



2018-2019 Florida Job Growth Grant Fund Public Infrastructure Grant Proposal

Proposal Instructions: The Florida Job Growth Grant Fund Proposal (this document) must be completed by the governmental entity applying for the grant and signed by either the chief elected official, the administrator for the governmental entity or their designee. Please read the proposal carefully as some questions may require a separate narrative to be completed. If additional space is needed, attach a word document with your entire answer.

Governmental Entity Information

Name of Governmental Entity: Hillsborough County Aviation Authority

Government Federal Employer Identification Number [REDACTED]

Primary Contact Name: Joe Lopano

Title: Chief Executive Officer

Mailing Address: PO Box 22287
Tampa, FL 33622

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Secondary Contact Name: Gina Evans

Title: Director, Government Relations

Phone Number: 813.870.7892

Public Infrastructure Grant Eligibility

Pursuant to section 228.101, F.S., the Florida Job Growth Grant Fund was created to promote economic opportunity by improving public infrastructure and enhancing workforce training. Eligible entities that wish to access this grant fund must submit public infrastructure proposals that:

- Promote economic recovery in specific regions of the state, economic diversification or economic enhancement in a targeted industry ([View Florida's Targeted Industries here](#)).
- Are not for the exclusive benefit of any single company, corporation or business entity.
- Are for infrastructure that is owned by the public and is for public use or predominately benefits the public.

1. Program Requirements:

(If additional space is needed, attach a word document with your entire answer.)

Each proposal must include the following information describing how the project satisfies eligibility requirements listed on page 1.

A. Provide a detailed description of the public infrastructure improvements.

Eastside Development Area (see attached Word document for description)

B. Provide location of public infrastructure, including physical address and county of project.

Tampa International Airport 4100 George J Bean Pkwy, Tampa, FL 33607

C. Is this infrastructure currently owned by the public? Yes No

If no, is there a current option to purchase or right of way provided to the County?

D. Provide current property owner.

HCAA

E. Is this infrastructure for public use or does it predominately benefit the public?

Yes No

F. Will the public infrastructure improvements be for the exclusive benefit of any single company, corporation or business entity?

Yes No

G. Provide a detailed description of, and quantitative evidence demonstrating, how the proposed public infrastructure project will promote:

- Economic recovery in specific regions of the state;
- Economic diversification; or
- Economic enhancement of a Targeted Industry ([View Florida's Targeted Industries here](#)).
 - Describe how the project will promote specific job growth. Include the number of jobs that will be retained or created, and in which industry(ies) the new net jobs will be created using the North American Industry Classification System ([NAICS](#)) codes. Where applicable, you may list specific businesses that will retain or create jobs or make capital investment.
 - Provide a detailed explanation of how the public infrastructure improvements will connect to a broader economic development vision for the community and benefit additional current or future businesses.

Tampa International Airport (TPA) is experiencing record cargo growth due to the expansion of Amazon and UPS in addition to the already operating FedEx. This project will allow Amazon and UPS to continue expanding while providing an opportunity to recruit a MRO tenant. This project fuels economic diversification in the region by allowing major cargo companies and a MRO opportunities to grow and expand in Florida while adding jobs directly with the companies and indirectly with companies on the ground. The jobs are in the categories of airport cargo handling services, air cargo carriers and maintenance and repair for aircraft under the NAICS. MRO's are on the targeted list.

2. Additional Information:

(If additional space is needed, attach a word document with your entire answer.)

A. Provide the proposed commencement date and number of days required to complete construction of the public infrastructure project.

Construction Start Date: August 16, 2019 with completion April 7, 2021

B. What permits are necessary for the public infrastructure project?

Construction permits and NEPA Environmental Assessment

- C. Detail whether required permits have been secured, and if not, detail the timeline for securing these permits. Additionally, if any required permits are local permits, will these permits be prioritized?

The NEPA EA is scheduled for completion in June 2019 and is being prioritized with FAA. Construction permits will be obtained in advance of the October 2019 start.

- D. What is the future land use and zoning designation on the proposed site of the infrastructure improvements, and will the improvements conform to those uses?

Improvements conform to the existing and future M-AP-1 Zoning, Municipal Airport Compatibility District.

- E. Will an amendment to the local comprehensive plan or a development order be required on the site of the proposed project or on adjacent property to accommodate the infrastructure and potential current or future job creation opportunities? If yes, please detail the timeline.

Yes No

No

- F. Is the project ready to commence upon grant fund approval and contract execution? If no, please explain.

Yes No

Yes.

- G. Does this project have a local match amount?

Yes No

If yes, please describe the entity providing the match and the amount.

HCAA funds: \$62,272,394; FDOT Work Program: \$10,011,106

- H. Provide any additional information or attachments to be considered for this proposal. Maps and other supporting documents are encouraged.

Please see attached maps and sketches and further justification

3. Program Budget

(If additional space is needed, attach a word document with your entire answer.)

Estimated Costs and Sources of Funding: Include all applicable public infrastructure costs and other funding sources available to support the proposal.

1.) **Total Amount Requested** \$8,000,000
 Florida Job Growth Grant Fund

A. Other Workforce Training Project Funding Sources:

City/County \$ 0

Private Sources \$ 0

Other (grants, etc.) \$ 10,011,106

Please Specify: FDOT

Total Other Funding \$ 10,011,106

B. Public Infrastructure Project Funding Sources:

Construction \$ 61,913,850

Reconstruction \$ 0

Design & Engineering \$ 9,813,160

Land Acquisition \$ 0

Land Improvement \$ 0

Other \$ 556,490

Please Specify: TECO & Misc

Total Project Costs \$ 72,283,500

Note: The total amount requested must equal the difference between the workforce training project costs in 3. and the other Public infrastructure project funding sources in 2.

- C. Provide a detailed budget narrative, including the timing and steps necessary to obtain the funding and any other pertinent budget-related information.

This project has been approved by the airlines and the Board of Directors, and are included in the current capital improvement program and budget. A Design-Builder will be selected by Oct. 4th with design beginning in December 2018. Construction is scheduled to start in mid-August 2019, with substantial completion in early April 2021.

4. Approvals and Authority

(If additional space is needed, attach a word document with your entire answer.)

- A. If the governmental entity is awarded grant funds based on this proposal, what approvals must be obtained before it can execute a grant agreement with the Florida Department of Economic Opportunity (e.g., approval of a board, commission or council)?

Policy P452 gives the CEO authorization to execute all grants and funding mechanisms

If board authorization is not required, who is authorized to sign?

- B. If approval of a board, commission, council or other group is needed prior to execution of an agreement between the governmental entity and the Florida Department of Economic Opportunity:

- i. Provide the schedule of upcoming meetings for the group for a period of at least six months.
- ii. State whether entity is willing and able to hold special meetings, and if so, upon how many days' notice.

NA

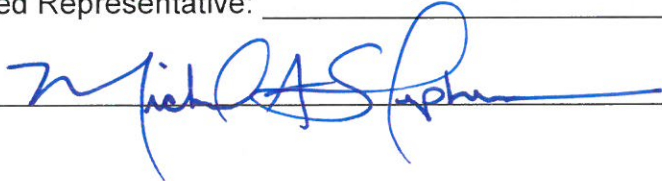
- C. Attach evidence that the undersigned has all necessary authority to execute this proposal on behalf of the governmental entity. This evidence may take a variety of forms, including but not limited to: a delegation of authority, citation to relevant laws or codes, policy documents, etc.

Please see attached policy

I, the undersigned, do hereby certify that I have express authority to sign this proposal on behalf of the above-described entity and to the best of my knowledge, that all data and information submitted in proposal is truthful and accurate and no material fact has been omitted.

Name of Governmental Entity: Hillsborough County Aviation Authority _____

Name and Title of Authorized Representative: Michael Stephens, EVP for Joe Lopano, CEO _____

Representative Signature:  _____

Signature Date: 9.17.18 _____

Tampa International Airport

Eastside Development Area

Section 1 (A)

The purpose of this project is to redevelop the Eastside of the Tampa International Airport (TPA) to serve new air cargo tenants, a new maintenance, repair and overhaul (MRO) tenant, and facilitate the expansion of cargo and passenger aircraft operations as determined by the 2012 Master Plan, all of which will increase private sector jobs and encourage private capital investment in the development area. This side of the airport is a prime location for continued expansion. It is easily accessible via Air Cargo Road, which is strategically located to I-275 and has minimal site preparation requirements. Additionally, this development is in a location consistent with master plan recommendations for future air cargo and MRO development based on co-location of comparable development including access to the ground run-up enclosure and existing fueling facilities.

TPA ranked second among U.S. airports in cargo growth from 2010 to 2016, with an increase of 122% from Sept 2015 to Sept 2018 (projection). FedEx, ABX, ATI, Atlas (operating for Amazon) and UPS already operate at TPA, and other companies have expressed interest. Cargo facilities at the airport, however, are increasingly constrained.

In addition, this project will create the opportunity for a MRO to build and expand at TPA, creating an efficient environment for airlines to repair and upgrade aircraft.

The project is comprised of two elements. 1) The MRO project includes site preparation to enable development of a MRO hangar facility to be constructed by a new tenant. 2) Air Cargo Expansion to include cargo facilities, site development, taxilanes, aircraft parking aprons, ground service equipment storage areas, landside roadway access improvements, aircraft fueling facilities and trailer staging areas.

While this activation and development is taking place, current cargo operators will conduct temporary operations at the airport's Hardstand D, which typically is utilized by passenger air carriers.

Project Scope and Limits of Work

MRO Preparation

To enable space for a MRO tenant and future growth, TPA drainage system improvements and all utility modifications required to support the hangar facility, including the relocation of the airport's main fuel line.

Air Cargo Facility

The new Air Cargo Expansion is proposed to include cargo facilities, site development, taxilanes, aircraft parking aprons, ground service equipment storage areas, landside roadway access improvements, aircraft fueling facilities and trailer staging areas.

Once the site preparation work is completed, some existing roadways will be removed, while constructing new roadways and modifying others. In addition to the roadway work, construction will include new cargo buildings, parking areas and trailer storage areas. The essential airfield work includes constructing a new taxilane and aircraft parking aprons including appropriate lighting and signage.

Section 1 (G)

TPA's longest operating cargo airline, FedEx, occupies a building and ramp constructed in 2009 already on the Eastside adjacent to the new proposed cargo expansion. FedEx enjoys a mature operation and employs 250 people.

The expansion of cargo airlines ABX, ATI, and Atlas (operating for Amazon), and Ground Handler LGSTX, have led to total job creation of 425 employees, which we expect will continue to increase job numbers in the coming months. Amazon's airlines operate six flights a day at TPA, increasing to eight flights per day in November, with four to five aircraft on the ground at the same time.

Expanding the cargo area would allow the company to double this capacity, bringing additional job opportunities to Tampa Bay.

The cargo operation for UPS began at TPA on October 16, 2017. Facilitating the growth of UPS at TPA will create economic diversification by continuing to grow the air cargo market in Tampa. UPS has added 25 direct employees and 160 employees working for Quantem Aviation, the UPS ground handler. This fall, UPS will increase operations from five flights a day at TPA to seven flights per day, with three aircraft on the ground at the same time.

Total employment for all TPA cargo operations (including FedEx and others) has grown to a staggering 860 employees.

The project also benefits commercial passenger airlines, specifically international carriers, operating at TPA. The Airport's Master Plan includes construction of an airside where the current cargo operation is located. By relocating the cargo facility from the D hardstand all cargo and passenger air carriers at TPA benefit by gaining additional space for the cargo carriers to expand and by enabling the construction of a new Airside D slated to begin in 2021. This airside will have both domestic and international capability providing more opportunities for international growth and sustaining domestic growth by decongesting airside and providing 16 additional gates with a larger customs facility.

Additional air service benefits the Tampa Bay Region and the state of Florida by increasing the ability of the region and state to compete for business growth leading to higher wage jobs. International markets not only bring the point-to-point connections, but access to almost any point in the world in less time.

The addition of a new MRO at TPA by a signatory passenger air carrier will create approximately 40 added jobs for the region at pay levels that are at least 150% of the average wage.

Section 3 (C) Program Budget

The program budget is \$72,283,500. Funding sources committed to date include, \$10,011,106 from the Florida Department of Transportation and \$62,272,394 from the Hillsborough County Aviation Authority. The Florida Job Growth Grant Fund request is \$8,000,000.

Section 1 (H)

Tampa International Airport (TPA) was the nation's second fastest growing airport for cargo from 2010 to 2016, seeing significant growth in cargo due to the expansion of ABX, ATI and Atlas (operating for Amazon) and UPS in addition to the already operating FedEx. The airport saw 122% growth in cargo volume from

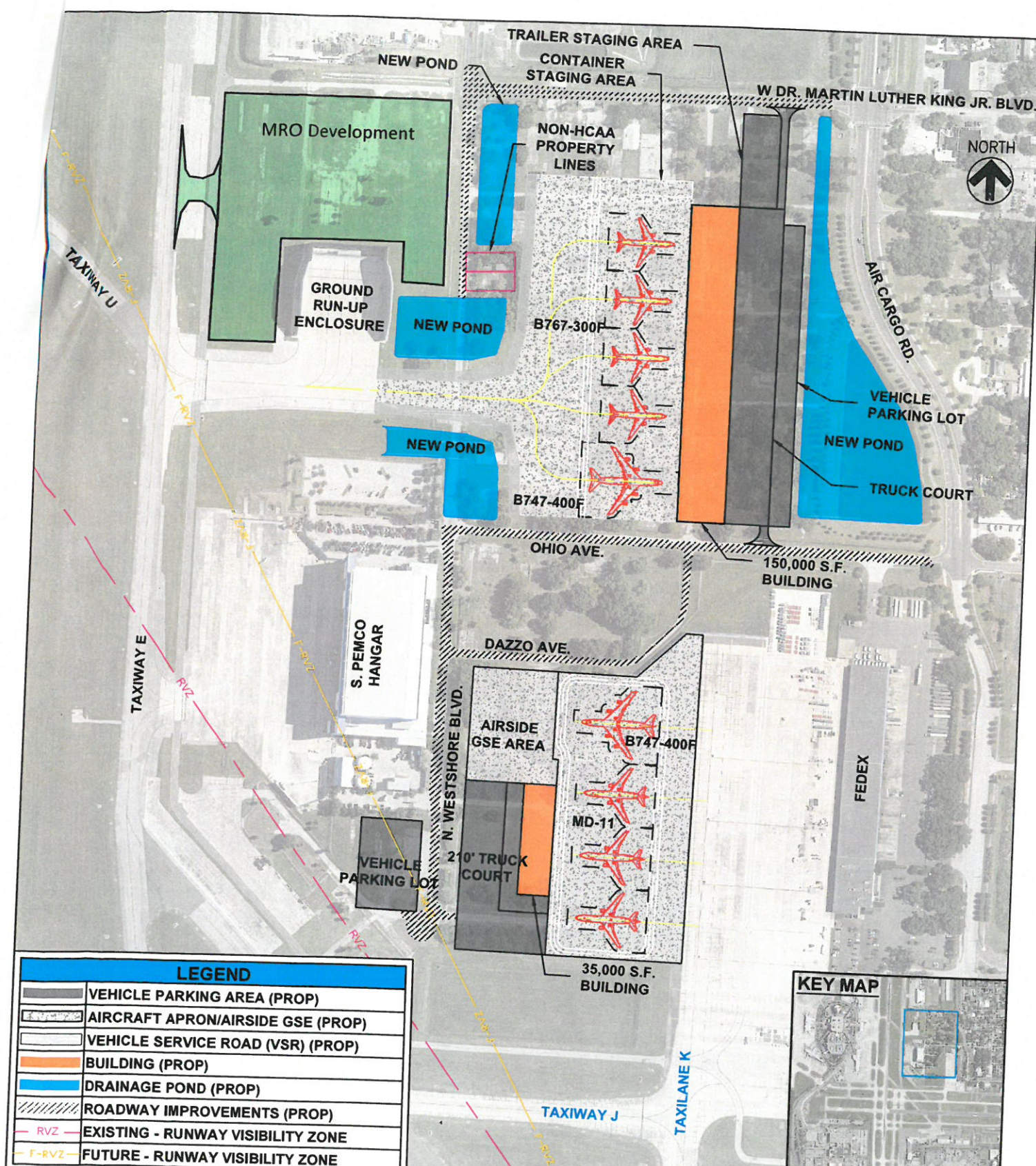
2015 through projected 2018 final volumes. This project will allow ABX, ATI, and Atlas (Amazon) and UPS to continue expansion, creating more opportunities for the ground-handling and fueling companies such as Quantum, ASIG and LGSTX who support their operations.

This project fuels economic diversification through the expansion of cargo operators and the recruitment of a MRO in the region, which allows major air cargo companies along with a MRO tenant, and affiliated support companies, to grow, expand, relocate and create jobs in Florida. The jobs are in the category of airport cargo handling services, air cargo carriers and maintenance repair overhaul for aircraft under the North American Industry Classification System.

The site preparation for a MRO tenant will allow for the creation of jobs directly with the MRO. These high-wage, high-skilled jobs help grow the manufacturing industry in Tampa Bay and ensure airline tenants have access to facilities meeting their diverse needs.

The area can hold one MRO facility and is an enabling project for a proposed hangar facility that will be able to accommodate up to two B-737-900 aircraft and exterior parking for up to 60 vehicles.

Overall this project will create private sector jobs and encourage private sector capital investment through the expansion of the cargo tenants and a MRO facility. The private investments will lead to a diversification of jobs. It is also an enabling project for future growth to increase the ability for Tampa Bay and the State of Florida to compete for business growth and recruitment.



LEGEND	
	VEHICLE PARKING AREA (PROP)
	AIRCRAFT APRON/AIRSIDE GSE (PROP)
	VEHICLE SERVICE ROAD (VSR) (PROP)
	BUILDING (PROP)
	DRAINAGE POND (PROP)
	ROADWAY IMPROVEMENTS (PROP)
	EXISTING - RUNWAY VISIBILITY ZONE
	FUTURE - RUNWAY VISIBILITY ZONE



	PROJECT NAME	TPA East Side Development Plan		SHEET TITLE	TPA Cargo Area Near-Term Layout A
	AIRPORT	TAMPA INTERNATIONAL AIRPORT		PROJECT NO.	5860 12
DESIGN	JEM	DRAWN	JEM	CHECKED	GRH
				SCALE	1:400
				DATE	6/05/18

AVIATION AUTHORITY POLICY

400:	FISCAL MATTERS	Effective:	10/03/02
	TREASURY	Revised:	03/04/04
			03/02/06
			04/05/12
			12/20/12
P452:	Acceptance of Public or Private Moneys, Grants, Contributions or Loans		10/01/15

PURPOSE: To establish a policy regarding the acceptance of public or private moneys, grants, contributions or loans.

LEGAL CONSIDERATION: Section 6(2)(hh) of the Hillsborough County Aviation Authority Act allows the Authority to accept federal, state and any other public or private moneys, grants, contributions or loans for the acquisition, construction, enlargement, improvement, maintenance, equipment, or operation of Authority facilities, or any other lawful purpose.

POLICY: To ensure maximum funding for the Authority utilizing public or private moneys, grants, contributions or loans, the Board authorizes the Chief Executive Officer to pursue these funding sources to the maximum extent possible and to sign grant applications and other acceptance documents.