PUBLIC NOTICE
Date of Posting April 14, 2021

The Sarasota Manatee Airport Authority (the Authority) intends to file a new Passenger Facility Charge (PFC) application #6 with the Federal Aviation Administration (the FAA) to impose and use PFCs on nineteen (19) new projects at Sarasota-Bradenton International Airport (the Airport) at a $4.50 PFC collection rate.

The proposed effective date for the new application is January 1, 2025, and the estimated charge expiration date is April 1, 2027. This date reflects the Authority's assessment of the impact of the COVID-19 pandemic on passenger traffic and PFC revenue. The application requests $9,035,363 of PFC collection and use authority.

REQUEST FOR COMMENTS: The Authority welcomes the public's comments and support for the projects discussed below and will review all comments submitted in writing by no later than May 14, 2021. Please address any questions or comments to:

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PROJECT INFORMATION

In accordance with 14 CFR §158.30, the Authority will be requesting authorization to ***impose and use*** PFC funds for the following projects:

Project 6.01 – Runway Incursion Mitigation (RIM) Project

Project Description: This project included design and construction for the removal of Taxiway A5 and other extraneous runway pavement near the intersection of Runway 14-32 and Runway 4-22 that was determined to be a runway incursion "hot spot" based upon an evaluation conducted by FAA.

Approximately 68,400 sf of pavement will be removed. Eight distance remaining signs will be removed with new signs installed at different locations. Taxiway edge lighting including 11,000 linear feet (lf) of cabling and conduit will be installed, and approximately two runway guidance signs will be installed.

Project Justification: The FAA conducted a six-year analysis that reviewed runway incursions, and developed an inventory of locations where a high probability exists of future runway incursions. This inventory included one high risk "hot-spot" at the Airport located near the intersection of Runway 14-32 and Runway 4-22. This project will remove this "hot spot" and should reduce the possibility for future runway incursions.

PFC Collection Level: $4.50

Project Funding:	**Amount**
Pay-As-You-Go PFCs	$ 120,805
AIP Funds	$ 873,407
FDOT Funds	$ 49,262
Total Project Funding	$ 1,043,474

Project 6.02 – Master Drainage Plan

Project Description: This project will create a water management model for the Airport based on survey information. Project specific information associated with the water management plan will be built into the GIS base consistent with modeling and permit requirements. The GIS will be developed in the ESRI and ARCGIS formats.

Project Justification: Several ponds and other surface water areas exist within the AOA and are attractants to wading birds and other wildlife. Based upon the Master Drainage Plan, the project will eliminate or reduce the size of these ponds to reduce the wildlife attractant.

PFC Collection Level: $4.50

Project Funding:	**Amount**
Pay-As-You-Go PFCs	$ 651,983
FDOT Funds	$ 210,449
Total Project Funding	$ 862,432

Project 6.03 – Stormwater Drainage Improvements (Design & Construct)

Project Description: This project includes the design and construction of improvements to the Master Drainage System at SRQ to enhance water quality management and flood protection. It includes reconfiguring existing water management ponds through excavation and earthfill and installing gabion baskets for flow management and bank stabilization. Approximately 6,200 lf of double, 60" diameter concrete pipe will be installed in the project. This includes installation through cut and cover in runway and taxiway areas requiring pavement reconstruction, remarking, new lighting and signs, and maintenance and restoration of impacted FAA facilities cables. A permanent access road will be built as part of the reconfiguration of one of the affected ponds. Night and round-the-clock work will be required for some phases of the project.

Project Justification: Several ponds and other surface water areas exist within the AOA and are attractants to wading birds and other wildlife. Based upon the Master Drainage Plan, the project will eliminate or reduce the size of these ponds to reduce the wildlife attractant.

PFC Collection Level: $4.50

Project Funding:	**Amount**
Pay-As-You-Go PFCs	$ 411,102
AIP Funds	$ 7,399,829
FDOT Funds	$ 411,102
Total Project Funding	$ 8,222,033

Project 6.04 – Ticket Wing Bag Belt Extension (G&S Airport Conveyor Portion)

Project Description: This project provides for the extension of two bag belt conveyors (TC-1 and TC-9) and for the installation of one new line (TC-6). The project included design, purchase and installation of the belts and related equipment.

The belts installed in this project are as follows:

- TC-1 – 39 lf of new belt
- TC-6 – 25 lf of new belt, plus 26 lf of incline belt plus 22 lf of raised belt for a total of 73 lf
- TC-9 – 27 lf of new belt

The project also included replacing variable frequency drives (VFDs), drive modules and related equipment for the TC-1 bag belt to allow this belt to reverse direction. The reversal allows for bags to be transferred to another explosive detection system (EDS) machine when the EDS machine that serves TC-1 is down for maintenance.

The expansion of the bag belts required the relocation of certain airline ticket offices. The airport understands that costs of construction or relocation of airline ticket offices are not considered AIP or PFC eligible. Therefore, the project scope and project costs exclude the costs associated with the ticket office relocation. The relocation was contracted with a different firm than G&S Airport Conveyors (G&S), and the requested PFC amount for this project is limited to the amount of the G&S contract.

Project Justification: The project is needed to provide adequate capacity to move checked bags from the ticketing and check-in positions. In addition, the modifications to the TC-1 bag belt will permit more efficient security screening of checked bags by facilitating the transfer of bags to another EDS machine when the EDS machine servicing the TC-1 belt is down for maintenance.

There are currently no constraints on competition at SRQ. The purpose of the project is to enhance checked baggage handling capacity and efficiency of checked baggage screening.

PFC Collection Level: $4.50

Project Funding:	**Amount**
Pay-As-You-Go PFCs	$ 577,190
Total Project Funding	$ 577,190

Project 6.05 – Runway 14 Evaluation and Rehabilitation

Project Description: This project evaluated the cause of pavement settlement (depressions), provided a design to correct the issue and reconstruction the depressions. The areas of depression consisted of two separate locations of approximately 11,000 sf and 3,500 sf. The storm culvert under the runway was lined, the subgrade was injection grouted, and the pavement was milled and overlaid.

Project Justification: In 2004 Authority staff observed two slight pavement grade variations in separate locations in the portion that was extended. An evaluation by Kimley-Horn and Associates was conducted and the results recommended, due to the low severity of the pavement variations, to continue monitoring and recording, and correct if further settlement occurs. Authority staff have continued to monitor the two areas over the last 10-years, and have observed some additional settlement. Although these two areas have not yet become an issue for aircraft, the Authority has decided to eliminate potential safety issues that may occur with any future settlement that may occur. The portion of the runway included in the project was constructed in 2001.

PFC Collection Level: $4.50

Project Funding:	**Amount**
Pay-As-You-Go PFCs	$ 142,716
AIP Funds	$ 819,642
FDOT Funds	$ 41,150
Total Project Funding	$ 1,003,507

Project 6.06 – Wildlife Hazard Assessment

Project Description: This project will conduct a Wildlife Hazard Assessment and update the current Wildlife Hazard Management Plan.

Project Justification: The last wildlife assessment conducted at the Airport was in 1998/1999 – 21 years ago. The new assessment will provide an up to date assessment on our wildlife issues, and help update the management plan. The updated plan should help staff reduce wildlife hazard issues, improving safety for aircraft.

PFC Collection Level: $4.50

Project Funding:	**Amount**
Pay-As-You-Go PFCs	$ 2,969
AIP Funds	$ 84,141
FDOT Funds	$ 4,458
Total Project Funding	$ 91,568

Project 6.07 – ARFF Truck Replacement

Project Description: The project will acquire an aircraft rescue and fire fighting (ARFF) truck to replace the existing ARFF-2 truck, which is 23-years old and has exceeded its design life. The existing ARFF-2 truck is a 2004 Oshkosh Striker 3000 with Snozzle, 3,000-gallon water tank, 450-gallon foam tank and 500 lbs dry chemical tank. The replacement ARFF truck will be a new Class 4, commercially produced 4-wheel draft diesel engine driven ARFF vehicle for an Index C airport. The vehicle will include a 3,000-gallon water tank with a 210-gallon foam tank, along with water nozzle for the roof turrets. Other miscellaneous items will include back and side mounted spotlights, under truck nozzles, and an electronic foam test system.

The AIP share of project costs shown in the funding plan below is less than 90% of total costs, because the final purchase contract included (1) AIP-eligible items added to the project after issuance of the grant with FAA's approval; and (2) ineligible items. The requested PFC amount is the total of the matching share for original AIP grant ($65,876) and the full cost of the added AIP-eligible items ($33,547). The remainder of the total costs, representing ineligible items, are being funded with a combination of FDOT grant funds and other airport funds.

Project Justification: The ARFF-2 Truck is 23-years old and has reached its useful design life. Based upon AC 150 5220-10E, ARFF vehicles have a service life of typically 10 to 12-years. ARFF-2 is well beyond this typical life span and has reached a point where repairs are often required, costs have become excessive, and replacement parts are difficult to locate. The replacement truck will provide better reliability and reduce service costs.

PFC Collection Level: $4.50

Project Funding:	**Amount**
Pay-As-You-Go PFCs	$ 99,423
AIP Funds	$ 592,880
FDOT Funds	$ 36,735
Airport Funds	$ 123,291
Total Project Funding	$ 852,329

Project 6.08 – Access Control and Security Enhancements

Project Description: This project will upgrade the access control mechanisms at all of the Airport's airside perimeter gates and bag doors to allow biometric access control, camera upgrades, upgrade software that controls access. Control mechanisms at twenty (20) perimeter gates will be installed, 112 portal physical access control systems (PACS) will be replaced or newly installed throughout the terminal, and 34 duress alarms will be installed.

The Project will include replacement of the existing access control system for SRQ resulting in a unified security system with fully integrated video surveillance, physical access control and access credential media issuance capabilities. Airfield perimeter vehicle and pedestrian gate card readers, controllers, gate operators, surge suppression and communications cabling will be replaced. Communications cabinets will be reused to the extent possible.

Access control for secure portals in the SRQ terminal and remote buildings as indicated in the construction documents shall be replaced including card readers, door controllers, processors, communication cabling, electronic lock hardware and strikes where required, panic hardware as required and any other ancillaries. Typical door types will include single standard door, double door, rollup door and baggage shutter door. New PACS software and headend will be provided. Fiber optic cabling will be replaced from the data gather points (DGPs) to the airfield access control gate communication cabinets and in the terminal from DGP to DGP as designated in the plans.

The project work area includes the entire terminal and the entire SRQ campus.

The project includes design for future replacement of the Airport's perimeter fence and gates. The PFC request does not include the cost for this design work, which is being funded with other airport resources.

Project Justification: Airport security is routinely reviewed by Airport staff, TSA, and other agencies. Enhancements are continuously made to improve security and safety at the Airport. This project is needed to update security access control hardware to make it compatible with the latest software and the latest technology, including biometrics. The existing system was installed in 2003, approximately 18 years ago.

The Transportation Security Administration (TSA) supports this project as reflected in a letter from the Airport's Federal Security Director (FSD) dated August 13, 2020.

PFC Collection Level: $4.50

Project Funding:	**Amount**
Pay-As-You-Go PFCs	$ 995,819
FDOT Funds	$ 1,062,500
Airport Funds	$ 67,311
Total Project Funding	$ 2,125,630

Project 6.09 – Obstruction Survey

Project Description: This project consisted of providing an Aeronautical Airspace Analysis Survey meeting the requirements of FAR Part 77 *Approach Surveys, Obstruction Evaluation and Obstruction Evaluation and Obstruction Removal and Management Plan*.

The project consisted of the acquisition of updated aerial photography and approach survey data for Runways 14-32 and 4-22 and the subsequent use of that data to prepare obstruction drawings for SRQ. The drawings consisted of full color aerial base maps that depict points for all objects that penetrate the respective FAR Part 77 approach, departure or transitional surfaces. In addition to showing present obstructions, these drawings will also identify areas of vegetation that are likely to become obstructions within the next five years (due to natural growth) if they are not cleared or trimmed at the present time. An obstruction removal and management plan will also be developed as part of this project. The surveys were conducted to Advisory Circular 150/53000-16A, 17B and 18C standards. Deliverables were formatted to Airport GIS AC 18C Data Standards. Deliverables included an updated Obstruction Removal and Management Plan.

Project Justification: Periodic obstruction surveys and updates to the Obstruction Removal and Management Plan are necessary to assure that the capacity of the Airport is not compromised by obstructions and to assure that obstructions do not create a hazard to aircraft operations. SRQ's last obstruction survey was conducted in2006.

PFC Collection Level: $4.50

Project Funding:	**Amount**
Pay-As-You-Go PFCs	$ 252,966
Total Project Funding	$ 252,966

Project 6.10 – Design/Rehabilitate ARFF Facility

Project Description: This project is for the design and construction of rehabilitations to the Airport's ARFF facility. The project consists of hardening the structure of the building, replacing the current roof, replacing all existing windows, replacing the existing HVAC systems enclosing the bunk rooms, replacing the bay doors with hurricane rated faster roll-up doors, upgrading the ringdown phone interface with new roll-up doors and updating the interior finishes.

The ARFF facility includes space that is not eligible for AIP or PFC funding. The FAA has previously determined that 100% of the design costs and 78.3% of construction costs are eligible for AIP and PFC funding, based on the square footage of eligible space. The project includes AIP funding and state funding, as shown below. The PFC authority being requested for this project represents the eligible costs not paid with AIP grants. The ineligible project costs will be paid with other Airport resources or state funds.

Project Justification: It has been approximately 20-years since major improvements were made to the existing ARFF facility. The components being addressed in this project have exceeded their design life.

PFC Collection Level: $4.50

Project Funding:	**Amount**
Pay-As-You-Go PFCs	$ 349,271
AIP Funds	$ 1,381,593
FDOT Funds	$ 78,972
Local Funds	$ 357,683
Total Project Funding	$ 2,167,519

Project 6.11 – Master Plan Update Including Boundary Survey

Project Description: This project will update the Airport's master plan, airport layout plan (ALP) and Exhibit A. The project will include a boundary survey for the Airport.

The Master Plan study effort will include the elements specified in section 202.b of FAA Advisory Circular (AC) 150/5070-6B, Airport Master Plans as follows:

1. Pre-planning;
2. Public Involvement;
3. Environmental Considerations;

4. Existing Conditions;
5. Aviation Forecasts:
6. Facility Requirements;
7. Alternatives Development and Evaluation;
8. Airport Layout Plans;
9. Facilities Implementation Plan; and
10. Financial Feasibility Analysis.

The master planning effort will produce the deliverables specified in section 204 of that AC as follows:

1. A Technical Report;
2. A Summary Report;
3. An Airport Layout Plan Drawing Set;
4. A Web-Page; and
5. A Public Information Kit.

Project Justification: The Airport's last master plan update was completed 11 years ago in 2009. The projections and forecasts included in that update are out of date and no longer provide a reliable guide for future development at SRQ.

The Master Plan Update will evaluate current conditions and forecast future aviation needs for the region served by SRQ, providing vision for the next 20 years of development and a projection for the timing of major airfield and non-airfield projects.

PFC Collection Level: $4.50

Project Funding:	**Amount**
Pay-As-You-Go PFCs	$ 48,878
AIP Funds	$ 879,803
FDOT Funds	$ 48,878
Total Project Funding	$ 977,559

Project 6.12 – Taxiway Bravo (Design and Construct)

Project Description: This project would mill and overlay Taxiway Bravo from intersection of Runway 14-32 to Runway 22. The asphalt overlay will vary from two inches to three inches in depth. The project area is approximately 3,350 ft long by 60 ft wide; approximately 201,000 sf of asphalt will be removed and replaced. The project includes marking and striping after the overlay. Taxiway edge lighting, runway guard light fixtures and associated transformers will be replaced. The homerun circuit and current regulator will also be replaced.

Project Justification: Taxiway Bravo was constructed in approximately 1977 and was last rehabilitated in the early 1990s. Raveling is occurring in the sections of the pavement included in this project. The project will prevent further deterioration of the pavement and eliminate the risk of foreign object debris (FOD) generation, which could pose a hazard to aircraft. A pavement condition evaluation was conducted in 2019. The pavement in this project was determined to have a pavement condition index (PCI) rating of 41 (fair condition).

PFC Collection Level: $4.50

Project Funding:	**Amount**
Pay-As-You-Go PFCs	$ 152,846
AIP Funds	$ 2,551,644
FDOT Funds	$ 140,187
Total Project Funding	$2,844,677

Project 6.13 – PFC Administration Cost Reimbursement

Project Description: This project is for reimbursement of fees for consulting services related to the preparation of to the preparation of the current PFC application.

Tasks associated with the project include:

- Collection and organization of project documentation
- Drafting of PFC meeting notice letter
- Preparation of airline consultation and public notice documents
- Participation in air carrier consultation
- Preparation of draft and final PFC application
- Coordination with Airport and FAA staff
- Preparation of airline notice of FAA decision

Project Justification: PFC funding has been selected to cover the costs of preparing and submitting this application. Funding the cost of preparing the PFC application and amendment with PFC revenues (i) helps the Airport keep operating costs down; (ii) increases the Airport's overall funding capacity; and (iii) enables the airport to keep airline costs as low as possible. PFC administration costs are eligible per the PFC regulations under 14 CFR §158.13(b).

PFC Collection Level: $4.50

Project Funding:	**Amount**
Pay-As-You-Go PFCs	$ 81,859
Total Project Funding	$ 81,859

Project 6.14 – Hearing Loop System

Project Description: This project is for the purchase and installation of Hearing Loop System Equipment in Concourse B of the passenger terminal. As required by section 215.971, Florida Statutes., this scope of work includes but is not limited to consultant and design fees, permitting, construction inspection and material testing costs, mobilization and demobilization, purchase, delivery, testing, and commissioning of said equipment. Site preparation (electrical, mechanical, and utilities) is included in the cost of equipment purchase and delivery. The project includes all materials, equipment, labor, and incidentals to purchase, install and commission a new piece of equipment.

The Hearing Loop System Project is composed of an induction loop system that transmits sound directly to hearing impaired individuals. This system transmits information from the Airports' paging system to individuals with cochlear implants or hearing aids that have telecoils (T-coils). A majority of hearing aids are now built with T-coils and deliver personalized in-the-ear sound, therefore, allowing those hearing impaired to receive personalized-precise instructions provide through the Airport's paging system. The system includes loop wires spaced between 6 to 10-feet in the ceiling. The loop wires are split into 12 zones throughout Concourse B, connected with 24 drivers. Each driver requires 1 or 2 amplifiers to amplify the sound. A rack is installed in the Airport's IT room to house the drivers and amplifiers.

Project Justification: This project will provide assistance to customers with hearing loss. A hearing loop system will be installed in Concourse B that will allow hearing aids w/t-coil to directly connect to the public address system, allowing the customer to clearly hear public announcements. These announcements include general information, boarding information, and emergency information that are broadcast over the public address system. By reducing or eliminating background noise and directly connecting to the customer's hearing aid, this system will improve communications with the hearing impaired. In addition, this project is intended to meet the requirement of the implementing regulation for the Air Carrier Access Act (ACAA), 14 CFR §§ 382.53(a)(1),(3) that airlines and airports, in cooperation with each other, provide, "passengers who identify themselves as persons needing visual and hearing assistance [with] prompt access to the same information provided to the other passengers at each gate, ticketing area, and customer service desk to the extent that this does not interfere with employees' safety and security duties as set forth in FAA, TSA, and other regulations." This project specifically focuses on the requirement to provide hearing assistance.

This project will improve communications with hearing impaired individuals in loading/unloading processes at all gates in Concourse B. Hearing loss affects 50% of Americans older than 75. The passenger demographics at SRQ mean a majority of individuals boarding aircraft at SRQ have difficulty hearing instructions from gate attendants. This project will greatly enhance the communication, safety and experience for customers preparing to load/unload aircraft at SRQ.

There are currently no constraints on competition at SRQ. The purpose of the project is to enhance the ability of hearing-impaired customers to understand public address announcements.

PFC Collection Level: $4.50

Project Funding:	**Amount**
Pay-As-You-Go PFCs	$ 62,838
FDOT Funds	$ 62,500
Total Project Funding	$ 125,338

Project 6.15 – Terminal Curb-Side Renovations

Project Description: This project includes replacement of leaking roof drains and sewer drains in curbside ceiling, replacing ceiling tiles, lighting, speakers, fire sprinklers, curbside/terminal storefront, signage, carpet, curbside sidewalk, remove skycap podiums, and electrical and fiber optics upgrades. The ceiling is approximately 20,000 sf and will consist of a suspended metal ceiling with a torsion spring system. The curbside/sidewalk to be replaced is approximately 1,000 lf. Eleven (11) skycap podiums owned by the Airport will be removed to accommodate other improvements included in the project. They will not be replaced. Approximately 300 light fixtures and 141 public address speakers will be installed. Approximately 20-25 wayfinding signs will be installed.

Project Justification: This project will correct deficiencies in the curb-side structures that have developed through normal aging. Problems include cracked and leaking sewer lines, and cracked and leaking roof drains. The project will also improve loading unloading capacity at curbside by replacing 6-inch curb with zero-curb and will improve way-finding signage. The curbside facilities included in this project were constructed with the terminal in 1989 and have not been rehabilitated since then.

There are currently no constraints on competition at SRQ. The purpose of the project is to replace curbside facilities that have reached the end of their useful lives and are failing.

PFC Collection Level: $4.50

Project Funding:	**Amount**
Pay-As-You-Go PFCs	$3,250,000
Total Project Funding	$3,250,000

Project 6.16 – Blast Deflector Project Gate B-2

Project Description: This project will extend the existing blast deflector at the Employee Parking Lot to Gate B-2. The new deflector will consist of approximately 305 lf of 8-foot curved barrier and approximately 340 lf of double reversed corrugated blast fence.

Project Justification: With the recent increase in airline traffic (prior to the COVID-19 pandemic) gate management has become critical. Gate B-2 was not utilized as it could be due to the impact of jet blast on the employee parking lot and the ground transportation area. The extension of the blast deflector will increase protection to both the employee parking lot and the ground transportation area, which will enable increased use of Gate B-2 by aircraft as operations return after the pandemic has run its course.

PFC Collection Level: $4.50

Project Funding:	**Amount**
Pay-As-You-Go PFCs	$ 750,000
Total Project Funding	$ 750,000

Project 6.17 – Baggage Handling System Project (Design Only)

Project Description: This project will provide the design for replacement of SRQ's existing baggage handling system (BHS) with a new system that will provide for a consolidated

checked baggage inspection system (CBIS). Currently SRQ has three separate in-line mini-systems that each include an explosive detection system (EDS) machine that is beyond its useful life. (Nodes A, B and C) The elements of the new consolidated system will include approximately 2,500 lf of conveyor belt, two new EDS machines and a centralized CBIS and checked baggage resolution area (CBRA).

At this time, the Airport does not anticipate that the system being designed in this project will impact Project 6.04, or require modifications to that project after it is completed.

Project Justification: The EDS machines in SRQ's three in-line mini-systems are beyond their useful lives. The EDS machines are approximately 18 years old and have been in continual use approximately 18 hours per day/365 days per year since their installation in 2002. The systems are under contract with L3 for maintenance, but maintenance events and subsequent downtime are becoming more frequently. TSA identified 15 years as the useful life for EDS; therefore, the existing L3 machines are already three years beyond their useful life.

In addition, CBIS design and installation have matured since installation of the original in-line system at SRQ. In particular, consolidated systems are now TSA's preferred approach over SRQ's existing separate mini-systems. The consolidated systems will provide for cross-utilization and redundancy of the BHS and EDS equipment that will allow for operations to continue seamlessly in the event of EDS downtime. SRQ previously modified the BHS to allow transfer of bags between Node B and Node C when required, but Node A is isolated. The current system is no longer compliant with TSA Planning Guideline and Design Standards (PGDS) standards, which increases risk to security and potential personal injury.

In a letter dated October 21, 2020, the TSA indicated its support for the project.

There are currently no constraints on competition at SRQ. The purpose of the project is to facilitate replacement of EDS machines that have reached the end of their useful lives and improve the efficiency of the checked baggage screening process.

PFC Collection Level: $4.50

Project Funding:	**Amount**
Pay-As-You-Go PFCs	$ 200,000
TSA Funds	$ 800,000
Total Project Funding	$1,000,000

Project 6.18 – Security Checkpoint Modifications

Project Description: This project will provide for an increase in passenger security checkpoint screening lanes from the current four lanes to five lanes. Configuration of the existing four checkpoint lanes will be optimized and the configuration will be prepared for the addition of a fifth lane. The reconfiguration will incorporate future space and data requirements to accommodate TSA's addition of Computed Tomography (CT) units. Elements of construction for the project include relocating the existing security exit portal, shifting lanes 1 through 4 west, which will provide for longer lanes for optimized divergent, creating lanes 1 and 2 as the primary lanes reducing conflicts with columns and other building obstructions, relocating the existing TSA offices and podium to increase checkpoint

space, increasing travel document check (TDC) podiums and adding duress and access controls.

Certain elements of the project, e.g. the relocation of TSA facilities and installation of new podiums, are not eligible for PFC funding, while other elements, including structural modifications and utility installations are eligible. Based on eligibility guidance provided by the FAA, the Authority estimates that eligible costs total $384,697. The Authority's PFC request is limited to this amount.

Project Justification: SRQ's existing Security Checkpoint includes 4-lanes that during peak times are not capable of processing the demand at SRQ. This project will reconfigure the checkpoint to optimize the existing four lanes and improve capacity. The project will plan for a future 5th lane, and will accommodate future CT equipment that requires wider lanes. The modifications will evaluate and address ADA lanes improving efficiency and reducing turns through the checkpoint.

In a letter dated October 21, 2020, the TSA indicated its support for the project.

There are currently no constraints on competition at SRQ. The purpose of the project is to provide adequate passenger security screening capacity to meet current peak demand and accommodate future growth in passenger traffic.

PFC Collection Level: $4.50

Project Funding:	**Amount**
Pay-As-You-Go PFCs	$ 384,697
Airport Funds	$ 415,303
Total Project Funding	$ 800,000

Project 6.19 – Waypoint Sign Project

Project Description: This project will replace existing signs with new signs at new locations to improve flow through the Airport curbside. Signs will include international symbols and will include new overhead directional signs. The following will be installed:

- Eleven (11) overhead sign panels;
- Two (2) overhead sign structures;
- Eighteen (18) multi-post sign panels; and
- One (1) single-post sign panel.

In addition, the existing sign structures will be painted, and traffic control devices (raised medians) will be installed at two intersections.

Project Justification: SRQ's current signs were installed in the late 1980s during terminal construction, with multiple sign changes over the years. This project will coordinate all the signs and update them to meet international standards.

The project will provide better circulation from the Airport entrance at University Parkway through parking and curbside drop-off. The project is expected to increase capacity at curbside, by reducing confusion of arriving and departing customers.

PFC Collection Level: $4.50

Project Funding:	**Amount**
Pay-As-You-Go PFCs	$ 500,000
FDOT Funds	$ 500,000
Total Project Funding	$1,000,000