

BOARD OF COUNTY COMMISSIONERS OF CITRUS COUNTY, FLORIDA
Citrus County Courthouse
Room 100, 110 N. Apopka Avenue, Inverness, FL 34450

AGENDA

May 10, 2022 9:00 AM

Ronald E. Kitchen Jr., Chair, District 2 Ruthie Davis Schlabach, 1st Vice Chair, District 3 Holly L. Davis, 2nd Vice Chair, District 5 Jeff Kinnard D.C., Commissioner District 1 Scott Carnahan, Commissioner, District 4	Angela Vick, Clerk of the Circuit Court Charles R. Oliver, County Administrator Denise A. Dymond Lyn, County Attorney
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MISSION

Citrus County Government is a value-driven organization dedicated to responsive citizen service by providing quality programs, services and facilities to build a strong community and promote the best quality of life for our citizens.

All persons desiring to address the County Commission will be asked to limit their comments to the specific subject being discussed.

The Board gives citizens multiple opportunities for **PUBLIC INPUT**. All members of the public wishing to speak at the "Open To The Public" portion of a meeting will have three (3) minutes per person to make their request or presentation or five (5) minutes if they represent an organization with the appropriate documentation on file with the Clerk of Courts. If the request or presentation deals with a matter that requires investigation by County Staff, the Chairman will refer it to the County Administrator to follow-up with the person making the request.

Any person who decides to appeal any decision of the Governing Body with respect to any matter considered at this meeting will need a record of the proceedings and for such purpose may need to provide that a verbatim record of proceeding is made which record includes testimony and evidence upon which the appeal is to be based. (Section 286.0105 Florida Statutes)

Any person requiring reasonable accommodation at this meeting because of a disability or physical impairment should contact the County Administrator's Office, Lecanto Government Bldg., 3600 W. Sovereign Path, Suite 267, Lecanto, FL 34461 (352) 527-5210, TTY (352) 527-5312 at least two days before the meeting.

A. CALL TO ORDER

A.1. Invocation

A.2. Pledge of Allegiance

A.3. Roll Call

B. WORKSHOP AIRPORTS & INFRASTRUCTURE

B.1. Workshop Airports & Infrastructure

Workshop on Airports & Infrastructure

C. OPEN TO THE PUBLIC

D. UPCOMING MEETINGS

- | |
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| <ol style="list-style-type: none">1. Regular Meeting: May 10, 2022, at 1:00 PM, Citrus County Courthouse, Room 100, 110 N. Apopka Avenue, Inverness, FL 34450 |
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E. UPCOMING WORKSHOPS AND SPECIAL MEETINGS

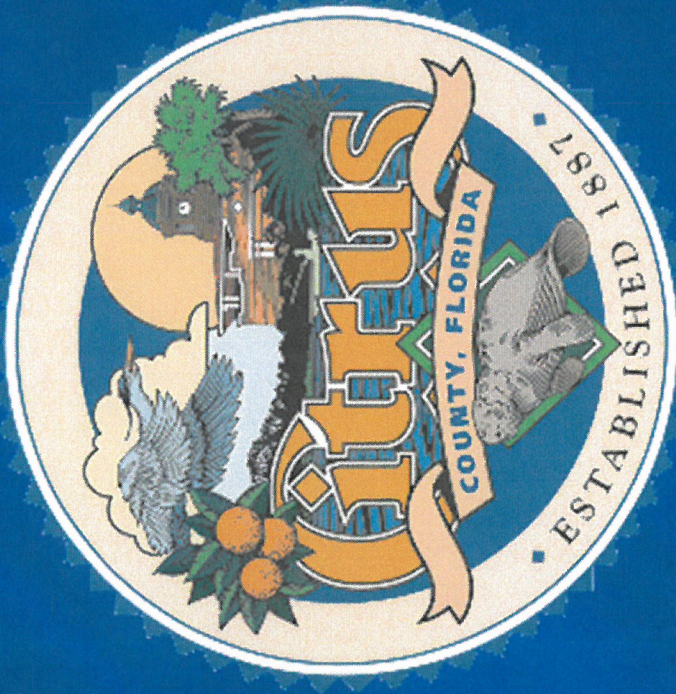
- | |
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| <ol style="list-style-type: none">1. Workshop: Debt Reduction to Capital on May 24, 2022 at 8:30 AM, Citrus County Courthouse, Room 100, 110 N. Apopka Avenue, Inverness, FL 344502. Workshop: Northern Connector on May 24, 2022 at 9:00 AM, Citrus County Courthouse, Room 100, 110 N. Apopka Avenue, Inverness, FL 34450 |
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F. ADJOURN



AGENDA MEMORANDUM

FROM:	Charles R. Oliver, County Administrator				
SUBJECT:	Workshop Airports & Infrastructure				
AGENDA DATE:	May 10, 2022				
<u>BRIEF OVERVIEW:</u>					
Workshop on Airports & Infrastructure					
<u>BUDGET IMPACT/FUNDING SOURCE:</u>					
Account No.	Account Title	Current Budget	YTD Expenditures	Encumbrances	Available Balance
					\$0
<u>RECOMMENDED ACTION:</u>					
Workshop on Airports & Infrastructure					



Citrus County Aviation

Presented By: Quincy Wylupek

Prepared By: Department of Public Works - Engineering Division

Crystal River Airport

CRYSTAL RIVER AIRPORT THE EARLY YEARS



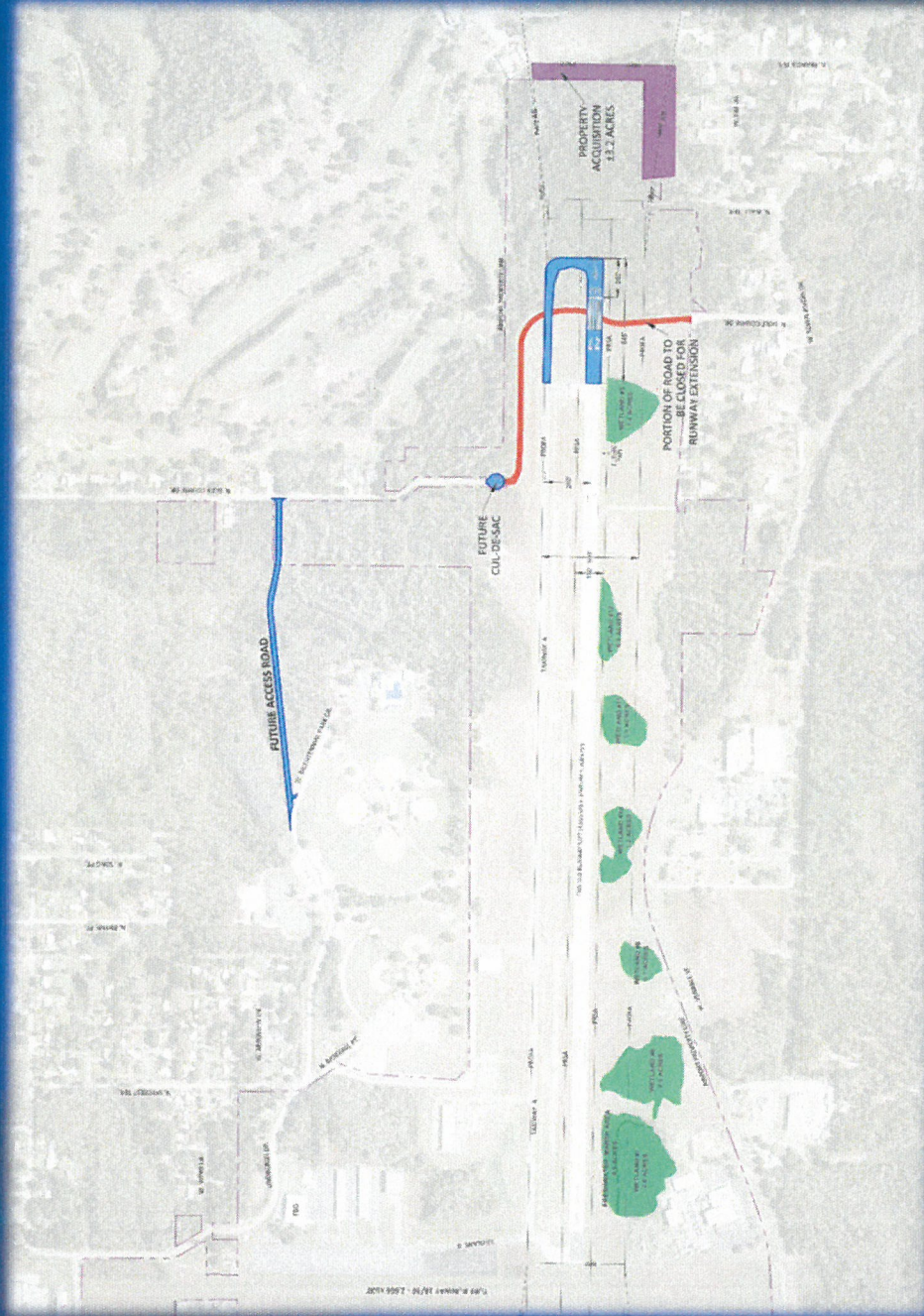


**CRYSTAL RIVER AIRPORT – CIRCA 1950
(CURRENT SITE OF DAIRY QUEEN)**

CGC FBO Facility Improvements

	<u>COST</u>	<u>START</u>	<u>FINISH</u>
• Painting Building Exterior	\$ 22,862.00	5/31/22	6/27/22
• Roof Coating/Skylight Removal	\$ 58,000.00	7/25/22	8/17/22
• Gutter Repair/Drainage	\$ 1,800.00	5/12/22	5/27/22
• Electrical/Lighting	\$ 8,600.00	5/23/22	6/30/22
• Signage	\$ 1,900.00	5/23/22	6/15/22
• Concrete Slab	\$ 400.00	5/16/22	5/19/22
• Fencing – Aluminum	\$ 14,420.00	6/6/22	6/20/22
• Awning	??	6/20/22	7/18/22
• Roof Over Sidewalk	<u>\$ 47,800.00</u>		
Total:	\$141,362.00		

Crystal River Airport Runway Extension



Crystal River Airport Runway Extension - Details

- EA – for Runway Extension/Removal of Wetlands S. of Runway
- Acquire Parcel in Approach to Runway 27
- Golf Course Dr. - Construct New Road to US Hwy 19

Crystal River Airport Runway Extension - Schedule

	2022					2023											
	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
Slate Grant Agreement Executed	X																
Planning/Environmental Assessment		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Wildlife Study		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Design/Permitting Contract to BOCC		X															
Conceptual Design			X	X	X	X											
Permitting/Mitigation Credits			X	X	X	X	X	X	X	X	X	X	X	X			
Design							X	X	X	X	X	X	X	X	X	X	
Bidding with OMB																	
Construction Contract to BOCC																	
Construction																	
Inspection																	
As Builts/Certification																	
Project Closeout																	

	2024												2025						
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul
State Grant Agreement Executed																			
Planning/Environmental Assessment	X	X	X																
Wildlife Study	X	X	X																
Design/Permitting Contract to BOCC																			
Conceptual Design																			
Permitting/Mitigation Credits																			
Design	X	X	X																
Bidding with OMB			X	X	X														
Construction Contract to BOCC						X													
Construction						X	X	X	X	X	X	X	X	X	X	X			
Inspection						X	X	X	X	X	X	X	X	X	X	X			
As Builts/Certification																	X		
Project Closeout																		X	X

Crystal River Airport - Runway Extension



Crystal River Airport FY 2023 – 2027 CIP Projects

- | | |
|---|--------------------|
| • Wetlands Removal S. of Runway
– Wildlife Hazard Assessment | FY 2024
FY 2023 |
| • Fuel Farm Tanks Replacement
– (Moved up to FY 2023 – 2024) | FY 2025 |
| • T-Hangar Bldg. #3 Design and Construct | FY 2025 |
| • Taxiway A Rehabilitation | FY 2026 |

Crystal River Airport FY 2023 – 2027 CIP Projects

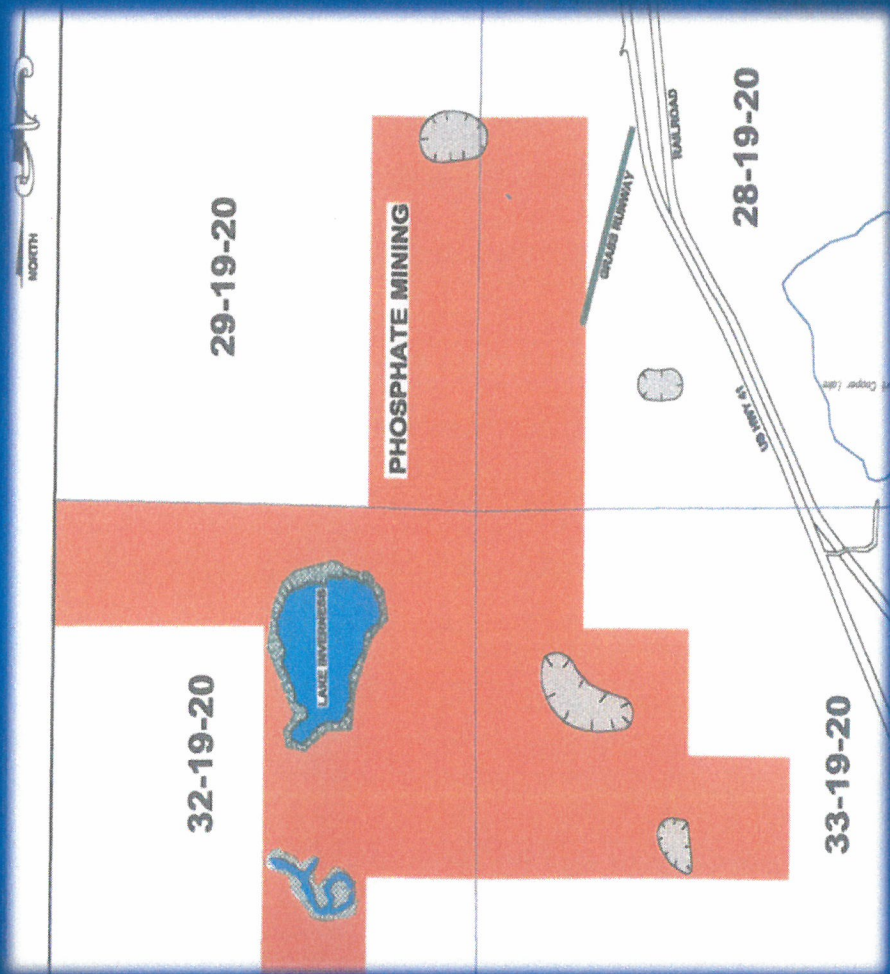


2007 CGC Master Plan – Exhibit 6-4



Inverness Airport

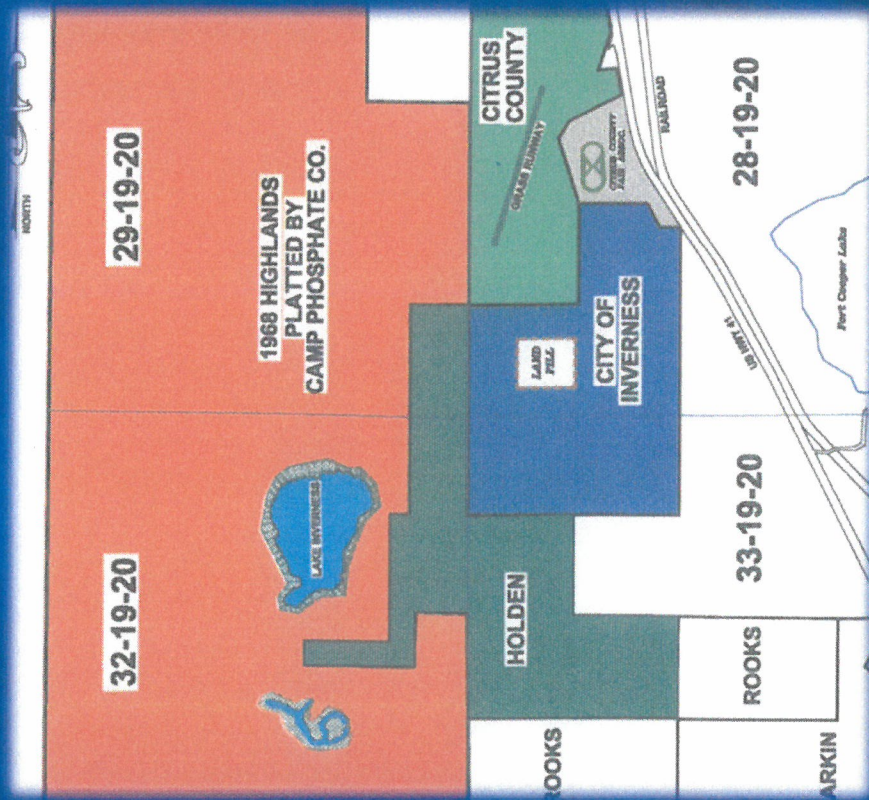
Inverness Airport Circa 1930



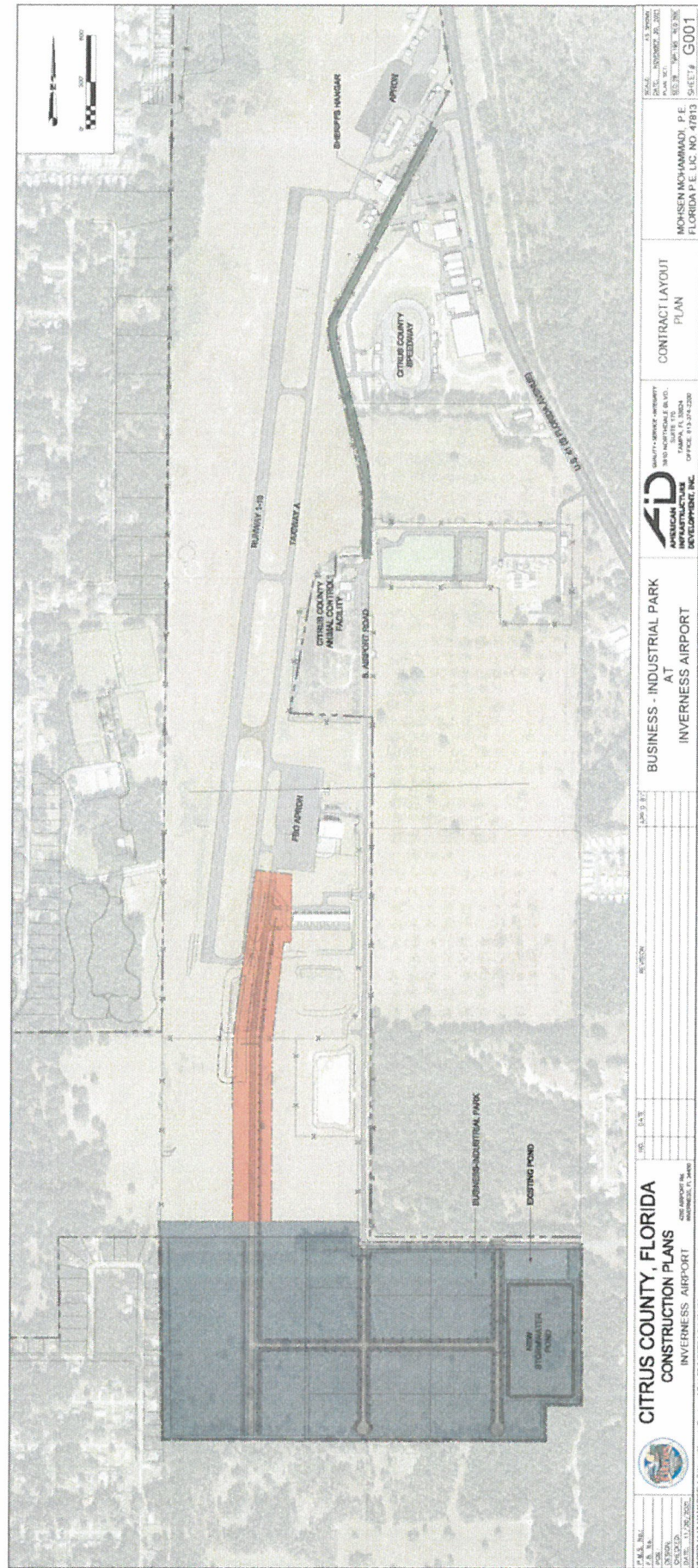
Inverness Airport 1960



Inverness Airport 1968



Inverness Airport Business-Industrial Park



Inverness Airport – Watson Phase II



Inverness Airport Recent Grant Applications

- DEO Grant – Hangar Bldg.
 - Submitted February 28, 2022
 - \$4,500,000
 - Will attract aircraft operators and create more jobs
- BIL (Bipartisan Infrastructure Law)
Solar Energy for FBO Facility
 - Submitted March 28, 2022
 - \$2,280,000
 - Will reduce airport's environmental impact
- RAISE (Rebuilding American Infrastructure with Sustainability & Equity) Complete Business Park Infrastructure & TY
 - Submitted April 13, 2022
 - \$10,700,000
 - Will help to expand and diversify industries in the County

Inverness Airport FY 2023 – 2027 CIP Projects

1.Design Construct T-Hangar Bldg. #2	FY 2022
2.Airspace Obstruction Clearing – Ry 01/19	FY 2022
3.Maintenance and Remarking of RY/TY	FY 2024
4.Master Plan Update	FY 2025
5.Replace Fuel Tanks	FY 2025
6.Design / Construct TYs to Hangars (Phase 1)	FY 2025

Inverness Airport FY 2023 – 2027 CIP Projects

7. Design TYs to Hangars (Phase 2)

FY 2027

8. Rehab Airfield Security Fencing & Gates

FY 2027

9. Aircraft Run-up Pad

FY 2027

Inverness Airport FY 2023 – 2027 CIP Projects



Aviation

Project Summary

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Funding Sources						
General Fund Taxes	1,038,000	1,042,250	2,042,500	729,400	564,260	5,416,410
Impact Fees	-	-	-	-	-	-
Grants	917,000	2,046,000	5,892,500	2,437,600	1,658,940	12,952,040
Loan	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Funding	1,955,000	3,088,250	7,935,000	3,167,000	2,223,200	18,368,450
Expenditures						
Planning/Design	1,250,000	612,000	610,000	182,000	297,200	2,951,200
Land	-	-	-	-	-	-
Construction	705,000	2,476,250	7,325,000	2,985,000	1,926,000	15,417,250
Equipment	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Expenditures	1,955,000	3,088,250	7,935,000	3,167,000	2,223,200	18,368,450
Capital Improvement Project						
Crystal River-Construct Hangars	-	-	2,000,000	-	-	2,000,000
Inverness-Construct T & Corporate Hangars	500,000	2,000,000	-	-	-	2,500,000
Inverness-Taxiway to Future Hangars	-	-	110,000	1,060,000	206,000	1,376,000
Inverness-Airport Business-Industrial Park	375,000	375,000	375,000	375,000	375,000	1,875,000
Crystal River-Envir. Assessment for RY Ext.	380,000	-	-	-	-	380,000
Inverness-Aircraft Run-up Area for RY 01/19	-	-	-	-	406,000	406,000
Inverness-Maintenance & Remarking of Pavement	-	226,250	-	-	-	226,250
Inverness-Rehab Airfld Security Fence & Gates	-	-	-	-	56,200	56,200
Crystal River Airport - Runway Extension	-	432,000	4,675,000	-	-	5,107,000
Inverness-Airspace Obstruction Clearing	330,000	-	-	-	-	330,000
Inverness - Master Plan Update	-	-	275,000	-	-	275,000
CGC Wetland Removal Along RY 9-27	370,000	55,000	-	1,100,000	-	1,525,000
Crystal River-Replace Fuel Tanks	-	-	500,000	-	-	500,000
Inverness-Replace Fuel Tanks	-	-	-	500,000	-	500,000
Crystal River-Taxiway A Rehabilitation	-	-	-	132,000	1,180,000	1,312,000

Total Projects 18,368,450

Crystal River-Construct Hangars

Aviation

Project Number:	Project Duration:	CIE Requirement:	Master Plan:
A2000-04	Ongoing	Yes	Yes

Project Description: Hangars are one of the basic services provided at a general aviation airport and are a good source of revenue toward making the airport self sustaining. There is a continuing and progressive need for additional aircraft storage space and there is a significant shortage of T-Hangars in central Florida. The County currently has 39 people on the waiting list and receives an average of two calls a week for people looking for hangars. This project is anticipated to be funded 50% by the FDOT and 50% by the County.

The anticipated need in 2025 is for more T-Hangars.

Project History: This Project is included in the BOCC adopted Crystal River Airport Master Plan and in JACIP. The County currently operates two 10-unit T-hangar buildings.

Funding Sources

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Taxes	-	-	1,000,000	-	-	1,000,000
Impact Fees	-	-	-	-	-	-
Grants	-	-	1,000,000	-	-	1,000,000
Loan	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Funding	-	-	2,000,000	-	-	2,000,000

FY 22/23 Revenue Sources consist of the following:

Expenditures

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Planning/Design	-	-	175,000	-	-	175,000
Land	-	-	-	-	-	-
Construction	-	-	1,825,000	-	-	1,825,000
Equipment	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Expenditures	-	-	2,000,000	-	-	2,000,000

Projected Operational Impacts

Operational costs over the first five years of a new building is estimated to be \$24.00 per month per unit.

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Personal Services	-	-	-	-	-	-
Operating	-	-	-	2,880	2,880	5,760
Debt Service	-	-	-	-	-	-
Total Operational Impacts	-	-	-	2,880	2,880	5,760

Inverness-Construct T & Corporate Hangars

Aviation

Project Number:	Project Duration:	CIE Requirement:	Master Plan:
A2003-02	Ongoing	Yes	Yes

Project Description: There is a continuing and progressive need for additional aircraft maintenance and storage space. Hangars are one of the basic services provided at a general aviation airport and are a good source of revenue toward making the airport self funded. Needed access and utilities will be constructed as part of these projects. The greatest need at this time is for more T-Hangars.

Funding for these hangars is with FDOT at a 50/50 match.

Project History: This project is included in the BOCC adopted Inverness Airport Master Plan and JACIP.

Funding Sources

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Taxes	500,000	500,000	-	-	-	1,000,000
Impact Fees	-	-	-	-	-	-
Grants	-	1,500,000	-	-	-	1,500,000
Loan	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Funding	500,000	2,000,000	-	-	-	2,500,000

FY 22/23 Revenue Sources consist of the following:

General Fund and Grant

Expenditures

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Planning/Design	500,000	100,000	-	-	-	600,000
Land	-	-	-	-	-	-
Construction	-	1,900,000	-	-	-	1,900,000
Equipment	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Expenditures	500,000	2,000,000	-	-	-	2,500,000

Projected Operational Impacts

Operational costs over the first five years of a new building is estimated to be \$24.00 per month per unit.

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Personal Services	-	-	-	-	-	-
Operating	-	-	4,608	4,608	4,608	13,824
Debt Service	-	-	-	-	-	-
Total Operational Impacts	-	-	4,608	4,608	4,608	13,824

Inverness-Taxiway to Future Hangars

Aviation

Project Number:	Project Duration:	CIE Requirement:	Master Plan:
A2014-03	Ongoing	Yes	Yes

Project Description: There is a continuing and progressive need for additional aircraft storage space. Additional taxiways and taxilanes are needed for aircraft to get from the hangars to the runway. This project also includes a portion of the proposed taxiway to the Business-Industrial Park. The FAA will fund 90% of this project; the FDOT will fund 8%, and the County will fund the remaining 2% plus contingency per AR 11.18.

Design for Phase I will occur in FY25 and construction will occur in FY26. Design for Phase II will occur in FY 27 and it is anticipated construction will occur in FY 28.

Project History: This Project is included in the BOCC adopted Inverness Airport Master Plan and in FDOT's 5-year work plan.

Funding Sources

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Taxes	-	-	12,000	80,000	10,000	102,000
Impact Fees	-	-	-	-	-	-
Grants	-	-	98,000	980,000	196,000	1,274,000
Loan	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Funding	-	-	110,000	1,060,000	206,000	1,376,000

FY 22/23 Revenue Sources consist of the following:

Expenditures

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Planning/Design	-	-	110,000	-	206,000	316,000
Land	-	-	-	-	-	-
Construction	-	-	-	1,060,000	-	1,060,000
Equipment	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Expenditures	-	-	110,000	1,060,000	206,000	1,376,000

Projected Operational Impacts

No maintenance costs are anticipated for the first five years after construction of the taxiway. Restriping/markings is generally required every five to eight years.

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Personal Services	-	-	-	-	-	-
Operating	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-
Total Operational Impacts	-	-	-	-	-	-

Inverness-Airport Business-Industrial Park

Aviation

Project Number:	Project Duration:	CIE Requirement:	Master Plan:
A2015-03	Ongoing	Yes	Yes

Project Description: Due to its location and accessibility to highway 75, this site has been determined to be a prime location for a Business-Industrial Park that will generate good paying jobs for local citizens, and revenue to the County and Inverness Airport. This Project is for the design, site preparation, and construction of roadway, drainage, and utility infrastructure. Staff continues to seek matching funds from FDOT to fund Business Park related projects at 50%. The conceptual site plan of the Business-Industrial Park was completed in 2020.

Project History: The County began allocating funds for construction of the infrastructure of the Park in 2019. In October 2021, the County received a grant for \$5,080,000 to construct the infrastructure of the Business Park, Taxiway to the Business Park, and to improve Airport Rd. Due to escalating costs, the DEO grant is not enough funds to complete all of this work. This Project is included in the BOCC adopted Inverness Airport Master Plan. Using a grant from FDOT, the site was cleared of gopher tortoises and trees in 2017 so that an accurate survey could be done which was needed to perform a conceptual site plan. The conceptual plan was completed in 2020. The design of the Park was completed in February 2022.

Funding Sources

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Taxes	375,000	375,000	375,000	375,000	375,000	1,875,000
Impact Fees	-	-	-	-	-	-
Grants	-	-	-	-	-	-
Loan	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Funding	375,000	375,000	375,000	375,000	375,000	1,875,000

FY 22/23 Revenue Sources consist of the following:

General Fund Taxes

Expenditures

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Planning/Design	-	-	-	-	-	-
Land	-	-	-	-	-	-
Construction	375,000	375,000	375,000	375,000	375,000	1,875,000
Equipment	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Expenditures	375,000	375,000	375,000	375,000	375,000	1,875,000

Projected Operational Impacts

Operational impacts after construction of approximately one mile of roadway in the Business-Industrial Park site will entail mowing of the ROWs at a cost of \$1,575/year.

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Personal Services	-	-	-	-	-	-
Operating	1,575	1,575	1,575	1,575	1,575	7,875
Debt Service	-	-	-	-	-	-
Total Operational Impacts	1,575	1,575	1,575	1,575	1,575	7,875

Crystal River-Envir. Assessment for RY Ext.

Aviation

Project Number:	Project Duration:	CIE Requirement:	Master Plan:
A2016-02	Oct 2022 - Mar 2024	Yes	Yes

Project Description: The current Master Plan proposes an extension of Runway 09-27 by approximately 645 feet. The FAA requires that an Environmental Assessment (EA) be conducted before any other elements of the project are undertaken. It is ultimately up to the FAA to determine what environmental impacts, if any, the proposed extension to Runway 09-27, would have. The study will also explore the mitigation options available for any impacts identified. It is anticipated that the FDOT will provide 80% and the County will provide the remaining 22% plus contingency per AR 11.18.

Project History: This project is included in the adopted Crystal River Airport Master Plan Update and JACIP.

Funding Sources

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Taxes	100,000	-	-	-	-	100,000
Impact Fees	-	-	-	-	-	-
Grants	280,000	-	-	-	-	280,000
Loan	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Funding	380,000	-	-	-	-	380,000

FY 22/23 Revenue Sources consist of the following:

General Fund, FAA & FDOT Grant

Expenditures

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Planning/Design	380,000	-	-	-	-	380,000
Land	-	-	-	-	-	-
Construction	-	-	-	-	-	-
Equipment	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Expenditures	380,000	-	-	-	-	380,000

Projected Operational Impacts

The FAA must approve the EA before the County can move forward with the proposed runway extension. Annual operational costs are N/A.

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Personal Services	-	-	-	-	-	-
Operating	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-
Total Operational Impacts	-	-	-	-	-	-

Inverness-Aircraft Run-up Area for RY 01/19

Aviation

Project Number:	Project Duration:	CIE Requirement:	Master Plan:
A2016-05	Oct 2027 - Sept. 2029	No	Yes

Project Description: General Aviation aircraft do run-ups before take-off to ensure the engine and other aircraft components are working properly. Such items as the throttle, fuel and oil pressure, and carburetor heat, among others are checked. This project would construct a pad adjacent to the runway where pilots could perform this operation without causing a back-up on the taxiway.

The FAA will provide 90% funding, the FDOT will provide 8% funding, and the County will fund the remaining 2% plus contingency per AR 11.18.

Project History: This Project is included in the BOCC adopted Inverness Airport Master Plan and in the FAA and FDOT Joint Automated Capital Improvement Plan Program.

Funding Sources

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Taxes	-	-	-	-	42,420	42,420
Impact Fees	-	-	-	-	-	-
Grants	-	-	-	-	363,580	363,580
Loan	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Funding	-	-	-	-	406,000	406,000

FY 22/23 Revenue Sources consist of the following:

Expenditures

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Planning/Design	-	-	-	-	35,000	35,000
Land	-	-	-	-	-	-
Construction	-	-	-	-	371,000	371,000
Equipment	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Expenditures	-	-	-	-	406,000	406,000

Projected Operational Impacts

No maintenance costs are anticipated for the first five years after completion of construction. Restriping/markings is generally required every five to eight years.

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Personal Services	-	-	-	-	-	-
Operating	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-
Total Operational Impacts	-	-	-	-	-	-

Inverness-Maintenance & Remarking of Pavement

Aviation

Project Number:	Project Duration:	CIE Requirement:	Master Plan:
A2016-06	Oct 2028 - Dec 2024	Yes	Yes

Project Description: Runway, taxiway, and apron pavements need periodic maintenance to ensure that it maintains its integrity and the refurbishment of the markings that show wear or have faded. This maintenance needs to be performed every 6 to 7 years.

The FAA will fund 90% of this project, the FDOT will fund 8%, and the County will match the remaining 2% plus contingency per AR 11.18.

Project History: This Project is included in the BOCC adopted Inverness Airport Master Plan, in the FAA and FDOT Joint Automated Capital Improvement Plan Program, and in FDOT's 5-year Work Plan.

Funding Sources

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Taxes	-	61,250	-	-	-	61,250
Impact Fees	-	-	-	-	-	-
Grants	-	165,000	-	-	-	165,000
Loan	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Funding	-	226,250	-	-	-	226,250

FY 22/23 Revenue Sources consist of the following:

Expenditures

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Planning/Design	-	25,000	-	-	-	25,000
Land	-	-	-	-	-	-
Construction	-	201,250	-	-	-	201,250
Equipment	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Expenditures	-	226,250	-	-	-	226,250

Projected Operational Impacts

Resealing, striping and marking is generally recommended every six to seven years.

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Personal Services	-	-	-	-	-	-
Operating	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-
Total Operational Impacts	-	-	-	-	-	-

Inverness-Rehab Airfld Security Fence & Gates

Aviation

Project Number:	Project Duration:	CIE Requirement:	Master Plan:
A2017-01	Oct 2026 - Oct 2028	No	Yes

Project Description: Some of the existing fencing and gates, as of 2020, are more than 20 years old. Fencing around the airport provides security and serves as a barrier to wildlife that may pose a safety issue for aircraft operating on the airfield. This Project will refurbish or replace the security fencing and gates where needed and will update the electronic software for the gate operating systems. The FAA will fund 90% of the projects, the FDOT will provide 8% funding, and the remaining 2% plus contingency per AR 11.18, will come from the County's General Fund.

The funds in FY 2027 is for design and funding will be requested in FY 2028 for construction.

This Project is included in the FDOT's 5-year Work Plan.

Project History: This project is included in the BOCC adopted Inverness Airport Master Plan and in FDOT's 5-year work plan.

Funding Sources

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Taxes	-	-	-	-	15,240	15,240
Impact Fees	-	-	-	-	-	-
Grants	-	-	-	-	40,960	40,960
Loan	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Funding	-	-	-	-	56,200	56,200

FY 22/23 Revenue Sources consist of the following:

Expenditures

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Planning/Design	-	-	-	-	56,200	56,200
Land	-	-	-	-	-	-
Construction	-	-	-	-	-	-
Equipment	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Expenditures	-	-	-	-	56,200	56,200

Projected Operational Impacts

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Personal Services	-	-	-	-	-	-
Operating	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-
Total Operational Impacts	-	-	-	-	-	-

Crystal River Airport - Runway Extension

Aviation

Project Number:	Project Duration:	CIE Requirement:	Master Plan:
A2019-01	Oct 2024-Sept 2027	Yes	Yes

Project Description: The Crystal River Airport Master Plan (August 2017) proposes an extension of Runway 09-27 by 645 feet. This project includes the extension of the runway and taxiway to 5,000 feet, wetland mitigation, and the relocation or Cul-de-Sac(ing) of North Golf Course Dr., and extending the road west to W. Bicentennial Park Dr. This project will better accommodate business and corporate type aircraft that currently frequent the airport. The Environmental Assessment (EA) is proposed for 2023 and must be completed and approved by the FAA before this project progresses. The runway and taxiway extension and associated wetland mitigation should be funded 90% by the FAA, 8% by FDOT and the remaining 2% by the County plus contingency per AR 11.18.

Project History: The FY 2024 funding is for the design only. The FY 2025 funding is for construction. The FAA required Environmental Assessment will be completed before this project proceeds. This project is included in the BOCC adopted Crystal River Airport Master Plan and in FDOT's 5-year work plan.

Funding Sources

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Taxes	-	100,000	485,500	-	-	585,500
Impact Fees	-	-	-	-	-	-
Grants	-	332,000	4,189,500	-	-	4,521,500
Loan	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Funding	-	432,000	4,675,000	-	-	5,107,000

FY 22/23 Revenue Sources consist of the following:

Expenditures

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Planning/Design	-	432,000	-	-	-	432,000
Land	-	-	-	-	-	-
Construction	-	-	4,675,000	-	-	4,675,000
Equipment	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Expenditures	-	432,000	4,675,000	-	-	5,107,000

Projected Operational Impacts

Resealing, striping and marking is generally recommended every six to seven years.

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Personal Services	-	-	-	-	-	-
Operating	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-
Total Operational Impacts	-	-	-	-	-	-

Inverness-Airspace Obstruction Clearing

Aviation

Project Number:	Project Duration:	CIE Requirement:	Master Plan:
A2020-01	Ongoing	No	Yes

Project Description: The FDOT performs an inspection of the airport each year before renewing the State airport license. During the inspection in September 2018, it was determined that there are multiple airspace obstructions penetrating the 34:1 approach. The County received a grant from the FAA for Phase 2-Design, in August 2021. Phase 2 will be completed in 2022. Phase 3 is for the construction/marketing/removal of the obstruction improvements which will be completed in 2024.

It is anticipated the FAA will provide 90% funding for Phase 3. The FDOT will fund 8%, and the County will fund 2% plus contingency per AR 11.18.

Project History:

Funding Sources

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Taxes	36,000	-	-	-	-	36,000
Impact Fees	-	-	-	-	-	-
Grants	294,000	-	-	-	-	294,000
Loan	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Funding	330,000	-	-	-	-	330,000

FY 22/23 Revenue Sources consist of the following:

General Fund Taxes, FAA, & FDOT Grant

Expenditures

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Planning/Design	-	-	-	-	-	-
Land	-	-	-	-	-	-
Construction	330,000	-	-	-	-	330,000
Equipment	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Expenditures	330,000	-	-	-	-	330,000

Projected Operational Impacts

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Personal Services	-	-	-	-	-	-
Operating	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-
Total Operational Impacts	-	-	-	-	-	-

Inverness - Master Plan Update

Aviation

Project Number:	Project Duration:	CIE Requirement:	Master Plan:
A2021-04	Oct 2025-Sept 2027	No	Yes

Project Description: The FAA and FDOT recommends updating an airport master plan periodically as needed based on the level of improvements/changes that have occurred at the airport. The last master plan update was completed in 2015. This study will update the various elements required to insure continued FAA and FDOT grant participation for projects/improvements for the airport.

90% funding will come from the FAA, FDOT will fund 8%, and the County will fund the remaining 2%. The County will also provide 10% contingency per AR 11.18.

Project History: This project is listed in the BOCC adopted Inverness Airport Master Plan and in FDOT's 5-year work program.

Funding Sources

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Taxes	-	-	30,000	-	-	30,000
Impact Fees	-	-	-	-	-	-
Grants	-	-	245,000	-	-	245,000
Loan	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Funding	-	-	275,000	-	-	275,000

FY 22/23 Revenue Sources consist of the following:

Expenditures

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Planning/Design	-	-	275,000	-	-	275,000
Land	-	-	-	-	-	-
Construction	-	-	-	-	-	-
Equipment	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Expenditures	-	-	275,000	-	-	275,000

Projected Operational Impacts

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Personal Services	-	-	-	-	-	-
Operating	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-
Total Operational Impacts	-	-	-	-	-	-

CGC Wetland Removal Along RY 9-27

Aviation

Project Number:	Project Duration:	CIE Requirement:	Master Plan:
A2022-01	Oct 2022-Sept 2027	No	No

Project Description: The FAA requires airports to make every effort to minimize/eliminate wildlife hazards to aircraft. This Project is for the removal of the wetlands located along the south side of Runway 9-27.

The first Phase (FY 2023) is to perform an Environmental Assessment. Phase 2 (FY 2024) is to perform the design. Phase 3 (FY 2026), is to acquire wetland mitigation credits and perform the construction.

The FAA will fund 90% of the Project, the FDOT will fund 8%, and the County will fund the remaining 2% plus contingency per AR 11.18.

Project History:

Funding Sources

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Taxes	27,000	6,000	-	120,000	-	153,000
Impact Fees	-	-	-	-	-	-
Grants	343,000	49,000	-	980,000	-	1,372,000
Loan	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Funding	370,000	55,000	-	1,100,000	-	1,525,000

FY 22/23 Revenue Sources consist of the following:

Expenditures

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Planning/Design	370,000	55,000	-	-	-	425,000
Land	-	-	-	-	-	-
Construction	-	-	-	1,100,000	-	1,100,000
Equipment	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Expenditures	370,000	55,000	-	1,100,000	-	1,525,000

Projected Operational Impacts

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Personal Services	-	-	-	-	-	-
Operating	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-
Total Operational Impacts	-	-	-	-	-	-

Crystal River-Replace Fuel Tanks

Aviation

Project Number:	Project Duration:	CIE Requirement:	Master Plan:
A2022-02	Oct 2025-Dec 2026	No	Yes

Project Description: Fuel tanks have a typical lifespan of approximately 20 years. This Project is for the replacement of both the Jet A-1 and 100LL tanks.
The FDOT will fund 80% of the Project and the County will fund the remaining 20% plus contingency per AR 11.18.

Project
History:

Funding Sources

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Taxes	-	-	140,000	-	-	140,000
Impact Fees	-	-	-	-	-	-
Grants	-	-	360,000	-	-	360,000
Loan	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Funding	-	-	500,000	-	-	500,000

FY 22/23 Revenue Sources consist of the following:

Expenditures

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Planning/Design	-	-	50,000	-	-	50,000
Land	-	-	-	-	-	-
Construction	-	-	450,000	-	-	450,000
Equipment	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Expenditures	-	-	500,000	-	-	500,000

Projected Operational Impacts

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Personal Services	-	-	-	-	-	-
Operating	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-
Total Operational Impacts	-	-	-	-	-	-

Inverness-Replace Fuel Tanks

Aviation

Project Number:

A2022-03

Project Duration:

Oct 2026-Dec 2027

CIE Requirement:

No

Master Plan:

Yes

Project Description:

Fuel tanks have a typical lifespan of approximately 20 years. This Project is for the replacement of both the Jet A-1 and 100LL tanks.

The FDOT will fund 80% of the Project and the County will fund the remaining 20% plus contingency per AR 11.18.

Project History: This Project is in the 2015 Inverness Airport Master Plan.

Project History:

Funding Sources

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Taxes	-	-	-	140,000	-	140,000
Impact Fees	-	-	-	-	-	-
Grants	-	-	-	360,000	-	360,000
Loan	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Funding	-	-	-	500,000	-	500,000

FY 22/23 Revenue Sources consist of the following:

Expenditures

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Planning/Design	-	-	-	50,000	-	50,000
Land	-	-	-	-	-	-
Construction	-	-	-	450,000	-	450,000
Equipment	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Expenditures	-	-	-	500,000	-	500,000

Projected Operational Impacts

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Personal Services	-	-	-	-	-	-
Operating	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-
Total Operational Impacts	-	-	-	-	-	-

Crystal River-Taxiway A Rehabilitation

Aviation

Project Number:	Project Duration:	CIE Requirement:	Master Plan:
A2022-06	Oct 2026-June 2029	No	No

Project Description: In 2026 the taxiway pavement will be approximately 16 years old. This Project will rehabilitate and strengthen the taxiway which is approximately 4,555' in length.

FY 2026 funding is only for the design of the Project. will be requested for FY 2027. The FAA will fund 90% of the Project, the FDOT will fund 8%, and the County will fund the remaining 2% plus contingency per AR 11.18.

Project History: This Project is in the 2017 Crystal River Airport Master Plan and Airport Layout Plan Update.

Funding Sources

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Taxes	-	-	-	14,400	121,600	136,000
Impact Fees	-	-	-	-	-	-
Grants	-	-	-	117,600	1,058,400	1,176,000
Loan	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Funding	-	-	-	132,000	1,180,000	1,312,000

FY 22/23 Revenue Sources consist of the following:

Expenditures

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Planning/Design	-	-	-	132,000	-	132,000
Land	-	-	-	-	-	-
Construction	-	-	-	-	1,180,000	1,180,000
Equipment	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total Expenditures	-	-	-	132,000	1,180,000	1,312,000

Projected Operational Impacts

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Totals
Personal Services	-	-	-	-	-	-
Operating	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-
Total Operational Impacts	-	-	-	-	-	-

WORKSPACE FORM

This Workspace form is one of the forms you need to complete prior to submitting your Application Package. This form can be completed in its entirety offline using Adobe Reader. You can save your form by clicking the "Save" button and see any errors by clicking the "Check For Errors" button. In-progress and completed forms can be uploaded at any time to Grants.gov using the Workspace feature.

When you open a form, required fields are highlighted in yellow with a red border. Optional fields and completed fields are displayed in white. If you enter invalid or incomplete information in a field, you will receive an error message. Additional instructions and FAQs about the Application Package can be found in the Grants.gov Applicants tab.

OPPORTUNITY & PACKAGE DETAILS:

Opportunity Number:	DTOS59-22-RA-RAISE
Opportunity Title:	FY 2022 National Infrastructure Investments
Opportunity Package ID:	PKG00271365
CFDA Number:	
CFDA Description:	
Competition ID:	RAISE2-FY22
Competition Title:	FY22 RAISE Grants
Opening Date:	01/14/2022
Closing Date:	04/14/2022
Agency:	69A345 Office of the Under Secretary for Policy
Contact Information:	Andrea Jacobson Program Manager andrea.jacobson@dot.gov

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS00867617
Application Filing Name:	Citrus County, Florida RAISE Inverness Airport Project
UEI:	H2TGV5FM16F8
Organization:	Citrus County Florida
Form Name:	Application for Federal Assistance (SF-424)
Form Version:	4.0
Requirement:	Mandatory
Download Date/Time:	Apr 29, 2022 10:21:41 AM EDT
Form State:	No Errors

FORM ACTIONS:

Application for Federal Assistance SF-424			
* 1. Type of Submission: ☐ Preapplication ☒ Application ☐ Changed/Corrected Application		* 2. Type of Application: ☒ New ☐ Continuation ☐ Revision	
		* If Revision, select appropriate letter(s): * Other (Specify): 	
* 3. Date Received: Completed by Grants.gov upon submission.		4. Applicant Identifier: 	
5a. Federal Entity Identifier: 		5b. Federal Award Identifier: 	
State Use Only:			
6. Date Received by State:		7. State Application Identifier:	
8. APPLICANT INFORMATION:			
* a. Legal Name: Citrus County, Florida			
* b. Employer/Taxpayer Identification Number (EIN/TIN): 59-6000548		* c. UEI: H2TGV5FM16F8	
d. Address:			
* Street1: 110 N Apopka Ave Street2: * City: Inverness County/Parish: Citrus * State: FL: Florida Province: * Country: USA: UNITED STATES * Zip / Postal Code: 34450-000			
e. Organizational Unit:			
Department Name: Department of Managament & Bud		Division Name: Grants	
f. Name and contact information of person to be contacted on matters involving this application:			
Prefix: Mrs.		* First Name: Erin	
Middle Name: Leigh			
* Last Name: Kluis Briggs			
Suffix:			
Title: Grant Administrator III			
Organizational Affiliation: 			
* Telephone Number: 352-527-7639		Fax Number:	
* Email: erin.kluis@citrusbocc.com			

Application for Federal Assistance SF-424

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

B: County Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

* 10. Name of Federal Agency:

69A345 Office of the Under Secretary for Policy

11. Catalog of Federal Domestic Assistance Number:

CFDA Title:

* 12. Funding Opportunity Number:

DTOS59-22-RA-RAISE

* Title:

FY 2022 National Infrastructure Investments

13. Competition Identification Number:

RAISE2-FY22

Title:

FY22 RAISE Grants

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

Add Attachment

Delete Attachment

View Attachment

* 15. Descriptive Title of Applicant's Project:

Citrus County, Florida Inverness Airport Expansion

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant FL-011

* b. Program/Project FL-011

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

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:

* a. Start Date: 10/01/2022

* b. End Date: 09/30/2024

18. Estimated Funding (\$):

* a. Federal	10,700,000.00
* b. Applicant	320,000.00
* c. State	5,080,000.00
* d. Local	0.00
* e. Other	0.00
* f. Program Income	0.00
* g. TOTAL	16,100,000.00

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

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

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

☐ Yes ☒ No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

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

☒ ** I AGREE

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

Authorized Representative:

Prefix: Mr. * First Name: Ronald

Middle Name: E

* Last Name: Kitchen

Suffix: Jr.

* Title: Chairman, Citrus County BOCC

* Telephone Number: 352-341-6560

Fax Number: 352-341-6584

* Email: ronald.kitchen@citrusbocc.com

* Signature of Authorized Representative: Completed by Grants.gov upon submission.

* Date Signed: Completed by Grants.gov upon submission.

Attachment: Business Park (20351 : Workshop Airports & Infrastructure)

Citrus County, Florida RAISE Inverness Airport Project Narrative

Citrus County, Florida is applying for the FY2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant funding for surface and related transportation improvements for the Inverness Airport (INF as designated by the FAA).

I. Project Description

- a. The Citrus County RAISE Inverness Airport Project (Inverness Airport Project) is designed to assist in the creation of the Inverness Airport Business Park. This is a multi-project initiative that will help to expand and diversify the industries that are in Citrus County, Florida. Recently the County completed the design of Phase 1 of this expansion project. The estimated cost is \$16,100,000. Citrus County is applying for \$10,700,000 in RAISE funding to go with a State of Florida Department of Economic Opportunity (FDEO) appropriation contributing \$5,080,000 and the remaining \$320,000 to be paid by the County if no other funding source can be identified. The cost of the other phases has not been calculated at this time. This first project will work as a stand-alone component that will support the business park even if the others are not completed.
- b. Citrus County had a major change in the work force when Duke Energy ceased operation of the Crystal River 3 Nuclear Plant (CR-3) in 2013. CR-3 is currently in the decommissioning process and there will be fewer and fewer employees as time goes by. The Inverness Airport Project will allow Citrus County to be better prepared to attract other major industry and try to replace many of the high paying jobs that left the area as a result of the closure and deconditioning of CR-3.
- c. The elements of this project being proposed for the RAISE funding will fall under the Aviation – Freight Intermodal classification.
 - A. The taxiway needs to be expanded for increased capacity. This will allow for a greater number and larger aircrafts to utilize the Inverness Airport. Incorporated in this expansion are various site work details that are needed to complete this element. Cost estimate of \$7,240,000
 - B. Internal Service roads will need to be expanded/created to allow for greater flow and ease. This project will include the running of needed stormwater and other civil site requirements. Cost estimate of \$1,120,000.
 - C. The Access Road will need to be rehabilitated to allow for proper freight movement and allow for the different types of vehicles that this expansion will allow. Cost estimate of \$2,340,000.

II. Project Location

- a. The Inverness Airport Project is located in an Area of Persistent Poverty (APP) as it is in Florida Census Tract 4511.02 in Citrus County. See “INF-APPHDC” attachment.
- b. This project is not located in a Historically Disadvantaged Community (HDC), but there are two HDC communities located in Citrus County. See “INF-APPHDC” attachment.
- c. Citrus County, Florida is designated as Rural area.

Citrus County, Florida RAISE Inverness Airport Project Narrative

- d. The Inverness Airport is located in a Choice Neighborhood. See “INF-CN” attachment.

III. Grant Funds, Sources and Uses of Project Funds

- a. The Inverness Airport Project will cost a total of \$16,100,000.
- b. Citrus County has received \$5,080,000 in a Florida Department of Economic Development (FDEO) State Appropriation and \$10,700,000 being requested from the RAISE program funding. The remaining balance of \$320,000 will be covered by Citrus County if no other funding source can be identified.
- c. The grant agreement between Citrus County, Florida and the State of Florida Department of Economic Opportunity is attached as “INF-FDEO”. Please note that we are currently working to revise the scope of this project as cost have increased, and other details have been added since the original application for this funding was completed.
- d. The price/funding breakdown is as follows:
 - i. Site preparation with landside grading, paving, and utilities extension, including but not limited to sanitary sewer, pump station(s), stormwater remediation, and water distribution. This will be funded by the FDEO appropriation funding and the County if other funding sources are not identified. This part of the project is preparing to go out for bid and is expected to be completed by June 2023. This is estimated to cost \$5,400,000.
 - ii. The Taxiway Extension portion of the project consist of site preparation that is needed to include clearing and grubbing, landside grading, paving, marking, extension of the needed utilities and construction of the fencing barrier that is required. This is estimated to cost \$7,240,000. The funding for this is being requested in this RAISE application.
 - iii. The Internal Service Road expansion will require site preparation including landside grading, extension of required utilities, markings, signage, and paving. This is estimated to cost \$1,120,000. The funding for this is being requested in this RAISE application.
 - iv. The Support Road rehabilitation portion will include milling, asphalt, coating, and markings. This is estimated to cost \$2,340,000. The funding for this is being requested in this RAISE application.

IV. Merit Criteria

- a. While safety is always a consideration for all Transportation projects the Inverness Airport Project must look at safety in a different way than motorized vs non-motorized travelers. This project looks to increase travel areas while clearly marking the airplane travel vs support vehicle travel. Marking and signage are incorporated in all sub-projects, whether it be hard or painted signage or reflectors and lighting. The fencing barrier that is need for the taxiway extension is a safety feature as well that will guard from non-authorized entry to the airport.
- b. Environmental factors that can be taken into account for this project are:

Citrus County, Florida RAISE Inverness Airport Project Narrative

- i. Incorporated into the proposed projects is stormwater mitigation. Citrus County, Florida is located on the Gulf of Mexico and can experience large rainfall amounts. This has been factored in during the design of each step along the way.
 - ii. It can be suggested that by increasing amount and verity of freight that can be transported by air to the airport that this will promote less over the road transportation needs in the region.
 - iii. Being located along the Gulf of Mexico also puts this area prone to hurricanes and the aftermath of them. There are some parts of the County that could be cut off from needed resources in the event that we experience a near or direct hit. The improvements to the airport will allow for greater response to send and receive the needed goods to the area.
- c. There are several Quality-of-Life improvements that can be expect.
 - i. Through the expansion of the Inverness Airport, it is expected to bring employers to the area that will offer high paying jobs. This is needed in this community as it is in an Area of Persistent Poverty.
 - ii. As mentioned above, the airport can be a lifeline during a time of emergency to allow the better flow and greater access to needed goods. These goods will be delivered faster by lessening the transportation time by flying the items vs road transport.
 - iii. Just with the expansion of the airport, this will allow for job growth in the area as a result of the increased manpower needed for the construction and ongoing maintenance of the facility.
- d. The Mobility and Community Connectivity is most clearly seen in the increase in intermodal transport of goods and services. Citrus Count is located between Gainesville to the north and Tampa to the south. Some of the extra time and cost for goods to be transported from those areas may be alleviated by the improvements to the Inverness Airport. Providing an airport for central delivery by air will help improve the overall supply chain to the region.
- e. Economic Competitiveness and Opportunity is a focus for the project. Creating a way for freight to move better and more efficiently through Citrus County and the west coast of Florida would allow for the possibility of lower cost goods and services as a result of these improvements. The jobs that would be created from this project, both during and as result of the improvements, will diversify the current job market in the area. High paying, in demand jobs are needed in the area to promote a good overall economy for Citrus County and the surrounding areas. Local hiring preferences will be included in the RAISE grant projects as allowed. Supporting local businesses promotes what our citizens can do and allows for more money to go back into our area through purchases in other area industries.
- f. For the transportation of freight, airports are a core infrastructure asset. This project will allow for modernizing and expansion of the taxiway and service road

Citrus County, Florida RAISE Inverness Airport Project Narrative

to allow for greater use and ease of the Inverness Airport amenities. With the rehabilitation of the roadways, it will help the state of good repair for the area.

- g. While partnerships and collaborations have not been mentioned before, there are a few within this project.
 - i. The City of Inverness is directly adjacent to the Inverness Airport. It is anticipated that the city will see a benefit from new jobs that will be created during and after the construction. As with most higher pay jobs, the community at large will benefit from the new opportunities.
 - ii. Right Rudder Aviation (RRA) is the Fixed Base Operator (FBO) for the Inverness Airport. RRA is the United States distributor for Pipistrel Aircraft. Pipistrel had developed both a hybrid and fully electric aircrafts that are being delivered and maintained at the Inverness Airport.
 - iii. The Citrus County Chamber of Commerce is always engaged with the airport expansion projects. It is important to keep them informed as they can assist the business in the area for upcoming opportunities.
- h. Innovation will be seen the businesses that can be drawn to the area. As mentioned above, with RRA being the distribute of hybrid and electric aircraft that opens the area mark to other like-minded companies. It shows that this area is invested in new technologies and environmentally friendly economic operations. As the airport improvement continue new technology is always look at for the best outcome for the County and its airports.

V. Project Readiness

a. Project Schedule

- i. The FDOE portion of the project will be going out to bid in the coming days. It is expected to be awarded with an executed contract in August with construction to start as early as September. This portion should complete approximate April 2023.
- ii. If awarded RAISE funding for the additional portion of this project, the procurement process will begin upon award. It is estimated to take approximately 3-4 months from publication to award. From mobilization to competition of the portion should be 6 months from award date of the contract.
- iii. There are no real property or rights-of-way to be acquired for this project.
- iv. The Inverness Airport Project has been in process for a few years. There have been may discussions at Citrus County Board of County Commission meetings where the public may discuss any topic and all discussion concerning this project are published prior to the meeting for public notice.

b. Required Approvals

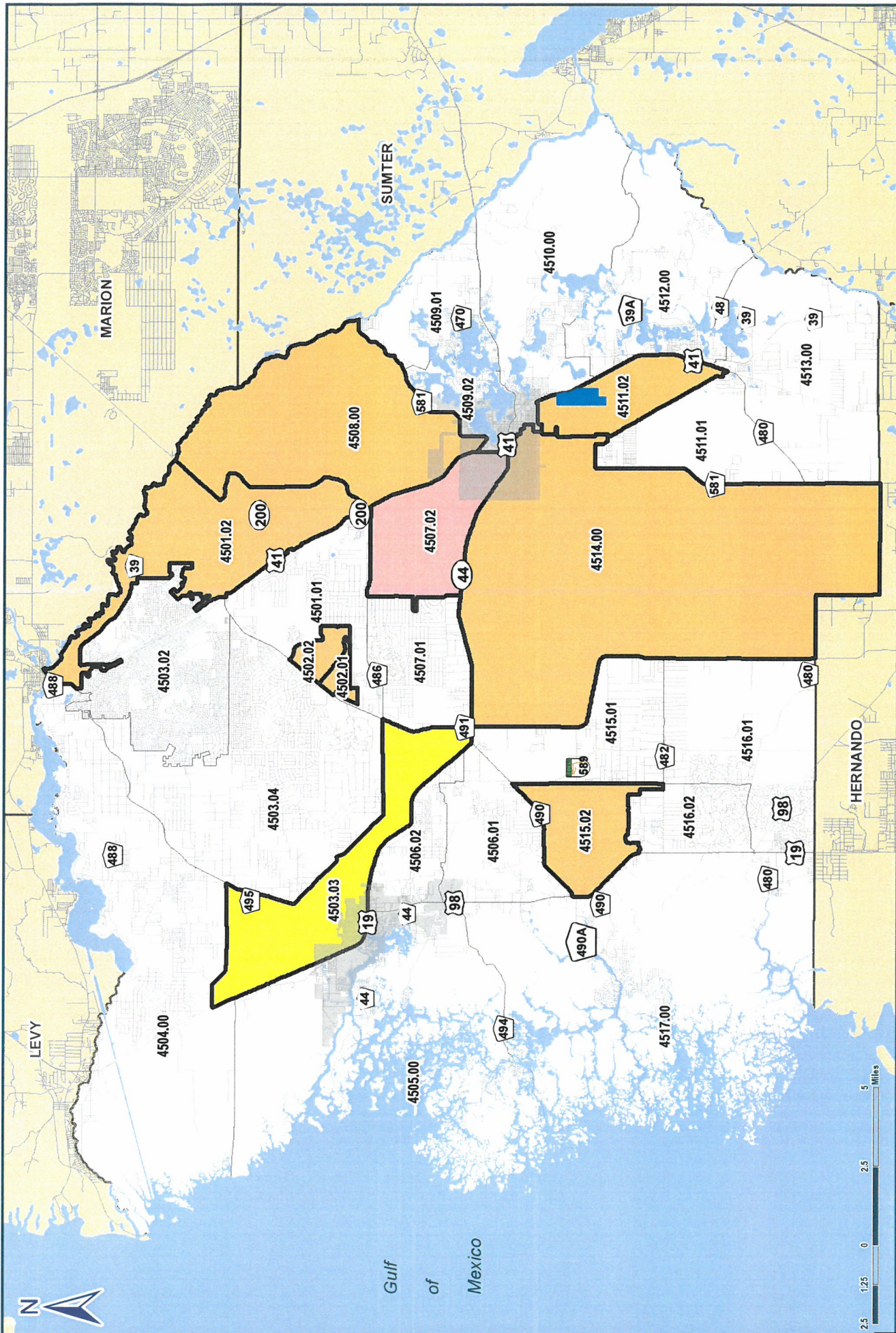
- i. Citrus County fully complies with all State and Federal environmental laws and regulations. Recently a Document CATEX was filled with the

Citrus County, Florida RAISE Inverness Airport Project Narrative

FAA for approval if the project. At the time of this application there has been no determination made. If it is determined that an Environmental Assessment (EA) is needed, the County had identified the funding source and it will be started as soon as possible. If an EA is needed it is estimated to take 18 months. The first part of this project that will be funded by the FDEO may include Gopher Tortoise removal and relocation. This removal if needed will be conducted in coordination of the Florida Fish & Wildlife.

- c. Assessment of Project Risks and Mitigation Strategies
 - i. The Inverness Airport Project is not expected to encounter delays related to procurement. Since it is estimated that the RAISE portion of this project would not start construction until February/March of 2023 this will allow for a more stable supply chain for the needed materials. There are no land acquisitions costs related to this project as all land is currently owned by Citrus County.

Attachment: Business Park (20351 : Workshop Airports & Infrastructure)



MAPPING TOOL DATA FOR FY2021 CHOICE NEIGHBORHOODS APPLICANTS

Version – 04/15/2021

Target Name: **Inverness Airprt**

Target Area ID: 8916897

Email of User: erin.kluis@citrusbocc.com

Name of Lead Applicant: Erin Leigh Kluis Briggs

Address of Lead Applicant: 1 Asters Crt Homosassa Florida 34446

Email of Lead Applicant: erin.kluis@citrusbocc.com

Name of Target Geography: Inverness Airprt

Name(s) of Target Development(s) and type of eligible housing, as submitted by user to the mapping tool:

Development-1:

Development-2:

Development-3:

Development-4:

Estimated number of all housing units in Target Area (Census 2010): 98

Estimated population in Target Area (Census 2010): 148

Is the Target Area within a non-metropolitan county? (OMB 2020): No

Is the Target Area within a Metropolitan Statistical Area with population below 500,000? (OMB 2020, PEP 2019): Yes

Eligible Neighborhood Threshold:

Section III.A.3 of the NOFO states that an eligible neighborhood for Choice Neighborhoods grant funds is a neighborhood with at least 20 percent of the residents estimated to be in poverty or have extremely low incomes. This tool provides the neighborhood poverty/ELI rate for the target neighborhood.

Target Neighborhood Poverty/ELI Rate (the greater of both rates): 24.48**Distress of the Target Neighborhood Rating Factors:**

This Mapping Tool provides the data used for two of the rating factors under this subheading. See NOFO for awarding of points. Data sources are described at the end of this document.

Neighborhood Poverty:

Concentration of Persons in Poverty in Target Area (ACS 2019) and Concentration of Extremely Low Income (ELI) Households in Target Area (CHAS 2017).

Maximum of poverty and ELI rate: 24.48**Long-term Vacancy:**

Long-term vacancy rate (greater of USPS 2020 / ACS 2019)

In Target Area: 3.55**In Surrounding County/Parish: 4.79****Need for Affordable Housing in the Community Rating Factor:**

Estimated Shortage Ratio of Units Affordable to VLI Renter Households (CHAS 2017)

Target Area County ratio: 2.62**National ratio: 1.75**

Eligibility to Include Tenant Based Vouchers as Replacement Housing:

Refer to Section III.F.2.b of the NOFO for information related to the one-for-one replacement of housing requirements.

- (i) Located in a county/parish with a loose rental market?: Yes
 - a. Rental Vacancy Rate County: 12.35 %
 - b. Average Annual Population Change (2017-2019): 1.57 %

- (ii) Located in a Metropolitan Statistical Area (MSA) or non MSA County where vouchers currently in use are primarily in lower poverty neighborhoods?: Yes
 - a. Percentage of vouchers used in Census tracts with no more than 20% poverty/ELI:
 - i. Poverty: 54.40 %
 - ii. ELI: 82.42 %

Eligible for exception based on factors (i) and (ii): Yes

Data sources and methods:

HUD's mapping tool overlays the locally defined neighborhood/community boundaries with data associated with that area and estimates the rates of certain indicators in that area using a proportional allocation methodology. For metropolitan areas, the tool uses Census block group (as defined for Census 2010) as the smallest statistical boundary for the available data. For non-metropolitan areas, the tool uses census tract data to account for less precision in low-population areas.

If the locally defined neighborhood/community is partially within two different Census areas, the data for each factor or threshold criteria are calculated based on weighted averages of the estimates of the overlapping areas. The portion of the 2010 housing units located in each Census area serves as the weight for vacancy estimates, while 2010 population serves as the weight for poverty/income estimate calculations. The 2010 housing unit and population data are available to HUD at the block level and thus can be used as the underlying data to apportion each block group and tract's appropriate share of importance in calculating estimates for combined areas

For example, based on a user defined geography, 80 percent of the population in the locally defined neighborhood/community lives in a block group with a poverty rate of 40 percent and 20 percent of the population is in a block group with a poverty rate of 10 percent. The "neighborhood poverty rate" would be calculated as: $(80\% \times 40\%) + (20\% \times 10\%) = 34\%$.

DATA SOURCES:

The data are from a variety of sources:

1. **ACS 2019** refers to the US Census American Community Survey 2015-2019 five-year estimates. These are the most recent nationally available data for small geographies at the same Census 2010 boundaries as the other data provided, using a statistical technique that combines five years of data to create reliable estimates for small areas.
2. **CHAS 2017** refers to the Comprehensive Housing Affordability Strategy (CHAS) special tabulations HUD receives of Census ACS data. The CHAS data used for this tool are based on ACS 2013-2017 five-year estimates see huduser.gov/portal/datasets/cp.html for more information.
3. **Census 2010** refers to block-level 2010 decennial counts of housing units and population.
4. **USPS 2020** refers to the United States Postal Service long-term vacancy data as of December, 2020.
5. **PEP** refers to the US Census Population Estimates Program data that includes annual estimates of population at the county level. These annual estimates are used to calculate the average change in population over the previous four years. The most recent PEP estimates are from 2019.
6. **PSH 2020** refers to the Picture of Subsidized Housing dataset, which provides counts of assisted households by HUD program and location. This data can be found at: https://www.huduser.gov/portal/datasets/assthsg.html#2009-2020_query.

ADDITIONAL NOTES ON SPECIFIC VARIABLES:

Concentration of People in Poverty is calculated with data at the block group level from ACS 2019 for metropolitan areas and the tract level for non-metropolitan areas. This indicator represents the percent of people within the target geography who are below the poverty line. The estimated concentration of Extremely Low Income (ELI) households represents an approximation of the percent of households within the specified area whose household combined income is below 30% of the HUD defined Area Median Income (AMI). This ELI indicator is calculated with data from the block group level from CHAS 2017. The final number included in this report for "poverty rate" is the greater of these two indicators.

Long-term vacancy rates are calculated with data at the block group level with ACS 2019 and the USPS 2020, whichever source produces the greatest percentage.

For the USPS data, HUD calculates the percent of residential addresses (excluding "no-stat" addresses) that are vacant. In the USPS data, a "vacant" address is one that has not had mail picked up for 90 days or longer. The USPS Vacant addresses can also include vacation or migrant labor addresses so HUD uses ACS data to reduce vacancy counts in these cases.

Using the ACS data, HUD calculates the vacancy rate as the percent of housing units that are "other" vacant. These are units not for sale, for rent or vacant for seasonal or migrant housing. This is considered another proxy for long-term vacant housing.

In theory the USPS data should be a stronger measure of distress than the ACS data because they are for 100 percent of the units (ACS is a sample), are more current (ACS aggregates data over a 5 year period), and are intended specifically to capture addresses 90 or more days vacant. However, USPS data are particularly poor at capturing vacancy in rural areas. As such, we use the ACS as a check on the USPS data so that every location gets a vacancy rate based on the greater of their USPS vacancy rate or their ACS 2015-2019 rate. For more information on HUD's USPS dataset, see: <https://www.huduser.gov/portal/datasets/usps.html>

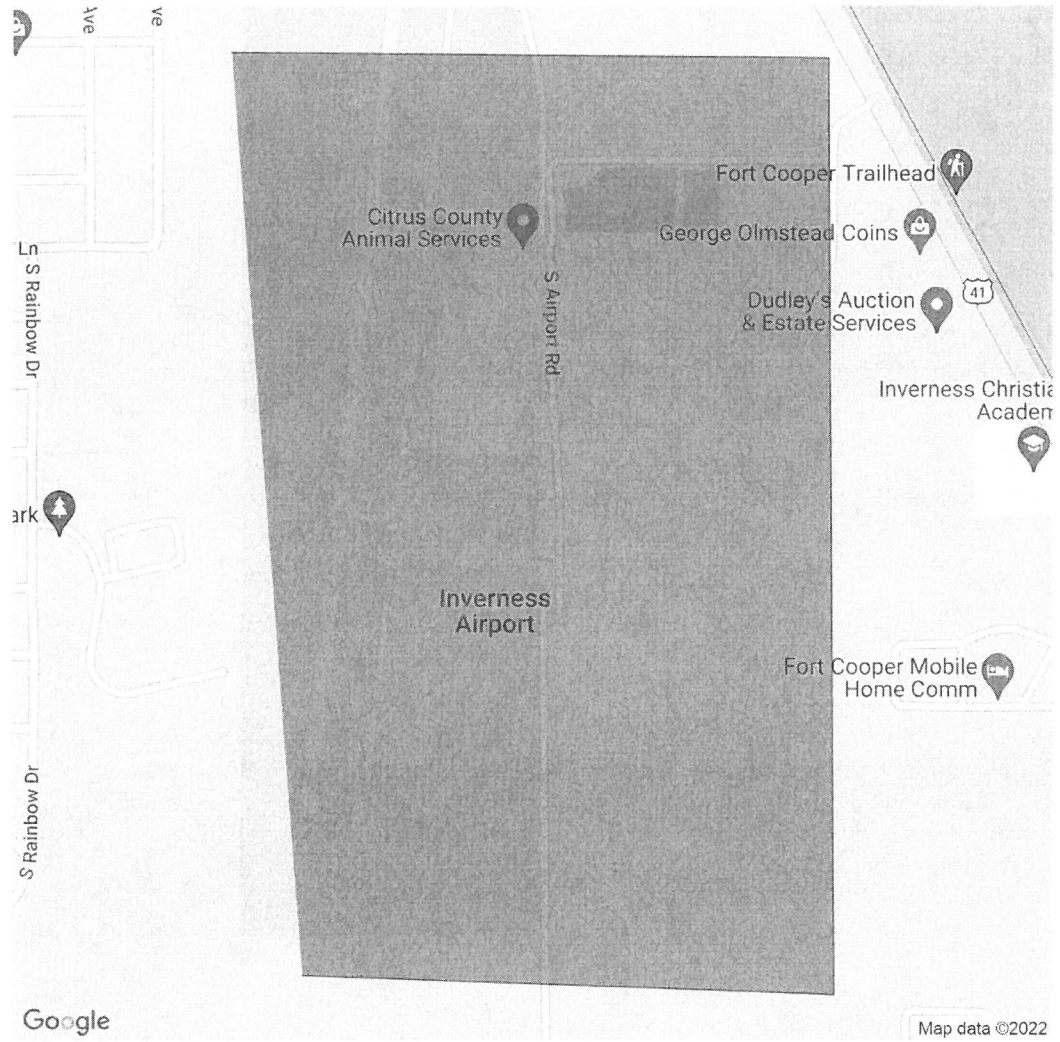
Shortage Ratio of Units Affordable to VLI Renter Households is calculated with data from the CHAS 2017. This indicator is the ratio of very low-income (VLI) renter households (those with household incomes less than 50% of the Area Median Income calculated by HUD) to units affordable and available to these households in the surrounding county or parish. A unit is considered affordable if its rent is no greater than 30% of household incomes in this category, or in other words, 15% of the Area Median Income. A unit is considered available if it is vacant or occupied by a VLI renter household.

For Eligibility to Use Tenant Based Vouchers as Replacement Housing:

Under Factor 1, a "loose" rental market is a county/parish with a rental vacancy rate that exceeds the HUD conventional range for a "balanced" rental market by a percentage point or more (Note that rental vacancy is used for this calculation rather than long-term vacancy, which is used for the neighborhood distress rating factor.) The threshold rental vacancy rate for a market depends on the rate of population growth. A slow growth county (<1% per year) would be considered to have a loose rental market if its rental vacancy rate is greater than 5.9%. For moderate (1-2.9% per year) and rapid (>3% per year) growth markets, counties would be classified as having loose rental markets if rental vacancy rates exceed 7.4% or 9.0%, respectively. Data for this calculation come from PEP (population change) and ACS 2019 (rental vacancy). The rate of population change is calculated as the average annual change over with last four years (i.e. 2018 to 2019, 2017 to 2018, and 2016 to 2017.)

Under Factor 2, voucher dispersion is calculated using counts of voucher holders from PSH 2020, while poverty and extremely low income rates are from ACS 2019 and CHAS 2017, respectively. Voucher counts are aggregated at the Census Tract level and MSA level (or County level for non metropolitan counties.) To qualify for this standard, at least 50 percent of all voucher holders within an MSA (or non-MSA county) must reside in Census Tracts with poverty rates (or extremely low income rates) at or below 20 percent.

Project Map Snapshot for 8916897



Attachment: Business Park (20351 : Workshop Airports & Infrastructure)

INF New FBO Hangar



2021-2022 Florida Job Growth Grant Fund Public Infrastructure Grant Proposal

Proposal Instructions: Please read this document carefully and provide the information requested below. Some questions may request that a separate narrative be completed. If additional space is needed, attach a word document with your entire answer.

Governmental Entity Information

Name of Governmental Entity: Citrus County, Florida
Government Federal Employer Identification Number: _____

Primary Contact Name: Quincy Wylupek
Title: Airport Manager
Mailing Address: 3600 West Sovereign Path, Suite 241
Lecanto, FL 34461
Phone Number: 352-527-5488
Email: quincy.wylupek@citrusbocc.com

Secondary Contact Name: Brian Kauffman P.E.
Title: Director of Engineering
Phone Number: 352-527-5450

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 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.

Attachment: FBO Hangar (20351 : Workshop Airports & Infrastructure)

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.

The project will include constructing a 24,000 square foot hangar building at the Inverness Airport.

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

Inverness Airport - Citrus County
110 North Apopka Ave.
Inverness, FL 34450

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?

The proposed hangar will be constructed on the Inverness Airport, which is owned by Citrus County.

D. Provide current property owner.

The Inverness Airport is owned by Citrus County.

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

☒ Yes ☐ No

The Inverness Airport is and will continue to be a public use airport. The proposed hangar will benefit the public by providing a working space for aviation related education and new jobs.

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

☐ Yes ☒ No

The new hangar will be occupied by the existing Fixed Based Operator (FBO) to expand their services. Additionally, the new hangar will provide office space that can be occupied by other local businesses. The new hangar will attract more aircraft operators and electric aircraft clients. Withlacocchie Technical College has plans to utilize a portion of the new hangar as classroom and shop space to teach an FAA Part 147 aircraft maintenance program. The college expected 25 students per semester when the Part 147 Program begins.

PUBLIC INFRASTRUCTURE GRANT PROPOSAL

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.

The new hangar will be used to expand the services offered by FBO, including aircraft maintenance, flight training, aircraft sales, aircraft assembly, and aircraft testing. Also, Withlacocchie Tech will teach aircraft maintenance. The FBO's flight training brings students worldwide to Citrus County. International students reside in Citrus County throughout their studies injecting revenue into local economy for living expenses. Additionally, the FBO is an authorized dealer for an aircraft manufacturer that is a leader in the electric aircraft industry. The FBO is authorized to sell, assemble, and test these electric aircraft. One of the primary uses of the new hangar will be a display and sales floor for these electric aircraft. It is estimated that initially 10 jobs will be created by the project; however, over time more jobs may be created through further aircraft dealer and sales growth. NAICS Codes: 611512 Flight Training Schools, 488190 Aircraft Maintenance and Testing, 441228 Aircraft Dealers

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.

If the grant is included in the State's budget, which begins July 1, 2022, then construction of the new hangar is proposed to commence near the end of 2022. It is expected that the project will take a total of 18-months to complete; 6-months for engineering, design, and permitting and 12-months for construction.

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

A Citrus County building permit will be required. The Airport will submit the Federal Aviation Administration (FAA) Notice of Proposed Construction or Alteration (Form 7460-1) for the federally required airspace analysis.

2021-2022 FLORIDA JOB GROWTH GRANT FUND

- 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?

At this time, no permits have been secured for this project. The FAA form 7460-1 will be submitted a minimum of 3-months prior to construction beginning. Local building permits will be prioritized and will be submitted when the engineering design plans for the hangar reach 90% completion.

- 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?

The future land use and zoning designation on the proposed development site is Transportation/Communication/Utilities (TCU). Construction of the new hangar at INF is in compliance with the definition of this zoning designation.

- 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

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

☒ Yes ☐ No

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

☒ Yes ☐ No

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

Citrus County owns the land on which the proposed hangar will be built. Two and a half (2.5) acres adjacent to existing paved airport apron has been dedicated to this project, which has a estimated value of \$707,850 according to ACRP Report 47 - Guidebook for Developing and Leasing Airport Properties

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

The attached exhibit depicts the location of the new hangar at the Inverness Airport.

PUBLIC INFRASTRUCTURE GRANT PROPOSAL

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** \$ 4,500,000.00
 Florida Job Growth Grant Fund

A. Other Public Infrastructure Project Funding Sources:

City/County \$ 707,850.00

Private Sources \$ 0.00

Other (grants, etc.) \$ 0.00

Please Specify: _____

Total Other Funding \$ 707,850.00

B. Public Infrastructure Project Costs:

Construction \$ 3,600,000.00

Reconstruction \$ 0.00

Design & Engineering \$ 720,000.00

Land Acquisition \$ 707,850.00

Land Improvement \$ 0.00

Other \$ 180,000.00

Contingencies

Please Specify: _____

Total Project Costs \$ 5,207,850.00

Note: The total amount requested must be calculated by subtracting the total other public infrastructure project funding sources in A. from the total public infrastructure project costs in B.

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

The total estimated cost to design and construct the new hangar at the Inverness Airport is \$5,207,850. The Citrus County Board of County Commissions has dedicated 2.5 acres of airport property, with an estimated value of \$707,850 to this project. The remaining funds \$4,500,000 would be provided with the approval of the Economic Development Grant.

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)?

The Citrus County Board of County Commissions approved the submission of this grant proposal on February 22, 2022.

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.

If further approvals are required, the Citrus County Board of County Commissioners regular board meetings are held on the 2nd and 4th Tuesday of every month. Special meetings can be held with 10-days notice.

- 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.

PUBLIC INFRASTRUCTURE GRANT PROPOSAL

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: Citrus County, Florida, a political Subdivison of the State of Florida

Name and Title of Authorized Representative: Ronald E. Kitchen Jr., Chair

Representative Signature: 

Signature Date: 2/22/2022

APPROVED

FEB 22 2022

BOARD OF COUNTY
COMMISSIONERS

Attachment: FBO Hangar (20351 : Workshop Airports & Infrastructure)



U.S. Department
of Transportation
**Federal Aviation
Administration**

FAA Form 5100-144, Bipartisan Infrastructure Law, Airport Terminal and Tower Project Information

Paperwork Reduction Act Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0806. Public reporting for this collection of information is estimated to be approximately 6 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are required to obtain or retain a benefit under the Bipartisan Infrastructure Law (BIL) (P.L. 117-58). Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

Instructions for FAA Form 5100-144, Bipartisan Infrastructure Law, Airport Terminal and Tower Project Information

This form is provided to assist airports in completing the submission requirements established in the related Notice of Funding Opportunity published in the Federal Register. The FRN requires requests to be submitted via email. This form lets the FAA process requests more quickly based on uniform information responsive to the FRN. Do not include any Personal Identifiable Information in the open text boxes.

Once the form is complete, save a copy of the form electronically to your files for future reference. Next, scroll to the bottom of the form and choose the **Submit** button. That creates a new email message with the PDF attached. Or, as a backup method, you can manually email the form to: 9-ARP-BILAirports@faa.gov.

Attachment: FAA Forms (20351 : Workshop Airports & Infrastructure)

General Airport Information

Airport Name: Enter the official airport name.

LOCID: Enter the airport's FAA location identifier code.

State Code: Choose the appropriate two letter code for the State, U. S. Territory, Independent Country, or Department of Interior from the drop-down list.

Point of Contact's Name: The Point of Contact (POC) must be the Airport Sponsor.

Point of Contact's Title: Enter the Airport POC's Title.

POC's Phone Number: Enter the Airport POC's phone number and extension number, if any.
Example: (555) 222-4444 ext.158

POC's Email Address: Enter the Airport POC's email address.

Project Overview

Project Type

Choose the project type (Terminal or Tower).

Project Description

In 75 words or less, enter a complete project description.

Target Timeframe for Grant Award and Construction Start

Enter the month and year that grant can be accepted and the project can start.

Project Status

Total (Estimated) Project Cost

Enter most recent cost estimate for the entire project, in whole dollars.

Amount of Funding Requested

Enter amount of funding requested under this program, in whole dollars.

Match Available

Does the Sponsor have matching funds? Choose Yes or No.

Delivery Method

Choose the delivery method (Design/Bid, Design/Build, CM at Risk, Other). If Other, state the proposed delivery method in the next field.

Bid or Guaranteed Maximum Price (GMP)

Choose whether or not project has been publicly bid. If No, provide an estimated bid date in the next field.

Phased Project

Choose whether or not the project will be completed over multiple phases. If ☐ Yes, ☐ list phase number and total number of phases in the next field.

Do you have a comprehensive financial plan?

Choose Yes or No to indicate if a funding plan for the entire project is currently available.

Is the project on an approved Airport Layout Plan (ALP)?

Choose Yes or No. If ☐ Yes, ☐ enter the approval date in the next field.

Is environmental determination complete?

Choose Yes or No. If ☐ Yes, ☐ enter the approval date in the next field.

Is airspace approval complete?

Choose Yes, No, or N/A (not applicable). If ☐ Yes, ☐ enter the airspace case number in the next field.

Current Enplanements

Enter enplanement number from previous calendar year.

Forecast Enplanements

Based on your most recently approved forecast, provide the enplanement number from the last year of the forecast and provide forecast year.

Existing Square Footage

Provide square footage of existing terminal building or tower.

Proposed Square Footage

Provide anticipated total square footage of terminal building or tower once project is complete.

Is this project phased and/or associated with an approved Bipartisan Infrastructure Law, Airport Improvement Program (AIP) or Passenger Facility Charge (PFC) project?

Choose Yes or No. Choose ☐ Yes ☐ if the project is currently funded by an existing BIL grant, AIP grant or approved under a PFC application. If ☐ Yes, ☐ provide project information such as project number (AIP grant number), amount of PFC or AIP funds, approval date of the PFC application, execution date of the grant, etc.

Program Considerations

Check all that apply to your proposed terminal building or tower project. If an item is selected, a narrative must be included describing how the project satisfies the criteria. Address the following areas within character limits defined below.

Terminal and Tower

Increase Capacity and Passenger Access

Check this box if the project will increase capacity and passenger access to the airport. Explain and provide justification in the next field. (Maximum Characters 300)

Replacing Aging Infrastructure

Check this box if the project will replace aging infrastructure that has exceeded its useful life. Explain and provide justification in the next field. (Maximum Characters 300)

Achieves Compliance with Americans with Disabilities Act and Expands Accessibility for Persons with Disabilities

Check this box if the project will expand accessibility for persons with disabilities. Explain and provide justification in the next field. (Maximum Characters 300)

Improves Airport Access for Historically Disadvantaged Populations

Check this box if the project will improve access for Historically Disadvantaged Populations. Explain and provide justification in the next field. (Maximum Characters 300)

Improves Energy Efficiency

Check this box if the project improves energy efficiency for the airport. Explain and provide justification in the next field. (Maximum Characters 300)

Improves Airfield Safety through Terminal or Tower Relocation

Check this box if the project improves airfield safety. Explain and provide justification in the next field. (Maximum Characters 300)

Encourages Actual and Potential Competition

Check this box if the project encourages actual and potential competition. Explain how this objective is met through this project in the next field. (Maximum Characters 300)

Good Paying Jobs

Check this box if the project will create good-paying jobs. Explain and provide justification in the next field. (Maximum Characters 300)

Tower Only

If the project is for a tower, also complete this section of the form.

Project Type. Choose ☐ Airport Owned, FAA Operated ☐ For an airport-owned tower with FAA controllers. Choose ☐ Contract Tower Program ☐ For an airport owned tower in the Federal Contract Tower program.

Siting Study. Has a Siting Study been completed for the Air Traffic Control Tower Project? Choose Yes or No.

Relocating

Check this box if the project will be relocating an existing Air Traffic Control Tower. Explain and provide justification in the next field. (Maximum Characters: 300)

Reconstructing

Check this box if the project will reconstruct a replacement tower in the same location of the existing Air Traffic Control Tower. Explain and provide justification in the next field. (Maximum Characters: 300)

Repairing

Check this box if the project will be a repair of an existing Air Traffic Control Tower. Explain and provide justification in the next field. (Maximum Characters: 300)

Improving Airport Owned Tower

Check this box if the project will add improvements to an existing Air Traffic Control Tower. Explain and provide justification in the next field. (Maximum Characters: 300)



OMB CONTROL NUMBER: 2120-0806
EXPIRATION DATE: 8/31/2022

Bipartisan Infrastructure Law, Airport Terminal and Tower Project Information

General

Airport Name: Inverness Airport
LOCID: KINF
State Code: FL
Point of Contact's Name: Quincy Wylupek
Point of Contact's Title: Project Manager
POC's Phone Number: 352-527-5488
POC's Email Address: quincy.wylupek@citrusbocc.com

Project Overview

Project Type: ☒ Terminal ☐ Tower

Project Description (75 words or less):

The Inverness airport is a leader in sustainable aviation, including ultra-efficient traditionally powered aircraft, fully electric, and hybrid propulsion. This Project will improve the Inverness passenger terminal by adding solar energy generation to reduce the airport's environmental impact. The Project takes green aviation further with the addition of both Ground and Aircraft Electric Vehicle Charging Stations. This effort will increase airport access for disadvantaged populations, improve energy efficiency, encourage actual competition, and create good paying jobs.

Target timeframe dates: Grant Award: 07/27/2022

Construction Start: 10/01/2022

Project Status

Total (Estimated) Project Cost: \$ 2,400,000

Amount of Funding Requested: \$ 2,280,000

Match Available: ☒ Yes ☐ No

Delivery Method (choose one):

☒ Design/Bid ☐ Design/Build ☐ CM at Risk ☐ Other:

Bid or GMP: ☐ Yes ☒ No. If ☐ No, ☐ Estimated bid/GMP date: 05/27/2022

Phased Project: ☐ Yes ☒ No. If ☐ Yes, ☐ Phase: of

Do you have a comprehensive financial plan? ☒ Yes ☐ No

Is the project on an approved ALP?

☐ Yes ☒ No. If ☐ Yes, ☐ enter the approval date:

Is environmental determination complete?

☐ Yes ☒ No. If ☐ Yes, ☐ enter the approval date:

Is airspace approval complete?

☐ Yes ☒ No ☐ N/A.

If ☐ Yes, ☐ enter the airspace case number:

Current Enplanements: 0

Approved Forecasted Enplanements: 0

Year: 2015

Existing Square Footage: 15,000 sq. ft.

Proposed Square Footage: 15,000 sq. ft.

Is this project phased and/or associated with an approved BIL, AIP or PFC project?

☐ Yes ☒ No ☐ N/A

If ☐ Yes, ☐ describe:

Program Considerations (Terminal and Tower)

If you check a box below, you must describe how the project satisfies the criteria.
Check all that apply to the proposed project.

- ☐ **Increase Capacity and Passenger Access.** Description (Maximum Characters: 300):
- ☐ **Replacing Aging Infrastructure.** Description (Maximum Characters: 300):
- ☐ **Achieves Compliance with Americans with Disabilities Act and Expands Accessibility for Persons with Disabilities.** Description (Maximum Characters: 300):
- ☒ **Improves Airport Access for Historically Disadvantaged Populations.**
Description (Maximum Characters: 300):
- The project will provide clean, green energy to the airport. This energy will be used to power ground and air based Electric Vehicles, reducing the cost of General Aviation by two-thirds and helping historically disadvantaged people access aviation in ways not previously possible.
- ☒ **Improves Energy Efficiency.** Description (Maximum Characters: 300):
- Solar panels will be installed on the terminal roof and over parking areas, providing clean, renewable energy to the terminal building, reducing the airport's dependency on fossil fuels and drastically improving energy efficiency. The clean energy will charge ground and air based Electric Vehicles.
- ☐ **Improves Airfield Safety through Terminal or Tower Relocation.**
Description (Maximum Characters: 300):

☒ **Encourages Actual and Potential Competition.** Description (Maximum Characters: 300):

Currently, very few airport terminals capture renewable solar energy and utilize this energy to charge electric aircraft. The project will encourage competition among airports, flight schools, and aircraft manufacturers to participate in the green aviation revolution by setting a new standard.

☒ **Good Paying Jobs.** Description (Maximum Characters: 300):

The project will further the Airport's mission to become the world's greenest airport, resulting in dozens of high paying career jobs. It will allow airport tenants to create more careers in green aviation, resulting in an upward spiral of local job creation.

Program Considerations (Tower Only)

If the project is for a tower, also complete this section of the form.

Project Type. The project type for this grant application (choose one or both):

☐ **Airport Owned, FAA Operated Tower**

☐ **Contract Tower Program**

Siting Study. Has a Siting Study been completed for the Air Traffic Control Tower Project? ☐

☐ Yes ☐ No

If you check a box below, also describe how the project satisfies the criteria.

Check all that apply to the proposed project.

☐ **Relocating.** Description (Maximum Characters: 300):

☐ **Reconstructing.** Description (Maximum Characters: 300):

☐ **Repairing.** Description (Maximum Characters: 300):

☐ Improving Airport Owned Tower. Description (Maximum Characters: 300):

Certifications

By electronically signing this document, I hereby certify that we have followed, or will follow, all procurement processes required under 2 CFR 200, including but not limited to:

- Davis Bacon
- Buy American
- Consultant Selection

Name: Charles R. Oliver

Signature: **Charles R.
Oliver**

Digitally signed by
Charles R. Oliver
Date: 2022.03.28
10:58:03 -04'00'

Date (if not in signature):

Title: County Administrator, Citrus County

Attachment: FAA Forms (20351 : Workshop Airports & Infrastructure)