growth in passenger enplanements.

The start date for this project is estimated to be August 2016 and it is estimated to be completed in December 2018. The total cost of this project is estimated to be \$1,500,000 with FAA funding under an AIP Federal Grant in 2017 of approximately \$1,350,000, State of Florida funds of \$75,000 and PFC funds of \$75,000.

3.6 Wildlife Hazard Assessment and Wildlife Hazard Management Plan

The project consists of the development of a Wildlife Hazard Assessment followed by a Wildlife Hazard Management Plan. 14 CFR 139.337, *Wildlife Hazard Management*, of Part 139 Certification of Airports regulations require the County, as the holder of an Airport Operating Certificate, to conduct a Wildlife Hazard Assessment (WHA). The assessment includes the elements required under part (c) of the regulation. Upon completion, the FAA reviewed the WHA and determined that the certificate holder must develop and implement a Wildlife Hazard Management Plan (WHMP) designated to mitigate wildlife hazards to aviation on or near the airport utilizing the WHA as the scientific basis. The WHMP includes all of the elements required in part (f) of the regulation.

The start date for this project was June 2009 and it was completed in May 2013. The total cost of this project was \$134,826. The FAA provided funding under AIP Federal Grant #34 in the amount of \$96,396 and AIP Federal Grant #38 in the amount of \$30,020. PFCs are anticipated to provide the local matches of \$8,410.

3.7 Acquire Airfield Sweeper

This project consists of the purchase of a 2012 Elgin Crosswind J+ Sweeper. The Sweeper includes an 8.0 cubic yard hopper with left and right side brooms, a center broom, a 20,000 CFM rated blower, 240 gallon water tank, 16 spray nozzles and pick-up head. The Sweeper is powered by a John Deere 4045, turbocharged 115HP diesel engine. This Sweeper is necessary to allow the Airport to promptly remove mud, dirt, sand, loose aggregate, foreign object debris, and other contaminants from all runways, taxiways and ramp areas. This Sweeper replaced a 2005 Elgin Crosswind J Sweeper.

The start date for this project was August 2012 and it was completed in October 2012. The total cost of this project was \$189,517. The FAA provided funding under AIP Federal Grant #38 in the amount of \$170,565. PFCs are anticipated to provide the local match of \$18,952.

3.8 Acquire Aircraft Rescue and Fire Fighting (ARFF) Equipment

This project consists of the purchase of three pieces of Aircraft Rescue and Firefighting Equipment necessary to satisfy the Airport's ARFF Index C requirements.

The first piece of equipment purchased was Unit ARFF-1, a 2011 Ford F350 Crew Cab, 1-ton 4x4 Support Vehicle. This vehicle is necessary to tow and launch the required ARFF Marine Rescue Boat in the event of an aircraft accident in the surrounding waters. This vehicle is also used to respond to medical emergencies on the Airport. The vehicle previously used to launch the rescue boat, was a 1994 Chevy 1-ton crew cab truck. That vehicle was experiencing frequent and ongoing maintenance problems. Whenever the vehicle was out of service for maintenance, the Airport was required to borrow a Fleet vehicle with capacity to pull the rescue boat in the event of the need of a marine rescue.

The second piece of equipment purchased was Unit ARFF-2, a 2014 E-One ARFF Truck. This truck has a 1,500 gallon water capacity (1,250 gpm), 200 gallon foam capacity and 500 lb. dry chemical capacity. This truck replaced a 1996 E-One Titan which was original purchased by the U.S. Coast Guard and loaned to the Airport. That truck was suffering from reliability issues and parts were increasingly difficult to obtain.

The third piece of equipment purchase was ARFF-Marine, a 2014 Boston Whaler 27 foot rescue boat with two 250-hp outboard motors. This boat replaced the Airport's 2002 Nautica 24 foot rescue boat. That boat was experiencing significant problems with its electrical system and with its fuel tanks. The marine mechanic providing service to the boat deemed it to no longer be sea worthy.

These purchases were made in accordance with applicable FAA Advisory Circulars.

The start date for this project was September 2011 and it was completed in September 2014. The total cost of this project was \$768,506 with AIP Federal Grant funds in the amount of \$527,546 and PFC funds providing \$240,960. The funding breakdown by purchase is as follows:

Unit	AIP Grant #	AIP Funds	PFC Funds	Total
ARFF-1	37	\$45,690	\$2,402	\$48,092
ARFF-2	39	\$481,856	\$53,540	\$535,396
ARFF-Marine	N/A	\$0	\$185,018	\$185,018
Totals		\$527,546	\$240,960	\$768,506

3.9 PFC Administration Costs

PFC-eligible general formation costs included in this PFC project are the necessary expenditures to prepare the new PFC application. Also included are eligible ongoing administrative costs, amendments and closeout for this PFC application. Development associated with the approved projects in this application will enhance capacity at the Airport. The total cost of this project is \$50,000. PFCs are anticipated to provide 100% funding for this project. This project started in November 2015 and will be complete in February 2021.

7015 1520 0002 9615 4262

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<input type="checkbox"/> Adult Signature Restricted Delivery	N/A
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Certified Mail Fee	\$3.45
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy)	\$2.80
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	
<input type="checkbox"/> Adult Signature Restricted Delivery	N/A
Postage	\$1.42
Total Postage and Fees	\$7.67



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PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instruction

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SAINT PAUL MN 55120

Certified Mail Fee	\$3.45
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy)	\$2.80
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	
<input type="checkbox"/> Adult Signature Restricted Delivery	N/A
Postage	\$1.42
Total Postage and Fees	\$7.67



Sent To *MN Airlines / Sun County*
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NORTH LAS VEGAS NV 89030

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Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy)	\$2.80
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	
<input type="checkbox"/> Adult Signature Restricted Delivery	N/A
Postage	\$1.42
Total Postage and Fees	\$7.67



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Street and Apt. No., or PO Box No.
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PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instruction

Registered No.

RF99929013815

Date Stamp



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Extra Services & Fees (continued)

Registered Signature Confirmation \$0.00

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Return Receipt (electronic) \$0.00

Restricted Delivery \$0.00

Total Postage & Fees \$17.60

Customer Must Declare Full Value \$0.00

Received \$20.40

To Be Completed By Post Office

To Be Completed By Customer

Domestic Mail Item up to \$50,000 is included based upon the declared value. International indemnity is limited. (See Reverse).

OFFICIAL USE

FROM

14700 Terminal Blvd
Clearwater FL 33762

33763

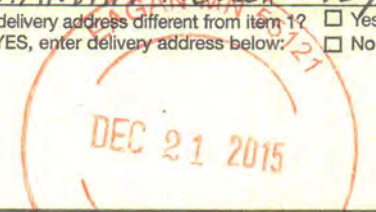
TO

Scandinavian Airlines
27 Faskon Dr. 33763
Toronto, Ontario M9W 1K6
CANADA

To Be Completed By Customer (Please Print)

All Entries Must Be in Ballpoint or Typed

PS Form 3806, Registered Mail Receipt
April 2015, PSN 7530-02-000-9051
Copy 1 - Customer
(See Information on Reverse)

SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY	
<ul style="list-style-type: none"> Complete items 1, 2, and 3. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature <input checked="" type="checkbox"/> <i>Samantha Nelson</i> <input type="checkbox"/> Agent <input type="checkbox"/> Address	
1. Article Addressed to:	B. Received by (Printed Name)	C. Date of Delivery
MN Airlines, LLC d/b/a Sun Country Airlines 1300 Mendota Heights Rd Mendota Heights, MN 55120 Attn: John Fredericksen, CEO	SAMANTHA NELSON	12/21
	D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No	
		
	3. Service Type <input type="checkbox"/> Adult Signature <input type="checkbox"/> Priority Mail Express® <input type="checkbox"/> Adult Signature Restricted Delivery <input type="checkbox"/> Registered Mail™ <input checked="" type="checkbox"/> Certified Mail® <input type="checkbox"/> Registered Mail Restricted Delivery <input type="checkbox"/> Certified Mail Restricted Delivery <input checked="" type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Collect on Delivery <input type="checkbox"/> Signature Confirmation <input type="checkbox"/> Collect on Delivery Restricted Delivery <input type="checkbox"/> Signature Confirmation Restricted Delivery <input type="checkbox"/> Insured Mail <input type="checkbox"/> Insured Mail Restricted Delivery (over \$500)	
2. Article Number (Transfer from service label)	7015 1520 0002 9615 4217	
PS Form 3811, July 2015 PSN 7530-02-000-9053		Domestic Return Receipt

SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY	
<ul style="list-style-type: none"> Complete items 1, 2, and 3. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature <input checked="" type="checkbox"/> <i>George Ewell</i> <input type="checkbox"/> Agent <input type="checkbox"/> Address	
1. Article Addressed to:	B. Received by (Printed Name)	C. Date of Delivery
Vision Airlines Attn: Acor William 2705 Airport Drive Las Vegas, NV 89030	George Ewell	12-18-15
	D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No	
	3. Service Type <input type="checkbox"/> Adult Signature <input type="checkbox"/> Priority Mail Express® <input type="checkbox"/> Adult Signature Restricted Delivery <input type="checkbox"/> Registered Mail™ <input checked="" type="checkbox"/> Certified Mail® <input type="checkbox"/> Registered Mail Restricted Delivery <input type="checkbox"/> Certified Mail Restricted Delivery <input checked="" type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Collect on Delivery <input type="checkbox"/> Signature Confirmation <input type="checkbox"/> Collect on Delivery Restricted Delivery <input type="checkbox"/> Signature Confirmation Restricted Delivery <input type="checkbox"/> Insured Mail <input type="checkbox"/> Insured Mail Restricted Delivery (over \$500)	
2. Article Number (Transfer from service label)	7015 1520 0002 9615 4200	
PS Form 3811, July 2015 PSN 7530-02-000-9053		Domestic Return Receipt

SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY	
<ul style="list-style-type: none"> Complete items 1, 2, and 3. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature <input checked="" type="checkbox"/> <i>Nelson Ramiz</i> <input type="checkbox"/> Agent <input type="checkbox"/> Address	
1. Article Addressed to:	B. Received by (Printed Name)	C. Date of Delivery
Falcon Air Express, Inc. 2601 W. 105th Avenue Miami, FL 33172 ATTN: Nelson Ramiz, Sr.		
	D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No	
	3. Service Type <input type="checkbox"/> Adult Signature <input type="checkbox"/> Priority Mail Express® <input type="checkbox"/> Adult Signature Restricted Delivery <input type="checkbox"/> Registered Mail™ <input checked="" type="checkbox"/> Certified Mail® <input type="checkbox"/> Registered Mail Restricted Delivery <input type="checkbox"/> Certified Mail Restricted Delivery <input checked="" type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Collect on Delivery <input type="checkbox"/> Signature Confirmation <input type="checkbox"/> Collect on Delivery Restricted Delivery <input type="checkbox"/> Signature Confirmation Restricted Delivery <input type="checkbox"/> Insured Mail <input type="checkbox"/> Insured Mail Restricted Delivery (over \$500)	
2. Article Number (Transfer from service label)	7015 1520 0002 9615 4255	
PS Form 3811, July 2015 PSN 7530-02-000-9053		Domestic Return Receipt



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DATE & TIME	STATUS OF ITEM	LOCATION
December 29, 2015 , 11:59 am	Delivered	CANADA
Your item was delivered in CANADA at 11:59 am on December 29, 2015.		
December 29, 2015 , 7:32 am	Arrival at Post Office	CANADA
December 23, 2015 , 7:16 pm	Customs Clearance	CANADA
December 23, 2015 , 7:16 pm	Processed Through Sort Facility	CANADA
December 17, 2015 , 10:53 am	Processed Through Sort Facility	ISC NEW YORK NY(USPS)
December 17, 2015 , 10:53 am	Arrived at Sort Facility	ISC NEW YORK NY(USPS)
December 15, 2015 , 1:52 am	Departed USPS Facility	TAMPA, FL 33630
December 15, 2015 , 1:22 am	Arrived at USPS Facility	TAMPA, FL 33630
December 14, 2015 , 5:15 pm	Departed Post Office	CLEARWATER, FL 33763
December 14, 2015 , 3:45 pm	Acceptance	CLEARWATER, FL 33763

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14700 Terminal Blvd.
Suite #221
Clearwater, FL 33762

CERTIFIED MAIL



7015 1520 0002 9615 4248

**RETURN RECEIPT
REQUESTED**

*Allegiant, Air, LLC
8360 South Durango Dr
Las Vegas, NV 89113
Attn: Maurice Gallagher*

NIXIE 891133284-1N 12/22/15
**RETURN TO SENDER
UNABLE TO FORWARD
UNABLE TO FORWARD
RETURN TO SENDER**
|||||

VERIFIED MAIL



7015 1520 0002 9615 4262



1000

33166

U.S. POST OFFICE
PAID CLEARWATER
3376
DEC 14, 2015
AMOL
\$7.00
00102651



Miami Air International Inc.
500 NW 36th Street Ste 307
Miami, FL ~~33166~~ 33169
ATTN: James Proia

RETURN RECEIPT
REQUESTED

NIXIE

331661302-IN

12/27/15

RETURN TO SENDER
UNABLE TO FORWARD
RETURN TO SENDER



From: [Aehle, Yvette M](#)
To: [Thayne Klingler \(thayne.klingler@allegiantair.com\)](mailto:thayne.klingler@allegiantair.com)
Cc: [Aehle, Yvette M](#); [Monica Weddle](#)
Subject: Notice to Impose and Use a PFC - Airline Consultation Meeting Notice
Date: Tuesday, December 29, 2015 9:42:35 AM
Attachments: [PIE Notice of Intent to Impose and Use a PFC - December 2015.pdf](#)

Hi Thayne—I called you yesterday but have not heard back from you. I wanted to get this letter and its attachments to you regarding our next proposed PFC application and alerting Allegiant of our Airline Consultation Meeting. We sent the letter to you on December 14, 2015, but received a Return to Sender notification yesterday due to the wrong address.

I wanted to be sure that Allegiant received this notice. Can you please route this to the proper person in your organization if it is not you?

Please respond to this email so I know that you received it. Thank you very much for your help.



Yvette M. Aehle
Deputy Director
Finance & Administration
St. Pete-Clearwater International Airport
14700 Terminal Blvd., Suite 221
Clearwater, FL 33762
Voice: 727-453-7804
Fax: 727-453-7846
Email: yaehle@fly2pie.com
Website: www.fly2PIE.com

All government correspondence is subject to Florida's public records law.

Monica Weddle

Subject: FW: PFC Application Notice
Attachments: PIE Notice of Intent to Impose and Use a PFC - December 2015.pdf

From: Thayne Klingler [<mailto:Thayne.Klingler@allegiantair.com>]
Sent: Thursday, January 07, 2016 2:08 PM
To: Jewsbury, Thomas R.
Cc: Aehle, Yvette M
Subject: PFC Application Notice

Tom,

Allegiant Air acknowledges receipt of the attached "Notice of Intent to Impose and Use a PFC".

Thank you,



Thayne Klingler | Manager, Airports
Allegiant Travel Company
1201 North Town Center Drive, Las Vegas, NV 89144
Direct: 702.830.8321 | Fax: 702.430.3291
thayne.klingler@allegiantair.com | www.allegiant.com



**PFC Airline Consultation Meeting
Sign In Sheet
January 19, 2016**

Name	Company	Telephone	Email
Yvette Achte	PIE (Airport)	727-453-7804	Yachte@fly2pie.com
Monica Weddle	Leibowitz-Horton	281-928-5049	MonicaW@leibowitz-horton.com
Lynn Leibowitz	Leibowitz-Horton	303-773-6761 x221	LynnL@leibowitz-horton.com

by phone

PASSENGER FACILITY CHARGE PROGRAM

NEW PFC APPLICATION #3

AIR CARRIER CONSULTATION MEETING
JANUARY 19, 2016



Agenda



- Introductions
- Current Status of PFC Applications
- Proposed Continuation of ATCO and CAC Air Carrier Exclusions
- Proposed Impose and Use Application #3 – Projects Description
- Proposed Impose and Use Financial Plan
- Next Steps in the PFC Process
- Questions and Comments

Current Status of PFC Applications



- PFC Collection Level - \$4.50
- Current collection expiration date for approved applications #1-2 – June 1, 2017
- Revenue to be collected from approved applications #1-2 - \$21,496,813

Current Status of PFC Applications (Cont).



PFCs Approved for Impose and Use		\$ 21,496,813
PFC Collections	\$ 18,847,758	
Interest Earned	<u>\$ 31,623</u>	
Total PFC Revenues		<u>\$ 18,879,381</u>
Remaining to be Collected on Approved Applications #1-2		<u>\$ 2,617,432</u>

** Source: SOAR Reports as of September 30, 2015

Current Status of PFC Applications (Cont).



	Cumulative Disbursements Through 9/30/15	Amount Approved For Use	Balance to be Disbursed
Application #1	\$ 3,811,738	\$ 3,811,738	\$ -
Application #2	\$ 10,631,286	\$ 17,685,075	\$ 7,053,789
Total for all Approved Applications	<u>\$ 14,443,024</u>	<u>\$ 21,496,813</u>	<u>\$ 7,053,789</u>

** Source: SOAR Reports as of September 30, 2015

Proposed Continuation of Air Tax Exemption



- The County recommends continued exclusion of Air Taxi/Commercial Operators (ATCO) filing FAA Form 1800-31 and Commuters or Small Certificated Air Carriers (CAC) filing Form T-100 from the collection of PFCs.
- ATCO carriers include Aero Jet Services, LLC, Crow Executive Air, Inc., Flexjet, LLC, Meridian Air Group, Inc., and Morcom Aviation Services, Inc. In 2014, this class of carriers enplaned 63 passengers.
- CAC carriers include Charter Air Transport, Inc. In 2014, this class of carriers enplaned 3 passengers.
- These commuter or small certificated air carriers comprise less than 1% of the total enplanements at PIE.
- We request this exemption based on the complexity of record keeping, the cost of implementation of collecting and monitoring the PFC program for small carriers, and again the fact that ATCOs and CACs account for such a small percentage of total enplanements.

Proposed Impose and Use Application #3



Impose and Use Projects:

- 3.1 Terminal Renovations 2016
- 3.2 Building Modifications to Ticketing "A" In-Line Baggage Area
- 3.3 Apron Hardstand Expansion, Phase 2
- 3.4 Taxiway Rehabilitation, Phase 2
- 3.5 Master Plan Study
- 3.6 Wildlife Hazard Assessment and Wildlife Hazard Management Plan
- 3.7 Acquire Airfield Sweeper
- 3.8 Acquire Aircraft Rescue and Fire Fighting (ARFF) Equipment
- 3.9 PFC Administration Costs

Proposed Impose and Use Application #3



- PFC Revenue – Impose and Use - \$11,419,725
- PFC Level - \$4.50
- Estimated Collection Start Date – July 1, 2017
- Estimated Collection End Date – February 1, 2021
- Proposed Carrier Exemptions – Air Traffic/Commercial Operators (ATCO) and Commuters or Small Certificated Air Carriers (CAC)

Project 3.1 – Terminal Renovations 2016



The Airport has recently undertaken a number of projects to renovate the passenger terminal building to accommodate its growth in passenger traffic. This project, Terminal Renovations 2016, includes the following six new elements which continue the progress of terminal building renovations:

- 3.1a Passenger Screening Checkpoints Reconfiguration/Optimization
- 3.1b HVAC Chiller
- 3.1c Public Restroom Renovations
- 3.1d Passenger Hold Room Seating
- 3.1e Mechanical Control Room
- 3.1f Additional Passenger Hold Room Area

These elements will include a prorated share of required design, construction management and construction administration necessary to accomplish the project.

Project 3.1 – Terminal Renovations 2016

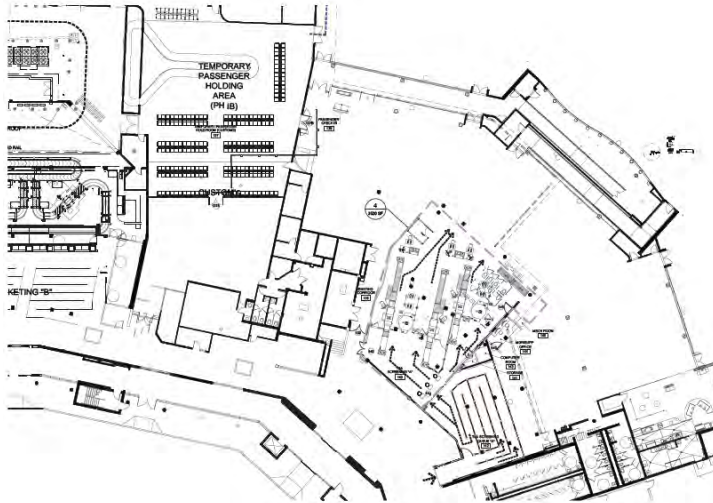
3.1a – Passenger Screening Checkpoints Reconfiguration/Optimization



Description: This element consists of the reconfiguration, expansion, and optimization of the airport's two passenger screening checkpoints. Both checkpoints currently have two screening lanes. The Transportation Security Administration (TSA) has requested the Airport provide space for three screening lanes at each location to address the increase in passenger traffic. This project does not include the purchase of any security screening equipment. Such equipment will be provided and installed by the TSA and its subcontractors.

Check Point "A" Reconfiguration will include the expansion of the existing checkpoint footprint including related building, mechanical, electrical and fire suppression work. The checkpoint will be reconfigured and expanded from approximately 3,422 square feet to 3,520 square feet to accommodate the need for a third screening lane.

Project 3.1 – Terminal Renovations 2016
3.1a – Passenger Screening Checkpoints
Reconfiguration/Optimization
Checkpoint “A”

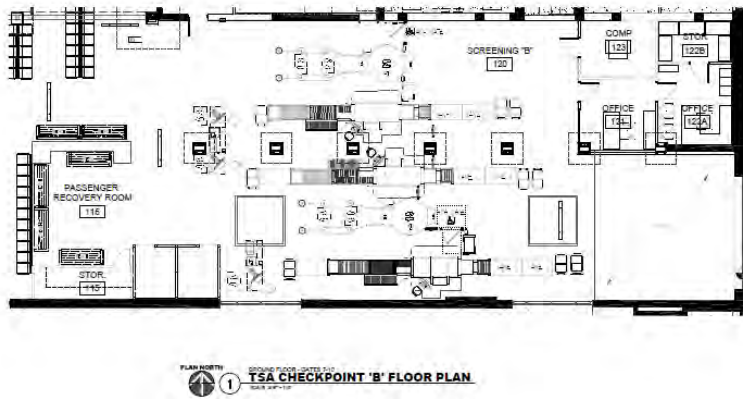


Project 3.1 – Terminal Renovations 2016
3.1a – Passenger Screening Checkpoints
Reconfiguration/Optimization



Check Point “B” Reconfiguration will include the relocation of the checkpoint into the Gate 7-10 concourse. With the expansion of the gate holding area, an existing corridor will be widened and renovated to allow for the expansion to three screening lanes. The location of the new checkpoint will cover approximately 3,963 square feet compared to the existing location of 2,088 square feet. The area vacated by the existing screening lanes will allow for an increase in the passenger queuing space. The current queuing space is approximately 1,062 square feet and the new queuing space will be approximately 2,663 square feet.

Project 3.1 – Terminal Renovations 2016
3.1a – Passenger Screening Checkpoints
Reconfiguration/Optimization
Checkpoint “B”



Project 3.1 – Terminal Renovations 2016
3.1b – HVAC Chiller



Description: This element consists of the addition of a new 350 ton HVAC Chiller. With the expansion of the Gate 7-10 concourse, it was determined that an additional HVAC Chiller would be necessary to accommodate the HVAC loads of the Gate 7-10 area.

Project 3.1 – Terminal Renovations 2016
3.1c – Passenger Hold Room Seating



Description: This element consists of the purchase of approximately 325 additional seats for the Gate 7-10 Hold Room. This permanent, multi-unit passenger seating will be in addition to the existing seating, and in total, will provide approximately 750 seats.

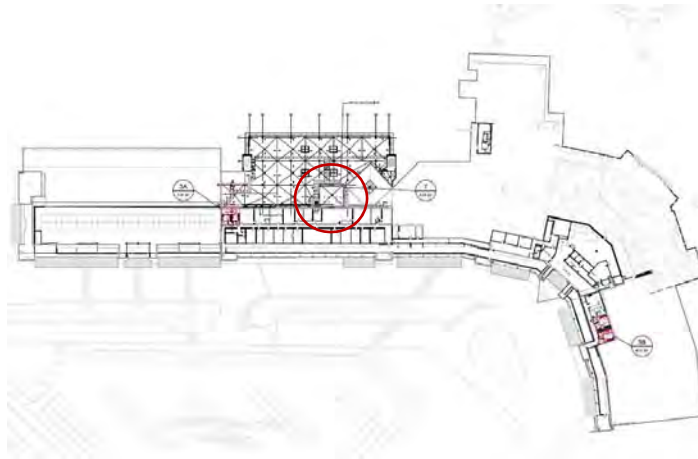


Project 3.1 – Terminal Renovations 2016
3.1d – Mechanical Control Room



Description: This project consists of the construction of a mechanical control room at roof-top (mezzanine) level and the relocation of mechanical equipment currently in the Gate 7-10 Hold Room area. This mechanical control room will provide approximately 918 square feet and will contain a relocated air handling unit and new duct work. In order to maximize the size and reconfiguration of the Passenger Hold Room area and security screening checkpoint, it is necessary to relocate the mechanical room and equipment serving that area to a different location.

Project 3.1 – Terminal Renovations 2016
3.1d – Mechanical Control Room



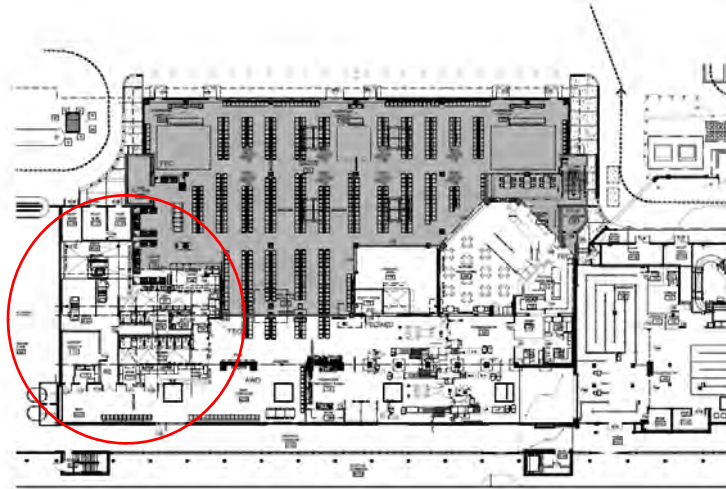
Project 3.1 – Terminal Renovations 2016
3.1e – Public Restroom Renovations



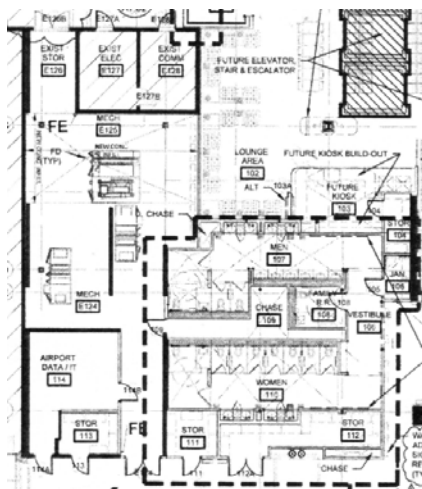
Description: This project consists of improvements to four public restrooms located in the terminal building.

- The public restrooms (both men and women) in the Gate 7-10 Hold Room will be relocated as part of the Hold Room expansion. These restrooms are currently 527 square feet and include 6 toilet stalls. The new, relocated restrooms will be approximately 1,262 square feet and will provide 12 toilet stalls.
- The public restrooms (both men's and women's) adjacent to Baggage Claim will undergo renovations. These restrooms are approximately 1,093 square feet.
- The East-Second Floor public restrooms available for passengers and the public utilizing the space and services on the second floor will be renovated. These restrooms are currently 662 square feet and include 6 toilet stalls. The renovated restrooms will be approximately 672 square feet and will continue to provide 6 stalls.
- The West-Second Floor public restrooms available for passengers visiting the Lost and Found offices will also be renovated. These restrooms are currently 312 square feet and include 5 toilet stalls. The renovated restrooms will be approximately 519 square feet and will continue to provide 5 stalls.

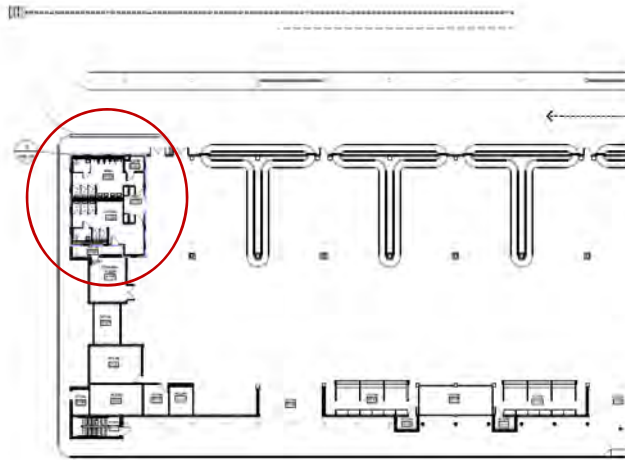
Project 3.1 – Terminal Renovations 2016
3.1e – Public Restroom Renovations
Gates 7-10 Hold Room Restrooms



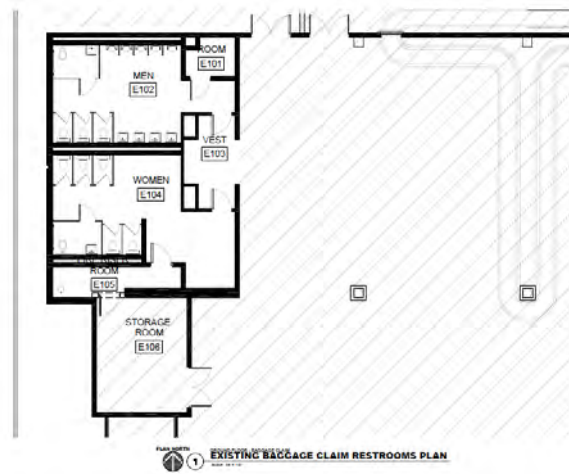
Project 3.1 – Terminal Renovations 2016
3.1e – Public Restroom Renovations
Gates 7-10 Hold Room Restrooms



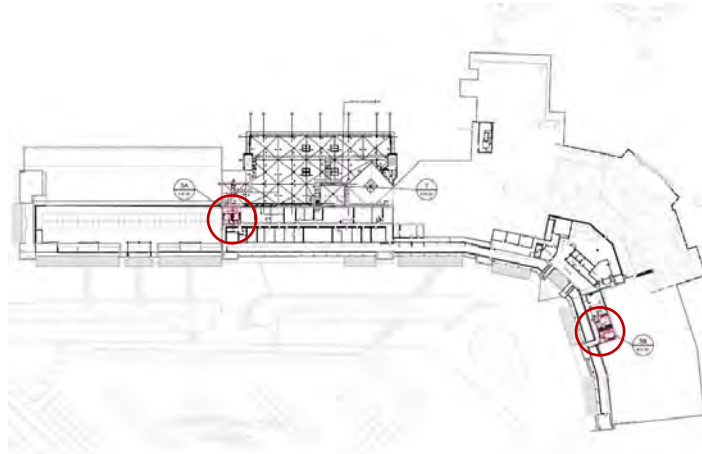
Project 3.1 – Terminal Renovations 2016
3.1e – Public Restroom Renovations
Baggage Claim Restrooms



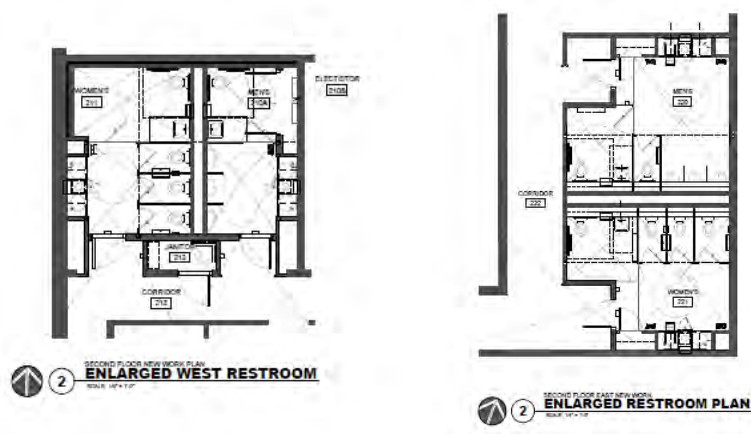
Project 3.1 – Terminal Renovations 2016
3.1e – Public Restroom Renovations
Baggage Claim Restrooms



Project 3.1 – Terminal Renovations 2016
 3.1e – Public Restroom Renovations
 West-Second Floor and East-Second Floor Restrooms



Project 3.1 – Terminal Renovations 2016
 3.1e – Public Restroom Renovations
 West-Second Floor and East-Second Floor Restrooms

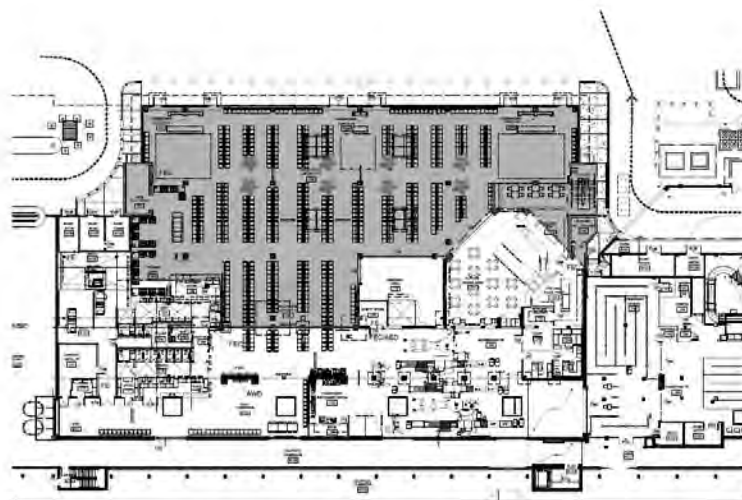


Project 3.1 – Terminal Renovations 2016
3.1f – Additional Passenger Hold Room Area



Description: This project consists of the addition of approximately 12,000 square feet of additional Passenger Hold Room for Gates 7-10 contiguous to the existing space. This build out will accommodate seating for a minimum of 750 passengers and will be integrated into the Airport's future conceptual terminal expansion options.

Project 3.1 – Terminal Renovations 2016
3.1f – Additional Passenger Hold Room Area



Project 3.1 – Terminal Renovations 2016



Need: The passenger screening checkpoints need to be expanded and reconfigured to allow the Transportation Security Administration to expand from two checkpoint lanes to three at both locations in order to accommodate the increased passenger traffic at the Airport.

The addition of the HVAC Chiller is necessary to accommodate the additional 12,000 square foot expansion of the Gate 7-10 hold room area.

The passenger hold room seating is also required to accommodate the additional passenger capacity gained with the 12,000 square foot expansion of the Gate 7-10 hold room area.

The relocation of the Mechanical Control Room to the mezzanine level is necessary to provide the necessary space for the Checkpoint B expansion and the additional hold room area.

The existing restrooms have not been updated in over 20 years, do not meet current ADA accessibility standards, and are no longer adequate to meet the number of passengers utilizing the Airport.

The existing departure gates 7-10 are undersized for the current and projected levels of passenger traffic. They have not been renovated since the 1980's.

Project 3.1 – Terminal Renovations 2016



- Project Start Date: March 2016
- Project Completion Date: May 2017

Element	PFC Funds	Local Funds	Total
Passenger Screening Checkpoints	\$940,000	\$0	\$940,000
HVAC Chiller	\$156,750	\$8,250	\$165,000
Public Hold Room Seating	\$260,000	\$0	\$260,000
Mechanical Control Room	\$285,000	\$15,000	\$300,000
Public Restroom Renovations	\$1,450,000	\$0	\$1,450,000
Additional Passenger Hold Room Area	\$6,500,000	\$0	\$6,500,000
Totals	\$9,591,750	\$23,250	\$9,615,000

HVAC Chiller and the Mechanical Control Room estimated costs have been prorated 95% PFC eligible funds and 5% local funds based on the estimated square footage of eligible, ineligible and mechanical spaces that will be served by these facilities.

Project 3.2 – Building Modifications to Ticketing “A” Baggage Screening Area



Description: The project consists of the renovation of the Ticketing “A” Baggage Screening Area to accommodate a new In-Line Baggage Handling System to be provided by the Transportation Security Administration (TSA). These building modifications will include an expansion of the terminal towards the north or east of the existing building to accommodate a new expanded baggage make-up area. The project will utilize the Basis of Design required by TSA.

Need: The existing Ticketing “A” Baggage Screening System, supported by two stand alone Explosion Detection Systems (EDS), is not automated and all passenger baggage is processed manually by TSA. The goal of the automated and full in-line Baggage Handling System (BHS) system is to substantially increase the baggage screening throughput demanded by the growth in passenger enplanements at the Airport. Due to the increased spatial requirements of an automated baggage screening system, the terminal building will be expanded and modified and the existing airline offices will be reconfigured to allow for the new conveyors and EDS machines as well as future expansion capabilities as required by the TSA. The proposed project will provide the needed capacity for current demands and will allow for system expansion to meet future demands.

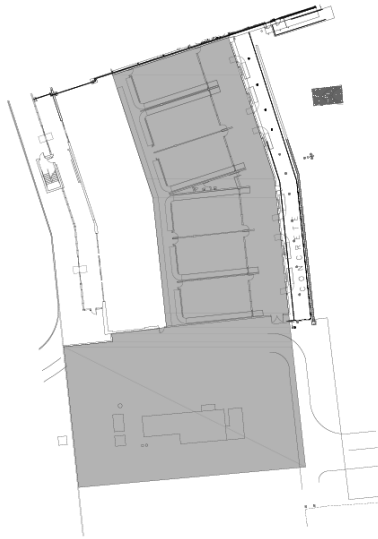
Project 3.2 – Building Modifications to Ticketing “A” Baggage Screening Area



- Project Start Date: February 2017
- Project Completion Date: December 2017

- Total Project Capital Cost: \$6,000,000
- TSA OTA Funds: \$5,400,000
- State of Florida Funds: \$300,000
- PFC Pay-Go Funds: \$300,000

Project 3.2 – Building Modifications to Ticketing “A” Baggage Screening Area



Project 3.3 – Apron Hardstand Expansion, Phase 2



Description: This project consists of the design and construction of the second phase of the reconstruction of the Air Carrier Terminal Apron. This phase includes the reconstruction of the pavements for aircraft parking positions 1A, 1, 7, 8, 9, 10, and 11 of approximately 31,500 square yards. New pavement markings and the installation of high mast lighting are included in this work. This project also includes the reconstruction of approximately 800 feet of the service road used by ARFF and Airport Operations vehicles. The existing concrete hardstands and asphalt pavement will be demolished and new Portland Cement Concrete (PCC) pavement will be constructed.

Need: The existing pavements are a combination of bituminous asphalt and PCC and are exhibiting various types of distress including slippage cracks, block cracking, and mid-slab cracking. The Pavement Condition Index Study (PCI) ratings for the pavement at positions 7 through 11 was 51 (Poor), and for positions 1A and 1, the PCI rating was 62 (Fair). The apron pavement was originally constructed around 1944 with rehabilitation work done in the early 1990's. The apron was expanded in 1996 and concrete apron hardstands constructed in 2002. The service road is exhibiting severe slippage cracking.

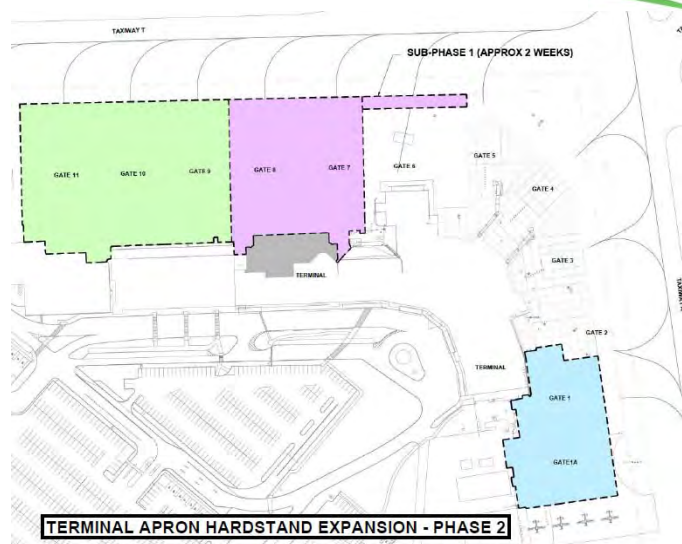
Project 3.3 – Apron Hardstand Expansion, Phase 2



- Project Start Date: August 2015
- Project Completion Date: April 2016

- Total Project Capital Cost: \$6,745,755
- AIP Grant #41: \$5,745,002
- State of Florida Funds: \$180,000
- PFC Pay-Go Funds: \$590,153
- Local Capital Funds: \$230,600

Project 3.3 – Apron Hardstand Expansion, Phase 2



Project 3.4 – Taxiway Rehabilitation, Phase 2



Description: This project consists of the design and construction of the second phase of taxiway rehabilitation at the Airport. Specifically, this project includes the rehabilitation of Taxiways A, M, B and T and the demolition of Taxiways C and F. The work will include the mill and overlay of existing asphalt paving as well as the demolition of existing asphalt paving, drainage demolition, erosion control, demolition or replacement of edge lighting and signage for associated taxiways, new pavement markings, new asphalt shoulders for Taxiway A, a new connector taxiway and new drainage and underdrains.

Need: Based on the PCI Study conducted in 2011 and updated in 2015, the PCI ratings for these taxiway pavements are as follows: Taxiway A – 39, Taxiway B – 56, Taxiway C – M, and Taxiway T – 22. These pavements are experiencing pavement distress including bleeding, block cracking and weathering. These pavements were originally constructed around 1944 with rehabilitation work done in the early 1990's. This project will also remove/realign angled connector taxiways, and realign connector taxiways providing direct access from the apron to the runway. These modifications are necessary in order to meet the Advisory Circular 150-5300-13A. Additional mid-field taxiways are being provided to improve capacity.

Project 3.4 – Taxiway Rehabilitation, Phase 2



- Project Start Date: August 2016
- Project Completion Date: August 2017
- Total Project Capital Cost: \$10,585,000
- AIP Grant 2016: \$9,526,500
- State of Florida Funds: \$514,000
- PFC Pay-Go Funds: \$544,500

Project 3.4 – Taxiway Rehabilitation, Phase 2



Project 3.5 – Master Plan Study



Description: This project consists of a Master Plan Study. The Master Plan is a comprehensive study of the Airport including short, medium and long term airport development plans to meet future aviation demand. The Master Plan project will follow FAA guidance provided in Advisory Circular 150-5070-6, *Airport Master Plans* incorporating those elements necessary based on the specific needs and assets at the Airport. The Master Plan will show all existing and planned development on an updated Airport Layout Plan to illustrate proposed improvements to the Airport. New forecasts of aviation demand, evaluation of alternatives, and a long term capital improvement plan will be prepared to meet the Airport's long term aeronautical needs in a financially feasible manner. The Master Plan will present the research and logic from which the plan evolved and displays the plan on graphic and written format. This project will include the new Master Plan requirements for Geographic Information System (GIS) data as well as plans for recycling or minimizing the generation of airport solid waste.

Need: The Airport's last Master Plan was completed in January 2004; since then the Airport has experienced above average growth in passenger enplanements.

Project 3.5 – Master Plan Study



- Project Start Date: August 2016
- Project Completion Date: December 2018

- Total Project Capital Cost: \$1,500,000
- AIP Grant 2016: \$1,350,000
- State of Florida Funds: \$75,000
- PFC Pay-Go Funds: \$75,000

Project 3.6 – Wildlife Hazard Assessment and Wildlife Hazard Mitigation Plan



Description: The project consists of the development of a Wildlife Hazard Assessment followed by a Wildlife Hazard Management Plan. The assessment includes the elements required under part (c) of the regulation. Upon completion, the FAA reviewed the WHA and determined that the certificate holder must develop and implement a Wildlife Hazard Management Plan (WHMP) designated to mitigate wildlife hazards to aviation on or near the airport utilizing the WHA as the scientific basis. The WHMP includes all of the elements required in part (f) of the regulation.

Need: 14 CFR 139.337, *Wildlife Hazard Management*, of Part 139 Certification of Airports regulations require the County, as the holder of an Airport Operating Certificate, to conduct a Wildlife Hazard Assessment (WHA).

- Project Start Date: June 2009
- Project Completion Date: May 2013

- Total Project Capital Cost: \$134,826
- AIP Grants #34 and #38: \$126,416
- PFC Pay-Go Funds: \$8,410



Project 3.7 – Acquire Airfield Sweeper

Description: This project consists of the purchase of a 2012 Elgin Crosswind J+ Sweeper. The Sweeper includes an 8.0 cubic yard hopper with left and right side brooms, a center broom, a 20,000 CFM rated blower, 240 gallon water tank, 16 spray nozzles and pick-up head. The Sweeper is powered by a John Deere 4045, turbocharged 115HP diesel engine.

Need: This Sweeper is necessary to allow the Airport to promptly remove mud, dirt, sand, loose aggregate, foreign object debris, and other contaminants from all runways, taxiways and ramp areas. This Sweeper replaced a 2005 Elgin Crosswind J Sweeper.

- Project Start Date: August 2012
- Project Completion Date: October 2012

- Total Project Capital Cost: \$189,517
- AIP Grants #38: \$170,565
- PFC Pay-Go Funds: \$18,952



Project 3.8 – Acquire Aircraft Rescue and Fire Fighting (ARFF) Equipment

Description: This project consists of the purchase of three pieces of Aircraft Rescue and Firefighting Equipment necessary to satisfy the Airport's ARFF Index C requirements.

The first piece of equipment purchased was Unit ARFF-1, a 2011 Ford F350 Crew Cab, 1-ton 4x4 Support Vehicle. This vehicle is necessary to tow and launch the required ARFF Marine Rescue Boat in the event of an aircraft accident in the surrounding waters. This vehicle is also used to respond to medical emergencies on the Airport.

The second piece of equipment purchased was Unit ARFF-2, a 2014 E-One ARFF Truck. This truck has a 1,500 gallon water capacity (1,250 gpm), 200 gallon foam capacity and 500 lb. dry chemical capacity.

The third piece of equipment purchase was ARFF-Marine, a 2014 Boston Whaler 27 foot rescue boat with two 250-hp outboard motors.

Project 3.8 – Acquire Aircraft Rescue and Fire Fighting (ARFF) Equipment



Need: This equipment is necessary to satisfy the Airport’s ARFF Index C requirements.

The first piece of equipment purchased was Unit ARFF-1, a 2011 Ford F350 Crew Cab, 1-ton 4x4 Support Vehicle. The vehicle previously used to launch the rescue boat, was a 1994 Chevy 1-ton crew cab truck. That vehicle was experiencing frequent and ongoing maintenance problems. Whenever the vehicle was out of service for maintenance, the Airport was required to borrow a Fleet vehicle with capacity to pull the rescue boat in the event of the need of a marine rescue.

The second piece of equipment purchased was Unit ARFF-2, a 2014 E-One ARFF Truck. This truck replaced a 1996 E-One Titan which was original purchased by the U.S. Coast Guard and loaned to the Airport. That truck was suffering from reliability issues and parts were increasingly difficult to obtain.

The third piece of equipment purchased was ARFF-Marine, a 2014 Boston Whaler 27 foot rescue boat. This boat replaced the Airport’s 2002 Nautica 24 foot rescue boat. That boat was experiencing significant problems with its electrical system and with its fuel tanks. The marine mechanic providing service to the boat deemed it to no longer be sea worthy.

Project 3.8 – Acquire Aircraft Rescue and Fire Fighting (ARFF) Equipment



- Project Start Date: September 2011
- Project Completion Date: September 2014

Unit	AIP Grant #	AIP Funds	PFC Funds	Total
ARFF-1	37	\$45,690	\$2,402	\$48,092
ARFF-2	39	\$481,856	\$53,540	\$535,396
ARFF-Marine	N/A	\$0	\$185,018	\$185,018
Totals		\$527,546	\$240,960	\$768,506

Project 3.9 – PFC Administration Costs



Description: PFC-eligible general formation costs included in this PFC project are the necessary expenditures to prepare the new PFC application. Also included are eligible ongoing administrative costs, amendments and closeout for this PFC application.

Need: This project is necessary to develop and administer the PFC program.

- Project Start Date: November 2015
- Project Completion Date: February 2021
- Total Project Cost (100% PFC Funded): \$50,000

Proposed Impose and Use Application #3 – Financial Plan



PFC Number	Project Title	AIP Funds	State of FL Funds	TSA OTA Funds	PFC Funds	Other Local Funds	Total Project Cost
3.1	Terminal Renovations 2016						
	Security Screening Checkpoint Reconfiguration/Optimization				940,000		940,000
	HVAC Chiller (New 350 tons)				156,750	8,250	165,000
	Public Restrooms				1,450,000		1,450,000
	Passenger Hold Room Seating				260,000		260,000
	Mechanical Control Room				285,000	15,000	300,000
	Additional Passenger Hold Room Area				6,500,000		6,500,000
3.2	Building Modifications to Ticketing "A" Baggage Screening Area		300,000	5,400,000	300,000		6,000,000
3.3	Apron Hardstand Expansion, Phase 2	5,745,002	180,000		590,153	230,600	6,745,755
3.4	Taxiway Rehabilitation, Phase 2	9,526,500	514,000		544,500		10,585,000
3.5	Master Plan Study	1,350,000	75,000		75,000		1,500,000
3.6	Wildlife Hazard Assessment Plan and Wildlife Hazard Implementation Plan						
	Wildlife Hazard Assessment	96,396			5,074		101,470
	Wildlife Hazard Implementation Plan	30,020			3,336		33,356
3.7	Acquire Airfield Sweeper	170,565			18,952		189,517
3.8	Acquire Aircraft Rescue and Fire Fighting Equipment						
	ARFF Truck - Unit ARFF-2	481,856			53,540		535,396
	ARFF Support Vehicle - Unit ARFF-1	45,690			2,402		48,092
	ARFF Rescue Boat - Unit ARFF-Marine				185,018		185,018
3.9	PFC Administration Fees				50,000		50,000
	Totals	17,446,029	1,069,000	5,400,000	11,419,725	253,850	35,588,604



Next Steps In PFC Application Process

January 19, 2016	Airline Consultation Meeting
January 22, 2016	Deadline for Public Comments
February 18, 2016	Board of County Commissioners Approval of PFC Resolution
February 18, 2016	Deadline for Airline Certification of Agreement or Disagreement with Proposed Application #3
February 25, 2016	Submit Proposed Application #3 to the FAA
March 25, 2016	Latest Day for FAA determination of application to be Substantially Complete
June 27, 2016	Latest Day for FAA approval of new application if no disagreement
July 1, 2017	PFC Application #3 Collection Start Date



Questions/Comments

PUBLIC COMMENT

Attached is the *Notice and Opportunity for Public Comment* as required by Part 158 – Passenger Facility Charges – Section 158.24.

This Notice was posted on the Airport's website on December 15, 2015 allowing the public to file comments through January 22, 2016. No Comments were provided by the public related to the projects contained in this application.



NOTICE OF
OPPORTUNITY FOR PUBLIC COMMENT RELATED TO
PASSENGER FACILITY CHARGES

Pinellas County is providing an opportunity for public comment until January 22, 2016 related to our proposed new Impose and Use Passenger Facility Charge (PFC) Application #3 for the St. Pete-Clearwater International Airport. This written notice is provided in accordance with requirements contained in Federal Aviation Regulation 49 CFR Part 158.24 Passenger Facility Charge.

The County plans to continue the maximum PFC allowable of \$4.50 per enplaned passenger. We anticipate collection on this application to begin on June 1, 2017 when the previous application is fully collected. Future PFC projects will likely extend the expiration date. The total PFC revenue to be collected for projects in this application is \$11,419,725. The PFC expiration date for this application is estimated to be February 1, 2021.

The County recommends continued exclusion of Air Traffic/Commercial Operators (ATCO) filing FAA Form 1800-31 and Commuters or Small Certificated Air Carriers (CAC) filing Form T-100, from the collection of PFCs. These nonscheduled/on demand air carriers comprise less than 1% of the total enplanements at PIE. ATCO carriers include Aero Jet Services, LLC, Crow Executive Air, Inc., Flexjet, LLC, Meridian Air Group, Inc., and Morcom Aviation Services, Inc. In 2014, this class of carriers enplaned 63 passengers. CAC carriers include Charter Air Transport, Inc. In 2014, this class of carriers enplaned 3 passengers. We request this exemption based on the complexity of record keeping, the cost of implementation of collecting and monitoring the PFC program for small carriers, and again the fact that ATCOs and CACs account for such a small percentage of total enplanements.

The proposed nine projects are described below.

3.1 Terminal Renovations 2016

The Airport has recently undertaken a number of projects to renovate the passenger terminal building to accommodate its growth in passenger traffic. This project, Terminal Renovations 2016, includes six new elements which continue the progress of terminal building renovations: Passenger Screening Checkpoints Reconfiguration/Optimization, HVAC Chiller, Public Restroom Renovations, Passenger Hold Room Seating, a Mechanical Control Room and Additional Passenger Hold Room Area.

3.1a Passenger Screening Checkpoints Reconfiguration/Optimization. This element consists of the reconfiguration, expansion, and optimization of the airport's two passenger screening checkpoints. Both checkpoints currently have two screening lanes. The Transportation Security Administration (TSA) has requested the Airport provide space for three screening lanes at each location to address the increase in passenger traffic. This project does not include the purchase of any security screening equipment. Such equipment will be provided and installed by the TSA and its subcontractors.

Check Point "A" Reconfiguration will include the expansion of the existing checkpoint footprint including related building, mechanical, electrical and fire suppression work. The checkpoint will be reconfigured and expanded from approximately 3,422 square feet to 3,520 square feet to accommodate the need for a third screening lane.

Check Point "B" Reconfiguration will include the relocation of the checkpoint into the Gate 7-10 concourse. With the expansion of the gate holding area, an existing corridor will be widened and renovated to allow for the expansion to three screening lanes. The location of the new checkpoint will cover approximately 3,963 square feet compared to the existing location of 2,088 square feet. The area vacated by the existing screening lanes will allow for an increase in the passenger queuing space. The current queuing space is approximately 1,062 square feet and the new queuing space will be approximately 2,663 square feet.

3.1b HVAC Chiller. This element consists of the addition of a new 350 ton HVAC Chiller. With the expansion of the Gate 7-10 concourse, it was determined that an additional HVAC Chiller would be necessary to accommodate the HVAC loads of the Gate 7-10 area.

3.1c Passenger Hold Room Seating. This element consists of the purchase of approximately 325 additional seats for the Gate 7-10 Hold Room. This permanent, multi-unit passenger seating will be in addition to the existing seating, and in total, will provide approximately 750 seats.

3.1d Mechanical Control Room. This project consists of the construction of a mechanical control room at roof-top (mezzanine) level and the relocation of mechanical equipment currently in the Gate 7-10 Hold Room area. This mechanical control room will provide approximately 918 square feet and will contain a relocated air handling unit and new duct work. In order to maximize the size and reconfiguration of the Passenger Hold Room area and security screening checkpoint, it is necessary to relocate the mechanical room and equipment serving that area to a different location.

3.1e Public Restroom Renovations. This project consists of improvements to four public restrooms located in the terminal building.

- The public restrooms (both men and women) in the Gate 7-10 Hold Room will be relocated as part of the Hold Room expansion. These restrooms are currently 527 square feet and include 6 toilet stalls. The new, relocated restrooms will be approximately 1,262 square feet and will provide 12 toilet stalls.
- The public restrooms (both men's and women's) adjacent to Baggage Claim will undergo renovations. These restrooms are approximately 1,093 square feet.
- The East-Second Floor public restrooms available for passengers and the public utilizing

the space and services on the second floor will be renovated. These restrooms are currently 662 square feet and include 6 toilet stalls. The renovated restrooms will be approximately 672 square feet and will continue to provide 6 stalls.

- The West-Second Floor public restrooms available for passengers visiting the Lost and Found offices will also be renovated. These restrooms are currently 312 square feet and include 5 toilet stalls. The renovated restrooms will be approximately 519 square feet and will continue to provide 5 stalls.

The existing restrooms have not been updated in over 20 years, do not meet current ADA accessibility standards, and are no longer adequate to meet the number of passengers utilizing the Airport.

3.1f Additional Passenger Hold Room Area. This project consists of the addition of approximately 12,000 square feet of additional Passenger Hold Room for Gates 7-10 contiguous to the existing space. This build out will accommodate seating for a minimum of 750 passengers and will be integrated into the Airport’s future conceptual terminal expansion options.

These elements will include a prorated share of required design, construction management and construction administration necessary to accomplish the project.

The Terminal Renovations 2016 project is expected to begin in March 2016 and will be completed in May 2017. The elements included in this project are projected to cost \$9,615,000, including construction, construction administration, and construction management, with \$9,591,750 being provided by PFCs and \$23,250 being provided with local funds. The funding breakdown by element is as follows:

Element	PFC Funds	Local Funds	Total
Passenger Screening Checkpoints	\$940,000	\$0	\$940,000
HVAC Chiller	\$156,750	\$8,250	\$165,000
Public Hold Room Seating	\$260,000	\$0	\$260,000
Mechanical Control Room	\$285,000	\$15,000	\$300,000
Public Restroom Renovations	\$1,450,000	\$0	\$1,450,000
Additional Passenger Hold Room Area	\$6,500,000	\$0	\$6,500,000
Totals	\$9,591,750	\$23,250	\$9,615,000

HVAC Chiller and the Mechanical Control Room estimated costs have been prorated 95% PFC eligible funds and 5% local funds based on the estimated square footage of eligible, ineligible and mechanical spaces that will be served by these facilities.

3.2 Building Modifications to Ticketing “A” Baggage Screening Area

The project consists of the renovation of the Ticketing “A” Baggage Screening Area to accommodate a new In-Line Baggage Handling System to be provided by the Transportation Security Administration (TSA). These building modifications will include an expansion of the terminal towards the north or east of the existing building to accommodate a new expanded baggage make-up area. The project will utilize the Basis of Design required by TSA.

The existing Ticketing “A” Baggage Screening System, supported by two stand alone Explosion Detection Systems (EDS), is not automated and all passenger baggage is processed manually by TSA. The goal of the automated and full in-line Baggage Handling System (BHS) system is to substantially increase the baggage screening throughput demanded by the growth in passenger enplanements at the Airport. Due to the increased spatial requirements of an automated baggage screening system, the terminal building will be expanded and modified and the existing airline offices will be reconfigured to allow for the new conveyors and EDS machines as well as future expansion capabilities as required by the TSA. The proposed project will provide the needed capacity for current demands and will allow for system expansion to meet future demands.

The start date for this project is estimated to be February 2017 and it is estimated to be completed in December 2017. The total cost of this project is estimated to be \$6,000,000 with TSA, provided funding under an Other Transaction Agreement of approximately \$5,400,000, State of Florida funds of \$300,000, and PFC funds of \$300,000.

3.3 Apron Hardstand Expansion, Phase 2

This project consists of the design and construction of the second phase of the reconstruction of the Air Carrier Terminal Apron. This phase includes the reconstruction of the pavements for aircraft parking positions 1A, 1, 7, 8, 9, 10, and 11 of approximately 31,500 square yards. New pavement markings and the installation of high mast lighting are included in this work. This project also includes the reconstruction of approximately 800 feet of the service road used by ARFF and Airport Operations vehicles. The existing concrete hardstands and asphalt pavement will be demolished and new Portland Cement Concrete (PCC) pavement will be constructed. The existing pavements are a combination of bituminous asphalt and PCC and are exhibiting various types of distress including slippage cracks, block cracking, and mid-slab cracking. The Pavement Condition Index Study (PCI) ratings for the pavement at positions 7 through 11 was 51 (Poor), and for positions 1A and 1, the PCI rating was 62 (Fair). The apron pavement was originally constructed around 1944 with rehabilitation work done in the early 1990’s. The apron was expanded in 1996 and concrete apron hardstands constructed in 2002. The service road is exhibiting severe slippage cracking.

The start date for this project was August 2015 and it is estimated to be completed in April 2016. The total cost of this project is estimated to be \$6,745,755 with FAA funding under AIP Federal Grant #41 in the amount of \$5,745,002, State of Florida funds of \$180,000, PFC funds of \$590,153 and other airport funds of \$230,600.

3.4 Taxiway Rehabilitation, Phase 2

This project consists of the design and construction of the second phase of taxiway rehabilitation at the Airport. Specifically, this project includes the rehabilitation of Taxiways A, M, B and T and the demolition of Taxiways C and F. The work will include the mill and overlay of existing asphalt paving as well as the demolition of existing asphalt paving, drainage demolition, erosion control, demolition or replacement of edge lighting and signage for associated taxiways, new pavement markings, new asphalt shoulders for Taxiway A, a new connector taxiway and new drainage and underdrains. Based on the PCI Study conducted in 2011 and updated in 2015, the

PCI ratings for these taxiway pavements are as follows: Taxiway A – 39, Taxiway B – 56, Taxiway C – M, and Taxiway T – 22. These pavements are experiencing pavement distress including bleeding, block cracking and weathering. These pavements were originally constructed around 1944 with rehabilitation work done in the early 1990's. This project will also remove/realign angled connector taxiways, and realign connector taxiways providing direct access from the apron to the runway. These modifications are necessary in order to meet the Advisory Circular 150-5300-13A. Additional mid-field taxiways are being provided to improve capacity.

The start date for this project is estimated to be August 2016 and its estimated completion date in August 2017. The total cost of this project is estimated to be \$10,585,000 with FAA funding under an AIP Federal Grant in 2016 of approximately \$9,526,500, State of Florida funds of \$514,000 and PFC funds of \$544,500.

3.5 Master Plan Study

This project consists of a Master Plan Study. The Master Plan is a comprehensive study of the Airport including short, medium and long term airport development plans to meet future aviation demand. The Master Plan project will follow FAA guidance provided in Advisory Circular 150-5070-6, *Airport Master Plans* incorporating those elements necessary based on the specific needs and assets at the Airport. The Master Plan will show all existing and planned development on an updated Airport Layout Plan to illustrate proposed improvements to the Airport. New forecasts of aviation demand, evaluation of alternatives, and a long term capital improvement plan will be prepared to meet the Airport's long term aeronautical needs in a financially feasible manner. The Master Plan will present the research and logic from which the plan evolved and displays the plan on graphic and written format. This project will include the new Master Plan requirements for Geographic Information System (GIS) data as well as plans for recycling or minimizing the generation of airport solid waste. The Airport's last Master Plan was completed in January 2004; since then the Airport has experienced above average growth in passenger enplanements.

The start date for this project is estimated to be August 2016 and it is estimated to be completed in December 2018. The total cost of this project is estimated to be \$1,500,000 with FAA funding under an AIP Federal Grant in 2017 of approximately \$1,350,000, State of Florida funds of \$75,000 and PFC funds of \$75,000.

3.6 Wildlife Hazard Assessment and Wildlife Hazard Management Plan

The project consists of the development of a Wildlife Hazard Assessment followed by a Wildlife Hazard Management Plan. 14 CFR 139.337, *Wildlife Hazard Management*, of Part 139 Certification of Airports regulations require the County, as the holder of an Airport Operating Certificate, to conduct a Wildlife Hazard Assessment (WHA). The assessment includes the elements required under part (c) of the regulation. Upon completion, the FAA reviewed the WHA and determined that the certificate holder must develop and implement a Wildlife Hazard Management Plan (WHMP) designated to mitigate wildlife hazards to aviation on or near the airport utilizing the WHA as the scientific basis. The WHMP includes all of the elements required in part (f) of the regulation.

The start date for this project was June 2009 and it was completed in May 2013. The total cost of this project was \$134,826. The FAA provided funding under AIP Federal Grant #34 in the amount of \$96,396 and AIP Federal Grant #38 in the amount of \$30,020. PFCs are anticipated to provide the local matches of \$8,410.

3.7 Acquire Airfield Sweeper

This project consists of the purchase of a 2012 Elgin Crosswind J+ Sweeper. The Sweeper includes an 8.0 cubic yard hopper with left and right side brooms, a center broom, a 20,000 CFM rated blower, 240 gallon water tank, 16 spray nozzles and pick-up head. The Sweeper is powered by a John Deere 4045, turbocharged 115HP diesel engine. This Sweeper is necessary to allow the Airport to promptly remove mud, dirt, sand, loose aggregate, foreign object debris, and other contaminants from all runways, taxiways and ramp areas. This Sweeper replaced a 2005 Elgin Crosswind J Sweeper.

The start date for this project was August 2012 and it was completed in October 2012. The total cost of this project was \$189,517. The FAA provided funding under AIP Federal Grant #38 in the amount of \$170,565. PFCs are anticipated to provide the local match of \$18,952.

3.8 Acquire Aircraft Rescue and Fire Fighting (ARFF) Equipment

This project consists of the purchase of three pieces of Aircraft Rescue and Firefighting Equipment necessary to satisfy the Airport's ARFF Index C requirements.

The first piece of equipment purchased was Unit ARFF-1, a 2011 Ford F350 Crew Cab, 1-ton 4x4 Support Vehicle. This vehicle is necessary to tow and launch the required ARFF Marine Rescue Boat in the event of an aircraft accident in the surrounding waters. This vehicle is also used to respond to medical emergencies on the Airport. The vehicle previously used to launch the rescue boat, was a 1994 Chevy 1-ton crew cab truck. That vehicle was experiencing frequent and ongoing maintenance problems. Whenever the vehicle was out of service for maintenance, the Airport was required to borrow a Fleet vehicle with capacity to pull the rescue boat in the event of the need of a marine rescue.

The second piece of equipment purchased was Unit ARFF-2, a 2014 E-One ARFF Truck. This truck has a 1,500 gallon water capacity (1,250 gpm), 200 gallon foam capacity and 500 lb. dry chemical capacity. This truck replaced a 1996 E-One Titan which was original purchased by the U.S. Coast Guard and loaned to the Airport. That truck was suffering from reliability issues and parts were increasingly difficult to obtain.

The third piece of equipment purchase was ARFF-Marine, a 2014 Boston Whaler 27 foot rescue boat with two 250-hp outboard motors. This boat replaced the Airport's 2002 Nautica 24 foot rescue boat. That boat was experiencing significant problems with its electrical system and with its fuel tanks. The marine mechanic providing service to the boat deemed it to no longer be sea worthy.

These purchases were made in accordance with applicable FAA Advisory Circulars.

The start date for this project was September 2011 and it was completed in September 2014. The total cost of this project was \$768,506 with AIP Federal Grant funds in the amount of \$527,546 and PFC funds providing \$240,960. The funding breakdown by purchase is as follows:

Unit	AIP Grant #	AIP Funds	PFC Funds	Total
ARFF-1	37	\$45,690	\$2,402	\$48,092
ARFF-2	39	\$481,856	\$53,540	\$535,396
ARFF-Marine	N/A	\$0	\$185,018	\$185,018
Totals		\$527,546	\$240,960	\$768,506

3.9 PFC Administration Costs

PFC-eligible general formation costs included in this PFC project are the necessary expenditures to prepare the new PFC application. Also included are eligible ongoing administrative costs, amendments and closeout for this PFC application. Development associated with the approved projects in this application will enhance capacity at the Airport. The total cost of this project is \$50,000. PFCs are anticipated to provide 100% funding for this project. This project started in November 2015 and will be complete in February 2021.

Comments or a request for more detailed project descriptions should be sent to Yvette Ahle, Deputy Director, Airport Finance & Administration, 14700 Terminal Blvd., Suite #221, Clearwater, FL 33762.



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Airline	Flt #	From	Gate	Date	Time	Status
Sun Country	8197	Gulfport-Biloxi	4	12/15	11:19 AM	ARRIVED
Allegiant	859	Cincinnati, OH	5	12/15	11:55 AM	NOW 12:01P
Allegiant	883	Grand Rapids, MI	5	12/15	6:29 PM	ON TIME

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[Notice Of Opportunity For Public Comment Related to Passenger Facility Charges](http://www.fly2pie.com/docs/default-source/news/airport-projects-information/11a---pie-public-notice-3-passenger-facility-charge-12-15-2015.pdf?sfvrsn=0)
<http://www.fly2pie.com/docs/default-source/news/airport-projects-information/11a---pie-public-notice-3-passenger-facility-charge-12-15-2015.pdf?sfvrsn=0>

[PIE November Passenger Report - 33% Increase year-to-date!](http://www.fly2pie.com/docs/default-source/news/Press-Releases/2015/st-pete-clearwater-intl-airport-passenger-report-201550052d4e0fe4626581c1ff0000b826f0.pdf?sfvrsn=0)
<http://www.fly2pie.com/docs/default-source/news/Press-Releases/2015/st-pete-clearwater-intl-airport-passenger-report-201550052d4e0fe4626581c1ff0000b826f0.pdf?sfvrsn=0>

[Fly2PIE News Fall/Winter 2015](http://www.fly2pie.com/docs/default-source/news/Newsletters/2015/fly2pienewsfallwinter-sfvrsn=0)
<http://www.fly2pie.com/docs/default-source/news/Newsletters/2015/fly2pienewsfallwinter-sfvrsn=0>

[Holiday Tips for Travel at PIE](http://www.fly2pie.com/docs/default-source/news/Press-Releases/2015/holiday-traveltipsatst-pete-clearwaterintl(pie).pdf?sfvrsn=0)
[http://www.fly2pie.com/docs/default-source/news/Press-Releases/2015/holiday-traveltipsatst-pete-clearwaterintl\(pie\).pdf?sfvrsn=0](http://www.fly2pie.com/docs/default-source/news/Press-Releases/2015/holiday-traveltipsatst-pete-clearwaterintl(pie).pdf?sfvrsn=0)

[Allegiant announces new service at PIE - Dayton, OH & Flint, MI](http://www.fly2pie.com/docs/default-source/news/Press-Releases/2015/pie-allegiantnov-2015-announcements8bf42c4e0fe4626581c1ff0000b826f0-sfvrsn=0)
<http://www.fly2pie.com/docs/default-source/news/Press-Releases/2015/pie-allegiantnov-2015-announcements8bf42c4e0fe4626581c1ff0000b826f0-sfvrsn=0>

[Allegiant Announces 3 New Routes at PIE - Appleton, WI; Kansas City, MO; Scranton, PA](#)

ATTACHMENT D

REQUEST TO EXCLUDE CLASS(ES) OF CARRIERS

Pinellas County is filing a request not to require collection of PFCs by certain Air Taxi's/Commercial Operators and Commuter or Small Certificated Air Carriers.

Included is-

- (i) The request (included in the application transmittal letter)
- (ii) A copy of the information provided to the carriers
- (iii) A copy of the carriers' comments with respect to the request to exclude certain Air Taxi/Commercial Operators and Commuter or Small Certificated Air Carriers from collecting PFC's.
- (iv) A list of the classes of carriers that will not be required to collect PFC's if this request is approved.
- (v) The City's reasons for submitting this request in the face of opposing comments.

(ii) A copy of the information provided to the carriers related to the exclusion of air taxi's is reproduced below. This information was provided in the December 14, 2015 Notice of Proposed New PFC Application to Air Carriers serving St. Pete-Clearwater International Airport.

Excerpt from Airline Notice:

The County recommends continued exclusion of Air Traffic/Commercial Operators (ATCO) filing FAA Form 1800-31 and Commuters or Small Certificated Air Carriers (CAC) filing Form T-100, from the collection of PFCs. These nonscheduled/on demand air carriers comprise less than 1% of the total enplanements at PIE. ATCO carriers include Aero Jet Services, LLC, Crow Executive Air, Inc., Flexjet, LLC, Meridian Air Group, Inc., and Morcom Aviation Services, Inc. In 2014, this class of carriers enplaned 63 passengers. CAC carriers include Charter Air Transport, Inc. In 2014, this class of carriers enplaned 3 passengers. We request this exemption based on the complexity of record keeping, the cost of implementation of collecting and monitoring the PFC program for small carriers, and again the fact that ATCOs and CACs account for such a small percentage of total enplanements.

(iii) A copy of the carriers' comments with respect to the request to exclude certain Air Taxi/Commercial Operators and Commuters or Small Certificated Air Carriers (CAC) from collecting PFC's.

No Air Carriers commented with respect to the request to exclude certain ATCOs and CACs from collecting PFCs.

(iv) A list of the classes of carriers that will not be required to collect PFC's if this request is approved.

“Air Taxi/Commercial Operators (ATCO) filing form 1800-31”

The only known members of this class of carriers are *Aero Jet Services, LLC, Crow Executive Air, Inc., Flexjet, LLC, Meridian Air Group, Inc., and Morcom Aviation Services, Inc.*

“Commuter or Small Certificated Air Carriers (CAC) filing Form T-100”

The only known member of this class of carriers is *Charter Air Transport, Inc.*

(v) The City's reasons for submitting this request in the face of opposing comments.

There were no opposing comments.

ATTACHMENT G

ALP/AIRSPACE/ENVIRONMENTAL

ATTACHMENT G: AIRPORT LAYOUT PLAN (ALP), AIRSPACE, AND ENVIRONMENTAL FINDINGS

ALL PROJECTS FOR WHICH IMPOSE AND USE OR USE AUTHORITY IS REQUESTED IN THE APPLICATION MUST BE LISTED UNDER EACH TYPE OF FINDING BELOW.

****FOR FAA USE*****
PFC Application Number:

I. ALP Findings

1. Current ALP approval date: **March 12, 2014**
List proposed project(s) shown on this ALP:
 - 3.1 Terminal Renovations 2016**
 - 3.3 Apron Hardstand Expansion, Phase 2**
 - 3.4 Taxiway Rehabilitation, Phase 2**

2. List proposed project(s) not required to be shown on an ALP:
 - 3.2 Building Modifications to Ticketing "A" Baggage Screening Area**
 - 3.5 Master Plan Study**
 - 3.6 Wildlife Hazard Assessment and Wildlife Hazard Management Plan**
 - 3.7 Acquire Airfield Sweeper**
 - 3.8 Acquire Aircraft Rescue and Fire Fighting (ARFF) Equipment**
 - 3.9 PFC Administration**

****FOR FAA USE*****
Public agency information confirmed? YES [] PARTIALLY [] NO []
For each project which the ADO/RO disagrees with the public agency's finding, discuss the reason(s) for the FAA's nonconurrence below.

II. Airspace Findings

1. FAA Airspace finding date: _____ (repeat as necessary)
List proposed project(s) covered by this finding:
 - 3.3 Apron Hardstand Expansion, Phase 2**
 - 3.4 Taxiway Rehabilitation, Phase 2**

2. List proposed project(s) not required to have an airspace determination
 - 3.1 Terminal Renovations 2016**
 - 3.2 Building Modifications to Ticketing "A" Baggage Screening Area**
 - 3.5 Master Plan Study**
 - 3.6 Wildlife Hazard Assessment and Wildlife Hazard Management Plan**
 - 3.7 Acquire Airfield Sweeper**
 - 3.8 Acquire Aircraft Rescue and Fire Fighting (ARFF) Equipment**
 - 3.9 PFC Administration**

*****FOR FAA USE*****

Public agency information confirmed? YES [] PARTIALLY [] NO []

For each project which the ADO/RO disagrees with the public agency's finding, discuss the reason(s) for the FAA's nonconcurrency below.

III. Environmental Findings

1. List proposed project(s) which are categorically excluded from the requirement for formal environmental review:

- 3.1 Terminal Renovations 2016
- 3.2 Building Modifications to Ticketing "A" Baggage Screening Area
- 3.3 Apron Hardstand Expansion, Phase 2
- 3.4 Taxiway Rehabilitation, Phase 2
- 3.5 Master Plan Study
- 3.6 Wildlife Hazard Assessment and Wildlife Hazard Management Plan
- 3.7 Acquire Airfield Sweeper
- 3.8 Acquire Aircraft Rescue and Fire Fighting (ARFF) Equipment
- 3.9 PFC Administration

2. Date of FAA Finding of No Significant Impact: _____
(repeat as necessary)

List proposed project(s) covered by this finding:

3. Date of FAA environmental record of decision: _____
(repeat as necessary)

List proposed project(s) covered by this finding:

*****FOR FAA USE*****

Public agency information confirmed? YES [] PARTIALLY [] NO []

For each project which the ADO/RO disagrees with the public agency's finding, discuss the reason(s) for the FAA's nonconcurrency below.

Application Reviewed by:

Name	Routing Symbol	Date
------	----------------	------

ATTACHMENT I

ADDITIONAL INFORMATION

- I. NAICS Enplanement Report
- II. Pinellas County PFC Resolution
- III. Project Exhibits
- IV. Gate 7-10 Space Allocation Calculation
- V. Communications with Transportation Security Administration
Regarding projects 3.1 and 3.2
- IV. Bid Tabulations/Cost Estimates – Projects 3.1, 3.2, 3.3 and 3.4

SOURCE: CY 2014 FAA

ENPLANEMENTS BY INDIVIDUAL CARRIERS FOR CALENDAR YEAR 2014

St Pete-Clearwater International (PIE)

ORL

Noah Lagos St Pete-Clearwater Int'L, 14700 Terminal Blvd. Suite 221, Clearwater, FL 33762

PIE

SCHEDULE TYPE	ENPLANEMENTS		
CARRIER NAME (CARRIER CODE)	SCHEDULED	NONSCHEDULED	TOTAL
ATCO - Nonscheduled/On-Demand Air			
Aero Jet Services LLC (J7EA)	0	10	10
Crow Executive Air, Inc. (DRUA)	0	7	7
Flexjet Llc (J7SA)	0	37	37
Meridian Air Group, Inc. (K1RA)	0	4	4
Morcom Aviation Services, Inc. (MOMA)	0	5	5
ATCO Total:	0	63	63
CAC - Commuters or Small Certificated Air			
Charter Air Transport, Inc. (1AQ)	0	3	3
CAC Total:	0	3	3
CRAC - Large Certificated Air Carriers, filing			
Allegiant Air LLC (G4)	585,318	495	585,813
Avjet Corporation (0WQ)	0	2	2
Delta Air Lines, Inc. (DL)	0	742	742
Falcon Air Express (FCQ)	0	28,804	28,804
Miami Air International, Inc. (GL)	0	12,470	12,470
Republic Airlines (YX#)	0	564	564
Southwest Airlines Co (WN)	0	205	205
Sun Country Airlines (SY)	10,871	1,412	12,283
Swift Air, Llc (09Q)	0	57	57
United Air Lines, Inc. (UA)	0	496	496
United Parcel Service Co (5X)	0	0	0
Vision Airlines (0JQ)	13,841	398	14,239
CRAC Total:	610,030	45,645	655,675
FFC - Foreign Air Carriers, filing T-100(f).			
Sunwing Airlines (WG#)	8,069	0	8,069
FFC Total:	8,069	0	8,069
Site Total:	618,099	45,711	663,810

NOAH LAGOS
 06/18/2015

RESOLUTION NO. 16-__8__

A RESOLUTION BY THE BOARD OF COUNTY COMMISSIONERS OF PINELLAS COUNTY, FLORIDA AUTHORIZING CONTINUATION OF A \$4.50 PASSENGER FACILITY CHARGE AT THE ST. PETE-CLEARWATER INTERNATIONAL AIRPORT

WHEREAS, a Passenger Facility Charge (PFC) as authorized by Federal Law is imposed only on applicable enplaned Airport passengers and;

WHEREAS, a PFC can be used to fund Airport capital projects and;

WHEREAS, the Board of County Commissioners of Pinellas County, Florida has previously imposed a \$4.50 PFC which was used to fund specifically designated capital projects and;

WHEREAS, the previously imposed \$4.50 PFC charge which has been used for those designated capital projects is now due to expire June 2016 and;

WHEREAS, the continuation of a PFC in the amount of \$4.50 is necessary to accomplish new capital projects designed to preserve and enhance capacity, safety, and development of the St. Pete-Clearwater International Airport.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF PINELLAS COUNTY, FLORIDA, at a duly-assembled meeting held on the 23 day of February, 2016, as follows:

SECTION 1. The County Administrator is authorized to file a new application and amend, as necessary, any open applications with the Federal Aviation Administration (FAA) authorizing the continuation of the imposition of a PFC at the \$4.50 level and further authorizing the expenditure of such revenues in accordance with the Capital Improvement Program, and the assurances and understandings contained in the application.

SECTION 2. This Resolution shall take effect immediately upon its adoption. Commissioner Gerard offered the foregoing Resolution and moved its adoption, which was seconded by Commissioner Welch, and upon roll call, the vote was:

Aye: Justice, Long, Welch, Eggers, Gerard, and Seel.

Nays: None.

Absent and not voting: Morroni.

APPROVED AS TO FORM

By: Michael A. Zas
Office of the County Attorney

PROJECT EXHIBITS



- 3.1 Terminal Renovations 2016
 - 3.1a Passenger Screening Checkpoints Reconfiguration/Optimization
 - 3.1c Passenger Hold Room Seating
 - 3.1d Mechanical Control Room
 - 3.1e Public Restroom Renovations
 - 3.1f Additional Passenger Hold Room Area

- 3.2 Building Modifications to Ticketing “A” In-Line Baggage Area

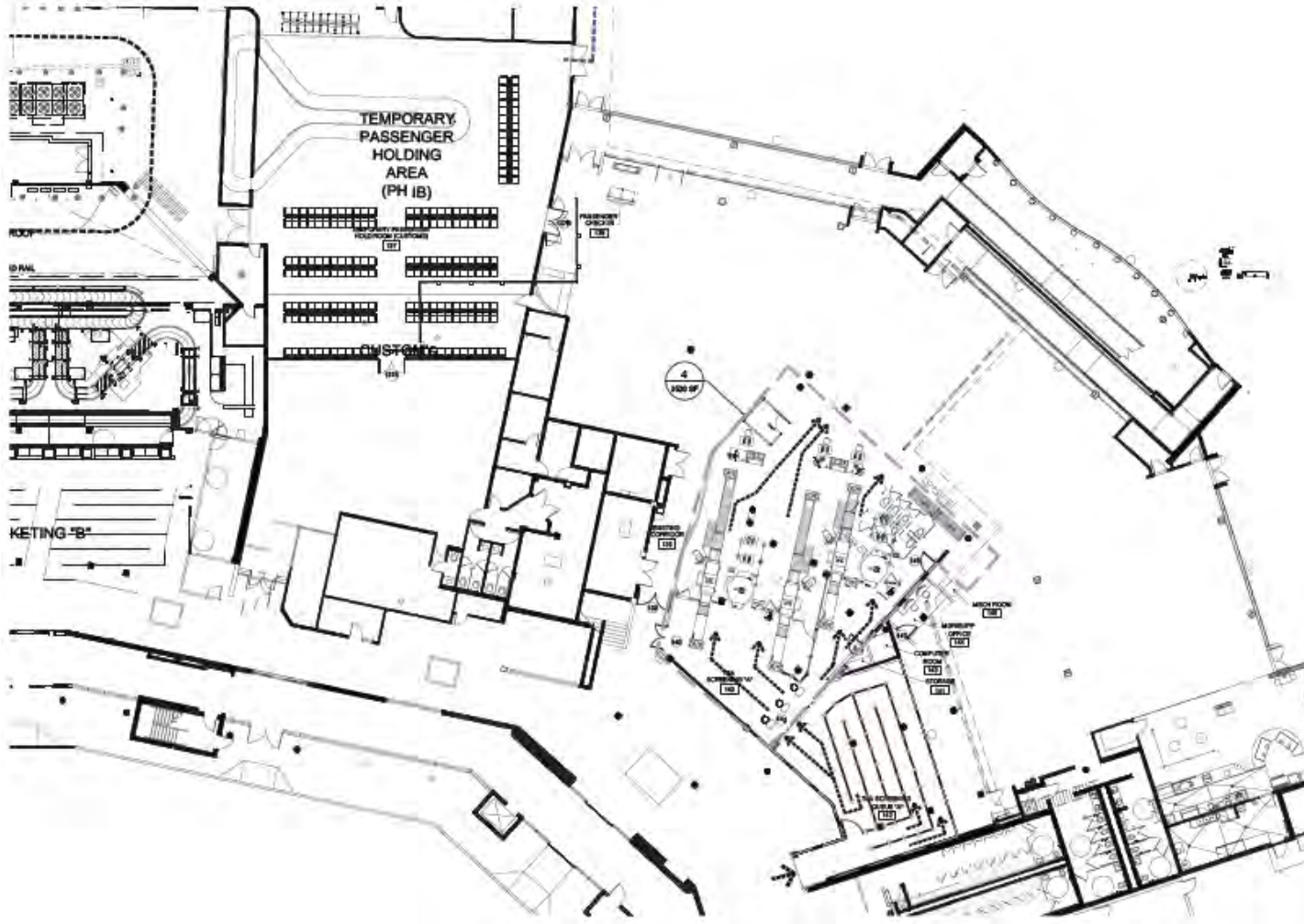
- 3.3 Reconstruction Terminal Apron

- 3.4 Taxiway Rehabilitation, Phase 2

- 3.8 Acquire ARFF Equipment – ARFF equipment inventory page from Part 139 Airport Certification Manual

Project 3.1 – Terminal Renovations 2016

3.1a – Passenger Screening Checkpoints Reconfiguration/Optimization Checkpoint “A”



Project 3.1 – Terminal Renovations 2016

3.1a – Passenger Screening Checkpoints

Reconfiguration/Optimization

Checkpoint “B”



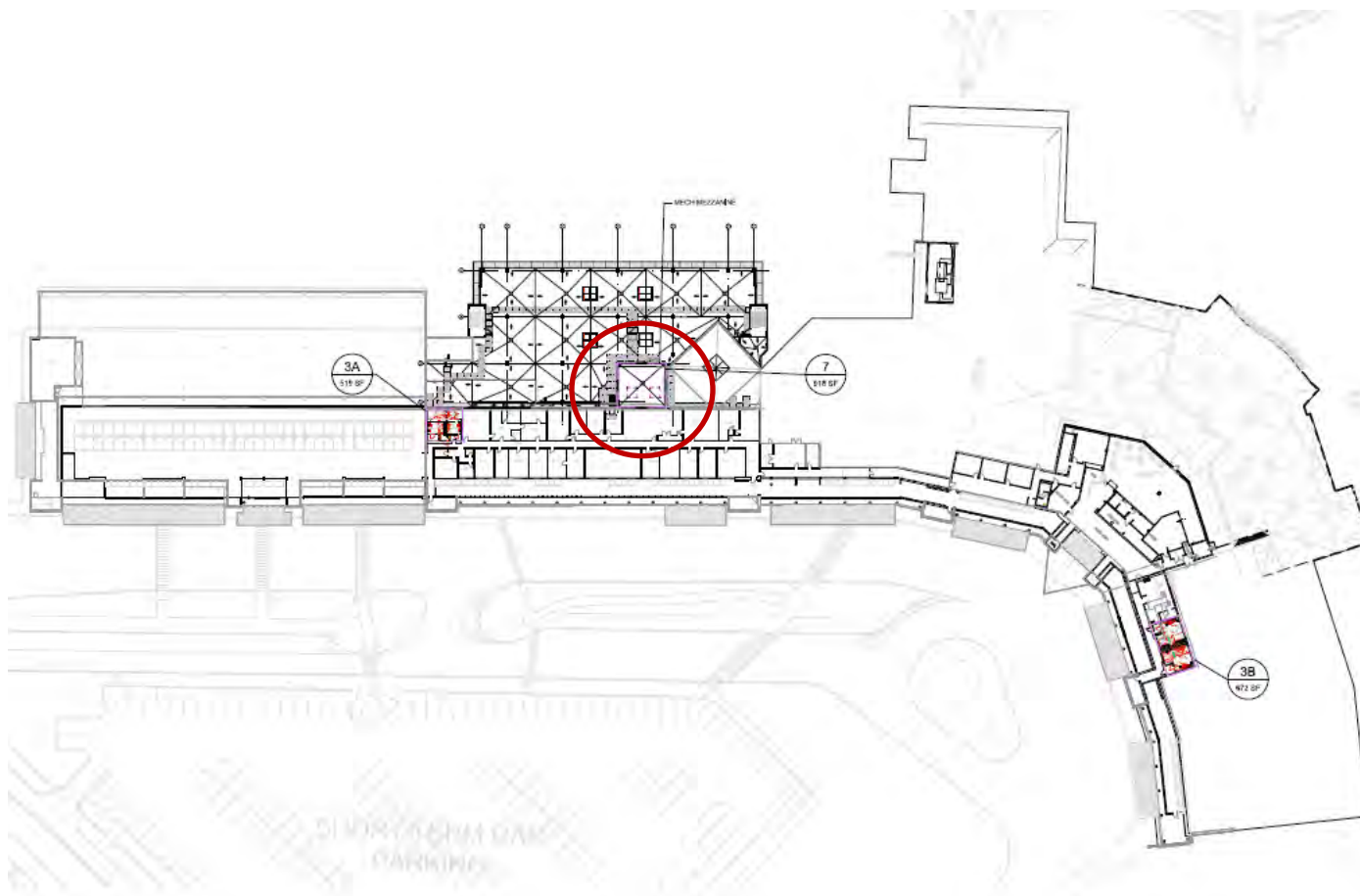
PLAN NORTH 1
GROUND FLOOR - GATES 3-10
TSA CHECKPOINT "B" FLOOR PLAN
SCALE 3/8"=1'-0"

Project 3.1 – Terminal Renovations 2016
3.1c – Passenger Hold Room Seating

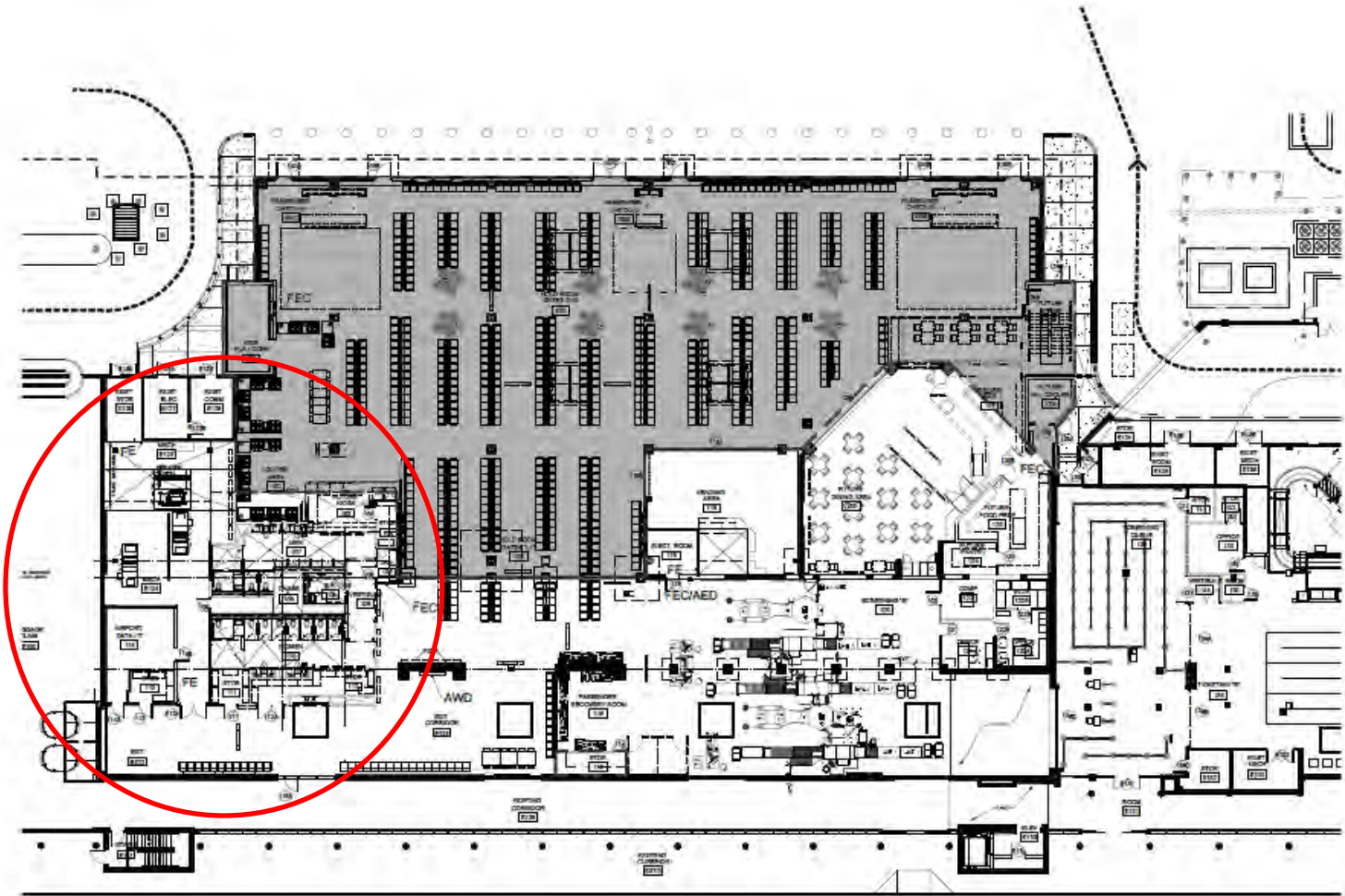


Project 3.1 – Terminal Renovations 2016

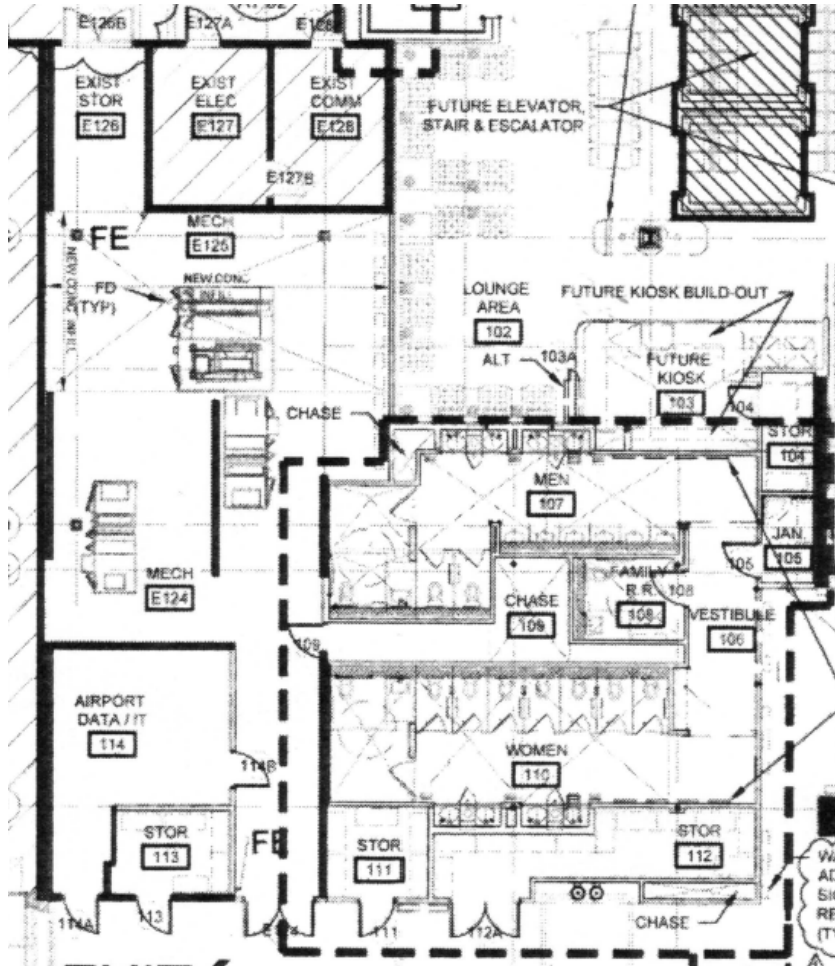
3.1d – Mechanical Control Room



Project 3.1 – Terminal Renovations 2016
3.1e – Public Restroom Renovations
Gates 7-10 Hold Room Restrooms



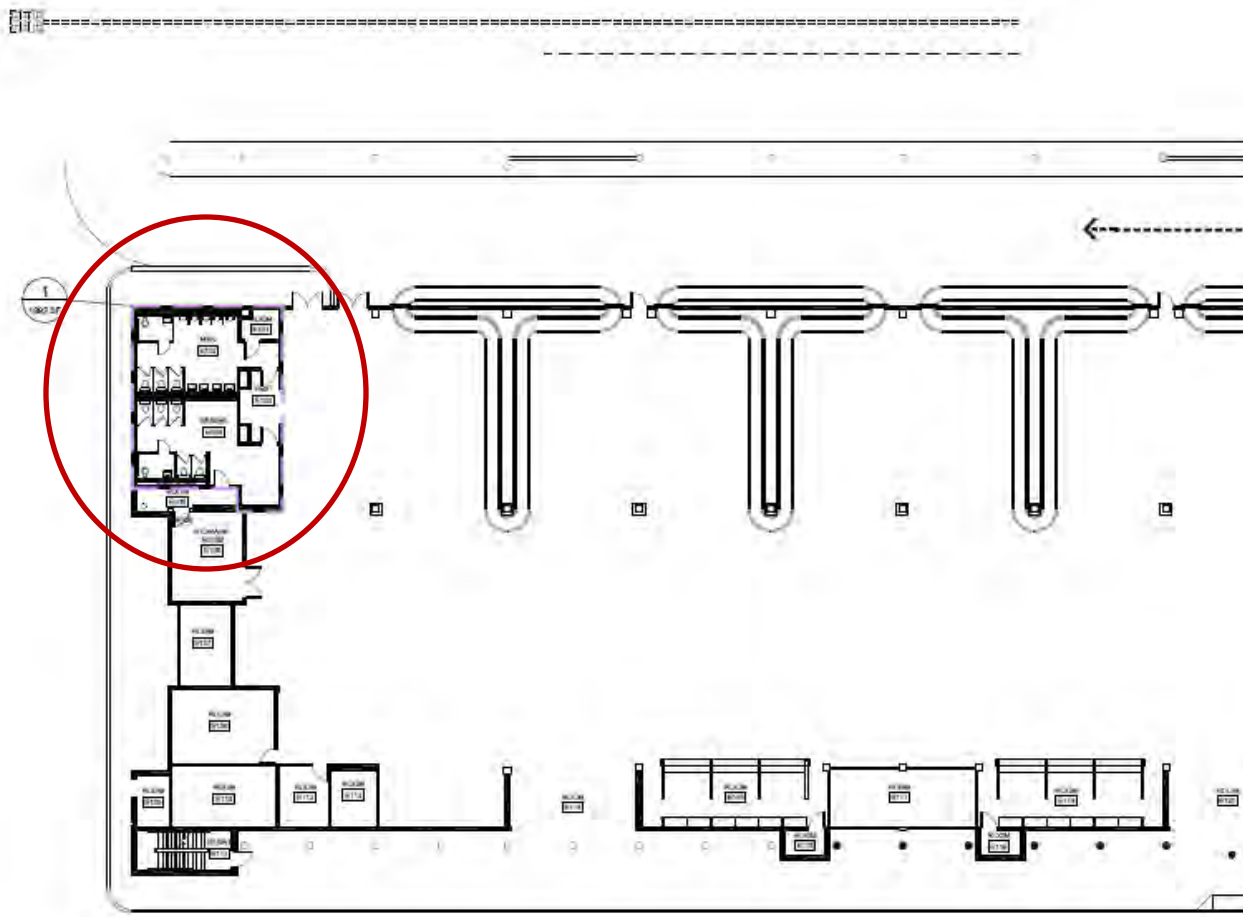
Project 3.1 – Terminal Renovations 2016
3.1e – Public Restroom Renovations
Gates 7-10 Hold Room Restrooms



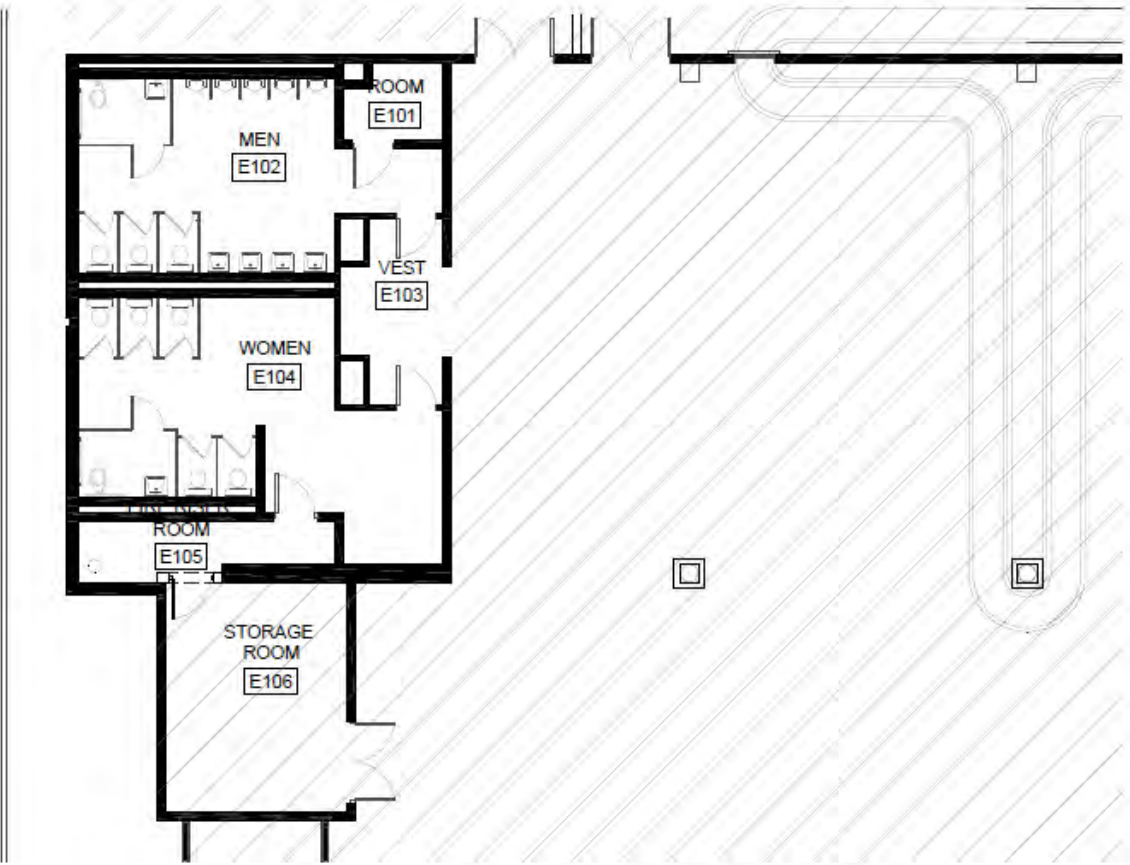
Project 3.1 – Terminal Renovations 2016

3.1e – Public Restroom Renovations

Baggage Claim Restrooms



Project 3.1 – Terminal Renovations 2016
3.1e – Public Restroom Renovations
Baggage Claim Restrooms

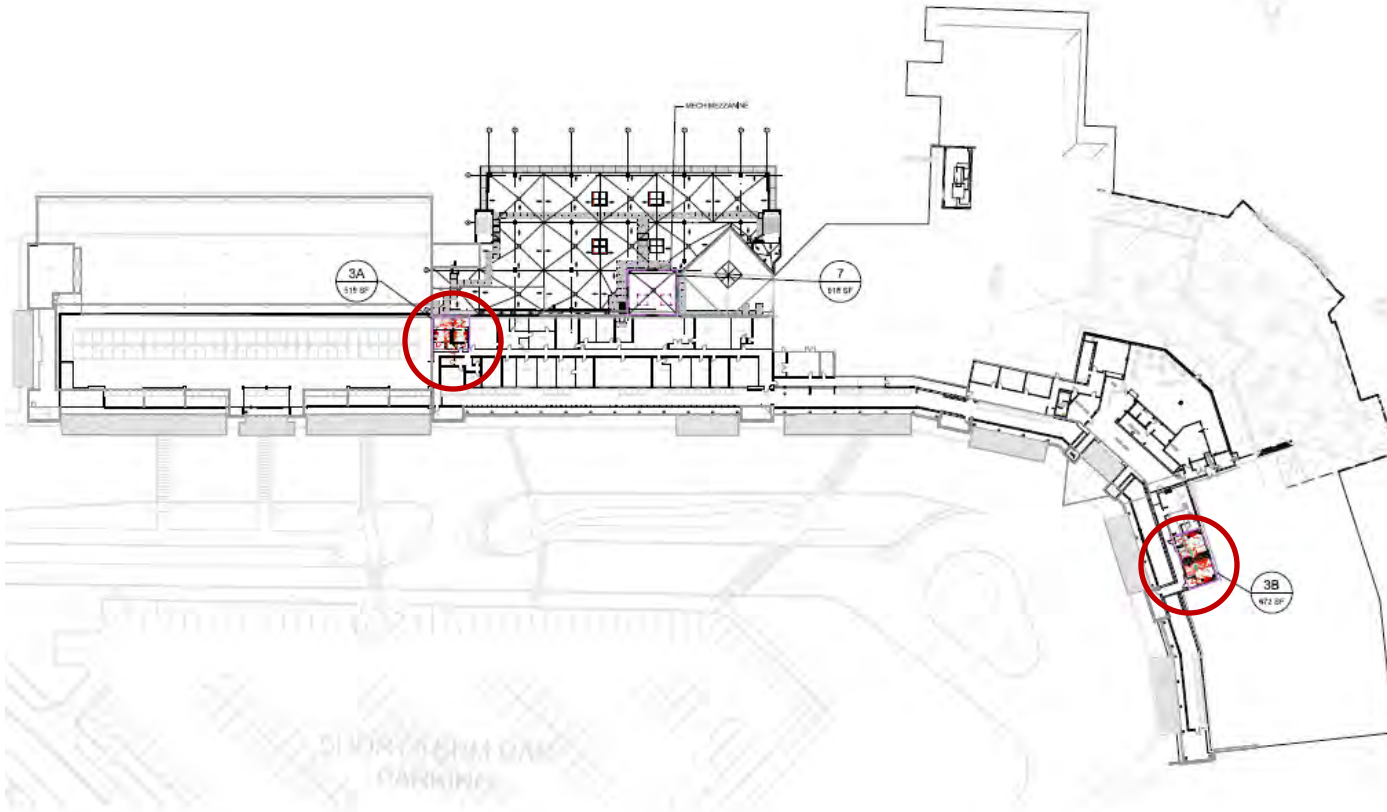


PLAN NORTH
1
EXISTING BAGGAGE CLAIM RESTROOMS PLAN
SCALE 1/8" = 1'-0"

Project 3.1 – Terminal Renovations 2016

3.1e – Public Restroom Renovations

West-Second Floor and East-Second Floor Restrooms



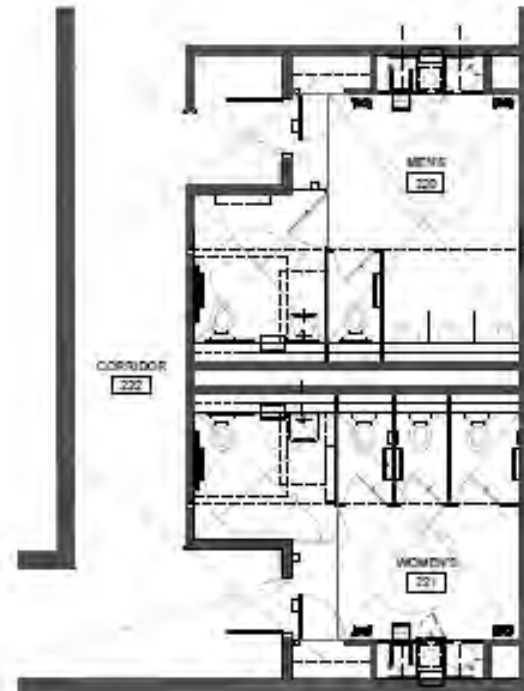
Project 3.1 – Terminal Renovations 2016

3.1e – Public Restroom Renovations

West-Second Floor and East-Second Floor Restrooms



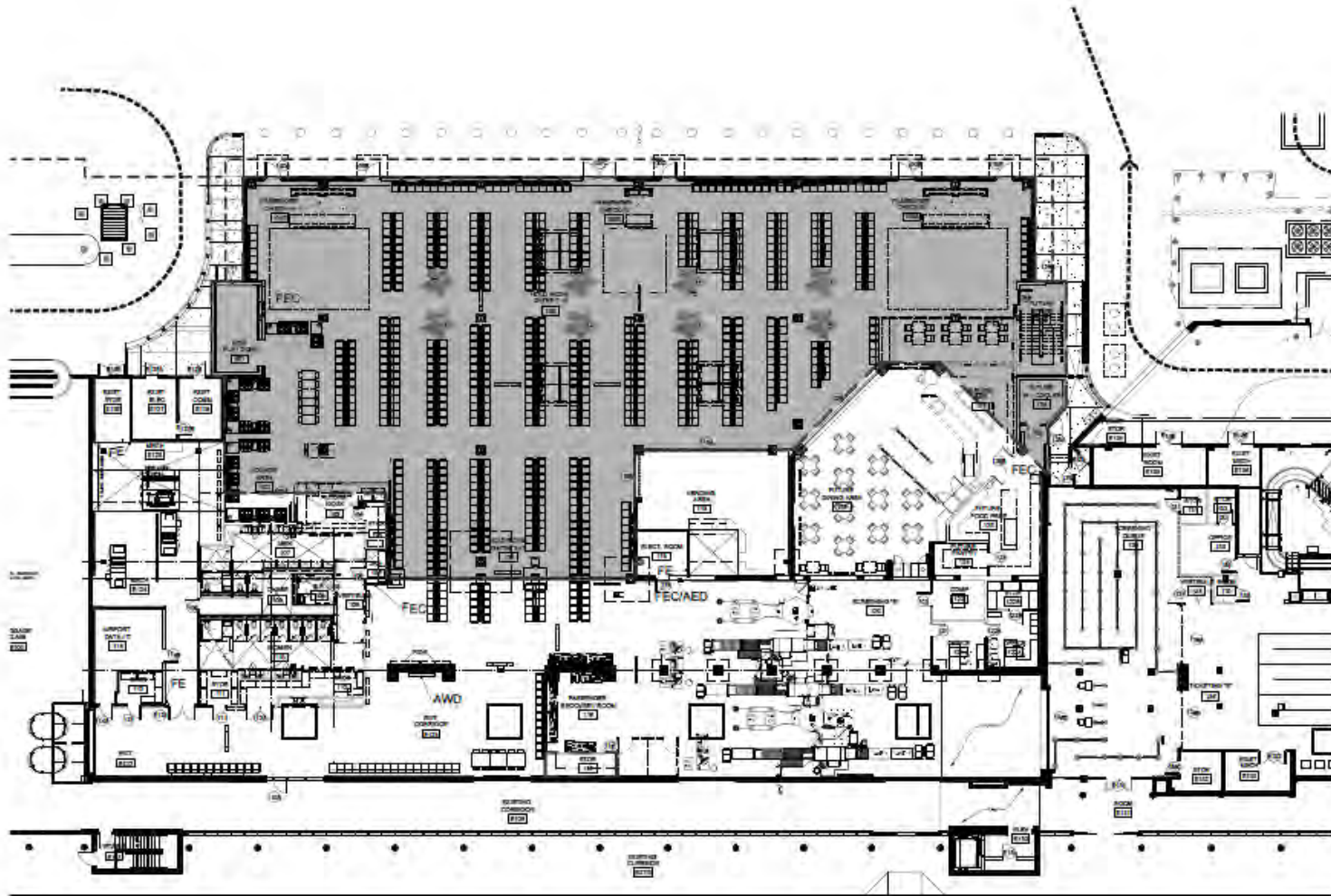
2 SECOND FLOOR NEW WORK PLAN
ENLARGED WEST RESTROOM
SCALE: 1/4" = 1'-0"



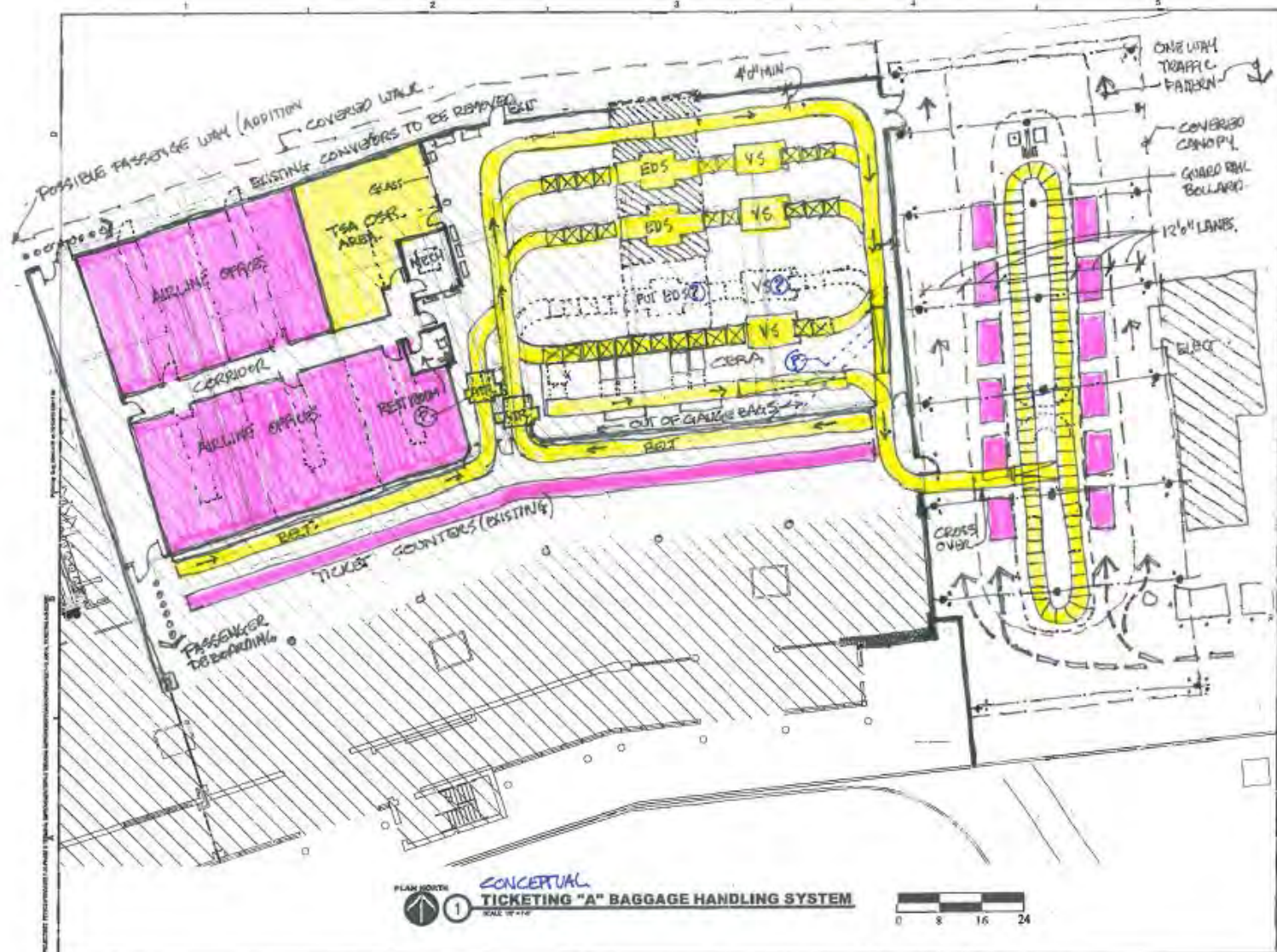
2 SECOND FLOOR EAST NEW WORK
ENLARGED RESTROOM PLAN
SCALE: 1/4" = 1'-0"

Project 3.1 – Terminal Renovations 2016

3.1f – Additional Passenger Hold Room Area



Project 3.2 – Building Modifications to Ticketing “A” Baggage Screening Area



Project 3.3 – Reconstruction Terminal Apron



Project 3.4 – Taxiway Rehabilitation, Phase 2



Project 3.8 – Acquire ARFF Equipment Inventory from Part 139 Certification Manual

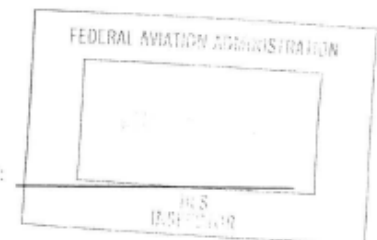
ST. PETE-CLEARWATER INTERNATIONAL AIRCRAFT RESCUE AND FIRE FIGHTING VEHICLES PERSONNEL & EXTINGUISHING AGENTS

Vehicle Number	Type Vehicle	Manufacturer Name	Year	Condition	Firefighters Per Shift	*Agent	Water (gal)	AFFF (gal)	Dry Chem Halotron	Radio Equipment
ARFF-1	4x4	FORD	2011	EXCELLENT	N/A	N/A	N/A	N/A	N/A	911 TWR
ARFF-2	4x4 Full-time	E-ONE	2014	EXCELLENT	2	A B	1500 1250 gpm	200	500 lbs Hydro-Chem 16 lbs/sec	911 TWR
ARFF-3	4x4 Full-time	E-ONE	2006	GOOD	1	A B	1500 1250 gpm	200	500 lbs Hydro-Chem 16 lbs/sec	911 TWR
ARFF-4	4x4 Full-time	E-ONE HRP	2003	GOOD	RESERVE	A B	1500 1250 gpm	205	500 lbs Hydro-Chem 16 lbs/sec	911 TWR
ARFF MARINE	Boat	BOSTON WHALER	2014	EXCELLENT	N/A	N/A	N/A	N/A	N/A	911 Marine

*AGENT LEGEND:

A: QUANTITY OF EXTINGUISHING AGENT
B: DISCHARGE RATE IN GAL/MIN OR LBS/SEC

Exhibit E

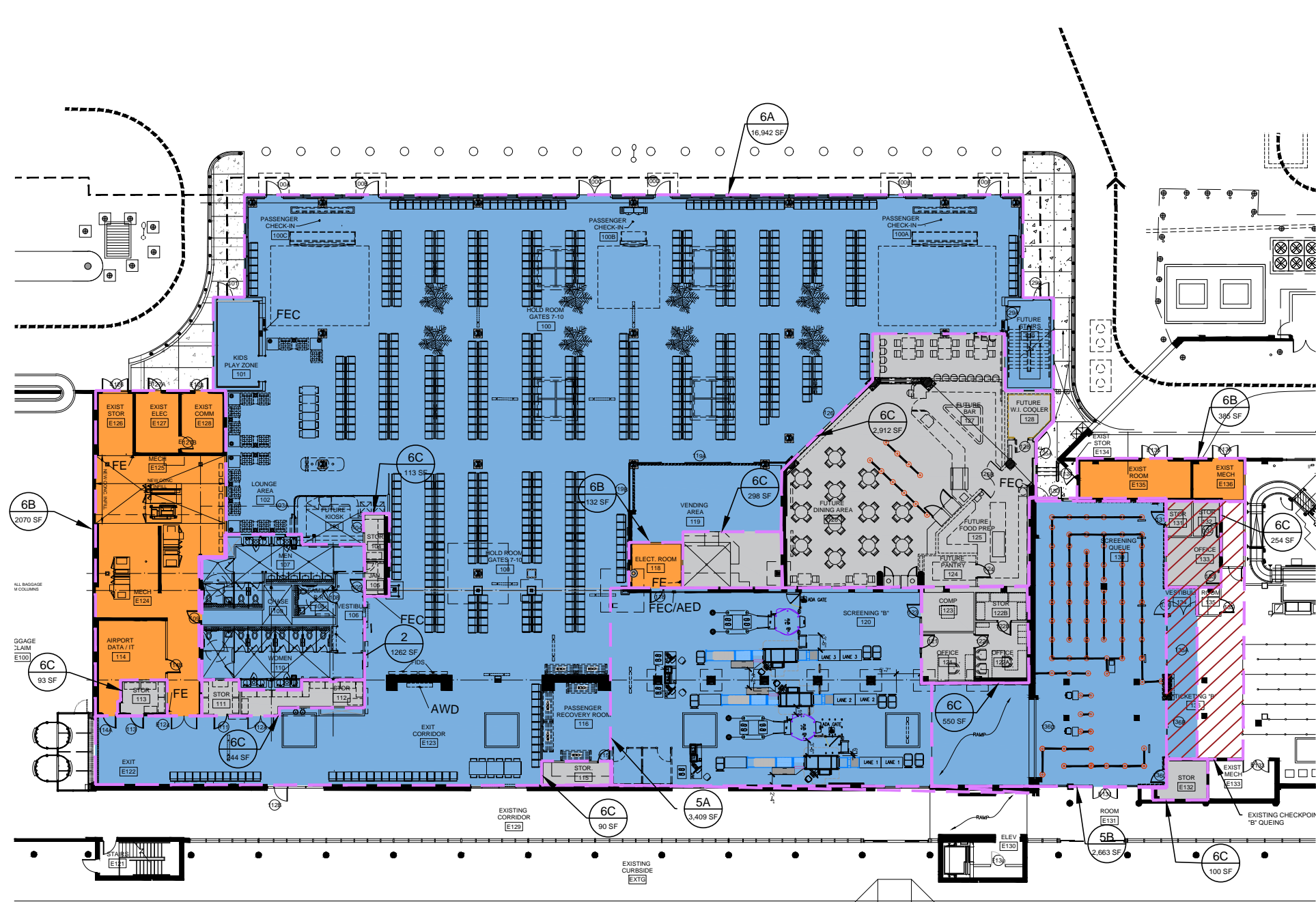


Pinellas County
St. Pete-Clearwater International Airport (PIE)
Gates 7-10 Space Allocation

Upon completion of the proposed renovations and expansion to the Gate 7-10 checkpoint and hold room areas, the allocation of the use and PFC eligibility of space is estimated to be as described below. The estimated project costs of the two elements of the project – 3.1b, the new HVAC Chiller and 3.1d, the Mechanical Control Room – have been prorated based on this estimated space allocation.

Gates 7 – 10 – Estimated Square Footage After Renovations and Expansion	
A - Eligible Space (Public)	16,942
B - Ineligible Space (Non-Public)	4,654
C - Mechanical Space	2,588
Total	24,184
Eligible Proration = A / A + B	78%

ST. PETE - CLEARWATER INTERNATIONAL AIRPORT



LEGEND

- ELIGIBLE SPACE
- MECHANICAL SPACE
- INELIGIBLE SPACE

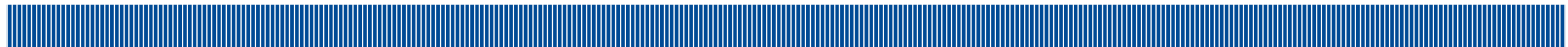
XXX
XXX SF

AREA REFERENCE SYMBOL REFER TO ATTACHED AREA SUMMARY FOR ADDITIONAL INFORMATION

FLOOR PLAN - GROUND LEVEL GATES 7-10

11/18/2015 R FP-1

Baker   SCALE IN FEET
0 8 16 24



U.S. Department of Homeland Security
Transportation Security Administration
4200 George J. Bean Parkway
Suite 2544
Tampa, Florida 33607



Transportation
Security
Administration

March 1, 2016

Yvette M. Aehle
Deputy Director – Finance & Administration
St. Pete-Clearwater International Airport
14700 Terminal Blvd., Suite 221
Clearwater, FL 33762

RE: Terminal Building Improvements – 2016

Dear Ms. Aehle:

As the Federal Security Director for the Transportation Security Administration (TSA) in the Greater Tampa Bay area, I support the terminal building improvement efforts planned by authorities at the St. Pete-Clearwater International Airport (PIE). This facility has experienced a significant increase in passenger volume and the present configuration has consistently exceeded the capacity of the checkpoint.

TSA Tampa and St Pete Clearwater Airport have been working collaboratively on the design of the new checkpoints to ensure compliance with TSA standards. Specifically, improving the customer experience through reconfiguration and expansion of the checkpoints, while maintaining the security measures necessary to ensure passenger safety.

As PIE moves forward with this project, we will continue to monitor the progress and provide applicable input.

Sincerely,

A handwritten signature in black ink, appearing to read "L. Kair".

Lee R. Kair
Federal Security Director
Greater Tampa Bay



Transportation
Security
Administration

July 31, 2015

Mr. Thomas R. Jewsbury
Airport Director
St. Petersburg-Clearwater International Airport
14700 Terminal Boulevard, Suite 221
Clearwater, Florida 33762

Dear Mr. Jewsbury,

In an effort to improve out-year forecasts, the Transportation Security Administration (TSA)'s Electronic Baggage Screening Program (EBSP) has developed a project prioritization based on both historical appropriations for the Program as well as previous budget allocations for Checked Baggage Inspection System projects. Based on prioritization, TSA is considering a Checked Baggage Explosives Detection System (EDS) project at St. Petersburg-Clearwater International Airport (PIE) related to In-Line Design Funding Application - EBSP-2014-0034-PIE.

Based on current project priorities and the availability of funds, the project noted above may be considered for Design funding during FY15/FY16. At this time, TSA would like to understand the airports interest in the potential project noted above, as well as any other relevant information that may impact a decision by TSA to pursue this project in the future.

To be considered for Design funding in FY15/FY16 there are a number of steps and milestones that would need to be met. It is extremely critical that these steps be followed in a timely and accurate manner as part of the consideration process. As such, TSA would like to discuss this potential project, the necessary steps and requirements for consideration, as well as the timeline associated with it. The Regional Planning Coordinator will be reaching out to you to schedule a Technical Interchange Meeting (TIM) to discuss in greater detail. This letter does not constitute an obligation of the Government under 31 U.S.C. § 1501 nor does it constitute an administrative commitment for funding.

We look forward to working with PIE to ensure security and safety of the traveling public is maintained at the highest possible level. Should you have any questions or comments, please do not hesitate to contact Peter Donis, Regional Planning Coordinator, at 571-227-3234 or by email at CBTPlanning@tsa.dhs.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Mario Wilson".

Mario Wilson
Program Manager
Electronic Baggage Screening Program
Transportation Security Administration

cc: Arthur Meinke, Regional Director
Lee Kair, Federal Security Director
Steve Karoly, Deployment Director
Jim Stephens, Planning Branch Manager
Pete Donis, Regional Planning Coordinator
John Reed, Regional Deployment Coordinator

Pinellas County, Florida
 St. Pete-Clearwater International Airport (PIE)
 Summary of Projects for PFC Application #3

Project Title	AIP Funds	State of FL Funds	TSA OTA Funds	PFC 100%	Other Local Funds	Total Project Cost
3.1 Terminal Renovations 2016						
Security Screening Checkpoint Reconfiguration/Optimization				940,000		940,000
HVAC Chiller (New 350 tons)				128,700	36,300	165,000
Public Restrooms				1,450,000		1,450,000
Passenger Hold Room Seating				260,000		260,000
Mechanical Control Room				234,000	66,000	300,000
Additional Passenger Hold Room Area				6,500,000		6,500,000
3.2 Building Modifications to Ticketing "A" Baggage Screening Area		300,000	5,400,000	300,000		6,000,000
3.3 Reconstruction Terminal Apron	5,745,002	180,000		458,333		6,383,335
3.4 Taxiway Rehabilitation, Phase 2	9,439,157	388,514		544,500	115,781	10,487,952
3.5 Master Plan Study	1,350,000	75,000		75,000		1,500,000
3.6 Wildlife Hazard Assessment and Wildlife Hazard Management Plan						-
Wildlife Hazard Assessment	96,396			5,074		101,470
Wildlife Hazard Management Plan	28,710			3,190		31,900
3.7 Acquire Airfield Sweeper	170,565			18,952		189,517
3.8 Acquire Aircraft Rescue and Fire Fighting (ARFF) Equipment						
ARFF Support Vehicle - Unit ARFF-1	45,690			2,402		48,092
ARFF Truck - Unit ARFF-2	481,856			53,540		535,396
ARFF Rescue Boat - Unit ARFF- Marine				185,018		185,018
3.9 PFC Administration Fees				50,000		50,000
Totals	\$ 17,357,376	\$ 943,514	\$ 5,400,000	\$ 11,208,709	\$ 218,081	\$ 35,127,680

Pinellas County
St. Pete-Clearwater International Airport (PIE)
PFC Application #3
Project Cost Estimates - Summary Information

Project 3.1 - Terminal Renovations 2016

	Estimated Cost
Design - Michael Baker	778,692
Construction - Artec Group *	8,932,979
CA Services - Michael Baker	263,228
CM Services	<u>496,620</u>
 Total Project Estimate	 10,471,519
 Less Ineligible Plants/Pots, Kids Zone Furniture	 <u>(100,000)</u>
 Total Project Estimate	 <u><u>10,371,519</u></u>
 Total Project Estimate in Application **	 <u><u>9,615,000</u></u>

* Bid Tab Provided

** The cost estimate at the time of the PFC application development was based on an engineer's estimate prior to receiving bids.

Project 3.1 - Terminal Renovations 2016 - Construction Bid Tab

Section E - Bid Submittal Sheet - REVISED ADDENDUM 1 1/15/16
Bid Title: Airport Terminal Improvements - Phase 3, Gates 7-10 Terminal Addition - Rebld
Bid No. 156-0155-CP(PF)

Bid Submittal Form						
	Pay Item No.	Description	Approx. Quantities	Unit	(Dollars-Cents)	Value (Dollars)
GENERAL CONDITIONS - BASE BID						
Section	00100	Mobilization	1	Lump Sum	\$ 60,000.00	\$ 60,000.00
Section	00100	Insurance and Bonds	1	Lump Sum	72,000.00	72,000.00
Section	00100	General Conditions and Mobilization for Base Bid - Special Notices thru Division 01	1	Lump Sum	\$510,000.00	\$ 510,000.00
Section	01500	Temporary Facilities and Controls / Baricades	1	Lump Sum	\$ 110,000.00	\$110,000.00
ALLOWANCES - BASE BID - REFERENCE SPECIFICATION SECTION - "ALLOWANCES"						
Section	01210	Allowance No. 1 - Owner-Directed Adjustment to Project Conditions - Lump Sum - \$300,000.00	1	Lump Sum	\$500,000.00	\$500,000.00
Section	01210	Allowance No. 2 - QA Testing and Inspection - Owner Directed - Lump Sum - \$25,000.00 (Excludes GC required testing of materials per Contract Documents).	1	Lump Sum	\$25,000.00	\$25,000.00
Section	01210	Allowance No. 3 - Passenger Holding Room Seating - Lump Sum - \$400,000.00 Furnish and install seating to match existing; additional seating and tables to complete the seating layout, combined with relocating and reconfiguring the existing seating. Approximately 350 additional seats. (This allowance will also include the lounge chairs, tables, computer tables and power/USB outlet poles (10) distributed throughout the passenger seating area, and USB and power outlets at the computer tables and lounge chair side table.)	1	Lump Sum	\$400,000.00	\$400,000.00
Section	01210	Allowance No. 4 - Tile Mosaic Wall Finish (Custom Designed) - Lump Sum \$80,000.00 Design furnish and install the custom wall mosaic pattern as shown in the Interior Design Drawings. The final design pattern, color and arrangement of tiles will be completed by the mosaic tileset and installer, and approved by the Interior Designer as part of the allowance cost.	1	Lump Sum	\$80,000.00	\$80,000.00
Section	01210	Allowance No. 5 - A. Interior Plants and Pots (Palm Trees) - Lump Sum \$80,000.00 Furnish and install the (8) palm trees and the pots sized to accommodate the palm trees, as shown on the Architectural and Interior Design Drawings located in the passenger seating area.	1	Lump Sum	\$80,000.00	\$80,000.00
Section	01210	Allowance No. 6 - Kids Play Zone Furniture - Lump Sum \$40,000.00 Furnish and install the kid play zone furniture and fixtures to be selected by Owner.	1	Lump Sum	\$40,000.00	\$40,000.00
Section	01210	Allowance No. 7 - Computer Rack and Server Connection - Lump Sum \$10,000.00 Furnish and install the computer racks for the Airport, Data and IT Room and connect servers. Coordinate work with Airport and Pinellas County IT Department.	1	Lump Sum	\$10,000.00	\$10,000.00
TERMINAL IMPROVEMENTS - PHASE 3 GATES 7-10 TERMINAL ADDITION						
Section	01500-01810	Furnish & install all work related to the Improvements including select Demolition, Improvements, Additions and Renovation Complete to provide a new Gates 7-10 Passenger Holding Room and related work per Divisions - 11000.	1	Lump Sum	\$ 4,170,740 ⁰⁰	\$ 4,170,740 ⁰⁰
Section	15000's	Furnish & install all work related to the Mechanical Systems - Selection Demolition Improvements Additions and Renovations. Complete (Mech, Plumbing & Fire Protection, and other work per Division 1500 and Drawings.) to provide a new Gates 7-10 Passenger Holding Room and related work.	1	Lump Sum	\$ 1,660,556 ⁰⁰	\$ 1,660,556 ⁰⁰
Section	16000's	Furnish & install all work related to the Electrical & Lighting & Low Voltage (PA, Fire Alarm, Security, Data, Etc...) Systems Select Demolition - Improvements, Additions and Renovations Complete - per Division 1600 and Drawings to provide a new Gates 7-10 Passenger Holding Room and related work.	1	Lump Sum	\$ 1,012,096 ⁰⁰	\$ 1,012,096 ⁰⁰
TOTAL BASE BID					\$ 8,690,392⁰⁰	
(written out by hand) <i>Eight Million Six Hundred Ninety Thousand THREE Hundred Ninety Two</i>					DOLLARS AND CENTS	
ADDITIVE ALTERNATES - BASE BID - INDICATE "ADD" OR "DEDUCT" WHERE INDICATED REFERENCE SPECIFICATION SECTION 01230 "ALTERNATES"						
Section	01230	Alternate No. 01: Second Floor East Restrooms Renovation and Upgrade - Demolition and Renovation of the - East Restrooms complete.	1	Lump Sum	\$ 63,000 ⁰⁰	\$ 63,000 ⁰⁰
Section	01230	Alternate No. 02: Second Floor West Restrooms Renovation and Upgrade - Demolition and Renovation of the - West Restrooms complete	1	Lump Sum	\$ 66,000 ⁰⁰	\$ 66,000 ⁰⁰
Section	01230	Alternate No. 03: Existing Plumbing System Refurbishment - Furnish and install all work associated with the refurbishment of the existing sewer line at Ticketing "A" and Gates 7-10 serving the existing restrooms in these areas complete. The existing sewer lines will be scoped, cleaned and internally lined as part of this refurbishment. In addition, furnish and install all work associated with the installation of a new water supply at Ticketing "A" and abandoning & capping the existing water supply serving the restaurant and the second floor above Ticketing "A" complete. The scope of work for this Alternate shall include water taps, ceiling re-work, sidewalk replacement, fire rated penetrations at gypsum board sub-ceilings and fire walls and all demolition and refurbishment work, as part of the new water line installation. Refer to the Plumbing Drawings for the scope of work for the existing sewer lines and water lines related to this specific alternate.	1	Lump Sum	\$ 88,250 ⁰⁰	\$ 88,250 ⁰⁰
Section	01230	Alternate No. 4 - Precast Concrete Bollards (in lieu of galvanized metal bollards) - Furnish and install precast concrete bollards, (with metal pipe and concrete footing), in lieu of the galvanized metal pipe bollard and footing. (Galvanized metal bollard with plastic sleeve without the precast bollard).	1	Lump Sum	\$ 30,337 ⁰⁰	\$ 30,337 ⁰⁰

Project 3.1 - Terminal Renovations 2016 - Construction Bid Tab

Section E - Bid Submittal Sheet - REVISED ADDENDUM 1 1/15/16
 Bid Title: Airport Terminal Improvements - Phase 3, Gates 7-10 Terminal Addition - Rebid
 Bid No. 156-0155-CP(PF)

Bid Submittal Form						
Section	Pay Item No.	Description	Approx. Quantities	Unit	(Dollars-Cents)	Value (Dollars)
	01230	Alternate No. 5 - Alternate Roof System - In lieu of the Fiber Tile Roof System specified, furnish and install the Fiber Tile "Rhino-Bond" Roof System. Indicate "add" or "deduct" on bid form (Circle One)	1	Lump Sum Add or Deduct	\$(5,000.00)	\$(5,000.00)
TOTAL BASE BID AND ALL ALTERNATES						
(written out by hand) <i>EIGHT MILLION NINE HUNDRED THIRTY TWO THOUSAND NINE HUNDRED</i>						
DOLLARS AND CENTS						
						<i>\$ 8,932,979.00</i>
UNIT PRICE SCHEDULE - REFERENCE SPECIFICATION SECTION 01270 "UNIT PRICES"						
Unit Price 1		Removal of unforeseen, unsuitable, or unsatisfactory soil and replacement with satisfactory soil material, that is in addition to the soil removal and excavation and replacement required to complete the scope of work defined by the Contract Documents. 1. Description: Unsatisfactory soil excavation and disposal off site and replacement with satisfactory fill material or engineered fill from off site, as required, according to site civil Drawings and Specifications. 2. Unit of Measurement: Cubic yard of unforeseen, unsuitable or unsatisfactory soil excavated, based on survey of volume removed. 3. THE CONTRACTOR WILL NOT BE COMPENSATED ON A UNIT PRICE COST BASIS FOR SOIL REMOVAL, EXCAVATION, AND REPLACEMENT REQUIRED TO COMPLETE THE WORK WITHIN THE CONTRACT DOCUMENTS.	50 CY (or more)	Cubic Yard	\$ 110 /CY	\$ 5,500.00
Unit Price 2		Hydraulic-cement-based underlayment (as required for flooring installation). 1. Description: Hydraulic-cement-based underlayment installed in accordance with Division 3 Section "Hydraulic-Cement-Based Underlayment" And Division 9 Sections for flooring work. 2. Unit of Measurement: Cubic yard of hydraulic-cement-based underlayment installed for floor leveling under wood floor plywood substrate.	10 CY (or more)	Cubic Yard	\$ 120 /CY	\$ 1,200.00
Unit Price 3		Labor cost for the installation of new additional carpeting using Owner's existing attic stock, when directed by Owner. 1. Description: Labor Costs for new carpeting and tie-in to the existing carpeting pattern using the Owner's attic stock materials. (Refer Specification Section 09680.) 2. Unit of Measurement: Square yard of carpet installation. 3. This unit price will only be used for additional work beyond the base building scope of work. The Contractor shall include the cost of installation and labor for all work shown on the Drawings, scheduled or specified as part of the base building scope of work.	10 SY	Square Yard	\$ 45.00 /SY	\$450.00
Unit Price 4		Additional carpeting (new) Labor & materials when directed by the Owner: 1. Description: Labor and Materials to install additional quantities of carpet up to 800 square yards at the direction of the Owner, as outlined in Specification Section 09680. 2. Unit of Measurement: Square yard of carpet installation.	800 SY	Square Yard	\$ 56.00 /SY	\$44,800.00

SEVENTY NINE

The Artec Group, Inc.

Name of Bidder/Contractor

[Handwritten Signature]
 Signature of Officer

Pinellas County
St. Pete-Clearwater International Airport (PIE)
PFC Application #3
Project Cost Estimates - Summary Information

Project 3.2 - Building Modifications to Ticketing "A" Baggage Screening Area

Project Work	Estimated Cost
BHS Work	1,536,000
Building & Site Work	2,304,000
General Conditions, Overhead, Bond & Profit	960,000
Design & CM Fees	1,200,000
Estimate for Bldg Modifications	6,000,000
TSA Estimated Share - 90%	5,400,000
State Share - 5%	300,000
Local (PFC) Share - 5%	300,000

These estimated costs do not include the build out of any ineligible spaces such as airline offices which may be impacted as part of this project.

Exhibit B : Man-hour and Fee Estimate - DRAFT

Architecture without CA Phase Services

Draft 11/17/15



Ticketing "A" BHS System

PIE - St. Pete/Clearwater International Airport , Florida

Item/Task Description	Task Not In Contract Designated Below with - " • "	Principal	Program Manager	Project Manager / Senior Architect	Senior (Engineer / Arch / Planner / Scientist / Interior Designer)	Engineer / Arch / Planner / Scientist	Designer	Technician / Cad Support	Clerical	Total
2010 Rates (Contract Rates)		\$195.00	\$195.00	\$166.00	\$166.00	\$140.00	\$105.00	\$80.00	\$74.00	
TASK 1- PRELIMINARY DESIGN DOCUMENTS (Programming)										
Project Set Up & Coordination		0.5		1.5		1.0			4.0	7.0
Meetings with PIE Staff-Multiple Meetings to Discuss Approval of the Conceptual Design and Course of Action/Tasks (4 Meetings)				7.0		0.5				7.5
Programming - Conceptual Design		0.5		30.0		8.0	30.0	30.0		98.5
Review PIE Staff Comments & Follow Up Coordination with Consultant Team Members				2.0		0.5				2.5
Field Verification of Existing Structure (Ticketing "A")				1.5						1.5
Field Verification of Existing Dimensions & Wall Layout				12.0		8.0	8.0	12.0		40.0
Develop Interior Design Finish Palate and Upgrades	•									0.0
Evaluate Preliminary Alternate Plans - 3 Separate Schemes										
BHS Schematic Plan Scheme "A"										
Terminal Schematic Plan Elevations Scheme "A"				10.0			40.0	30.0		80.0
Terminal Schematic Plan Site Plan Scheme "A"				4.0			10.0	10.0		24.0
Master Plan Evaluation Scheme "A" & Control Tower Site Line Analysis		1.5		6.0		6.0	6.0			19.5
Cost Estimate Scheme "A"				3.0						3.0
BHS Schematic Plan Scheme "B"										0.0
Terminal Schematic Plan Elevations Scheme "B"				10.0		10.0	40.0	30.0		90.0
Terminal Schematic Plan Site Plan Scheme "B"							10.0	10.0		20.0
Master Plan Evaluation Scheme "B" & Control Tower Site Line Analysis		1.5		4.0		4.0	4.0			13.5
Cost Estimate Scheme "B"				2.0						2.0
BHS Schematic Plan Scheme "C"										0.0
Terminal Schematic Plan Elevations Scheme "C"				10.0		10.0	40.0	30.0		90.0
Terminal Schematic Plan Site Plan Scheme "C"				4.0			10.0	10.0		24.0
Master Plan Evaluation Scheme "C" & Control Tower Site Line Analysis		1.5		4.0		4.0	4.0			13.5
Conceptual Phasing Plans & Power Point										0.0
Cost Estimate Scheme "C"				2.0						2.0
Meeting with Cost Estimator - Develop Cost Estimate (3 Schemes)				3.0			2.0	1.5	2.0	8.5
Basis of Design Report (BDR)				12.0		3.0		2.5	6.0	23.5
Terminal Master Plan Integration for Each Schematic Plan				18.0		8.0	40.0			66.0
Review Meeting with Sub Consultant on Alternate Concepts (2-Meetings)				4.0		2.0				6.0
Debriefing Meeting with PIE-Director to Determine Course of Action for Implementing Final Approved Design Scheme & Furnishings (2 Meetings)				4.0			4.0			8.0
Debriefing Meeting with TSA (2 Meetings)				5.0				1.5	2.0	
Coordination with Consultants on Final Design Scheme and Updates				4.0			4.0			8.0
Coordination with Airlines (Debrief)				12.0				8.0	2.0	22.0
Coordinate Updated Cad Plans and Refinement of Design Schemes Based on Design Meetings				4.0			4.0	4.0		12.0
Cost Estimate Coordination / Update				6.0				2.0	6.0	14.0
Weekly Progress Meetings to Review Design Schemes (12 Meetings)				36.0		16.0		12.0	16.0	80.0
Final Design Review Meeting with PIE Staff (1-Meeting)				2.0					1.0	3.0
Final Design Review Meeting with TSA (1-Meeting)				2.0				1.5	1.0	4.5
Coordination with Consultants on Finalized Preliminary Design.				2.0			2.0	2.0		6.0
Preliminary AHJ Meeting to Discuss				2.0						2.0
Travel Time Allocation - (28 Meetings)				28.0		8.0	1.0	1.0		38.0
Contingency Hours				10.0	10.0		20.0	10.0	6.0	56.0
TASK 1- PRELIMINARY DESIGN DOCUMENTS (Programming) Hours		5.5	0.0	267.0	10.0	89.0	279.0	208.0	46.0	904.5
TASK 1- PRELIMINARY DESIGN DOCUMENTS (Programming) Fee		\$1,073	\$0	\$44,322	\$1,660	\$12,460	\$29,295	\$16,640	\$3,404	\$108,853.50
TASK 2- DESIGN DEVELOPMENT										
Development, Set Up and Refinement of Base Drawings				8.0		8.0	8.0	8.0		32.0
Review and Coordination with Interior Designer on Interior Finishes (1 Meeting)				6.0		3.5	1.0	1.0	1.0	12.5
Meetings with PIE & TSA on Updated Design Concept and Work Progress/ Design Refinement (5 Meetings)				10.0			5.0	5.0	8.0	28.0
Draft/Outline Specifications				12.0		6.0			6.0	24.0
Meeting with Cost Estimator and Coordination/Discussion of Value Engineering Concepts / Cost Estimate Assistance				4.0			0.5	0.5	1.5	6.5
Coordinate Redline BHS & Tenant Layout - Architectural Drawings				3.5			4.0	4.0		11.5
Design Development Documents Update (Plans / Elevations) - Single Design Scheme				30.0		40.0	80.0	120.0		270.0
DD Phase Plotting and Deliverables				1.0				2.5		3.5
QA/QC of DD Documents and Coordination Meeting with Production Staff		1.0		1.5		1.5	1.5	1.5		7.0
Review Meetings Sub Consultants (2 Meetings)				4.0		4.0		2.5		10.5
Update Phasing Plans and Power Point				8.0			8.0	8.0	4.0	28.0
Update Basis of Design Report				8.0					4.0	12.0
Review Meeting with PIE & TSA Staff (2 Meetings)				4.0		4.0		1.0	1.5	10.5

Exhibit B : Man-hour and Fee Estimate - DRAFT

Architecture without CA Phase Services

Draft 11/17/15



Ticketing "A" BHS System

PIE - St. Pete/Clearwater International Airport , Florida

Item/Task Description	Task Not In Contract Designated Below with - "•"	Principal	Program Manager	Project Manager / Senior Architect	Senior (Engineer / Arch / Planner / Scientist / Interior Designer)	Engineer / Arch / Planner / Scientist	Designer	Technician / Cad Support	Clerical	Total
2010 Rates (Contract Rates)		\$195.00	\$195.00	\$166.00	\$166.00	\$140.00	\$105.00	\$80.00	\$74.00	
Review Meeting with TSA (1 Meeting)				4.0		4.0		1.5	1.0	10.5
Review Meeting with Airlines (1 Meeting)				2.0		2.0		1.5	1.0	6.5
Tower Site Analysis				2.0				1.0	1.5	4.5
Update DD Documents				5.0		12.5	30.0	30.0		77.5
Photometric Analysis (Foot Candles) & Energy Analysis Coord.				2.5				1.0		3.5
Airline Office Layout FF & E Documents Coord.				2.5		2.0		5.0		9.5
Meeting with Light Fixture Mfg. & Electrical Engineer				4.0		1.5		1.0	1.0	7.5
New 2015 Florida Energy Code Coordination				8.0		4.0				12.0
Meeting with Airport Engineer, Director of Security and Fire Chief to Review Fire Alarm System				1.5				1.0	1.5	4.0
Cost Estimate Coordination / Update				4.0					3.0	7.0
Travel Time Allocation (12 Meetings)				12.0		4.0				16.0
Contingency Hours				15.0		15.0	15.0	15.0	7.5	67.5
TASK 2- DESIGN DEVELOPMENT Hours		1.0	0.0	162.5	0.0	112.0	153.0	211.0	42.5	682.0
TASK 2- DESIGN DEVELOPMENT Fee		\$195	\$0	\$26,975	\$0	\$15,680	\$16,065.00	\$16,880	\$3,145	\$78,940.00
TASK 3- CONSTRUCTION DOCUMENTS (CD's)										
Project Kick-Off Meeting with PIE & TSA Staff and Consultants (1 Meeting)				4.0		4.0			1.0	9.0
Prepare Construction Documents Interior Finish Plans (flooring / Wall Finishes)										
CS - Cover Sheet				2.0		2.0		4.0	1.0	9.0
Drawing Sheet Index Sheet				2.0		2.0		4.0	1.0	9.0
CI - Code Information and Graphic Standards				8.0		2.0		8.0		18.0
Mounting Hts Details				1.0		1.5		4.0		6.5
UL Design Designs 1				1.0		2.0		6.0		9.0
UL Design Designs 2				1.0		2.0		6.0		9.0
UL Design Designs 3				1.0		2.0		4.0		7.0
UL Design Designs 4				1.0		2.0		4.0		7.0
Wall Types 1				1.0		4.0		10.0		15.0
Wall Types 2				1.0		4.0		10.0		15.0
RP - Reference Plan - First Floor				2.0		2.0		8.0		12.0
RP - Reference Plan - Second Floor				2.0		2.0		8.0		12.0
Demo Floor Plan 1				8.0		12.0		8.0		28.0
Demo Floor Plan 2				8.0		12.0		8.0		28.0
Project Phasing and Alternates Plan (3 Phases)				8.0		12.0		12.0		32.0
Life Safety Plan / Egress				3.0		4.0		8.0		15.0
Work Areas, Staging Plan & Coordination with Airport Engineer				2.0		4.0		12.0		18.0
Ticketing "A" Floor Plan				6.0		8.0		24.0		38.0
Baggage Mark-up Plan				4.0		8.0		24.0		36.0
Floor Finish Plan				2.0		4.0		18.0		24.0
Wall Finish Plan				2.0		4.0		24.0		30.0
Roof Plan				4.0		8.0		24.0		36.0
BHS/TSA Staff Restroom Plan				4.0		4.0		12.0		20.0
Airline Office Build Out Plan (Coord. w/ tenant)				2.0		1.0	8.0	18.0		29.0
Reflected Ceiling Ref Plan				2.0		8.0	8.0	18.0		36.0
Reflected Ceiling DTL Plan - Ticketing "A"				4.0		4.0	8.0	18.0		34.0
Reflected Ceiling DTL Plan - BHS				2.0		2.0	8.0	18.0		30.0
Reflected Ceiling Plan - Airline Office				2.0		2.0	8.0	18.0		30.0
Exterior Elevations N & S				2.0		2.0	2.0	12.0		18.0
Exterior Elevations E				4.0		4.0	2.0	12.0		22.0
Restroom Interior Elevations Sheet 1				2.0		2.0	4.0	8.0		16.0
Toilet Accessory Schedule				4.0		2.0	4.0	4.0		14.0
Finish Schedule and Notes Sheet 1				6.0		6.0	2.0	8.0	4.0	26.0
Door Schedule				4.0		4.0	2.0	8.0		18.0
Building Section 1				4.0		12.0	4.0	12.0		32.0
Building Section 2				8.0		12.0	4.0	12.0		36.0
Door Details				2.0		8.0	4.0			14.0
Wall Section 1				4.0		12.0	12.0	4.0		32.0
Wall Section 2				4.0		12.0	12.0	4.0		32.0
Miscellaneous Details				8.0		16.0	6.0	18.0		48.0
Roll Up Shutter Detail				1.5		2.0	6.0	4.0		13.5
Roof Details				4.0		8.0	6.0	12.0		30.0
Ceiling Plan Details				3.0		8.0	12.0	12.0		35.0
Coordination with Interior Designer on Public Area Interiors and Details (Redline Drawings)				8.5				8.0		16.5
Coordinate CD's MEP & FP & Security Sub Consultants				4.0				6.0		10.0
Coordinate CD's - Civil Apron				12.0		8.0		4.0		24.0
Specifications Divs. 2-16 (excluding Div. 14) / Product Research				40.0		16.0	16.0		50.0	122.0
Front End Documents (Specifications)										0.0

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Ticketing "A" BHS System

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Item/Task Description	Task Not In Contract Designated Below with - " • "	Principal	Program Manager	Project Manager / Senior Architect	Senior (Engineer / Arch / Planner / Scientist / Interior Designer)	Engineer / Arch / Planner / Scientist	Designer	Technician / Cad Support	Clerical	Total
2010 Rates (Contract Rates)		\$195.00	\$195.00	\$166.00	\$166.00	\$140.00	\$105.00	\$80.00	\$74.00	
Coordination with Airport Engineer & Purchasing Dept. Redline and Update Div. 0 Specifications				4.0					2.0	6.0
Prepare Bid Form				4.0					6.0	10.0
Prepare Alternates, Allowances & Unit Price Schedule Div. 01 Administrative Procedures				4.0					6.0	10.0
Meeting with AHJ (Preliminary submittal)				2.0					8.0	12.0
Assist with Permitting Applications to AHJ & Meeting				6.0		4.0		4.0	2.0	16.0
Update BDR (70% and 100 %) submittals				12.0					12.0	24.0
Meeting with Cost Estimator 70% and 100% Updates				8.0				2.0		10.0
70% CD Progress Review Meeting with PIE Staff & Plotting Drawings (2 Meetings)				3.0		3.0		2.0	2.0	10.0
70% CD Review and Staff Coordination & Updates				2.0		1.0	1.0	4.0	4.0	12.0
100% CD Progress Review Meeting with PIE Staff & Plotting Drawings (2 Meetings)				3.0		3.0		2.0	2.0	10.0
100% CD Review and Staff Coordination & Updates				2.0		1.0	1.0	4.0	4.0	12.0
Review Meeting with TSA (1 Meeting)				4.0				1.5	1.0	6.5
Plotting, Signing and Sealing, Finalize & Submit 100% CD's for Construction & Permitting				4.0		4.0		2.0	2.0	12.0
Prepare CD's for Drawing & Specification Submittals				1.0				3.0	3.0	7.0
QA/QC of CD Documents and Coordination (70% and 100%)		3.0		6.0	24.0			8.0	4.0	45.0
Review Meeting with Airport Engineer - Lessons Learned Checklist (1 Meeting)				4.0					1.5	5.5
Coordination Meeting with Consultants (6 Meetings)				6.0		6.0		6.0	6.0	24.0
Follow Up Meeting with PIE Staff Final Permit & Bidding Documents				2.0				1.0	0.5	3.5
Update Photometric Analysis - Coordination				1.0						1.0
Update Light Fixture Selection - Coordination				2.0		2.0				4.0
Cost Estimate Coordination / Update (70% and 100%)				12.0					6.0	18.0
Travel Time Allocation (32 Meetings - Including Milestone Submittal Meetings)				32.0		16.0				48.0
Weekly Staff (Internal Meetings) (32 Meetings)				20.0		20.0		20.0	10.0	70.0
Weekly Progress Meetings with Airport Staff & TSA (32 Meetings)				48.0				20.0	32.0	100.0
Contingency Hours				20.0		40.0	5.0	40.0	20.0	125.0
TASK 3- CONSTRUCTION DOCUMENTS (CD's) Hours		3.0	0.0	435.0	24.0	362.5	145.0	607.5	203.0	1780.0
TASK 3- CONSTRUCTION DOCUMENTS (CD's) Fee		\$585	\$0	\$72,210	\$3,984	\$50,750	\$15,225	\$48,600	\$15,022	\$206,376.00
TASK 4- BIDDING SERVICES										
<i>Note Project Fee Based on Design Bid Build Project Delivery, Value Added Design (VE) Analysis Limited to Specific Hours Noted</i>										
Pre-Bid Conference Agenda and Coordination Meeting with PC Purchasing and PIE Staff				8.0				3.0	6.0	17.0
Pre-Bid Conference (1 Meeting)				6.0		8.0			4.0	18.0
Answers to Bidders Questions & Issue Addenda				20.0		12.0		24.0	12.0	68.0
Coordination with PIE Staff & Sub Consultants				4.0		4.0			4.0	12.0
Bid Opening				4.0						4.0
Review Bids for Responsiveness				3.0		1.0			1.5	5.5
Certify Bid Tabs/Award Contract				4.0						4.0
Value Added Design (VE) Analysis,				8.0		4.0			3.0	15.0
Product Substitutions & Document Update				8.0		2.0			1.5	11.5
Assist with Contract Preparation/Change Order & Proposal Request for Pricing				6.0					4.0	10.0
Contingency Hours				8.0		8.0		8.0	8.0	32.0
Distribution of Plans (By Purchasing Dept.)										0.0
TASK 4- BIDDING SERVICES Hours		0.0	0.0	79.0	0.0	39.0	0.0	35.0	44.0	197.0
TASK 4- BIDDING SERVICES Fee		\$0	\$0	\$13,114	\$0	\$5,460	\$0	\$2,800	\$3,256	\$24,630.00
Total Estimated Hours		9.5	0.0	943.5	34.0	602.5	577.0	1061.5	335.5	3563.5
Total Estimated Labor Costs		\$1,853	\$0	\$156,621	\$5,644	\$84,350	\$60,585	\$84,920	\$24,827	\$418,799.50
Sub consultants (CDs & Bidding Phase Only)										
BHS Consultant (JSM)										\$255,000.00
Interior Design / Carpet - Kelly Taaffee Design, Inc. (Public Assembly)										\$12,000.00
Structural Engineering - Masters Consulting, Inc.										\$56,000.00
Electrical & Lighting Engineering - Advanced Systems Engineering, Inc.										\$31,940.00
Mech., Plumb., & Fire Protection Engineering - Advanced Systems Engineering, Inc.										\$56,961.00
Security and IT Engineering - Advanced Systems Engineering, Inc.										\$6,500.00
Surveying - George F. Young, Inc. (Grades Building PAD Only)										\$9,500.00
Surveying - George F. Young, Inc. (SUE Building PAD Only)										\$4,800.00

Exhibit B : Man-hour and Fee Estimate - DRAFT

Architecture without CA Phase Services

Draft 11/17/15



Ticketing "A" BHS System

PIE - St. Pete/Clearwater International Airport , Florida

Item/Task Description	Task Not In Contract Designated Below with - " • "	Principal	Program Manager	Project Manager / Senior Architect	Senior (Engineer / Arch / Planner / Scientist / Interior Designer)	Engineer / Arch / Planner / Scientist	Designer	Technician / Cad Support	Clerical	Total
2010 Rates (Contract Rates)		\$195.00	\$195.00	\$166.00	\$166.00	\$140.00	\$105.00	\$80.00	\$74.00	
Geotechnical - Terracon, Inc. (Building PAD Only)										\$7,000.00
Hazardous Materials - Terracon, Inc. (No Construction Observation)										\$4,330.00
Cost Estimating Consultant										\$13,500.00
Rendering Consultant Artist (2 Views - 1 Exterior / 1 Interior) 3D Model of Building Addition										\$15,000.00
Subtotal Sub-Consultants										\$472,531.00
Admin Fee @10%	10.00%									\$47,253.10
Civil Engineering & Civil Expenses - Baker (Adjacent to Ticketing "A" only)										\$45,000.00
Subtotal Sub-Consultants (Basic Fees)										\$564,784.10
Sub-Consultant Contingency										\$30,000.00
Sub-total Sub Consultant Fees & Special Services										\$594,784.10
Sub Total Professional Fees (Combined)										\$1,013,583.60
Expenses										
Programming Plotting, Printing & Copying	\$60 / Set		18 Sets							\$1,080.00
Preliminary Design Phase Plotting, Printing & Copying / Color Plots	\$125 / Set		20 Sets							\$2,500.00
DD Phase Plotting, Printing & Copying (30%) / Color Plots	\$175 / Set		15 Sets							\$2,625.00
Specifications - Outline (2 Volumes)	\$85 / Set		8 Sets - 2 Submittals - 16 Printed Sets Total							\$1,360.00
CD Phase Plotting (70% & 100% + Permit Set)	\$400 / Set		200 Sheets - 1 Plotted Set - 6 Submittals - 6 Plotted Set Total							\$2,400.00
CD Phase Printing & Copying (70% & 100% + Permit Set)	\$350 / Set		200 Sheets - 8 Sets + 4 1/2 Size Sets - 2 Submittals - 24 Printed Sets Total							\$8,400.00
Specifications - 70% & 100% (2 Volumes)	\$125 / Set		8 Sets - 2 Submittals - 16 Printed Sets Total							\$2,000.00
Permit Drawings Plotting										
Color Plots & Rendering Mounting										\$1,500.00
Telephone & Long Distance Calls-Allowance										\$0.00
Travel Expenses-Allowance (Mileage Expense Within Hourly Rates Under This Contract)										\$0.00
Meals-Allowance (Meal Expense Within Hourly Rates Under This Contract)										\$0.00
Shipping Expenses-Allowance										\$600.00
Expense Contingency										\$2,500.00
Summary of Expenses Estimate **										\$24,965.00
TOTAL NOT TO EXCEED AMOUNT:										\$1,038,548.60

** Expenses Estimated for Reference Only.

Pinellas County
St. Pete-Clearwater International Airport (PIE)
PFC Application #3
Project Cost Estimates - Summary Information

Project 3.3 - Reconstruction Terminal Apron

	Estimated Cost
Design - Avcon	354,720
Construction - GLF Construction *	5,557,888
CA Services - Avcon	121,560
CM Services - AID	<u>349,171</u>
 Total Project Estimate	 <u><u>6,383,339</u></u>

* Bid Tab Provided



Project 3.3 - Reconstruction Terminal Apron - Construction Bid Tab

ST. PETE-CLEARWATER INTERNATIONAL AIRPORT
 TERMINAL APRON HARDSTAND EXPANSION - PHASE 2
 BID FORM

SECTION E - BID SUBMITTAL FORM - REVISED 4/14/15

BID No.145-0193-CP(PF)

BASE BID - GATES 1A, 1, 7, AND 8						
INDEX	PAY ITEM	DESCRIPTION	UNIT	QTY	UNIT PRICE	EXTENSION
1	M-105-1	Mobilization	LS	1	320,000.00	320,000.00
2	M-105-2	Safety and Security	LS	1	170,000.00	170,000.00
3	M-105-3	Construction Survey	LS	1	63,000.00	63,000.00
4	M-105-4	Dewatering	LS	1	75,000.00	75,000.00
5	P-101-1	Full Depth Bituminous Pavement Removal (Includes Asphalt over PCC Sections)	SY	12,800	8.00	102,400.00
6	P-101-2	Full Depth PCC Pavement Removal	SY	3,620	21.00	76,020.00
7	P-101-3	Remove Existing Utility Conduit	LF	240	7.00	1,680.00
8	P-101-4	Remove Existing Bollard	EA	18	31.00	558.00
9	P-101-5	Remove Portion of Existing Awning	LS	1	10,000.00	10,000.00
10	P-101-6	Remove Existing 15" RCP	LF	22	25.00	550.00
11	P-101-7	Remove Existing Structure	EA	1	840.00	840.00
12	P-152-1	Unclassified Excavation	CY	4,300	7.00	30,100.00
13	P-156-1	Temporary Air and Water Pollution, Soil Erosion, and Siltation Control	LS	1	120,000.00	120,000.00
14	P-219-1	Recycled Concrete Aggregate Base Course - 6"	SY	1,620	17.00	27,540.00
15	P-219-2	Recycled Concrete Aggregate Base Course - 8"	SY	14,800	20.00	296,000.00
16	P-501-1	Portland Cement Concrete Pavement - 8"	SY	1,620	58.00	98,960.00
17	P-501-2	Portland Cement Concrete Pavement - 16"	SY	14,800	89.00	1,317,200.00
18	P-620-1	Permanent Markings, With Reflective Beads	SF	18,000	2.00	36,000.00
19	P-620-2	Permanent Markings, Without Reflective Beads	SF	32,000	1.00	32,000.00
20	P-620-3	Temporary Markings, Without Reflective Beads	SF	7,000	3.20	22,400.00
21	P-620-4	Paint Removal	SF	33,000	2.00	66,000.00
22	F-162-1	Existing Fence and Gate Demolition	LS	1	1,500.00	1,500.00
23	F-162-2	4' Chain Link Fence (Vinyl Coated)	LF	280	20.00	5,600.00
24	D-701-1	15 Inch Class V RCP	LF	158	63.00	9,954.00
25	D-701-2	18 Inch Class V RCP	LF	122	71.00	8,662.00
26	D-701-3	24 Inch Class V RCP	LF	65	92.00	5,980.00
27	D-701-4	10 Inch PVC	LF	10	85.00	850.00
28	D-751-1	Airfield Inlet Type 2	EA	2	12,000.00	24,000.00
29	E-100-1	4 Way - 4 Inch Schedule 40 Duct Bank, Concrete Encased	LF	285	87.00	24,795.00
30	MC-100-1	FDOT Type 8 Manhole	EA	2	7,200.00	14,400.00
31	MC-100-2	FDOT Type D Inlet	EA	1	7,200.00	7,200.00
32	MC-100-3	Concrete Barrier (To Be Retained by Owner)	LF	205	45.00	9,225.00
33	MC-100-4	Concrete Ramp	SY	160	46.00	7,360.00
34	MC-100-5	Base Course Protection	SY	35	74.00	2,590.00



Project 3.3 - Reconstruction Terminal Apron - Construction Bid Tab

ST. PETE-CLEARWATER INTERNATIONAL AIRPORT
 TERMINAL APRON HARDSTAND EXPANSION - PHASE 2
 BID FORM

CONTRACTOR **GLF CONSTRUCTION CORP.**

BASE BID - GATES 1A, 1, 7, AND 8 (continued)						
INDEX	PAY ITEM	DESCRIPTION	UNIT	QTY	UNIT PRICE	EXTENSION
35	MC-100-6	Bollard	EA	18	750.00	13,500.00
36	33 33 01-1	8 inch PVC Sanitary Sewer	LF	279	45.00	12,555.00
37	33 39 00-1	Sanitary Manhole	EA	2	7200.00	14,400.00
38	33 39 00-2	Sanitary Cleanout	EA	2	4,000.00	8,000.00
39	L-100-1	High Mast Lighting and Gate (Base Bid)	LS	1	270,000.00	270,000.00
40	L-100-2	Gate - Local Vendor (Base Bid)	AL	1	42,000.00	42,000.00
41	L-108-1	1/C #2 AWG Solid Copper Counterpoise Cable, Installed in Duct or Conduit	LF	900	6.00	5,400.00
42	L-108-2	0.75" Diameter by 10.00' Long Copper Clad Steel Sectional Ground Rod	EA	91	85.00	7,735.00
43	L-110-1	1 Way 2" Schedule 40 PVC Concrete Encased Duct	LF	150	25.00	3,750.00
44	L-110-2	2 Way 2" Schedule 40 PVC Concrete Encased Duct	LF	750	38.00	28,500.00
45	L-110-3	1 Way 4" Split Duct	LF	100	40.00	4,000.00
46	L-110-4	3 Way 2" Schedule 40 PVC Concrete Encased Duct	LF	229	50.00	11,450.00
SUB-TOTAL BASE BID - GATES 1A, 1, 7, AND 8						3,404,654.00

BASE BID - GATES 1A, 1, 7, AND 8 (NOT AIP ELIGIBLE)						
INDEX	PAY ITEM	DESCRIPTION	QTY	UNIT	UNIT PRICE	EXTENSION
1	M-105-5	Owner's Allowance	AL	1	\$200,000	\$200,000
2	P-501-3	Hurricane Tie-Down Rehabilitation	LS	1	9,000.00	9,000.00
3	L-100-6	High Mast Lighting Obstruction Lights	EA	6	1,100.00	6,600.00
4	L-100-7	SIDA Fence Obstruction Lights	LS	1	15,000.00	15,000.00
SUB-TOTAL BASE BID - GATES 1A, 1, 7, AND 8 (NOT AIP ELIGIBLE)						280,600.00

Project 3.3 - Reconstruction Terminal Apron - Construction Bid Tab



ST. PETE-CLEARWATER INTERNATIONAL AIRPORT
 TERMINAL APRON HARDSTAND EXPANSION - PHASE 2
 BID FORM

CONTRACTOR **GLF CONSTRUCTION CORP**

ADDITIVE ALTERNATE #1 - GATE 9							
INDEX	PAY ITEM	DESCRIPTION	QTY	UNIT	UNIT PRICE	EXTENSION	
1	M-105-1	Mobilization		LS	1	54,000.00	54,000.00
2	M-105-2	Safety and Security		LS	1	12,000.00	12,000.00
3	M-105-3	Construction Survey		LS	1	7,000.00	7,000.00
4	M-105-4	Dewatering		LS	1	9,000.00	9,000.00
5	P-101-1	Full Depth Bituminous Pavement Removal (Includes Asphalt over PCC Sections)		SY	3,900	7.00	27,300.00
6	P-101-2	Full Depth PCC Pavement Removal		SY	760	21.00	15,960.00
7	P-101-4	Remove Existing Bollard		EA	18	31.00	558.00
8	P-152-1	Unclassified Excavation		CY	950	7.00	6,650.00
9	P-156-1	Temporary Air and Water Pollution, Soil Erosion, and Siltation Control		LS	1	19,000.00	19,000.00
10	P-219-1	Recycled Concrete Aggregate Base Course - 6"		SY	600	16.00	9,600.00
11	P-219-2	Recycled Concrete Aggregate Base Course - 8"		SY	4,060	20.00	81,200.00
12	P-501-1	Portland Cement Concrete Pavement - 8"		SY	600	63.00	37,800.00
13	P-501-2	Portland Cement Concrete Pavement - 16"		SY	4,060	89.00	361,340.00
14	MC-100-6	Bollard		EA	18	750.00	13,500.00
15	L-100-3	High Mast Lighting (ALT #1)		LS	1	30,000.00	30,000.00
SUB-TOTAL ADDITIVE ALTERNATE #1 - GATE 9							684,908.00

ADDITIVE ALTERNATE #2 - GATE 10							
INDEX	PAY ITEM	DESCRIPTION	QTY	UNIT	UNIT PRICE	EXTENSION	
1	M-105-1	Mobilization		LS	1	50,000.00	50,000.00
2	M-105-2	Safety and Security		LS	1	27,000.00	27,000.00
3	M-105-3	Construction Survey		LS	1	7,000.00	7,000.00
4	M-105-4	Dewatering		LS	1	9,000.00	9,000.00
5	P-101-1	Full Depth Bituminous Pavement Removal (Includes Asphalt over PCC Sections)		SY	4,200	7.00	29,400.00
6	P-101-2	Full Depth PCC Pavement Removal		SY	760	21.00	15,960.00
7	P-101-4	Remove Existing Bollard		EA	3	31.00	93.00
8	P-152-1	Unclassified Excavation		CY	1,050	7.00	7,350.00
9	P-156-1	Temporary Air and Water Pollution, Soil Erosion, and Siltation Control		LS	1	18,000.00	18,000.00
10	P-219-1	Recycled Concrete Aggregate Base Course - 6"		SY	860	16.00	13,760.00
11	P-219-2	Recycled Concrete Aggregate Base Course - 8"		SY	4,100	20.00	82,000.00
12	P-501-1	Portland Cement Concrete Pavement - 8"		SY	860	58.00	49,880.00
13	P-501-2	Portland Cement Concrete Pavement - 16"		SY	4,100	89.00	364,900.00
14	MC-100-6	Bollard		EA	3	750.00	2,250.00
15	L-100-4	High Mast Lighting (ALT #2)		LS	1	30,000.00	30,000.00
SUB-TOTAL ADDITIVE ALTERNATE #2 - GATE 10							706,593.00

Project 3.3 - Reconstruction Terminal Apron - Construction Bid Tab



ST. PETE-CLEARWATER INTERNATIONAL AIRPORT
 TERMINAL APRON HARDSTAND EXPANSION - PHASE 2
 BID FORM

CONTRACTOR **GLF CONSTRUCTION CORP**

ADDITIVE ALTERNATE #3 - GATE 11						
INDEX	PAY ITEM	DESCRIPTION	QTY	UNIT	UNIT PRICE	EXTENSION
1	M-105-1	Mobilization	LS	1	50,000.00	50,000.00
2	M-105-2	Safety and Security	LS	1	25,000.00	25,000.00
3	M-105-3	Construction Survey	LS	1	7,000.00	7,000.00
4	M-105-4	Dewatering	LS	1	9,000.00	9,000.00
5	P-101-1	Full Depth Bituminous Pavement Removal (Includes Asphalt over PCC Sections)	SY	4,700	7.00	32,900.00
6	P-101-2	Full Depth PCC Pavement Removal	SY	760	21.00	15,960.00
7	P-101-4	Remove Existing Bollard	EA	3	31.00	93.00
8	P-152-1	Unclassified Excavation	CY	1,050	7.00	7,350.00
9	P-156-1	Temporary Air and Water Pollution, Soil Erosion, and Siltation Control	LS	1	18,000.00	18,000.00
10	P-219-1	Recycled Concrete Aggregate Base Course - 6"	SY	860	17.00	14,620.00
11	P-219-2	Recycled Concrete Aggregate Base Course - 8"	SY	4,600	20.00	92,000.00
12	P-501-1	Portland Cement Concrete Pavement - 8"	SY	860	56.00	48,160.00
13	P-501-2	Portland Cement Concrete Pavement - 16"	SY	4,600	89.00	409,400.00
14	MC-100-6	Bollard	EA	3	750.00	2,250.00
15	L-100-5	High Mast Lighting (ALT #3)	LS	1	30,000.00	30,000.00
SUB-TOTAL ADDITIVE ALTERNATE #3 - GATE 11						761,733.00



Project 3.3 - Reconstruction Terminal Apron - Construction Bid Tab
ST. PETE-CLEARWATER INTERNATIONAL AIRPORT
TERMINAL APRON HARDSTAND EXPANSION - PHASE 2
BID FORM

CONTRACTOR

GLF CONSTRUCTION CORP.

BID SUMMARY

SUB-TOTAL BASE BID - GATES 1A, 1, 7, AND 8 (NUMERALS):

3,404,654.00

SUB-TOTAL BASE BID - GATES 1A, 1, 7, AND 8 (NOT AIP ELIGIBLE) (NUMERALS):

230,600.00

SUB-TOTAL ADDITIVE ALTERNATE #1 - GATE 9 (NUMERALS):

684,908.00

SUB-TOTAL ADDITIVE ALTERNATE #2 - GATE 10 (NUMERALS):

706,593.00

SUB-TOTAL ADDITIVE ALTERNATE #3 - GATE 11 (NUMERALS):

761,733.00

TOTAL PRICE BASE BIDS AND ADDITIVE ALTERNATES #1, #2, AND #3 (NUMERALS):

5,788,488.00

Less Ineligible Work: (230,600.00)

Remaining AIP Eligible \$5,557,888.00

Pinellas County
St. Pete-Clearwater International Airport (PIE)
PFC Application #3
Project Cost Estimates - Summary Information

Project 3.4 - Taxiway Rehabilitation Phase 2

	Estimated Cost
Design - Jacobs	275,452
Construction	9,500,000
CA Services - Jacobs	237,500
CM Services	475,000
Total Project Estimate	10,487,952

	Funding Sources
Federal Funding	
AIP Entitlement and Discretionary	9,439,157
PFC Funds *	544,500
State Funds	388,514
Local Funds *	115,781
Total Estimated Funding Sources	10,487,952

These amounts reflect the estimates from the Airport's AIP Grant #42 Pre-Application provided on January 8, 2016.

* The PFCs reflect the amount provided to the air carriers in the application notice and consultation information. If the final local match exceeds these funds, the Airport will amend the PFC application to request all of the required local match.

Project 3.4 - Taxiway Rehabilitation, Phase 2 - Budget from Pre-Application

PART III - BUDGET INFORMATION - CONSTRUCTION

SECTION A - GENERAL

1. Federal Domestic Assistance Catalog No. **20-106**
 2. Functional or Other Breakout **Airport Improvement Program**

SECTION B - CALCULATION OF FEDERAL GRANT

Cost Classification	Use only for revisions		Total Amount Required
	Latest Approved Amount	Adjustment + or (-)	
1. Administration expense			
2. Preliminary expense			
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			\$275,452.00
5. Other engineering fees - Construction Administration			\$237,500.00
6. Other engineering fees - Construction Management			\$475,000.00
7. Land development			
8. Relocation expenses			
9. Relocation payments to Individuals and businesses			
10. Demolition and removal			
11. Construction and project improvement			\$9,500,000.00
12. Equipment			
13. Miscellaneous			
14. Total (Line 1 through 13)			\$10,487,952.00
15. Estimated Income (if applicable)			
16. Net Project Amount (Line 14 minus 15)			\$10,487,952.00
17. Less: Construction Contingencies			\$0.00
18. Add: Other			
19. Total Project Amt. (Excluding Rehabilitation Grants)			\$10,487,952.00
20. Federal Share requested of Line 19			\$9,439,157.00
21. Add Rehabilitation Grants Requested (100 Percent)			
22. Total Federal grant requested (Lines 20 & 21)			\$9,439,157.00
23. Grantee share			\$660,281.00
24. State FDOT Grant			\$388,514.00
25. Total project (Lines 22, 23 & 24)			\$10,487,952.00

Project 3.4 - Taxiway Rehabilitation, Phase 2 - Engineer's Estimate



St. Petersburg-Clearwater International Airport
 Phase II Taxiway Rehabilitation
 Bid Alternatives-Cost Estimate

6/17/2015

	Taxiway A South Base Bid	Taxiway M & F West Additive Bid #1	Taxiway M & F East Additive Bid #2	Taxiway F Demo Additive Bid #3	Taxiway B & C Additive Bid #4	Taxiway T Additive Bid #5
CONSTRUCTION	\$ 1,842,840.00	\$ 1,514,550.00	\$ 2,191,740.00	\$ 75,295.00	\$ 660,920.00	\$ 1,449,230.00
DESIGN (GEOTECH & SURVEY)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 125,000.00
RE-PACKAGE & BID PHASE	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 5,000.00	\$ 15,000.00	\$ 20,000.00
CONSTRUCTION ADMIN	\$ 25,000.00	\$ 20,000.00	\$ 25,000.00	\$ 5,000.00	\$ 15,000.00	\$ 25,000.00
RPR SERVICES	\$ 48,000.00	\$ 48,000.00	\$ 48,000.00	\$ 16,000.00	\$ 32,000.00	\$ 64,000.00
MATERIALS TESTING	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ -	\$ 15,000.00	\$ 20,000.00
PROFESSIONAL SERVICES TOTAL	\$ 113,000.00	\$ 108,000.00	\$ 113,000.00	\$ 26,000.00	\$ 77,000.00	\$ 254,000.00
PROJECT SUBTOTAL	\$ 1,955,840.00	\$ 1,622,550.00	\$ 2,304,740.00	\$ 101,295.00	\$ 737,920.00	\$ 1,703,230.00
CONTINGENCY & ESCALATION-10%	\$ 195,590.00	\$ 162,260.00	\$ 230,480.00	\$ 10,130.00	\$ 73,800.00	\$ 170,330.00
PROJECT TOTAL	\$ 2,151,430.00	\$ 1,784,810.00	\$ 2,535,220.00	\$ 111,425.00	\$ 811,720.00	\$ 1,873,560.00

Project 3.4 - Taxiway Rehabilitation, Phase 2 - Engineer's Estimate



St. Petersburg-Clearwater International Airport
Phase II Taxiway Rehabilitation
Bid Alternatives-Cost Estimate

6/17/2015

Item	Description	Units	Estimated Quantity	Unit Cost	Cost
TAXIWAY A SOUTH OF RUNWAY 4-22					
P-100-1	MOBILIZATION	LS	1	10.00%	\$167,500.00
P-102-1	SAFETY AND SECURITY	LS	1	\$75,000.00	\$75,000.00
P-101-5.4	BITUMINOUS PAVEMENT MILLING (2" NOMINAL)	SY	11,500	\$3.00	\$34,500.00
P-101-5.5	BITUMINOUS PAVEMENT MILLING (5" NOMINAL)	SY	5,000	\$5.00	\$25,000.00
P-152-4.1	UNCLASSIFIED EXCAVATION	CY	2,000	\$12.00	\$24,000.00
P-152-4.2	EMBANKMENT IN PLACE	CY	250	\$10.00	\$2,500.00
P-156-5.1	TEMPORARY EROSION AND POLLUTION PREVENTION	LS	1	\$5,000.00	\$5,000.00
P-211-5.2	LIME ROCK BASE COURSE (8" THICK)	SY	12,000	\$14.00	\$168,000.00
P-211-5.3	LIME ROCK BASE COURSE (12" THICK)	SY	500	\$25.00	\$12,500.00
P-211-5.4	REWORK LIME ROCK BASE COURSE	SY	5,000	\$5.00	\$25,000.00
P-401-8.1.1	BITUMINOUS SURFACE COURSE	TON	6,000	\$125.00	\$750,000.00
P-602-5.1	BITUMINOUS PRIME COAT	GAL	4,000	\$3.00	\$12,000.00
P-603-5.1	BITUMINOUS TACK COAT	GAL	2,000	\$3.00	\$6,000.00
P-620-5.1-1	REFLECTIVE RUNWAY AND TAXIWAY MARKING	SF	6,500	\$1.50	\$9,750.00
P-620-5.1-2	NON-REFLECTIVE RUNWAY AND TAXIWAY MARKING	SF	9,500	\$1.00	\$9,500.00
D-701-5.1	18 INCH REINFORCED CONCRETE PIPE	LF	800	\$80.00	\$64,000.00
D-705-5.1	6 INCH PERFORATED CPP PIPE	LF	3,300	\$35.00	\$115,500.00
D-705-5.2	UNDERDRAIN CLEANOUTS	EA	14	\$800.00	\$11,200.00
D-751-5.1	AIRCRAFT RATED MANHOLES	EA	1	\$9,000.00	\$9,000.00
D-751-5.2	FDOT TYPE H (2-GRATE) INLET	EA	3	\$5,000.00	\$15,000.00
D-751-5.4	AIRCRAFT RATED INLET	EA	4	\$9,000.00	\$36,000.00
T-904-5.1	SODDING	SY	16,500	\$3.00	\$49,500.00
T-905-5.1	TOPSOILING (3" THICK IN PLACE)	SY	17,000	\$1.50	\$25,500.00
P-101-5.6	ELECTRICAL DEMOLITION	LS	1	\$26,500.00	\$26,500.00
P-102-4	TEMPORARY ELECTRICAL (L-824 CABLE)	LF	5,500	\$2.00	\$11,000.00
L-108-5.1	L-824, 1/C, NO. 8, TYPE C STRANDED COPPER, 5 KV CABLE, INCL. L-823 CONNECTORS INSTALLED IN DUCT OR CONDUIT	LF	15,100	\$2.00	\$30,200.00
L-108-5.2	#6 BARE COUNTERPOISE WIRE, INSTALLED IN DUCT OR TRENCH, INCLUDING GROUND RODS AND GROUND CONNECTORS	LF	4,750	\$2.25	\$10,687.50
L-110-5.1	1W2" - NON CONCRETE ENCASED DUCT (DB)	LF	4,750	\$4.00	\$19,000.00
L-125-5.1	NEW L-861-T LED ELEVATED TAXIWAY EDGE LIGHT, BLUE LENS TO BE INSTALLED ON NEW L-867-B CLASS 1A BASE CAN IN NEW ASPHALT OR TURF	EA	47	\$1,100.00	\$51,700.00
L-125-5.3	NEW L-804 LED ELEVATED RUNWAY GUARD LIGHT, INSTANT ON/OFF, INSTALLED ON NEW L-678 B CLASS 1A BASE CAN IN NEW ASPHALT OR TURF	EA	2	\$5,000.00	\$10,000.00
L-125-5.4	REMOVE EXISTING IN-PAVEMENT RUNWAY EDGE LIGHT AND REINSTALL ON EXISTING BASE CAN IN NEW ASPHALT PAVEMENT	EA	1	\$600.00	\$600.00
L-125-5.7	NEW L-867-D JUNCTION CAN	EA	1	\$900.00	\$900.00
L-125-5.9	EXISTING L-804 RGL, RELOCATED AND INSTALLED ON NEW L-867 B, CLASS 1A BASE CAN IN NEW ASPHALT OR TURF	EA	2	\$900.00	\$1,800.00
L-125-5.10	NEW L-858 GUIDANCE SIGN, LED, SIZE 2, STYLE 2, CLASS 2 (1 MODULE) ON NEW FOUNDATION	EA	2	\$4,700.00	\$9,400.00
L-125-5.12	NEW L-858 GUIDANCE SIGN, LED, SIZE 2, STYLE 2, CLASS 2 (3 MODULE) ON NEW FOUNDATION	EA	3	\$5,700.00	\$17,100.00
L-125-5.15	EXISTING L-858 GUIDANCE SIGN RELOCATED ON NEW FOUNDATION	EA	2	\$1,000.00	\$2,000.00
	TOTAL CONSTRUCTION				\$1,842,837.50

Project 3.4 - Taxiway Rehabilitation, Phase 2 - Engineer's Estimate



St. Petersburg-Clearwater International Airport
Phase II Taxiway Rehabilitation
Bid Alternatives-Cost Estimate

6/17/2015

Item	Description	Units	Estimated Quantity	Unit Cost	Cost
TAXIWAYS M, F, K, & U					
P-100-1	MOBILIZATION	LS	1	10%	\$ 129,700.00
P-100-2	PARTIAL DELAY (1-2 HOURS)	EA	10	\$ 5,000.00	\$ 50,000.00
P-100-3	FULL DELAY (ALL NIGHT LOSS)	EA	3	\$ 12,500.00	\$ 37,500.00
P-101-5.1	BITUMINOUS PAVEMENT REMOVAL	SY	8,250	\$ 5.00	\$ 41,250.00
P-101-5.2	CRACK REPAIR	LF	500	\$ 4.00	\$ 2,000.00
P-101-5.3	PAINT REMOVAL	SF	1,000	\$ 2.00	\$ 2,000.00
P-101-5.4	BITUMINOUS PAVEMENT MILLING (2" NOMINAL)	SY	4,700	\$ 3.00	\$ 14,100.00
P-101-5.7	RCP REMOVAL 12"-36"	LF	452	\$ 20.00	\$ 9,040.00
P-101-5.9	DRAINAGE STRUCTURE REMOVAL	EA	3	\$ 1,000.00	\$ 3,000.00
P-101-5.10	SELF ADHESIVE MEMBRANE FABRIC	LF	500	\$ 5.00	\$ 2,500.00
P-102-1	SAFETY AND SECURITY	LS	1	\$ 100,000.00	\$ 100,000.00
P-152-4.1	UNCLASSIFIED EXCAVATION	CY	8,000	\$ 12.00	\$ 96,000.00
P-152-4.2	EMBANKMENT IN PLACE	CY	2,000	\$ 12.00	\$ 24,000.00
P-156-5.1	TEMPORARY EROSION AND POLLUTION PREVENTION	LS	1	\$ 40,000.00	\$ 40,000.00
P-211-5.1	LIME ROCK BASE COURSE (6" THICK)	SY	0	\$ 15.00	\$ -
P-211-5.2	LIME ROCK BASE COURSE (8" THICK)	SY	4,200	\$ 20.00	\$ 84,000.00
P-211-5.4	REWORK LIME ROCK BASE COURSE	SY	250	\$ 7.00	\$ 1,750.00
P-401-8.1.1	BITUMINOUS SURFACE COURSE	TON	2,000	\$ 125.00	\$ 250,000.00
P-602-5.1	BITUMINOUS PRIME COAT	GAL	900	\$ 3.00	\$ 2,700.00
P-603-5.1	BITUMINOUS TACK COAT	GAL	2,000	\$ 3.00	\$ 6,000.00
P-620-5.1-1	REFLECTIVE RUNWAY AND TAXIWAY MARKING	SF	12,500	\$ 2.00	\$ 25,000.00
P-620-5.1-2	NON-REFLECTIVE RUNWAY AND TAXIWAY MARKING	SF	25,000	\$ 1.00	\$ 25,000.00
D-701-5.1	18 INCH REINFORCED CONCRETE PIPE	LF	1,415	\$ 90.00	\$ 127,350.00
D-751-5.1	AIRCRAFT RATED MANHOLES	EA	3	\$ 9,000.00	\$ 27,000.00
D-751-5.2	FDOT TYPE G (2-GRATE) INLET	EA	7	\$ 6,000.00	\$ 42,000.00
D-751-5.3	MANHOLES	EA	1	\$ 5,000.00	\$ 5,000.00
D-751	DRAINAGE IMPROVEMENTS WET POND	LS	0	\$ 350,000.00	\$ -
D-752-5.1	CONCRETE HEADWALLS	EA	1	\$ 8,000.00	\$ 8,000.00
D-752-5.2	MITERED END SECTION	EA	1	\$ 2,000.00	\$ 2,000.00
T-901-5.1	SEEDING	AC	4	\$ 2,000.00	\$ 8,000.00
T-904-5.1	SODDING	SY	10,000	\$ 3.00	\$ 30,000.00
T-905-5.1	TOPSOILING (3" THICK IN PLACE)	SY	10,000	\$ 2.00	\$ 20,000.00
P-101-5.6	ELECTRICAL DEMOLITION	LS	1	\$ 38,400.00	\$ 38,400.00
P-102-4	TEMPORARY ELECTRICAL (L-824 Cable)	LF	1,860	\$ 2.00	\$ 3,720.00
L-108-5.1	L-824, 1/C, NO. 8, TYPE C STRANDED COPPER, 5 KV CABLE, INCL. L-823 CONNECTORS INSTALLED IN DUCT OR CONDUIT	LF	11,170	\$ 2.00	\$ 22,340.00
L-108-5.2	#6 BARE COUNTERPOISE WIRE, INSTALLED IN DUCT OR TRENCH, INCLUDING GROUND RODS AND GROUND CONNECTORS	LF	5,470	\$ 2.25	\$ 12,307.50
L-110-5.1	1W2" - NON CONCRETE ENCASED DUCT (DB)	LF	5,350	\$ 4.00	\$ 21,400.00
L-110-5.2	2W4" -CONCRETE ENCASED DUCT (CE)	LF	80	\$ 30.00	\$ 2,400.00
L-110-5.3	2W4" -NON-CONCRETE ENCASED DUCT (DB)	LF	35	\$ 20.00	\$ 700.00
L-110-5.4	2W4" - FAA CONCRETE ENCASED DUCT (CE)	LF	60	\$ 30.00	\$ 1,800.00
L-110-5.5	2W4" - FAA NON-CONCRETE ENCASED DUCT (DB)	LF	35	\$ 20.00	\$ 700.00
L-115-5.1	ELECTRICAL MANHOLE	EA	4	\$ 10,000.00	\$ 40,000.00
L-115-5.2	FAA HANDHOLE	EA	4	\$ 6,000.00	\$ 24,000.00
L-115-5.3	ADJUST ELECTRICAL MANHOLE	EA	1	\$ 2,500.00	\$ 2,500.00
L-125-5.1	NEW L-861-T LED ELEVATED TAXIWAY EDGE LIGHT, BLUE LENS TO BE INSTALLED ON NEW L-867-B CLASS 1A BASE CAN IN NEW ASPHALT OR TURF	EA	64	\$ 1,100.00	\$ 70,400.00
L-125-5.2	NEW L-861-T LED ELEVATED TAXIWAY EDGE LIGHT, BLUE LENS TO BE INSTALLED ON NEW L-867-B, CLASS 1A BASE CAN IN ASPHALT SHOULDER PAVEMENT, REMOVE EXISTING STEEL COVER	EA	0	\$ 2,500.00	\$ -
L-125-5.3	NEW L-804 LED ELEVATED RUNWAY GUARD LIGHT, INSTANT ON/OFF, INSTALLED ON NEW L-867 B CLASS 1A BASE CAN IN NEW ASPHALT OR TURF	EA	4	\$ 5,000.00	\$ 20,000.00
L-125-5.8	EXISTING L-804 RGL, RELOCATED AND INSTALLED ON NEW L-867 B CLASS 1A, BASE CAN IN NEW ASPHALT OR TURF	EA	0	\$ 900.00	\$ -
L-125-5.10	NEW L-858 GUIDANCE SIGN, LED, SIZE 2, STYLE 2, CLASS 2 (1 MODULE) ON NEW FOUNDATION	EA	3	\$ 4,700.00	\$ 14,100.00
L-125-5.11	NEW L-858 GUIDANCE SIGN, LED, SIZE 2, STYLE 2, CLASS 2 (2 MODULE) ON NEW FOUNDATION	EA	5	\$ 4,700.00	\$ 23,500.00
L-125-5.12	NEW L-858 GUIDANCE SIGN, LED, SIZE 2, STYLE 2, CLASS 2 (3 MODULE) ON NEW FOUNDATION	EA	1	\$ 5,700.00	\$ 5,700.00
L-125-5.13	NEW L-858 GUIDANCE SIGN, LED, SIZE 2, STYLE 2, CLASS 2 (4 MODULE) ON NEW FOUNDATION	EA	1	\$ 7,500.00	\$ 7,500.00
L-125-5.14	EXISTING L-858 GUIDANCE SIGN, LED OR QUARTZ, PANELS TO BE REPLACED/MODIFIED	EA	1	\$ 500.00	\$ 500.00
	TOTAL CONSTRUCTION				\$ 1,514,550.00

Project 3.4 - Taxiway Rehabilitation, Phase 2 - Engineer's Estimate



St. Petersburg-Clearwater International Airport
Phase II Taxiway Rehabilitation
Bid Alternatives-Cost Estimate

6/17/2015

Item	Description	Units	Estimated Quantity	Unit Cost	Cost
TAXIWAYS M, F, K, & U					
P-100-1	MOBILIZATION	LS	1	10%	\$ 191,300.00
P-100-2	PARTIAL DELAY (1-2 HOURS)	EA	10	\$ 5,000.00	\$ 50,000.00
P-100-3	FULL DELAY (ALL NIGHT LOSS)	EA	3	\$ 12,500.00	\$ 37,500.00
P-101-5.1	BITUMINOUS PAVEMENT REMOVAL	SY	6,650	\$ 5.00	\$ 33,250.00
P-101-5.2	CRACK REPAIR	LF	2,500	\$ 4.00	\$ 10,000.00
P-101-5.3	PAINT REMOVAL	SF	1,000	\$ 2.00	\$ 2,000.00
P-101-5.4	BITUMINOUS PAVEMENT MILLING (2" NOMINAL)	SY	21,500	\$ 3.00	\$ 64,500.00
P-101-5.7	RCP REMOVAL 12"-36"	LF	298	\$ 20.00	\$ 5,960.00
P-101-5.9	DRAINAGE STRUCTURE REMOVAL	EA	5	\$ 1,000.00	\$ 5,000.00
P-101-5.10	SELF ADHESIVE MEMBRANE FABRIC	LF	2,500	\$ 5.00	\$ 12,500.00
P-102-1	SAFETY AND SECURITY	LS	1	\$ 150,000.00	\$ 150,000.00
P-152-4.1	UNCLASSIFIED EXCAVATION	CY	1,500	\$ 12.00	\$ 18,000.00
P-152-4.2	EMBANKMENT IN PLACE	CY	500	\$ 12.00	\$ 6,000.00
P-156-5.1	TEMPORARY EROSION AND POLLUTION PREVENTION	LS	1	\$ 40,000.00	\$ 40,000.00
P-211-5.1	LIME ROCK BASE COURSE (6" THICK)	SY	500	\$ 15.00	\$ 7,500.00
P-211-5.2	LIME ROCK BASE COURSE (8" THICK)	SY	500	\$ 20.00	\$ 10,000.00
P-211-5.4	REWORK LIME ROCK BASE COURSE	SY	2,000	\$ 7.00	\$ 14,000.00
P-401-8.1.1	BITUMINOUS SURFACE COURSE	TON	4,500	\$ 125.00	\$ 562,500.00
P-602-5.1	BITUMINOUS PRIME COAT	GAL	400	\$ 3.00	\$ 1,200.00
P-603-5.1	BITUMINOUS TACK COAT	GAL	6,000	\$ 3.00	\$ 18,000.00
P-620-5.1-1	REFLECTIVE RUNWAY AND TAXIWAY MARKING	SF	37,500	\$ 2.00	\$ 75,000.00
P-620-5.1-2	NON-REFLECTIVE RUNWAY AND TAXIWAY MARKING	SF	75,000	\$ 1.00	\$ 75,000.00
D-701-5.1	18 INCH REINFORCED CONCRETE PIPE	LF	525	\$ 90.00	\$ 47,250.00
D-751-5.1	AIRCRAFT RATED MANHOLES	EA	0	\$ 9,000.00	\$ -
D-751-5.2	FDOT TYPE G (2-GRATE) INLET	EA	1	\$ 6,000.00	\$ 6,000.00
D-751-5.3	MANHOLES	EA	0	\$ 5,000.00	\$ -
D-751	DRAINAGE IMPROVEMENTS WET POND	LS	1	\$ 350,000.00	\$ 350,000.00
D-752-5.1	CONCRETE HEADWALLS	EA	2	\$ 8,000.00	\$ 16,000.00
D-752-5.2	MITERED END SECTION	EA	0	\$ 2,000.00	\$ -
T-901-5.1	SEEDING	AC	1	\$ 2,000.00	\$ 2,000.00
T-904-5.1	SODDING	SY	2,000	\$ 3.00	\$ 6,000.00
T-905-5.1	TOPSOILING (3" THICK IN PLACE)	SY	2,000	\$ 2.00	\$ 4,000.00
P-101-5.6	ELECTRICAL DEMOLITION	LS	1	\$ 57,600.00	\$ 57,600.00
P-102-4	TEMPORARY ELECTRICAL (L-824 Cable)	LF	3,140	\$ 2.00	\$ 6,280.00
L-108-5.1	L-824, 1/C, NO. 8, TYPE C STRANDED COPPER, 5 KV CABLE, INCL. L-823 CONNECTORS INSTALLED IN DUCT OR CONDUIT	LF	18,850	\$ 2.00	\$ 37,700.00
L-108-5.2	#6 BARE COUNTERPOISE WIRE, INSTALLED IN DUCT OR TRENCH, INCLUDING GROUND RODS AND GROUND CONNECTORS	LF	9,250	\$ 2.25	\$ 20,812.50
L-110-5.1	1W2" - NON CONCRETE ENCASED DUCT (DB)	LF	9,000	\$ 4.00	\$ 36,000.00
L-110-5.2	2W4" - CONCRETE ENCASED DUCT (CE)	LF	130	\$ 30.00	\$ 3,900.00
L-110-5.3	2W4" - NON-CONCRETE ENCASED DUCT (DB)	LF	55	\$ 20.00	\$ 1,100.00
L-110-5.4	2W4" - FAA CONCRETE ENCASED DUCT (CE)	LF	100	\$ 30.00	\$ 3,000.00
L-110-5.5	2W4" - FAA NON-CONCRETE ENCASED DUCT (DB)	LF	55	\$ 20.00	\$ 1,100.00
L-115-5.1	ELECTRICAL MANHOLE	EA	2	\$ 10,000.00	\$ 20,000.00
L-115-5.2	FAA HANDHOLE	EA	0	\$ 6,000.00	\$ -
L-115-5.3	ADJUST ELECTRICAL MANHOLE	EA	0	\$ 2,500.00	\$ -
L-125-5.1	NEW L-861-T LED ELEVATED TAXIWAY EDGE LIGHT, BLUE LENS TO BE INSTALLED ON NEW L-867-B CLASS 1A BASE CAN IN NEW ASPHALT OR TURF	EA	108	\$ 1,100.00	\$ 118,800.00
L-125-5.2	NEW L-861-T LED ELEVATED TAXIWAY EDGE LIGHT, BLUE LENS TO BE INSTALLED ON NEW L-867-B, CLASS 1A BASE CAN IN ASPHALT SHOULDER PAVEMENT, REMOVE EXISTING STEEL COVER	EA	1	\$ 2,500.00	\$ 2,500.00
L-125-5.3	NEW L-804 LED ELEVATED RUNWAY GUARD LIGHT, INSTANT ON/OFF, INSTALLED ON NEW L-867 B CLASS 1A BASE CAN IN NEW ASPHALT OR TURF	EA	0	\$ 5,000.00	\$ -
L-125-5.8	EXISTING L-804 RGL, RELOCATED AND INSTALLED ON NEW L-867 B CLASS 1A, BASE CAN IN NEW ASPHALT OR TURF	EA	2	\$ 900.00	\$ 1,800.00
L-125-5.10	NEW L-858 GUIDANCE SIGN, LED, SIZE 2, STYLE 2, CLASS 2 (1 MODULE) ON NEW FOUNDATION	EA	0	\$ 4,700.00	\$ -
L-125-5.11	NEW L-858 GUIDANCE SIGN, LED, SIZE 2, STYLE 2, CLASS 2 (2 MODULE) ON NEW FOUNDATION	EA	4	\$ 4,700.00	\$ 18,800.00
L-125-5.12	NEW L-858 GUIDANCE SIGN, LED, SIZE 2, STYLE 2, CLASS 2 (3 MODULE) ON NEW FOUNDATION	EA	11	\$ 5,700.00	\$ 62,700.00
L-125-5.13	NEW L-858 GUIDANCE SIGN, LED, SIZE 2, STYLE 2, CLASS 2 (4 MODULE) ON NEW FOUNDATION	EA	0	\$ 7,500.00	\$ -
L-125-5.14	EXISTING L-858 GUIDANCE SIGN, LED OR QUARTZ, PANELS TO BE REPLACED/MODIFIED	EA	0	\$ 500.00	\$ -
TOTAL CONSTRUCTION					\$ 2,191,740.00

Project 3.4 - Taxiway Rehabilitation, Phase 2 - Engineer's Estimate



St. Petersburg-Clearwater International Airport
 Phase II Taxiway Rehabilitation
 Bid Alternatives-Cost Estimate

3/5/2015

Item	Description	Units	Estimated Quantity	Unit Cost	Cost
DEMOLISH TAXIWAY F WEST OF RW 18-36					
P-100-1	MOBILIZATION	LS	1	10%	\$ 6,845.00
P-101-5.1	BITUMINOUS PAVEMENT REMOVAL	SY	3,200	\$10.00	\$ 32,000.00
P-101-5.3	PAINT REMOVAL	SF	1,500	\$4.00	\$ 6,000.00
P-101-5.6	ELECTRICAL DEMOLITION	LS	1	\$10,300.00	\$ 10,300.00
P-152-4.2	EMBANKMENT IN PLACE	CY	500	\$10.00	\$ 5,000.00
P-620-5.1-1	REFLECTIVE RUNWAY AND TAXIWAY MARKING	SF	200	\$2.00	\$ 400.00
P-620-5.1-2	NON-REFLECTIVE RUNWAY AND TAXIWAY MARKING	SF	250	\$1.00	\$ 250.00
T-901-5.1	SEEDING	AC	1	\$2,000.00	\$ 1,000.00
T-904-5.1	SODDING	SY	500	\$3.00	\$ 1,500.00
T-905-5.1	TOPSOILING (3" THICK IN PLACE)	SY	250	\$2.00	\$ 500.00
P-101-5.6	ELECTRICAL DEMOLITION	LS	1	\$10,500.00	\$ 10,500.00
P-102-4	TEMPORARY ELECTRICAL (L-824 CABLE)	LF	500	\$2.00	\$ 1,000.00
	TOTAL CONSTRUCTION				\$ 75,295.00

Project 3.4 - Taxiway Rehabilitation, Phase 2 - Engineer's Estimate



St. Petersburg-Clearwater International Airport
Phase II Taxiway Rehabilitation
Bid Alternatives-Cost Estimate

6/17/2015

Item	Description	Units	Estimated Quantity	Unit Cost	Cost
TAXIWAY B & TAXIWAY C					
P-100-1	MOBILIZATION	LS	1	10.00%	\$ 55,200.00
P-101-5.1	BITUMINOUS PAVEMENT REMOVAL	SY	3,600	\$ 5.00	\$ 18,000.00
P-101-5.4	BITUMINOUS PAVEMENT MILLING (2" NOMINAL)	SY	3,600	\$ 3.00	\$ 10,800.00
P-101-5.8	RCP REMOVAL 36"-54"	LF	210	\$ 20.00	\$ 4,200.00
P-101-5.9	DRAINAGE STRUCTURE REMOVAL	EA	1	\$ 1,000.00	\$ 1,000.00
P-102-1	SAFETY AND SECURITY	LS	1	\$ 35,000.00	\$ 35,000.00
P-152-4.1	UNCLASSIFIED EXCAVATION	CY	900	\$ 12.00	\$ 10,800.00
P-156-5.1	TEMPORARY EROSION AND POLLUTION PREVENTION	LS	1	\$ 15,000.00	\$ 15,000.00
P-211-5.2	LIME ROCK BASE COURSE (8" THICK)	SY	3,150	\$ 20.00	\$ 63,000.00
P-211-5.3	LIME ROCK BASE COURSE (12" THICK)	SY	2,100	\$ 25.00	\$ 52,500.00
P-401-8.1.1	BITUMINOUS SURFACE COURSE	TON	1,600	\$ 125.00	\$ 200,000.00
P-252-4.2	EMBANKMENT	CY	550	\$ 10.00	\$ 5,500.00
P-602-5.1	BITUMINOUS PRIME COAT	GAL	1,600	\$ 3.00	\$ 4,800.00
P-603-5.1	BITUMINOUS TACK COAT	GAL	300	\$ 3.00	\$ 900.00
P-620-5.1.1	REFLECTIVE RUNWAY AND TAXIWAY MARKING	SF	2,500	\$ 1.50	\$ 3,750.00
P-620-5.1.2	NON-REFLECTIVE RUNWAY AND TAXIWAY MARKING	SF	4,500	\$ 1.50	\$ 6,750.00
D-701-5.2	29 INCH X 45 INCH ELLIPTICAL REINFORCED CONCRETE PIPE	LF	208	\$ 200.00	\$ 41,600.00
D-751-5.1	AIRCRAFT RATED MANHOLES	EA	1	\$ 9,000.00	\$ 9,000.00
D-751-5.4	AIRCRAFT RATED INLET	EA	1	\$ 10,000.00	\$ 10,000.00
D-751-5.5	ADJUST EXISTING INVERT	EA	2	\$ 2,000.00	\$ 4,000.00
P-101-5.6	ELECTRICAL DEMOLITION	LS	1	\$ 16,600.00	\$ 16,600.00
P-102-4	TEMPORARY ELECTRICAL (L-824 CABLE)	LF	2,000	\$ 2.00	\$ 4,000.00
L-108-5.1	L-824, 1/C, NO. 8, TYPE C STRANDED COPPER, 5 KV CABLE, INCL. L-823 CONNECTORS INSTALLED IN DUCT OR CONDUIT	LF	3,500	\$ 2.00	\$ 7,000.00
L-108-5.2	#6 BARE COUNTERPOISE WIRE, INSTALLED IN DUCT OR TRENCH, INCLUDING GROUND RODS AND GROUND CONNECTORS	LF	1,920	\$ 2.25	\$ 4,320.00
L-110-5.1	1W2" - NON CONCRETE ENCASED DUCT (DB)	LF	1,800	\$ 4.00	\$ 7,200.00
L-110-5.4	4W4" - FAA CONCRETE ENCASED DUCT (CE)	LF	180	\$ 80.00	\$ 14,400.00
L-110-5.5	4W4" - FAA NON-CONCRETE ENCASED DUCT (DB)	LF	40	\$ 50.00	\$ 2,000.00
L-115-5.1	ELECTRICAL MANHOLE	EA	2	\$ 10,000.00	\$ 20,000.00
L-125-5.1	NEW L-861-T LED ELEVATED TAXIWAY EDGE LIGHT, BLUE LENS TO BE INSTALLED ON NEW L-867-B CLASS 1A BASE CAN IN NEW ASPHALT OR TURF	EA	20	\$ 1,100.00	\$ 22,000.00
L-125-5.5	EXISTING ELEVATED RUNWAY THRESHOLD LIGHT TO BE REINSTALLED ON NEW BASE CAN IN NEW ASPHALT PAVEMENT	EA	1	\$ 600.00	\$ 600.00
L-125-5.6	EXISTING ELEVATED RUNWAY EDGE LIGHT TO BE REINSTALLED ON EXISTING BASE CAN IN NEW ASPHALT PAVEMENT	EA	1	\$ 600.00	\$ 600.00
L-125-5.10	NEW L-858 GUIDANCE SIGN, LED, SIZE 2, STYLE 2, CLASS 2 (1 MODULE) ON NEW FOUNDATION	EA	1	\$ 4,700.00	\$ 4,700.00
L-125-5.12	NEW L-858 GUIDANCE SIGN, LED, SIZE 2, STYLE 2, CLASS 2 (3 MODULE) ON NEW FOUNDATION	EA	1	\$ 5,700.00	\$ 5,700.00
	TOTAL CONSTRUCTION				\$ 660,920.00

Project 3.4 - Taxiway Rehabilitation, Phase 2 - Engineer's Estimate



St. Petersburg-Clearwater International Airport
 Phase II Taxiway Rehabilitation
 Bid Alternatives-Cost Estimate

6/17/2015

Item	Description	Units	Estimated Quantity	Unit Cost	Cost
TAXIWAY T					
P-100-1	MOBILIZATION	LS	1	10.00%	\$ 96,400.00
P-101-5.4	BITUMINOUS PAVEMENT MILLING (3" NOMINAL)	SY	19,500	\$ 3.00	\$ 58,500.00
P-102-1	SAFETY AND SECURITY	LS	1	\$ 35,000.00	\$ 35,000.00
P-152-4.1	UNCLASSIFIED EXCAVATION	CY	1,500	\$ 12.00	\$ 18,000.00
P-156-5.1	TEMPORARY EROSION AND POLLUTION PREVENTION	LS	1	\$ 15,000.00	\$ 15,000.00
P-211-5.2	LIME ROCK BASE COURSE (8" THICK)	SY	5,500	\$ 20.00	\$ 110,000.00
P-401-8.1.1	BITUMINOUS SURFACE COURSE	TON	5,500	\$ 125.00	\$ 687,500.00
P-252-4.2	EMBANKMENT	CY	500	\$ 10.00	\$ 5,000.00
P-602-5.1	BITUMINOUS PRIME COAT	GAL	1,400	\$ 3.00	\$ 4,200.00
P-603-5.1	BITUMINOUS TACK COAT	GAL	4,500	\$ 3.00	\$ 13,500.00
P-620-5.1-1	REFLECTIVE RUNWAY AND TAXIWAY MARKING	SF	4,400	\$ 1.50	\$ 6,600.00
P-620-5.1-2	NON-REFLECTIVE RUNWAY AND TAXIWAY MARKING	SF	7,000	\$ 1.50	\$ 10,500.00
	ELECTRICAL IMPROVEMENTS	LS	1	\$ 200,000.00	\$ 200,000.00
	SUBTOTAL CONSTRUCTION				\$ 1,260,200.00
	CONTINGENCY 15%				\$ 189,030.00
					\$ 1,449,230.00