



**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.

**Governmental Entity Information**

Name of Governmental Entity: Hillsborough County Aviation Authority

Government Federal Employer Identification Number: [REDACTED]

**Contact Information:**

Primary Contact Name: Mr. Joseph W. Lopano

Title: Chief Executive Officer

Mailing Address: PO Box 22287  
Tampa, Fl. 33622

Phone Number: (813) 870-8701

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**Public Infrastructure Grant Eligibility**

Pursuant to section 288.101, F.S., the Florida Job Growth Grant Fund was created to promote economic opportunity by improving public infrastructure and enhancing workforce training. Eligible governmental 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:

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

- A. Provide the title and a detailed description of the public infrastructure improvements.

North Air Cargo Facility Redevelopment:  
(See attached Word file for description)

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- B. Is this infrastructure owned by the public?

Yes       No

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

Yes       No

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

Yes       No

- E. 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.

Please see attached word document

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F. 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.](#))
  - As part of this response, describe how the project will promote specific job growth. Include a description of the number of jobs that will be retained or created, the average wages of such jobs, and in which industry(ies) the jobs will be created using the North American Industry Classification System ([NAICS](#)) codes. Where applicable, you may list specific businesses that will retain or grow jobs or make capital investment.
  - Further, include the economic impact on the community, region, or state and the associated metrics used to measure the success of the proposed project.

Tampa International Airport (TPA) is seeing record growth in cargo due to the growth of LGSTX (Amazon) and UPS in addition to the already operating FedEx, making it the second fastest growing airport for cargo in the country. This project will allow LGSTX and UPS to continue expansion. This project fuels economic diversification in the region by allowing major cargo companies opportunities to grow and expand in Florida while creating additional jobs directly with LGSTX and UPS and indirectly with companies on the ground. The jobs are in the category of airport cargo handling services and air cargo carriers under the North American Industry Classification System.

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Please see attached word document





**2. Additional Information:**

A. Is this project an expansion of an existing infrastructure project?

Yes  No

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

Design - 11/17; Const. (NTP)- 12/18; Substantial Completion- 10/19 (300 days)

C. What is the location of the public infrastructure? (Provide the road number, if applicable.)

Tampa International Airport, Tampa, Fl.

D. Who is responsible for maintenance and upkeep? (Indicate if more than one are applicable.)

Federal  State  County  City  Other HCAA

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

Construction permits; NEPA Environmental Assessment (EA)

F. 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?

Permits will be obtained by start of construction

G. 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?

TBD



H. 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

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

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

Yes  No

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

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J. Does this project have a local match amount?

Yes  No

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

The Authority is also going to be receiving Federal AIP funding from passenger and cargo entitlements (\$3,250,000) and the Authority will be contributing \$7,375,237.

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K. Provide any additional information or attachments to be considered for this proposal.

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

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**3. Program Budget**

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

**A. Public Infrastructure Project Costs:**

Construction	\$ 13,937,775		
Reconstruction	\$ 0		
Design & Engineering	\$ 4,060,700		
Land Acquisition	\$ 0		
Land Improvement	\$ 0		
Other	\$ 2,000	Please Specify:	<u>Permits/Printing</u>
<b>Total Project Costs</b>	<b>\$ 18,000,475</b>		

**B. Other Public Infrastructure Project Funding Sources:**

City/County	\$ 0		
Private Sources	\$ 0		
Other (grants, etc.)	\$ 13,625,238	Please Specify:	<u>Fed AIP/HCAA</u>
<b>Total Other Funding</b>	<b>\$ 13,625,238</b>		
<b>Total Amount Requested</b>	<b>\$ 4,775,238</b>		

**Note:** The total amount requested must equal the difference between the public infrastructure project costs in 3.A. and the other public infrastructure project funding sources in 3.B.

**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 the approval of the airlines and the Board of Directors. The designer will be selected by the Board in December 2017 and the 100% design will be completed by the end of July 2018. The Notice to proceed will be issued around mid to late December 2018 and the construction duration will be 330 days with the project substantially complete by late October 2019. The FAA AIP funding will be from the annual passenger and cargo entitlements (\$3,250,000). The FAA has already concurred with the eligibility of this project since it will not be an exclusive use arrangement. (Please see attached Word document)





#### 4. Approvals and Authority

- 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 (see attached policy)

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- 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.

NA

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- ii. State whether that group can hold special meetings, and if so, upon how many days' notice.

NA

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- 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.



I, the undersigned, do hereby certify that I have express authority to sign this proposal on behalf of the above-described governmental entity.

Name of Governmental Entity: Hillsborough County Aviation Authority

Name and Title of Authorized Representative: Mr. Joseph W. Lopano, CEO

Representative Signature: 

Signature Date: 10/18/17



## **Tampa International Airport**

### **North Air Cargo Facility Redevelopment**

#### Section 1 (A)

The purpose of this project is to redevelop the North Air Cargo Facility to serve new air cargo tenants, and facilitate continued growth of cargo and passenger aircraft operations at Tampa International Airport. This facility was closed in 2010 and targeted for demolition but is now needed to accommodate the fast-growing cargo business at the airport.

TPA ranked second among U.S. airports in cargo growth from 2010 to 2016, and saw a 50% increase in cargo volume from 2015 to 2017. FedEx, LGSTX (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 overnight parking space for passenger aircraft, which allows the airport to maximize its gate use and increases the airport's future capacity for passenger flights.

The project is comprised of two elements. 1) The airfield component includes rehabilitation and expansion of the existing apron to accommodate up to seven aircraft parking positions, development of a taxiway to connect the apron to the airfield, and extending jet fuel piping from its current terminus east of the Taxiway B bridge to the facility for rack-based truck fueling. 2) The building component includes interior renovation of approximately 55,566 SF in the existing air cargo building and modification of the exterior loading docks and ramps.

While this reactivation and redevelopment is taking place, current cargo operators will conduct temporary operations at the airport's Hardstand D. The project will also include any improvements to facilitate the temporary operation including roadway, fencing, pavement marking, electrical and lighting work.

#### **Project Scope and Limits of Work**

##### Connector Taxiway

The new taxiway will be constructed between Taxiway V and the cargo apron with a Portland cement concrete (PCC) pavement section for the taxiway with an asphalt pavement section for the taxiway shoulders. The new taxiway will include edge lighting.

##### Cargo Apron Rehab and Expansion

The existing apron is 30 years old and is expected to require pavement maintenance including crack and spall repair and joint sealing. The existing apron pavement has voids where the pavement was demolished during prior environmental remediation associated with the facility closure. New pavement will be constructed in these voids to match the existing pavement section.

The apron will be expanded by approximately 1000' to provide for up to seven aircraft parking positions. The apron expansion will require minor drainage modifications to reroute an existing swale that will be impacted by the new apron limits. New edge lights will be provided which will include replacement of the existing edge lights on the existing apron.

Pavement geometry will be designed for Airplane Design Group V and Taxiway Design Group 5. Aircraft movement simulation confirmed the geometry will serve A-300, MD-11F and 747-8F aircraft movement.

### Building renovation

The scope of the building work will include a 55,566 SF renovation of the building. The scope includes the following items:

- Partial roof repair or replacement over renovation area
- Demolition of selected interior concrete masonry unit (CMU) and gypsum wall board (GWB) partitions
- Installation of new dock systems (lights/bumpers/restraints)
- Restoring of toilet facilities
- Repair of existing overhead and egress doors and door hardware
- Miscellaneous electrical and lighting service installation and repairs
- Miscellaneous fire protection installation and repairs
- Miscellaneous structural repairs
- Repair and replacement of HVAC systems

### Section 1 (E)

Tampa International Airport (TPA) is seeing significant growth in cargo due to the expansion of LGSTX (operating for Amazon) and UPS in addition to the already operating FedEx, making it the nation's second fastest growing airport for cargo from 2010 to 2016. The airport saw 50% growth in cargo volume from 2015 to 2017. This project will allow LGSTX (Amazon) and UPS to continue expansion, creating more opportunities for their support companies such as Quantem, ASIG and Menzies.

This project fuels economic diversification in the region by allowing major air cargo companies opportunities to grow and expand in Florida while creating additional jobs with UPS and LGSTX, and affiliated handling companies. The jobs are in the category of airport cargo handling services and air cargo carriers under the North American Industry Classification System.

The hardstand parking being constructed will benefit all cargo and passenger air carriers at TPA by providing more airfield parking spaces, which adds capacity to the airport by freeing up gates. Additionally, Phase 3 of the TPA Master Plan removes the current hardstand D aircraft parking area where used by cargo and passenger carriers today, replacing this area with a new terminal facility. Thus, the new apron area is essential to future operations growth at the airport.

### Section 1 (F)

LGSTX's expansion (operating for Amazon) has led to Air General creating 140 jobs to provide cargo handling services and ASIG creating 37 jobs to provide aircraft ground handling, which we expect will continue to increase dramatically in the coming months. Currently LGSTX has three flights a day at TPA expanding to 5 flights per day in November. Expanding the cargo area would allow the company to double this capacity, bringing additional job opportunities to Tampa Bay.

UPS began operating out of TPA October 16, 2017. This will create economic diversification by continuing to grow the air cargo market in Tampa.

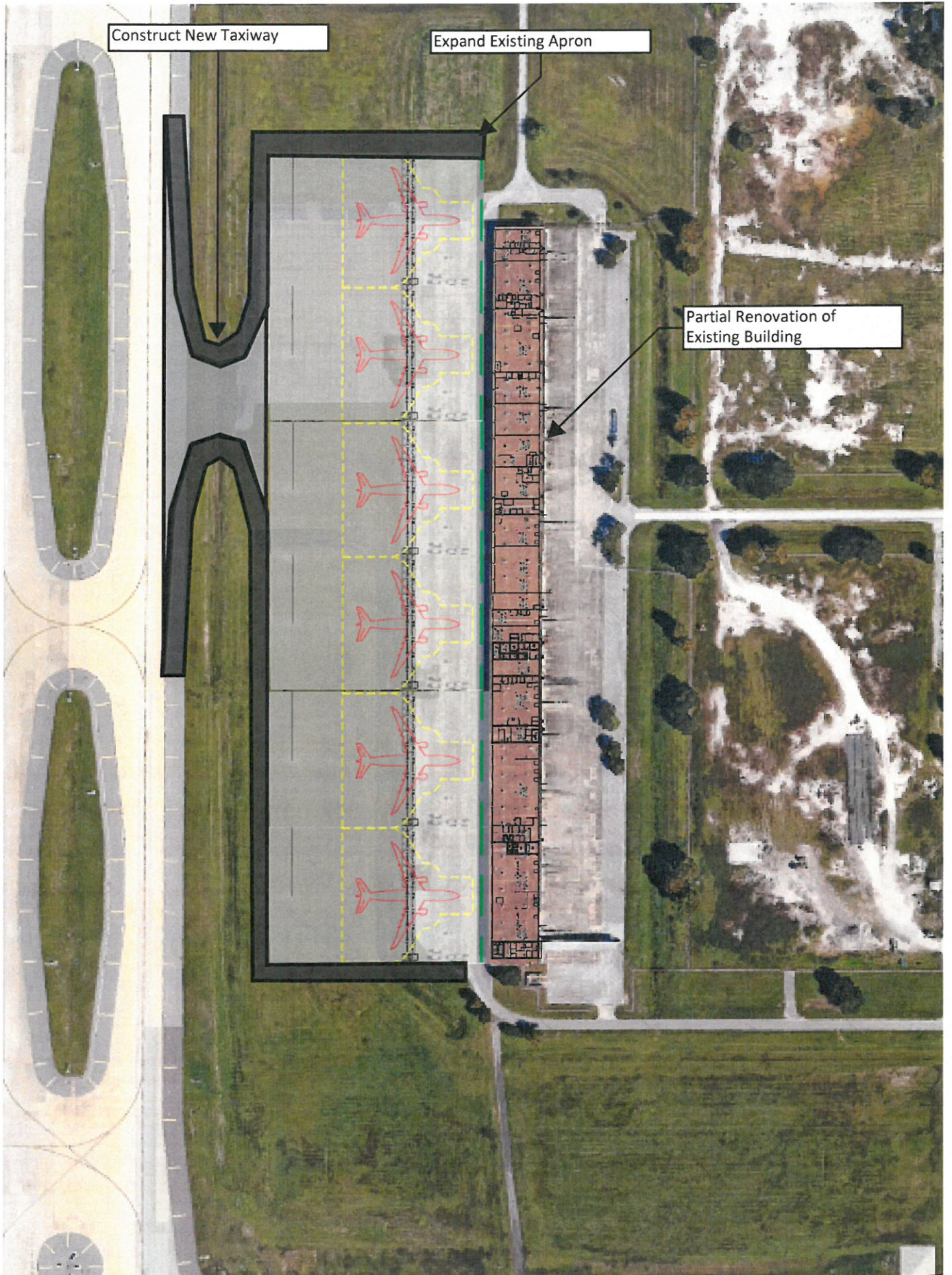
The HCAA Board on Oct. 5<sup>th</sup> approved a contract with LGSTX (representing the Amazon business) to rent 44,678 square feet of apron and nearly 37,800 square feet in the cargo building.

The project also benefits commercial passenger airlines operating at TPA. Future growth plans include rebuilding an airside on a portion of the airfield known as Hardstand D. Commercial airlines use Hardstand D to park planes that remain overnight at Tampa International Airport and do not need a gate until later the next day. Hardstand parking keeps more gates available for aircraft, providing efficient use of the TPA campus and maximizing the potential for increased passenger service.

### Section 3 (C) Program Budget

The program budget is \$18,000,475. Funding sources committed to date include \$3,250,000 in AIP entitlement funding from the FAA and \$7,375,237 from the Hillsborough County Aviation Authority. The Authority has requested an FDOT Work Program amendment request for \$2,600,000 to support the project. The Enterprise Florida grant request is \$4,775,238.





Construct New Taxiway

Expand Existing Apron

Partial Renovation of Existing Building





EXISTING NORTH AIR CARGO FACILITY