

Pinellas County

Staff Report

File #: 26-1025A, **Version:** 1

Agenda Date: 7/21/2026

Subject:

Project application to the Federal Aviation Administration and delegation of authority to accept Federal Aviation Administration Fiscal Year 2026 Funds - Airport Improvement Program Grant - St. Pete-Clearwater International Airport.

Recommended Action:

Approval of a Fiscal Year (FY) 2026 project application to request \$95,202.00 from the Federal Aviation Administration (FAA) under the Airport Improvement Program (AIP) grant program.

- This grant will enable St. Pete-Clearwater International Airport (PIE) to fund 36 Vehicle Movement Area Transmitters which will be installed and configured to airport vehicles and equipment that access the airfield.
- These transponders will be paid for with an AIP grant, which pays 90% of the cost, while PIE pays the other 10%.
- It is uncertain exactly when the grant agreement will be forwarded to the County for signature by the Chairman and County Attorney. The grant will be electronically mailed to the Chairman for electronic signature and then the County Attorney. PIE will not have a copy of the grant prior to the grant being sent via email. It is customary that the FAA provides PIE with no advance notice and only a few days to execute the grant and obligate the funding.
- Because the grant agreement needs to be signed when it is received by the FAA, we request the Board of County Commissioners delegate authority to Chairman Eggers to sign the grant at the point in time when approving this grant application.
- This is requested in the FY27 Budget of PIE in the Airport Revenue and Operating Fund. In the event that future fiscal year funding is not available for this agreement, the County maintains the authority to terminate this agreement.

Strategic Priorities:

Healthy and Safe Communities
2.2 Enhance community safety.

Smart Service Delivery
4.3 Improve efficiency of service delivery through technology.

Summary:

On March 23, 2026, a regional Air Canada jet collided into a LaGuardia Port Authority firefighting vehicle on an active runway, killing two pilots. Soon after the incident, the FAA announced that it will equip nearly 2,000 airport vehicles with transponders, in which air traffic controllers will be able to detect aircraft, vehicles, and equipment that are operating on the airfield. The transmitters will track vehicles at airports equipped with surface surveillance systems. PIE's air traffic control tower is equipped with such a system.

PIE requested funding from the FAA in April and was told that funding would not be available until FY27. On June 3, 2026, the FAA contacted PIE stating funding is available, but a grant application would have to be forwarded to them by June 11, 2026.

Background Information:

The AIP grant program funds airport infrastructure projects such as runways, taxiways, airport signage, airport lighting, airport markings, and other aviation equipment. The grants strengthen our nation's aviation infrastructure.

Before PIE was notified that the FAA had funding available, it was purchasing eight (8) units with existing budget funds, but the units had not been ordered yet. The purchase order and order form are attached for your reference.

Fiscal Impact:

The total of the 36 VMATs is estimated to be \$105,780.00, with \$95,202.00 being funded by the FAA and \$10,578.00 being funded by PIE.

This is requested in the FY27 Budget of PIE in the Airport Revenue and Operating Fund. In the event that future fiscal year funding is not available for this agreement, the County maintains the authority to terminate this agreement.

Staff Member Responsible:

Mark E. Sprague, C.M., Director, Airport

Partners:

FAA

Attachments:

FY2026 Airport Improvement Program Grant Application

Intent to Apply Approval from OMB

Electronic mail from Jewel White describing ability to delegate authority for Chairman to sign Grant Agreement upon receipt



TAMPA BAY THE EASY WAY

June 10, 2026

Mr. Stephen Wilson
Community Planner
Federal Aviation Administration
Orlando Airports District Office
8427 SouthPark Circle, Suite 524
Orlando, FL 32819

Dear Mr. Wilson,

Subject: St. Pete-Clearwater International Airport
Clearwater, Florida
FY 2026 Airport Improvement Program (AIP)

In accordance with our Capital Improvement Plan (CIP) which has been updated in JACIP, enclosed please find the 2026 application for the following project:

1. Vehicle Movement Area Transmitters (VMATs)

The following items are enclosed:

- ✓ Application for Federal Assistance
- ✓ Detailed Project Information Sheet
- ✓ AIP Sponsor Certifications
- ✓ Total Cost Summary
- ✓ Environmental Determination Documentation

We are requesting a \$95,202.00 AIP apportionment from FY2026 to fund. We understand that any substantial increase in our federal funding request may jeopardize funding for the enclosed project(s). PIE is committing the other 10% share to complement the federal funding.

The project has been entered into JACIP. The funding has not been included, due to the CatEx form not being approved yet by the Airports District Office (it was emailed to Heather Chasez on June 4, 2026).

PIE is requesting a Letter of Credit method of payment for this grant agreement. There have been no changes in our Exhibit "A" Property Map or Exhibit "C" Title Opinion since our master plan was completed and approved in February 2020.

Sincerely,


Mark E. Sprague, C.M.
Airport Director

Airport Improvement Program
Orlando Airports District Office
Federal Assistance Request Checklist

APPLICATION CHECKLIST

Airport:	St. Pete-Clearwater International Airport
Sponsor:	Pinellas County, Florida Board of County Commissioners
City, State:	Clearwater, Florida
Date of Application:	June 9, 2026

Cover Letter:

- ☒ Letter of Credit method of payment requested.
- ☒ Project(s) identified.
- ☐ If pre-application, proposed application date identified.
- ☐ If application, any changes to requested amount are identified and reasons provided.
- ☒ If application, identify if any changes have taken place on Exhibit "A" Property Map since last grant.
- ☒ If application, identify if any changes have taken place on Exhibit "C" Title Opinion since last grant.

Application (Revise Pre-Application Documentation) :

- ☒ Standard Form 424 -- Application for Federal Assistance
- ☒ Detailed Project Information Sheet
- ☒ Individual Project Cost Breakdowns and Total Cost Summary
- ☐ Recommendation for Award
- ☐ Project Sketch -- One for each or one drawing with all projects
- ☒ Environmental Determination Documentation for each project
- ☐ Individual Project Schedules
- ☐ Appraisals (Land Acquisition Projects)
- ☐ Independent Cost Estimates (Design Only or Construction Phase Services >\$100K)

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: 		
4. Applicant Identifier: 3-12-0075-058-2026		
5a. Federal Entity Identifier: 3-12-0075-058-2026		5b. Federal Award Identifier:
State Use Only:		
6. Date Received by State:		7. State Application Identifier:
8. APPLICANT INFORMATION:		
* a. Legal Name: Pinellas, County of dba Board of County Commissioners		
* b. Employer/Taxpayer Identification Number (EIN/TIN): 59-6000800		* c. Organizational DUNS: 0552002160000
d. Address:		
* Street1: c/o Office of Management and Budget		
Street2: 14 S. Ft. Harrison, 5th Floor		
* City: Clearwater		
County/Parish: Pinellas		
* State: FL: Florida		
Province:		
* Country: USA: UNITED STATES		
* Zip / Postal Code: 33756-5165		
e. Organizational Unit:		
Department Name: St. Pete-Clearwater Int'l Apt		Division Name: St. Pete-Clearwater Int'l Apt
f. Name and contact information of person to be contacted on matters involving this application:		
Prefix: Mr. * First Name: Mark		
Middle Name: E.		
* Last Name: Sprague		
Suffix:		
Title: Airport Director		
Organizational Affiliation: The Airport is a department of Pinellas County Government		
* Telephone Number: 727 453-7802		Fax Number: 727 453-7846
* Email: msprague@fly2pie.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:

Federal Aviation Administration

11. Catalog of Federal Domestic Assistance Number:

20-106

CFDA Title:

Airport Improvement Program. This grant is PIE's FY26 purchase of 36 Vehicle Movement Area Transmitters (VMATs).

* 12. Funding Opportunity Number:

Not Applicable

* Title:

N/A

13. Competition Identification Number:

Not Applicable

Title:

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

Add Attachment

Delete Attachment

View Attachment

* 15. Descriptive Title of Applicant's Project:

Purchase of Vehicle Movement Area Transmitters (VMATs)

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 * b. Program/Project

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

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:* a. Start Date: * b. End Date: **18. Estimated Funding (\$):**

* a. Federal	95,202.00
* b. Applicant	0.00
* c. State	0.00
* d. Local	10,578.00
* e. Other	0.00
* f. Program Income	0.00
* g. TOTAL	105,780.00

*** 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: * First Name:

Middle Name:

* Last Name:

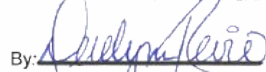
Suffix:

* Title: * Telephone Number: Fax Number: * Email:

* Signature of Authorized Representative:

* Date Signed:

ATTEST: KEN BURKE, CLERK

By: 

APPROVED AS TO FORM

By: 
Office of the County Attorney

Project No. 1: Detailed Project Information Sheet

Airport Improvement Program (AIP)

Airport : St. Pete-Clearwater International Airport (PIE)
City, ST: Clearwater, Florida
DUNS / TAX ID No. EUI #R37RMC73XKG1
SAM Expiration Date: April 15, 2027
Project Title: Vehicle Movement Area Transmitters (VMATs)

Project Description:

This project includes procuring, installing, configuring, and commissioning approximately (36) Vehicle Movement Area Transmitters (VMATs) on airport vehicles accessing the airfield.

On May 20, 2026, the FAA announced that it will equip nearly 2,000 airport vehicles with transponders following an incident at LaGuardia International Airport (LGA) in which a fire truck collided with a landing passenger aircraft. The FAA will utilize \$16.5 million from the 2025 GOP megalaw to incorporate transponders on approximately 1,900 vehicles across 44 airports. The transmitters will track vehicles at airports equipped with surface surveillance systems such as ASDE-X or Airport Surface Surveillance Capability.

Project Justification:

Per FAA Order 5100.38D, Appendix L, "Safety and Security Equipment Projects", Section L-6, "Radios and Communication Equipment", "Radios and communication equipment for an eligible AIP vehicle or piece of equipment is an allowable cost of the eligible AIP vehicle or piece of equipment. This may include installation of ADS-B per Advisory Circular 150/5220-26, Airport Ground Vehicle Automatic Dependent Surveillance – Broadcast (ADS-B) Out Squitter Equipment, for vehicles that are used at an airport with FAA ADS-B Surface Surveillance."

The FAA also noted that it reminded airports that federal grant money could be used to install transponders.

Was this project in the airport's Capital Improvement Plan (CIP) in JACIP and accepted as eligible/justified in the FAA's Airport Capital Improvement Plan (ACIP)?

☒ Yes ☐ No (explain below)

N/A

Special Circumstances (check if applicable to the project):

- | | | |
|---|--|--|
| ☐ Force Account Services | ☐ Benefit Cost Analysis | ☐ [Enter Other] |
| ☐ Mods. To Standards | ☐ Design-build or CMR | ☐ [Enter Other] |
| ☒ AIP eligible & non-eligible | ☐ Exceeds FAA Stds. | ☐ [Enter Other] |

N/A

Project Funding:

Total VMATs (100%)	Total FAA Share (90%)	PFC (0%)		Total Local (10%)
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\$105,780	\$95,202			\$10,578
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Type of Funding Proposed (FAA Share Only)				
Fund Type	Funds Available	Total Funds to be Used		Funds Remaining (Local)
FY2026 AIP	\$105,780	\$95,202		\$10,578
Total	\$105,780	\$95,202		\$10,578

Alternate Funding Plan: *Provide an alternate funding plan if discretionary funding is unavailable, such as a substitute entitlement only project, reduce scope through bid alternates, move the project out to a future year, etc.*

Project Cost Estimate Breakdown:

Vehicle Movement Area Transmitters (VMATs)	Cost (100%)	FAA (90%)
Procure, install, configure, and commission	\$105,780	\$95,202
Subtotal Amount	\$105,780	\$95,202
Total Estimated Project Cost (100%)	\$105,780	
Total FAA Share Cost (90 %)	\$95,202	

**NOTE: FAA does not participate on allowances / contingencies. By FAA policy, a line item for estimated administrative costs can be included in the grant application if the sponsor cannot accurately calculate the total administrative costs. However, these estimated administrative costs must not exceed 2% of the grant amount or \$10,000, whichever is less.*

Project Preliminary Checklist:

AIP Document Pre-requisites	Dates
Date of FAA Approved ALP	5/14/2026
Date of last 5010, Airport Master Record verification for data corrections.	1/7/2026
Date of last FAA approved Exhibit "A" Property Inventory Map w/ Exhibit "C", Title of Opinion	10/20/2020
Date of Environmental Determination	6/12/2026
Date of last Airport Pavement Maintenance Program.	7/10/2019
Date of Land Acquisition (if applicable)	N/A
Impacts to FAA Facilities	Yes No

Does the project impact FAA facilities?	☐	X
N/A		

Project #1: Vehicle Movement Area Transmitters (VMATs)
PROPOSED PROJECT SCHEDULE

<u>Proposed Project Schedule:</u>	<u>Dates:</u>
Selection of Consultant	4/29/2026
Pre-Application Submittal to FAA ADO Planner	6/9/2026
Pre-design Conference	6/4/2026
CSPP and Airspace Coordination in iOE/AAA ¹	6/4/2026
Completion of Plans, Specifications and Engineers Report	6/4/2026
Submit Plans and Specs to FAA ²	6/4/2026
Advertisement of Project for Bids	9/23/2026
Bid Opening	9/23/2026
Bid Tabulation Submittal and Recommendation of Award	5/15/2026
Application Submittal to FAA ADO Engineer	6/9/2026
Grant Offer	9/10/2026
Execution of FAA Grant	9/30/2026
Pre-construction Conference	10/30/2026
Notice to Proceed to Contractor ³	10/30/2026
Substantial Completion of Construction	5/31/2027
Final Inspection	6/30/2027
Project Close-Out ⁴	7/30/2027

= To be coordinated with the ADO Engineer prior to grant application submittal.

¹ Coordination of CSPP and airspace in iOE/AAA shall be completed / determined before grant application submittal. Refer to CSPP SOP 1.00 for CSPP project applicability requirements.

² For any construction grants, Plans / Specs & the Engineers Report must be submitted to the ADO PM for review and approval prior to bid advertisement in accordance with 2 CFR 200. Sponsor will be responsible for removing / prorating all non-AIP eligible bid items identified prior to grant execution.

³ Once all contract documents have been executed, the sponsor will issue a notice to proceed to the contractor. The sponsor must send a copy of the notice to proceed to the ADO PM.

⁴ Project shall remain on schedule as shown above. Note that closeout of an AIP grant must not exceed four (4) years after grant execution date. You may refer to the AIP Handbook - Chapter 5, Section 8, Grant Closeout for additional details.



Federal Aviation Administration

Memorandum

Date: October 2, 2024

To: Office of Airports Regional Directors, AXX-600s
Regional Airport Planning & Programming, AXX-610s
Airports District Office Managers, XXX-ADOs

From: Danielle J. Rinsler, Director, Airport Planning and Programming, APP-1
John R. Dermody, Director, Airport Safety and Standards, AAS-1

Subject: Program Guidance Letter (PGL) 24-01: Funding for Airfield Ground Vehicle Safety Systems

DANIELLE J. RINSLER
Digitally signed by DANIELLE J RINSLER
Date: 2024.10.03 11:12:22 -04'00'

JOHN R. DERMODY
Digitally signed by JOHN DERMODY
Date: 2024.10.03 11:29:02 -04'00'

This Program Guidance Letter (PGL) addresses eligibility to purchase and install equipment on airport-owned ground vehicles that improve surface safety on the airfield: Vehicle Movement Area Transmitters (VMATs) using Automatic Dependent Surveillance - Broadcast (ADS-B) and Runway Incursion Warning Systems (RIWS). VMAT equipment can be used for vehicle tracking at airports selected in the FAA's Surface Awareness Initiative (SAI). RIWS equipment can be used to alert vehicle drivers at any Airport Improvement Program (AIP) eligible airport. FAA policy is to allow and encourage acquisition, installation, and use of VMATs and RIWSs in order to improve airfield safety.

VMAT background

The FAA and the aviation community are pursuing a goal of zero serious close calls as identified in the February 2023 Safety Call to Action Initiative, which includes mitigating incursions of both aircraft and ground vehicles. Currently, Airport Surface Display Equipment, Model X (ASDE-X) and Airport Surface Surveillance Capability (ASSC) surface surveillance systems, which are used to monitor airfield movements and enhance safety, are in-use at 43 civil airports in the National Airspace System (NAS).

Following the Safety Call to Action, the FAA established the Surface Awareness Initiative (SAI) to provide supplemental situational awareness for Air Traffic Control (ATC) at additional airports to deliver innovative, cost-effective technology solutions to airports without existing ASDE-X or ASSC capabilities. Similar to ASDE-X and ASSC systems, SAI systems use ADS-B to track aircraft and vehicles on the airport surface. At airports equipped with SAI systems, the

position and call sign of aircraft equipped with ADS-B and vehicles equipped with VMATs are shown on surface displays in the Air Traffic Control tower.

This PGL provides eligibility and justification guidance for VMAT installation costs at SAI-equipped airports in support of the FAA's safety goals.

Table L-2 of the Airport Improvement Program (AIP) Handbook (FAA Order 5100.38D, Change 1), *Safety and Security Equipment Project Requirements*, provides eligibility and justification guidance for VMAT (also known as squitter) acquisition and installation at airports equipped with ASDE-X or ASSC systems. This PGL complements that eligibility by extending similar eligibility and justification to SAI-equipped airports.

RIWS background

RIWSs are a cost-effective safety tool that provides an alarm to vehicle drivers when the vehicle is near or is inside the protected area of a surface that is designated to protect aircraft landing and takeoff operations. A RIWS also will provide an alarm to the vehicle driver to avoid temporary construction areas and other protected portions of the Air Operations Area (AOA).

Funding guidance

As AIP-obligated airport sponsors, those airports installing and using VMATs must comply with Advisory Circular 150/5220-26, *Airport Ground Vehicle Automatic Dependent Surveillance - Broadcast (ADS-B) Out Equipment*, or any successor document. RIWSs must follow Advisory Circular 150/5210-25A, *Performance Specification for Airport Vehicle Runway Incursion Warning Systems (RIWS)*, or any successor document.

Consistent with Table 3-7 of the AIP Handbook, *Minimum Useful Life*, the useful life of VMAT and RIWS equipment is 5 years, except for instances where the equipment cannot be modified or upgraded to meet revised specifications or the costs to modify or upgrade the equipment to meet revised specifications exceeds replacement costs, in which cases the Regional Office or Airports District Office (ADO) can consider the equipment as having met its useful life and eligible for replacement.

Individual vehicles may be equipped with both VMAT and RIWS equipment. Acquisition and installation projects must comply with the following funding rules:

VMAT funding guidance

Topic	Additional Requirement for AIP Funded Equipment
a. Eligible Airports	VMAT costs are eligible only at airports equipped with ASDE-X, ASSC, or SAI systems approved by the FAA Air Traffic Organization.
b. Number of VMATs Allowed	A maximum of 200 VMATs are authorized at an airport per Advisory Circular 150/5220-26, and

Topic	Additional Requirement for AIP Funded Equipment
	acquisition of VMATs that do not exceed this limit are allowable. FAA recommends that all airport vehicles that regularly operate on the movement area of an airport equipped with an ASDE-X, ASSC or SAI system be equipped with VMATs.
c. Allowable Costs	Only the minimally required costs per Advisory Circular 150/5220-26 or any successor document to acquire and install the equipment, as well as commissioning services, including Site Acceptance Testing (SAT) costs, are allowable. The costs of acquiring any other or future computer hardware, software or software subscription services used to manage VMAT operations and maintenance or in support of airport surface displays are not allowable.
d. Operating Frequency	VMATs may only use the 978 MHz/UAT link.
e. ADS-B Out	Only ADS-B Out is allowable (ADS-B In is not eligible).
f. Allowable Products	Only qualified products that have been approved following certification testing and are so identified in Advisory Circular 150/5220-26 may be acquired and eligible for funding.
g. Type of Vehicles that can be equipped with AIP-funded VMATs.	For all acquisitions, AIP-funded VMATs are limited to installation in airport-owned, airport employee-operated vehicles that operate on pavements that are controlled by FAA Air Traffic Control, such as snowplows, airport rescue and firefighting vehicles, and airside operations vehicles. For VMAT-equipped vehicles, the airport must provide a listing of the vehicle, assigned use (such as airside operational vehicle), and its callsign designation (such as Operations Vehicle OPS-1, ARF-2) to the Airports District Office.

RIWS funding guidance

Topic	Additional Requirement for AIP-Funded Equipment
a. Eligible Airports	RIWS costs are eligible at any AIP-eligible airport.
b. Number of RIWSs Allowed	There is no limit to the number of AIP-eligible RIWSs.

**FAA ORLANDO AIRPORTS DISTRICT OFFICE – CATEGORICAL EXCLUSION (CATEX)
SHORT FORM**

Airport: St. Pete-Clearwater International Airport Project Title: Vehicle Movement Area Transmitters (VMATs)

Use this CATEX Short Form if the Proposed Action is a federal action subject to NEPA and normally would not have a significant effect(s) on the human environment. **Identify the applicable category on the line below from FAA Order 1050.1G, Appendix B, sections B-2.1 through B-2.6 for the Proposed Action.**

B-2.3. Categorical Exclusions for Equipment and Instrumentation (Installation of safety-related equipment and instrumentation associated with airport operations vehicles and equipment) _____.

List all components of the Proposed Action and Connected Actions (if any) on a separate sheet. *A CATEX should not be used for a segment or an interdependent part of a larger proposed action.* **Include** a summary of existing conditions at the Proposed Action site. **Attach** a site map identifying the Proposed Action area on the airport's current ALP and a recent aerial of the Proposed Action area.

Certify that the Proposed Action and Connected Actions are **NOT** likely to have extraordinary circumstances or significant impacts. Significance thresholds and factors to consider are in FAA Order 1050.1G, Appendix A, Exhibit A-1. Extraordinary circumstances are listed in FAA Order 1050.1G, Appendix B, B-1(b), and summarized below:

- (1) An adverse effect on cultural resources protected under the National Historic Preservation Act of 1966, as amended, 54 U.S.C. § 300101, *et seq.*;
- (2) An effect on resources protected under Section 4(f) of the Department of Transportation Act;
- (3) An effect on natural, ecological, or scenic resources of Federal, state, Tribal (including Tribal trust or treaty protected resources), or local significance (e.g., federally listed or proposed endangered, threatened, or candidate species, or designated or proposed critical habitat under the Endangered Species Act, 16 U.S.C. §§ 1531-1544);
- (4) An effect on the following resources: resources protected by the Fish and Wildlife Coordination Act, 16 U.S.C. §§ 661-667d; wetlands; floodplains; coastal zones; national marine sanctuaries; wilderness areas; National Resource Conservation Service-designated prime and unique farmlands; energy supply and natural resources; resources protected under the Wild and Scenic Rivers Act, 16 U.S.C. §§ 1271-1287, and rivers or river segments listed on the Nationwide Rivers Inventory (NRI); and solid waste management;
- (5) A division or disruption of an established community, or a disruption of orderly, planned development, or an inconsistency with plans or goals that have been adopted by the community in which the project is located;
- (6) An increase in congestion from surface transportation (by causing a decrease in the level of service below acceptable levels determined by the appropriate transportation agency, such as a highway agency);
- (7) An effect on noise levels of noise sensitive areas;
- (8) An effect on air quality or violation of Federal, state, tribal, or local air quality standards under the Clean Air Act, 42 U.S.C. §§ 7401-7671q;
- (9) An effect on water quality, sole source aquifers, a public water supply system, or state or tribal water quality standards established under the Clean Water Act, 33 U.S.C. §§ 1251-1387, and the Safe Drinking Water Act, 42 U.S.C. §§ 300f-300j-26;
- (10) Effects on the quality of the human environment that are likely to be highly controversial on environmental grounds. The term "highly controversial on environmental grounds" means there is a substantial dispute regarding the analytical outcomes of the environmental review. Controversies on environmental grounds relate to a substantive issue pertaining to the analysis of effects, such as reasonable disagreement over the degree, extent, or nature of a proposed action's environmental impacts or over the action's risks of causing environmental harm. Mere opposition is not sufficient for a proposed action or its impacts to be considered highly controversial on environmental grounds. Opposition on environmental grounds by a Federal, state, or local government agency or by a tribe or a substantial number of the persons affected by the action should be considered in determining whether or not reasonable disagreement regarding the impacts of a proposed action exists. However, while a substantial number of persons affected by the action is a consideration, it is not necessarily determinative that extraordinary circumstances exist. If in doubt about whether a proposed action is highly controversial on environmental grounds, consult with the Orlando ADO;
- (11) Likelihood to be inconsistent with any Federal, state, tribal, or local law relating to the environmental aspects of the proposed action; or
- (12) Likelihood to create a significant impact on the human environment, including, but not limited to, actions likely to cause a significant lighting impact on residential areas or commercial use of business properties, likely to cause a significant impact on the visual nature of surrounding land uses, likely to cause environmental contamination by hazardous materials, or likely to disturb an existing hazardous material contamination site such that new environmental contamination risks are created.

Based on the information in this Short Form CATEX and supporting information, I certify that the Proposed Action and Connected Actions meet(s) all requirements for a CATEX in accordance with FAA Order 1050.1G and do not have any extraordinary circumstances or significant impacts.

Angela Dunkel

Digitally signed by Angela Dunkel
DN: cn=U.S. Coast Guard/PortMiami, o=U.S. Coast Guard/PortMiami
Angela Dunkel, cn=Angela Dunkel
Date: 2025.06.03 15:00:00-0400

6/3/2026

Signature of Authorized Airport Representative

Date

FAA Determination (signature of the Responsible FAA Official):

Categorically Excluded: HEATHER CHASEZ Digitally signed by HEATHER CHASEZ
Date: 2026.06.11 09:11:10 -0400 Date: _____

CATEGORICAL EXCLUSION ENVIRONMENTAL DETERMINATION CHECKLIST

St. Pete Clearwater International Airport

Airport: _____

Prepared and certified by: Angela Dunkel Date: 6/3/2026

	YES**	NO	COMMENTS
THE PROPOSED ACTION MUST BE LISTED IN FAA ORDER 1050.1G, APPENDIX B, SECTIONS B-2.1 THROUGH B-2.6 AS AN ACTIVITY THAT WOULD NORMALLY BE CATEGORICALLY EXCLUDED			
THE PROPOSED ACTION CONSISTS OF:			
Helicopter facilities or operations	☐	☒	
Land acquisition	☐	☒	
New airport serving general aviation	☐	☒	
Access or service road construction	☐	☒	
New airport location	☐	☒	
New runway	☐	☒	
Runway extension, strengthening, reconstruction, resurfacing or widening	☐	☒	
Converting prime or unique farmland	☐	☒	
Runway Safety Area (RSA) improvements	☐	☒	
ILS or ALS installation	☐	☒	
Airport development (hangars, terminal expansion)	☐	☒	
On-airport aboveground or underground fuel storage tanks	☐	☒	
Construction, reconstruction, or relocation of an ATCT	☐	☒	
THE PROPOSED ACTION WILL AFFECT:			
Historic/Archeological/Cultural Resources	☐	☒	
Section 4(f) or 6(f) resources	☐	☒	
Federally listed, endangered, threatened, or candidate species, or designated/proposed critical habitat	☐	☒	
Federal, state, tribal, or local natural, ecological, or scenic resources	☐	☒	
Wetlands, floodplains, waterways, coastal zones	☐	☒	
Energy supply or natural resources	☐	☒	
Protected rivers or river segments	☐	☒	
Established community(s), planned development, or plans/goals adopted by the local community	☐	☒	
Surface vehicular traffic (reduce LOS)	☐	☒	
Air quality or violate Federal, state, tribal or local standards	☐	☒	
Water quality, a sole source aquifer, public water supply system, or federal, state, or tribal water quality standards	☐	☒	
THE PROPOSED ACTION IS LIKELY TO:			
Be Highly Controversial on Environmental Grounds	☐	☒	
Be Inconsistent with Federal, state, tribal, or local law relating to environmental aspects	☐	☒	
Cause residential or business relocations	☐	☒	
Increase noise levels over Noise Sensitive Land Uses within the 65 dBA noise contour or newly include Noise Sensitive Land Uses within the 65 dBA noise contour.	☐	☒	
Contain Hazardous Materials or Affect Hazardous Materials/Sites	☐	☒	
Create a Wildlife Hazard per AC 150/5200-33	☐	☒	
Increase lighting impacts on residential communities or impact the visual nature of surrounding land uses	☐	☒	

** Attach detailed explanations or analysis for all "yes" answers on a separate sheet that supports a Categorical Exclusion determination.



PROJECT DESCRIPTION

Vehicle Movement Area Transmitters (VMATs) St. Pete-Clearwater International Airport

This project includes procuring, installing, configuring, and commissioning approximately 15 to 20 Vehicle Movement Area Transmitters (VMATs) on airport vehicles at St. Pete-Clearwater International Airport.

On May 20, 2026, the FAA announced that it will equip nearly 2,000 airport vehicles with transponders following an incident at LaGuardia Airport (LGA) in which a fire truck collided with a landing passenger aircraft. The FAA will utilize \$16.5 million from the 2025 GOP megawall to incorporate transponders on approximately 1,900 vehicles across 44 airports. The transmitters will track vehicles at airports equipped with surface surveillance systems such as ASDE-X or Airport Surface Surveillance Capability. The FAA also noted that federal grant funding may be used by airports to install these transponders.

The proposed action consists of the procurement, installation, configuration, and commissioning of VMATs on existing airport vehicles. No connected actions are associated with this project.

The anticipated date of procurement and installation of the VMATs is August 2026. The project is anticipated to be funded through FAA grants.



Quote #	Q2026051510
Date	5/15/2026
Expires	6/14/2026

Bill To:
Erin Johnson, C.M St. Pete-Clearwater International Airport Airport Operations Manager 14700 Terminal Blvd. Clearwater, FL 33762 (727) 453-7812

Ship To:
Erin Johnson, C.M St. Pete-Clearwater International Airport Airport Operations Manager 14700 Terminal Blvd. Clearwater, FL 33762 (727) 453-7812

Terms	Pay in Advance						
Description	Item #	Lead Time	Qty	MSRP	Price	Total	
VTU-20	UAX-90043-02		8	\$ 3,200.00	\$ 2,880.00	\$ 23,040.00	
VTU-20 Magnetic Mounting Kit	UAX-90043-05		8	\$ 50.00	\$ 50.00	\$ 400.00	
VTU Programming	UAX-90043-11		8	\$ -	\$ -	\$ -	
VTU Regulatory Airport Setup, FAA Concurrence & FCC Licensin	UAX-90043-12		1	\$ 5,000.00		\$ -	
Shipping			1			\$ 60.00	

Total	\$ 23,500.00
Sales Tax	\$ -
Grand Total	\$ 23,500.00

Seller Contact information:

Name:

Email:

Phone:

Cyriel Kronenburg

cyriel@uavionix.com

9546636796

Billing:

accounting@uavionix.com

300 Pine Needle Lane,
Bigfork, MT 59911

Buyer Contact Information:

Name:

Email:

Phone:

Erin Johnson

emjohnson@fly2pie.com

(727) 453-7812

Generic Terms & Conditions:

1. All orders are FCA MT, USA unless otherwise specified within the Quote. For deliveries outside USA, all Duties, Customs and Taxes are the responsibility of the customer, unless otherwise agreed upon in writing.
2. Prices are quoted in US Dollars; Taxes and Shipping Charges are extra as detailed above.
3. This quote is only valid for 30 days unless otherwise agreed upon in writing by our representatives.
4. Payment terms are detailed at the top of this Quote.
5. To proceed with this quote, please provide your sales rep (above) a Purchase Order (PO) that details: the items listed in this quote, the quote number, billing and shipping addresses, payment terms as well as the name and email of your Accounts Payable contact.
6. Products described in this quotation are subject to export license restrictions and regulations including the ITAR (International Traffic in Arms Regulations) and the Export Administration and Foreign Asset Control regulations of the United States
7. uAvionix Refund Policy is available at this link <https://uavionix.com/refund-policy/>



**Pinellas County Board of County
Commissioners
Purchasing Department**
400 S Ft Harrison Ave 6th Floor Annex Bldg
Clearwater FL 33756
Sales Tax Exempt No: 85-8013287050C-7

Issued Date: 20-MAY-2026
Revision Date:
Buyer: Lori Patrick
Requisition: 136991
Griffith, Ms. Laurie L
Contract No: none
Contract Title: Avionics System Components
and Installation
Department: BCC:Airport

Supplier:
uAvionix Corporation
107983
300 Pine Needle Ln
Bigfork MT 59911-6203
844-827-2372
orders@uavionix.com

Ship To:
St Petersburg Clearwater
International Airport
Airport Directors Office
14700 Terminal Blvd Ste
221
Clearwater, FL 33762
727-453-7801

County Contact:
Johnson, Ms. Erin M
727-453-7812
emjohnson@pinellascounty.or
g

Invoice To:
Finance Division Accounts Payable
Board of County Commissioners Pinellas County
PO Box 2438
Clearwater, FL 33757
727-464-8389 - FinanceAccountsPay@MyPinellasClerk.gov

The Standard Purchase Order Number must appear on all packages, shipping notices, invoices, and correspondence.

Notes to Supplier:

Payment Terms	Freight Terms	FOB	Ship Via	Delivery date
Net 45	Freight Included	Destination	Best Way	14-JUN-26

Line	Description	Quantity	UOM	Unit Price	Amount
1	VTU-20, item # UAX-90043-02; VTU Programming, item # UAX- 90043-11 (included); VTU Regulatory Airport Setup, FAA Concurrence & FCC Licensing, item # UAX-90043-12 (no charge)	8.0000	Each	2,880.000	23,040.00
				0	
Charge	4001.421017.5462000.202	23,040.0000			
Account	7.0000000				



Line	Description	Quantity	UOM	Unit Price	Amount
2	VTU-20 Magnetic Mounting Kit2, item # UAX-90043-05	8.0000	Each	50.0000	400.0000
Charge	4001.421017.5462000.202	400.0000			
Account	7.0000000				
3	Shipping	1.0000	Each	60.0000	60.0000
Charge	4001.421017.5420001.202	60.0000			
Account	7.0000000				
TOTAL					23,500.00



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

FAA Form 5100-129, Construction Project Final Acceptance – Airport Improvement Program Sponsor Certification

Paperwork Reduction Act Burden 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 2120-0569. Public reporting for this collection of information is estimated to be approximately 8 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 under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to the Federal Aviation Administration at: 800 Independence Ave. SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, ASP-110.

Construction Project Final Acceptance Airport Improvement Program Sponsor Certification

Sponsor: Pinellas County, Florida

Airport: St. Pete-Clearwater International Airport (PIE)

Project Number: 3-12-0075-058-2026

Description of Work: Vehicle Movement Area Transmitters (VMATs)

Application

49 USC § 47105(d), authorizes the Secretary to require me certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program. General standards for final acceptance and close out of federally funded construction projects are in 2 CFR § 200.343 – Closeout and supplemented by FAA Order 5100.38. The sponsor must determine that project costs are accurate and proper in accordance with specific requirements of the grant agreement and contract documents.

Certification Statements

Except for certification statements below marked not applicable (N/A), this list includes major requirements of the construction project. Selecting "Yes" represents sponsor acknowledgment and confirmation of the certification statement. The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. The personnel engaged in project administration, engineering supervision, project inspection, and acceptance testing were or will be determined to be qualified and competent to perform the work (Grant Assurance).
☒ Yes ☐ No ☐ N/A
2. Construction records, including daily logs, were or will be kept by the resident engineer/construction inspector that fully document contractor's performance in complying with:
 - a. Technical standards (Advisory Circular (AC) 150/5370-12);
 - b. Contract requirements (2 CFR part 200 and FAA Order 5100.38); and
 - c. Construction safety and phasing plan measures (AC 150/5370-2).☒ Yes ☐ No ☐ N/A
3. All acceptance tests specified in the project specifications were or will be performed and documented. (AC 150/5370-12).
☒ Yes ☐ No ☐ N/A

4. Sponsor has taken or will take appropriate corrective action for any test result outside of allowable tolerances (AC 150/5370-12).
- ☒ Yes ☐ No ☐ N/A
5. Pay reduction factors required by the specifications were applied or will be applied in computing final payments with a summary made available to the FAA (AC 150/5370-10).
- ☒ Yes ☐ No ☐ N/A
6. Sponsor has notified, or will promptly notify the Federal Aviation Administration (FAA) of the following occurrences:
- a. Violations of any federal requirements set forth or included by reference in the contract documents (2 CFR part 200);
 - b. Disputes or complaints concerning federal labor standards (29 CFR part 5); and
 - c. Violations of or complaints addressing conformance with Equal Employment Opportunity or Disadvantaged Business Enterprise requirements (41 CFR Chapter 60 and 49 CFR part 26).
- ☒ Yes ☐ No ☐ N/A
7. Weekly payroll records and statements of compliance were or will be submitted by the prime contractor and reviewed by the sponsor for conformance with federal labor and civil rights requirements as required by FAA and U.S. Department of Labor (29 CFR Part 5).
- ☒ Yes ☐ No ☐ N/A
8. Payments to the contractor were or will be made in conformance with federal requirements and contract provisions using sponsor internal controls that include:
- a. Retaining source documentation of payments and verifying contractor billing statements against actual performance (2 CFR § 200.302 and FAA Order 5100.38);
 - b. Prompt payment of subcontractors for satisfactory performance of work (49 CFR § 26.29);
 - c. Release of applicable retainage upon satisfactory performance of work (49 CFR § 26.29); and
 - d. Verification that payments to DBEs represent work the DBE performed by carrying out a commercially useful function (49 CFR §26.55).
- ☒ Yes ☐ No ☐ N/A
9. A final project inspection was or will be conducted with representatives of the sponsor and the contractor present that ensure:
- a. Physical completion of project work in conformance with approved plans and specifications (Order 5100.38);
 - b. Necessary actions to correct punch list items identified during final inspection are complete (Order 5100.38); and
 - c. Preparation of a record of final inspection and distribution to parties to the contract (Order 5100.38);
- ☒ Yes ☐ No ☐ N/A
10. The project was or will be accomplished without material deviations, changes, or modifications from approved plans and specifications, except as approved by the FAA (Order 5100.38).
- ☒ Yes ☐ No ☐ N/A

11. The construction of all buildings have complied or will comply with the seismic construction requirements of 49 CFR § 41.120.

☒ Yes ☐ No ☐ N/A

12. For development projects, sponsor has taken or will take the following close-out actions:

- a. Submit to the FAA a final test and quality assurance report summarizing acceptance test results, as applicable (Grant Condition);
- b. Complete all environmental requirements as established within the project environmental determination (Order 5100.38); and
- c. Prepare and retain as-built plans (Order 5100.38).

☒ Yes ☐ No ☐ N/A

13. Sponsor has revised or will revise their airport layout plan (ALP) that reflects improvements made and has submitted or will submit an updated ALP to the FAA no later than 90 days from the period of performance end date. (49 USC § 47107 and Order 5100.38).

☐ Yes ☐ No ☒ N/A

Attach documentation clarifying any above item marked with "No" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

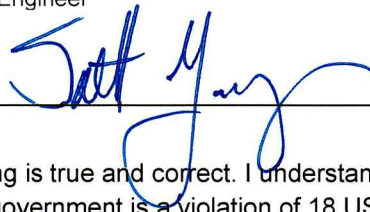
Executed on this 11th day of June, 2026.

Name of Sponsor: Pinellas County, Florida

Name of Sponsor's Authorized Official: Scott Yarley

Title of Sponsor's Authorized Official: Airport Engineer

Signature of Sponsor's Authorized Official: _____



I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.



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

FAA Form 5100-130, Drug-Free Workplace – Airport Improvement Program Sponsor Certification

Paperwork Reduction Act Burden 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 2120-0569. Public reporting for this collection of information is estimated to be approximately 8 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 under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to the Federal Aviation Administration at: 800 Independence Ave. SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, ASP-110.

Drug-Free Workplace Airport Improvement Program Sponsor Certification

Sponsor: Pinellas County, Florida

Airport: St. Pete-Clearwater International Airport (PIE)

Project Number: 3-12-0075-058-2026

Description of Work: Vehicle Movement Area Transmitters (VMATs)

Application

49 USC § 47105(d) authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General requirements on the drug-free workplace within federal grant programs are described in 2 CFR part 182. Sponsors are required to certify they will be, or will continue to provide, a drug-free workplace in accordance with the regulation. The AIP project grant agreement contains specific assurances on the Drug-Free Workplace Act of 1988.

Certification Statements

Except for certification statements below marked as not applicable (N/A), this list includes major requirements of the construction project. Selecting "Yes" represents sponsor acknowledgement and confirmation of the certification statement. The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. A statement has been or will be published prior to commencement of project notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the sponsor's workplace, and specifying the actions to be taken against employees for violation of such prohibition (2 CFR § 182.205).

☒ Yes ☐ No ☐ N/A

2. An ongoing drug-free awareness program (2 CFR § 182.215) has been or will be established prior to commencement of project to inform employees about:

- a. The dangers of drug abuse in the workplace;
- b. The sponsor's policy of maintaining a drug-free workplace;
- c. Any available drug counseling, rehabilitation, and employee assistance programs; and
- d. The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace.

☒ Yes ☐ No ☐ N/A

3. Each employee to be engaged in the performance of the work has been or will be given a copy of the statement required within item 1 above prior to commencement of project (2 CFR § 182.210).

☒ Yes ☐ No ☐ N/A

4. Employees have been or will be notified in the statement required by item 1 above that, as a condition employment under the grant (2 CFR § 182.205(c)), the employee will:

- a. Abide by the terms of the statement; and
- b. Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than five calendar days after such conviction.

☒ Yes ☐ No ☐ N/A

5. The Federal Aviation Administration (FAA) will be notified in writing within 10 calendar days after receiving notice under item 4b above from an employee or otherwise receiving actual notice of such conviction (2 CFR § 182.225). Employers of convicted employees must provide notice, including position title of the employee, to the FAA (2 CFR § 182.300).

☒ Yes ☐ No ☐ N/A

6. One of the following actions (2 CFR § 182.225(b)) will be taken within 30 calendar days of receiving a notice under item 4b above with respect to any employee who is so convicted:

- a. Take appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; and
- b. Require such employee to participate satisfactorily in drug abuse assistance or rehabilitation programs approved for such purposes by a federal, state, or local health, law enforcement, or other appropriate agency.

☒ Yes ☐ No ☐ N/A

7. A good faith effort will be made, on a continuous basis, to maintain a drug-free workplace through implementation of items 1 through 6 above (2 CFR § 182.200).

☒ Yes ☐ No ☐ N/A

Site(s) of performance of work (2 CFR § 182.230):

Location 1

Name of Location: St. Pete-Clearwater International Airport

Address: 14700 Terminal Blvd., Suite 221, Clearwater, FL 33762

Location 2 (if applicable)

Name of Location:

Address:

Location 3 (if applicable)

Name of Location:

Address:

Attach documentation clarifying any above item marked with a "No" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

Executed on this 11th day of June, 2026.

Name of Sponsor: Pinellas County, Florida

Name of Sponsor's Authorized Official: Scott Yarley

Title of Sponsor's Authorized Official: Airport Engineer

Signature of Sponsor's Authorized Official: _____



I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.



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

FAA Form 5100-131, Equipment and Construction Contracts – Airport Improvement Sponsor Certification

Paperwork Reduction Act Burden 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 2120-0569. Public reporting for this collection of information is estimated to be approximately 8 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 under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200. 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.

Equipment and Construction Contracts Airport Improvement Sponsor Certification

Sponsor: Pinellas County, Florida

Airport: St. Pete-Clearwater International Airport (PIE)

Project Number: 3-12-0075-058-2026

Description of Work: Vehicle Movement Area Transmitters (VMATs)

Application

49 USC § 47105(d) authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General procurement standards for equipment and construction contracts within Federal grant programs are described in 2 CFR §§ 200.317-200.326. Labor and Civil Rights Standards applicable to the AIP are established by the Department of Labor (www.dol.gov) AIP Grant Assurance C.1—General Federal Requirements identifies all applicable Federal Laws, regulations, executive orders, policies, guidelines and requirements for assistance under the AIP. Sponsors may use state and local procedures provided the procurement conforms to these federal standards.

This certification applies to all equipment and construction projects. Equipment projects may or may not employ laborers and mechanics that qualify the project as a “covered contract” under requirements established by the Department of Labor requirements. Sponsor shall provide appropriate responses to the certification statements that reflect the character of the project regardless of whether the contract is for a construction project or an equipment project.

Certification Statements

Except for certification statements below marked as not applicable (N/A), this list includes major requirements of the construction project. Selecting “Yes” represents sponsor acknowledgement and confirmation of the certification statement. The term “will” means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. A written code or standard of conduct is or will be in effect prior to commencement of the project that governs the performance of the sponsor's officers, employees, or agents in soliciting, awarding and administering procurement contracts (2 CFR § 200.318).

☒ Yes ☐ No ☐ N/A

2. For all contracts, qualified and competent personnel are or will be engaged to perform contract administration, engineering supervision, construction inspection, and testing (Grant Assurance C.17).
- ☒ Yes ☐ No ☐ N/A
3. Sponsors that are required to have a Disadvantage Business Enterprise (DBE) program on file with the FAA have included or will include clauses required by Title VI of the Civil Rights Act and 49 CFR Part 26 for Disadvantaged Business Enterprises in all contracts and subcontracts.
- ☒ Yes ☐ No ☐ N/A
4. Sponsors required to have a DBE program on file with the FAA have implemented or will implement monitoring and enforcement measures that:
- a. Ensure work committed to Disadvantaged Business Enterprises at contract award is actually performed by the named DBEs (49 CFR § 26.37(b));
 - b. Include written certification that the sponsor has reviewed contract records and has monitored work sites for performance by DBE firms (49 CFR § 26.37(b)); and
 - c. Provides for a running tally of payments made to DBE firms and a means for comparing actual attainments (i.e. payments) to original commitments (49 CFR § 26.37(c)).
- ☒ Yes ☐ No ☐ N/A
5. Sponsor procurement actions using the competitive sealed bid method (2 CFR § 200.320(c)). was or will be:
- a. Publicly advertised, allowing a sufficient response time to solicit an adequate number of interested contractors or vendors;
 - b. Prepared to include a complete, adequate and realistic specification that defines the items or services in sufficient detail to allow prospective bidders to respond;
 - c. Publicly opened at a time and place prescribed in the invitation for bids; and
 - d. Prepared in a manner that result in a firm fixed price contract award to the lowest responsive and responsible bidder.
- ☒ Yes ☐ No ☐ N/A
6. For projects the Sponsor proposes to use the competitive proposal procurement method (2 CFR § 200.320(d)), Sponsor has requested or will request FAA approval prior to proceeding with a competitive proposal procurement by submitting to the FAA the following:
- a. Written justification that supports use of competitive proposal method in lieu of the preferred sealed bid procurement method;
 - b. Plan for publicizing and soliciting an adequate number of qualified sources; and
 - c. Listing of evaluation factors along with relative importance of the factors.
- ☒ Yes ☐ No ☐ N/A
7. For construction and equipment installation projects, the bid solicitation includes or will include the current federal wage rate schedule(s) for the appropriate type of work classifications (2 CFR Part 200, Appendix II).
- ☒ Yes ☐ No ☐ N/A

8. Concurrence was or will be obtained from the Federal Aviation Administration (FAA) prior to contract award under any of the following circumstances (Order 5100.38D):

- a. Only one qualified person/firm submits a responsive bid;
- b. Award is to be made to other than the lowest responsible bidder; and
- c. Life cycle costing is a factor in selecting the lowest responsive bidder.

☒ Yes ☐ No ☐ N/A

9. All construction and equipment installation contracts contain or will contain provisions for:

- a. Access to Records (§ 200.336)
- b. Buy American Preferences (Title 49 U.S.C. § 50101)
- c. Civil Rights - General Provisions and Title VI Assurances(41 CFR part 60)
- d. Federal Fair Labor Standards (29 U.S.C. § 201, et seq)
- e. Occupational Safety and Health Act requirements (20 CFR part 1920)
- f. Seismic Safety – building construction (49 CFR part 41)
- g. State Energy Conservation Requirements - as applicable(2 CFR part 200, Appendix II)
- h. U.S. Trade Restriction (49 CFR part 30)
- i. Veterans Preference (49 USC § 47112(c))

☒ Yes ☐ No ☐ N/A

10. All construction and equipment installation contracts exceeding \$2,000 contain or will contain the provisions established by:

- a. Davis-Bacon and Related Acts (29 CFR part 5)
- b. Copeland "Anti-Kickback" Act (29 CFR parts 3 and 5)

☒ Yes ☐ No ☐ N/A

11. All construction and equipment installation contracts exceeding \$3,000 contain or will contain a contract provision that discourages distracted driving (E.O. 13513).

☒ Yes ☐ No ☐ N/A

12. All contracts exceeding \$10,000 contain or will contain the following provisions as applicable:

- a. Construction and equipment installation projects - Applicable clauses from 41 CFR Part 60 for compliance with Executive Orders 11246 and 11375 on Equal Employment Opportunity;
- b. Construction and equipment installation - Contract Clause prohibiting segregated facilities in accordance with 41 CFR part 60-1.8;
- c. Requirement to maximize use of products containing recovered materials in accordance with 2 CFR § 200.322 and 40 CFR part 247; and
- d. Provisions that address termination for cause and termination for convenience (2 CFR Part 200, Appendix II).

☒ Yes ☐ No ☐ N/A

13. All contracts and subcontracts exceeding \$25,000: Measures are in place or will be in place (e.g. checking the System for Award Management) that ensure contracts and subcontracts are not awarded to individuals or firms suspended, debarred, or excluded from participating in federally assisted projects (2 CFR parts 180 and 1200).

☒ Yes ☐ No ☐ N/A

14. Contracts exceeding the simplified acquisition threshold (currently \$250,000) include or will include provisions, as applicable, that address the following:

- a. Construction and equipment installation contracts - a bid guarantee of 5%, a performance bond of 100%, and a payment bond of 100% (2 CFR § 200.325);
- b. Construction and equipment installation contracts - requirements of the Contract Work Hours and Safety Standards Act (40 USC 3701-3708, Sections 103 and 107);
- c. Restrictions on Lobbying and Influencing (2 CFR part 200, Appendix II);
- d. Conditions specifying administrative, contractual and legal remedies for instances where contractor or vendor violate or breach the terms and conditions of the contract (2 CFR §200, Appendix II); and
- e. All Contracts - Applicable standards and requirements issued under Section 306 of the Clean Air Act (42 USC 7401-7671q), Section 508 of the Clean Water Act (33 USC 1251-1387, and Executive Order 11738.

☒ Yes ☐ No ☐ N/A

Attach documentation clarifying any above item marked with "No" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

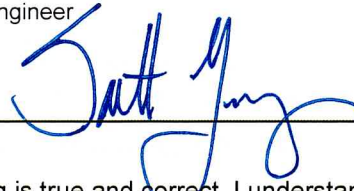
Executed on this 11th day of June, 2026.

Name of Sponsor: Pinellas County, Florida

Name of Sponsor's Authorized Official: Scott Yarley

Title of Sponsor's Authorized Official: Airport Engineer

Signature of Sponsor's Authorized Official: _____



I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.



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

FAA Form 5100-133, Real Property Acquisition – Airport Improvement Program Sponsor Certification

Paperwork Reduction Act Burden 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 2120-0569. Public reporting for this collection of information is estimated to be approximately 8 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 under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to the Federal Aviation Administration at: 800 Independence Ave. SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, ASP-110.

Real Property Acquisition Airport Improvement Program Sponsor Certification

Sponsor: Pinellas County, Florida

Airport: St. Pete-Clearwater International Airport (PIE)

Project Number: 3-12-0075-058-2026

Description of Work: Vehicle Movement Area Transmitters (VMATs)

Application

49 USC § 47105(d) authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General requirements on real property acquisition and relocation assistance are in 49 CFR Part 24. The AIP project grant agreement contains specific requirements and assurances on the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended.

Certification Statements

Except for certification statements below marked not applicable (N/A), this list includes major requirements of the real property acquisition project. Selecting "Yes" represents sponsor acknowledgement and confirmation of the certification statement. The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards.

1. The sponsor's attorney or other official has or will have good and sufficient title as well as title evidence on property in the project.
☒ Yes ☐ No ☐ N/A
2. If defects and/or encumbrances exist in the title that adversely impact the sponsor's intended use of property in the project, they have been or will be extinguished, modified, or subordinated.
☒ Yes ☐ No ☐ N/A
3. If property for airport development is or will be leased, the following conditions have been met:
 - a. The term is for 20 years or the useful life of the project;
 - b. The lessor is a public agency; and
 - c. The lease contains no provisions that prevent full compliance with the grant agreement.☒ Yes ☐ No ☐ N/A

4. Property in the project is or will be in conformance with the current Exhibit A property map, which is based on deeds, title opinions, land surveys, the approved airport layout plan, and project documentation.

☒ Yes ☐ No ☐ N/A

5. For any acquisition of property interest in noise sensitive approach zones and related areas, property interest was or will be obtained to ensure land is used for purposes compatible with noise levels associated with operation of the airport.

☒ Yes ☐ No ☐ N/A

6. For any acquisition of property interest in runway protection zones and areas related to 14 CFR 77 surfaces or to clear other airport surfaces, property interest was or will be obtained for the following:

- a. The right of flight;
- b. The right of ingress and egress to remove obstructions; and
- c. The right to restrict the establishment of future obstructions.

☒ Yes ☐ No ☐ N/A

7. Appraisals prepared by qualified real estate appraisers hired by the sponsor include or will include the following:

- a. Valuation data to estimate the current market value for the property interest acquired on each parcel; and
- b. Verification that an opportunity has been provided to the property owner or representative to accompany appraisers during inspections.

☒ Yes ☐ No ☐ N/A

8. Each appraisal has been or will be reviewed by a qualified review appraiser to recommend an amount for the offer of just compensation, and the written appraisals as well as review appraisal are available to Federal Aviation Administration (FAA) for review.

☒ Yes ☐ No ☐ N/A

9. A written offer to acquire each parcel was or will be presented to the property owner for not less than the approved amount of just compensation.

☒ Yes ☐ No ☐ N/A

10. Effort was or will be made to acquire each property through the following negotiation procedures:

- a. No coercive action to induce agreement; and
- b. Supporting documents for settlements included in the project files.

☒ Yes ☐ No ☐ N/A

11. If a negotiated settlement is not reached, the following procedures were or will be used:
- a. Condemnation initiated and a court deposit not less than the just compensation made prior to possession of the property; and
 - b. Supporting documents for awards included in the project files.

☒ Yes ☐ No ☐ N/A

12. If displacement of persons, businesses, farm operations, or non-profit organizations is involved, a relocation assistance program was or will be established, with displaced parties receiving general information on the program in writing, including relocation eligibility, and a 90-day notice to vacate.

☒ Yes ☐ No ☐ N/A

13. Relocation assistance services, comparable replacement housing, and payment of necessary relocation expenses were or will be provided within a reasonable time period for each displaced occupant in accordance with the Uniform Act.

☒ Yes ☐ No ☐ N/A

Attach documentation clarifying any above item marked with "No" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

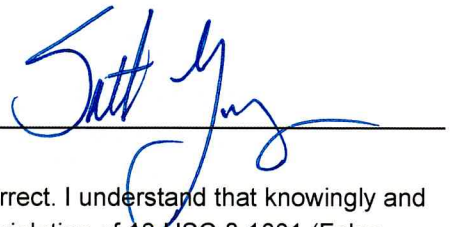
Executed on this 11th day of June, 2026.

Name of Sponsor: Pinellas County, Florida

Name of Sponsor's Authorized Official: Scott Yarley

Title of Sponsor's Authorized Official: Airport Engineer

Signature of Sponsor's Designated Official Representative: _____



I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.



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

FAA Form 5100-134, Selection of Consultants – Airport Improvement Program Sponsor Certification

Paperwork Reduction Act Statement

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Selection of Consultants

Airport Improvement Program Sponsor Certification

Sponsor: Pinellas County, Florida

Airport: St. Pete-Clearwater International Airport (PIE)

Project Number: 3-12-0075-058-2026

Description of Work: Vehicle Movement Area Transmitters (VMATs)

Application

49 USC § 47105(d) authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General requirements for selection of consultant services within federal grant programs are described in 2 CFR §§ 200.317-200.326. Sponsors may use other qualifications-based procedures provided they are equivalent to standards of Title 40 chapter 11 and FAA Advisory Circular 150/5100-14, Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects.

Certification Statements

Except for certification statements below marked as not applicable (N/A), this list includes major requirements of the construction project. Selecting "Yes" represents sponsor acknowledgement and confirmation of the certification statement. The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. Sponsor acknowledges their responsibility for the settlement of all contractual and administrative issues arising out of their procurement actions (2 CFR § 200.318(k)).
☒ Yes ☐ No ☐ N/A
2. Sponsor procurement actions ensure or will ensure full and open competition that does not unduly limit competition (2 CFR § 200.319).
☒ Yes ☐ No ☐ N/A
3. Sponsor has excluded or will exclude any entity that develops or drafts specifications, requirements, or statements of work associated with the development of a request-for-qualifications (RFQ) from competing for the advertised services (2 CFR § 200.319).
☒ Yes ☐ No ☐ N/A

4. The advertisement describes or will describe specific project statements-of-work that provide clear detail of required services without unduly restricting competition (2 CFR § 200.319).
☒ Yes ☐ No ☐ N/A
5. Sponsor has publicized or will publicize a RFQ that:
a. Solicits an adequate number of qualified sources (2 CFR § 200.320(d)); and
b. Identifies all evaluation criteria and relative importance (2 CFR § 200.320(d)).
☒ Yes ☐ No ☐ N/A
6. Sponsor has based or will base selection on qualifications, experience, and disadvantaged business enterprise participation with price not being a selection factor (2 CFR § 200.320(d)).
☒ Yes ☐ No ☐ N/A
7. Sponsor has verified or will verify that agreements exceeding \$25,000 are not awarded to individuals or firms suspended, debarred or otherwise excluded from participating in federally assisted projects (2 CFR § 180.300).
☒ Yes ☐ No ☐ N/A
8. A/E services covering multiple projects: Sponsor has agreed to or will agree to:
a. Refrain from initiating work covered by this procurement beyond five years from the date of selection (AC 150/5100-14); and
b. Retain the right to conduct new procurement actions for projects identified or not identified in the RFQ (AC 150/5100-14).
☒ Yes ☐ No ☐ N/A
9. Sponsor has negotiated or will negotiate a fair and reasonable fee with the firm they select as most qualified for the services identified in the RFQ (2 CFR § 200.323).
☒ Yes ☐ No ☐ N/A
10. The Sponsor's contract identifies or will identify costs associated with ineligible work separately from costs associated with eligible work (2 CFR § 200.302).
☒ Yes ☐ No ☐ N/A
11. Sponsor has prepared or will prepare a record of negotiations detailing the history of the procurement action, rationale for contract type and basis for contract fees (2 CFR § 200.318(i)).
☒ Yes ☐ No ☐ N/A
12. Sponsor has incorporated or will incorporate mandatory contract provisions in the consultant contract for AIP-assisted work (49 U.S.C. Chapter 471 and 2 CFR part 200 Appendix II)
☒ Yes ☐ No ☐ N/A

13. For contracts that apply a time-and-material payment provision (also known as hourly rates, specific rates of compensation, and labor rates), the Sponsor has established or will establish:

- a. Justification that there is no other suitable contract method for the services (2 CFR §200.318(j));
- b. A ceiling price that the consultant exceeds at their risk (2 CFR §200.318(j)); and
- c. A high degree of oversight that assures consultant is performing work in an efficient manner with effective cost controls in place 2 CFR §200.318(j)).

☒ Yes ☐ No ☐ N/A

14. Sponsor is not using or will not use the prohibited cost-plus-percentage-of-cost (CPPC) contract method. (2 CFR § 200.323(d)).

☒ Yes ☐ No ☐ N/A

Attach documentation clarifying any above item marked with "no" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

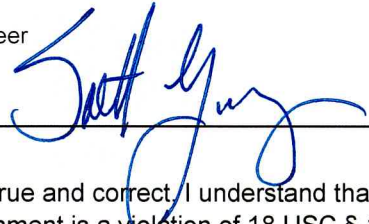
I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.

Executed on this 11th day of June, 2026.

Name of Sponsor: Pinellas County, Florida

Name of Sponsor's Authorized Official: Scott A. Yarley, P.E.

Title of Sponsor's Authorized Official: Airport Engineer

Signature of Sponsor's Authorized Official: 

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.