August 24, 2026, Regular Meeting

Dan McClure Auditorium
6000 Rick Piccolo Circle
Sarasota, FL 34243

SARASOTA BRADENTON INTERNATIONAL

August 24, 2026 01:00 PM

Agenda Topic		Presenter	Page
1.	Call to Order, Invocation, and Pledge to Flag	Chairman Spencer	
2.	Introduction of New Employees	Kevin Podsiad	
3.	Recognition of Employees	Paul Hoback	
4.	Approval: Resolution No. 2026-06, Declaring Appreciation for Governor Desantis of the Great State of Florida		4
5.	Approval: Resolution No. 2026-07, Declaring Appreciation for Senator Gruters of the Great State of Florida		5
6.	Approval: Minutes of May 11, 2026, Regular Meeting	Chairman Spencer	6
7.	Public Comments - Items on the Agenda	Chairman Spencer	

Members of the public who wish to speak on a topic, whether on the agenda or not, are asked to fill out a Citizen's Comment card and present it to the Board Secretary. This is the time for anyone wishing to speak on ANY agenda item, even those that may involve a contract in excess of the $500,000 threshold amount. A later item on the agenda is set aside for those wishing to speak on items NOT on the agenda.

8.	Items Needing Action	Paul Hoback	9
8.1	Set Public Hearing for Resolution 2026-09, Adoption of Fiscal Year 2027 Budget and Establishing Airline Rentals, Fees and Charges		
8.2	Approval: Revisions to Sarasota Manatee Airport Authority Investment Policy		9
8.3	Approval: Sole Source Purchase Pre-Conditioned Air Units for Concourse B Passenger Loading Bridges		22
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8.6	Approval: Reassignment and Subsequent Assignment of the Main Site, L.L.C., Site Lease Agreement to EIP Holdings IV, L.L.C.		311
8.7	Approval: Air Cargo Building Lease Agreement with Worldwide Flight Services, Inc.		322
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8.9	Approval: License Agreement for Use of Strip of Original Desoto Road Right-of-Way for Signage and Landscaping		416
8.10	Approval: Professional Services Agreement for Construction Phase Services for Runway 14-32 Object Free Area Improvements		427
9.	Items Needing Action - Over $500,000 Threshold	Paul Hoback	447

The following item(s) involve a contract in excess of the threshold of $500,000 and pursuant to Section 332.0075(3)(b) F.S., a reasonable opportunity for public comment must be offered before their approval, award, or ratification.

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9.2	Approval: Design-Build Contract for Design and Preconstruction Services for Inbound Baggage Claim System		451
9.3	Approval: Change Orders for Construction Contract Buy-Out Savings for Terminal Capital Improvements		523
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11.	Attorney Presentations	C. Dan Bailey	
12.	Old/New Business	Chairman Spencer	

13. Public Comments - Items Not on the Agenda — Chairman Spencer

Anyone wishing to speak on items not on the agenda must complete a Citizen's Comment card and present it to the Board Secretary. Comments are limited to five minutes per person. No individual may give their time to another speaker.

14. Comments by Commissioners — Chairman Spencer

15. Adjournment — Chairman Spencer

Proceedings of this public meeting will be digitally recorded. Copies may be purchased from the SMAA executive assistant at 941-359-2770, ext. 4216. Anyone wishing to appeal a decision made by the Airport Authority concerning any matter considered at this public meeting will need a record of the proceedings and must ensure that a verbatim record of the proceedings is made, which includes the testimony and evidence upon which the appeal is based.

RESOLUTION NO. 2026-06

RESOLUTION OF THE SARASOTA MANATEE AIRPORT AUTHORITY DECLARING APPRECIATION FOR GOVERNOR DESANTIS OF THE GREAT STATE OF FLORIDA

WHEREAS, Governor Ron DeSantis has served as Governor of the Great State of Florida since 2019; and

WHEREAS, Governor DeSantis previously served in the State of Florida's 6th Congressional District in the U.S. House of Representatives from 2013 to 2018; and

WHEREAS, the Sarasota Manatee Airport Authority is an Independent Special District authorized by Chapter 2003-309, Laws of the State Florida, as amended, to operate airport facilities within Sarasota and Manatee Counties; and

WHEREAS, the Sarasota Manatee Airport Authority operates the Sarasota Bradenton International Airport ("the Airport") in Sarasota and Manatee Counties; and

WHEREAS, the Airport has become the fastest growing airport in the United States in recent years and must undertake significant capital improvement projects to handle the increase in passenger demand and critical expansion and safety enhancements; and

WHEREAS, Governor DeSantis has line-item approval authority over the State of Florida capital budget; and

WHEREAS, Governor DeSantis has prioritized the Airport's immediate resiliency needs by fully supporting an appropriation requested by Senator Gruters and the Sarasota Manatee Airport Authority that resulted in a $7.5 million-dollar grant to the Airport to construct a secure, hurricane-hardened Emergency Operations Center;

THEREFORE, BE IT RESOLVED AND CONFIRMED THAT:

The Sarasota Manatee Airport Authority hereby expresses its sincere appreciation to Governor DeSantis for his earnest support and financial assistance and does hereby also express its desire to continue to work with Governor DeSantis in the advancement of aviation throughout the State of Florida and at the Sarasota Bradenton International Airport.

August 24, 2026.

SARASOTA MANATEE AIRPORT AUTHORITY

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Robert Spencer, Chairman

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Jesse Biter, Secretary

srq SARASOTA BRADENTON INTERNATIONAL

RESOLUTION NO. 2026-07

RESOLUTION OF THE SARASOTA MANATEE AIRPORT AUTHORITY DECLARING APPRECIATION FOR SENATOR GRUTERS OF THE GREAT STATE OF FLORIDA

WHEREAS, Senator Gruters has served as Senator for the 23rd District of the Great State of Florida since 2018; and

WHEREAS, Senator Gruters serves on several perminate committees in support of transportation and funding of critical infrastructure; and

WHEREAS, the Sarasota Manatee Airport Authority is an Independent Special District authorized by Chapter 2003-309, Laws of the State Florida, as amended, to operate airport facilities within Sarasota and Manatee Counties; and

WHEREAS, the Sarasota Manatee Airport Authority operates the Sarasota Bradenton International Airport ("the Airport") in Sarasota and Manatee Counties; and

WHEREAS, the Airport has become the fastest growing airport in the United States in recent years and must undertake significant capital improvement projects to handle the increase in passenger demand and critical expansion and safety enhancements; and

WHEREAS, Senator Gruters has prioritized the Airport's immediate resiliency needs and sponsored an appropriation request that resulted in a $7.5 million-dollar grant to the Sarasota Bradenton International Airport to construct a secure, hurricane-hardened Emergency Operations Center at the Airport; and

WHEREAS, Senator Gruters continues to provide his earnest support and assistance on issues and funding critical to the aviation industry and the Airport;

THEREFORE, BE IT RESOLVED AN THAT:

The Sarasota Manatee Airport Authority hereby expresses its sincere appreciation to Senator Gruters for his earnest support and financial assistance and does hereby also express its desire to continue to work with Senator Gruters in the advancement of aviation throughout the State of Florida and at the Sarasota Bradenton International Airport.

August 24, 2026.

SARASOTA MANATEE AIRPORT AUTHORITY

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Robert Spencer, Chairman

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Jesse Biter, Secretary

srq SARASOTA BRADENTON INTERNATIONAL

Minutes for May 11, 2026, Board Meeting

Dan P McClure Auditorium | 01:00 PM

Attendees – Board:

Robert Spencer; Jesse Biter; Kristin Incrocci; Carlos Beruff

Attendees – Staff:

Paul Hoback; Kevin Podsiad; Mark Stuckey; Dan Bailey; Robert Furr; Evan Knighting; Ray Anderson; Josh Talkington; Carina Renault; Kimberly Steele

Agenda

Item 1. Call to Order, Invocation, and Pledge to the Flag

Chairman Spencer called the meeting to order at 1:00 p.m., gave the invocation, and led the pledge.

Item 2. Introduction of New Employees and Recognitions

Kevin Podsiad introduced a new employee, Wesley Jones, CAD and GIS System Operator for the Engineering Department.

3. Approval: Minutes of Regular Meeting of March 23, 2026

The Board unanimously approved the minutes of the Regular Meeting of March 23, 2026.

Item 4. Public Comments - Items on the Agenda

No public comments were received.

Item 5. Items Needed Action

5.1 Approval: Resolution No. 2026-05, Replacing Resolution 2024-06, Guidelines for Use and Rental of General Aviation Facilities

Staff presented an update to the Airport Authority's guidelines for use and rental of general aviation facilities, including revisions to insurance requirements.

MOTION: Commissioner Beruff moved to approve as presented. Commissioner Biter seconded.

MOTION PASSED UNANIMOUSLY (4-0).

5.2 Approval: Initial Ranking of Firms in Response to RFQ-02-2026-MTF, Multimodal Transportation Facility, and Enter Contract Negotiations for Engineering and Construction Services

Staff presented the initial ranking of firms for the Multimodal Transportation Facility project and requested authorization to enter contract negotiations for engineering and construction services.

MOTION: Commissioner Beruff moved to approve as presented. Commissioner Biter seconded.

MOTION PASSED UNANIMOUSLY (4-0).

Item 6. Items Needing Action - Over $500,000 Threshold

6.1 Approval: Resolution No. 2026-04, Replacing Resolution No. 2024-04, Sarasota Manatee Airport Authority Air Carrier Incentive Program

Staff presented revisions to the Sarasota Manatee Airport Authority Air Carrier Incentive Program for Board consideration.

MOTION: Commissioner Beruff moved to approve as presented. Commissioner Biter seconded.

MOTION PASSED UNANIMOUSLY (4-0).

6.2 Approval: Award of Professional Services Agreement for Janitorial Management Services to Owens, Renz & Lee Co., Inc.

Staff presented the recommendation to award a professional services agreement for janitorial management services to Owens, Renz & Lee Co., Inc.

MOTION: Commissioner Beruff moved to approve as presented. Commissioner Incrocci seconded.

MOTION PASSED UNANIMOUSLY (4-0).

6.3 Approval: Award of Contract for Aircraft Rescue and Fire Fighting Apparatus to Oshkosh Airport Products

Staff presented the recommendation for award of contract for the purchase of an Aircraft Rescue and Fire Fighting apparatus to Oshkosh Airport Products.

MOTION: Commissioner Beruff moved to approve as presented. Commissioner Biter seconded.

MOTION PASSED UNANIMOUSLY (4-0).

Item 7. Department Reports Accepted

8.1 SRQ Dashboard
8.2 Financial Statements
8.3 Finance & Administration
8.4 Real Estate Development & Properties
8.5 ARFF, Operations & Police
8.6 Development/Community Relations & Activity Report
8.7 Engineering, Planning & Facilities
8.8 Internal Audit & Investment Compliance
8.9 Information Technologies

Item 8. Attorney Presentations

There were no attorney presentations.

Item 9. Old/New Business

There were no old/new business.

Item 10. Public Comments – Items Not on the Agenda

There were no comments regarding items not on the agenda.

Item 11. Comments by Commissioners

There were no comments by Commissioners.

Item 12. Adjournment

The meeting was adjourned at 1:29 p.m.

ATTEST:

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Jesse Biter, Secretary

APPROVE:

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Robert Spencer, Chairman

SARASOTA MANATEE AIRPORT AUTHORITY
AUGUST 24,2026, REGULAR MEETING
STAFF NARRATIVE

REQUEST TO APPROVE
REVISIONS TO SARASOTA MANATEE AIRPORT AUTHORITY INVESTMENT POLICY

EXECUTIVE SUMMARY: Staff request approval of revisions to the Sarasota Manatee Airport Authority's Investment Policy for the investment of the Airport Authority's surplus funds.

NARRATIVE: On June 27, 1995, the Sarasota Manatee Airport Authority (the "Airport Authority") and Sarasota County entered an Interlocal Agreement for the investment of the Airport Authority's surplus funds (the "Interlocal Agreement"). Pursuant to Section 10 of the Interlocal Agreement, which permits termination with or without cause by either party upon 30 days' prior written notice, the Clerk of the Circuit Court and Comptroller of Sarasota County (Collectively, the "County") has provided written notice to the Airport Authority of its decision to terminate the Interlocal Agreement, effective May 20, 2026. With this termination of the Interlocal Agreement, the Airport Authority shall assume direct responsibility for the investment of its surplus funds. This change shall require an update to the Airport's Authority's Investment Policy to ensure continuity of prudent financial management, adherence to statutory requirements, and alignment with best practices for public-sector investing.

The proposed revisions to the Airport Authority's Investment Policy are recommended to accomplish the following:

- Remove all references to the Clerk of the Circuit Court and the Interlocal Agreement.
- Establish the Airport's Authority to independently manage and invest its surplus funds in accordance with Florida law.
- Clarify the roles, responsibilities, and internal controls related to investment oversight, reporting, and compliance.
- Provide for the use of qualified public depositories and external investment advisors or managers, as appropriate and necessary.

A redlined copy of the proposed revisions to the Airport Authority's Investment Policy is attached for review. The proposed revisions shall ensure that the Airport Authority continues to manage its funds safely, transparently, and in a manner that supports its liquidity needs, preserves capital, and earns a reasonable return on investment. Based on the information presented, the President and Chief Executive Officer recommends approval of the proposed revisions to the Airport Authority's Investment Policy, as presented, to become effective immediately upon adoption.

RECOMMENDATION: It is hereby recommended that the Sarasota Manatee Airport Authority Board approve the proposed revisions to the Airport Authority's Investment Policy as presented and attached, dated August 24, 2026.

SMAA-07202026F

ATTACHMENTS: Proposed revisions to the Airport Authority's Investment Policy, dated August 24, 2026.

SARASOTA-MANATEE AIRPORT AUTHORITY

INVESTMENT POLICIES

These investment policies apply to all funds under the control of the Sarasota-Manatee Airport Authority (herein referred to as the "SMAA"), except for those funds under the direct control of the administrator of the SMAA pension fund. ~~References herein to the "Clerk of the Court" or "the Clerk", shall mean the Clerk of the Court of Sarasota County, Florida, acting pursuant to that certain Interlocal Agreement dated June 27, 1995.~~

I. INVESTMENT RESPONSIBILITIES

A. Legal Requirements

Investments of the SMAA are subject to Florida Statute Section 218.415 (Exhibit 1); and Section 5(21) of Chapter 91-358, Laws of Florida. These investment policies are established to implement that statutory authority.

1. Investment Authority of SMAA

Investments of the SMAA shall conform to the provisions of Section 5(21) of Chapter 91-358, Laws of Florida (the "Sarasota-Manatee Airport Authority Act"), and Florida Statutes, Section 218.415, each as amended from time to time. The governing body of the SMAA shall establish the overall investment policies and the implementation is delegated to the Executive Vice President, Chief Financial Officer. The Executive Vice President, Chief Financial Officer is delegated the responsibility of establishing detailed investment and accounting procedures to govern the day-to-day investment activities necessary to carry out these investment policies.

2. Legally Authorized Investments

The SMAA is authorized under Florida Statutes, Section 218.415(16); Section 5(21) of Chapter 91-358, Laws of Florida; and resolution or policy of the Authority to invest in the following:

a. The Local Government Surplus Funds Trust Fund, or any intergovernmental investment pool authorized pursuant to the Florida Interlocal Cooperation Act as provided in Florida Statutes, Section 163.01; In the event that the investment practices, portfolio composition, or specific investment holdings of such a pool do not fully conform to every element of this Investment Policy, the Authority's investment shall nevertheless be considered in compliance with this Policy provided that the pool itself remains an investment authorized by Florida Statutes and the Authority has exercised due diligence in the selection and ongoing monitoring of the pool.

b. Security and Exchange Commission (SEC) registered money market funds with the highest credit quality rating from a nationally recognized rating agency;

c. Direct obligations of the United States Treasury;

d. Interest-bearing time deposits or savings accounts including, but not limited to Savings Accounts, Money Market Accounts (NOW), and Public Fund Certificates of Deposits (non-negotiable type) in qualified public depositaries as defined in Florida Statutes, Section 280 (Exhibit 2);

e. Federal agencies and instrumentalities. Permitted investments in such agencies and instrumentalities shall include bonds, debentures, notes or other evidence of indebtedness issued including mortgage pass-throughs, collateralized mortgage obligations, adjustable-rate securities and adjustable-rate mortgages. ~~The use of derivative securities shall be limited to those specifically authorized by Florida Statutes and this policy and may only be used for risk management and portfolio efficiency purposes.~~

f. Securities of, or other interests in, any open-end or closed-end management type

SARASOTA-MANATEE AIRPORT AUTHORITY

INVESTMENT POLICIES

investment company or investment trust registered under the Investment Company Act of 1940, 15 U.S.C. ss. 80a-1 et seq., as amended from time to time, provided the portfolio of such investment company or investment trust is limited to obligations of the United States Government or any agency or instrumentality thereof and to repurchase agreements fully collateralized by such United States Government obligations, and provided such investment company or investment trust takes delivery of such collateral either directly or through an authorized custodian;

g. Commercial Paper of U.S. Corporations having a rating of at least two of the following three ratings: A-1, P-1 and F-1, as rated by Standard & Poors, Moody's, and Fitch Investors Service rating services, respectively;

h. Bankers' Acceptances that are eligible for purchase by the Federal Reserve Banks and have a Letter of Credit rating of A or better;

i. Tax-exempt obligations, rated A+ or better, of the State of Florida and its various local governments, including Sarasota or Manatee County;

j. Other investments are authorized by law, resolution, or policy of the Authority.

3. Other Legal Requirements

a. Every SEC registered security, excluding money market funds purchased on behalf of the SMAA shall be properly accounted for and:

(1) if registered with the issuer or its agents, shall be immediately placed for safekeeping in a location which protects the SMAA's interest in security;

(2) if in book entry form, shall be held for the credit of the SMAA by a depository chartered by either the Federal Government or the state and shall be kept by the depository in an account separate and apart from the assets of the financial institution; or

(3) if physically issued to the SMAA but not registered with the issuer or its agents, shall be immediately placed for safekeeping in a safety-deposit box in a financial institution in this state that maintains adequate safety-deposit box insurance.

b. When the money invested in such securities is needed in whole or in part for the purposes originally intended, the SMAA is authorized to sell such security or securities at the prevailing market price and to pay the proceeds of such sale into the proper account or fund of the SMAA.

c. For the purposes of this section, the term "surplus funds" is defined as funds in any general or special account or fund of the SMAA held or controlled by the governing body of the SMAA, which funds, in reasonable contemplation, will not be needed for the purposes intended within a reasonable time from the date of such investment.

d. Any surplus public funds subject to any contract or agreement shall not be invested contrary to said contract or agreement.

e. The SMAA is required by the provisions in Florida Statutes Chapter 280 to place its deposits only in a "qualified public depository". Any deposit placed in a qualified public depository is deemed to be adequately collateralized by Florida Statutes. Subsequent failure by a qualified public depository to timely return public deposits to the SMAA will be governed by Chapter 280. In the event of a repeal of Chapter 280, the SMAA shall adopt alternative collateralization policies.

SARASOTA-MANATEE AIRPORT AUTHORITY

INVESTMENT POLICIES

B. SMAA Funds and Bond Resolution Requirements

Certain funds are subject to outstanding SMAA bond issues, and specific investment restrictions are contained within the bond resolutions and official statements. Those restrictions are not in conflict with these Investment Policies.

II. INVESTMENT OBJECTIVES

A. Safety of Capital

Safety of capital is regarded as the highest priority in the handling of investments for the SMAA. All other investment objectives are secondary to the safety of capital. Each investment transaction shall seek to first avoid capital losses, whether from securities defaults or erosion of market value.

B. Maintenance of Adequate Liquidity

The investment portfolio shall be structured in such a manner that will provide sufficient liquidity to pay obligations as they become due. Specific policies describing the manner in which adequate liquidity is maintained are described in Section III.B of these Policies.

C. Return on Investments

The SMAA seeks to optimize return on investments within the constraints of safety and liquidity. The investment portfolio shall be designed with the annual objective of exceeding the average return on the corresponding treasury maturity (yearly rolling average), based on the portfolio's average duration. Performance of the investment portfolio shall be measured and reported on a regular basis against appropriate benchmarks, including U.S. Treasury indices and the Local Government Surplus Funds Trust Fund, consistent with the portfolio's maturity and risk profile.

D. Prudence and Ethical Standards

The standard of prudence to be used by investment officials shall be the "prudent person" standard and shall be applied in the context of managing an overall portfolio. Investment officers, or persons performing the investment functions, acting in accordance with written policies and procedures, and exercising due diligence shall be relieved of personal responsibility for an individual security's credit risk or market price changes, provided deviations from expectations are reported in a timely fashion and appropriate action is taken to control adverse developments.

The "prudent person" standard is herewith understood to mean the following:

> "Investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital as well as the probable income to be derived from the investment."

All officials or employees of the SMAA ~~or of the Clerk~~, involved in any way with the development, implementation, or review of the investment activities, shall annually file a disclosure of financial interests in accordance with Florida law and shall refrain from any personal business activity that could conflict with the proper execution of the investment program.

SARASOTA-MANATEE AIRPORT AUTHORITY

INVESTMENT POLICIES

III. INVESTMENT POLICIES

A. Policies To Ensure Safety Of Principal

The following specific policies are set forth below to provide additional guidance in implementing the first investment objective of safety of capital.

1. Reducing Credit Risk

a. Acceptable Investments:

Legally authorized investments are set forth above in Section I. A.

~~The Clerk's Finance Director has developed sufficient understanding of derivative products and has the expertise to manage them. Thus, certain derivative products are specifically authorized in Section I.A. For purposes of these policies, a "derivative" is defined as a financial instrument the value of which depends on, or is derived from, the value of one or more underlying assets or index or asset values.~~

b. Approved Broker/Dealers

It is the policy of the SMAA to purchase securities only from those broker/dealers or banks ~~included on the approved list of the Clerk of Circuit Court. The approved list will be developed~~ in accordance with the following guidelines.

- Financial Institutions - certificates of deposit and repurchase agreements purchased under the authority of this Policy will be purchased only from qualified public depositories of the State of Florida as identified by the State Treasurer, in accordance with Chapter 280, Florida Statutes.~~Banks and savings and loan associations must be a Qualified Public Depository, as determined by the State of Florida. Additionally, other financial institutions may be approved if they have a shareholder's equity of at least $250 million. For a wholly owned subsidiary of a national bank, statements of the parent holding company may be accepted to satisfy the equity requirement. A listing of the Qualified Public Depositories is available on a quarterly basis from the Florida Administrative Weekly. All banks must be approved by the Clerk before they are included on the list.~~

- Brokers and dealers must be selected by creditworthiness (minimum capital requirement of $10,000,000 and at least five years of operation). These may include "primary" dealers or "regional" dealers that qualify under Securities and Exchange Commission Rule 15C3-1 (uniform net capital rule). All broker/dealers who desire to become qualified bidders for investment transactions must supply the following as appropriate:

  Audited Financial Statements

  Proof of State Registration

  Completed broker/dealer questionnaire

  Certification of having read SMAA's investment policy

  ~~primary government securities dealers as indicated on the Federal Reserve Bank of New York's list Additionally, those broker/dealers who have a contractual relationship or fiduciary responsibility with Sarasota County in some other capacity.~~

- No broker/dealer or bank shall be approved ~~included on the approved list~~ unless and until such broker/dealer or bank certifies that such broker/dealer or

bank has been furnished with a copy of these Investment Policies and is familiar with their content.

c. Securities Custody

To preserve the investment instruments, the SMAA shall designate and employ a custodian. Prior to any securities being transferred to the custodian, a custodial agreement will be executed by and between the custodian and the SMAA.

Securities shall be held by the custodian, and all securities purchased by, and all collateral obtained by, the SMAA shall be properly designated as an asset of the SMAA. No withdrawal of securities, in whole or in part, shall be made from safekeeping, except by the SMAA's Executive Vice President, Chief Financial Officer.

Non-negotiable certificates of deposits and other time deposits do not need to be placed with a custodian, since they are collateralized through Florida Statutes Chapter 280.

d. Delivery vs. Payment

All investment security transactions between a broker-dealer and the custodian involving purchase or sale of securities by transfer of money or securities shall be performed on a "delivery versus payment" basis, if applicable, to ensure that the custodian will have the security or money, as appropriate, in hand at the conclusion of the transaction. That is, securities will be presented and paid for simultaneously through the custodian.

e. Collateralization

Collateral for public deposits is regulated by the State of Florida through Florida Statutes Chapter 280. The SMAA shall be under no obligation to secure additional collateral beyond the provisions set forth in Chapter 280.

f. Bidding Process

After the SMAA's Executive Vice President, Chief Financial Officer has determined the approximate cash-flow needs, ~~and the Clerk's Finance Director has analyzed~~ and selected one or more optional types of investment, the purchase or sale of negotiable securities will be affected under the competitive market price conditions as follows:

i) For negotiable securities with an extensive primary and secondary market of actively (daily) traded issues among a majority of fixed income dealers: firm, competing, price quotes (bids or offers, as appropriate) will be secured from, at minimum, two eligible dealers within a reasonable market standard period, and

ii) For negotiable securities with a limited primary and/or secondary market of actively traded issues (e.g. collateralized mortgage obligations) and/or among a minority of fixed income dealers: a best effort to establish fair market value by comparing price to securities of similar size, tenor and credit within a reasonable market standard period.

~~From time to time, various government agencies announce the issuance of new securities to the financial markets. Since all new issues are sold at par, the Authority would not realize any benefit by purchasing these securities through the competitive bid process. If the new issue, or "To Be Announced" (TBA) security falls within the portfolio diversification and maturity requirements of the SMAA, the Clerk may place the investment with the bank or broker who initiated the contact on the~~

~~investment opportunity.~~

The purchase of non-negotiable investments will be affected on a best effort to establish fair market value basis, as described in the preceding subparagraph.

All transactions will be performed through approved dealers or banks. The selection of a limited group of prospective specific counterparties will be based on their recognized expertise, product availability and historical price competitiveness in the particular security type, maturity and size determined by the staff to be in the best interests of the portfolio.

All firm, competitive price quotes and fair market value price comparisons will be documented and retained, for purposes of periodically reviewing dealer competitiveness, analysis and audit.

g. Diversification of Portfolio

Prudent investing necessitates that the portfolio be diversified as to instruments and dealers. Investments held shall be diversified to the extent practicable to control the risk of loss resulting from overconcentration of assets in a specific maturity, issuer, instrument, dealer, or bank through which financial instruments are bought and sold. The following maximum limits are guidelines established for diversification by instrument.

▪ Near cash accounts (state investment pool and money market accounts)	75%
▪ Certificates of deposits	75%
▪ U.S. Treasury Bills/Note	100%
▪ Other U.S. Government agencies	65%
▪ Commercial Paper	30%
▪ Bankers' Acceptances	25%

No more than 30% of the entire portfolio, excluding those investments authorized in Section I(A)(2)(a), (b), (d), and (h) of this Investment Policy, may be purchased or sold through one security dealer or bank.

Restricted funds, i.e., those associated with bonds, state and federal capital grants and Passenger Facility Charges, are not subject to the above diversification guidelines and shall not be included in the calculation of total portfolio diversification.

Diversification strategies within these policies shall be reviewed and revised periodically~~, in conjunction with the Clerk of the Court.~~

2. Reducing Interest Rate Risk

Generally, the longer the maturity of a particular investment, the greater its price volatility. Accordingly, the SMAA seeks to limit its risk by maintaining an investment portfolio with limited volatility. Guidelines are established below.

- Pooled Cash and Investment (no restrictions):

  No security shall have an estimated average return of principal exceeding 5 years. The weighted average duration of principal return for the portfolio shall be less than two years. These restrictions shall be modified for adjustable-rate securities, whose maturities could be as much as 30 years. The total adjustable-

rate securities purchased shall not be more than 25% of the total portfolio.

- Restricted Accounts:

  Securities will have a maximum maturity consistent with the nature of the restricted accounts.

B. Policies To Ensure Adequate Liquidity

1. Maintenance of Liquidity Base

To the extent possible, investment maturities shall be matched with known cash needs and anticipated cash flow requirements. A liquidity base of approximately two months of anticipated disbursements, excluding bond construction payments or other bond payments made from escrow or trust accounts, will be kept in relatively short-term investments.

2. Purchase Securities with Active Secondary Market

Although many securities are acceptable for investment using the legally authorized list, some are not very desirable from a liquidity standpoint. Accordingly, although investments may be on the authorized list, only those securities with an active secondary market may be purchased.

C. Policies To Achieve Investment Return Objectives

The investments made on behalf of the SMAA are expected to provide an optimal combination of income safety and liquidity, through careful analysis and projected performance, over time. In recognition that specific investments and markets are dynamic, that relative values can change over time, and that the SMAA is best served by regularly re-assessing their analysis and projected performance and making timely re-allocations of investments, it is the policy to review and pursue those opportunities that are consistent with long term optimization (active management).

From time to time, securities may be traded for other similar securities to improve yield, maturity or credit risk. The following categories of securities swaps are considered appropriate:

1. Swaps to Increase Yield:

Market aberrations are often caused by supply and demand conditions for securities. For example, if a short supply exists for a particular maturity range, then it may be advantageous to swap out of the security in a short supply and into another similar security in a different maturity range.

2. Swaps to Reduce Maturity:

Market aberrations occasionally create a situation where longer maturity securities are yielding the same or less than securities with a shorter maturity. Portfolio quality can be improved by switching from the longer maturity security to the shorter maturity with little or no interest rate penalty.

3. Swaps to Increase Portfolio Quality:

Market aberrations occasionally create a situation where certain higher risk securities yield the same or less than an equivalent lower risk security. Portfolio quality can be improved by switching from the higher risk security to a lower risk security without any interest rate penalty.

SARASOTA-MANATEE AIRPORT AUTHORITY

INVESTMENT POLICIES

D. Policies To Ensure Ethical and Prudent Action

1. Establishment of Internal Controls

It is the policy of the SMAA to establish a system of internal controls which shall be in writing and made a part of the SMAA's operational procedures. Such controls shall be reviewed by independent auditors as part of the SMAA's annual financial audit. The internal controls shall be designed to prevent losses of funds which might arise from fraud, employee error, misrepresentation by third parties, or imprudent actions by employees of the SMAA. The internal controls shall address the following points:

a. Control of collusion: Collusion is a situation where two or more employees are working in conjunctions to defraud their employer.

b. Separation of functions: By separating key functions and having different people perform each function, each person can perform a "check and balance" review of the other people in the same area.

c. Separation of transaction authority from accounting and recordkeeping: By separating the person who authorizes or performs the transaction, from the people who record or otherwise account for the transaction, controls are enhanced.

d. Custodial safekeeping: Securities purchased from any bank or dealer, including appropriate collateral, should be placed into a third-party bank for custodial safekeeping.

e. Avoidance of bearer-form securities: Bearer-forms of securities are much easier to convert to personal use, than securities that are registered in the name of the SMAA.

f. Avoidance of physical delivery securities: Book entry securities are much easier to transfer and account for, since actual delivery is never taken. Physical delivery securities must be properly safeguarded, as are any valuable documents. The potential for fraud and loss increases with physical delivery securities.

g. Clear delegation of authority to subordinate staff members: Subordinate staff members must have a clear understanding of their authority and responsibilities, to avoid any improper actions. Clear delegation of authority also preserves the internal control structure that is built around the various staff positions and their respective responsibilities.

h. Specific limitations regarding securities losses and remedial action: Securities losses may be necessary to implement this Investment Policy. These losses should be restricted to specified purposes and proper documentation and required approval should be clearly defined for each staff person.

i. Written confirmation of telephone transactions for investments and wire transfers: Due to the potential for error and improprieties arising from telephone transactions, all telephone transactions should be supported by written communications and approved by the appropriate person.

j. Documentation of transactions and strategies: All transactions and the strategies that may have been used to develop the transactions should be documented in writing and approved by the appropriate person.

k. Development of a wire transfer agreement with the depository bank as it relates to the overall banking agreement: This agreement should outline the various controls and security provisions for making and receiving wire transfers.

SARASOTA-MANATEE AIRPORT AUTHORITY

INVESTMENT POLICIES

2. Separation of Functions

Administrative guidelines and procedures shall be established by the SMAA's Executive Vice President, Chief Financial Officer ~~and the Clerk's Finance Director~~, with the concurrence of the SMAA's Executive Director, for internal controls and separation of responsibilities between personnel of ~~the Clerk and the~~ SMAA.

3. Training and Education

It is the policy of the SMAA to provide periodic training in investments for the appropriate investment officials through courses and seminars offered by the Government Finance Officers Association and other organizations. The Executive Vice President, Chief Financial Officer and other officials responsible for making investment decisions shall annually complete 8 hours of continuing education in subjects or courses of study related to investment practices and products, pursuant to Section 218.415 (14), Florida Statues.

4. Reporting

The SMAA's Executive Vice President, Chief Financial Officer shall prepare monthly investment reports for submission to the governing body that include portfolio composition, maturity structure, book value, market value, income earned, compliance with policy, and current market conditions. All such reports shall be public records.

5. Annual Review of Investment Policy

The Authority shall review this Investment Policy annually. Any modifications shall be adopted by formal resolution.

EXHIBIT 1

FLORIDA STATUTES CHAPTER 215.415 (INVESTMENTS)

EXHIBIT 2

FLORIDA STATUTES CHAPTER 280.02 (QUALIFIED PUBLIC DEPOSITORIES)

SARASOTA MANATEE AIRPORT AUTHORITY
AUGUST 24, 2026, REGULAR MEETING
STAFF NARRATIVE

REQUEST TO AWARD SOLE SOURCE PURCHASE OF
PRE-CONDITIONED AIR UNITS FOR CONCOURSE B PASSENGER LOADING BRIDGES

EXECUTIVE SUMMARY: Staff requests Board approval to award a sole source contract to ITW GSE to provide four (4) existing ITW GSE Pre-Conditioned Air units for Passenger Gates B-3, B-5, B-7, and B-9.

NARRARATIVE: ITW GSE is a Ground Power Unit (PCU) and Pre-Conditioned Air (PCA) manufacturing company located in Palmetto, Florida, and is the manufacturer of the Authoiirty's existing PCA system. ITW GSE PCA units are now installed at all passenger gates throughout Concourse A and Concourse B. Staff recently solicited a request for bids to replace four (4) ITW GSE PCA units installed on Gates B-3, B-5, B-7 and B-9**.** The proposed purchase of the PCA units will be provided from the approved FY-26 Capital Equipment Budget.

TW GSE has also been the most responsive, responsible bidder on previous PCA unit purchases by the Authority in the past and has consistently provided prompt, efficient and reliable service required to maintain the equipment. In accordance with Authority internal policy, a request to use a Sole-Source Contract for this equipment purchase has been reviewed by the Authority's Facilities and Purchasing departments. After careful review, staff have concluded that the cost-effective operation and maintenance realized by continuing to use common ITW GSE PCA system cannot be achieved with an alternative manufacturer.

The total cost of the proposed purchase of the ITW GSE PCA units is not to exceed $498,178. Funding for the total amount proposed is available in the Authority's approved FY-26 Capital Equipment budget. Based on the information presented here, the President and Chief Executive Officer recommends award of a sole source contract to ITW GSE, of Palmetto, Florida, for four PCA units for installation on Gates B B-3, B-5, B-7 and B-9**,** in an amount not to exceed $498,178.

RECOMMENDATION: It is hereby recommended that the Sarasota Manatee Airport Authority Board approve the Sole Source Contract award for four (4) new PCA Units to be installed on Gates B-3, B-5, B-7 and B-9. to ITW GSE, of Palmetto Florida, in the amount not to exceed $498,178, and to authorize the President and Chief Executive Officer to execute all appropriate documentation required to implement this action.

Attachment: SRQ – ITW GSE Quotes, and Sole Source Authorization Form.

NO SUBSTITUTE SINGLE/SOLE SOURCE*/BRAND NAME JUSTIFICATION

(Requester completes Section A and B)

SECTION A: ☑ SINGLE/SOLE SOURCE OR ☐ BRAND NAME REQUEST

Complete if request purchase is $25,000 and over AND in the Requester's opinion competition is not available or requesting a Brand Name purchase. Single/Source approvals are valid one year from approval date unless specified elsewhere.

Requisition No. (if applicable): PO261322	Amount: $498,187.00	Date: 7/28/2026
Supplies/Services Required (be specific): Loading Bridge PSA units and a PSA Trailer Mounted Unit		
Proposed Vendor: ITW GSE	Mfg/Model #: ITWGSW PCA3500-150 (60 Ton)	
Requested by: Tim Ressler	Dept: Facilities	

Check One: The requested goods/service is a sole/single source or brand name procurement due to:

☐	**AVAILABILITY/ONE OF A KIND** – No competitive product or service exists, meets or is available from another vendor and/or manufacturer. **If selected COMPLETE in detail item #1 and #2 below.**
☐	**SINGLE SUPPLIER –** The vendor is the only authorized supplier/distributor of product or service.
☑	**COMPATIBILITY**** – Must match existing piece or brand of equipment, inventory, systems, programs and is available from only one vendor/manufacturer. Existing product manufacturer/model:
☐	**REPAIR/MAINTENANCE**** – Repair or maintenance is required by a factory warranty service provider.
☐	**PATENTED GOODS OR SERVICE**
☐	**OTHER** - Provide below full explanations, details, complete descriptions, and relevant reasons to support the sole/single source/brand name justification:

1) What necessary features or services does this vendor provide which are not available from other vendors? Please be specific.

Locally built equipment that matches all our existing PCA units at the airport. This will help with part inventory and maintenance.

NOTE: Established relationship with the vendor is not a justifiable reason for sole source request.

2) What steps were taken to verify the required features or services are not available elsewhere?

☑ Other brands/manufacturers were researched (list mfg name and explain why they were not suitable)
Oshkosh Aerotech,Twist Aero, AMSCO were not suitable due to higher prices. In addition did not meet outlined specifications.

☑ Other vendors were contacted (list vendor name and why they were not suitable)
This purchase will help with staff support knowledge and vendor being local to respond quickly to sevice issues.

SECTION B - REQUESTER CERTIFICATION: By submitting this request, I certify that the above justification/information is accurate and complete to the best of my knowledge and that I have no personal interests relative to this request.

Tim Ressler — (Signature of Requester)
[signature] — (Signature of Dept Head)
7.29.26 — (Date)

SECTION C - TO BE COMPLETED BY PURCHASING:

Based on the information provided in Section A, attached supporting documents, and research:

☑ Single/Sole Source has been validated / ☐ Single/Sole Source is not valid based on Purchasing research

Detail Research Conducted -

[signature] — (Name and Signature of Buyer or Other)
7/29/26 — (Date)

* SOLE SOURCE DEFINITION – Sole Source Vendor - a vendor providing a product or service that is not obtainable from any other source and the requesting department documents such determination because:

1. The vendor is the single source or the only supplier available of the product or service, or;
2. Use of a specific product or service is required to preserve the Authority's preexisting warranty or contractual rights; or
3. The product is proprietary and a trade secret under Section 811.081 Florida Statutes, or as amended, renumbered, or replaced, and is required to maintain compatibility with existing Authority equipment.

SINGLE SOURCE DEFINITION – the specially selected, preferred and approved source of a product or service.

** Procurement of items designating a brand or manufacturer shall be competitively solicited if more than one vendor of the item is found.

Florida State Statute 838.22

It is unlawful for a public servant, with corrupt intent to obtain a benefit for any person or to cause unlawful harm to another, to circumvent a competitive bidding process required by law or rule by using a sole-source contract for commodities or services. Any person who violates this section commits a felony of the second degree, punishable as provided in s. 775.082, s. 775.083, or s. 775.084.

It is requested that the following acknowledge the above request:

	Approval Required	Signature	
Director, Purchasing	☑	[signature]	Date 7/29/26
Executive Vice President, CFO	☑	[signature]	Date 7/29/26
Executive Vice President, COS	☐		Date
President & CEO	☑	[signature]	Date 8/3/26
Chairman of the SMAA, BOC			
Board of Commissioners	☑		Date

Single or Sole Source/Procurement Justification Form 2014 Date Established: Revised 2/4/2014, 11/22/2022)

F-720-001-H

ITW GSE It's all about connections

11001 US Highway 41 North, Palmetto, FL 34221 USA

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QUOTE NO: QIA04072026-2
REV DATE
DATE: 4/7/2026
FROM: Ignacio Alvarez
PHONE: 678-296-9716
EMAIL: ialvarez@itwgse.com

TO: Sarasota Manatee Airport Authority - Sarasota Bradenton Airport
Attn: Bob Joseph, Director, Purchasing
Phone: +1-941-724-2517
Email: bob.joseph@flysrq.com

RE: ***Trailer Mounted 60 TON PCA UNIT***
ITW GSE Model 3500 PCA

WE ARE PLEASED TO OFFER THE FOLLOWING QUOTATION:

ITEM #	QTY	MODEL/PART #	DESCRIPTION	UNIT PRICE U.S.D.	TOTAL U.S.D.
001	1	AP-572717	ITWGSE PCA3500-150 (60 Ton) COOL ONLY	$96,421	$96,421
001A	1	AP-572845	Remote Control Box w/BMS	$1,801	$1,801
			* Single Outlet (14" connection)		
			* Airflow: 150 Kg/min (Max) 330 ppm		
			* 2 cooling circuits		
			* Refrigerant: R454B		
			* Input: 3 X 460V, 50/60Hz		
			* FINISH: RAL9010		
			* MERV 14 Air Filtration		
			* Also includes remote operators station, Filter, VFD on compressors and main blower		
001B	1	AP-572865	Condenser Grill Cover Kit (2 per unit)	$1,100	$1,100
001C	1	293522	Trailer Kit (PCA150)	$20,884	$20,884
001D	1	292284	Condensate Kit	$158	$158
001F	1	WI11326	Input Cable; Type W 1/0 4C (50' per unit)	$2,500	$2,500
002	1	PCA 'HOSE	PCA HOSE KIT w/CONNECTOR	$1,682	$1,682
		SH1483-20	Super Hose, Flat, Velcro Only (Price is for 2)		
		SH1483-01	Super Hose, 14" - 8" Adapter		
		JB730-13-360	Connector with Snap-On Gasket		
		HS128	Clamp, 8" (2)		
		HS224	14" Stainless Band Clamp (2)		
		VS1442-03-SS	Spiral Starter, Cuff Inlet, Velcro Out, Scuff		
005	1	Commisioning	**On-site start up and commisioning of equipment**	included	included
006	1	Operator Training	**On-site operator training**	included	included
007	1	Training	**Maintenance training offered at our factory in Palmetto at no cost**	included	included
			(Please give 4 weeks notice)		
	1	Transportation	Dedicated trucks Palmetto to SRQ (Est)	$1,400	$1,400
			NOTE: Does not include offloading and/or storage of equipment		
		NOTE:	***Price does not include any federal or local sales or use tax.***		

Total $125,946

ENCLOSED: Data Sheets
FOB POINT: FOB Destination
Purchasing Warehouse, Sarasota Manatee Airport Authority
DELIVER TO 1154 Air Cargo Avenue, Suite L
Sarasota, FL 34243
TERMS: Net 30 Days NO PROMP PAYMENT DISCOUNT
VALIDITY: 60 Days
SHIPMENT: 14-16 weeks ARO, subject to availability when ordered
WARRANTY: ITW GSE Standard Terms & Conditions (current rev.) Apply

Ignacio Alvarez

Ignacio Alvarez, Sales Manager
ialvarez@itwgse.com

Terms and Conditions of Sale may be viewed on our website @ www.itwgse.com

BUYER: Sales of ITW GSE Inc.products and services are expressly limited to and made conditional on acceptance of ITW GSE Terms and Conditions of Sale, dated 20 January 2020, found at <http://itwgse.com/terms-and-conditions-of-sale/>. Any other Terms, additional or different, are hereby rejected. Commencement of work by ITW GSE or acceptance of delivery of products by the customer constitutes acceptance of the "Terms and Conditions of Sale."

- ***This equipment is not to be exported to or used in any country named on the U.S. Government's list of restricted nations.***
  All shipments are subject to review by U.S. Export offices.
- ***Order confirmation is subject to a disclosure statement declaring end-user and country.***

sharepoint.com/personal/0262063_itwconnect_com/Documents/Documents/QUOTES-AR/2026/QIA04072026-1 SRQ PCA150 Mobile PCA

F-720-001-H

ITW GSE It's all about connections

11001 US Highway 41 North, Palmetto, FL 34221 USA

Page: 1 of 1

TO: Sarasota Manatee Airport Authority - Sarasota Bradenton Airport
Attn: Bob Joseph, Director, Purchasing
Phone: +1-941-724-2517
Email: bob.joseph@flysrq.com

RE: ***LOADING BRIDGE REPLACEMENT 60 TON PCA UNITS***
ITW GSE Model 3500 PCA

QUOTE NO: **QIA04072026-2A**
REV DATE 5/26/2026
DATE: 4/7/2026
FROM: Ignacio Alvarez
PHONE: 678-296-9716
EMAIL: ialvarez@itwgse.com

WE ARE PLEASED TO OFFER THE FOLLOWING QUOTATION:

ITEM #	QTY	MODEL/PART #	DESCRIPTION	UNIT PRICE U.S.D.	TOTAL U.S.D.
001	3	AP-572717	ITWGSE PCA3500-150 (60 Ton) **COOL ONLY**	$96,421	$289,263
001A	3	AP-572845	Remote Control Box w/BMS	$1,801	$5,403
			* Single Outlet (14" connection)		
			* Airflow: 150 Kg/min (Max) 330 ppm		
			* 2 cooling circuits		
			*** Refrigerant: R454B**		
			* Input: 3 X 480V, 50/60Hz		
			* FINISH: RAL9010		
			* MERV 14 Air Filtration		
			* Also includes remote operators station, Filter, VFD on compressors and main blower		
001B	3	AP-572865	Condenser Grill Cover (2 per unit)	$1,100	$3,300
001C	3	AP-572810	Cabin Sensor (Probe)	$1,016	$3,048
001D	3	293575	MODBUS to Backnet Converter **(HARDWARE ONLY)**	$2,345	$7,035
002	3	292290	PCA 150 "C" Tunnel, JBT Bridge Brackets	$2,200	$6,600
003	3	AP-574550	Bridge Cool Valve Kit (incl. sensor & 25' hose)	$3,864	$11,592
004	2	Transportation	Dedicated trucks Palmetto to SRQ (Est)	$1,400	$2,800
			NOTE: Does not include offloading and/or storage of equipment		
005	1	Commisioning	**On-site start up and commisioning of equipment**	included	included
006	1	Operator Training	**On-site operator training**	included	included
007	1	Training	**Maintenance training offered at our factory in Palmetto at no cost**	included	included
			(Please give 4 weeks notice)		
008	1	Installation	**Removal and replacement of 3 PCA units (based on $14,400 / unit)**	$43,200.00	$43,200.00
			Note: installation cost dependent on all units being installed on a single visit (consecutive days)		
			Does not include disposal of removed units.		
		NOTE:	***Price does not include any federal or local sales or use tax.***		
				Total	**$372,241**

ENCLOSED: Data Sheets
FOB POINT: FOB Destination
Purchasing Warehouse, Sarasota Manatee Airport Authority
DELIVER TO 1154 Air Cargo Avenue, Suite L
Sarasota, FL 34243
TERMS: Net 30 Days NO PROMP PAYMENT DISCOUNT
VALIDITY: 60 Days
SHIPMENT: 14-16 weeks ARO, subject to availability when ordered
WARRANTY: ITW GSE Standard Terms & Conditions (current rev.) Apply

Ignacio Alvarez

Ignacio Alvarez, Area Sales Manager
ialvarez@itwgse.com

Terms and Conditions of Sale may be viewed on our website @ www.itwgse.com

BUYER: Sales of ITW GSE Inc.products and services are expressly limited to and made conditional on acceptance of ITW GSE Terms and Conditions of Sale, dated 20 January 2020, found at <http://itwgse.com/terms-and-conditions-of-sale/>. Any other Terms, additional or different, are hereby rejected. Commencement of work by ITW GSE or acceptance of delivery of products by the customer constitutes acceptance of the "Terms and Conditions of Sale."

- ***This equipment is not to be exported to or used in any country named on the U.S. Government's list of restricted nations. All shipments are subject to review by U.S. Export offices***
- ***Order confirmation is subject to a disclosure statement declaring end-user and country.***

https://itwconnect-my.sharepoint.com/personal/0235803_itwconnect_com/Documents/SRQ/Copy of QIA04072026-2 SRQ PCA150 2400 PCA Replacement 2026

SARASOTA MANATEE AIRPORT AUTHORITY
AUGUST 24, 2026, REGULAR MEETING
STAFF NARRATIVE

REQUEST TO APPROVE
RESOLUTION NO. 2026-08, REPLACING RESOLUTION NO. 2023-08,
ADOPTING THE SARASOTA COUNTY UNIFIED LOCAL MITIGATION STRATEGY

EXECUTIVE SUMMARY: Requesting approval of Resolution No. 2026-08, replacing Resolution No. 2023-08, adopting the 2026 Sarasota County Unified Local Mitigation Strategy.

NARRATIVE: The Disaster Mitigation Act (the "DMA") of 2000 was amended by the Robert T. Stafford Disaster Relief and Emergency Assistance Act (the "Stafford Act") to require state and local governments to develop hazard mitigation plans as a condition for federal disaster grant assistance. The Stafford Act is codified in Title 44 of the Code of Federal Regulations ("44 CFR") and is intended to break the cycle of damage, reconstruction, and repeated damage from natural disasters. In accordance with 44 CFR, the Sarasota County Unified Local Mitigation Strategy was adopted by the local community at large to reduce risks to people, property, natural resources, and the local economy associated with natural hazards, leverage the lessons learned from previous events, and serve as a guide for implementing proactive measures, including the allocation of resources to enhance the community's safety and preparedness. Subsequently, on August 28, 2023, the Sarasota Manatee Airport Authority (the "Authority"), approved Resolution No. 2023-08, adopting the Sarasota County Unified Local Mitigation Strategy, which now serves as the guide for hazard mitigation preparedness at the Sarasota Bradenton International Airport (the "Airport").

In accordance with 44 CFR 201.3(d)(2), local jurisdictions are required to review and update their local mitigation plan every five years, through the Federal Emergency Management Agency ("FEMA"), to ensure that it reflects the current conditions, data, and evolving community priorities. In that regard, the Sarasota County Unified Local Mitigation Strategy Working Group, whose members include Sarasota County, the City of Sarasota, the Sarasota County School Board, Sarasota Memorial Hospital, and other surrounding communities and agencies, has completed its review and update of the Sarasota County Unified Local Mitigation Strategy for 2026, which is now recommended by staff for adoption by the Authority.

Based on the reduction in risks to people, property, natural resources, and the local economy, resulting from the Sarasota County Unified Local Mitigation Strategy, the President and CEO recommends approval of Resolution No. 2026-08, replacing Resolution No. 2023-08, adopting the 2026 Sarasota County Unified Local Mitigation Strategy, as presented.

NARRATIVE: It is hereby recommended that the Sarasota Manatee Airport Authority Board approve Resolution No. 2026-08, replacing Resolution No. 2023-08, adopting the 2026 Sarasota County Unified Local Mitigation Strategy, as presented.

ATTACHMENTS: a) Resolution No. 2026-08, Replacing Resolution No. 2023-08, adopting the 2026 Sarasota County Unified Local Mitigation Strategy; and b) The 2026 Sarasota County Unified Local Mitigation Strategy.

2026

SARASOTA COUNTY

UNIFIED LOCAL MITIGATION STRATEGY

Sarasota County

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Executive Summary

Sarasota County, local jurisdictions, and community partners continue to prioritize strengthening resilience against both natural and human-caused hazards. The 2026 update to the Sarasota County Unified Local Mitigation Strategy (LMS) presents a comprehensive plan aimed at reducing risks, leveraging lessons learned from recent events, and implementing proactive measures to enhance the community's safety and preparedness.

One of the most significant recent challenges occurred in 2024, when Sarasota County faced three federally declared disasters: Hurricanes Debby, Helene, and Milton. Each storm presented unique challenges and highlighted the breadth of risks faced by the community from natural hazards. Hurricane Debby brought 16.98 inches of rain and caused devastating flooding throughout the northern half of the county.[1] Hurricane Helene sent a 6-foot storm surge to the barrier islands, flooding thousands of homes. Hurricane Milton made landfall in Sarasota County as a major hurricane, bringing with it destructive storm surge and winds. These disasters highlighted the county's ongoing vulnerability to severe weather events and reinforced the importance of effective mitigation strategies.

To address these risks, the Sarasota County LMS Working Group has updated its mitigation plan to more clearly communicate the community's hazards and local priorities for mitigation investments. Regarding community hazards, the plan addresses the full spectrum of possible natural hazards facing the community. And in terms of local priorities for mitigation investments, strong collaboration with governmental and nongovernmental partners ensures that clear mitigation goals are established and communicated throughout all parts of the community. This plan also highlights the local commitment to conducting proactive mitigation to reduce risks and vulnerabilities, and to enhance resilience across the three core domains of the community: the Human Environment, the Natural Environment, and the Built Environment.

The LMS takes a comprehensive approach to hazard mitigation, incorporating strategies in multiple areas. Land use planning measures address development in high-risk zones, limiting exposure to potential threats. Building code enforcement remains a priority, with a focus on retrofitting existing structures to meet current safety standards and enhance durability.

The 2026 LMS update aligns with federal, state, and local regulations, offering a streamlined and user-friendly document that supports long-term resilience planning. This proactive approach ensures that Sarasota County remains adaptable in the face of evolving challenges, working to minimize hazard impacts while fostering a safer, more stable future. By integrating these strategies, the county reaffirms its

[1] National Hurricane Center, "National Hurricane Center Tropical Cyclone Report: Hurricane Debby," https://www.nhc.noaa.gov/data/tcr/AL042024_Debby.pdf.

commitment to protecting lives and property, strengthening preparedness, and promoting sustainable development that balances growth with disaster resilience.

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x

Planning Process

Purpose

Local hazard mitigation planning is the process of organizing community resources, identifying and assessing hazard risks, and determining how to best minimize or manage those risks. This process culminates in a hazard mitigation plan that identifies specific mitigation actions designed to achieve both short-term planning objectives and a long-term community vision.

Communities that participate in hazard mitigation planning may experience benefits including:

- Saving lives and property,
- Saving money,
- Accelerating recovery following disasters,
- Reducing future vulnerability (improving resiliency) through wise development and post-disaster recovery and reconstruction,
- Expediting the receipt of pre-disaster and post-disaster grant funding; and
- Demonstrating a firm commitment to improving community health and safety.

The Disaster Mitigation Act (DMA), passed in 2000, amended the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act) to require state and local governments to develop hazard mitigation plans as a condition for federal disaster grant assistance. Regulations are included in Title 44 of the Code of Federal Regulations (44 CFR). Hazard mitigation plans are intended to break the cycle of disaster damage, reconstruction, and repeated damage. In accordance with 44 CFR 201.3(d)(2) local jurisdictions are to review and update the local mitigation plan every 5 years through the Federal Emergency Management Agency (FEMA); this plan update meets that requirement.

Multi-Jurisdictional Planning Participation

The development of the 2026 Sarasota County Unified Local Mitigation Strategy (LMS) update was a multi-jurisdictional effort encompassing all the jurisdictions represented by the plan. The Sarasota County Local Mitigation Strategy Working Group (LMSWG) held quarterly meetings to identify, discuss, and recommend changes to maintain and update the plan. Each continuing and new jurisdiction participated in the development of the plan and was a full and integral member of the review and decision process. Table 1 below identifies the participating jurisdictions in the 2026 Sarasota County Unified Local Mitigation Strategy update. Sarasota Soil and Water Conservation District is no longer participating.

Table 1: 2026 LMS Jurisdictions

Jurisdiction	2026 Participating Status
Sarasota County	Ongoing participation
City of North Port	Ongoing participation
City of Sarasota	Ongoing participation
City of Venice	Ongoing participation
Town of Longboat Key	Ongoing participation
Sarasota Memorial Hospital	Ongoing participation
Sarasota County Schools	Ongoing participation
Sarasota Manatee Airport Authority	New participant
Englewood Fire District	New participant
Florida State University, John and Mable Ringling Museum of Art	New participant

The LMS includes Sarasota County, its unincorporated areas, four incorporated municipalities, Sarasota Memorial Hospital, Sarasota Mantee Airport Authority, Englewood Fire District and Florida State University Ringling Museum. To satisfy multijurisdictional plan participation requirements, the county and participating jurisdictions designated participants to perform the following tasks:

- Participate in LMS plan update meetings,
- Provide data for the Hazard Analysis and Risk Assessment,
- Provide the current status of previous mitigation actions,
- Identify completed mitigation projects; and
- Adopt the Updated LMS.

Plan participants are reflected in Table 2 as of October 2025.

Table 2: Plan Participants

Jurisdiction	Department	Title
Sarasota County	Emergency Services	Operations Manager
Sarasota County	Stormwater	CRS Coordinator
Sarasota County	Emergency Services	Chief of Emergency Management
Sarasota County	Emergency Services	Emergency Services Director

Jurisdiction	Department	Title
Sarasota County	Planning and Development Services	Environmental Protection Division, Business Professional
Sarasota County	Parks, Recreation and Natural Resources	Business Operations Manager
City of Sarasota	Department of Public Works	Director
City of Sarasota	Department of Public Works	General Manager of Public Services
City of Sarasota	Emergency Management	Emergency Manager
City of North Port	City of North Port Emergency Management	Deputy Emergency Manager
City of North Port	City of North Port Emergency Management	Emergency Manager
City of Venice	Emergency Management	CRS Coordinator
City of Venice	Engineering	Assistant City Engineer
City of Venice	City of Venice Fire Department	Fire Chief/Emergency Manager
Town of Longboat Key	Public Works	Town Engineer
Town of Longboat Key	Department of Public Works	Public Works Director
Town of Longboat Key	Public Works	Grants Coordinator
Town of Longboat Key	Planning and Zoning Department	Director of Planning and Zoning
Sarasota Memorial Hospital	Emergency Management	Emergency Manager
Sarasota Manatee Airport Authority	Department of Operations and Safety	Senior Vice President of Operations and Safety
Sarasota Manatee Airport Authority	Department of Operations and Safety	Director of Facilities

Jurisdiction	Department	Title
Sarasota Manatee Airport Authority	Department of Operations and Safety	Risk Manager
Sarasota County Schools	Facilities Services	Executive Director of Facilities Services
Sarasota County Schools	Safety and Security	Director of Safety and Security
Sarasota County Schools	Safety and Security	Safety and Security Coordinator
Englewood Fire District	Englewood Fire Department	Fire Chief
Florida State University, John and Mable Ringling Museum of Art	Administration Department	Deputy Director
Florida State University	Emergency Management	Emergency Planning Manager
Florida State University, John and Mable Ringling Museum of Art	Security	Chief of Security

Each plan participant had the opportunity to be actively involved in the plan, including providing input into the draft plan. LMSWG calls were open to the public, and public surveys were sent, with over 394 residents responding. The LMSWG reviewed the findings from this information. The LMSWG also reached out to community groups—such as the Sarasota County Coalition of Humanitarian Organizations, the Sarasota County COAD (Community Organizations Active in Disaster), government agencies, faith-based groups, and businesses, as well as Community Emergency Response Teams (CERT), through emails and social media posts inviting input in the LMS update. Additionally, the Floodplain Manager sent a survey via a newsletter to those in the floodplain who are at increased risk. Plan participants met this requirement by attending meetings, completing plan participant surveys and input forms on each major section of the plan, and reviewing the draft plan.

Table 3 documents how all plan participants seeking approval for this plan participated in the planning process.

Table 3: Plan Participation

Jurisdiction/Special District	Attended Meeting(s)	Conducted Public Outreach	Completed Risk Assessment	Completed Capability Assessment Survey	Completed Mitigation Strategy Forms	Reviewed Draft Plan
Sarasota County	X	X	X	X	X	X
City of North Port	X	X	X	X	X	X

Jurisdiction/Special District	Attended Meeting(s)	Conducted Public Outreach	Completed Risk Assessment	Completed Capability Assessment Survey	Completed Mitigation Strategy Forms	Reviewed Draft Plan
City of Sarasota	X	X	X	X	X	X
City of Venice	X	X	X	X	X	X
Town of Longboat Key	X	X	X	X	X	X
Sarasota Memorial Hospital	X	X	X	X	X	X
Sarasota Manatee Airport Authority	X		X	X	X	X
Sarasota County Schools	X		X			X
Englewood Fire District	X		X	X	X	X
Florida State University, Ringling Museum	X		X	X	X	X

The 10-Step Planning Process for the Local Mitigation Strategy Update

The planning process for preparing Sarasota County's unified LMS plan was based on requirements of the Stafford Act, 44 CFR, and the Community Rating System (CRS) Activity 510 Floodplain Management requirements. The planning effort is also guided by standards set forth by the Florida Division of Emergency Management (FDEM). FEMA's guidance is structured around a four-phase process which includes the planning process, risk assessment, mitigation strategy, and plan maintenance. This four-phase process is integrated into the 10-step planning process established under CRS Activity 510. Table 4 outlines how the 10-step CRS planning process aligns with the four phases of hazard mitigation planning.

Table 4: Mitigation Planning and CRS-10 Step Process Reference Table

DMA Process	CRS Process
Planning Process	Step 1: Organize and Prepare the Plan Step 2: Involve the Public Step 3: Coordinate
Risk Assessment	Step 4: Assess the Hazard Step 5: Assess the Program

DMA Process	CRS Process
Mitigation Strategy	Step 6: Set Goals Step 7: Review Possible Activities Step 8: Draft an Action Plan
Plan Maintenance	Step 9: Adopt the Plan Step 10: Implement, Evaluate, and Revise the Plan

STEP 1: ORGANIZE AND PREPARE THE PLAN

County leadership and the LMSWG established the framework and schedule for the 2026 Unified LMS update. An initial kickoff convened the participants and consultants to confirm the scope, roles, and deliverables while expanding the participation to include special districts and critical partners to include the Sarasota Manatee Airport Authority, Englewood Fire District, and Florida State University's Ringling Museum. Meetings were structured to familiarize participants and members with the CRS planning steps as well as FEMA's four-phase DMA framework. Discussion was also focused on CRS steps four through eight. Throughout the process, participants collaborated via in-person meetings, virtual meetings, email, and phone. Draft materials of the plan were shared with jurisdictions in order to facilitate a timely review and solicit comments. All meetings were open to the public, and separate public involvement activities were conducted.

STEP 2: INVOLVE THE PUBLIC

Two public meetings were conducted during the planning process. One occurred at the project initiation to introduce the update and gather input, and a second occurred near the completion to solicit input and present the draft. Meetings were publicized through the Sarasota County website and community calendar. Public involvement activities for this update included social media announcements, stakeholder briefings, distribution of outreach materials to community partners, targeted outreach to those in the floodplain through a newsletter from the floodplain administrator, a bilingual public survey, and posting of draft materials for public review and comments. A total of 394 responses for the public survey were received, and this feedback was reviewed and incorporated into the plan.

STEP 3: COORDINATE

During the planning process, the working group determined that the plan would be greatly enhanced by inviting outside agencies and organizations to participate. Invitations were extended to federal, state, regional, and local stakeholders with an interest in Sarasota's hazard mitigation and floodplain management efforts. A list of the stakeholder agencies and organizations can be found in Table 6 within the LMS Stakeholders section. Coordination with these agencies and organizations began by email, and stakeholders were informed of opportunities to provide input, share data, review draft sections, and attend meetings.

Coordination with existing community plans and programs is also essential to the success of Sarasota County's Unified LMS. Mitigation planning requires reviewing and leveraging existing policies and tools

that guide development, floodplain management, and resilience. Sarasota County and its participating jurisdictions utilized a variety of local and regional plans to support mitigation capabilities. Integrating these existing efforts ensures the plan is comprehensive, consistent, and aligns with ongoing community initiatives. The plans and resources that were reviewed for this LMS update can be located in the Plans and Resources Evaluated section below.

These and other documents were utilized as appropriate during CRS planning steps four and five to help identify and assess the hazards. Findings from these documents were also used during steps six, seven, and eight to set goals, review mitigation activities, and develop an action plan. Specifically, the Florida State Enhanced Hazard Mitigation Plan provided statewide hazard profiles, Local Comprehensive Plan served as the primary land use and growth management guide, Sarasota County Threat and Hazard Identification and Risk Assessment (THIRA) offered scenario-based hazard analyses, Floodplain Management Plans informed the analysis of flood-prone areas, and Flood Insurance Rate Maps provided critical spatial data for identifying at-risk infrastructure located within floodplains.

STEP 4 AND 5: IDENTIFY/ASSESS THE HAZARD AND ASSESS THE PROBLEM

The working group and participating jurisdictions took a comprehensive approach to identify, document, and profile a wide range of hazards that could impact the planning area. A Geographic Information System (GIS) was utilized extensively to map hazard-prone areas while quantifying the potential exposure of the population and critical assets to these hazards. Hazard vulnerabilities across the county and its municipalities were also examined.

Draft results of the hazard identification and risk assessment were shared with the working group and made available for public review and comments. This ensured that both technical stakeholders and residents could provide feedback on hazard profiles, exposure data, and areas of concern. In addition to hazard profiling, the working group conducted a capability assessment to document Sarasota County's existing policies, programs, and procedures that support hazard mitigation. This review included land-use and development regulations, floodplain management programs, and other regulatory tools currently in effect. This allowed the working group to identify gaps and successes in the current existing capabilities.

STEPS 6 AND 7: SET GOALS AND REVIEW POSSIBLE ACTIVITIES

Facilitated workshops and discussions were conducted with the working group and participating jurisdictions to establish mitigation actions. These sessions outlined the purpose of developing goals and objectives related to planning while considering a comprehensive range of mitigation alternatives. During these meetings, a methodology for prioritizing and selecting recommended mitigation actions was applied. Through this process, the members of the working group and stakeholders worked collaboratively to complete the following:

- Confirm countywide and jurisdiction-specific mitigation goals that are consistent with CRS and DMA guidance.

- Review a range of potential mitigation actions that include structural projects, regulatory measures, property protection, public information initiatives, and natural resource protection strategies.
- Apply selection criteria to rank and prioritize actions.
- Update the status of previously identified actions and develop new projects that address current vulnerabilities and future risks.

STEP 8: DRAFT AN ACTION PLAN

A draft of the Sarasota County Unified LMS plan was prepared using input from the working group and participating jurisdictions. This draft incorporated the results of the hazard identification and risk assessment (Planning Steps 4 and 5) as well as the goals, objectives, and mitigation actions developed during planning Steps 6 and 7. The draft plan was posted on the Sarasota County webpage for working group members, participating jurisdictions, stakeholders, and the public to review and provide comments. Additionally, outside agencies and organizations, along with community stakeholders engaged during the planning phase, were specifically invited to review the draft and submit feedback. Comments received were compiled and integrated into the final draft of the plan and submitted to FEMA Region IV and the FDEM for review and approval.

STEP 9: ADOPT THE PLAN

The plan will be formally reviewed and adopted by the Sarasota County Board of County Commissioners and the governing authorities for each participating jurisdiction. Formal adoption ensures that the LMS is recognized as the guiding document for hazard mitigation within Sarasota County and satisfies both the Stafford Act and CRS planning requirements.

STEP 10: IMPLEMENT, EVALUATE, AND REVISE THE PLAN

Implementation and maintenance of the plan is critical to the overall success of hazard mitigation and floodplain management efforts in Sarasota County. With the adoption of the plan, actions identified within the plan are put into practice to ensure accountability. The Plan Implementation and Maintenance section outlines the framework for this process, which is ongoing. It describes the methodology and schedule for monitoring progress, evaluating implementation, and updating the LMS to remain effective. A formal five-year update cycle ensures compliance with FEMA and CRS standards. The Plan Implementation and Maintenance section also describes how the LMS will be integrated into existing planning and regulatory mechanisms. The plan also commits to maintaining continued public involvement through open meetings, surveys, and opportunities to comment on mitigation priorities during the maintenance cycle.

Local Mitigation Strategy Planning Meetings

The LMS meetings provided participating jurisdictions with the opportunity to engage and actively participate in the development of the plan. Documentation provided in Appendix B and in Table 5

demonstrates the meetings LMS participants were invited to attend to provide input towards the plan update throughout the planning process.

Table 5: Schedule of Local Mitigation Strategy Planning Meetings

Meeting Date	Meeting Type	Meeting Agenda
February 19, 2025	Kick-Off Meeting with LMS participants and consultant	The Kickoff Meeting introduced plan participants and stakeholders to hazard mitigation and hazard mitigation planning. The planning consultants from IEM International, Inc facilitated a review of each section of the plan including the anticipated public outreach. Plan participants discussed their goals and expectations for the plan update process.
January 2025 **March 25, 2025;** **June 24, 2025; and** **September 23, 2025**	LMSWG Meetings	Meetings to provide updates and discussion on the current progress on the LMS update.
May 6, 2025, and August 5, 2025	1:1 meeting with the Englewood Area Fire Control District	The first meeting focused on gathering data on hazard vulnerability, past impacts, NFIP data, mitigation capabilities, and the status of past mitigation actions. Second meeting focused on gathering new mitigation actions for inclusion in the plan.
May 9, 2025	1:1 meeting with the Town of Longboat Key	This meeting focused on gathering data on hazard vulnerability, past impacts, NFIP data, mitigation capabilities, and the status of past mitigation actions.
May 15, 2025, and August 5, 2025	1:1 meeting with the City of Venice	The first meeting focused on gathering data on hazard vulnerability, past impacts, NFIP data, mitigation capabilities, and the status of past mitigation actions. The second meeting focused on gathering new mitigation actions for inclusion in the plan.
May 16, 2025, and August 15, 2025	1:1 meeting with the Sarasota Manatee Airport Authority	The first meeting focused on gathering data on hazard vulnerability, past impacts, NFIP data, mitigation capabilities, and the status of past mitigation actions. The second meeting focused on gathering new mitigation actions for inclusion in the plan.
May 20, 2025, and August 7, 2025	1:1 meeting with the City of North Port	The first meeting focused on gathering data on hazard vulnerability, past impacts, NFIP data, mitigation capabilities, and the status of past mitigation actions. The second meeting focused

Meeting Date	Meeting Type	Meeting Agenda
		on gathering new mitigation actions for inclusion in the plan.
July 11 2025	Communications and Outreach Strategy Meeting with Sarasota County and Consultant	Discussion of the public survey and plan for outreach.
September 2, 2025	1:1 meeting with Sarasota Memorial Hospital	This meeting focused on gathering data on hazard vulnerability, past impacts, NFIP data, mitigation capabilities, the status of past mitigation actions and gathering new mitigation actions for inclusion in the plan.
September 5, 2025	1:1 meeting with Sarasota County Schools	This meeting focused on gathering data on hazard vulnerability, past impacts, NFIP data, mitigation capabilities, the status of past mitigation actions and gathering new mitigation actions for inclusion in the plan.
August 29, 2025	1:1 meeting with the Ringling Museum	This meeting focused on gathering data on hazard vulnerability, past impacts, NFIP data, mitigation capabilities, the status of past mitigation actions and gathering new mitigation actions for inclusion in the plan.

Local Mitigation Strategy Working Group

The LMSWG is responsible for maintaining the current Local Mitigation Strategy (LMS) in accordance with Chapter 27P-22.004 and 27P-22.005 of the Florida Administrative Code. The LMSWG is charged with developing a comprehensive planning document intended to reduce or attempt to eliminate the loss of life, property and economic vitality in the event of a natural or technological disaster; to be formally adopted by local government officials, County Commissioners, incorporated jurisdictions within the county for eligibility to pre-disaster mitigation funding and federal disaster relief.

The LMSWG is comprised of representatives from various agencies of county government, to include planning and zoning, roads, public works, and emergency management, representatives from all interested municipalities within the county, and any interested representatives from the private sector. These members have the opportunity to provide input and feedback to the plan as well as discuss strategies to implement and integrate the plan once it is complete.

The responsibilities of the LMSWG members are:

- To develop and revise the local mitigation strategy as needed,
- To coordinate all mitigation activities within the county; and

- To prioritize local mitigation projects.

Local Mitigation Strategy Stakeholders

Involving stakeholders is a key component of the hazard mitigation planning process as doing so ensures a diverse range of perspectives and local knowledge is incorporated into the draft plan. Further, they may be directly impacted by hazard events. By incorporating them early in the planning process, stakeholders can help refine and establish hazard risk reduction objectives for the planning area. Stakeholders provide useful data and hazard mitigation actions including identifying opportunities to support local mitigation actions.

Table 6 provides a list of stakeholders invited to participate in the planning process and categorizes them by stakeholder type. Stakeholders were invited to attend meetings, provide input/feedback, and review the draft plan prior to adoption.

Table 6: Stakeholders Invited to Participate in the Local Mitigation Strategy

Agency/Organization	Description of Organization	Stakeholder Type
Southwest Florida Water Management District	Water Systems District	Development regulatory authority
Senior Friendship Centers	Senior Center located in Sarasota County	Nonprofit/ community-based organizations
New College	Public Liberal Arts college located in Sarasota County	Academic institution
Old Miakka Church	Historic Methodist Church located in Sarasota County	Nonprofit/community-based organizations
State College of Florida	Public College located on the Manatee-Sarasota Campus in Sarasota County	Academic institution
University of South Florida	Public metropolitan research University located on the Manatee-Sarasota Campus in Sarasota County	Academic institution
The Salvation Army	Christian social services, with donation center located in Sarasota County, disaster relief programs	Nonprofit/community-based organizations
Wright Flood Insurance	Private flood insurance company operating in Sarasota County	Businesses/private organization
Community Foundation of Sarasota County	Nonprofit, philanthropic, social investment in	Nonprofit organizations

Agency/Organization	Description of Organization	Stakeholder Type
	community projects and organizations	
American Red Cross of Southwest Florida	Disaster social services nonprofit organization, disaster relief programs	Nonprofit organization
Florida Department of Children and Families	Sarasota One Stop Service Center, social service agency	Development regulatory authority
Manatee County Emergency Management	County Emergency Management Department	Neighboring Community
Charlotte County Emergency Management	County Emergency Management Department	Neighboring Community

Public Involvement

Public involvement is a major and required component of each LMS update. Public involvement is required under both FEMA (44 CFR § 201.6(b)(1)) and The State of Florida's LMS guidelines. The insight and feedback provided by the public throughout the planning process helps to ensure residents' experiences are reflected in the final LMS update. This is particularly true for underserved and vulnerable populations who are often impacted adversely by natural hazards.

For this LMS update opportunities for public engagement were provided both in-person and digitally through an online survey. The plan participants recognized the challenge in gathering public involvement through in-person means only and the digital survey was created to give residents and stakeholders additional options to provide feedback.

Digital Survey

The digital survey was created to allow residents of Sarasota County and participating jurisdictions a convenient way to provide feedback on the LMS. This 13-question survey asked residents about hazards of concern, vulnerable areas in their communities, disaster education and awareness, and mitigation action ideas among other questions. A flyer was created to advertise the survey, see Figure 1, and was disseminated to a wide range of stakeholders including neighboring Desoto, Charlotte, and Manatee Counties, 174 residents living in the floodplain, and was posted on the County website and social media. 394 people took the survey with responses received from every participating jurisdiction. This feedback gathered from the survey was incorporated into the plan.



Figure 1: Digital Survey Flyer

In-Person Engagement

The quarterly LMSWG meetings are open and advertised to the public. Each of these meetings consist of an update on the progress of the LMS, hazard mitigation grant program projects proposed, and updates from each of the LMS participating jurisdictions. The LMS meetings are formally advertised as public meetings. Attendees are welcome to give input on the LMS update process or simply listen in and learn about hazard mitigation in Sarasota County.

Plans and Resources Evaluated

The following resources were reviewed and considered, as appropriate, during the collection of hazard identification, vulnerability assessment, and capability assessment. Data from these plans and ordinances were incorporated into the risk assessment and hazard vulnerability sections of this plan. The data was also used to determine the community's capability to implement certain mitigation strategies.

- Florida State Enhanced Hazard Mitigation Plan

- Sarasota County Local Comprehensive Plan
- Sarasota County THIRA
- Sarasota County Comprehensive Emergency Management Plan (CEMP)
- Floodplain Management Plans
- Economic Development Plan
- Resilient Florida
- Hazard Specific Plan
- Sarasota County Continuity of Operations (COOP) Plan
- CDC Social Vulnerability Index
- FEMA's National Risk Index
- Land Use Maps
- Flood Insurance Rate Maps
- Sarasota County Vulnerability Assessment and Adaptation Plan

Existing Policies, Programs, and Resources

Effective hazard mitigation and emergency management rely on a framework of existing policies, programs, and resources designed to guide planning, implementation, and regulatory compliance. These policies establish the legal and procedural foundations for floodplain management, wetland protection, hazard mitigation funding, and disaster response coordination. Federal and state agencies, including the Federal Emergency Management Agency (FEMA) and the Department of Homeland Security (DHS), provide directives, instructions, and regulatory guidelines to ensure consistency in disaster preparedness and risk reduction efforts.

Key federal regulations, such as 44 CFR, Part 9, focus on floodplain management and wetland protection, ensuring that development projects consider environmental sustainability and disaster resilience. DHS policies, including Directive 023-01 and Instruction 023-01-001-01, set forth environmental planning and historic preservation requirements, aligning federal actions with sustainability and resilience objectives. In addition, FEMA Directive 108-1 and FEMA Instruction 108-1-1 establish processes for integrating hazard mitigation efforts into broader emergency management strategies.

At the state level, Florida's Administrative Code (27P-22.006) outlines county allocations and project funding mechanisms under the Hazard Mitigation Grant Program (HMGP), which helps local governments finance projects that reduce disaster risks. These policies collectively provide a structured approach to managing hazards, protecting critical ecosystems, and ensuring the responsible use of public resources in disaster mitigation and recovery efforts.

- 44 CFR, Part 9, Floodplain Management and Protection of Wetlands, dated October 1, 2019, incorporated by reference, http://www.flrules.org/Gateway/reference.asp?No=Ref-12335;

- DHS Directive 023-01, Revision 01, dated 10/31/2014, incorporated by reference, http://www.flrules.org/Gateway/reference.asp?No=Ref-12336;
- DHS Instruction 023-01-001-01, Revision 01, dated 11/6/2014, incorporated by reference, http://www.flrules.org/Gateway/reference.asp?No=Ref-12337;
- FEMA Directive 108-1, dated 10/10/2018, incorporated by reference, http://www.flrules.org/Gateway/reference.asp?No=Ref-12338; and
- FEMA Instruction 108-1-1, dated 10/10/2018, incorporated by reference, http://www.flrules.org/Gateway/reference.asp?No=Ref-12339.
- 27P-22.006. County Allocations and Project Funding, 27P-22. Hazard Mitigation Grant Program, 27P. Division of Emergency Management, 27. Executive Office of the Governor, Florida Administrative Code

Sarasota County Profile

Geographic Profile

Sarasota County stretches along Florida's west coast, sitting about 60 miles south of the Tampa Bay area. It's bordered by Manatee County to the north, DeSoto County to the east, and Charlotte County to the south, with Florida's Gulf Coast framing its western edge.[2] Covering close to 725 square miles, the county is mostly land, about 572 square miles, while around 154 square miles are water.[3] With 35 miles of beautiful coastline, Sarasota offers plenty of spots for locals and visitors to relax, explore, and soak in the Gulf's incredible views.[4]

Sarasota County includes four incorporated jurisdictions:

- City of North Port
- City of Sarasota
- City of Venice
- Town of Longboat Key

Table 7: Land Distribution of Participating Jurisdictions

Jurisdiction	Land Area (square miles)	% of Land Area
Unincorporated Area	435	76%
City of North Port	104.1	18.2%
City of Sarasota	14.7	2.6%
City of Venice	16.6	2.9%
Town of Longboat Key	4.1	0.4%

Sarasota County features a predominantly flat landscape, interspersed with isolated swamps and marshes that merge into sloughs and winding streams, eventually feeding into the region's coastal estuaries. Along the Gulf of Mexico shoreline, elevations range between 1 and 18 feet, while the highest natural point, in the county's northeastern section, reaches 95 feet.[5]

[2] Visit Sarasota County, "Discover Sarasota's Beaches," 2024, https://www.visitsarasota.com.
[3] U.S. Census Bureau, "QuickFacts: Sarasota County, Florida," 2021, https://www.census.gov/quickfacts/sarasotacountyflorida.
[4] Visit Sarasota County, "Discover Sarasota's Beaches," 2024, https://www.visitsarasota.com.
[5] Federal Emergency Management Agency, "Flood Insurance Study: Sarasota County, Florida and Incorporated Areas," 2022, https://msc.fema.gov.

Development and Growth

Sarasota County, established in 1921, has undergone significant transformation from a small, developing community to a thriving economic and cultural hub. Over the past century, the county has experienced substantial growth in population, infrastructure, and economic sectors, making it one of Florida's most desirable places to live and work. The county's development has been influenced by historical figures, suburban expansion, economic diversification, and modern urban planning initiatives. Although the county has made considerable progress, there are challenges—such as hurricane threats, climate change, and urban sprawl—that necessitate continued resilience and sustainable development strategies.

During the early 20th century, Sarasota County saw accelerated growth largely due to key developers and visionaries, such as Owen Burns, who played an essential role in shaping the county's infrastructure and economic landscape. Burns became the county's largest landowner and founded Sarasota's first locally owned bank, stimulating business development and real estate expansion.[6] His investments in roads, bridges, and commercial properties helped lay the groundwork for Sarasota's economic stability. The official separation of Sarasota County from Manatee County in 1921 marked a pivotal moment, as it allowed for localized governance and tailored urban planning strategies.[7]

The post–World War II era ushered in a period of rapid suburbanization, reflecting national trends of urban expansion and residential development. During this time, Sarasota County saw the emergence of planned communities, such as Kensington Park, which introduced innovative urban planning concepts, including resident-owned utilities and sustainable infrastructure.[8] This shift accommodated a growing population drawn to the region's booming economy, coastal location, and suburban amenities. The construction of highways and bridges in the 1950s and 1960s further facilitated economic growth, enabling increased connectivity between Sarasota and other major Florida cities.[9]

In recent decades, Sarasota County has embraced modern urban planning and sustainable development. The creation of master-planned communities, such as Wellen Park, represents a shift toward self-sufficient neighborhoods that integrate residential, commercial, and recreational spaces.[10] Wellen Park, spanning approximately 11,000 acres, reflects contemporary urban planning trends, emphasizing walkability, mixed-use zoning, and green space preservation. In addition, infrastructure projects, such as the expansion of

[6] J. W. Covington, *The Story of Sarasota: History and Development of Florida's Gulf Coast* (University Press of Florida, 2020).
[7] Florida Department of State, "Sarasota County History and Incorporation," 2023, https://dos.myflorida.com.
[8] City of Sarasota, *Urban Planning and Development Initiatives* (Sarasota County Planning Office, 2022).
[9] Florida Department of Transportation, "The Historic Highway Bridges of Florida," https://www.fdot.gov/docs/default-source/environment/pubs/Historic-Highway-Bridges-of-Florida-2010-Update.pdf.

[10] Sarasota County Planning Department, "Sarasota County Comprehensive Plan," https://library.municode.com/fl/sarasota_county/codes/comprehensive_plan?nodeId=SACOCOPL.

Sarasota Bradenton International Airport and improvements to public transportation, continue to enhance the county's economic competitiveness.[11]

The North Port–Sarasota–Bradenton metropolitan area has seen significant economic and demographic expansion, driven by industries, such as tourism, healthcare, and real estate. Sarasota County's economy has thrived due to a high influx of retirees, entrepreneurs, and skilled professionals, attracted by a favorable climate, tax incentives, and quality-of-life factors.[12] The tourism industry alone contributes billions of dollars annually, with cultural attractions, beaches, and recreational facilities drawing millions of visitors each year.[13] Healthcare services have also become a primary economic driver, with institutions such as Sarasota Memorial Hospital expanding to meet the needs of a growing and aging population.

Sarasota County, as a coastal community, faces challenges from natural hazards. Coastal developments are vulnerable to flooding and storm surges, necessitating a continual focus on resilience.[14] The county has implemented resilience-focused policies, such as enhanced zoning regulations and investments in green infrastructure, to mitigate environmental risks and ensure long-term economic sustainability. Sarasota County and its jurisdictions are not expecting future development to adversely impact their risk to the profiled hazards. As Sarasota continues to grow, thoughtful development plays an important role in reducing the potential impacts of hazards. Modern building standards, the County's Land Development Code, enhanced stormwater management requirements, and resilient infrastructure design help ensure that new development is better able to withstand the effects of natural hazards. By integrating strong codes and mitigation measures into development practices, the County supports community growth while also improving long-term safety, reducing vulnerabilities, and promoting a more resilient future.

Demographics

Sarasota County, situated along Florida's Gulf Coast, has experienced notable demographic changes over recent decades. According to the U.S. Census Bureau, the county's population reached 434,006 in 2020, up from 379,448 in 2010, reflecting its growing appeal as both a residential destination, especially for retirees.

The county's age distribution is characterized by a significant proportion of older residents. In 2020, individuals aged 65 and over constituted 37.4% of the population, underscoring Sarasota County's reputation as a favored location for retirees. In contrast, only 14.0% of residents were under 18, and just 3.5% were under 5, indicating a smaller youth demographic. Gender distribution in Sarasota County is relatively balanced, with females comprising 52.4% of the population and males accounting for 47.6%.

[11] Sarasota-Manatee Airport Authority, "Master Plan Update," https://flysrq.com/sites/default/files/2022-07/Master%20Plan%202022.pdf.
[12] Sarasota County, "Economic Development," https://www.scgov.net/government/governmental-relations/economic-development.
[13] Visit Sarasota County, *Annual Tourism Impact Report*, https://www.visitsarasota.com/sites/default/files/2023-11/FY23%20Outcomes.pdf.
[14] Florida Climate Institute, *Resilient Infrastructure Strategies for Coastal Florida Counties* (University of Florida, 2023).

The county's racial and ethnic composition has evolved, reflecting broader national trends. As of 2020, the racial makeup was as follows:

- White (Non-Hispanic): 80.57%
- Black or African American (Non-Hispanic): 3.72%
- Asian (Non-Hispanic): 1.94%
- Native American or Alaska Native (Non-Hispanic): 0.16%
- Pacific Islander (Non-Hispanic): 0.04%
- Some other race (Non-Hispanic): 0.44%
- Mixed/Multiracial (Non-Hispanic): 3.16%
- Hispanic or Latino (of any race): 9.96%

The Hispanic or Latino population has increased from 7.91% in 2010 to 9.96% in 2020, indicating growing diversity in the county.

In 2020, Sarasota County had 189,228 households, with an average household size of approximately 2.29 individuals. Families accounted for 62.1% of these households, while non-family households accounted for 37.9%. The significant proportion of elderly residents is reflected in the fact that 37.4% of households included individuals aged 65 and older.[15]

Economic indicators reveal a median household income of $64,644 between 2016 and 2020, with a per capita income of $44,402. Approximately 8.7% of the population lived below the poverty threshold during this period. The median value of owner-occupied housing units was $269,300, and the median gross rent was $1,342, reflecting the county's housing market dynamics. Educational attainment in Sarasota County is relatively high. Among residents aged 25 and older, 93.2% had completed a high school education, and 36.4% held a bachelor's degree or higher. The county is also home to a substantial veteran community, with 41,215 veterans residing in the area as of 2020. In addition, 12.2% of the population was foreign-born, contributing to the county's cultural diversity.

Sarasota County encompasses four municipalities, each contributing to the county's demographic landscape:[16]

- **City of Sarasota:** The county seat, with a population of 54,842 as of 2020.
- **City of North Port:** The largest city in the county, with 74,793 residents in 2020.
- **City of Venice:** Known for its historic downtown and coastal charm, housing 25,463 people in 2020.
- **Town of Longboat Key:** A barrier island community with 3,710 residents in the Sarasota County portion as of 2020.

[15] U.S. Census Bureau, "American Community Survey 5-Year Estimates, 2016-2020," https://data.census.gov/cedsci/.
[16] U.S. Census Bureau, "2020 Census Redistricting Data (P.L. 94-171) Summary Files," https://data.census.gov/cedsci/.

In addition to these incorporated areas, the county includes many unincorporated communities and census-designated places (CDPs), such as Siesta Key, Englewood, and Gulf Gate Estates, each contributing unique characteristics to the county's demographic profile. Sarasota County's demographic profile reflects a community with a significant elderly population, growing diversity, and a stable economic foundation. The county's municipalities and communities each add distinct elements to the overall demographic landscape, creating a region rich in cultural and social variety.

Social Vulnerability

Sarasota County, situated along Florida's Gulf Coast, faces a spectrum of natural hazards that impact its communities. The Federal Emergency Management Agency's (FEMA) National Risk Index (NRI) offers a comprehensive assessment of these risks by incorporating factors such as expected annual loss, social vulnerability, and community resilience. According to the NRI, Sarasota County has a Relatively High risk ranking and Relatively High expected annual loss, which is mostly due to the County's vulnerability to hurricanes and tropical storms. The NRI scores hurricanes as a 99.3 out of 100, ranking it as Very High on the index. Similarly, lightning, which is strongly associated with severe storms and hurricanes, scores 98.8 out of 100, also ranked Very High on the index.[17] The State of Florida, especially its coastal cities, is at particular risk to hurricanes and lightning due to its subtropical climate near the ocean, where hurricane formation occurs. In most cases, various tropical waves and disturbances are generated near the coast of Africa and move westward across the Atlantic Ocean.[18] Sarasota County is on the west coast of Florida, which is a highly vulnerable coastline due to the wide-shallow continental shelf, as well as very warm water during hurricane season. These two components allow for the propagation of stronger and more destructive storms, producing catastrophic storm surge. These potential conditions are of particular concern to Sarasota County.

Only one hazard ranks as Relatively High, a cold wave. A cold wave is a rapid fall in temperature in a 24-hour period. Florida, specifically Sarasota County, is at particular risk to cold waves as its infrastructure and wildlife rely on warm temperatures year-round, so an extreme drop in temperature can significantly harm the tourism industry, wildlife habitats, crops, and other food sources for the area.[19]

Tornadoes and wildfires rank as Relatively Moderate for Sarasota County, as these are not as widely destructive or as common as other hazards. However, they still pose a dangerous threat to the community and wildlife. When tornadoes and wildfires do occur, they can give little warning and have intense impacts on property and lives. The remaining hazards rank relatively low or very low on the NRI. While still of concern to the area, they are not as likely or costly as those ranked higher. Sarasota County has no rating or insufficient data for avalanche, heat wave, tsunami, or volcanic activity.

[17] National Risk Index, "Sarasota County, Florida," 2025, https://hazards.fema.gov/nri/map.
[18] National Hurricane Center, 2025, nhc.noaa.gov
[19] American Meteorological Society, "Glossary of Meteorology: Cold Wave," 2025, https://glossary.ametsoc.org/wiki/Cold_wave.

Critical Infrastructure

Sarasota County's critical infrastructure includes essential systems and assets that are vital to public safety, economic stability, and community well-being. Key components consist of transportation networks, utilities, public safety facilities, hospitals, and emergency communications systems.[20] Major highways, such as Interstate 75 and U.S. Route 41, serve as vital arteries for local and regional movement, connecting residents, businesses, and emergency responders to surrounding counties and metropolitan areas.[21] The Sarasota Bradenton International Airport offers critical air transportation services that support tourism, business travel, and emergency logistics.[22] The county is also supported by a robust network of bridges, including the John Ringling Causeway and North and South Siesta Key bridges, which are crucial for access to coastal communities and barrier islands during routine travel and emergency evacuations.[23]

Public utilities form the backbone of day-to-day functioning across Sarasota County. Potable water is sourced and treated through regional utility providers, while stormwater infrastructure helps manage the impacts of seasonal rainfall and storm surges.[24] Healthcare infrastructure plays a vital role in community resilience, with Sarasota Memorial Health Care System serving as the county's primary acute care provider, supported by several satellite clinics and urgent care centers.[25] Several private healthcare facilities also service the region. Law enforcement, fire-rescue stations, and emergency operation centers are strategically located to ensure rapid response capabilities during both routine incidents and major emergencies. The integrity of these systems is essential, particularly as the county faces increasing threats from hurricanes, coastal flooding, and sea-level rise. Consequently, efforts to harden and modernize critical infrastructure have become central to the county's broader mitigation and resilience planning.

[20] Sarasota County Government, "Public Utilities Department," 2024, https://www.scgov.net/government/public-utilities-water.
[21] Florida Department of Transportation, "District One - Sarasota County," 2024, https://www.fdot.gov.
[22] Sarasota Bradenton International Airport, "Airport Information," 2024, https://flysrq.com/.
[23] Florida Department of Transportation, "District One - Sarasota County, 2024, https://www.fdot.gov.
[24] Sarasota County Government, "Public Utilities Department," 2024, https://www.scgov.net/government/public-utilities-water.
[25] Sarasota Memorial Health Care System, "About Us," 2024, https://www.smh.com/.



Figure 2: Sarasota County Emergency Operations Center[26]

Risk Assessment

Introduction

Sarasota County, situated along Florida's southwest coast, faces a range of natural hazards due to its geographic location, environmental features, and coastal characteristics. This risk assessment provides a comprehensive review of the historical impact, frequency, and financial consequences of such hazards based on storm event data and federal disaster declarations. The goal of this assessment is to support the county's ongoing hazard mitigation planning efforts by identifying the most relevant threats to the community and guiding appropriate preparedness and resilience strategies. Drawing on records from the National Weather Service (NWS) and the Federal Emergency Management Agency (FEMA), the analysis captures both widespread and localized events across jurisdictions such as the City of Sarasota, North Port, Venice, and Longboat Key, and including key partners like Sarasota Memorial Hospital, Englewood Fire District, Florida State University, and the Sarasota Manatee Airport Authority.

The following sections detail historical hazard occurrences, major disaster declarations, and a refined list of hazards to be profiled in the 2025 update to the Unified Local Mitigation Strategy (LMS). Hazards that are not applicable to the region due to environmental or geographic factors have been excluded to

[26] Sarasota County, "Emergency Management," 2025, https://www.scgov.net/government/emergency-services/emergency-management-4420.

ensure a focused and relevant planning approach. Additionally, jurisdiction-specific differences are acknowledged to account for the varied vulnerabilities and capabilities across different sectors of the county. This targeted strategy aims to enhance local preparedness and inform long-term resilience initiatives.

Table 8 provides a detailed record of documented hazard events that have occurred across Sarasota County from 2019 through 2024. This data, primarily sourced from the NWS's Storm Events Database, captures the diverse range of natural hazards that have impacted the region, including thunderstorms, flooding, lightning strikes, tornadoes, tropical storms, hurricanes, and wildfires. Each entry includes the date and location of the event.

This historical perspective is essential for understanding the frequency, intensity, and geographic spread of hazard events within the county. It not only informs current risk assessments but also helps local jurisdictions prioritize future mitigation strategies. Notably, while many of the events resulted in minimal or no damage, major incidents, such as Hurricane Milton in 2024, caused widespread destruction and highlight the importance of continued investment in hazard preparedness and resilience planning.

Table 8: History of Hazard Events in Sarasota County

Location	Date	Event
Fruitville	1/24/2019	Thunderstorm wind
Manasota Key	4/19/2019	Thunderstorm wind
Nokomis	7/16/2019	Lightning
Sarasota County	5/22/2020	Wildfire
Venice	6/1/2020	Tornado
Sunnyland	6/6/2020	Flood – Tropical Storm Cristobal
Fruitville	6/6/2020	Flood – Tropical Storm Cristobal
Osprey	6/6/2020	Flood – Tropical Storm Cristobal
Vamo	6/26/2020	Tornado
Siesta Key	7/16/2020	Lightning
Sarasota County	11/11/2020	Tropical storm Eta
Beverly Terrace	6/24/2021	Thunderstorm wind
Sarasota County	7/7/2021	Flood – Tropical Storm Elsa
Sarasota County	12/21/2021	High wind
Nokomis	3/12/2022	Thunderstorm wind
Sarasota Beach	3/16/2022	Tornado
Desoto Lakes	5/31/2022	Tornado

Location	Date	Event
Newtown Heights	6/15/2022	Thunderstorm wind
Sarasota County	9/28/2022	Hurricane Ian (typhoon)
Sarasota County	11/10/2022	Tropical Storm Nicole
North Port	12/15/2022	Tornado
Sarasota County	8/30/2023	Tropical Storm Idalia
North Port	9/30/2023	Flood (thunderstorms)
Gator Creek Estates	10/11/2023	Tornado
Fruitville	1/9/2024	Thunderstorm wind
Siesta Key	6/11/2024	Flood (tropical disturbance)
Sarasota	6/11/2024	Flood (tropical disturbance)
Sarasota County	8/4/2024	Tropical Storm Debby
Sarasota County	9/26/2024	Tropical storm – Hurricane Helene
Sarasota County	10/9/2024	Hurricane Milton

Overall, these events resulted in no reported fatalities and minimal injuries, with a few exceptions, such as Hurricane Ian in 2022, which caused eight fatalities and $2 billion in property damage, and Hurricane Debby in 2024 that resulted in one fatality. Other significant events include a 2022 tornado in Sarasota Beach, which caused one injury and $1 million in damage, and the June 2024 flood, primarily in the City of Sarasota, when deep tropical moisture, associated with a tropical disturbance centered just offshore of Tampa Bay, produced 5 to 8 inches of rain. Sarasota County Emergency Management reported multiple cars partially inundated in floodwaters, with water also entering some businesses in St. Armands Circle.

The data highlights that while many hazard events in Sarasota County are relatively low in impact, major weather systems pose substantial risk to life and property. These findings reinforce the importance of continued investment in hazard mitigation planning, especially for flood-prone and coastal zones.

Major Disaster Declarations

Table 9 provides a comprehensive overview of major disaster and emergency declarations affecting Sarasota County, Florida, from 1968 to 2024. These declarations, issued by the federal government through agencies such as FEMA, are formal acknowledgments of significant hazard events that required federal assistance. The table includes the declaration number, date, type of declaration (e.g., Disaster [DR], Emergency [EM], or Fire Suppression Assistance [FSA]), event description, and the amount of federal aid granted for individual and public assistance when applicable.

The data illustrates the county's repeated exposure to hurricanes, tropical storms, flooding, wildfires, and other extreme weather events, with some incidents, such as Hurricanes Milton (2024), Ian (2022), and Irma

(2017), and the COVID-19 pandemic (2020), resulting in federal assistance totaling billions of dollars. The table highlights both the frequency and financial severity of these events, helping to inform ongoing mitigation planning and resource allocation. It underscores the importance of preparedness and resilience, particularly as Sarasota County continues to experience increasing impacts from climate-related hazards.

Table 9: Disaster Declarations in Sarasota County

Declaration #	Date	Type	Event Details
4834	10/11/2024	DR	Hurricane Milton
3622	10/7/2024	EM	Hurricane Milton
4828	9/28/2024	DR	Hurricane Helene
3615	9/24/2024	EM	Tropical Storm Helene
4806	8/10/2024	DR	Hurricane Debby
3605	8/2/2024	EM	Tropical Storm Debby
4734	8/31/2023	DR	Hurricane Idalia
3596	8/28/2023	EM	Tropical Storm Idalia
4680	12/13/2022	DR	Hurricane Nicole
3587	11/8/2022	EM	Tropical Storm Nicole
4673	9/29/2022	DR	Hurricane Ian
3584	9/24/2022	EM	Tropical Storm Ian
3561	7/4/2021	EM	Tropical Storm Elsa
3551	11/11/2020	EM	Hurricane Eta
4486	3/25/2020	DR	COVID-19
3432	3/13/2020	EM	COVID-19
3419	8/30/2019	EM	Hurricane Dorian
4337	9/10/2017	DR	Hurricane Irma
3385	9/5/2017	EM	Hurricane Irma
4280	9/28/2016	DR	Hurricane Hermine
4068	7/3/2012	DR	Tropical Storm Debby
1785	8/24/2008	DR	Tropical Storm Fay
3288	8/21/2008	EM	Tropical Storm Fay
1609	10/24/2005	DR	Hurricane Wilma
3220	9/5/2005	EM	Hurricane Katrina Evacuation

Declaration #	Date	Type	Event Details
1561	9/26/2004	DR	Hurricane Jeanne
1551	9/16/2004	DR	Hurricane Ivan
1545	9/4/2004	DR	Hurricane Frances
1539	8/13/2004	DR	Tropical Storm Bonnie and Hurricane Charley
1481	7/29/2003	DR	Severe storms and flooding
1393	9/28/2011	DR	Severe storms, tornadoes, and flooding associated with Tropical Storm Gabrielle
2358	4/18/2001	FSA	Myakka Complex Fire
1359	2/5/2001	DR	Severe freeze
2298	5/16/2000	FSA	Myakka Fire Complex
3150	10/15/1999	EM	Tropical Storm Irene
3139	4/27/1999	EM	Fires
2260	4/23/1999	FSA	Fires
3131	9/25/1998	EM	Hurricane Georges
1223	6/18/1998	DR	Extreme fire hazard
1195	1/6/1998	DR	Severe storms, high winds, tornadoes, and flooding
1141	10/15/1996	DR	Tropical Storm Josephine
982	3/13/1993	DR	Tornado
952	8/14/1992	DR	Severe storms and flooding
851	1/15/1990	DR	Severe freeze
664	7/7/1982	DR	Severe storms and flooding
526	1/31/1977	DR	Severe winter weather
337	6/23/1972	DR	Tropical Storm Agnes
252	11/7/1968	DR	Hurricane Gladys

Hurricanes have consistently caused significant damage, with some of the largest financial impacts seen from Hurricane Ian (2022), Hurricane Irma (2017), and Hurricane Wilma (2005), each resulting in over a billion dollars in individual and public assistance combined. More recent storms, such as Hurricane Milton (2024) and Hurricane Helene (2024), also resulted in substantial financial aid, with over $700 million allocated for individual assistance. The COVID-19 pandemic (2020) stands out as a non-weather-related disaster, receiving combined federal aid of over $3 billion. Other significant hurricanes, including Jeanne, Ivan, Frances, and Charley in 2004, each contributed to extensive damage, receiving hundreds of millions

in assistance. Figure 3 displays the disasters in Sarasota County from 05/02/1953 to 05/19/2025 by incident type as well as the subcategories. Subcategories refer to the specific types of incidents, which allow FEMA to tailor its response and assistance based on the unique needs of the affected areas.

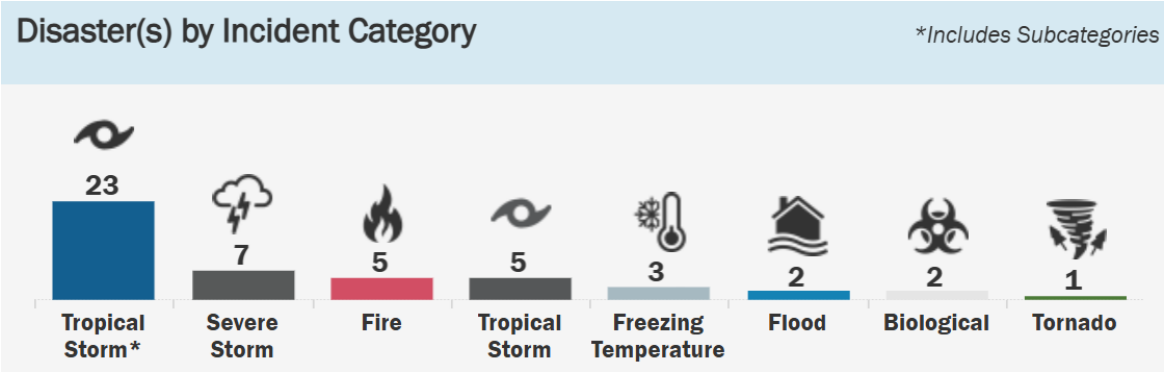


Figure 3: Disasters by Incident Type for Sarasota County[27]

Although many hurricanes and tropical storms resulted in major financial aid, some events, such as severe winter weather (1977) and fires (1998, 2001), had lower public assistance allocations. The data highlights the frequency and severity of natural disasters over time, showcasing federal support patterns and the escalating financial impact of recent storms compared with earlier decades. Figure 4 displays information on the number of disasters by year in Sarasota County from 1968 to 2024.

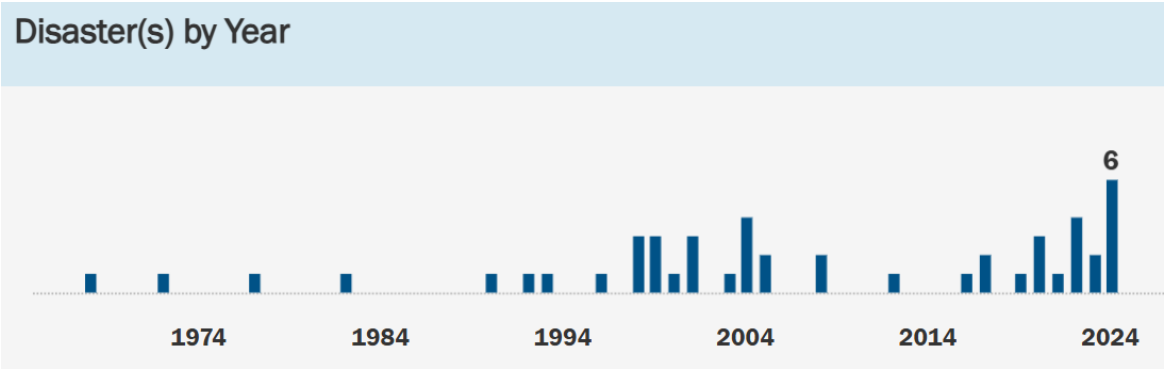


Figure 4: Disasters by Year for Sarasota County[28]

[27] FEMA, "Disaster Declarations for States and Counties," https://www.fema.gov/data-visualization/disaster-declarations-states-and-counties.
[28] FEMA, "Disaster Declarations for States and Counties," https://www.fema.gov/data-visualization/disaster-declarations-states-and-counties.

Hazards Profiled

Sarasota County, located along the southwest coast of Florida, is a midsize community that faces a variety of natural hazards, including hurricanes, flooding, and wildfires. While many residents and tourists recognize the area's location within the "Hurricane Belt," there is generally less awareness or concern regarding other serious natural threats. The entire region is susceptible to natural disasters year-round, with the county's low elevation and high water table contributing to increased vulnerability, particularly to flooding-related events. Some coastal areas experience nuisance flooding during certain high tide events, commonly known as King Tides.

A review of historical data reveals that nearly all jurisdictions within the county are exposed to a wide range of hazards. The 2021 Sarasota County Unified LMS assessed each hazard identified by the LMS Working Group, factoring in historical data, geographical coverage, and likelihood of future events. During the 2021 update of the LMS plan, the group revisited each hazard profile to include new insights and data collected since the 2016 plan. The revised strategy focused on improving the plan by addressing several key areas, including the following:

- Confirming the accuracy of existing hazard data,
- Documenting new hazard events that occurred after 2021,
- Highlighting jurisdiction-specific hazard differences; and
- Ensuring consistency in risk assessment with the Sarasota County Comprehensive Emergency Management Plan and the Florida State Mitigation Plan.

This targeted update aimed to ensure a more streamlined and data-driven approach to hazard mitigation across the county. The following hazards will be profiled in the 2025 update:

- Drought and Extreme Heat,
- Flooding,
- Land Subsidence and Sinkholes,
- Severe Storms (Hail, Lightning, Wind),
- Tornadoes and Waterspouts,
- Tropical Cyclones,
- Wildland Fire; and
- Winter Weather (Freezes and Winter Storms).

Hazards Excluded from Further Analysis

The hazards excluded from the Sarasota County hazard list do not reflect the geographical, environmental, and infrastructural characteristics specific to Sarasota County and its jurisdictions. Here's

an analysis of why certain hazards were omitted from the original list provided for Sarasota County, including the cities and districts of North Port, Sarasota, Venice, Longboat Key, Sarasota Memorial Hospital, Sarasota Manatee Airport Authority, and Englewood Fire District:

- **Avalanche:** Sarasota County is located in a coastal region with no significant mountainous terrain, making avalanche risks virtually nonexistent. Avalanches are typically a concern in areas with significant snowfall and mountainous elevations, which do not apply to Sarasota.
- **Coastal Erosion:** While coastal erosion can impact areas with significant shorelines, particularly along barrier islands, it may not be a primary focus in the comprehensive hazard planning for Sarasota as it would likely fall under the broader category of "Flooding" or "Tropical Cyclones." Additionally, only certain coastal areas would face the most immediate threats of erosion, which may not be prioritized in the general hazard assessment for the entire county.
- **Coastal Storms:** Coastal storms are likely considered part of the broader category of "Tropical Cyclones" in the county's hazard planning, especially given that Sarasota is highly vulnerable to hurricanes and tropical storms. Therefore, there is no need to list "Coastal Storms" separately.
- **Dam Failure:** Although a concern for many regions, Sarasota County does not have a significant number of large dams that pose the same level of risk as those found in other regions. In addition, flooding risks are often captured under the general "Flooding" category.
- **Earthquake:** Florida is not located near active fault lines, making the likelihood of earthquakes extremely low. As such, this hazard is generally excluded from hazard mitigation planning in the region.
- **Expansive Soils:** While expansive soils can be a concern in some regions, they are not a prominent issue in Sarasota County, which is largely composed of coastal and sandy soils. The absence of significant large-scale construction activities on expansive soils likely reduces the need for this hazard to be addressed in planning.
- **Levee Failure:** Sarasota County does not have a significant network of levees, which are typically used in areas prone to river flooding or other major water control projects. This hazard is therefore less relevant in Sarasota's context where flooding is primarily related to rainfall, storm surges, and sea level rise.
- **Landslide:** Sarasota County is not located in an area with significant slopes or geological instability that would make landslides a common or high-risk hazard. This type of event is typically more relevant in mountainous or hilly areas.
- **Repetitive Loss Properties:** While Sarasota may have properties that have experienced repeated flooding, the term "repetitive loss properties" refers to a specific classification under FEMA's National Flood Insurance Program (NFIP). It may be integrated within the general "Flooding" category and therefore does not need to be a separate hazard in the planning document.
- **Space Weather:** Although the impacts of space weather could hypothetically impact Sarasota County, given the likelihood of this type of event occurring, and given that it is an evolving hazard whose

likelihood is difficult to predict, this hazard has been excluded from the hazard mitigation planning process.

- **Tsunami:** The threat of tsunamis is minimal for Sarasota County due to its relatively low risk from seismic activity in the region. While a distant tsunami from an earthquake could technically impact the coast, the likelihood is low, which is why it is not typically included in the county's major hazard plans.
- **Volcano:** Florida is not located near any active volcanic regions. Since there are no volcanoes in the state, this hazard is not relevant to Sarasota County's planning efforts.
- **Windstorm:** Windstorms are often included under the broader category of "Tropical Cyclones" or "Severe Weather Storms." Since Sarasota is highly vulnerable to hurricanes, which bring significant winds, there is no need to separately list windstorms unless they refer to non-tropical storm events, which are less common.

Many of the excluded hazards from the list can be categorized under broader risks such as flooding, tropical cyclones, or severe weather storms. Additionally, some hazards are geographically irrelevant or unlikely to occur in Sarasota County, such as earthquakes, avalanches, and volcanic events. The planning process is focused on identifying the most probable and impactful risks specific to the region, which is why some hazards are omitted or integrated into broader categories.

Jurisdictional Differences

Table 10 outlines specific natural hazards that were excluded from the hazard mitigation planning processes of various jurisdictions within Sarasota County, Florida. Each participant, including municipalities, special districts, and key infrastructure entities, has tailored its hazard assessment based on geographic, environmental, and infrastructural characteristics unique to its area. The table identifies which hazards were omitted and provides reasoning for each exclusion, demonstrating a focused approach to risk management that aligns with local conditions and vulnerabilities. This ensures that mitigation efforts remain relevant, efficient, and reflective of actual threats faced by each jurisdiction.

Table 10: Hazards Not Included in Listed Jurisdictions

Participants	Hazards Excluded and Reasoning
Sarasota County	No exclusions or differences.
City of Sarasota	Excluded wildland fire and winter weather, which are low probability hazards and low impact for the City of Sarasota.
Englewood Fire District	Excluded winter weather, which is low probability for the Englewood Fire District.
Longboat Key	Excluded drought, land subsidence and sinkholes wildland fire, and winter weather. All of these hazards are low-probability events with minimal impact on the Town of Longboat Key.

Participants	Hazards Excluded and Reasoning
North Port	Excluded land subsidence and sinkholes, for which the Florida Geological Survey has no documented instances in the City of North Port.
Sarasota Manatee Airport Authority	Excluded drought, flooding, land subsidence and sinkholes, wildland fire, and winter weather. For flooding, the airport is situated 30 feet above sea level, with a low probability of experiencing impactful flooding. Drought has a low impact on the airport. For land subsidence and sinkholes, wildland fires, and winter weather, there are no known historical instances of these hazards having impacted the Sarasota Manatee Airport Authority.
Sarasota Memorial Hospital	Excluded land subsidence and sinkholes, as well as wildland fire. Sarasota Memorial Hospital facilities are in low probability areas for these hazards, and they are low impact should they occur.
Venice	None.
Ringling Museum	Excluded drought, land subsidence and sinkholes, wildland fire, and winter weather. There have been few historical instances of these hazards, and they have had low impacts on Ringling Museum.

Drought and Extreme Heat

Definition

According to the National Oceanographic and Atmospheric Administration (NOAA) drought and heat often occur together. Recent studies by NOAA have indicated the hazards are interconnected: extreme temperatures can lead to drought, and drought conditions can enhance the impacts of heat waves[29].

Drought is a prolonged lack of precipitation, including rain, snow, sleet, hail, and drizzle. It typically lasts a season or more, leading to water shortages that adversely impact people, animals, and vegetation.[30] Extreme heat is a period of high heat and humidity with temperatures above 90 degrees for at least two to three days.

Droughts are a natural occurrence, but they are difficult to predict. Knowing when they will start and how long they will last is challenging. The severity of a drought depends on several factors, including its duration, the level of moisture deficiency, and the size of the impacted area.[31] Heat waves are shorter

[29] American Meteorological Society, "The Influence of Drought on Heat Waves" https://journals.ametsoc.org/view/journals/apme/64/5/JAMC-D-24-0072.1.xml
[30] National Oceanic and Atmospheric Administration, "Drought," https://gml.noaa.gov/obop/mlo/educationcenter/students/brochures%20and%20diagrams/noaa%20publications/Drought%20Fact%20Sheet.pdf.
[31] The City of Sarasota, "Sarasota County Unified Local Mitigation Strategy," https://www.scgov.net/home/showpublisheddocument/60934/638206106205870000.

duration events. Forecasting models are improving, and lead time in predicting extreme heat events is expanding with technology. Severity is defined by both intensity and duration.

Location

All areas of Sarasota County are susceptible to drought and heat conditions, but certain regions may face greater risks. Areas with sandy soil that are also agricultural typically dry out more quickly than those with clay or loamy soils. This makes them more susceptible to drought, particularly in regions like North Port, where the risk increases if irrigation is inadequate during times of low rainfall.

The distance from large water bodies can affect the amount of moisture in the area. Regions farther from lakes and the Florida Gulf may experience drier conditions. Proximity to the Gulf may provide some heat relief in the form of breezes and cooler evenings.

Extent

The U.S. Drought Monitor depicts the location and intensity of drought across the country using five classifications: Abnormally Dry (D0), which indicates areas that may be going into or are coming out of drought, and four levels of drought (D1–D4), as shown in Table 11. Figure 6 displays a map of drought conditions within the United States per the U.S. Drought Monitor.

Table 11: U.S. Drought Monitor[32]

Drought Intensity	Description
D0	Abnormally Dry
D1	Moderate Drought
D2	Severe Drought
D3	Extreme Drought
D4	Exceptional Drought

[32] National Integrated Drought Information System, "Drought Conditions for Sarasota County," https://www.drought.gov/states/florida/county/Sarasota.

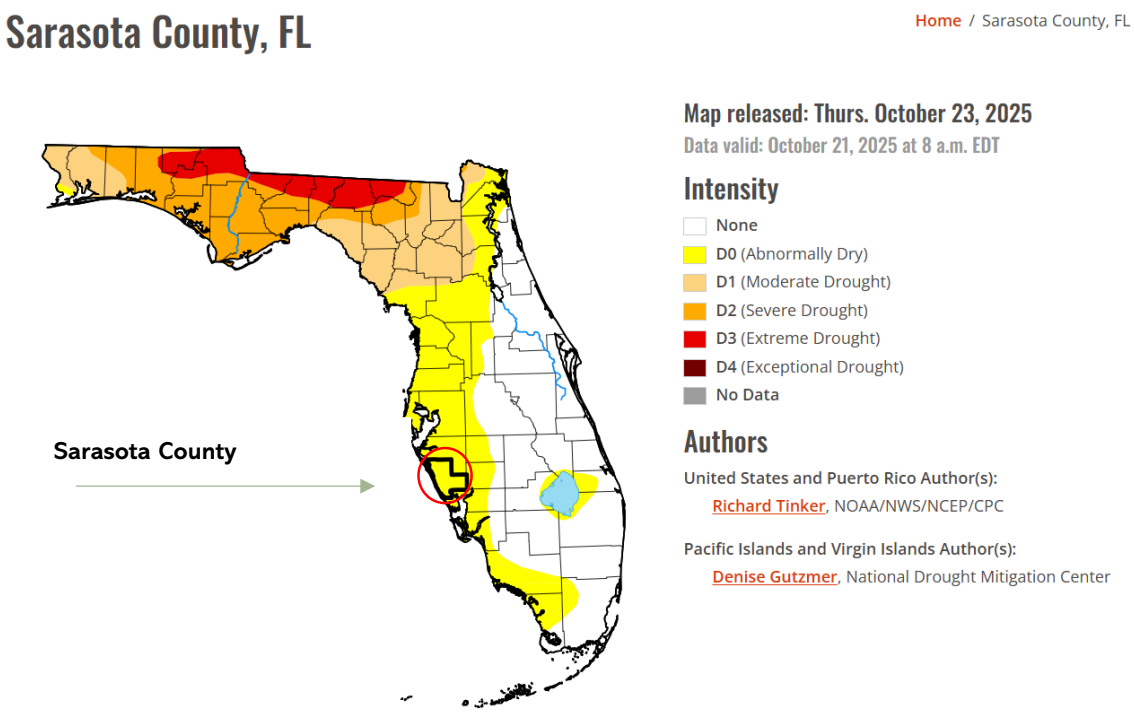


Figure 5: U.S. Drought Monitor Map, Sarasota County, October 23, 2025[33]

The Palmer Drought Severity Index (PDSI) measures drought conditions using temperature and rainfall data; it helps assess how severe and long-lasting a drought is. Table 12 provides data created from the PDSI as shown in Figure 6. Figure 6, which is based on Table 12, provides a map of drought information for the United States based on the PDSI, which updates weekly.

In addition to the formal process of issuing extreme heat watches and warnings to alert the public to dangerous weather conditions, the National Weather Service has developed NWS HeatRisk[34] as a method to continuously communicate heat related hazards in the 7-day forecast window. HeatRisk takes into consideration:

1. Level of heat above normal at the given location
2. Forecast-driven humidity detection
3. Seasonal considerations
4. Duration of event

[33] U. S. Drought Monitor, "Sarasota County, FL," https://droughtmonitor.unl.edu/CurrentMap/StateDroughtMonitor.aspx?fips_12115

[34] NOAA, NWS HeatRISK "Highlighting Impactful Heat in the Seven Day Forecast" https://www.wpc.ncep.noaa.gov/heatrisk/

5. Human impact

Table 12: Palmer Drought Severity Index[35]

Dryness	Description	Wetness	Description
-4 or less	Exceptional drought	1 to 1.9	Unusually moist
-3 to -3.9	Extreme drought	2 to 2.9	Very moist
-2 to -2.9	Severe drought	3 to 3.9	Extremely moist
-1 to -1.9	Moderate drought	Above 4	Exceptionally moist
-0.9 to 0.9	Near normal		

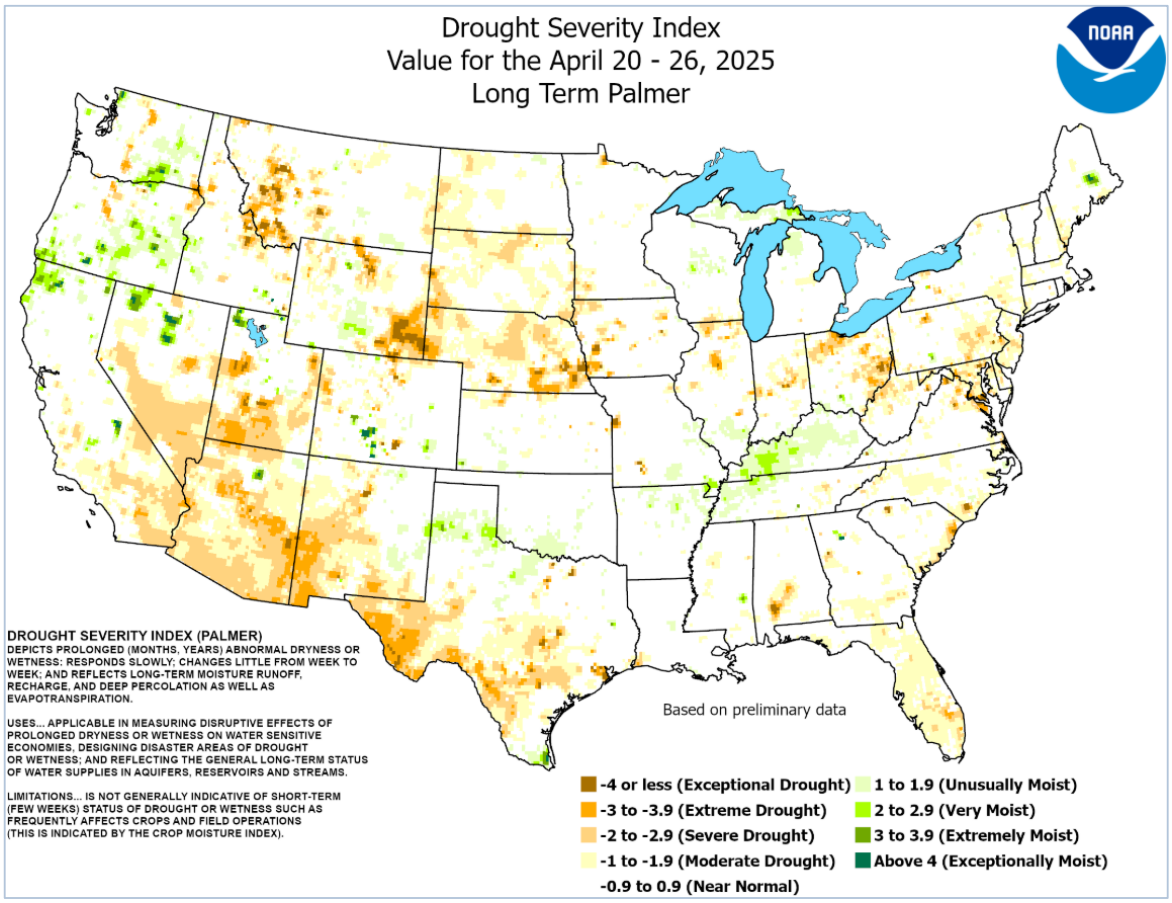


Figure 6: Long-Term Palmer Drought Severity Index, April 20–26, 2025[36]

[35] NOAA, "Drought Severity Index Value for the April 20-26, 2025 Long Term Palmer," https://www.cpc.ncep.noaa.gov/products/analysis_monitoring/regional_monitoring/palmer/PDSI.png

[36] NOAA, "Drought Severity Index Value for the April 20-26, 2025 Long Term Palmer," https://www.cpc.ncep.noaa.gov/products/analysis_monitoring/regional_monitoring/palmer/PDSI.png.

*Note: Map information is updated weekly.

JURISDICTIONAL IMPACTS

Hazard impacts refer to the adverse effects stemming from natural or human-induced events. These impacts include physical damage, human health concerns, and economic, environmental, and social impacts, as listed by jurisdiction in Table 13.

Table 13: Jurisdictional Impacts

Participant	Impacts
Sarasota County	• Drops in water levels in rivers, lakes, and aquifers • Waterborne illnesses from poor sanitation • Heat-related illnesses • Respiratory issues from dust • Crop losses • Tourism decline • Wildfire increases • Lower quality of life • Wildlife and ecosystem distribution changes • Increased water prices • Strains on wastewater and stormwater systems • Infrastructure damage
City of North Port	• Water shortages • Wildfire increases • Soil erosion • Heat-related illnesses • Crop losses • Higher water rates • Tourism decline • Habitat loss
City of Sarasota	• Water shortages • Water quality issues • Heat-related illnesses • Crop losses • Tourism decline • Increased wildfire risk • Vegetation and wildlife stress • Community tension
City of Venice	• Water shortages • Heat-related illnesses • More demand on water systems

Participant	Impacts
	• Crop losses • Tourism decline • Wildlife impact • Increase in wildfires • Saltwater intrusion • Water use disagreements
Town of Longboat Key	• This jurisdiction has removed drought from their hazard mitigation plan.
Sarasota Memorial Hospital	• Water shortages • Water supply issues • Heat-related illnesses • Increased health issues • Higher costs due to alternative water sources
Englewood Fire District	• Increased fire risk • Water supply issues • Heat-related illnesses • Poor air quality/increase in respiratory issues • Health-related illnesses • Concerns about water availability for firefighting efforts
Sarasota County Schools	• Damage to school grounds, including athletic fields • Foundation cracks • Water shortages • Heat-related illnesses • Respiratory issues due to dust • Increased costs due to cooling systems • Limited outdoor activities • Disruptions to outdoor athletic events, potentially affecting community relationships • Stress experienced by children from farming families due to drought affecting the family business
Ringling Museum	• This jurisdiction has excluded drought from its hazard mitigation planning process.

NATIONAL RISK INDEX

The National Risk Index (NRI) is a tool developed by the Federal Emergency Management Agency (FEMA) designed to evaluate and visualize the risk of natural hazards across the United States. It provides data and insights on 18 different hazards. The index combines multiple factors, such as the probability of different hazard events, the vulnerability of communities, and potential impacts, to assess overall risks.

Sarasota County's drought risk profile includes a relatively low risk index score of 68.9, a relatively low expected annual loss score of 72.9, and a relatively moderate social vulnerability score of 41.22.[37] When comparing these figures statewide, 81% of Florida's counties demonstrate a higher community resilience score, while 12% have a lower social vulnerability score. Furthermore, 87% of counties exhibit a lower expected annual loss, and 84% show a lower overall risk index.[38]

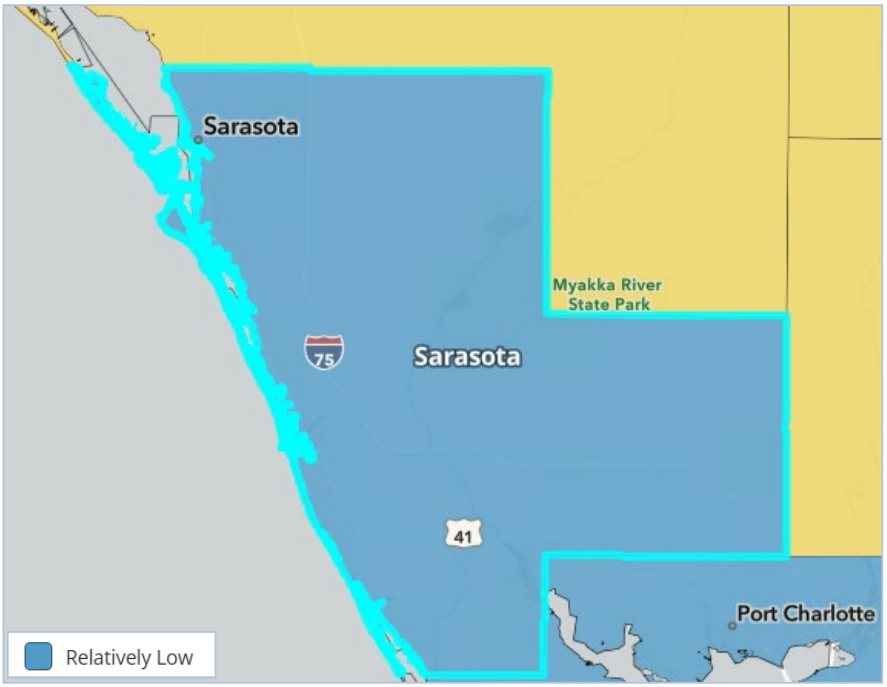


Figure 7: Drought Risk in Sarasota County

Previous Occurrences (2019–2024)

The National Centers for Environmental Information (NCEI) is a comprehensive resource that catalogs data on weather-related events, including tropical storms, hurricanes, tornadoes, floods, and more. It provides critical information that helps assess the frequency, intensity, and impact of severe weather events across the United States. The NCEI is maintained by NOAA. According to the NCEI, Sarasota County experienced zero drought events between January 1, 2019, and December 30, 2024.[39] FEMA's Disaster Declaration for

[37] FEMA, "National Risk Index," https://hazards.fema.gov/nri/report/viewer?dataLOD=Counties&dataIDs=C12115#SectionSocialVulnerability.
[38] FEMA, "National Risk Index," https://hazards.fema.gov/nri/report/viewer?dataLOD=Counties&dataIDs=C12115#SectionSocialVulnerability.

[39] National Oceanic and Atmospheric Administration, "Storm Events Database," https://www.ncdc.noaa.gov/stormevents/listevents.jsp?eventType=%28Z%29+Drought&beginDate_mm=01&beginDate_dd=01&beginDate_yyyy=2019&endDate_mm=12&endDate_dd=31&endDate_yyyy=2024&county=SARASOTA%3A115&hailfilter=0.00&tornfilter=0&windfilter=000&sort=DT&submitbutton=Search&statefips=12%2CFLORIDA.

States and Counties also showed zero events.[40] However, the U.S. Department of Agriculture (USDA) designated three droughts during this period, as shown in Table 14. Similarly, the NCEI identified no excessive heat events for the same period, but the southwest Florida faces a known risk for extreme heat events due to the semitropical climate, abundant sunshine, and relatively high humidity.

Table 14: USDA-Designated Droughts in Sarasota County, 2019–2024[41]

Designation#	Approval Date	Begin Date	End Date
S5670	03/25/2024	12/01/2023	N/A
S5413	05/15/2023	03/21/2023	N/A
S5419	05/15/2023	03/21/2023	N/A

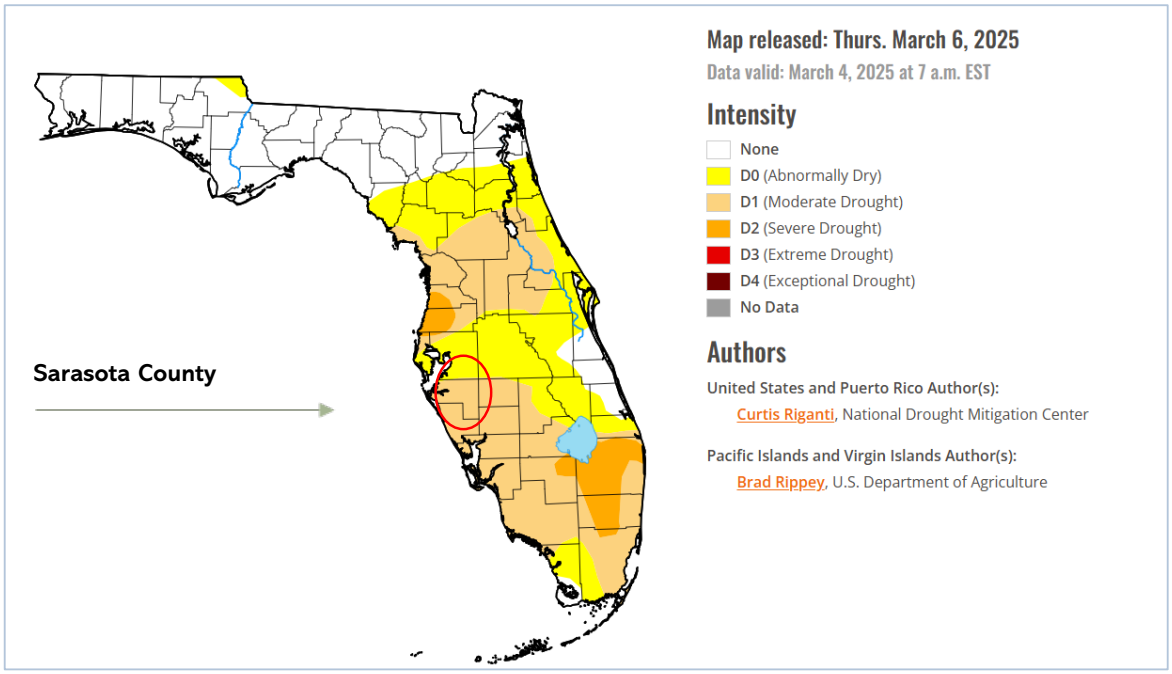


Figure 8: Drought Intensity Map for the State of Florida, March 6, 2025[42]

[40] FEMA, "Disaster Declarations for States and Counties," https://www.fema.gov/data-visualization/disaster-declarations-states-and-counties.
[41] U.S. Department of Agriculture, "Disaster Designation Information," https://www.fsa.usda.gov/resources/disaster-assistance-program/disaster-designation-information.
[42] U.S. Drought Monitor, "Florida," https://droughtmonitor.unl.edu/CurrentMap/StateDroughtMonitor.aspx?FL. Note: These maps are updated weekly.

Probability of Future Conditions

The annualized drought frequency in Sarasota County is 9.2, with 357 events recorded from 2000 to 2021.[43] Based on these statistics, Sarasota County and the jurisdictions in the planning area have a high likelihood of experiencing regular drought events or an increase in drought events over the next 30 years due to atmospheric changes. Rising temperatures and increased evaporation rates deplete soil moisture, reducing water levels in reservoirs and aquifers, and leaving the area vulnerable to drought. In any given year, the range would vary anywhere from normal to exceptional drought.

The location of Sarasota County on the southwest coast of Florida, with abundant sunshine and high humidity, in addition to a significant outdoor lifestyle and tourism culture, brings the inherent risk of heat related events. While the archives do not well document the history of excessive heat in the area, the known risk is high, and the hazard will be treated appropriately. Improved forecasting tools and hazard communication systems will ensure that as events occur the public can be notified in a timely fashion.

Vulnerability Assessment

Sarasota County faces vulnerabilities from drought and extreme heat due to its geography, soil conditions, agriculture, and beach-facing business and lifestyle considerations. Population growth can increase water demand, putting strain on local resources. The agricultural sector, which depends heavily on consistent water availability, stands to suffer decreased production during droughts, affecting both local farmers and the broader economy. Extreme heat affects all sectors, but more significant impacts are felt on tourism. Groundwater and surface water are at risk during prolonged droughts, where declining aquifer levels can also lead to increased salinity, particularly in coastal regions.

Dry and hot periods have led to several issues in North Port and Sarasota County, including an increase in wildfires, a decline in the water table, countywide water restrictions, threats to wildlife, and crop losses in Sarasota County's agricultural areas. The economic impact on the community includes reduced farm revenue and higher prices for produce and other agricultural items.[44]

The City of Sarasota is particularly susceptible to drought and extreme heat due to its tourism-dependent economy and reliance on outdoor recreational activities. When water availability declines or exposed outdoor activities become dangerous, the city risks deterring visitors, which can negatively impact businesses reliant on tourism revenue. Groundwater and surface water are at risk during prolonged droughts, where declining aquifer levels can also lead to increased salinity, particularly in coastal regions.

The City of Venice faces vulnerabilities from drought and extreme heat that threaten its economic and environmental stability. As a populated coastal city, the demand for water is high, and reduced freshwater availability can lead to increased salinity in water supplies. This poses a risk to both the environment and

[43] FEMA, "National Risk Index," https://hazards.fema.gov/nri/report/viewer?dataLOD=Counties&dataIDs=C12115.
[44] The City of Sarasota, "Sarasota County Unified Local Mitigation Strategy," https://www.scgov.net/home/showpublisheddocument/60934/638206106205870000.

water quality. Additionally, tourism plays a vital role in Venice's economy, where reduced water resources can impact visitor numbers and local businesses.

Longboat Key’s freshwater is supplied by Manatee County and is backed up through an emergency line by Sarasota. Wells are for irrigation only. The town's demographic characteristics, including a high population of retirees, may hinder the ability to adapt to water shortages, especially for those with limited resources. Furthermore, tourism and recreation can be adversely affected by extremely hot or dry conditions.

Sarasota Memorial Hospital faces vulnerabilities related to water supply and infrastructure, especially during drought conditions. Limited water availability can affect hospital operations, impacting patient care and essential services. Improving water management practices, enhancing water storage capabilities, and developing contingency plans for emergency water access are critical steps for the hospital to ensure consistent operations and patient safety during times of water scarcity. Extreme heat impacts infrastructure and climate control systems necessary for care and also has the potential to increase patient load as heat-related injuries and illness increase.

Sarasota School Districts are vulnerable to the effects of drought, which can limit access to water for educational facilities and impact outdoor learning environments. Increased temperatures and decreased water availability can affect student health and outdoor activities. Implementing water conservation education programs for students, investing in efficient irrigation systems for school grounds, and establishing emergency water supply plans for schools are essential strategies to build resilience against drought and ensure a conducive learning environment. Extreme heat can impact school schedules, after school activities, and increase the incidence of heat-related illnesses among students and staff.

Sarasota Manatee Regional Airport is susceptible to water-related vulnerabilities, particularly because of its operational reliance on a reliable water supply and drainage systems. Drought conditions may impact fire safety systems and airport maintenance. Developing comprehensive water management strategies, including investment in efficient water use and drainage improvements, would be helpful for maintaining operational integrity and safety during extended periods of low water availability. Extreme heat can impact operating conditions, taxing the capabilities of infrastructure and limiting exposure time for external staff.

The Englewood Fire District is at risk during drought conditions, as low water availability can hinder firefighting efforts and increase the likelihood of wildfires. The district would benefit from prioritizing the enhancement of water supply infrastructure for firefighting, conducting regular assessments of local fire risks, and engaging the community in fire prevention strategies. Additionally, fostering partnerships with local entities to improve water resource management can significantly strengthen the district's resilience to drought-related challenges. As a fire control district, extreme heat can impact both staff and response operations. Heat limits responder exposure times. Heat also brings the potential for increased incidents requiring response, including wildfires and heat-related injuries.

IMPACTS TO ASSETS

Droughts and extreme heat have been linked to impacts on industry in the affected area, but there can also be socioeconomic impacts such as higher production costs, shorter shift times, livestock loss, declines in tourism, and increases in heat-related illnesses. Based on Sarasota County's long history of involvement in agriculture tourism, extended drought conditions could severely harm the business sector. However, the overall impact on the entire county and its jurisdictions may be limited, given the county demographics, development patterns, and generally mild climate conditions that dominate the long-term cycles. As the duration of a drought increases, the impacts become more pronounced. Watering restrictions may be implemented, access to freshwater recreation may be limited, and the risks of wildfires and heat injury may rise. Although generally viewed as inconvenient to most, the impacts are significant to those affected. These effects could manifest throughout the entire planning area.

Table 15 provides a summary of the effects of drought and extreme heat in Sarasota and the other jurisdictions in the planning area. It discusses the impact on the public, first responders, continuity of operations, property, infrastructure, the environment, economic conditions, and public confidence, along with the consequences of these impacts.

Table 15: Consequence Analysis of Drought and Extreme Heat

Area Affected	Consequences
Public	• Reduced water availability and deterioration of water quality • Increases in Heat-related illness • Increase in health-related issues and diseases, such as an increased level of particulates in the air, and increased levels of water-borne diseases in drinking water [45]
First Responders	• **Impact of Heat and Water Scarcity on Emergency Response and Public Health:** › **Limited Firefighting Resources:** Insufficient water hampers firefighting efforts, making it difficult to control wildfires. › **Limited Exposure Times:** Extreme Heat can limit the on-scene stay time for responders and require crew rotations and responder relief measures. › **Increased Wildfire Risks:** Drought conditions may elevate the likelihood of fires, threatening communities and ecosystems. › **Increased Patient Loads:** Extreme heat can cause increased heat-related illnesses requiring medical care.

[45] CDC "Health Impacts of Drought" Health Impacts of Drought | Drought and Health | CDC

Area Affected	Consequences
Continuity of Operations	• **Impact of Food Shortages Due to Crop Loss from Droughts/Heat:** › **Increased Food Costs:** Crop declines from drought can lead to reduced supply, causing food prices to rise, which especially burdens low-income households › **Stricter Water Restrictions:** Diminished water resources may result in tighter regulations, affecting agricultural productivity and daily needs for communities. › **Job Losses in Agriculture:** Challenges in farming can lead to downsizing or closures, resulting in job losses that impact local economies and increase unemployment. › **Complicated Water Management:** As water sources dwindle, managing these resources complicates long-term planning and conservation efforts necessary for sustainable agriculture.
Property, Facility, and Infrastructure	• **Drought and Heat can lead to sinkhole formation:**[46] › **Land Subsidence Issues:** Ground weakening due to natural erosion can lead to sinkholes. › **Burst Water Pipes:** Failures in municipal water pipes can erode soil and create voids that cause sinkholes. › **Cracked Foundations:** Sinkhole development may damage structural foundations by causing cracks. › **Decrease in Property Values:** Properties in sinkhole-prone areas often see a decline in value due to safety concerns and market stigma.

[46] NOAA, "Navigation and Transportation," https://www.drought.gov/sectors/navigation-and-transportation#:~:text=When%20water%20supplies%20are%20depleted%20in%20drought%2C%20subsidence%20(the%20sinking,to%20the%20formation%20of%20sinkholes.

Area Affected	Consequences
Environment[47]	• **Loss of Fish and Wildlife Habitats:** › Decreased food and water availability can affect wildlife health and reproduction › Increased migration patterns as species search for better conditions due to drought and heat › Low water levels in lakes, ponds, and reservoirs threaten aquatic ecosystems › Less water may lead to loss of wetlands vital for biodiversity and flood control › Rising frequency of wildfires disrupting habitats and ecosystems › Soil erosion from vegetation loss, impacting ecosystems and waterways
Economic Conditions[48]	• **Economic Losses:** Farmers face significant revenue declines due to crop failures. Tourism losses when outdoor activities are unavailable due to extreme heat. • **Increased Water Access Costs:** More funds may be needed for drilling new wells to secure water. • **Higher Livestock Expenses:** Rising feed and water costs for livestock add financial strain. • **Elevated Energy Costs:** Power companies may incur higher costs due to water management and irrigation practices, which drive up energy consumption, impacting overall prices. Climate and cooling systems run times increase during a heat wave.
Public Confidence	• **Heightened Safety Concerns Due to Increased Wildfire Risks:** Rising temperatures and prolonged dry spells intensify wildfire threats, making communities feel increasingly vulnerable. • **Economic Uncertainty from Agricultural Harm:** droughts damages agriculture, creating instability in local economies and jeopardizing farmers' livelihoods. • **Concerns Over Water Shortages and Clean Drinking Water:** Ongoing drought and heat conditions threaten access to clean drinking water, highlighting the need for sustainable water management. • **Intensified Competition for Water Resources:** Limited water supplies increase competition among stakeholders, necessitating policies for equitable resource management.

IMPACT ON COMMUNITY LIFELINES

Drought and Extreme Heat profoundly impact various FEMA Community Lifelines in Sarasota County (Figure 9). The main lifelines affected by drought are food, water, shelter, transportation, and water systems.

[47] National Drought Mitigation Center, "How Does Drought Affect Our Lives?," https://drought.unl.edu/Education/DroughtforKids/DroughtEffects.aspx#:~:text=Social%20impacts%20include%20public%20safety,flows%20and%20poor%20water%20quality.

[48] Ibid.

- **Food, Hydration, and Shelter:** Most crops and animals require water to thrive and grow, without which they can perish. People may also lack adequate, clean drinking water, posing serious public health risks. Shelter is affected, as drought can severely damage structural integrity when the soil pulls away from beams, buildings, bridges, etc.
- **Transportation:** Transportation may be affected by asphalt and concrete cracking and eroding, affecting road conditions and transportation systems
- **Health and Medical:** The incidence of heat related injuries increases during times of drought and extreme heat, requiring increased service levels to treat those affected. Responders also face limited exposure time requiring increased resources for shift rotations and responder recovery.
- **Water Systems:** One significant effect is the reduction in water supply, as decreased rivers, lakes, and reservoirs lead to water restrictions and challenges in meeting the community's needs. This frequently leads to groundwater reliance, which can be over-extracted, leading to further depletion and degradation of water quality.

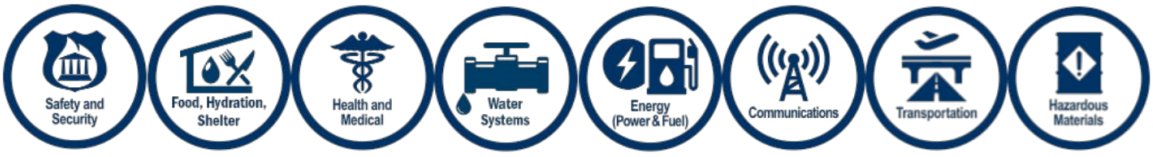


Figure 9: Federal Emergency Management Agency's Community Lifelines

While the risks posed by drought and heat have increased, so too have efforts to mitigate it. Several development changes have occurred in Sarasota County to help manage heat and drought. Local governments have implemented strict zoning and land use policies, focusing on investing in areas with greater water resources. There has been an increase in the development of reservoirs and advanced irrigation systems for improved water management.

Farmers have adopted more efficient irrigation methods and introduced more drought-tolerant crops. Long-term changes in water usage behaviors have shifted toward more sustainable practices for residents and industries.

In 2022, the Sarasota County Stormwater Division of Public Works updated the Watershed Master Plan, which included 59 projects totaling $186.88 million.[49] The City of Venice, meanwhile, has three projects totaling $2.39 million. Specific examples of projects in the Sarasota County plan include the following:

- Converting existing wet detention ponds into stormwater harvesting ponds to supply irrigation to the Boca Royale Golf & Country Club

[49] Sarasota County, "Public Works Stormwater Future Projects Dashboard," https://app.powerbigov.us/view?r=eyJrIjoiOTc0NGY5M2MtYjhjNS00MmZmLThkMDQtMzQ3NTMxNTNlNmJjIiwidCI6IjlhYzkwZmE0LWVhNDYtNDhkNy05MTE0LWJiZjJmYzU1NGQwZSJ9.

- Converting existing wet detention ponds into stormwater harvesting ponds for golf course irrigation at Forest Lakes Golf Club; Phillippi Creek west of the golf club may also be used as an additional water source
- Installing cisterns, permeable pavers, rain barrels, and a stormwater harvesting pond for onsite irrigation at Pine View School
- Converting an existing wet detention pond into a stormwater harvesting pond to collect and store irrigation water for Prew Academy
- Installing biofiltration swales and cisterns to collect and store irrigation water for the Riverbluff Parkway Low-Impact Development Retrofit
- Installing cisterns, permeable pavers, rain barrels, and converting existing ponds into stormwater harvesting ponds for on-site irrigation at Sarasota Middle School
- Installing up to three aquifer recharge wells and associated infrastructure; investigating and developing alternative water supply options

Converting wet detention ponds into stormwater harvesting ponds and installing aquifer recharge wells offer significant benefits. These initiatives enhance local water supplies by capturing and storing stormwater, ensuring that crops and landscapes receive essential moisture during dry periods. This not only supports agricultural productivity but also promotes resilience against water shortages. Aquifer recharge wells help restore groundwater supplies, strengthening water security and stabilizing local ecosystems.

It is important to note that as growth occurs and/or environmental conditions change, Sarasota County will assess those impacts to identify potential enhancements and implement mitigation actions to enhance resilience to droughts and extreme heat.

Flooding

Definition

Flooding can be defined as an overflowing of water onto land that is normally dry.[50] The type and intensity of flooding is influenced by both natural and human-induced factors. Natural variables include precipitation patterns, topography, vegetation cover, soil composition, and seasonal variations. Human activities, such as urban expansion, increased impervious surfaces, land use changes—including deforestation and agricultural practices that contribute to soil erosion—and the construction of flood control infrastructure like levees and dams, also play a significant role.

Flooding in Sarasota County is often triggered by extreme precipitation events associated with mid-latitude cyclones, thunderstorms, or hurricanes. Due to its proximity to the ocean and low latitude, the

[50] NOAA National Severe Storms Laboratory, "Severe Weather 101: What Is Flooding?," 2025, https://www.nssl.noaa.gov/education/svrwx101/floods/#:~:text=Flooding%20is%20an%20overflowing%20of%20water%20onto%20land,it%20may%20cover%20a%20house%20to%20the%20rooftop.

state of Florida experiences a Subtropical climate, with a wet (warm) season and dry (cooler) season rather than the typical four season cycle most U.S. regions see. During the dry (cooler) season, synoptical scale frontal weather systems produce heavy rainfall, contributing to river flooding. In contrast, wet (warm) season precipitation, often associated with isolated thunderstorms or hurricanes, can lead to localized flash flooding and seawater inundation. Warmer seasons are more prone to flash floods due to rapid water accumulation, as there are no synoptic scale fronts that bring cooling and drying to the otherwise humid environment. Whereas the cooler season tends to produce slower-developing river floods caused by slow moving synoptic scale fronts and sustained heavy streamflow.[51]

Flooding events fall into six primary categories: riverine flooding, flash flooding, ponding, backwater flooding, urban flooding, and coastal flooding.

- **Riverine Flooding:** Occurs along rivers and smaller streams due to excessive runoff from heavy rainfall or snowmelt. The rate at which water levels rise and recede depends on rainfall intensity, river capacity, and watershed characteristics. Smaller rivers experience rapid fluctuations, whereas larger systems, such as the Myakka River, exhibit slower changes. The shape and land cover of a drainage basin also affect flood behavior, with elongated and developed basins experiencing quicker peak discharges compared with circular, forested basins.
- **Flash Flooding:** Results from intense, short-duration rainfall overwhelming drainage systems and local stream channels. This type of flooding develops rapidly and poses significant risks to infrastructure and human safety.
- **Ponding:** Occurs when water accumulates in low-lying or concave areas, such as parking lots or roads, and may occur due to the nature of stormwater systems in which roadways serve as secondary conveyances.
- **Backwater Flooding:** Arises when water rises slowly from an unexpected direction, often in areas without adequate flood protection measures.
- **Urban Flooding:** A form of flash flooding specific to developed areas, where stormwater drainage systems become overwhelmed, causing water to accumulate on streets and other impervious surfaces. This type of flooding is commonly triggered by slow-moving thunderstorms or heavy downpours.
- **Coastal Flooding:** Involves seawater inundation of normally dry coastal land. Causes of coastal flooding include direct inundation when sea levels exceed land elevation, overtopping of natural or human-made barriers, or breaching of coastal defenses. Coastal flooding is typically driven by storm surges, tsunamis, or gradual sea-level rise.

The National Weather Service (NWS) monitors flooding through stream gauge data and precipitation forecasts issuing alerts on severity.

- **Flood Categories:**

[51] National Weather Service, "The Onset of the Wet and Dry Seasons in East Central Florida – A Subtropical Wet-Dry Climate?," 2002, https://www.weather.gov/media/mlb/climate/wetdryseason.pdf.

- **Minor Flooding:** Minimal property damage, though some public hazards may arise.
- **Moderate Flooding:** Inundation of roads and structures near water bodies, requiring localized evacuations and property relocation to higher ground.
- **Major Flooding:** Extensive inundation with significant evacuations and property damage.
- **Record Flooding:** Occurs when water levels exceed previously recorded maximums at a given location.

- **Flood Alerts:**
  - **Flood Advisory**: Issued when minor or nuisance flooding is occurring or imminent.
  - **Flood Warning:** Issued when a Flash Flood is imminent or occurring and life or property is at risk due to significant flooding along major streams.
  - **Flood Watch:** Indicates conditions favorable for flooding but does not guarantee immediate occurrence.
  - **Flash Flood Watch**: Issued when a Flash Flood is possible, generally listed as specific note under the Flood Watch.
  - **Flash Flood Warning**: Issued when Flash Flooding is imminent or occurring, on three tiers of risk: Base, Considerable, and Catastrophic.
  - **Flash Flood Emergency**: Issued when a Flash Flood is a major threat to life or potential for catastrophic damage. These are rare warnings based on a confirmed rapid rise in water, an unusual water level, or complete failure of a high-hazard dam.

These classification systems and monitoring efforts help mitigate flood risks by providing timely information to communities and emergency management officials.

Location

Sarasota County is vulnerable to various types of flooding, including storm surge, riverine flooding, and flash flooding. Coastal areas, low-lying inland regions, and areas near rivers, creeks, and drainage basins are particularly susceptible. Heavy rainfall from tropical storms and hurricanes can overwhelm local drainage systems, leading to widespread flooding. Areas adjacent to the Myakka River, Phillippi Creek, and the Intracoastal Waterway are at heightened risk. Additionally, Siesta Key, in addition to being flood-prone, is located on a barrier island, and there may be transportation constraints during evacuations, increasing its vulnerability.

North Port experiences frequent flooding, particularly in areas near the Myakkahatchee Creek and Myakka River. Due to their location at the end of the Big Slough Watershed, the areas directly adjacent to the Myakkahatchee Creek are the most vulnerable to flooding. In addition, there is a broad vulnerable area—including a mobile home community east of the river—that is at risk due to its proximity to waterways. Urban development and an increase in impervious surfaces contribute to road ponding and localized flooding in low-lying and poorly drained areas.

The City of Sarasota, situated along Sarasota Bay, faces flood risks primarily from storm surges and heavy rainfall. Flood-prone locations include coastal neighborhoods, such as Lido Key, St. Armands, and areas near Sarasota Bay. Inland, the region surrounding Phillippi Creek and Hudson Bayou frequently experiences flooding due to poor drainage and rising water levels during storms. Downtown Sarasota and other urbanized districts with older stormwater systems are also vulnerable to flash flooding during intense rain events.

Venice is located along Florida's Gulf Coast and is particularly vulnerable to coastal flooding caused by storm surges and high tides. The Intracoastal Waterway and local drainage channels, such as Curry Creek and Hatchett Creek, can contribute to inland flooding during heavy rainfall. Low-lying neighborhoods, including areas near Venice Beach, Roberts Bay, and Dona Bay, are among the most flood-prone zones. The city actively participates in the National Flood Insurance Program (NFIP) to mitigate flood risks.

As a barrier island extending between Sarasota and Manatee Counties, Longboat Key is highly susceptible to coastal flooding, storm surges, and tidal inundation. During hurricanes or strong storm systems, the island can experience significant over wash, particularly in low-elevation areas near Gulf of Mexico Drive. In addition, heavy rainfall can cause temporary flooding in residential areas where drainage is limited.

Sarasota Memorial Hospital is in a coastal zone, making it susceptible to flooding from storm surges and heavy rainfall. To mitigate flood risks, the hospital has implemented extensive flood-prevention measures, including reinforced structures, water barriers, and emergency preparedness systems. Nearby areas along Hudson Bayou and Sarasota Bay are known to experience periodic flooding during extreme weather conditions.

The Ringling Museum is located just southwest of the airport on Sarasota Bay. Due to its location, water intrusion at high tide and flooding caused by storms are regular occurrences in museum facilities. A drainage system and retention ponds help to convey floodwater away from the historic buildings, but they are inadequate even under moderate conditions. In previous flood events, the basement of the historic home on the grounds was flooded, destroying mechanical equipment.

The Englewood Fire District covers areas in both Sarasota and Charlotte Counties, including Englewood, Rotonda West, and surrounding communities. Flooding is common in low-lying areas near Lemon Bay, Forked Creek, and the Myakka River. Coastal storm surges and heavy rainfall can exacerbate flooding in residential and commercial districts. The district regularly updates flood preparedness plans to protect residents and properties from the impacts of severe weather events.

Concerns raised within the public survey highlight several key areas of vulnerability across Sarasota County. Respondents from Venice frequently noted issues related to flooding, drainage, and stormwater management. In North Port, participants identified inland flooding, infrastructure weaknesses, and power outage vulnerability as significant challenges, warranting inclusion in both the riverine and inland flood analyses. Residents and stakeholders from Lido Key, Longboat Key, and Casey Key expressed high concern regarding coastal storm surge, erosion, and limited access during emergencies, common issues for barrier island communities. Respondents from Fruitville, Bee Ridge, and Gulf Gate emphasized localized drainage and stormwater management problems that contribute to frequent nuisance flooding. Finally,

communities in Englewood, Laurel, Nokomis, and Myakka highlighted increased flood exposure and evacuation challenges facing southern and rural areas of the county, emphasizing the need for improved infrastructure resilience and emergency accessibility during flood events.

Extent

Flood magnitude and frequency are primarily measured using probability-based assessments, which estimate the likelihood of specific discharge levels being reached or exceeded each year. This probability is determined through historical flood records and statistical analyses. The discharge probability is calculated as the inverse of flood frequency, where flood frequency is determined by dividing 100 by the discharge probability. For example, a flood event with a 10-year recurrence interval has a 10% probability of occurring in a given year, whereas a 100-year flood has a 1% probability, and a 500-year flood has a 0.2% probability. Figure 10 shows FEMA's definitions related to flooding, including 100- and 500-year floodplains.

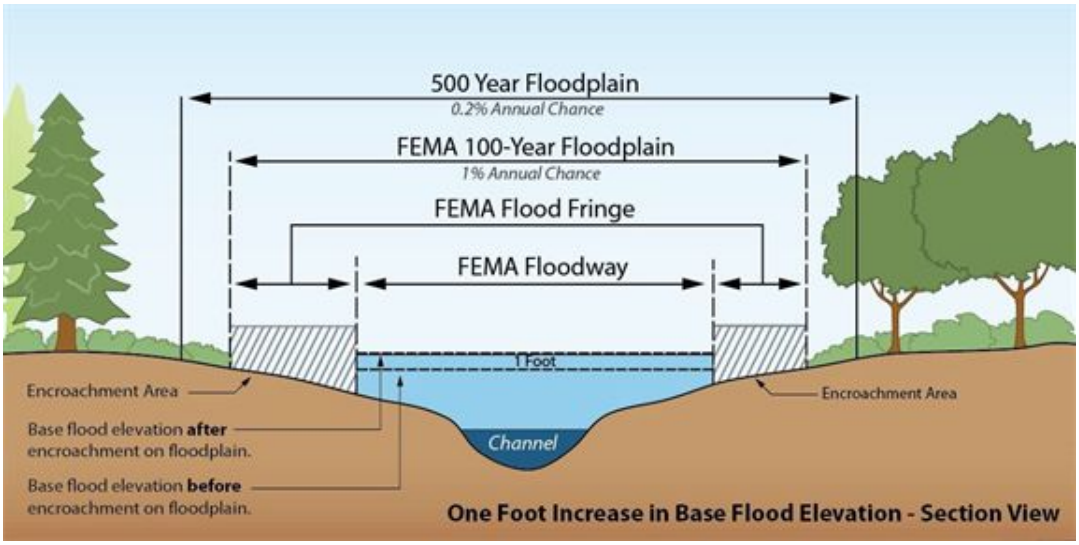


Figure 10: Schematic of 100- and 500-Year Floodplain[52]

It is important to note that the term "100-year flood" does not imply that such an event will occur only once in a century. Instead, it signifies that there is a 1% chance of such a flood occurring in a given year. Consequently, a 100-year flood could occur in consecutive years or multiple times in a decade. Similarly, a 500-year flood has a 0.2% probability of occurring in a given year, meaning structures in a 500-year floodplain are still at risk, though at a lower probability than those in a 100-year flood zone.[53] To improve public understanding, the Association of State Floodplain Managers (ASFPM) expresses the 100-year flood event as having a 25% probability of occurring at least once over the life of a 30-year mortgage.

[52] Pierce County, WA, "FEMA Floodway," https://www.piercecountywa.gov/7215/FEMA-Floodway.
[53] Federal Emergency Management Agency (FEMA), "Flood Insurance," 2021. https://www.fema.gov/flood-insurance.

The 1% Special Flood Hazard Area (SFHA) (100-year floodplain) designates regions with a 1% annual chance of flooding, also referred to as the base flood. Some agencies, including FEMA and the NFIP, describe this as the 1% Annual Exceedance Probability (AEP) flood.[54] The 0.2% SFHA (500-year floodplain) includes areas with a 0.2% annual chance of experiencing flooding. Although less frequent, such events can still cause significant damage when they occur. Figure 11 shows the locations of 100- and 500-year floodplain areas in Florida.

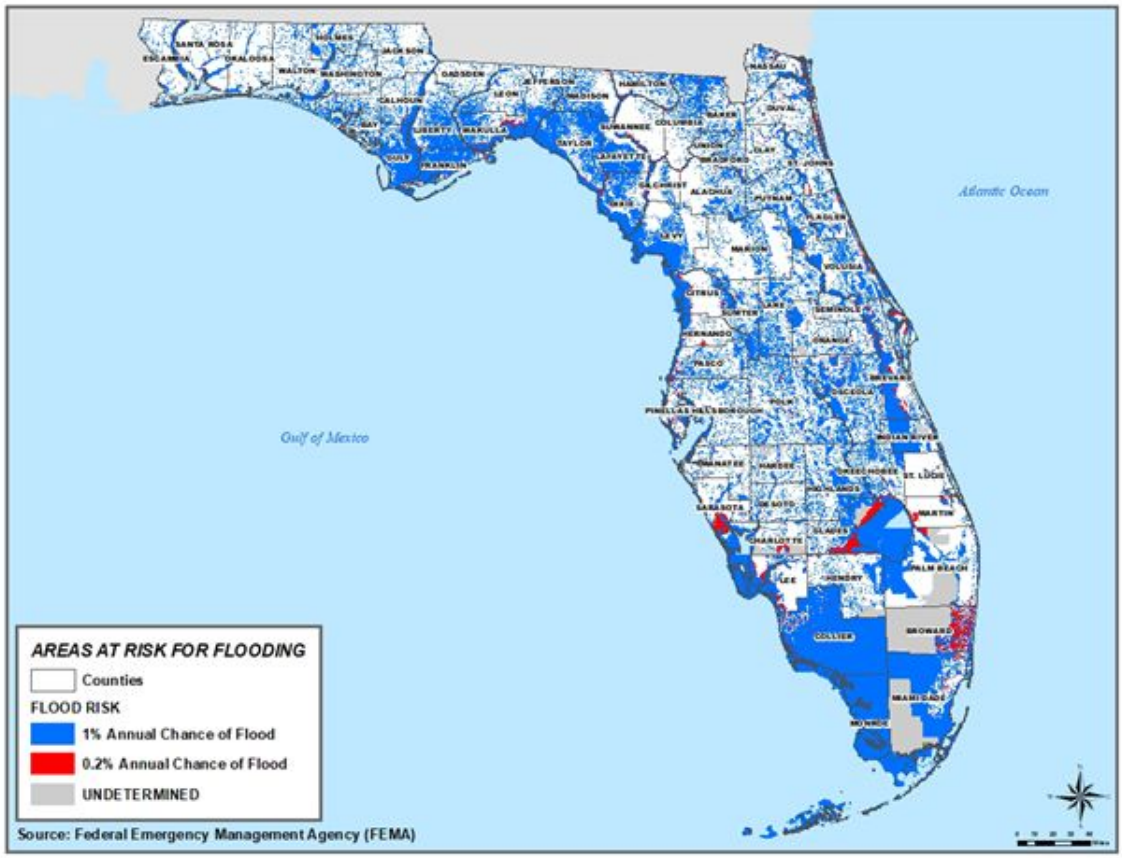


Figure 11: Location of 100- and 500-Year Floodplain Areas in Florida

Floodplain management regulations enforce flood mitigation strategies in SFHAs to minimize risk and financial loss. The 100-year flood event is particularly significant, as it serves as the regulatory benchmark for flood insurance requirements. Properties located in SFHAs must adhere to NFIP guidelines, and owners of federally backed mortgages are required to carry flood insurance.

[54] Federal Emergency Management Agency, "FEMA Flood Risk Communication Toolkit for Community Officials," 2025, retrieved from https://www.fema.gov/floodplain-management/manage-risk/communication-toolkit-community-officials.

JURISDICTIONAL IMPACTS

Flooding presents a significant challenge across various jurisdictions in Sarasota County, affecting infrastructure, public services, and local economies. The impacts vary by location, with coastal areas more typically facing heightened risks from storm surges, while inland communities may experience severe inundation from heavy rainfall and overflowing waterways. Critical facilities, including hospitals and transportation hubs, must implement mitigation measures to maintain operations during flood events.

Table 16 provides a detailed breakdown of how different municipalities and key facilities in Sarasota County are affected by flooding. The table highlights disruptions to infrastructure, emergency response efforts, economic stability, and public safety. Understanding these localized impacts is essential for developing targeted mitigation strategies and improving overall community resilience.

Table 16: Impacts of Flooding on the Jurisdictions

Participant	Impacts
Sarasota County	• **Widespread Flooding:** Heavy rainfall and storm surges have led to extensive flooding across Sarasota County, affecting both urban and rural areas. • **Infrastructure Damage:** Floodwaters have compromised roads, bridges, and public utilities, leading to disruptions in transportation and essential services. • **Economic Impact:** Flooding can halt business operations, particularly in sectors like tourism, which is vital to Sarasota. The loss of income can affect local employment and tax revenues. • **Environmental Effects**: Flooding can lead to erosion, habitat destruction, and changes in water quality. The influx of contaminated water can harm local ecosystems and wildlife. • **Public Health Risks:** Stagnant water can become a breeding ground for mosquitoes and other pests, increasing the risk of disease. Additionally, flooding can contaminate drinking water supplies, posing health risks to residents. • **Transportation Disruption:** Flooded roads can impede travel and emergency response efforts. This disruption can affect supply chains and access to essential services. • **Insurance and Financial Strain:** Home and business owners may face increased insurance premiums or challenges in obtaining coverage. This financial strain can have long-term implications for the community. • **Community Displacement:** In severe cases, flooding can force residents to evacuate their homes, leading to temporary or permanent displacement. This can strain local resources and social services.
City of North Port	• **Severe Inundation:** North Port has experienced significant flooding, with many neighborhoods submerged, leading to property damage and displacement of residents. • **Emergency Evacuations:** Rising waters have necessitated evacuations and swift water rescues, straining local emergency response teams.

Participant	Impacts
City of Sarasota	• **Urban Flooding:** Low-lying areas in the City of Sarasota have faced urban flooding, impacting homes, businesses, and public spaces. • **Economic Disruptions:** Flooding has affected local commerce, leading to temporary closures of businesses and financial losses.
City of Venice	• **Coastal Flooding:** Venice has been particularly vulnerable to storm surges, resulting in coastal flooding that has damaged properties and infrastructure. • **Water Supply Interruptions:** Flooding has led to disruptions in water services, affecting both residents and businesses.
Town of Longboat Key	• **Barrier Island Vulnerabilities:** As a barrier island, Longboat Key is susceptible to storm surges and flooding, leading to property damage and beach erosion. • **Access Challenges:** Flooded roadways have hindered access to and from the island, complicating evacuation and emergency response efforts.
Sarasota Memorial Hospital	• **Operational Strain:** Flooding has increased patient intake due to flood-related injuries and illnesses, putting additional pressure on hospital resources. • **Infrastructure Protection:** The hospital has had to implement flood mitigation measures to protect critical infrastructure and ensure continuous operations.
Sarasota Schools	• Flooding events may impact school activities and result in closures. Flooding has affected some of the schools' shelter sites in the past.
Sarasota Manatee Airport Authority	• Sarasota Manatee Airport Authority has excluded this hazard from its hazard mitigation planning process since the airport is situated 30 feet above sea level, with a low probability of experiencing impactful flooding.
Englewood Fire District	• **Increased Emergency Calls:** The fire district has experienced a surge in emergency calls related to flooding, requiring swift response to water rescues and property damage incidents. • **Resource Allocation:** Flooding has necessitated the reallocation of resources to address flood-related emergencies, impacting routine operations.
The Ringling Museum	• **Facility Damage:** Floodwaters have entered historic buildings on the Museum grounds, damaging the facilities and mechanical equipment. • **Programming Disruptions:** Damage from floods has forced facilities to be closed and has interfered with planned museum programming for visitors.

Figure 12 through Figure 15 display the 100- and 500-year floodplains for Sarasota County and its jurisdictions.

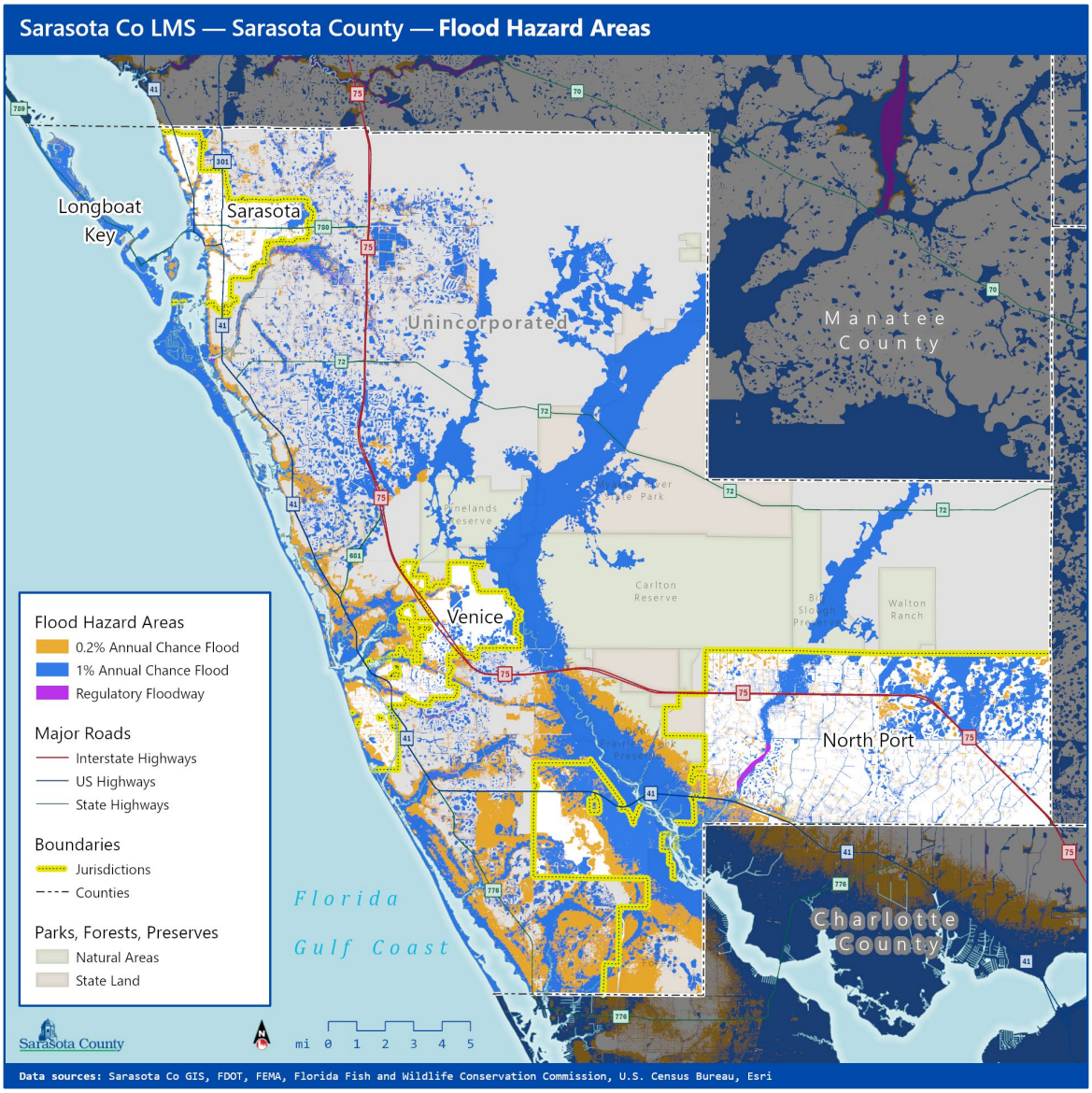


Figure 12: Sarasota County Flood Zone Map

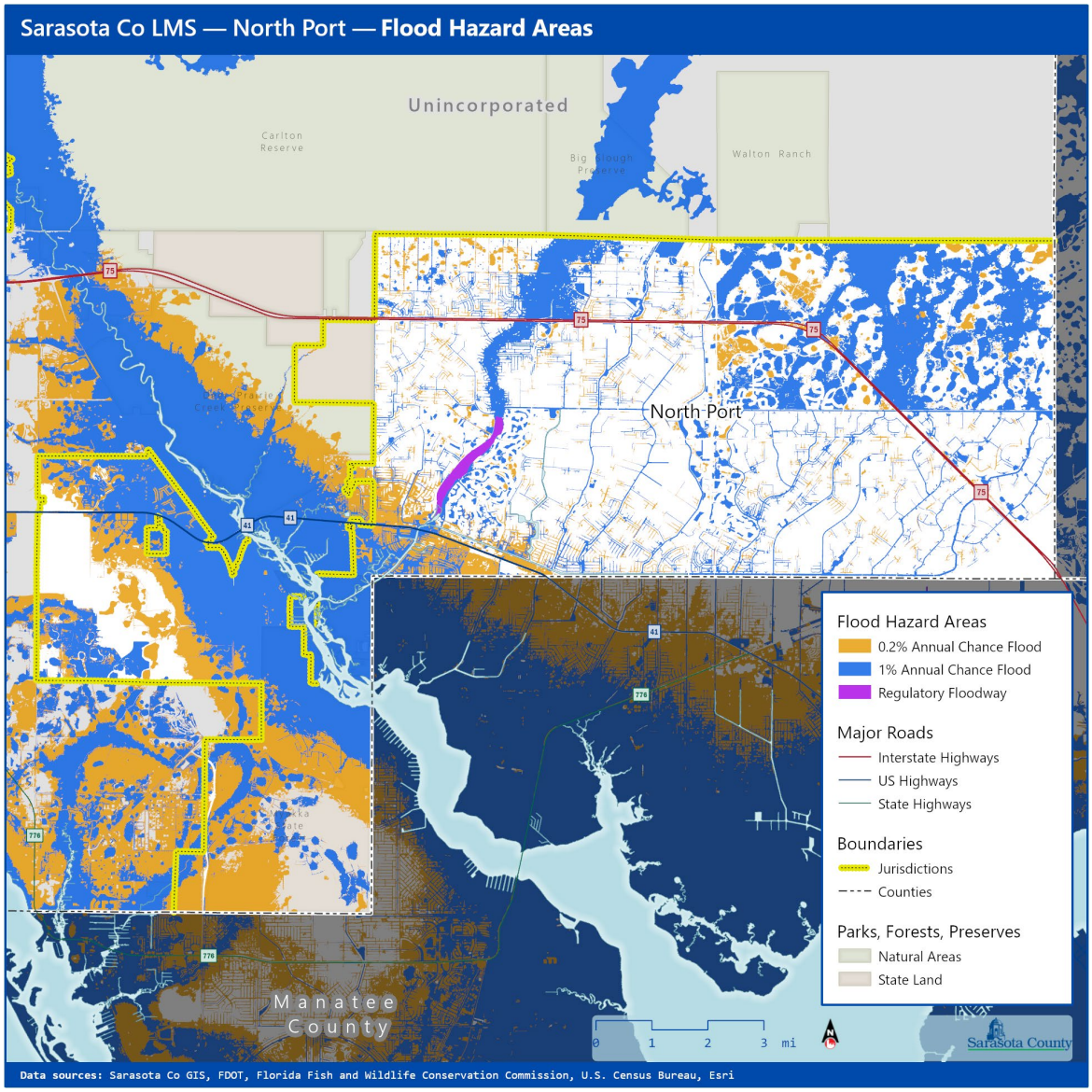


Figure 13: City of North Port Flood Zone Map

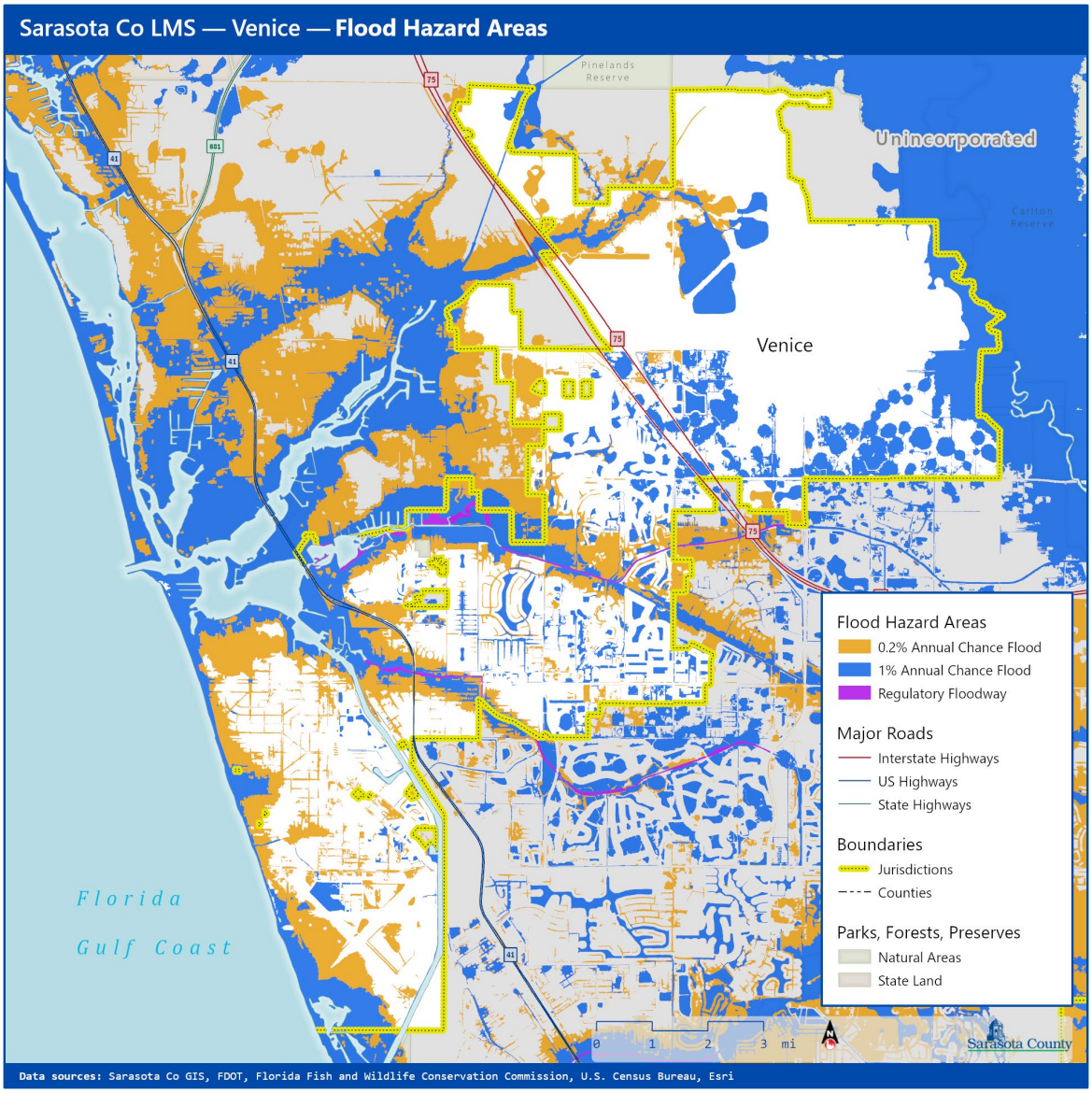


Figure 14: City of Venice Flood Zone Map

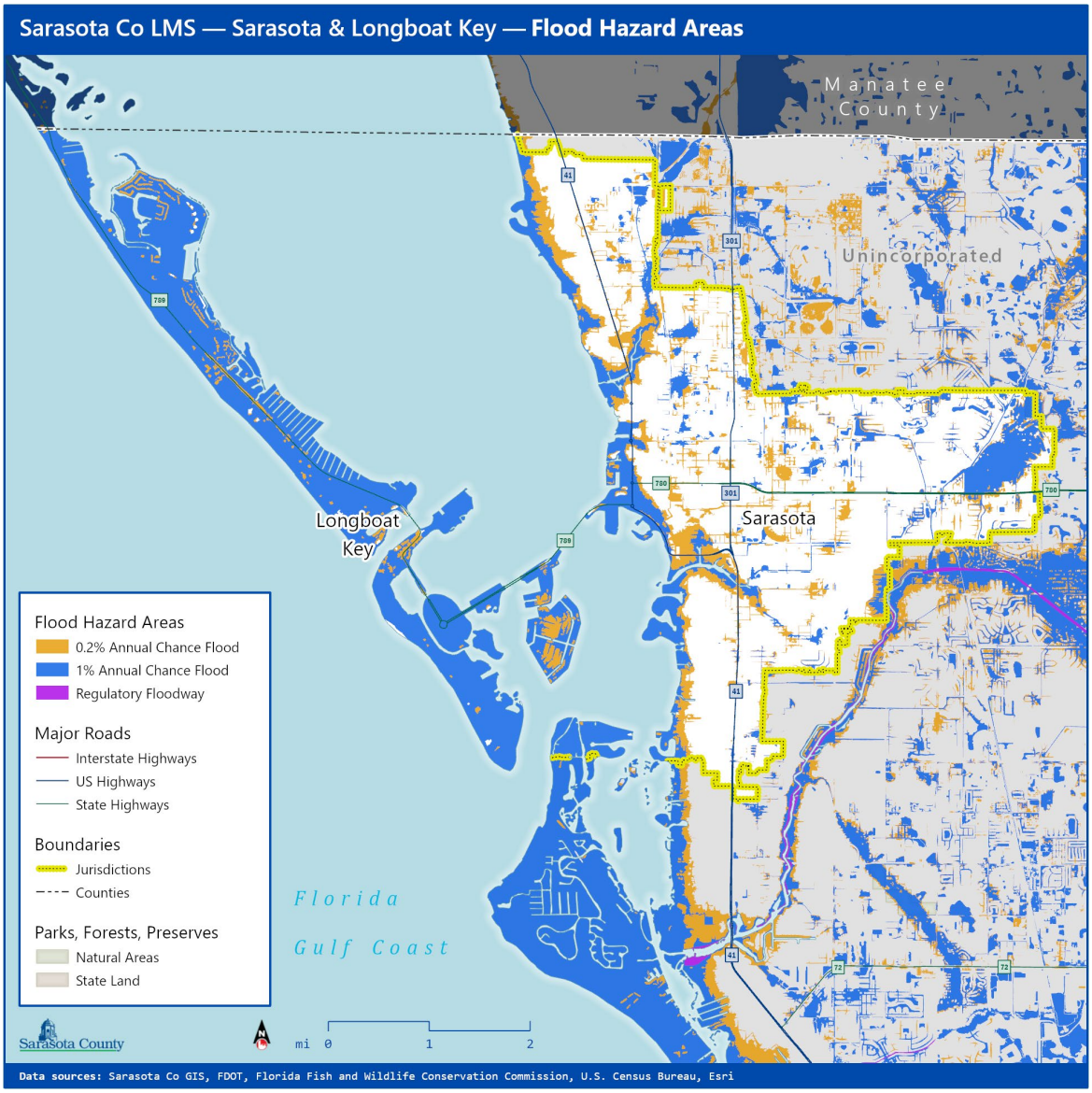


Figure 15: Town of Longboat Key and City of Sarasota Flood Zone Map

NATIONAL RISK INDEX

The NRI provides data on the expected annual losses and overall risk of individual hazards at the county level. Table 17 provides an overview of each category at the county level for the hazard of flooding. Figure 16 shows the risk of riverine flooding in Sarasota County, while Figure 17 shows the risk for coastal flooding.

Table 17: National Risk Index for Riverine Flooding for Sarasota County

Expected Annual Losses	Overall Risk Rating
Relatively Low	Relatively Low

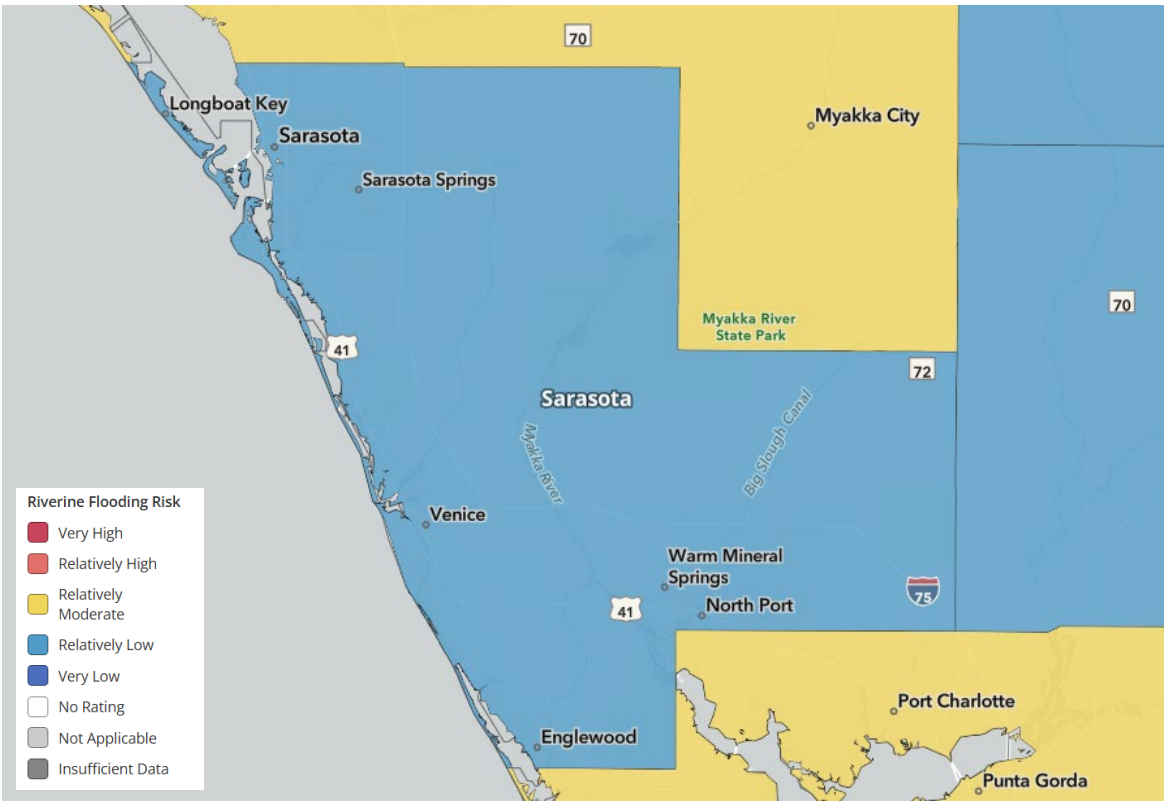


Figure 16: National Risk Index for Riverine Flooding in Sarasota County

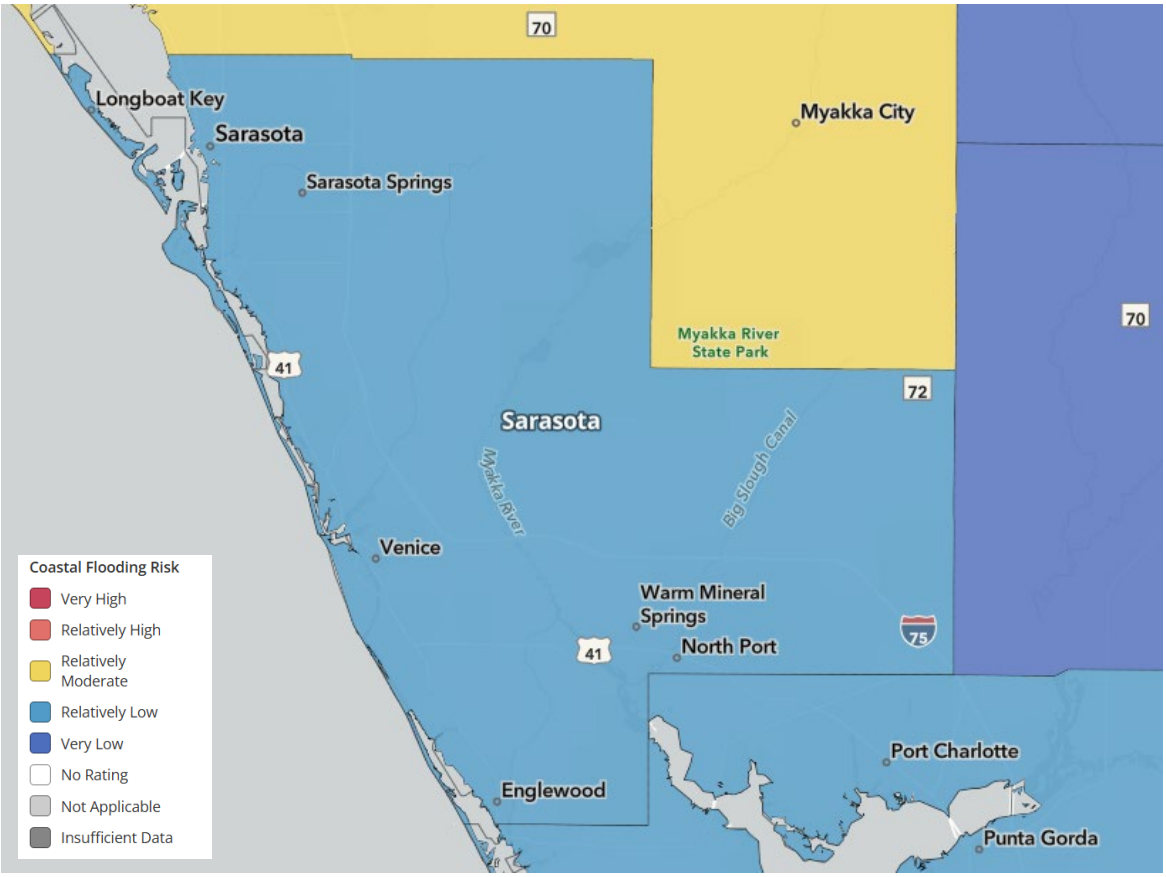


Figure 17: National Risk Index for Coastal Flooding in Sarasota County

Previous Occurrences (2019–2024)

Since 1996, there have been 48 flooding events within the planning boundaries of Sarasota County. Table 18 lists the 12 events that have occurred since 2019.

Table 18: Flooding Events in Sarasota County, 2019–2024[55]

Location	Date	Event	Deaths
Sunnyland	6/6/2020	Flood – Tropical Storm Cristobal	0
Belspur	6/6/2020	Flood – Tropical Storm Cristobal	0
Osprey	6/6/2020	Flood – Tropical Storm Cristobal	0

[55] NOAA, NCEI, "Storm Events Database," retrieved from https://www.ncdc.noaa.gov/stormevents/. Emergency Management added information from Hurricanes Helene and Debby, as the NCEI database did not include this information for flooding events impacting Sarasota County.

Location	Date	Event	Deaths
Coastal Sarasota (Zone)	11/11/2020	Storm Surge/Tide – Hurricane Eta	0
Warm Mineral Springs	7/7/2021	Flood – Hurricane Elsa	0
Coastal Sarasota (Zone)	9/28/2022	Storm Surge/Tide – Hurricane Ian	0
North Port	9/30/2023	Flood (thunderstorm)	0
Siesta Key, Sarasota, and Coral Cove	6/11/2024	Flood (tropical disturbance)	0
Sarasota	8/5/2024	Flood- Hurricane Debby	1
Sarasota	9/28/2024	Storm Surge- Hurricane Helene	0
Sarasota	10/9/2024	Flash Flood – Hurricane Milton	0
Coastal Sarasota (Zone)	10/9/2024	Storm Surge/Tide – Hurricane Milton	0

Table 19 lists all federal disaster declarations related to flooding events in Sarasota County.

Table 19: Federal Disaster Declarations in Sarasota County, 1960–2025

Disaster Declaration	Year	Type	Incident	Storm
DR-252-FL	1969	DR	Hurricane	Hurricane Gladys
DR-337-FL	1972	DR	Coastal Storm	Tropical Storm Agnes
DR-664-FL	1982	DR	Flood	Severe Storms and Flooding
DR-952-FL	1992	DR	Flood	Severe Storms and Flooding
EM-3131-FL	1998	EM	Hurricane	Hurricane Georges
EM-3150-FL	2000	EM	Hurricane	Tropical Storm Irene – Florida
DR-1393-FL	2001	DR	Coastal Storm	Severe Storms, Tornadoes and Flooding Associated with Tropical Storm Gabrielle
DR-1545-FL	2004	DR	Hurricane	Hurricane Frances
DR-1539-FL	2004	DR	Hurricane	Tropical Storm Bonnie and Hurricane Charley
DR-1561-FL	2004	DR	Hurricane	Hurricane Jeanne
DR-1551-FL	2004	DR	Hurricane	Hurricane Ivan
EM-3220-FL	2005	EM	Hurricane	Hurricane Katrina Evacuation

Disaster Declaration	Year	Type	Incident	Storm
DR-1609-FL	2006	DR	Hurricane	Hurricane Wilma
DR-4280-FL	2016	DR	Hurricane	Hurricane Hermine
DR-4337-FL	2017	DR	Hurricane	Hurricane Irma
EM-3385-FL	2017	EM	Hurricane	Hurricane Irma
EM-3419-FL	2019	EM	Hurricane	Hurricane Dorian
EM-3551-FL	2021	EM	Hurricane	Hurricane Eta
DR-4673-FL	2022	DR	Hurricane	Hurricane Ian
EM-3584-FL	2022	EM	Hurricane	Tropical Storm Ian
DR-4680-FL	2023	DR	Hurricane	Hurricane Nicole
DR-4734-FL	2023	DR	Hurricane	Hurricane Idalia
DR-4806-FL	2024	DR	Hurricane	Hurricane Debby
DR-4828-FL	2024	DR	Hurricane	Hurricane Helene
EM-3622-FL	2025	EM	Hurricane	Hurricane Milton
DR-4834-FL	2025	DR	Hurricane	Hurricane Milton

Probability of Future Conditions

The National Centers for Environmental Information (NCEI) Storm Events Database identified 48 flooding occurrences within the boundaries of the Sarasota County planning area since 1996. This results in approximately 1 to 2 flood occurrences each year. This provides a high probability ranking (see Table 20).

Table 20: Probability Rating for the Local Mitigation Strategy Plan

2023 SHMP Probability Ranking	
High	1+ occurrences each year
Medium-High	One occurrence every 3 years
Medium	One occurrence every 5-7 years
Low	One occurrence every 10 years
Not Identified	Hazard Not Profiled

The probability of flooding in Sarasota County is expected to continue to be a potential issue, as such continued resilience and sustainable development strategies are necessary. As Sarasota County continues

to grow, modifications to land use, particularly in flood-prone zones, require consideration of flooding vulnerabilities.

Sarasota County may experience more frequent and intense flood events in the coming decades. Addressing these concerns requires proactive floodplain management, updated infrastructure to accommodate increased runoff, and strategies to mitigate against long-term flooding impacts.

Vulnerability Assessment

Sarasota County faces vulnerability to flooding due to its low-lying coastal geography, extensive waterways, and seasonal storm activity. The region is particularly susceptible to storm surge and heavy rainfall, which can lead to coastal, riverine, and urban flooding. During severe flood events, water management systems may become overwhelmed, resulting in prolonged water accumulation and property damage. Low-lying coastal communities, along with areas adjacent to rivers and bays, are at heightened risk, especially during hurricane season and extreme weather events. In addition, flooding can impact groundwater quality by introducing contaminants, raising the potential for public health risks.

Beyond the immediate physical damage caused by floodwater, secondary impacts can have long-term consequences for residents and the local economy. Infrastructure damage, including washed-out roads, power outages, and overwhelmed wastewater systems, can disrupt essential services and transportation. Prolonged flood conditions may lead to mold growth and structural deterioration in buildings, increasing repair and insurance costs for property owners. Businesses may experience economic losses due to closures, supply chain interruptions, and declining tourism. Environmental impacts include erosion of coastal and inland areas, loss of habitat for wildlife, and increased pollution in waterways. In addition, stagnant floodwaters create breeding grounds for mosquitoes and waterborne diseases, heightening public health concerns.

Severe or recurrent flooding can also exacerbate social vulnerabilities by displacing residents, particularly those in flood-prone or low-income areas who may lack resources for recovery. Psychological stress and financial hardship from repeated flood events can weaken community resilience and reduce public confidence in local flood mitigation efforts. Sarasota County should continue to improve flood prevention measures, drainage infrastructure, and land-use policies to minimize the long-term impacts of future flood events.

NATURAL FLOODPLAIN FUNCTIONS

Sarasota County floodplains provide critical natural functions that reduce the risk of flooding while supporting ecological systems and community resilience. These areas include coastal wetlands, estuaries, river corridors, mangroves, and freshwater marshes, which serve as buffers against flooding and storm surges. Natural floodplains in areas such as the Myakka River, Phillippi Creek, and Hudson Bayou, as well as other tributaries, help reduce peak flows and minimize downstream impacts by storing and slowly releasing floodwater. These wetlands and low-lying basins help enhance natural infiltration and lessen runoff by relieving pressure on engineered stormwater systems during high-intensity rainfall.

Sediments, nutrients, and pollutants can be filtered by floodplain wetlands before they reach areas such as Sarasota Bay, Lemon Bay, and the Gulf. Water quality is maintained by trapping suspended particles and absorbing excess nutrients. Preserved riparian buffers along rivers and creeks are especially effective in improving water quality and in reducing nonpoint source pollution from urban and agricultural land uses.

The floodplains in Sarasota County also help sustain diverse ecosystems that provide habitats for fish, birds, and other wildlife. Coastal mangroves and estuaries provide nurseries for marine life while freshwater floodplains support other species and migratory birds. Maintaining these natural ecosystems promotes biodiversity conservation. Moreover, coastal mangrove systems and dunes provide natural barriers and serve as the first line of defense against storm surge impacts on inland communities and critical infrastructure.

Natural floodplains also provide recreational opportunities and other community benefits by enhancing the quality of life, supporting local tourism, and promoting environmental awareness while preserving spaces that reduce flood hazards. Sarasota County's floodplain management program recognizes the importance of preserving and restoring natural floodplain functions, and it has taken an active role in incorporating provisions to limit encroachment into flood-prone areas through land development regulations, zoning ordinances, municipal stormwater programs, and building codes. Sarasota County's participation in NFIP and CRS reflects the county's continued commitment to balancing growth with the protection of floodplain functions.

IMPACTS ON ASSETS

Table 21 outlines the effects of flooding, detailing its impact on the public, first responders, continuity of operations, property, infrastructure, the environment, economic conditions, and public confidence.

Table 21: Consequence Analysis of Flooding

Area Affected	Consequences
Public	• **Housing:** Homes in flood-prone areas face a high risk of structural damage or complete loss due to prolonged water exposure and erosion. Even properties outside high-risk zones may suffer damage from flash flooding or overwhelmed drainage systems. • **Casualties/Fatalities:** The risk of drowning, injuries from debris, and waterborne diseases increases during flood events. Areas without adequate warning systems or emergency evacuation routes face higher casualty risks. • **Work:** Businesses may experience extended closures due to flood damage, road blockages, and power outages. Limited access to transportation routes can prevent employees from commuting, further impacting productivity. • **Food/Water:** Floodwaters can contaminate drinking water supplies, requiring extensive purification efforts. Emergency food provisions may be needed until supply chains are restored, and perishable goods can be restocked.
First Responders	• Flooding places additional strain on emergency personnel, requiring swift water rescues, evacuations, and hazard mitigation. In communities with volunteer-based

Area Affected	Consequences
	emergency services, responders may be personally affected, reducing available personnel. Mutual aid agreements allow support from surrounding jurisdictions. Exposure to floodwaters increases health risks due to contaminants, mold, and waterborne pathogens. • Flooded infrastructure puts additional strain on response time and sometimes requires specialized equipment to access flooded areas.
Continuity of Operations	• The ability of government agencies to maintain essential services depends on the extent of flood damage. If government buildings, emergency response centers, or utility facilities are compromised, restoration efforts may take significant time. Continuity of Operations (COOP) plans are critical in ensuring that essential functions remain active.
Property, Facility, and Infrastructure	• **Structures:** Homes, businesses, and public facilities can suffer extensive damage from prolonged water exposure, leading to structural instability, mold growth, and material degradation. Buildings in low-lying areas may be completely submerged. • **Electricity:** Floodwaters can damage substations, power lines, and electrical grids, leading to widespread outages. Repairs may be delayed if roads are impassable or if floodwaters persist. • **Water Systems including wastewater systems:** Contaminated floodwaters can compromise treatment plants, distribution systems, and private wells. Power outages may exacerbate the issue by disabling pumps and filtration systems. • **Roads and Bridges:** Heavy flooding can cause washouts, road collapses, and bridge failures, disrupting transportation and emergency response efforts. Sediment deposits, fallen trees, and standing water further hinder mobility.
Environment	• Floodwaters can erode riverbanks, uproot vegetation, and deposit debris in waterways, altering ecosystems. Contaminants, such as sewage, chemicals, and hazardous materials, may spread through floodwaters, endangering wildlife and water quality. Standing water can also increase mosquito populations, raising concerns about vector-borne diseases.
Economic Conditions	• Flooding can lead to severe economic consequences, particularly for small businesses and industries reliant on stable infrastructure. Prolonged closures, loss of inventory, and supply chain disruptions contribute to financial instability. If major commercial hubs experience significant flood damage, economic repercussions may extend regionally or even statewide.
Public Confidence	• The efficiency of flood response, cleanup efforts, and rebuilding initiatives heavily influence public trust in government agencies and emergency management authorities. Delays in restoring utilities, repairing infrastructure, or providing assistance can lead to frustration and diminished confidence in disaster preparedness efforts.

IMPACT ON COMMUNITY LIFELINES

Flooding in Sarasota County can significantly disrupt FEMA's community lifelines, which are essential services that support public safety and economic stability (see Figure 18).

Transportation systems often experience major disruptions as floodwaters render roads, bridges, and highways impassable, limiting access for emergency responders and delaying supply chain operations. Communication networks can also be affected, as floodwaters may damage cellular towers, fiber optic cables, and power lines, leading to service outages that hinder emergency coordination and public information dissemination.

The energy sector is vulnerable as well, with flooded substations and damaged power lines causing widespread electrical outages, impacting both residential and commercial areas. Prolonged power disruptions can also affect water treatment facilities, exacerbating issues in the water and wastewater systems. Contaminated floodwaters pose health risks by overwhelming drainage systems and sewage infrastructure, leading to potential waterborne illnesses and hazardous conditions.

Flooding can also compromise the health and medical lifeline, particularly if hospitals such as Sarasota Memorial Hospital experience structural damage, access limitations, or power disruptions. Emergency medical services may face delays, while nursing homes and other healthcare facilities may require evacuations due to rising waters. In addition, flooding threatens food, water, and shelter resources, as grocery stores, distribution centers, and food supply chains may be disrupted, leading to shortages. Shelters may become overcrowded as displaced residents seek safety from floodwaters.

Economic impacts on hazardous material facilities and industrial sites can also lead to chemical spills or environmental contamination, affecting both public safety and long-term recovery efforts. Businesses and essential services may be forced to close temporarily, leading to financial losses and employment disruptions. The cumulative impact of flooding on these lifelines underscores the need for comprehensive flood mitigation strategies and emergency response planning to minimize risks and enhance community resilience in Sarasota County.

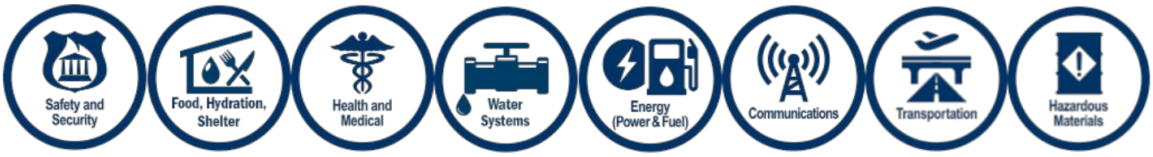


Figure 18: Federal Emergency Management Agency's Community Lifelines

Building codes and development regulations in Sarasota County play a crucial role in mitigating the impacts of flooding by ensuring resilient construction and improved water management practices. Local building codes, floodplain regulations, and zoning requirements are designed to minimize flood risks by enforcing elevated construction, proper drainage systems, and the use of flood-resistant materials. Sarasota County follows FEMA floodplain management guidelines and Florida Building Code (FBC) standards, which require that new developments in flood-prone areas meet elevation and structural reinforcement criteria to reduce flood damage.

Stormwater management regulations also mandate retention ponds, permeable surfaces, and improved drainage infrastructure to control runoff and prevent urban flooding. The Sarasota County Land Development Code outlines specific requirements for site planning and construction in flood zones,

ensuring that new developments do not exacerbate flooding risks. Local municipalities, including the Cities of Sarasota, North Port, and Venice and the Town of Longboat Key, enforce these codes to safeguard residential and commercial structures from flood hazards. Additionally, Sarasota County has enhanced its flood response and rescue capabilities by adding marine vessels and high-water vehicles for shallow-water rescues.

By implementing strict floodplain management and resilient building practices, Sarasota County reduces the overall vulnerability of properties and infrastructure to flooding. These regulations not only help protect lives and property but also contribute to lower flood insurance costs for residents under the NFIP. Continued focus on building codes and land-use policies will be essential in ensuring long-term flood resilience for the county.

It is important to note that as growth occurs and/or environmental conditions change, Sarasota County will assess those impacts to identify potential enhancements and implement mitigation actions to enhance resilience to flooding.

National Flood Insurance Program

Flood insurance statistics show that Sarasota County and its jurisdictions have 14,130 NFIP policies, for a total annual premium of $71,126,595. Sarasota County, the City of North Port, the City of Sarasota, the City of Venice, and the Town of Longboat Key all participate in the NFIP. Sarasota County and its jurisdictions will continue to adopt and enforce floodplain management requirements, including regulating new construction SFHAs, and will continue to monitor activities, including local requests for new map updates. Flood insurance statistics and additional NFIP participation details for Sarasota County and its jurisdictions are in Table 22 and Table 23.

Table 22: Data on the National Flood Insurance Program for Sarasota County

Participant	# Insured	Total Insurance Coverage Value	Annual Premiums Paid	Claims Filed Since 1978	Total Loss
Sarasota County	38,717	$10,502,845,800	$44,887,417	9,956	$363,850,097
City of North Port	4,094	$1,209,572,200	$3,462,299	371	$16,468,880
City of Sarasota	8,231	$2,193,611,000	$11,086,358	2,085	$88,316,047
City of Venice	6,013	$1,500,235,200	$6,216,076	1,065	$33,732,023
Town of Longboat Key	5,860	$1,448,883,000	$5,474,445	833	$23,543,545
Sarasota Memorial Hospital	N/A	N/A	N/A	N/A	N/A
Sarasota Manatee Airport Authority	N/A	N/A	N/A	N/A	N/A

Participant	# Insured	Total Insurance Coverage Value	Annual Premiums Paid	Claims Filed Since 1978	Total Loss
Englewood Fire District	N/A	N/A	N/A	N/A	N/A

Table 23: National Flood Insurance Program Policies for Sarasota County[56]

CID	Community	Initial FHBM	Initial FIRM	Effective Map Date	Adoption Date	Date Joined	Tribal
125144B	Sarasota County	7/10/1970	7/31/1971	3/27/2024	2024	7/30/1971	No
120279B	City of North Port	6/10/1977	9/2/1981	3/27/2024	2024	9/2/1981	No
125150B	City of Sarasota	—	7/31/1971	3/27/2024	2024	7/30/1971	No
125154B	City of Venice	8/26/1970	7/31/1971	3/27/2024	2024	7/30/1971	No
125126B	Town of Longboat Key	4/25/1970	7/30/1971	3/27/2024	2024	7/30/1971	No

COMMUNITY RATING SYSTEM

According to the Community Rating System (CRS) list of eligible communities, Sarasota County and the City of North Port, City of Sarasota, City of Venice, and the town of Longboat Key all participate in the CRS. Table 24 outlines the details for the CRS jurisdictions.

Table 24: Community Rating System for the Jurisdictions[57]

CID	Community	CRS Entry Date	Effective Date	Current Class	% Discount
125144B	Sarasota County	10/1/1992	5/1/2007	5	25%
120279B	City of North Port	10/1/1992	5/1/2020	5	25%
125150B	City of Sarasota	10/1/1991	4/1/2022	5	25%
125154B	City of Venice	10/1/1991	10/1/2005	6	20%
125126B	Town of Longboat Key	10/1/1991	5/1/2020	6	20%

[56] CID = Community ID, FIRM = Flood Insurance Rate Map, FHBM = Flood Hazard Boundary Map.
[57] CID = Community ID, CRS = Community Rating System.

REPETITIVE AND SEVERE REPETITIVE LOSS PROPERTIES

Repetitive loss structures are properties insured under the NFIP that have sustained flood-related damage multiple times. These structures meet the following conditions:

- They have experienced flood damage on at least two occasions, where the cost of repairs, on average, was at least 25% of the property's market value at the time of each event.
- At the time of the second flood-related incident, the insurance policy included Increased Cost of Compliance (ICC) coverage.

Severe Repetitive Loss (SRL) properties are defined based on criteria established in the Flood Insurance Reform Act of 2004, with updates provided by the Biggert-Waters Flood Insurance Reform Act of 2012. To be classified as an SRL property, the following conditions must be met:

- The property must be insured under an NFIP flood insurance policy.
- The structure must have sustained flood damage that meets one of the following thresholds:
  - At least four separate claims payments of more than $5,000 each have been made, with the total amount of payments exceeding $20,000.
  - At least two separate claims payments have been issued, where the combined total equals or surpasses the market value of the insured structure.

These classifications help determine eligibility for mitigation assistance and influence flood insurance requirements and costs. Table 25 lists the numbers of repetitive loss and SRL properties:

Table 25: Repetitive and Severe Repetitive Loss Properties

Jurisdiction	Residential	Commercial	Institutional	Other
Sarasota County	• 240 Repetitive Loss • 48 Severe Repetitive Loss	• 0 Repetitive Loss • 0 Severe Repetitive Loss	• 0 Repetitive Loss • 0 Severe Repetitive Loss	• None
City of North Port	• 7 Repetitive Loss • 0 Severe Repetitive Loss	• 0 Severe Repetitive Loss • 0 Severe Repetitive Loss	• 0 Repetitive Loss • 0 Severe Repetitive Loss	• None
City of Sarasota	• 157 Repetitive Loss • 19 Severe Repetitive Loss	• 0 Repetitive Loss • 0 Severe Repetitive Loss	• 0 Repetitive Loss • 0 Severe Repetitive Loss	• None
City of Venice	• 100 Repetitive Loss • 9 Severe Repetitive Loss	• 1 Repetitive Loss • 0 Severe Repetitive Loss	• 0 Repetitive Loss • 0 Severe Repetitive Loss	• None

Jurisdiction	Residential	Commercial	Institutional	Other
Town of Longboat Key	• 185 Repetitive Loss • 62 Severe Repetitive Loss	• 0 Repetitive Loss • 0 Severe Repetitive Loss	• 0 Repetitive Loss • 0 Severe Repetitive Loss	• None

FLOOD MITIGATION CAPABILITIES

In Sarasota County, flood mitigation is a crucial aspect of local planning efforts due to the region's susceptibility to flooding. To enhance community resilience and minimize flood-related risks, Sarasota County and its jurisdictions, including the City of Sarasota, City of North Port, City of Venice, and Town of Longboat Key, actively incorporate mitigation strategies into their existing planning frameworks.

Sarasota County continuously evaluates its floodplain management policies, zoning regulations, building codes, and land-use planning strategies to ensure that they align with best practices in flood risk reduction. By integrating these measures into local decision-making, the county and its municipalities work to protect residents and infrastructure while maintaining compliance with NFIP standards.

Flood mitigation objectives are embedded in Sarasota County's Comprehensive Plan, which serves as a long-term guide for sustainable development. The county and its municipalities incorporate flood resilience strategies into land-use planning to ensure that new developments and infrastructure projects adhere to floodplain management guidelines. Updates to zoning ordinances and building codes reflect advancements in flood-resistant construction and planning, reducing exposure in high-risk areas. In addition, participation in the CRS incentivizes proactive flood mitigation by offering reduced flood insurance premiums to property owners in communities that implement higher flood protection standards.

To reinforce ongoing efforts, Sarasota County and its jurisdictions document their floodplain management activities and mitigation actions in accordance with state and federal guidelines. The Local Mitigation Strategy (LMS) Working Group plays a key role in coordinating these initiatives across municipalities, ensuring that flood mitigation remains a core focus of policy updates and planning improvements. Public outreach efforts further support these initiatives by educating residents about flood risks, mitigation opportunities, and available flood insurance options.

Through collaborative planning, risk reduction strategies, and continuous policy integration, Sarasota County and its municipalities remain committed to strengthening flood resilience and maintaining eligibility for federal flood insurance and disaster assistance programs. These proactive efforts help safeguard the community from the increasing threats posed by flooding while promoting sustainable development practices.

Land Subsidence and Sinkholes

Definition

Land subsidence refers to the gradual or sudden sinking of the Earth's surface due to the removal or displacement of underlying support materials. This downward movement can result from natural processes or human activities and typically occurs over broad areas, but it can also manifest abruptly in more localized forms such as sinkholes. The rate and extent of subsidence depend on various geological, hydrological, and anthropogenic factors.

Natural influences include soil and rock type, groundwater levels, and underlying geologic structures, while human-induced contributors often involve the excessive extraction of groundwater, oil, or natural gas; mining operations; and the loading of soils through urban development. When groundwater is withdrawn faster than it can be replenished, for example, the sediment layers it once supported begin to compact, leading to a lowering of the ground surface. Figure 19 displays the geology behind a sinkhole.

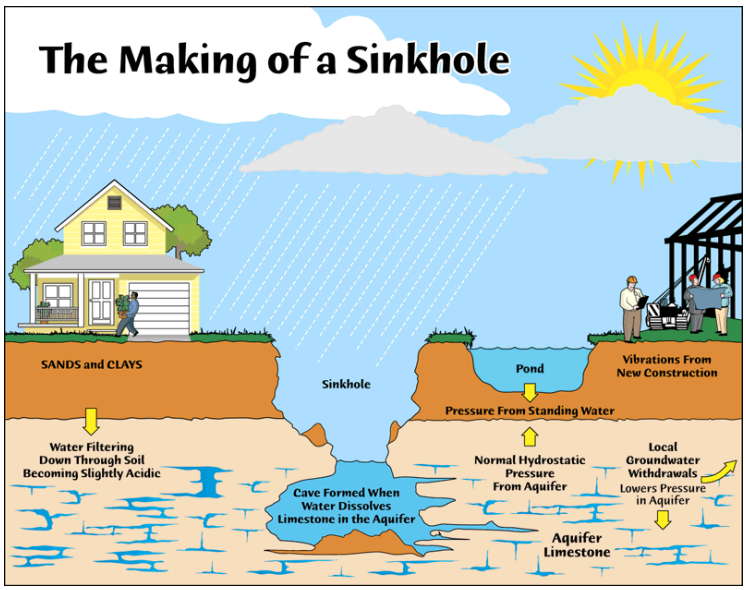


Figure 19: Geology of a Sinkhole[58]

Sinkholes are a specific type of land subsidence characterized by a localized collapse of the ground into a void or cavity beneath the surface. They typically form in areas underlain by soluble bedrock, such as limestone, gypsum, or dolomite, that gradually dissolves when exposed to water, creating underground voids. When the overlying materials can no longer be supported, the ground may suddenly give way.

[58] Southwest Florida Water Management District, "Sinkholes," https://www.swfwmd.state.fl.us/resources/weather-hydrology/sinkholes.

Sinkholes generally fall into three major categories:

- **Dissolution Sinkholes:** These form slowly as surface water erodes the bedrock and removes supporting material. They usually develop gradually and may go unnoticed until substantial ground movement occurs.
- **Cover-Subsidence Sinkholes:** Occur in regions where sandy or permeable soils cover soluble rock. As water percolates downward, it carries soil into underlying cavities, leading to a gradual subsidence of the surface.
- **Cover-Collapse Sinkholes:** Develop rapidly and without warning when cohesive overburden materials such as clay suddenly collapse into an underground void. This is the most dramatic and potentially dangerous type.

The consequences of land subsidence and sinkholes can be severe. They may damage critical infrastructure such as roads, buildings, pipelines, and levees; disrupt drainage systems; and pose threats to human safety. Agricultural regions may experience altered water flow and reduced crop yields due to changes in land elevation and drainage capacity.

Location

As shown in Figure 20, Sarasota County is located in a region of Florida underlain by soluble limestone bedrock, making it prone to land subsidence and sinkhole activity.[59] These geological features are most common in areas with fluctuating groundwater levels, particularly following periods of drought or intense rainfall.[60] Communities near natural drainage systems, creeks, and retention areas are more susceptible due to soil composition and ongoing development. Land subsidence and sinkholes pose risks to both infrastructure and residential properties, especially in zones with historic sinkhole occurrences or shallow aquifers.[61]

While the City of North Port monitors for potential sinkholes, none have been recorded in the jurisdiction according to City officials and the Florida Department of Environmental Protection.[62] The geology of the area and the lack of historical instances show that North Port is at low risk for land subsidence and sinkholes.

[59] Florida Geological Survey, *Sinkholes and Karst Terrain in Florida* (Florida Department of Environmental Protection, 2023).
[60] Southwest Florida Water Management District (SWFWMD), "Aquifer Characteristics within Southwest Florida Water Management District," 2023, https://sarasota.wateratlas.usf.edu/upload/documents/aquifer_characteristics_swfwmd_2006.pdf.
[61] U.S. Geological Survey (USGS), "Land Subsidence in the United States," 2022, https://pubs.usgs.gov/circ/circ1182/.
[62] Florida Department of Environmental Protection, "Subsidence Incident Report Map," 2025, https://ca.dep.state.fl.us/mapdirect/?focus=fgssinkholes.

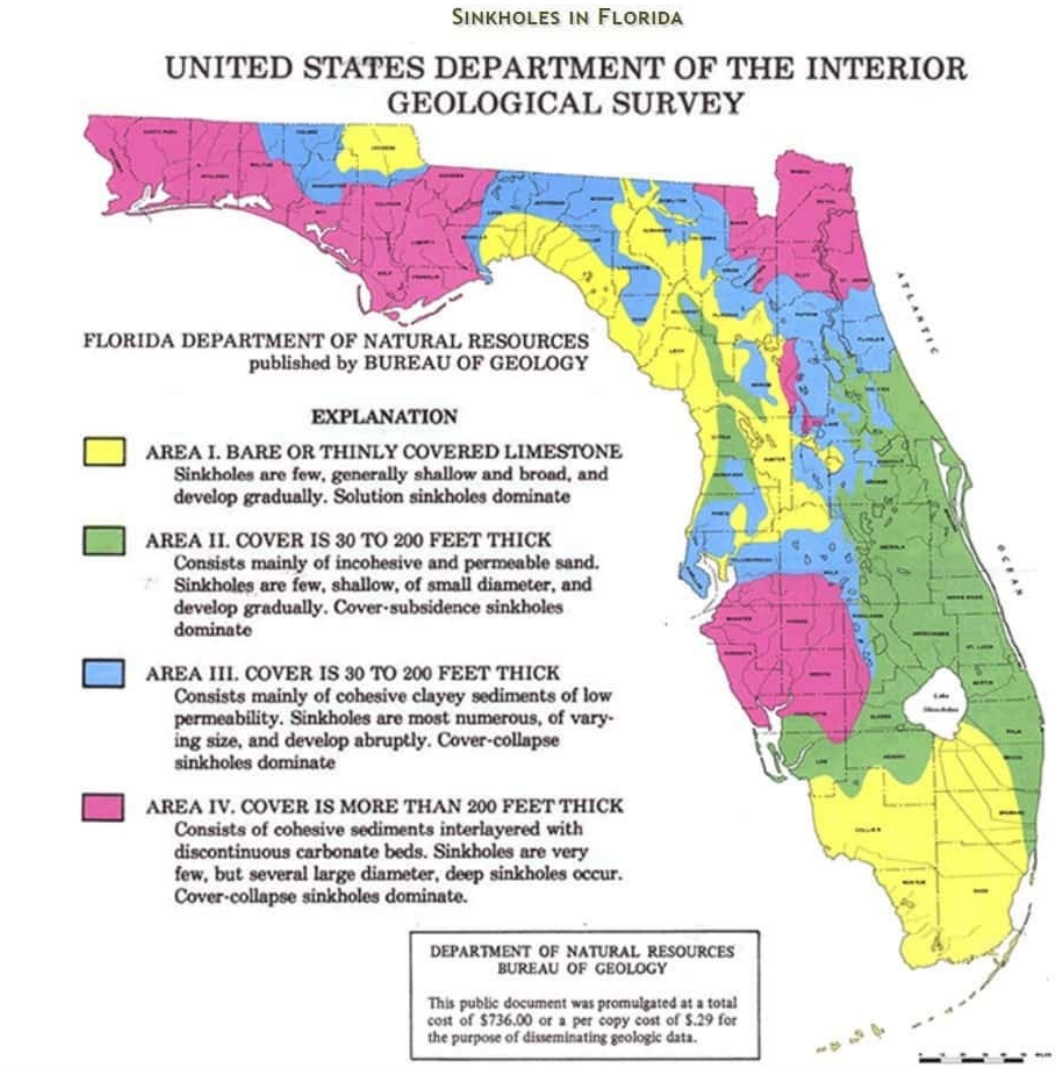


Figure 20: Sinkholes in Florida[63]

The City of Sarasota faces vulnerability to subsurface instability due to aging infrastructure, shallow groundwater tables, and historical modifications to natural drainage systems. Areas surrounding Phillippi Creek and Hudson Bayou have reported occasional ground settling, particularly following extreme weather events. In addition, urbanized districts like downtown Sarasota, where stormwater infrastructure is older, may be more vulnerable to the effects of underground voids, especially in zones with past utility work or fill placement over porous soils.[64]

[63] C. Bride, "Can Sinkholes Be Predicted? Florida Sinkhole Risk, Detection and Prediction | Interactive Sinkhole Maps. Interactive Sinkhole Maps," March 27, 2022, https://sinkholemaps.com/blog/florida-sinkhole-risk-detection-and-prediction/

[64] Florida Department of Environmental Regulation, "Stormwater Management," https://chnep.wateratlas.usf.edu/upload/documents/Stormwater_Guide_for_Floridians.pdf.

Venice, built atop karst terrain, remains at risk for sinkhole development, particularly in zones where stormwater retention areas intersect with older neighborhoods. Areas adjacent to Curry Creek, Hatchett Creek, and Dona Bay have soils that are susceptible to erosion beneath the surface, creating conditions favorable for ground collapse. The city actively engages with state geological monitoring systems to track potential sinkhole-prone zones and promote public education on identifying early warning signs of land instability.[65]

Longboat Key excluded land subsistence from their hazard profile. No instances of land subsidence have been recorded by the Florida Department of Environmental Protection in the Town of Longboat Key.[66]

Sarasota Memorial Hospital, located in a coastal zone, conducts regular geological assessments as part of its hazard mitigation strategy. While primarily focused on flood protection, the hospital also monitors for subsidence risks, particularly in utility corridors and support infrastructure where soil compaction or underground pipe failure could lead to localized settling.[67]

Although Sarasota Bradenton International Airport monitors for sinkholes and land subsidence within its jurisdiction, none have been detected by airport staff or reported to the Florida Department of Environmental Protection.[68] Sinkholes are considered a low-risk and low-probability hazard for the airport.

The Englewood Fire District, which includes parts of Sarasota and Charlotte counties, monitors potential land subsidence impacts in neighborhoods near Lemon Bay, Forked Creek, and the Myakka River. The mix of residential expansion and natural hydrology in these low-lying zones increases the importance of regular inspections and hazard awareness campaigns related to both sinkholes and gradual ground settling.

Extent

The extent of land subsidence in Sarasota County—including the associated jurisdictions in the planning area—is evaluated using measured or modeled rates of ground settlement. For planning purposes, three categories are applied:

- **Minor:** less than 5 millimeters per year of ground subsidence, generally resulting in cosmetic damage or localized depressions; it involves gradual lowering of the ground level with minimal damage, typically requiring observation and long-term monitoring.

[65] Florida Department of Environmental Protection, "Subsidence Incident Reports," https://floridadep.gov/fgs/sinkholes/content/subsidence-incident-reports.
[66] Florida Department of Environmental Protection, "Subsidence Incident Report Map," 2025, https://ca.dep.state.fl.us/mapdirect/?focus=fgssinkholes.
[67] Sarasota Memorial Health Care System, "2025-2026 Hurricane Response Plan," https://www.smh.com/Portals/0/Documents/ForEmployees/EmergencyManagement/2025-2026_SMHCS_Hurricane_Response_Plan.pdf?ver=0H3cQh7f8XmA822MPFRUKg%3D%3D.
[68] Florida Department of Environmental Protection, "Subsidence Incident Report Map," 2025, https://ca.dep.state.fl.us/mapdirect/?focus=fgssinkholes.

- **Moderate:** 5–15 millimeters per year, with potential to cause structural cracking, utility disruption, and roadway settlement; it may include cracking of pavement or foundations, prompting the need for engineering assessments and mitigation measures.
- **Severe:** greater than 15 millimeters per year, with potential for sudden sinkhole collapse or major infrastructure impacts; it is characterized by sudden collapse, threatening structures and public safety, and requiring immediate emergency response.

Government agencies and research institutions monitor land subsidence through remote sensing, ground-based surveys, and satellite-based interferometry. Instruments like GPS (Global Positioning System) and InSAR (Interferometric Synthetic Aperture Radar) help track surface elevation changes over time. In areas prone to sinkholes, ground-penetrating radar and other geophysical techniques are employed to detect subsurface voids.

JURISDICTIONAL IMPACTS

Land subsidence and sinkholes pose a growing concern for jurisdictions across Sarasota County, with potential impacts on infrastructure, public safety, and long-term land use. Areas with karst geology, shallow groundwater, and ongoing development are particularly vulnerable. Damage to roads, buildings, and utility systems may occur suddenly and without warning, making early detection and proactive planning essential. Critical facilities must account for ground instability in both routine maintenance and emergency preparedness efforts.

Table 26 provides a detailed summary of how land subsidence and sinkhole activity affect various municipalities and key facilities throughout Sarasota County. This includes risks to structural integrity, disruption of essential services, and challenges in emergency management. Addressing these localized hazards through mitigation planning and engineering solutions is essential to strengthen community resilience.

Table 26: Impacts of Land Subsidence and Sinkholes on Participants

Participant	Impacts
Sarasota County	• **Geological Vulnerability:** Countywide karst terrain contributes to ongoing risk of subsidence and sinkhole formation, especially in areas with high groundwater usage. • **Infrastructure Risk:** Roadways, stormwater systems, and utilities are subject to damage from sudden ground shifts, requiring regular geotechnical assessments.
City of North Port	• The City of North Port did not include this hazard mitigation planning effort.
City of Sarasota	• **Aging Infrastructure:** Older urban areas are more susceptible to sinkholes due to leaking pipes, compacted soils, and historic land modifications.

Participant	Impacts
	• **Public Safety Concerns:** Unanticipated subsidence in densely populated neighborhoods can create hazardous conditions and complicate emergency response.
City of Venice	• **Soil Erosion Risks:** Subsurface erosion near retention ponds and creeks may lead to gradual land depression or abrupt collapses. • **Infrastructure Maintenance:** Roads and drainage systems require enhanced monitoring to prevent costly repairs from unnoticed ground movement.
Town of Longboat Key	• The Town of Longboat Key did not include this hazard as part of their hazard mitigation planning effort.
Sarasota Memorial Hospital	• Sarasota Memorial Hospital did not include this hazard as part of their hazard mitigation planning effort.
Sarasota Manatee Airport Authority	• Sarasota Manatee Airport Authority did not evaluate this hazard as part of their hazard mitigation planning effort.
Englewood Fire District	• **Infrastructure Stress:** Station buildings and access roads may experience foundation stress due to ground shifting, particularly near Lemon Bay and other coastal zones. • **Emergency Response Planning:** Sinkhole incidents may limit access to affected areas, requiring adjusted response routes and resource deployment.
Ringling Museum	• Ringling Museum did not evaluate this hazard as part of their hazard mitigation planning effort.

NATIONAL RISK INDEX SSS

The National Risk Index (NRI) offers data on expected annual losses and overall risk for a variety of natural hazards at the county level. However, it is important to note that land subsidence and sinkholes are not currently included among the hazards assessed within the NRI framework. As such, no official NRI risk rating is available for these specific geologic hazards in Sarasota County.

Previous Occurrences (2019–2024)

The Florida Geological Survey has documented multiple subsidence incidents across Sarasota County, highlighting the region's vulnerability to sinkholes and ground settlement. Reported events span several decades and are geographically dispersed.

Notable incidents include occurrences in Englewood (September 20, 1985), Nokomis (July 21, 1988), and Sarasota (May 1, 1989, and July 7, 2013). The City of Venice has experienced multiple reports, including those dated February 29, 1988, and August 13, 2003, underscoring persistent risks in that area. More recent reports, such as the September 3, 2016, incident along State Route 72 and the November 16, 2024, event near Cabana Road, suggest that land subsidence remains an ongoing concern in both urban and

transportation corridors. Collectively, these reports emphasize the need for continued monitoring, public awareness, and proactive mitigation efforts throughout the county. Table 27 provides a chronological view of the sinkholes that have occurred in Sarasota County.

Table 27: Previous Occurrences of Sinkholes in Sarasota County[69]

Date	Location
November 16, 2024	Cabana Road
September 3, 2016	State Route 72
July 7, 2013	City of Sarasota
August 13, 2003	City of Venice
May 1, 1989	City of Sarasota
February 29, 1988	City of Venice
July 21, 1988	Nokomis
September 20, 1985	Englewood

Probability of Future Conditions

Given the historical record of subsidence incidents documented by the Florida Geological Survey, there is a credible probability that Sarasota County, as well the jurisdictions in the planning area, will continue to experience some land subsidence and sinkhole activity in the future (see Table 28). The continuation of incidents into recent years, including those in 2016 and 2024, further supports the likelihood of potential future occurrences.

The probability of future land subsidence and sinkhole activity in Sarasota County is classified as *medium*, defined as a likelihood of at least one measurable incident (subsidence greater than 5 millimeters or a sinkhole requiring remediation) every 5–10 years within the planning area. This equates to a 10–20 percent annual probability of occurrence at the county scale. Jurisdictions with extensive karst features (Venice, Sarasota County unincorporated) are at the higher end of this probability range.

[69] Florida Department of Environmental Protection, "Sinkhole Reporting Map," 2025, https://ca.dep.state.fl.us/mapdirect/?webmap=57f0721c3c5e4b16a3a92c0c12493978.

Table 28: Probability Rating for the Local Mitigation Strategy Plan

2023 SHMP Probability Ranking	
High	1+ occurrences each year
Medium-High	One occurrence every 3 years
Medium	One occurrence every 5-7 years
Low	One occurrence every 10 years
Not Identified	Hazard Not Profiled

Sinkholes and subsidence are naturally occurring in Florida's karst terrain. These events can be triggered or intensified by human activities and environmental shifts. Historically, Sarasota County has reported subsidence incidents over several decades, indicating an ongoing risk. As development expands into previously undeveloped or high-risk areas, and as water demands increase with population growth, there is potential for future incidents.

Extended dry periods followed by heavy rainfall can accelerate the formation of sinkholes, particularly in areas where the supporting limestone has already been compromised. Droughts can lower the water table, creating voids in underground rock layers. When these voids are suddenly re-saturated by intense rain events, the overlying soil can collapse, forming sinkholes. Similarly, sea level rise and saltwater intrusion into freshwater aquifers may alter the chemical balance of groundwater, contributing to additional dissolution of soluble rock and increasing subsidence potential. Impervious surfaces can redirect water flow and concentrate runoff, which may lead to erosion or trigger subsidence in vulnerable soils. Pumping groundwater can destabilize underground layers, potentially leading to the formation of sink holes.

Vulnerability Assessment

Sarasota County is underlain by karst limestone, but the risk of sinkhole-related land subsidence in the county is generally low. Much of the region is situated atop porous limestone, which can dissolve over time, creating underground voids that may collapse and lead to sudden ground depressions or sinkholes. This geologic condition combined with factors such as periods of drought followed by intense rainfall, increased water extraction, and changes in surface load from construction could increase the county's susceptibility to ground instability.

In addition to the direct physical impacts, subsidence and sinkhole events can cause a range of cascading effects with long-term consequences. The County should continue to address potential land subsidence through planning, transparent risk communication, and proactive policies.

IMPACTS TO ASSETS

Table 29 outlines the effects of land subsidence and sinkholes, detailing their impact on the public, first responders, continuity of operations, property, infrastructure, the environment, economic conditions, and public confidence.

Table 29: Consequence Analysis of Land Subsidence and Sinkholes

Area Affected	Consequences
Public	• **Housing:** Sinkholes and land subsidence can cause sudden structural failure of homes, resulting in unsafe living conditions or total property loss. Cracks in foundations, driveways, and walls may appear without warning, requiring costly repairs or relocation. • **Casualties/Fatalities:** Sinkholes can result in injury or death if collapse occurs suddenly beneath occupied structures or roadways. • **Work:** Businesses located in subsidence-prone zones may face operational interruptions due to property damage or access limitations. Employees may also be displaced from their homes or encounter transportation disruptions. • **Food/Water:** Damage to underground pipelines or wells from ground movement can compromise water supply systems and contaminate drinking water, requiring temporary alternatives or emergency services.
First Responders	• Emergency personnel must be prepared to respond to sudden ground collapses, building evacuations, and infrastructure failures. Access to affected areas may be hindered by unstable ground or road closures. In rural or low-staffed jurisdictions, mutual aid may be necessary to provide timely response. Health risks may arise from structural instability, gas leaks, and utility failures.
Continuity of Operations (COOP)	• Government agencies may be forced to temporarily relocate operations if administrative buildings or emergency service centers are compromised by subsidence. Damage to essential infrastructure can delay public services and emergency response. COOP plans should account for geologic hazards and identify alternate sites for continuity.
Property, Facility, and Infrastructure	• **Structures:** Sudden or progressive subsidence can render buildings uninhabitable. Foundations may shift, walls may crack, and in severe cases, total collapse may occur, especially if voids are large and undetected. • **Electricity:** Ground movement can sever underground cables or damage substations and transformers, leading to outages and fire hazards. • **Water Systems:** Sinkholes may damage water mains, sewer lines, and drainage infrastructure, potentially leading to service disruptions, contamination, or raw sewage leaks. • **Roads and Bridges:** Collapsing road surfaces or bridge supports due to subsurface voids can create dangerous travel conditions, requiring immediate closures and long-term repairs.
Environment	• Sinkholes and land subsidence can disrupt natural hydrology by altering water flow, draining wetlands, or redirecting groundwater. This may harm sensitive ecosystems, reduce biodiversity, and introduce pollutants into aquifers. Sinkhole collapse in

Area Affected	Consequences
	contaminated sites can also accelerate the spread of hazardous materials into the environment.
Economic Conditions	• Property loss, repair costs, insurance claims, and business closures contribute to economic strain. Areas with high subsidence risk may experience declining property values, higher insurance premiums, and reduced investment. Widespread sinkhole activity can impact tourism, local economies, and long-term development prospects.
Public Confidence	• Public trust in local government and emergency management may be affected by the speed and transparency of sinkhole response and recovery efforts. Delays in damage assessments, unclear communication, or lack of long-term mitigation planning can erode confidence and increase public concern about safety and preparedness.

IMPACT ON COMMUNITY LIFELINES

Land subsidence and sinkholes in Sarasota County may impact FEMA's Community Lifelines, which represent essential systems and services required to sustain life, health, and safety. Sudden ground collapse or gradual settling can damage critical infrastructure, disrupt transportation, and compromise utilities and public services, resulting in potentially long-lasting impacts on community functionality and economic stability.

Transportation systems are particularly vulnerable to subsidence. Sinkholes can appear beneath roads, bridges, and highways with little warning, leading to closures, detours, or total loss of access. Such events may severely delay emergency response times and interrupt regional supply chains. Key transit routes, including corridors near the Myakka River and major urban centers, could experience structural failures that isolate communities or hinder evacuation efforts. Similarly, airport operations—such as those at Sarasota Bradenton International Airport—could be affected by runway subsidence, causing service interruptions and posing safety hazards for travelers and personnel.

Communication networks may be disrupted when sinkhole activity impacts underground utility corridors housing fiber-optic lines, data cables, or communication relays. These disruptions can lead to outages that impair emergency communications, slow information flow to the public, and delay coordination among first responders and support agencies during crisis events.

The energy sector also faces risks from subsidence, especially when electric transmission lines, substations, or underground gas lines are located in vulnerable areas. Ground shifting can lead to utility pole collapses, equipment damage, or gas leaks, resulting in outages that impact homes, businesses, and critical infrastructure. Power loss may further cascade into disruptions to water and wastewater systems, as lift stations, treatment plants, and water mains are susceptible to damage from soil movement or collapse. These failures can impair water quality, service availability, and public health protections.

The health and medical lifeline can be compromised if hospitals, clinics, or assisted living facilities experience ground movement that damages foundations or impairs access routes. Facilities such as

Sarasota Memorial Hospital must remain vigilant to avoid interruptions to patient care, especially during emergencies. Sinkhole formation near healthcare facilities may necessitate rapid evacuations or limit the transport of medical supplies and personnel.

Food, water, and shelter services may also be affected, particularly when sinkholes form near distribution centers, grocery stores, or transportation hubs. Damage to supply routes and utility outages can lead to food shortages, food spoilage, and restricted access to clean drinking water. In severe cases, displacement caused by structural damage to homes or buildings may result in increased demand for temporary shelter, straining local resources.

The presence of hazardous material facilities in sinkhole-prone zones further elevates public safety concerns. Subsidence in or around industrial areas could lead to breaches in chemical storage, spills, or leaks, resulting in environmental contamination and long-term recovery challenges. Cleanup and remediation efforts in such scenarios are costly, time-consuming, and potentially harmful to nearby populations and ecosystems.

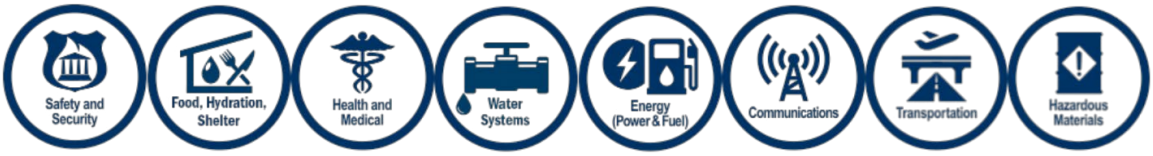


Figure 21: Federal Emergency Management Agency's Community Lifelines

Sarasota County's building codes and land development regulations include provisions to address subsurface hazards by requiring site-specific geotechnical evaluations in areas with a known history of sinkhole activity or vulnerable soil conditions. Engineering practices such as deep foundations, soil stabilization techniques, and ground-penetrating surveys are encouraged or required in certain high-risk zones to ensure structural integrity and reduce susceptibility to subsidence. The Florida Building Code (FBC) also includes standards that help mitigate damage from potential ground movement, particularly critical facilities and infrastructure.

Land use policies further support risk reduction by guiding development away from historically unstable areas and by discouraging practices that can accelerate sinkhole formation, such as excessive groundwater withdrawal or improper stormwater management. Local jurisdictions, including the City of Sarasota, North Port, Venice, and the Town of Longboat Key, enforce these policies through site plan reviews, zoning ordinances, and construction permitting requirements that aim to minimize the risk of triggering subsurface collapse.

Modifications to natural drainage patterns and increases in impervious surface coverage from urban development can also impact groundwater recharge and flow, potentially contributing to soil erosion or void formation beneath the surface. To address this, local regulations promote responsible stormwater management practices that balance development needs with the preservation of natural hydrology. This includes the use of retention systems and the conservation of open space in sensitive areas.

It is important to note that as growth occurs and/or environmental conditions change, Sarasota County will assess those impacts to identify potential enhancements and implement mitigation actions to enhance resilience to land subsidence.

Severe Storms (Hail, Lightning, Wind)

Definition

Severe storms are intense weather phenomena characterized by heavy precipitation, strong winds, hail, and frequent lightning strikes. These storms can produce damaging winds that exceed 58 miles per hour (mph), hail over an inch in diameter that can cause significant property damage,[70] and frequent lightning that poses a safety risk. Severe storms often lead to hazardous conditions, such as flash flooding and reduced visibility, and can substantially impact the environment, infrastructure, and human safety.

Hail is a type of precipitation that forms in thunderstorms when strong updrafts lift raindrops into very cold regions of the atmosphere, causing them to freeze into balls of ice. Hailstones can grow several inches in diameter and fall at speeds exceeding 100 mph.[71]

Lightning occurs due to the attraction between positive and negative atmospheric charges, leading to the buildup and discharge of electrical energy. This rapid heating and cooling of the air generates a shock wave, which produces the sound of thunder. When the accumulation of electrical charges becomes strong enough, it results in a "bolt" of lightning. This flash of light typically happens within the clouds or between the clouds and the ground. A bolt of lightning can reach temperatures close to 50,000 degrees Fahrenheit.[72] While Texas had more total lightning strikes in 2023, Florida consistently leads the nation in lightning strike density, measured in strikes per square kilometer.[73] Figure 22 displays lightning strikes within the United States by density.

[70] National Oceanic and Atmospheric Administration, "Severe Thunderstorm Safety," https://www.weather.gov/safety/thunderstorm#:~:text=Severe%20thunderstorms%20are%20officially%20defined,cause%20structural%20damage%20to%20trees.
[71] National Oceanic and Atmospheric Administration, "Severe Storms," https://www.noaa.gov/explainers/severe-storms.

[72] Ibid.
[73] EarthSky, "Where Does Lightning Strike in the US?," https://earthsky.org/earth/where-does-lightning-strike-in-the-us-maps/.

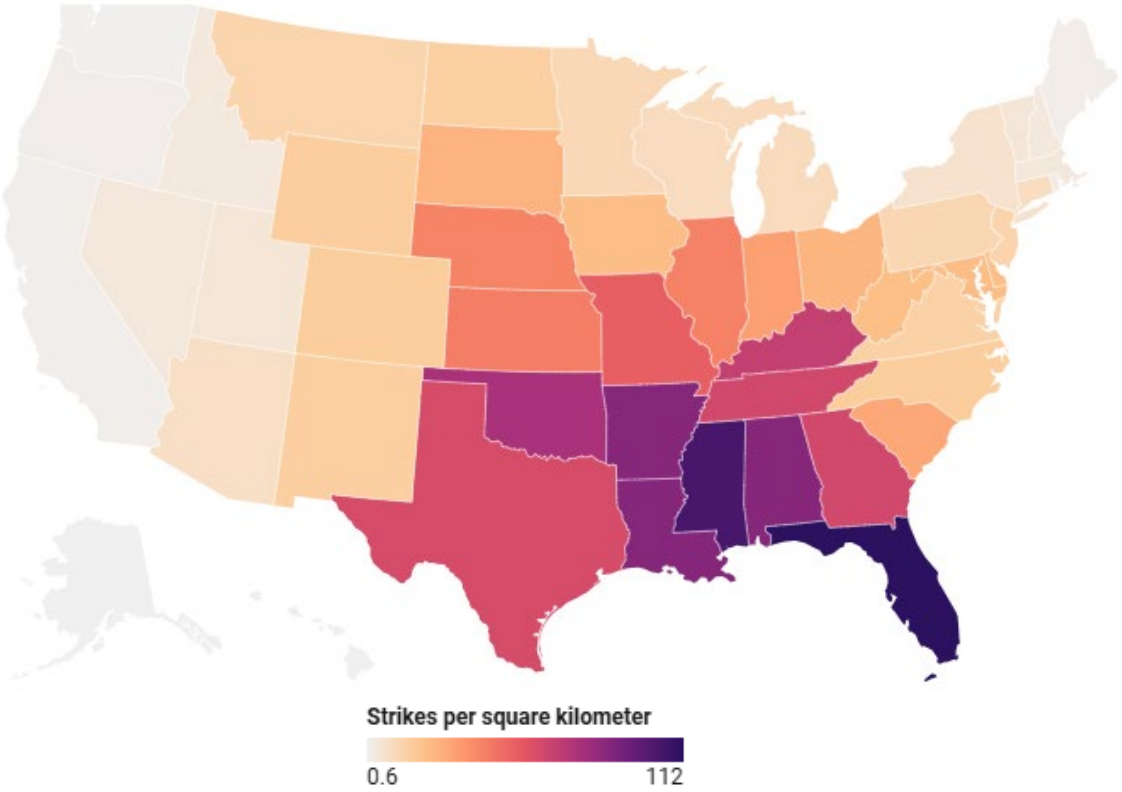


Figure 22: Lightning Strike Density by State 2023

Strong winds are often called "straight-line" winds to differentiate the damage they cause from that of tornadoes. Most damaging winds during thunderstorms result from outflow generated by a thunderstorm downdraft.[74]

Central Florida is the most lightning-prone area in the United States per square kilometer, with about 90 thunderstorm days a year. Because of this, Florida has more lightning deaths than any other state. Between 2015 and 2024, 50 lightning-related deaths were reported in Florida.[75] In fact, lightning kills more people in Florida than all other weather hazards combined. In the Florida Peninsula, thunderstorm season has two general periods. In Sarasota County, the most dangerous months for severe storms are typically June through September. This period aligns with the Atlantic hurricane season, which runs from June 1 to November 30. During these months, the area is prone to thunderstorms, heavy rainfall, and the

[74] National Oceanic and Atmospheric Administration, "Severe Storms," https://www.noaa.gov/explainers/severe-storms.

[75] National Lightning Safety Council, "Number of Lightning Deaths by State from 2015 to 2024," http://lightningsafetycouncil.org/Deaths%20by%20State%20Table.pdf.

potential for tropical storms and hurricanes. August and September are often the peak months for these storms.

Location

Specific locations in Sarasota County are more susceptible to extreme weather conditions, including hail, strong winds, and lightning. Coastal areas like Siesta Key and Longboat Key tend to experience strong winds during storms, primarily due to their location near the Gulf. The open water can increase wind speeds and add to the intensity of storm systems, making these areas more prone to severe weather when conditions are right. In 2024, Sarasota County reported 569,478 lightning pulses and 57,632 lightning flashes.[76]

A lightning pulse is a short electrical signal that occurs during a lightning flash. In contrast, a lightning flash is the bright light you see during a thunderstorm and can occur from cloud to ground, from one cloud to another, or within a single cloud. The flash is the whole event of the electrical charge and the light it creates.[77]

While certain areas in Sarasota County may be more prone to severe weather events, thunderstorms can be unpredictable and impact all regions of the county.

Extent

The extent or magnitude of severe storms in Sarasota County can be defined by various factors, including their frequency and intensity. Historically, Sarasota experiences a significant number of thunderstorms each year, particularly during the summer months when atmospheric conditions are favorable for severe weather development. These storms can produce strong winds, heavy rainfall, hail, and lightning, leading to various impacts on the community. In 2024, Florida reported 1,335 dangerous thunderstorm alerts.[78]

Strong winds associated with severe storms can reach speeds exceeding 58 mph, posing threats to structures and vegetation. This intensity can lead to damage to roofs, canopies, and trees, as well as downed power lines. The impact of hail is concerning, as larger hail, sometimes over 1 inch in diameter, can cause severe damage to vehicles, homes, and crops, resulting in economic concerns for residents and businesses.

Lightning is another critical component of severe storms in the region, with Sarasota County experiencing an annualized frequency of approximately 158.6 strikes per square mile.[79] This high incidence of lightning

[76] AEM, "Lightning Report," https://aem.eco/2024-united-states-lightning-report/#:~:text=THE%20LIGHTNING%20CAPITALS%20OF%202024,125%20flashes%20per%20square%20mile
[77] Ibid.
[78] Ibid.

[79] FEMA, "National Risk Index," https://hazards.fema.gov/nri/report/viewer?dataLOD=Counties&dataIDs=C12115.

increases the risk of injuries, fires, and other hazards, making it vital for residents to be aware of safety precautions during storm events.

The following tables measure the extent of hail (Table 30), strong winds (Table 31), and lightning (Table 32).

Table 30: Hailstorm Intensity Scale[80]

Scale	Intensity Category	Typical Hail Diameter (mm)	Probable Kinetic Energy (J m^{-2})	Typical Damage Impacts
H0	Hard ball	5	0-20	No damage
H1	Potentially damaging	5–15	>20	Slight general damage to plants, crops
H2	Significant	10–20	>100	Significant damage to fruit, crops, and vegetation
H3	Severe	20–30	>300	Severe damage to fruit and crops, damage to glass and plastic structures, and paint and wood scored
H4	Severe	25–40	>500	Widespread glass damage, vehicle bodywork damage
H5	Destructive	30–50	>800	Wholesale destruction of glass, damage to tiled roofs, significant risks of injuries
H6	Destructive	40–60	*	Bodywork of grounded aircraft dented; brick walls pitted
H7	Destructive	50–75	*	Severe roof damage, risk of serious injuries
H8	Destructive	60–90	*	Severe damage to aircraft bodywork
H9	Super Hailstorms	75–100	*	Extensive structural damage. Risk of severe or even fatal injuries to persons caught in the open
H10	Super Hailstorms	>100	*	Extensive structural damage. Risk of severe or even fatal injuries to persons caught in the open

*Note: Kinetic energy in joules typically maxes out at 800.

[80] The Tornado and Storm Research Organisation, "The TORRO Hailstorm Intensity Scale," https://www.torro.org.uk/research/hail/hscale.

Table 31: Beaufort Wind Scale[81]

Force	Wind (knots)	World Meteorological Organization (WMO) Classification	Appearance of Wind Effects on Land
0	0–1	Calm	Sea like a mirror. Calm; smoke rises vertically.
1	1–3	Light Air	Ripples with the appearance of scales are formed but without foam crests. Direction of wind shown by smoke drift but not by wind vanes.
2	4–6	Light Breeze	Small wavelets, still short, but more pronounced. Crests have a glassy appearance and do not break.
3	7–10	Gentle Breeze	Large wavelets. Crests begin to break. Foam of glassy appearance. Perhaps scattered white horses.
4	11–16	Moderate Breeze	Small waves are becoming larger; white horses are fairly frequent. Raises dust and loose paper; small branches are moved.
5	17–21	Fresh Breeze	Moderate waves take a more pronounced long form, forming many white horses. Small trees in leaf begin to sway; crested wavelets form on inland waters.
6	22–27	Strong Breeze	Large waves begin to form; the white foam crests are more extensive everywhere. Large branches in motion; whistling heard in telegraph wires; umbrellas used with difficulty.
7	28–33	Near Gale	Seas heap up, and white foam from breaking waves begins to be blown in streaks along the direction of the wind. Whole trees in motion; inconvenience felt when walking against the wind.
8	34–40	Gale	Moderately high waves of greater length; edges of crests begin to break into spindrift. The foam is blown in well-marked streaks along the direction of the wind. Breaks twigs off trees; generally impedes progress.
9	41–47	Strong Gale	High waves. Dense streaks of foam along the direction of the wind. Crests of waves begin to topple, tumble, and roll over. The spray may affect visibility.

[81] National Weather Service, "Beaufort Wind Scale," https://www.weather.gov/mfl/beaufort#:~:text=One%20of%20the%20first%20scales,to%20a%20force%20of%2012.

Force	Wind (knots)	World Meteorological Organization (WMO) Classification	Appearance of Wind Effects on Land
			Slight structural damage occurs (chimneypots and slates removed)
10	48–55	Storm	Very high waves with long overhanging crests. The resulting foam, in great patches, is blown in dense white streaks along the direction of the wind. On the whole, the surface of the sea has a white appearance. The tumbling of the sea becomes heavy and shock-like. Visibility affected. Seldom experienced inland; trees uprooted; considerable structural damage occurs.
11	56–63	Violent Storm	Exceptionally high waves (small and medium-sized ships might be, for a time, lost to view behind the waves). The sea is completely covered with long white patches of foam lying along the direction of the wind. Everywhere, the edges of the wave crests are blown into froth. Visibility affected. Very rarely experienced; accompanied by widespread damage.
12	64+	Hurricane	The air is filled with foam and spray. The sea is completely white with driving spray; visibility is very seriously affected.

Table 32: Lightning Activity Level Scale[82]

Level	Description
LAL 1	No thunderstorms.
LAL 2	Isolated thunderstorms. Light rain will occasionally reach the ground. Lightning is very infrequent, with 1 to 5 cloud-to-ground strikes in a five-minute period.
LAL 3	Widely scattered thunderstorms. Light to moderate rain will reach the ground. Lightning is infrequent, with 6 to 10 cloud-to-ground strikes in a five-minute period.
LAL 4	Scattered thunderstorms. Moderate rain is commonly produced. Lightning is frequent, with 11 to 15 cloud-to-ground strikes in a five-minute period.
LAL 5	Numerous thunderstorms. Rainfall is moderate to heavy. Lightning is frequent and intense, with greater than 15 cloud-to-ground strikes in a five-minute period.

[82] National Weather Service, "LALs (L)ightning (A) activity (L)evels Numbered 1 through 6," https://www.weather.gov/media/rnk/fire/LAL.pdf.

Level	Description
LAL 6	Dry lightning (same as LAL 3 but without the rain). This type of lightning has the potential for extreme fire activity and is normally highlighted in fire weather forecasts with a Red Flag Warning.

JURISDICTIONAL IMPACTS

Hazard impacts refer to the adverse effects stemming from natural or human-induced events. These impacts include physical damage, human health concerns, economic, environmental, and social impacts, as seen in Table 33.

Table 33: Impacts of Severe Storms on the Jurisdictions

Participant	Impacts
Sarasota County	• Agricultural damage • Business disruptions • Carbon cycling • Community displacement • Ecosystem damage • Emergency response • Emergency response stress • Infrastructure damage • Injuries • Insurance claims • Mental health • Property damage • Repair costs • Water quality
City of North Port	• Business interruptions • Community disruption • Ecosystem disruptions • Emergency services • Infrastructure damage • Injuries • Mental health • Property damage • Repair costs • Soil erosion
City of Sarasota	• Community displacement • Ecosystem disruption • Emergency response strain

Participant	Impacts
	• Heat-related illnesses • Infrastructure damage • Injuries • Insurance claims • Loss of revenue • Mental health effects • Property damage • Repair costs • Soil erosion • Water quality
City of Venice	• Business interruptions • Community support • Displacement • Ecosystem disruption • Infrastructure damage • Injuries • Insurance claims • Mental health • Property damage • Public services • Repair costs • Soil erosion
Town of Longboat Key	• Community displacement • Community resilience • Ecosystem disruption • Emergency services burden • Health risks • Impact on tourism • Infrastructure damage • Injuries • Insurance claims • Property damage • Psychological effects • Repair costs • Water quality
Sarasota Memorial Hospital	• Community relations • Debris and waste management • Injuries and emergency preparedness • Operational disruptions • Psychological effects

Participant	Impacts
	• Repair costs • Runoff pollution • Structural damage • Utility disruptions
Sarasota Manatee Airport Authority	• Aircraft operations • Altered landscapes • Biodiversity impacts • Community safety • Disruption of services • Evacuation procedures • Infrastructure damage • Injury risks • Insured losses • Operational delays • Pollution and debris • Psychological effects • Repair costs • Reputation and trust • Runway conditions
Englewood Fire District	• Business interruptions • Community displacement • Ecosystem disruption • Emergency response strain • Injuries and fatalities • Injury risks • Mental health effects • Property damage • Repair costs • Water quality
The Ringling Museum	• Disruption of programming • Property damage • Repair costs • Debris cleanup • Impact on tourism • Ecosystem disruption • Soil erosion
Sarasota School District	• Community response • Disruption to learning • Flooding

Participant	Impacts
	• Human health concerns • Injuries • Landscape damage • Mental health • Physical damage • Repair costs • Safety risks during events • Transportation issues • Increased vulnerability

NATIONAL RISK INDEX

The National Risk Index (NRI) is a tool developed by the Federal Emergency Management Agency (FEMA) to evaluate and visualize the risk of natural hazards across the United States. It provides data and insights on various hazards, including floods, earthquakes, wildfires, and hurricanes. The index combines multiple factors, such as the probability of different hazard events, the vulnerability of communities, and potential impacts, to assess overall risks.

Sarasota County's hail risk profile includes an overall risk index score of 17.6 (a community's Expected Loss Value, community risk factors, and the adjustment factor used to create the risk value), an expected annual loss rated at 21.7 (which combines exposure values, annualized frequency, and historic loss ratios), and a social vulnerability score of 41.22 (measured by using the Centers for Disease Control and Prevention's Social Vulnerability Index [SVI]).[83] The overall risk score of 17.6 (calculated by multiplying the Expected Annual Loss by the social vulnerability, then dividing by the community resilience score) indicates low risk regarding hail events, as displayed in Figure 23.

[83] FEMA, "National Risk Index," https://hazards.fema.gov/nri/report/viewer?dataLOD=Counties&dataIDs=C12115#SectionSocialVulnerability.

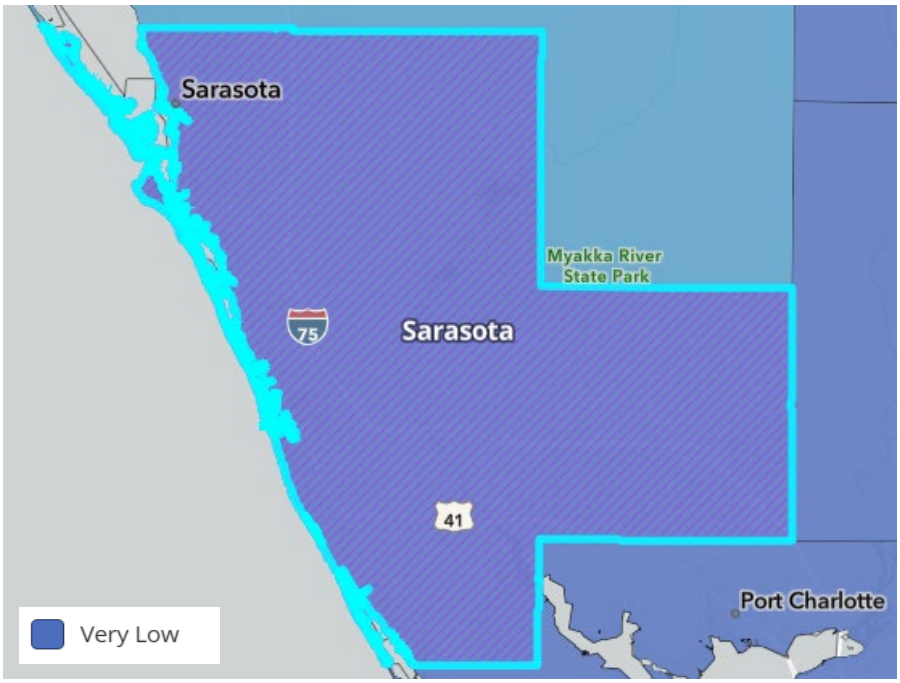


Figure 23: Overall Risk Level to Sarasota County from Hail

Sarasota County's strong winds risk profile includes an overall risk index score of 34.9, an expected annual loss rated at 39.5, and a social vulnerability score of 41.22. The overall risk score of 34.9 indicates relatively low risk regarding strong wind events, as displayed in Figure 24.

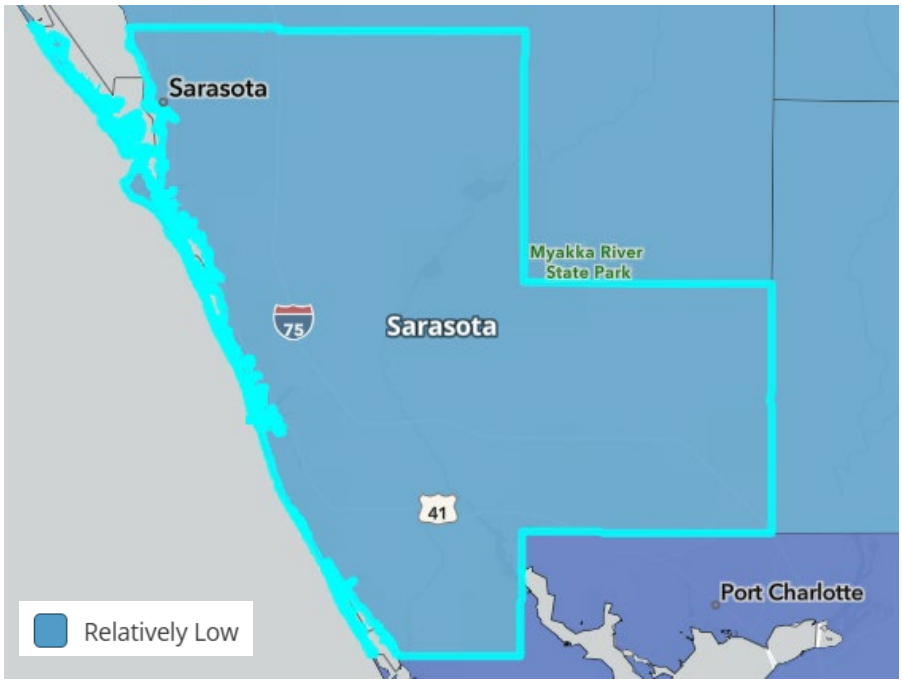


Figure 24: Overall Risk Level to Sarasota County from Strong Winds

As reflected in its metrics, Sarasota County exhibits significant vulnerability to lightning strikes. A risk index score of 98.8 indicates a very high susceptibility to lightning events in the area, as displayed in Figure 25. Such a score suggests Sarasota's geographic and climatic conditions contribute to frequent lightning occurrences.

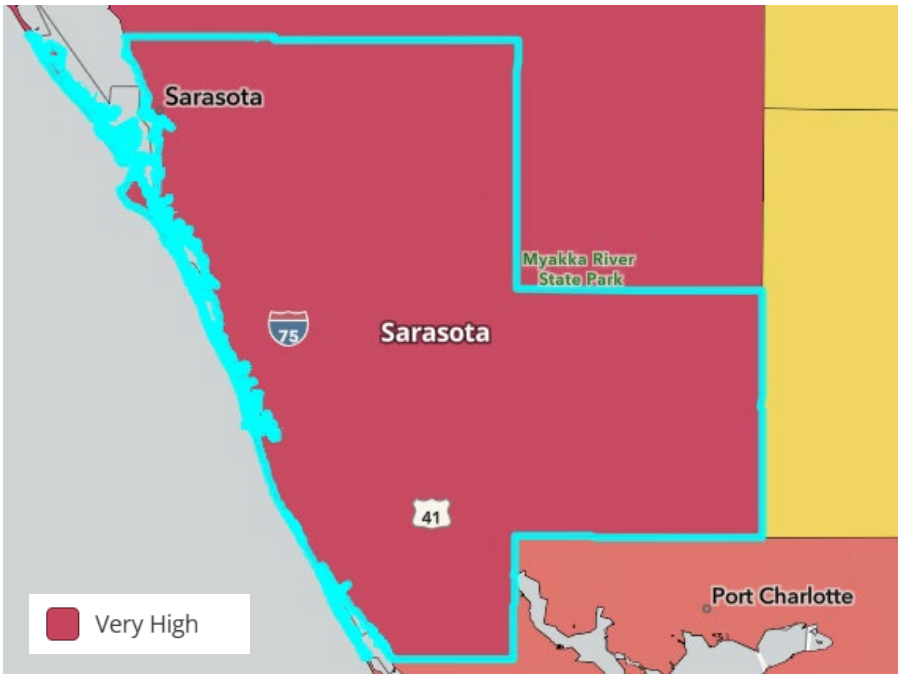


Figure 25: Overall Risk Level to Sarasota County from Lightning

Previous Occurrences (2019–2024)

The National Center for Environmental Information (NCEI) is a comprehensive resource that catalogs data on weather-related events, including tropical storms, hurricanes, tornadoes, floods, and more. It provides critical information that helps assess the frequency, intensity, and impact of severe weather events across the United States. The NCEI is maintained by the National Oceanic and Atmospheric Administration (NOAA).

According to the database, Sarasota County experienced eight events that included hail, strong winds, thunderstorm wind, and lightning between January 1, 2019, and December 31, 2024 (see Table 34). Sarasota County experienced significant weather-related impacts during this time, resulting in one reported injury and approximately $182,000 in property damage.[84] This data highlights the recurring threat of these severe weather phenomena in the region, underscoring the importance of preparedness and response strategies to mitigate potential impacts on the community.

[84] National Center for Environmental Information, "Storm Events Database," https://www.ncdc.noaa.gov/stormevents/listevents.jsp?eventType=%28C%29+Hail&eventType=%28C%29+Lightning&eventType=%28Z%29+Strong+Wind&eventType=%28C%29+Thunderstorm+Wind&beginDate_mm=01&beginDate_dd=01&beginDate_yyyy=2019&endDate_mm=12&endDate_dd=31&endDate_yyyy=2024&county=SARASOTA%3A115&hailfilter=0.00&tornfilter=0&windfilter=000&sort=DT&submitbutton=Search&statefips=12%2CFLORIDA.

Table 34: Severe Storms in Sarasota County, 2019–2024[85]

Location	Date	Event	Deaths	Injuries	Property Damage	Crop Damage
Fruitville	1/24/2019	Thunderstorm wind	0	0	0	0
Manasota Key	4/19/2019	Thunderstorm wind	0	0	$40,000	0
Nokomis	7/16/2019	Lightning	0	0	$50,000	0
Siesta Key	7/16/2020	Lightning	0	1	0	0
Beverly Terrace	6/24/2021	Thunderstorm wind	0	0	$2,000	0
Nokomis	3/12/2022	Thunderstorm wind	0	0	$50,000	0
Newtown Heights	6/18/2022	Thunderstorm wind	0	0	$15,000	0
Fruitville	1/09/2024	Thunderstorm wind	0	0	$25,000	0

Probability of Future Conditions

The probability of future severe storms in Sarasota County, including hail, strong winds, and lightning, can be assessed through a combination of historical data, environmental factors, and climate models. Historical data provides a foundational understanding of how often these severe weather events have occurred in the past. For instance, the annualized frequency rates indicate that lightning strikes are quite common, while hail and strong wind events are less frequent. This historical perspective is crucial in anticipating future risks.

As atmospheric conditions evolve, models suggest an increased risk of severe weather events in the region. While assigning a specific probability to future occurrences is complex, the combination of historical data, environmental factors, and atmospheric change projections suggests a likelihood for severe storms in Sarasota County moving forward.

In Sarasota County, the probabilities of future weather events such as hail, strong winds, and lightning can be measured using their annualized frequencies. Hail has an annualized frequency of 1.5 events per year.[86] This indicates a relatively high likelihood of experiencing hail at some point.

Strong winds occur at an annualized frequency of 0.7 events per year, which corresponds to a probability of about 50.3% for at least one strong wind event over the course of a year.[87]

For lightning, the annualized frequency is notably high at 158.6 events per year, leading to a probability of almost 100% for at least one lightning event occurring annually.[88]

[85] Ibid.
[86] FEMA, "National Risk Index," https://hazards.fema.gov/nri/report/viewer?dataLOD=Counties&dataIDs=C12115.
[87] Ibid.
[88] Ibid.

Vulnerability Assessment

Sarasota County is vulnerable to severe weather, especially hail, strong winds, and lightning. These risks impact homes, infrastructure, and public safety. Hail can damage roofs, cars, and crops, leading to financial losses. Strong winds can damage power lines, trees, and buildings, causing power outages. Lightning can cause fires, injuries, and deaths, and straining emergency services.

All jurisdictions in Sarasota County face distinctive challenges from severe weather. Coastal areas are especially at risk for flooding and damage to properties and businesses near water. The Sarasota School District must ensure its facilities can handle severe weather. Sarasota Memorial Hospital needs strong emergency response plans to remain functional during severe weather, while the Sarasota-Manatee Airport Authority should focus on safety and continuous operations. Local fire districts—such as the Englewood Area Fire Control District, the Sarasota Fire Department, and other fire departments—will see an increase in call volume during these events and will need to prepare for dangerous winds and lightning.

Vulnerable populations in Sarasota County include aging individuals, those with limited financial resources, and people with disabilities. These groups face unique challenges during severe weather. Aging individuals may have mobility issues or other health concerns that make it difficult to evacuate. Those with limited financial resources may not have the resources to prepare for or recover from disasters. Individuals with disabilities may need individualized help during emergencies, putting them at higher risk if support is unavailable. These groups may also reside in areas more prone to flooding and wind damage, increasing their risks during severe weather events.

IMPACTS TO ASSETS

Table 35 provides a summary of the effects of severe storms, such as hail, wind, and lightning. It discusses the impact on the public, first responders, continuity of operations, property, infrastructure, the environment, economic conditions, public confidence, and the consequences of these impacts.

Table 35: Consequence Analysis of Severe Storms

Area Affected	Consequences
Public	• Hail can cause damage to vehicles, roofs, windows, and other structures. Recreational areas might suffer damage to playgrounds and sports fields, possibly leading to expensive repairs and temporary closures. • Strong winds can knock down trees and branches, leading to safety risks and property damage. They may cause damage to power lines, resulting in outages, public transportation disruptions, and difficulty for emergency services in responding. • Lightning can start fires and damage electrical systems, interrupting utility services.

Area Affected	Consequences
First Responders	• **Emergency Response Delay:** Severe weather can damage roads, bridges, and infrastructure, making it difficult for first responders to reach those in need. Fallen trees, debris, or flooding can slow response times. • **Increased Call Volume:** Severe weather can increase emergency calls, overwhelming first responders. • **Injury and Safety Risks:** First responders may face higher injury risks due to high winds and lightning. • **Damage to Equipment and Vehicles:** Hail and strong winds can damage emergency equipment, leading to expensive repairs and downtime. • **Resource Allocation:** First responders may need to focus resources on the hardest-hit areas, impacting their response to other emergencies. • **Public Safety Challenges:** First responders must also manage public safety concerns during severe weather, including evacuating residents, educating the public about safety measures, and assisting with shelter operations, which can strain resources. • **Mental and Emotional Strain:** The aftermath of severe weather disasters can lead to burnout and stress.
Continuity of Operations	• **Infrastructure Damage:** Hail and strong winds can cause physical damage to buildings, roads, and other infrastructure, leading to temporary closures for repairs. • **Utility Disruptions:** Lightning can lead to power outages, disrupting operations that rely on electricity and halting productivity until power is restored. • **Vehicle and Equipment Damage:** Severe weather can damage vehicles and equipment, increasing maintenance costs and delaying services. • **Safety Risks:** Strong winds and lightning pose safety risks to employees and the public, and evacuations can disrupt business. • **Economic Impact:** Repair costs and lost revenue can affect businesses and local governments. • **Emergency Response and Recovery Efforts:** Emergency efforts can divert resources and attention away from regular operations, complicating planning and responsiveness. • **Insurance and Liability Considerations:** Increased severe weather incidents may raise insurance costs and influence financial planning.
Property, Facility, and Infrastructure	• **Hail:** › **Property Damage:** Hail can damage roofs, siding, windows, and vehicles, leading to expensive repairs and an increase in insurance claims. › **Crop Damage:** Hail can severely damage crops, affecting local food supply and farmers' incomes. • **Strong winds:** › **Structural Damage:** High winds can damage roofs, uproot trees, and harm fences. Buildings not designed for strong winds may be severely damaged.

Area Affected	Consequences
	◦ **Infrastructure Impact:** Winds can knock down power lines, causing outages, and debris can block roads, delaying emergency response. • **Lightning:** ◦ **Fire Risk:** Lightning can ignite fires in buildings, forests, and fields, endangering lives and property and leading to firefighting efforts. ◦ **Electrical Infrastructure:** Lightning can cause surges that damage electronics and necessitate repair of power grids and communication systems.
Environment	• **Vegetation Damage:** Hail can cause harm to leaves, stems, and fruit, affecting the health of trees and plants. Strong winds can uproot or break branches, increasing tree mortality and altering local ecosystems. • **Soil Erosion:** Heavy winds can erode soil, especially when vegetation is damaged or removed, leading to the loss of nutrient-rich topsoil and impacting plant growth. • **Water Quality:** Storms can cause runoff that carries debris, pesticides, and fertilizers into water bodies, harming aquatic life and water quality. Lightning may also start fires, leading to additional pollution. • **Wildlife Habitats:** Damage to trees and vegetation can disrupt habitats for many species, affecting biodiversity. • **Invasive Species:** Disturbed environments can enable invasive species to thrive, outcompeting native plants. • **Atmospheric Resilience:** Frequent severe weather can weaken ecosystems, making recovery and adaptation more difficult.
Economic Conditions	• **Property Damage:** Severe weather can damage residential and commercial properties. Hail can damage roofs, windows, and vehicles, while strong winds can uproot trees and damage structures. Repair costs can strain local finances, reducing community spending. • **Insurance Claims:** Increased property damage typically leads to more insurance claims. This can provide short-term help but may raise future premiums, making insurance less affordable. • **Business Interruptions:** Extreme weather can disrupt operations, leading to lost income. This is particularly challenging for areas like tourism, as bad weather can dissuade visitors. • **Infrastructure Strain:** Strong winds and lightning can damage roads, bridges, and utilities, leading to expensive repairs and diverting funds from other community needs. • **Economic Growth:** Ongoing weather issues may discourage investment. Investors might see frequent weather as a risk, slowing economic growth in the area. • **Long-Term Effects on Property Values:** Persistent weather-related issues can lower property values, affecting local tax revenues, and creating economic challenges.
Public Confidence	• **Property Damage:** Severe weather can damage homes, businesses, and public infrastructure. Large hail can break windows, while strong winds can uproot trees

Area Affected	Consequences
	and damage structures. This destruction can reduce public confidence in safety measures. • **Insurance Costs:** Increased incidences of severe weather can raise insurance costs or make insurance coverage harder to find, creating financial strain and impacting homeowners' and businesses' financial stability. If the community thinks insurance is too expensive, trust in local government can decline. • **Emergency Response:** The effectiveness of emergency services during and after severe weather can affect public confidence. If help arrives late or support appears lacking, trust in services may suffer. • **Economic Impact:** Damage from severe weather can disrupt local economies, leading to business shutdowns and job losses, which can increase concerns about safety and stability. • **Reputation:** Frequent extreme weather and associated damage can harm the community's reputation, discouraging new residents and businesses.

IMPACT ON COMMUNITY LIFELINES

Hail, strong winds, and lightning can greatly impact various FEMA Community Lifelines in Sarasota County. The safety and security of residents are compromised during such events. The threats created by severe weather can lead to injuries and an increased demand for emergency response. Additionally, the health and medical sector can face significant challenges. Any damage to healthcare facilities or disruptions in essential services can disrupt the delivery of medical care. Power outages often accompany severe weather and can affect vital medical equipment. Energy is also vulnerable during storms. Strong winds and lightning can damage power lines, leading to outages. Communications can be disrupted during these weather events. Severe storms can damage communication systems, making it challenging for residents to receive updates or contact emergency services. Lastly, transportation becomes a concern as high winds and hail damage roads and disrupt traffic signals. This creates hazardous driving conditions that delay mobility and access to necessary resources.

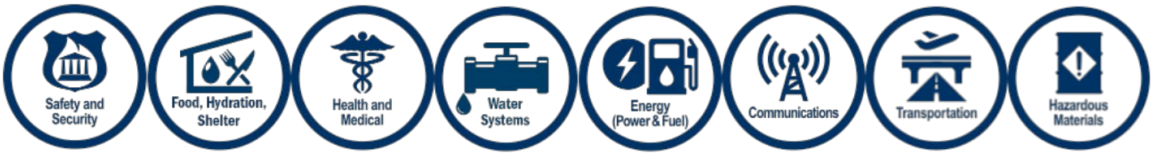


Figure 26: Federal Emergency Management Agency's Community Lifelines

Sarasota County has implemented various policies, building codes, and regulations to mitigate the impacts of severe storms and enhance development resilience. A key component is adherence to the Florida Building Code, which requires buildings to be engineered to withstand high winds, ensuring safety during storms.

Changes in development in Sarasota County have produced a range of impacts on how hail, strong winds, and lightning events affect the area. Newer structures are typically designed to meet updated building

codes that better endure high winds and hail impacts, reducing damage during storms. Additionally, green spaces and stormwater management features, such as retention ponds and permeable surfaces can mitigate flooding risks associated with heavy rainfall and runoff.

The county should continue identifying resilient and sustainable development strategies to mitigate impacts from severe storms. It is important to note that as growth occurs and/or environmental conditions change, Sarasota County will assess those impacts to identify potential enhancements and implement mitigation actions to enhance resilience to severe storms.

Tornadoes and Waterspouts

Definition

A tornado is a violently rotating column of air that touches the ground, typically forming at the base of a thunderstorm. These storms can cause fatalities and devastate neighborhoods in seconds, with wind speeds reaching up to 300 miles per hour. Damage paths can be over a mile wide and 50 miles long. Tornadoes often occur alongside strong downburst winds and hail.

Some tornadoes are visible, while others may be obscured by rain or low-hanging clouds. They can develop and dissipate rapidly, usually remaining on the ground for less than 15 minutes. Before a tornado strikes, winds may die down, and air may become still. A cloud of debris can signal a tornado's presence, even if the funnel isn't visible. Tornadoes generally form near the trailing edge of a thunderstorm, with clear skies sometimes visible behind them.[89]

Waterspouts are classified into two categories: fair-weather waterspouts and tornadic waterspouts.

Tornadic waterspouts are tornadoes that form over water or move from land to water. They share characteristics with land tornadoes and are associated with severe thunderstorms, often bringing high winds, rough seas, large hail, and dangerous lightning.

Fair-weather waterspouts form along the base of developing cumulus clouds and are not linked to thunderstorms. They develop from the water surface upward and are generally mature when they become visible, occurring in light wind conditions that limit their movement.

If a waterspout moves onshore, the National Weather Service issues a tornado warning, as it can cause significant damage and injuries. Typically, fair-weather waterspouts dissipate quickly upon landfall and rarely penetrate far inland.[90]

[89] National Weather Service, "Tornado Definition," https://www.weather.gov/phi/tornadodefinition.
[90] National Oceanic and Atmospheric Administration, "What Is a Waterspout?" https://oceanservice.noaa.gov/facts/waterspout.html.

Location

Tornadoes and waterspouts in Sarasota County are typically associated with severe weather events, particularly thunderstorms. Tornadoes can occur uniformly across Sarasota county and its jurisdictions. In 2023, Sarasota County was listed as the fourteenth most active Florida county for tornadoes.[91]

Waterspouts, on the other hand, often develop over bodies of water, including the Gulf Coast, which borders Sarasota County. These atmospheric phenomena can occur when warm, moist air rises and meets cooler air, creating conditions suitable for forming a waterspout. Coastal areas such as Longboat Key, the city of Sarasota, and Venice may experience waterspouts during thunderstorms or when atmospheric instability is present.[92] Due to their proximity to the coast, these areas are more susceptible to waterspouts than other areas of the county.

Extent

The Enhanced Fujita Scale is used to classify tornadoes based on damage, ranging from EF0 to EF5. The Waterspout Intensity Scale categorizes the strength of waterspouts, factoring wind speed and damage, while the Waterspout Threat Levels categorize the potential threat of waterspouts.

Table 36, Table 37, and Table 38 measure the extent of tornadoes, waterspouts, and waterspout threat levels, respectively.

Table 36: Enhanced Fujita Scale[93]

EF Scale	Class	Windspeed (mph)	Description
EF0	Weak	65–85	Gale
EF1	Weak	86–110	Moderate
EF2	Strong	111–135	Significant
EF3	Strong	136–165	Severe
EF4	Violent	166–200	Devastating
EF5	Violent	> 200	Incredible

[91] News Channel 8, "Counties with the Most Tornadoes in Florida," https://www.wfla.com/news/florida/counties-with-the-most-tornadoes-in-florida/.
[92] The City of Sarasota, "2021 Sarasota County Unified Local Mitigation Strategy," https://www.scgov.net/home/showpublisheddocument/60934/638206106205870000.
[93] National Weather Service, "Enhanced Fujita Scale," https://www.weather.gov/tae/ef_scale#:~:text=For%20example%2C%20with%20the%20EF,(254%2D332%20kph).

Table 37: Waterspout Intensity Scale[94]

Waterspout Type	Intensity Scale	Windspeed (mph)
Waterspout	F0	73 mph or less
Tornadic Waterspout	F0 to F1	74 mph to 112 mph
Significant Tornadic Waterspout	F2	113 mph or greater

Table 38: Waterspout Threat Levels[95]

Waterspout Threat Level	Descriptions
Extreme	• "An Extreme Threat to Life and Property Aboard Small Marine Craft from Waterspouts." › Within 12 miles of a marine location, a moderate likelihood or greater (16% probability or greater) of a significant tornadic waterspout. AND/OR high likelihood or greater (26% probability or greater) of a tornadic waterspout. › AND/OR...a very high likelihood (36% or greater) of a waterspout.
High	• "A High Threat to Life and Property Aboard Small Marine Craft from Waterspouts." › Within 12 miles of a marine location, a low likelihood (6% to 15% probability) of a significant tornadic waterspout › AND/OR...a moderate likelihood (16% to 25% probability) of a tornadic waterspout › AND/OR...a high likelihood (26% to 35% probability) of a waterspout
Moderate	• "A Moderate Threat to Life and Property Aboard Small Marine Craft from Waterspouts." › Within 12 miles of a marine location, a very low likelihood (2% to 5% probability) of a significant tornado-like waterspout. › AND/OR...a low likelihood (6% to 15% probability) of a tornadic waterspout › AND/OR...a moderate likelihood (16% to 25% probability) of a waterspout.

[94] National Oceanic and Atmospheric Administration, "Waterspout Threat," https://www.weather.gov/mlb/waterspout_threat#:~:text=Waterspout%20%2D%20A%20fair%20weather%20waterspout,64%20knots%20to%2097%20knots).
[95] Ibid.

Waterspout Threat Level	Descriptions
Low	• "A Low Threat to Life and Property Aboard Small Marine Craft from Waterspouts." › Within 12 miles of a marine location, a very low likelihood (2% to 5% probability) of a tornado-like waterspout › AND/OR...a low likelihood (6% to 15% probability) of a waterspout.
Very Low	• " A Very Low Threat to Life and Property Aboard Small Marine Craft from Waterspouts." › Within 12 miles of a marine location, a very low likelihood (2% to 5% probability) of a waterspout.
Non-threatening	• " No Discernible Threat to Life and Property Aboard Marine Vessels from Waterspouts." › Within 12 miles of a marine location, environmental conditions do not support waterspouts.

JURISDICTIONAL IMPACTS

Hazard impacts refer to the adverse effects stemming from natural or human-induced events. These include physical damage, human health concerns, and economic, environmental, and social impacts. The impacts of tornadoes and waterspouts on the different jurisdictions are presented in Table 39. The impacts for Sarasota and the other jurisdictions in the planning area are also shown in the table.

Table 39: Impacts of Tornadoes and Waterspouts on the Jurisdictions

Participant	Impacts
Sarasota County	• Tornadoes › Structural damage › Injury and fatalities › Displacement › Economic impact › Emergency Response • Waterspouts › Coastal damage › Marine hazards › Storm surge › Environmental effects › Public safety concerns
City of North Port	• Tornadoes › Physical damage › Injury and fatalities › Displacement

Participant	Impacts
	› Economic impact › Emergency response • Waterspouts › Limited hazard impact
City of Sarasota	• Tornadoes › Property damage › Injury and loss of life › Infrastructure damage › Economic impact › Psychological effects • Waterspouts › Marine hazards › Property damage along the coast › Disruption to fishing and tourism › Visibility hazards › Environmental impacts
City of Venice	• Tornadoes › Structural damage › Injury and loss of life › Displacement of residents › Economic impact • Waterspouts › Localized damage › Marine hazards › Flooding › Tourism and recreational impact
Town of Longboat Key	• Tornadoes › Structural damage › Injury and loss of life › Disruption of services › Economic impact › Psychological effects • Waterspouts › Marine hazards › Localized wind damage › Coastal erosion › Tourism impact › Safety alerts (temporary disruptions in activities)

Participant	Impacts
Sarasota Memorial Hospital	• Tornadoes › Structural damage › Operational disruption › Patient safety › Utility disruption › Emergency response strain • Waterspouts › Limited direct impact
Sarasota Manatee Airport Authority	• Tornadoes › Structural damage › Runway and taxiway damage › Disruption of operations › Emergency response needs › Financial impact • Waterspouts › Limited direct damage › Impact on marine operations (seaplane operations) › Weather conditions (delayed flights) › Safety risks
Englewood Fire District	• Tornadoes › Property damage › Injury and fatalities › Emergency response › Community disruption • Waterspouts › Coastal damage › Marine safety › Reduced visibility › Less immediate damage
The Ringling Museum	• Tornadoes › Property damage from wind › Disruption of operations › Financial impact › Ecological damage • Waterspouts › Damage to coastal infrastructure › Disruption of operations › Property damage from wind

NATIONAL RISK INDEX

The National Risk Index (NRI) is a tool developed by the Federal Emergency Management Agency (FEMA) designed to evaluate and visualize the risk of natural hazards across the United States. It provides data and insights on various hazards, including floods, earthquakes, wildfires, tornadoes, and hurricanes. The index combines multiple factors, such as the probability of different hazard events, the vulnerability of communities, and potential impacts, to assess overall risks.

Sarasota County's tornado risk profile includes an overall risk index score of 89.1, an expected annual loss rated at 90.1, and a social vulnerability score of 41.22.[96] The National Risk Index does not address the risks associated with waterspouts.

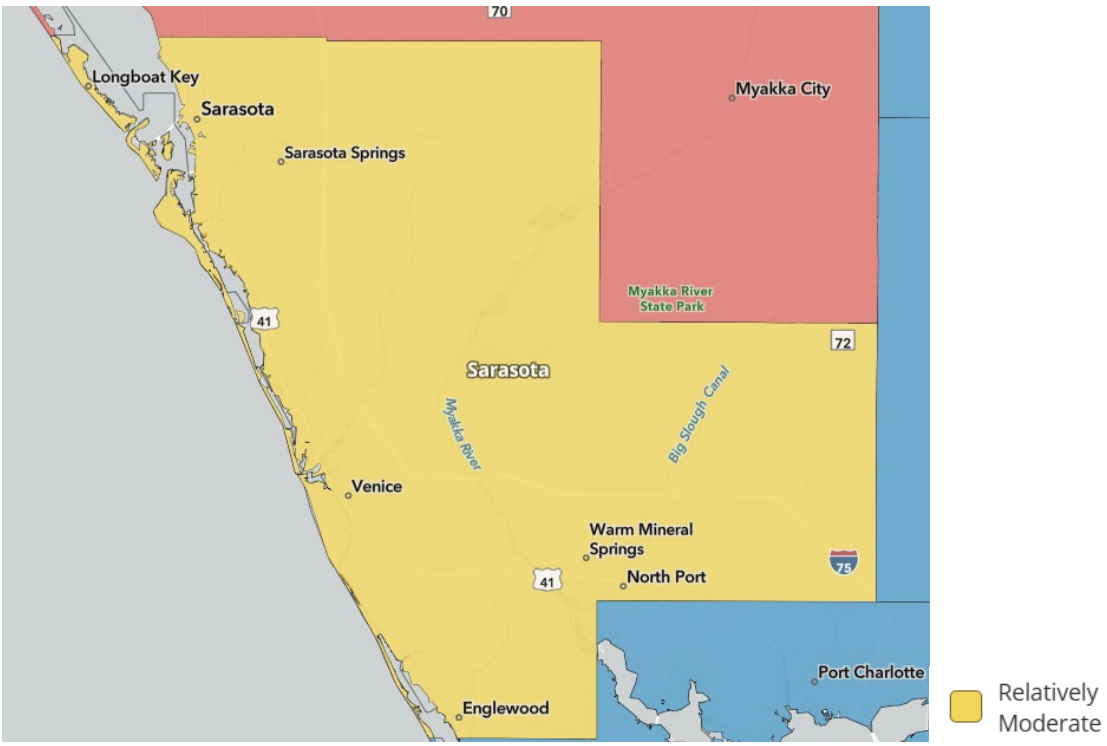


Figure 27: Tornado Risk Rating Sarasota County, Florida[97]

Previous Occurrences (2019–2024)

The National Storm Event Database is a comprehensive resource that catalogs data on weather-related events, including tropical storms, hurricanes, tornadoes, floods, and more. It provides critical information

[96] FEMA, "National Risk Index," https://hazards.fema.gov/nri/report/viewer?dataLOD=Counties&dataIDs=C12115#SectionSocialVulnerability.

[97] Ibid.

that helps assess the frequency, intensity, and impact of severe weather events across the United States. The database is maintained by the National Oceanic and Atmospheric Administration (NOAA).

Sarasota County experienced six tornadoes and 16 waterspout events between January 1, 2019, and December 30, 2024, according to the Storm Events Database.[98]

No federal or state disaster declarations were identified for Sarasota County related to tornadoes or waterspouts during that time period.

Table 40: Tornados and Waterspouts in Sarasota County, 2019–2024[99]

Location	Date	Event
Venice	06/01/2020	Tornado
Vamo	06/26/2020	Tornado
Sarasota Beach	03/06/2022	Tornado
Desoto Lakes	05/31/2022	Tornado
North Port	12/15/2022	Tornado
Gator Creek Estates	10/11/2023	Tornado
Longboat Key	03/27/2019	Waterspout
Sarasota Beach	05/05/2019	Waterspout
Longboat Key	05/05/2019	Waterspout
Venice	06/27/2019	Waterspout
Longboat Key	07/03/2019	Waterspout
Sarasota Beach	07/23/2019	Waterspout
Longboat Key	07/16/2020	Waterspout
Longboat Key	08/09/2020	Waterspout
Sarasota Beach	08/19/2020	Waterspout
Venice	09/18/2020	Waterspout
Longboat Key	05/07/2022	Waterspout

[98] NOAA, National Centers for Environmental Information," https://www.ncdc.noaa.gov/stormevents/listevents.jsp?eventType=%28Z%29+Waterspout&beginDate_mm=01&beginDate_dd=01&beginDate_yyyy=2019&endDate_mm=02&endDate_dd=28&endDate_yyyy=2025&county=ALL&submitbutton=Search&statefips=85%2CGULF+OF+MEXICO.

[99] National Centers for Environmental Information, "Strom Events Database," https://www.ncdc.noaa.gov/stormevents/listevents.jsp?eventType=%28Z%29+Hurricane+%28Typhoon%29&eventType=%28Z%29+Tropical+Depression&eventType=%28Z%29+Tropical+Storm&beginDate_mm=01&beginDate_dd=01&beginDate_yyyy=2019&endDate_mm=12&endDate_dd=31&endDate_yyyy=2024&county=SARASOTA%3A115&hailfilter=0.00&tornfilter=0&windfilter=000&sort=DT&submitbutton=Search&statefips=12%2CFLORIDA.

Location	Date	Event
Venice	06/07/2022	Waterspout
Sarasota Beach	06/08/2022	Waterspout
Longboat key	07/19/2022	Waterspout
Longboat Key	06/10/2023	Waterspout
Longboat Key	08/17/2023	Waterspout
Nokomis[100]	05/30/2025	Waterspout

OTHER EVENTS

- On March 16, 2025, a tornado touched down in downtown Sarasota, north of the Sarasota Police Department headquarters, damaging a couple of structures and a large oak tree.[101]
- Tuesday, July 23, 2019, A waterspout was located offshore near Siesta Key.[102]

Probability of Future Conditions

The probability of future tornadoes and waterspout events in Sarasota County is based on historical data, environmental factors, and climate models. Historical records provide insights into the frequency and intensity of past tornadoes and waterspouts, establishing a baseline for future predictions. Tornadoes in Sarasota County have an annualized frequency of 0.6 events per year, suggesting that, on average, 0.6 tornadoes occur each year in the region.[103] Their range can vary from weak to violent. Waterspouts are more apt to occur in coastal regions like Sarasota, Venice, and Longboat Key, especially during severe storms. Their range can vary from non-threatening to extreme. Specific data on waterspouts is not always available, but they do happen regularly in this area. If atmospheric conditions change, there is a possibility of increased tornadic and waterspout activity.

Vulnerability Assessment

Sarasota County faces a moderate vulnerability to tornadoes and waterspouts, primarily due to its geographic location within the often-active thunderstorm regions of Florida. Several factors contribute to this vulnerability, including manufactured homes, metal buildings, and recreational vehicles, as well as a high number of aged residents. Vulnerable groups often reside in mobile home parks, recreational vehicles, and aging infrastructure. The risk of damage and loss of life increases with population density. The more people and buildings, the greater the chance a tornado will cause damage or injuries. All critical

[100] YouTube, "Nokomis FL Waterspout May 20, 2025," https://www.youtube.com/watch?v=ounN7_LPBpo.
[101] Herald-Tribune, "Tornado Touches Down in Downtown Sarasota," https://www.heraldtribune.com/picture-gallery/weather/2022/03/16/tornado-touches-down-downtown-sarasota-florida-photos/7068211001/.
[102] WWSB, "Video: Waterspout off Siesta Key Beach," https://www.mysuncoast.com/2019/07/23/video-waterspout-off-siesta-key-beach/.
[103] FEMA, "National Risk Index," https://hazards.fema.gov/nri/report/viewer?dataLOD=Counties&dataIDs=C12115#SectionSocialVulnerability.

infrastructure in the county can be affected by tornadoes. Jurisdictions and their properties, such as boats and docks, are especially at risk from waterspouts.[104] All jurisdictions within the planning area are vulnerable to tornadoes, while the cities of Sarasota, Venice, North Port, the Ringling Museum, and Longboat Key are vulnerable to waterspouts.

IMPACTS TO ASSETS

Tornadoes and waterspouts pose risks to Sarasota County and its assets. Located on Florida's Gulf Coast, the county is vulnerable to extreme weather that can lead to property damage and safety threats. While all areas face tornado risks, cities like Sarasota, Venice, and Longboat Key are especially susceptible to waterspouts due to their coastal positions.

Table 41 provides a summary of the effects of tornadoes and waterspouts. It discusses the impact on the public, first responders, property, infrastructure, the environment, economic conditions, public confidence, and the consequences of these impacts.

Table 41: Consequence Analysis of Tornadoes and Waterspouts

Area Affected	Consequences
Public	• Tornadoes and waterspouts can pose major risks to people's safety, leading to injuries and deaths, and leaving survivors with lasting emotional trauma. • Key services like power, water, and emergency response can be heavily impacted, making it challenging for people to access what they need and slowing down recovery efforts. • Local economies can be hurt by business disruptions and loss of income, which can lead to long-term financial struggles for communities and individuals. • Tornadoes and waterspouts can badly damage natural habitats and ecosystems, causing pollution and requiring extensive cleanup. • Damage to roads and public infrastructure can slow down recovery efforts, stretching resources and extending community disruptions. • Dealing with insurance claims can be complicated and frustrating, often leaving people and businesses without enough support to recover fully after these events. • Community Resilience: Disasters test community resilience, with well-prepared communities recovering more quickly. • Property Damage: Tornadoes and waterspouts can cause extensive harm to homes and businesses, leading to high repair costs and emotional distress for affected residents.

[104] The City of Sarasota, "2021 Sarasota County Unified Local Mitigation Strategy," https://www.scgov.net/home/showpublisheddocument/60934/638206106205870000.

Area Affected	Consequences
First Responders	• Damage to Infrastructure: Severe weather can destroy critical infrastructure such as roads and communication systems, hindering access to affected areas and delaying rescue operations. • Increased Demand for Resources: Tornadoes and waterspouts create a sudden surge in demand for emergency resources, stressing first responders who may lack adequate personnel and supplies. • Safety Risks: First responders face heightened safety threats from debris, unstable structures, and the potential for secondary disasters, increasing their risk of injury. • Psychological Stress: The emotional toll from witnessing devastation and working under pressure can lead to significant psychological stress and burnout among first responders. • Coordination Challenges: Effective responses require seamless collaboration among agencies, which can be complicated by communication breakdowns and disruptions caused by disasters. • Financial Strains: The costs of emergency responses can be substantial, straining budgets and diverting funds from other essential services due to the economic impacts of recovery efforts.
Property, Facility, and Infrastructure	• Property Damage: Tornadoes and waterspouts can cause severe destruction to homes and businesses, resulting in significant repairs or total losses. Waterspouts can also lead to water damage and mold growth, further complicating the recovery process. • Infrastructure Disruption: Critical infrastructure, such as roads, bridges, and utilities, often becomes inoperable. Debris and damaged power lines can obstruct access and hinder emergency responses, leaving communities without essential services for extended periods. • Economic Effects: The economic impact can be substantial, with immediate repair costs and significant revenue losses for businesses. Long-term effects include decreased property values and a weakened local economy, which can take years to recover. • Insurance and Liability: Tornadoes and waterspouts raise issues regarding insurance coverage, often resulting in underinsurance and complex claims processes. Legal liabilities may arise for property owners if negligence plays a role in damage.
Environment	• Ecosystem Disruption: Tornadoes and waterspouts can uproot vegetation and displace wildlife, disrupting local ecosystems and affecting biodiversity. • Waterspouts and Water Quantity: Waterspouts can impact local water levels, affecting the availability of water for drinking and agriculture, while also altering water quality due to runoff. • Flooding: After tornadoes, heavy rain can cause flooding that damages properties and public health, increasing the risk of waterborne diseases and environmental hazards.

Area Affected	Consequences
	• Economic Impact: The economic fallout includes repair costs, business interruptions, and losses in the agricultural sector, which can destabilize local economies.
Economic Conditions	• Property Damage: Tornadoes can cause severe damage to homes and businesses, leading to costly repairs and a decline in property values, which ultimately impacts the local economy. • Infrastructure Disruption: Damage to roads, bridges, and utilities can hinder transportation and logistics, affecting the flow of goods and services and prolonging recovery efforts for local businesses. • Insurance Costs: An increased frequency of extreme weather may lead to higher insurance premiums, placing financial burdens on property owners and potentially leaving some uninsured, which can undermine economic stability. • Tourism Impact: Negative perceptions following weather events can discourage visitors, resulting in lost revenue for the tourism-dependent local economy and negatively affecting businesses in the hospitality sector. • Employment Effects: Businesses facing extended closures may reduce staff or lay off workers, leading to job losses that impact consumer spending and overall economic health. • Emergency Costs: The need for immediate emergency response can strain public resources, redirecting funds from other essential services and impacting the community's budget. • Mitigation Investments: Investing in infrastructure and preparedness programs, while essential for future resilience, requires significant funding, affecting the county's financial priorities. • Financial Impacts: Immediate repair costs and potential revenue loss can significantly affect finances, underscoring the need for risk assessments and financial reserves. • Financial Strains: The costs of emergency responses can be substantial, straining budgets and diverting funds from other essential services due to the economic impacts of recovery efforts.
Public Confidence	• Property Damage: Tornadoes and waterspouts can cause extensive destruction to homes and businesses, affecting property values and the local economy. This damage can lead to increased anxiety among residents and a loss of trust in safety measures. • Emergency Preparedness: Effective emergency preparedness is crucial for mitigating the impact of extreme weather. Communities must focus on educating residents about storm readiness, establishing clear evacuation routes, and ensuring emergency services are well-prepared, which can enhance public confidence during crises. • Insurance and Recovery: Access to robust disaster insurance is vital for facilitating quick recovery post-event. Community support in navigating the insurance process can boost residents' confidence in their financial recovery and stability.

Area Affected	Consequences
	• Community Resilience: Fostering resilience involves encouraging collaboration among local organizations and residents to rebuild and strengthen infrastructure. A united community is better positioned to cope with the effects of disasters, thereby increasing public trust. • Perception of Safety: Residents' perception of safety is shaped by past weather experiences. Clear communication from authorities about risks and preparedness efforts is essential for reinforcing public confidence and encouraging community engagement in resilience initiatives.

IMPACT ON COMMUNITY LIFELINES

In Sarasota County, tornadoes and waterspouts can significantly impact several FEMA community lifelines. For example, the Safety and Security lifeline is affected as tornadoes and waterspouts can lead to injuries, increased demands on emergency response services, and create hazardous environments. The Food, Hydration, and Shelter lifeline is also impacted. Tornadoes can disrupt food supply chains and damage food resources. In terms of Health and Medical, tornadoes and waterspouts can cause injuries and strain local healthcare facilities. There is often an urgent need for medical supplies and personnel to assist in the aftermath, which can overwhelm available resources. The Water System's lifeline may be compromised, as tornadoes and waterspouts can damage infrastructure that affects drinking water quality and wastewater systems.

Energy (power and fuel) is another community lifeline impacted. Tornadoes can down power lines and damage substations, causing electrical outages and disruptions in fuel supply that delay recovery efforts. Communication systems fall under the Communications lifeline. Cell towers and communication networks may be damaged, complicating coordination among emergency responders and limiting public access to information. The Transportation lifeline experiences challenges when roads become blocked or damaged due to debris, delaying access for emergency services and evacuation efforts. Lastly, the lifeline of Hazardous Materials is threatened by damage to facilities that can lead to spills or releases of dangerous substances.

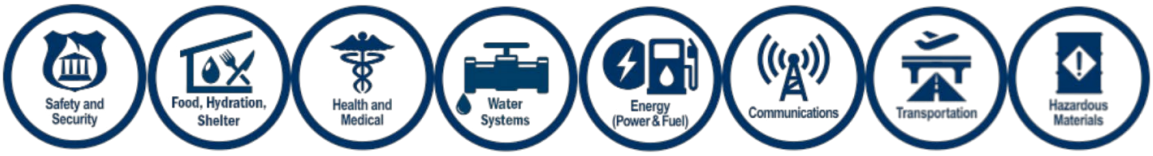


Figure 28: Federal Emergency Management Agency's Community Lifelines

Sarasota County enforces the latest building code standards, which mitigate the impacts of tornadoes and waterspouts and enhance development resilience. The Florida Building Code requires buildings to be engineered to withstand high winds, ensuring safety during tornadoes and waterspouts. Economically, tornadoes and waterspouts can lead to major losses, impacting property values and local businesses. The repercussions may be felt long after the storm has passed, impacting the community's overall economic stability.

The county should continue identifying resilient and sustainable development strategies to mitigate impacts from tornadoes and waterspouts. It is important to note that as growth occurs and/or environmental conditions change, Sarasota County will assess those impacts to identify potential enhancements and implement mitigation actions to enhance resilience to tornados and waterspouts.

Tropical Cyclones

Definition

A tropical cyclone is a rapidly rotating storm system characterized by organized thunderstorm activity and a closed low-level circulation.[105] These storms typically form over warm ocean waters and are classified based on wind speeds. When sustained wind speeds reach 39 miles per hour (63 kilometers per hour), the system is referred to as a tropical storm, and when wind speeds exceed 74 miles per hour (119 kilometers per hour), it is classified as a hurricane (in the Atlantic and Northeast Pacific) or a typhoon (in the Northwest Pacific). Tropical cyclones can produce heavy rainfall, strong winds, and storm surges, significantly impacting coastal areas.

Several conditions are necessary for a tropical cyclone to develop: warm ocean waters (at least 80°F to a depth of about 150 feet), a rapidly cooling atmosphere with height, moist mid-level tropospheric air around 16,000 feet, a distance of at least 300 miles from the equator, a pre-existing near-surface disturbance, and low vertical wind shear (less than about 23 mph).[106] Warm water fuels the cyclone by allowing water vapor to rise and condense into clouds, releasing heat and drawing in more air, leading to strong winds. Once the cyclone's center (the "eye") moves over land, it weakens rapidly due to the loss of moisture and heat from the ocean.[107]

An atmospheric disturbance, such as easterly waves or the West African Disturbance Line (WADL), is also required for formation. The Tropical Upper Tropospheric Trough (TUTT) can also play a role, and remnants of a polar front can generate cyclones, particularly in the Gulf or Caribbean Sea during early or late hurricane season.[108] Figure 29 displays the anatomy of a tropical cyclone.

[105] National Oceanic and Atmospheric Administration, "What Is the difference Between a Hurricane and a Typhoon?," https://oceanservice.noaa.gov/facts/cyclone.html#:~:text=A%20tropical%20cyclone%20is%20a,cyclones%20are%20called%20tropical%20depressions.

[106] National Oceanic and Atmospheric Administration, "Tropical Cyclone Introduction," https://www.noaa.gov/jetstream/tropical/tropical-cyclone-introduction#:~:text=A%20tropical%20cyclone%20is%20a,and%20has%20an%20organized%20circulation.

[107] Ibid.

[108] National Oceanic and Atmospheric Administration, "Tropical Cyclone Introduction," https://www.noaa.gov/jetstream/tropical/tropical-cyclone-introduction#:~:text=A%20tropical%20cyclone%20is%20a,and%20has%20an%20organized%20circulation.

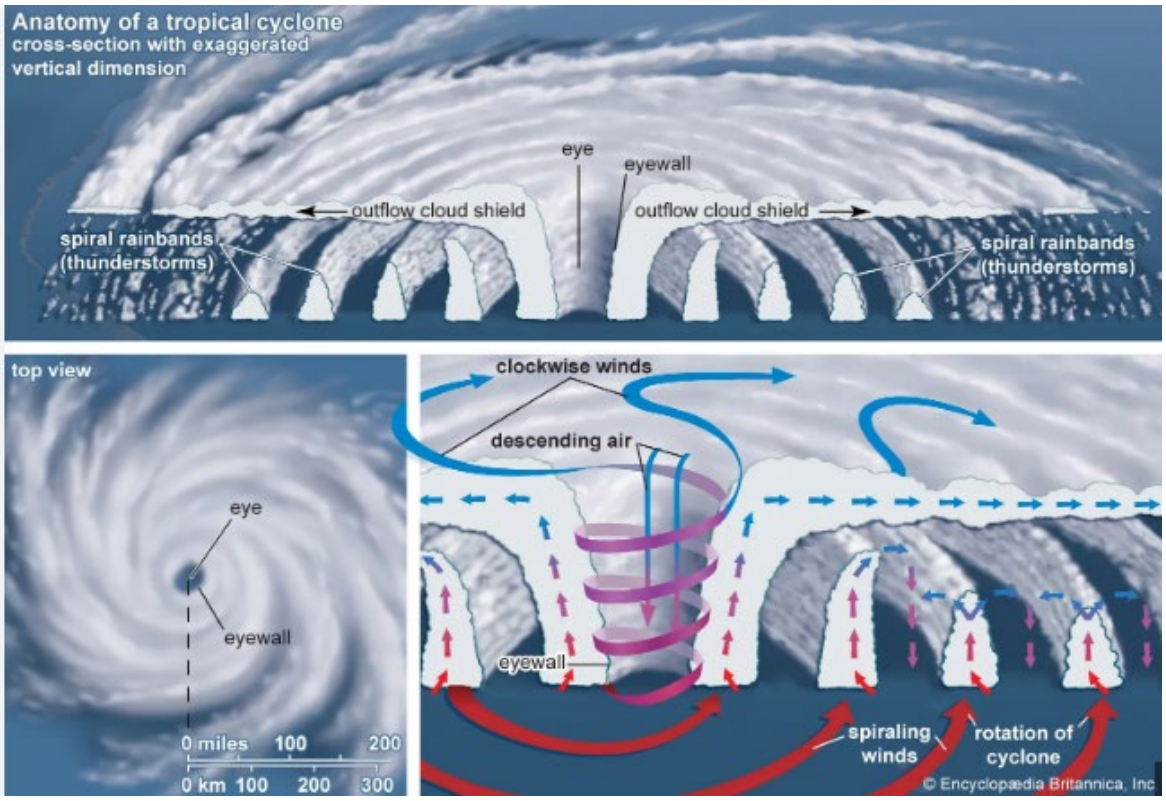


Figure 29: Anatomy of a Cyclone[109]

Location

Tropical cyclones can impact all of Sarasota County, especially along the coast. Areas like Siesta Key, Lido Key, Town of Longboat Key and the city of Sarasota are at risk for strong winds, heavy rain, and storm surges. The entire county is vulnerable to hurricane-force winds and flooding due to its location near the Gulf Coast.

North Port is somewhat protected from storm surges but can still have localized flooding. Sarasota is more exposed to tropical cyclones, facing risks from storm surges and high winds, similar to Venice. Longboat Key, an island, is extremely vulnerable due to its location along the Gulf Coast. Its low elevation increases flooding during severe weather, and dense development near the waterfront worsens the issue. Sarasota County Schools serve areas at risk of flooding, due to their location near the coast, which exposes them to severe storms from the Gulf. Many are built at low elevations, making them vulnerable to flooding.

Sarasota Memorial Hospital, near downtown, is at risk of storm surges and flooding due to its location along the Gulf as well as its low elevation. High winds and flying debris pose additional threats to its

[109] Encyclopedia Britannica, Inc., "Tropical Cyclone," https://www.britannica.com/science/tropical-cyclone.

infrastructure. The urban surroundings can worsen dangers, while access to the hospital may be delayed by flooded roads and power disruptions during storms. The Sarasota-Manatee Airport Authority oversees the airport, which is crucial for air travel and emergency transportation in the area. Its coastal location requires strict safety protocols during severe weather. High winds from cyclones can create safety hazards and damage facilities. Lastly, the Englewood Area Fire Control District serves communities at risk for flooding and wind damage from cyclones. It is vulnerable due to its coastal location and flat terrain, which can exacerbate flooding.

Extent

Tropical cyclones significantly threaten the Sarasota County planning area. One of the most critical effects of these storms is storm surge, which can lead to remarkable increases in water levels along the coast. Storm surge heights can vary widely depending on the cyclone's intensity, with inundation levels reaching anywhere from 4 to 10 feet or more in low-lying areas. This flooding can substantially damage homes, infrastructure, cut off access to utilities, transportation, emergency services and cause widespread disruption to local communities.[110]

Wind speed is another crucial factor to consider when assessing the impacts of tropical cyclones. With sustained winds ranging from 38 to over 74 mph or higher, depending on the storm's category, Sarasota County can experience significant wind-related damage.[111] Structures, trees, and power lines are particularly vulnerable during these events. Even moderate winds can lead to hazardous conditions, causing power outages and structural instability, especially in coastal areas where storm conditions can be exacerbated.

Coastal erosion is a further consequence of tropical cyclones, often resulting in long-term changes to the shoreline. The combination of strong winds and storm surges can erode beaches, reshape dunes, and damage waterfront properties, creating vulnerabilities for the environment and local infrastructure.[112]

Table 42 and Table 43 provide data on tropical cyclone wind speeds, hurricane wind speeds, and storm surge. The Saffir-Simpson Hurricane Wind Scale is a classification system that categorizes hurricanes based on their maximum sustained wind speeds. This scale ranges from Category 1 to Category 5, with each category indicating a different level of potential damage and wind intensity. This scale does not consider other potentially deadly hazards, such as storm surge, flooding from rainfall, and tornadoes.

[110] First Street, "Sarasota Flooding Risk," https://firststreet.org/city/sarasota/1264175_fsid/flood.

[111] National Hurricane Center, "Tropical Cyclone Climatology (Text)," https://www.nhc.noaa.gov/climo/?text#:~:text=Tropical%20Depression%3A%20A%20tropical%20cyclone,(64%20knots)%20or%20higher.

[112] USGS, "National Assessment of Hurricane-Induced Coastal Erosion Hazards: Mid-Atlantic Coast," https://pubs.usgs.gov/publication/ofr20131131.

Table 42: Tropical Cyclone Classifications[113]

Classification	Wind Speed
Tropical Depression	Maximum sustained winds of 38 mph or less
Tropical Storm	Maximum sustained winds of 39 to 73 mph
Hurricane	Maximum sustained winds of 74 mph or higher

Table 43: Saffir-Simpson Hurricane Wind Scale[114]

Category	Sustained Winds	Damage Types
1	74–95 mph	Very dangerous winds will produce some damage: Well-built frame homes may experience damage to their roofs, shingles, vinyl siding, and gutters. Large branches of trees can break, and shallow-rooted trees may be uprooted. Significant damage to power lines and poles is likely, which could lead to power outages lasting from a few days to several days.
2	96–110 mph	Extremely dangerous winds will cause extensive damage: Well-constructed frame homes can suffer significant roof and siding damage. Many trees with shallow roots may be snapped or uprooted, blocking many roads. Near-total power loss is anticipated, with outages lasting from several days to weeks.
3 (Major)	111–129 mph	Devastating damage will occur: Well-constructed framed homes may experience significant damage, including the loss of roof decking and gable ends. Many trees could be snapped or uprooted, blocking multiple roads. Electricity and water services may be unavailable for several days to weeks after the storm passes.
4 (Major)	130–156 mph	Catastrophic damage will occur: Well-constructed framed homes can suffer significant damage, potentially losing much of their roof structure and some exterior walls. Most trees will either be snapped or uprooted, and power poles will be downed. This will lead to isolation in residential areas due to fallen trees and downed power poles. Power outages may last for weeks and possibly even months. As a result, much of the area may be uninhabitable for an extended period.
5 (Major)	157 mph or higher	Catastrophic damage will occur: A significant number of framed homes are likely to be destroyed due to total roof failure and wall collapse. Fallen trees and power poles will isolate residential areas, leading to power outages that may last for weeks or even months. As

[113] National Hurricane Center, "Tropical Cyclone Climatology (Text)," https://www.nhc.noaa.gov/climo/?text#:~:text=They%20are%20classified%20as%20follows,(64%20knots)%20or%20higher.

[114] National Hurricane Center, "Saffir-Simpson Hurricane Wind Scale," https://www.nhc.noaa.gov/aboutsshws.php

114

Category	Sustained Winds	Damage Types
		a result, most of the region will be uninhabitable for an extended period, ranging from weeks to months

Storm surge is an abnormal rise in sea level that occurs during storms, such as hurricanes or tropical cyclones. This phenomenon is primarily driven by two major forces: the storm's intense winds, which push water toward the coastline, and the low atmospheric pressure accompanying the storm. As the winds blow, they create a pile-up of water, leading to elevated sea levels along the shores. This sudden increase in water can cause flooding and significant damage to coastal areas.

Several factors influence the severity of storm surge:[115]

- Storm intensity: Stronger winds will produce higher storm surges.
- Forward speed: Faster storms create higher surges at the coastline, while slower storms produce surges that reach further inland.
- Size (radius of maximum winds): A larger storm will generate a higher surge for two main reasons. First, the winds in a larger storm exert pressure on a more extensive ocean area. Second, the strong winds in a larger storm tend to impact an area longer than those in a smaller storm.
- The angle of approach: A storm that approaches the coast at a perpendicular angle is more likely to produce a higher storm surge than one that travels parallel to the coast or moves inland at an oblique angle.
- Width and slope of the ocean bottom: A wide, gently sloping continental shelf allows for a higher storm surge, while a narrow, steeply sloping shelf makes storm surge formation more difficult.
- The shape of the coastline and local features: Storm surge is typically higher when a storm makes landfall on a concave coastline, which curves inward (like Apalachee Bay in Florida), than on a convex coastline, which curves outward (such as the Outer Banks of North Carolina). In addition, storm surges are greatly influenced by local features and barriers that affect water flow.

Storm surge is only one factor contributing to rising water levels along the coast during a hurricane. Tides, wave setup, and freshwater flow also play significant roles in the overall increase, as shown in Figure 30.

[115] National Hurricane Center, "Storm Surge Overview," https://www.nhc.noaa.gov/surge/.

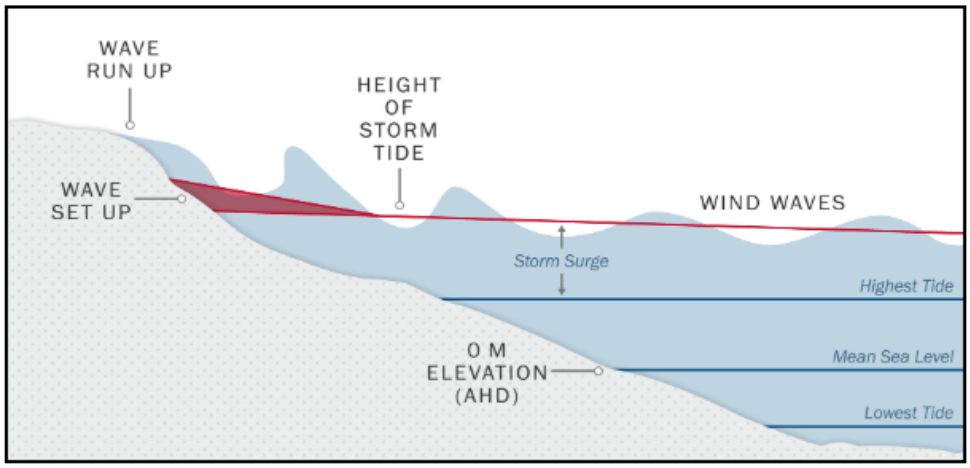


Figure 30: Sea Level, with Low and High Tide, and under Storm Conditions[116]

JURISDICTIONAL IMPACTS

Hazard impacts refer to the negative effects stemming from natural or human-induced events. Impacts include physical damage, human health concerns, and economic, environmental, and social impacts (see Table 44). Many jurisdictional impacts will be similar, with the exception of Sarasota Memorial Hospital and the Sarasota School District, which face unique challenges.

Table 44: Impacts of Tropical Cyclones/Hurricanes on the Jurisdictions

Participant	Impacts
Sarasota County, City of North Port, City of Sarasota, City of Venice, Town of Longboat Key, Sarasota Manatee Airport authority, Englewood Fire District, and Ringling Museum	• High winds • Flooding • Coastal erosion • Public health risks • Contamination of water supplies • Compromised essential services • Storm surge (with the exception of North Port, which is at a higher elevation and inland) • Wind damage • Water systems issues (stormwater and wastewater) • Economic disruption • Disruption of services • Public safety risks • Emergency response challenges • Environmental damage • Infrastructure strain

[116] Ibid.

Participant	Impacts
	• Long-term recovery challenges • Operational disruptions • Supply chain disruptions • Insurance and liability issues • Evacuation challenges
Sarasota Memorial Hospital	• Patient safety risks • Medical supply shortages • Infectious disease risks
Sarasota School District	• Lost instructional time

NATIONAL RISK INDEX

The National Risk Index (NRI) is a tool developed by the Federal Emergency Management Agency (FEMA) designed to evaluate and visualize the risk of natural hazards across the United States. It provides data and insights on 18 natural hazards. The index combines multiple factors, such as the probability of different hazard events, the vulnerability of communities, and potential impacts, to assess overall risks.

Sarasota County's hurricane risk profile includes an overall risk index score of 99.3, an expected annual loss also rated at 99.3, and a social vulnerability score of 41.22.[117]

The overall risk index score of 99.3 signifies a very high risk associated with hurricanes. This indicates Sarasota County is highly vulnerable to hurricane impacts, including wind damage, flooding, and secondary risks such as power outages. The expected annual loss being the same (99.3) suggests that the predicted economic impact of hurricanes on the county could be severe, leading to substantial annual financial losses.

With a social vulnerability score of 41.22, Sarasota County shows that a portion of its population may face challenges during and after hurricane events. This vulnerability could stem from various factors, including lower income levels, lack of access to transportation, and inadequate health resources. Understanding these vulnerabilities is crucial for local authorities and agencies to implement effective outreach and support programs aimed at at-risk communities, ensuring that they are better prepared and equipped to respond to hurricanes.

Sarasota County's high hurricane risk index and expected annual loss underscore the importance of comprehensive planning and preparedness. Local leaders should continue to prioritize strengthening community safety and recovery capabilities. Figure 31 shows the overall risk of hurricanes in Sarasota County.

[117] FEMA, "National Risk Index," https://hazards.fema.gov/nri/map.

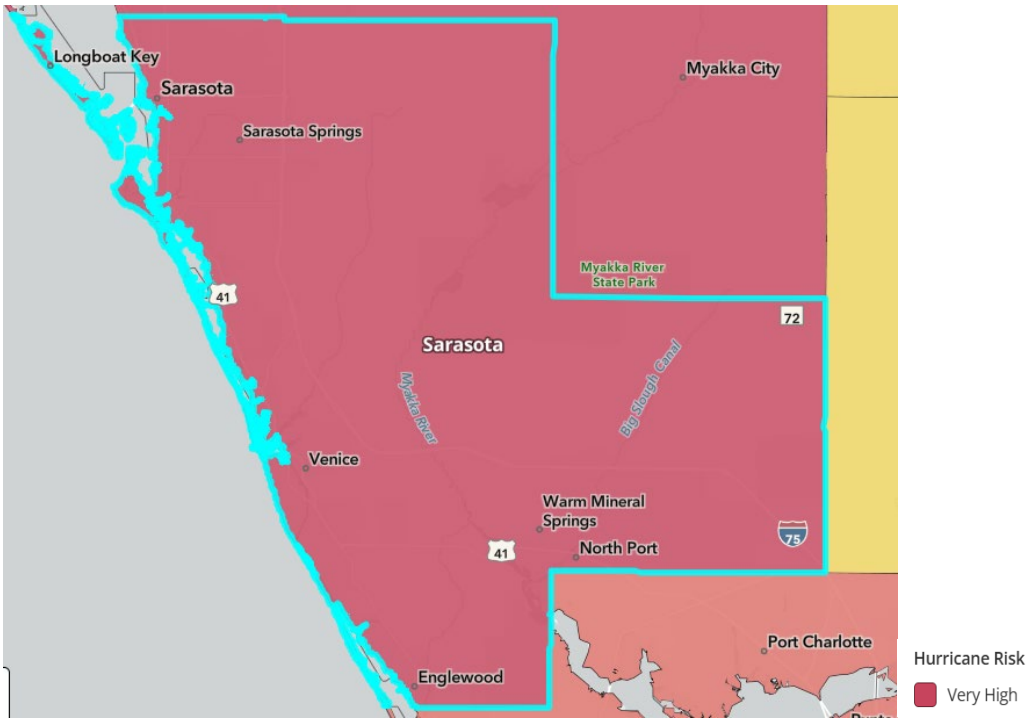


Figure 31: National Risk Index for Hurricanes[118]

Previous Occurrences (2019–2024)

The National Center for Environmental Information (NCEI) is a comprehensive resource that catalogs data on weather-related events, including tropical storms, hurricanes, tornadoes, floods, and more. It provides critical information that helps assess the frequency, intensity, and impact of severe weather events across the United States. The NCEI is maintained by the National Oceanic and Atmospheric Administration (NOAA).

According to the database, Sarasota County experienced 8 tropical storms and hurricane events between January 1, 2019, and December 30, 2024 (see Table 45). Table 46 provides information on FEMA-declared tropical cyclones which included Sarasota County during the same period.

[118] FEMA, "National Risk Index," https://hazards.fema.gov/nri/map#.

Table 45: Tropical Cyclones in Sarasota County, 2019–2024[119]

Date	Event	Deaths
11/11/2020	Tropical Storm Eta	0
7/6/2021	Tropical Storm Elsa	0
9/28/2022	Hurricane Ian	8
11/10/2022	Tropical Storm Nicole	0
8/30/2023	Tropical Storm Idalia	0
8/4/2024	Tropical Storm Debby	1
9/26/2024	Tropical Storm Helene	0
10/9/2024	Hurricane Milton	0

Table 46: FEMA Declared Disasters[120]

Declaration Date	Disaster Number	Type	Event
10/11/2024	4834	Major Disaster	Hurricane Milton
10/07/2024	3622	Emergency Declaration	Hurricane Milton
09/28/2024	4828	Major Disaster	Hurricane Helene
09/24/2024	3615	Emergency Declaration	Tropical Storm Helene
08/10/2024	4806	Major Disaster	Hurricane Debby
08/03/2024	3605	Emergency Declaration	Tropical Storm Debby
08/31/2023	4734	Major Disaster	Hurricane Idalia
08/28/2023	3596	Emergency Declaration	Tropical Storm Idalia
12/13/2022	4680	Major Disaster	Hurricane Nicole
11/08/2022	3587	Emergency Declaration	Tropical Storm Nicole
09/29/2022	4673	Major Disaster	Hurricane Ian
09/24/2022	3584	Emergency Declaration	Tropical Storm Ian
07/04/2021	3561	Emergency Declaration	Tropical Storm Elsa

[119] National Centers for Environmental Information, "Storm Events Database," https://www.ncdc.noaa.gov/stormevents/listevents.jsp?eventType=%28Z%29+Hurricane+%28Typhoon%29&eventType=%28Z%29+Tropical+Depression&eventType=%28Z%29+Tropical+Storm&beginDate_mm=01&beginDate_dd=01&beginDate_yyyy=2019&endDate_mm=12&endDate_dd=31&endDate_yyyy=2024&county=SARASOTA%3A115&hailfilter=0.00&tornfilter=0&windfilter=000&sort=DT&submitbutton=Search&statefips=12%2CFLORIDA.

[120] FEMA, "Disaster Declarations for States and Counties," https://www.fema.gov/data-visualization/disaster-declarations-states-and-counties

Declaration Date	Disaster Number	Type	Event
08/30/2019	3419	Emergency Declaration	Hurricane Dorian

- **Hurricane Milton:** Hurricane Milton was one of the most powerful hurricanes ever documented in the Atlantic basin, achieving Category 5 intensity on the Saffir-Simpson Hurricane Wind Scale. Hurricane Milton was the fifth most intense by central pressure at 897 millibars and tied for sixth most intense by wind speed at 180 mph. Uniquely, it followed an eastward trajectory across the Gulf before making landfall on the west coast of the Florida peninsula, which includes Sarasota County, as a Category 3 hurricane. This system caused considerable damage, particularly in the Sarasota and Tampa Bay regions.[121]

  In the city of Venice, officials reported that 19 structures were destroyed as of October 21. Additionally, 250 residences sustained major damage, 1,108 experienced minor damage, and a total of 1,896 homes were affected. City Building Official Derek Applegate stated that the estimated damage from Hurricane Milton amounted to $57.5 million.

  In Sarasota, the estimated damage to city facilities was between $7 million and $10 million.

  In North Port, 17 single-family homes and 45 manufactured homes sustained major damage due to Hurricane Milton.

  In Longboat Key, authorities estimated the damage from Hurricane Milton to be $11.2 million.

  For unincorporated Sarasota County, the preliminary damage estimate from Hurricane Helene was $305,712,894.[122]

Table 47: Number of Properties Damaged by Hurricane Milton, Sarasota County[123]

Number of Structures	Damage Categories
103	Destroyed
878	Major Damage
2,436	Minor
4,699	Affected

[121] NOAA, "National Hurricane Center Tropical Storm Cyclone Report," https://www.nhc.noaa.gov/data/tcr/AL142024_Milton.pdf.
[122] Business Observer, "Sarasota County Damage Estimate Over $440M from Hurricane Milton," https://www.businessobserverfl.com/news/2024/oct/18/sarasota-milton-damage-estimate/.
[123] Business Observer, "Sarasota County Damage Estimate Over $440M from Hurricane Milton," https://www.businessobserverfl.com/news/2024/oct/18/sarasota-milton-damage-estimate/.



Figure 32: Bayfront Park, Sarasota, After Hurricane Milton, 2024[124]

- **Hurricane Helene:** Hurricane Helene made landfall in the Florida Big Bend region as a Category 4 storm. In Sarasota County, the hurricane sent a 6-foot storm surge to the barrier islands, flooding thousands of homes in Sarasota County. Additionally, more than 410 people and pets were sheltered in Sarasota County evacuation shelters. [125] The estimated damage to residential and commercial properties from Hurricane Helene exceeded $1.1 billion, with 7,644 residential properties damaged.[126] Nationwide, Helene has been linked to at least 250 fatalities in the United States, including 176 direct deaths, marking it as the deadliest hurricane in the contiguous U.S. since Hurricane Katrina in 2005.[127] The estimated nationwide cost of Helene was $306,000,000.[128]
- **Hurricane Debby:** Hurricane Debby made landfall in Florida on August 5, 2024, as a Category 1 hurricane. Its eyewall passed approximately 100 miles offshore from Sarasota County before making landfall in the Big Bend region. Sustained winds of 46 mph, with gusts up to 64 mph, were recorded at the Sarasota Bradenton International Airport (SRQ).[144]

  In addition to high winds, the hurricane's outer bands stalled over the County, producing 16.98 inches of rainfall in less than 48 hours. Given this situation, the County experienced the highest rainfall in the state, and significant flooding occurred in the northern part of the County. Flooding occurred in both

[124] Herald-Tribune, "How Bad Was Hurricane Milton Damage in Sarasota? See Photos and Videos," https://www.heraldtribune.com/story/weather/hurricane/2024/10/11/sarasota-hurricane-milton-damage-photos-storm-florida/75632443007/.
[125] Sarasota County, "One Year Later: Sarasota County Recalls Impacts, Lessons Learned From Hurricane Helene," https://www.scgov.net/Home/Components/News/News/8217/23#:~:text=One%20Year%20Later:%20Sarasota%20County,5.

[126] "Sarasota County 2024 Hurricane Season After-Action Report," egenda.scgov.net.
[127] NOAA, "National Hurricane Center Tropical Cyclone Report," https://www.nhc.noaa.gov/data/tcr/AL092024_Helene.pdf

[128] Herald-Tribune, "Combined Losses from Helene and Milton to Eclipse $1 Billion in Sarasota, Manatee Counties," https://www.heraldtribune.com/story/news/local/sarasota/2024/10/21/helene-milton-damage-to-sarasota-manatee-near-hurricane-ians-cost/75713402007/

the floodplain—as predicted—and in some newer neighborhoods that had not previously experienced significant flooding in recent history. Impacts were compounded by the above-average rainy season.[144]

Hurricane Debby caused an estimated $57.9 million in damage to 1,047 residences and an estimated $49.7 million in public assistance costs to the County (e.g., emergency work, infrastructure repairs, and debris removal). Additionally, it resulted in the removal of more than 11,000 cubic yards of debris.[144]

- **Hurricane Idalia:** Hurricane Idalia began as a disturbance over the eastern Pacific and Central America around August 23. It moved northeast into the northwestern Caribbean Sea and organized. On August 26, at about 5 PM EDT, the National Hurricane Center identified a closed circulation, leading to a tropical depression.

  From August 26 to early August 28, Idalia slowly moved through the northwestern Caribbean Sea and became a tropical storm by Sunday morning. Early Monday, it turned northward, passed over Cuba, and quickly strengthened into a major hurricane on Tuesday. It made landfall near Keaton Beach, Florida, just before 8 AM EDT on Wednesday.

  Idalia's main impact was a significant storm surge along the Big Bend coast of Levy, Dixie, and Taylor counties, with surge levels reaching 7 to 12 feet. This was among the highest recorded since the 1993 Storm of the Century. If Idalia had made landfall at high tide, surge levels could have been 3 to 4 feet higher. Additionally, high winds and flooding caused damage inland into Georgia. The wind impacts were likely reduced due to an eyewall replacement cycle that weakened Idalia's inner core before landfall.[129] The estimated damages were $2.6 million.[130]

- **Hurricane Nicole:** Hurricane Nicole began forming on November 7th as a large low-pressure system started to show subtropical features. On November 8th, the system organized and became a Tropical Storm. By November 9th, Nicole had intensified into a Category 1 Hurricane after making landfall in the northern Bahamas. The storm then hit the Florida east coast near Vero Beach in the early morning on November 10th. It brought strong winds, heavy rain, and high surf to the east coast, which was still recovering from Hurricane Ian. West Central and Southwest Florida also experienced heavy rainfall and stronger winds from the storm.[131] The estimated costs from Nicole to the state of Florida were $481 million.[132]

- **Hurricane Ian:** Hurricane Ian hit southwestern Florida as a Category 4 storm on the Saffir-Simpson scale. It became one of the most devastating storms in Sarasota County's history. The storm caused billions of dollars in damage and tragically killed eight people. Almost every part of the County

[129] NOAA, "Hurricane Idalia Strikes the Florida Big Bend August 30, 2023," https://www.weather.gov/tae/HurricaneIdalia2023.

[130] Sarasota County, "News List," https://www.scgov.net/Home/Components/News/News/5494/23.

[131] NOAA, "Hurricane Nicole – November 2022," https://www.weather.gov/tbw/HurricaneNicole.

[132] Fox News, "Florida's Damages from Hurricane Nicole Will Cost Over $481 Million," https://www.foxnews.com/weather/floridas-damages-hurricane-nicole-cost-481-million.

experienced damage from severe storm surges, damaging winds, and historic flooding, but the City of North Port was hit particularly hard. Much of the City was flooded and the Holiday Park mobile home community was severely damaged. Seven of the eight deaths in the County occurred in North Port.[133] To fund housing reconstruction and recovery, the County launched the Resilient SRQ program, which continues to provide residents with support after major storms.[134] The overall estimated cost to Sarasota County was $2 billion.[135]

- **Hurricane Dorian:** On August 19, 2019, a tropical wave formed off the west coast of Africa and moved west. By August 24, it became a tropical depression and was named Tropical Storm Dorian the same day. Dry air slowed its organization for 24 hours.

  Dorian made landfall in Barbados with 45-knot winds on 27 August and continued over the Windward Islands, struggling due to the terrain. By 1530 UTC, it strengthened to a 65-knot hurricane near St. Croix, reaching 70 knots over St. Thomas.

  Dorian then followed a favorable west-northwest path, becoming a Category 3 hurricane by 30 August. It intensified into a Category 5 hurricane, making landfall at Elbow Cay, Great Abaco, on 1 September with winds of 160 knots. Dorian impacted Great Abaco for three days before landing near Grand Bahama Island on 2 September with winds of 155 knots, later dropping to 140 knots.

  A trough over the eastern U.S. influenced Dorian's north-northwest movement, keeping it east of Florida from 3 to 5 September. It weakened due to high shear but regained strength to a Category 3 as it crossed the Gulf Stream. Dorian made landfall at Cape Hatteras with 85-knot winds on 6 September, mostly affecting the waters in North Carolina. It then accelerated northeast, became a strong post-tropical cyclone on 7 September, and reached Nova Scotia, causing hurricane-force wind gusts. Dorian became fully extratropical by 8 September and was absorbed by a larger low by 9 September.[136]

- **Hurricane Elsa:** Elsa became the earliest fifth-named storm recorded by the end of the 2021 hurricane season. The storm significantly impacted the west coast of Florida, causing storm surge of 2 to 3 feet and bringing 6 to 10 inches of rain to parts of southwest Florida. In southern Sarasota and Charlotte Counties, streets flooded due to weeks of heavy rain, which was worsened by Elsa's

[133] Community Foundation of Sarasota County, "A Year after Hurricane Ian, Sarasota County Working on Long Term Recovery," October 3, 2023, https://www.cfsarasota.org/photo-album/A-year-after-Hurricane-Ian-Sarasota-County-working-on-long-term-recovery.
[134] Sarasota County, "Resilient SRQ," 2025, https://www.resilientsrq.net/housing-recovery.
[135] NOAA, "Storm Events Database," https://www.ncdc.noaa.gov/stormevents/listevents.jsp?eventType=%28Z%29+Hurricane+%28Typhoon%29&eventType=%28Z%29+Tropical+Storm&beginDate_mm=01&beginDate_dd=01&beginDate_yyyy=2019&endDate_mm=06&endDate_dd=03&endDate_yyyy=2025&county=SARASOTA%3A115&hailfilter=0.00&tornfilter=0&windfilter=000&sort=DT&submitbutton=Search&statefips=12%2CFLORIDA.
[136] NOAA, "National Hurricane Center Tropical Cyclone Report," https://www.nhc.noaa.gov/data/tcr/AL052019_Dorian.pdf.

additional rainfall. The storm made landfall as a Tropical Storm near Fish Creek, just north of Steinhatchee in Taylor County, at about 10:30 AM EDT on July 7.[137]

Probability of Future Conditions

The probability of future tropical cyclone events in Sarasota County is based on historical data, environmental factors, and climate models. Historical records provide insights into the frequency and intensity of past cyclones, establishing a baseline for future predictions.

According to the National Risk Index, Sarasota County has an annualized frequency value of 0.2 hurricanes and 3.7 coastal flooding events.[138] This means that, on average, there is a 20% chance (0.2) of experiencing a tropical cyclone or hurricane annually.

There is a higher likelihood of coastal flooding with an annualized frequency of 3.7 events per year.[139] This means there is about a 97.4% chance of experiencing at least one coastal flooding event in a year.

The probability of both a tropical cyclone and coastal flooding occurring in the same year is approximately 19.48%. The overall likelihood of either a tropical cyclone/hurricane or coastal flooding (or both) occurring in the future is about 97.92%, highly likely (high).

Vulnerability Assessment

Sarasota County is at significant risk from tropical cyclones due to its geographic location and extensive shoreline, which increases vulnerability to storm surges and flooding. Additionally, tropical cyclones are identified as the number one threat and as the most likely significant threat in the County's Threat and Hazard Identification and Risk Assessment.

Longboat Key's Island status limits evacuation routes and complicates emergency responses. Venice is vulnerable to flooding, particularly in its historic district. North Port is vulnerable to flooding in the low-lying, poorly draining areas, especially near the Myakka River and its tributaries. Sarasota Bradenton International Airports operations could be disrupted by high winds and flooding, making resilient infrastructure and evacuation plans crucial. Englewood Area Fire Control District could struggle to respond effectively during cyclones due to flooding and debris. Upgrades and community education on preparedness are a necessity. Sarasota County Schools need to ensure safety during storms, with well-developed evacuation protocols and buildings that meet strict hurricane standards. Sarasota Memorial Hospital must maintain operations during storms, requiring infrastructure and emergency contingency

[137] NOAA, "Hurricane Elsa – July 2021," https://www.weather.gov/tbw/HurricaneElsa#:~:text=Areas%20along%20the%20west%20coast,additional%20rainfall%20associated%20with%20Elsa.

[138] FEMA, "National Risk Index," https://hazards.fema.gov/nri/map#.
[139] Ibid.

plans. Although there are already measures in place to prepare for tropical cyclones, continued assessments and strategic improvements are essential.

IMPACTS TO ASSETS

Table 48 provides a summary of the impact of tropical cyclones/hurricanes, including the impact on the public, first responders, continuity of operations, property, infrastructure, environment, economic conditions, and public confidence, and the consequences of those impacts.

Table 48: Consequence Analysis of Tropical Cyclones

Area Affected	Consequences
Public	• Infrastructure Damage: Tropical cyclones can severely damage critical infrastructure, such as roads and bridges, disrupting transportation and emergency services, and leading to costly repairs. • Damage to Residential Property: Homes often face significant destruction from flooding and high winds, risking displacement for families and financial strain due to costly repairs and reduced property values. • Damage to Commercial Property: Businesses may experience substantial losses due to property damage and inventory loss, affecting revenue and potentially leading to layoffs, which hampers economic recovery. • Agricultural Losses: Farmers may suffer from crops and livestock damage due to flooding and high winds, impacting local food supply and agricultural economic stability. • Damage to Water Treatment Facilities and Sewage Systems: Storms can compromise water treatment and sewage systems, risking public health with contaminated water supplies and necessitating costly emergency fixes. • Disruptions of Utilities: Utilities like electricity, gas, and telecommunications are vulnerable to tropical cyclones, leading to service outages that affect households and businesses and complicate emergency response efforts.
First Responders	• Physical Damage to Specialized Equipment and Vehicles: Tropical cyclones can severely damage essential rescue vehicles and equipment, hindering emergency response efforts and leading to lengthy repair times and replacement costs. • Operational Challenges: The aftermath of a cyclone creates significant operational hurdles, such as navigating debris-laden roads and coordinating with various agencies, complicating effective rescue and recovery processes. • Increased Demand for Resources: The demand for personnel, equipment, and medical supplies skyrockets during and after a cyclone, often overwhelming existing resources and risking burnout among responders. • Communication Disruptions: Cyclones can disrupt communication networks, impeding timely information sharing and coordination among first responders, which can delay emergency responses. • Financial Strain: Repairing or replacing damaged equipment imposes a significant financial burden on emergency services, straining budgets and diverting funds from other essential community services.

Area Affected	Consequences
Continuity of Operations	• Infrastructure Damage: Cyclones can cause severe damage to critical infrastructure, leading to service disruptions and high repair costs, impacting community resilience. • Resource Allocation: Redirecting resources to cyclone response strains existing operations, reducing capacity in essential services and hindering daily functions. • Communication Disruptions: Damage to communication systems can impede coordination among emergency services and delay crucial information dissemination to the public. • Threats to First Responder Safety: The unpredictable nature of cyclones poses risks to first responders, resulting in injuries or absenteeism that can weaken emergency response capabilities. • Supply Chain Interruptions: Cyclones disrupt local supply chains, impacting the availability and cost of essential goods and complicating recovery efforts. • Economic Strain: The aftermath can create economic challenges, including business damage, loss of income, and increased recovery costs, affecting long-term community stability. • Public Distrust and Lack of Confidence: Poor management of disaster response may erode public trust in local authorities, leading to decreased community cooperation in future emergencies.
Property, Facility, and Infrastructure	• Property Damage: Tropical cyclones can cause severe damage to both residential and commercial properties, including structural damage from flooding and winds. • Infrastructure Damage: Roads and bridges may be compromised, with flooding and debris obstructing vital transportation routes and hindering emergency response. • Utility Services Damage: Power outages and compromised water supply systems can disrupt essential services for days or weeks, affecting residents and businesses. • Business Disruption: Many businesses experience income loss and operational shutdowns due to physical damage and utility outages, impacting the local economy. • Emergency Services Disruption: First responders may struggle to access affected areas, and demand for services can exceed available resources during widespread disasters. • Environmental Damage: Cyclones can lead to habitat destruction, erosion, and water quality issues, negatively impacting local ecosystems. • Insurance and Financial Implications: Increased claims on property insurance can raise costs and affect availability of coverage, placing financial burdens on policyholders and businesses during recovery.

Area Affected	Consequences
Environment	• Erosion: Erosion caused by storm surges and strong winds can result in the loss of land and infrastructure while weakening natural buffers like beaches and dunes. • Habitat Destruction: Cyclones can devastate habitats, destroying nesting areas and disrupting ecosystems, which displaces wildlife and threatens biodiversity. • Water Pollution: Floodwaters can carry pollutants from urban runoff into rivers and coastal areas, degrading water quality and harming aquatic life, which in turn impacts recreation and tourism. • Soil Degradation: Heavy rains can compact soil and wash away nutrient-rich topsoil, reducing agricultural productivity and altering natural nutrient cycling. • Freshwater Resource Contamination: Saltwater intrusion can compromise freshwater aquifers, threatening drinking water quality and availability for both humans and ecosystems. • Altered Ecosystems: The impact of cyclones can shift species dynamics and reduce ecosystem resilience, making them more vulnerable to future disturbances and climate change.
Economic Conditions	• Physical Damage: Cyclones cause extensive damage to infrastructure and homes, leading to substantial repair costs and safety hazards. • Business Interruption: Many businesses may close temporarily or permanently, disrupting local economies and supply chains, and limiting consumer access to essential goods and services. • Increased Insurance Costs: After a cyclone, insurance premiums often rise, straining budgets for residents and businesses, and potentially lowering property values. • Displacement of People: Residents may be forced to evacuate, leading to social issues like homelessness and stressing local resources and public services. • Agricultural Losses: Cyclones can devastate crops, resulting in food shortages and increased prices while threatening long-term agricultural productivity. • Job Losses: Business and agricultural disruptions can lead to significant job losses, increasing unemployment and reducing disposable income in the community. • Public Spending and Resource Reallocation: Local governments may need to divert funds to disaster response, straining budgets and potentially cutting essential services. • Long-term Economic Growth Delays: The cumulative impact of damage, job losses, and increased costs can hinder long-term economic growth and development, affecting investment and community progress.
Public Confidence	• Emergency Response Effectiveness: Delays or mishaps in emergency response can lead to frustration and distrust in local authorities. A well-coordinated and prompt response is crucial for maintaining public confidence. • Economic Impact: Tropical cyclones can disrupt local economies, causing job losses and lower property values. These economic strains may diminish trust in government, as residents feel their livelihoods are not protected, ultimately weakening community resilience.

Area Affected	Consequences
	• Communication and Misinformation: Effective and timely communication is critical during emergencies. Misinformation can lead to increased panic and skepticism toward officials. Clear communication strategies are crucial for maintaining public trust. • Community Preparedness: Unprepared communities experience heightened anxiety and frustration during crises. Access to preparedness resources is critical for building resilience and trust in local government. • Long-term Recovery: Slow or ineffective recovery can leave lasting impacts on a community's trust in local governance. Successful recovery efforts are essential for restoring public confidence and ensuring future stability.

IMPACT ON COMMUNITY LIFELINES

Tropical storms can profoundly disrupt several FEMA community lifelines. The Safety and Security lifeline may be compromised as emergency services struggle to respond to incidents due to hazardous conditions. The Food, Hydration, and Shelter lifeline is often affected when supply chains are interrupted, leading to food shortages and inadequate access to clean water and safe shelters. The health and medical lifeline can strain services, with hospitals overwhelmed and facing challenges in reaching those in urgent need of care. Hazardous Materials management becomes critical when such storms can lead to spills, posing public health and safety risks.

The energy lifeline faces significant damage to power infrastructure, leading to widespread outages that can last days or weeks, affecting homes, businesses, and emergency services. Fuel shortages can also happen due to transportation issues, complicating recovery efforts. Additionally, the communications lifeline suffers from network outages due to damaged infrastructure, complicating disaster response.

Tropical cyclones pose significant threats to water systems, mainly through infrastructure damage to treatment plants, distribution networks, and storage facilities. Flooding increases contamination risks, requiring widespread testing and remediation efforts. After a cyclone, the demand for clean water increases, straining already compromised systems, especially during power outages.

Finally, infrastructure systems face severe impacts, as flooding can wash out roads and bridges, hinder transportation, and limit access to essential services, while communication outages can further complicate emergency responses.

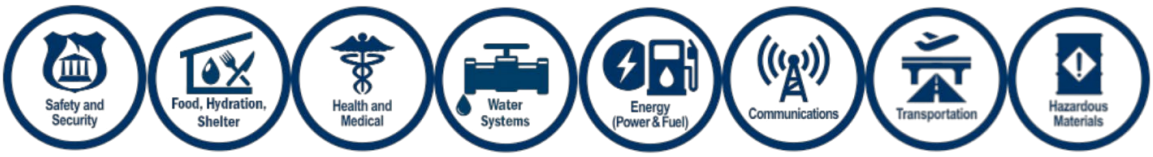


Figure 33: Federal Emergency Management Agency's Community Lifelines

Sarasota County and its municipalities have implemented various policies, building codes, and regulations to mitigate the impacts of tropical cyclones and enhance development resilience. A key component is adherence to the Florida Building Code, which requires buildings to be engineered to withstand high winds, ensuring safety during storms.

The Sarasota County Floodplain Management Ordinance and those of its municipalities enforce strict floodplain regulations that mandate flood risk assessments and require designs that elevate structures above predicted flood levels. The County's Comprehensive Plan promotes land use policies that encourage the preservation of natural buffers, like wetlands, which help absorb storm surges.

County and municipal emergency management plans are crucial for community preparedness, outlining evacuation routes and resource allocation during storms. The County also promotes sustainable development through green infrastructure practices that manage stormwater and reduce flooding risks.

The impacts of tropical cyclones on Sarasota County can be significant, particularly due to the region's coastal geography. Infrastructure may be vulnerable to wind, flooding, and storm surge. Structures built closer to the coast and waterways require prioritization in resilience planning.

The economic implications of tropical cyclones in highly developed areas can be severe. Increased property and infrastructure damage can lead to significant financial losses for homeowners and negatively impact local businesses and the broader economy. Rising insurance costs are another concern; as the perceived risk of damage from cyclones increases, insurance premiums may rise, making coverage less affordable and placing an additional financial strain on residents.

The county should continue identifying resilient and sustainable development strategies to mitigate impacts from tropical cyclones. It is important to note that as growth occurs and/or environmental conditions change, Sarasota County will assess those impacts to identify potential enhancements and implement mitigation actions to enhance resilience to tropical cyclones.

Wildland Fire

Definition

A wildfire is defined as an unplanned, unwanted fire that burns in a natural area, such as a forest, grassland, or prairie.[140] Fires that are intentionally ignited within legal guidelines are known as controlled burns or prescribed fires. These fires serve various ecological and land management purposes.[141] Wildfires, on the other hand, occur naturally or accidentally and can be classified into three primary types.

[140] National Oceanic and Atmospheric Administration, National Weather Service, "Wildfire," https://forecast.weather.gov/glossary.php?word=wildfire.
[141] U.S. Department of Agriculture Forest Service, *Wildfire, Wildlands, and People: Understanding and Preparing for Wildfire in the Wildland-Urban Interface* (General Technical Report RMRS-GTR-299) (January 2013), https://www.fs.usda.gov/rm/pubs/rmrs_gtr299.pdf

Ground fires burn through dense organic material accumulated on the forest floor and can extend deep into the soil. These fires are particularly destructive to root systems, peat layers, and compacted litter. Because they burn slowly, they can smolder beneath the surface for extended periods, sometimes lasting months. Surface fires, in contrast, consume fallen leaves, branches, and other vegetation in the underbrush of a forest.[142]

Surface fires are the most common type of wildfire, burning along the forest floor and consuming grasses, fallen leaves, pine needles, and other dead fuels. While generally less intense than crown fires, surface fires can still spread rapidly under dry and windy conditions, especially when fuel loads are high. These fires play an important ecological role in many forest systems by clearing underbrush and promoting new growth. However, when surface fires intensify, they can generate enough heat to ignite the lower branches of trees, potentially transitioning into more severe crown fires.

Crown fires, which burn through the tops of trees, are far less common but much more destructive. They may begin as surface fires before climbing into the canopy under the right conditions—typically in areas with dense, dry vegetation and strong winds. Passive crown fires depend on heat from the surface fire below, while active crown fires can sustain themselves independently once established. At their most extreme, crown fires can evolve into firestorms, generating intense convection currents and powerful winds that spread flames and embers across large areas. Though less frequent, these high-intensity events pose significant challenges for suppression and create severe risks to life, property, and ecosystems.

Location

Sarasota County, located along Florida's Gulf Coast, faces significant wildfire risks due to its climate, vegetation, and seasonal weather patterns. Dry conditions, combined with natural and human-caused ignition sources, contribute to frequent wildfire occurrences. Areas with dense vegetation—such as forests, grasslands, and conservation lands—are particularly vulnerable. Prolonged periods of drought and strong winds can intensify wildfire spread, increasing the potential for property damage and threats to public safety. Regions near Myakka River State Park and other natural reserves are at heightened risk due to the accumulation of dry fuels, including underbrush and dead vegetation. It is important to note that under Sarasota County's burn ban ordinance (Sarasota County Code Section 58-2), burn bans automatically go into effect countywide and prohibit almost all open burning when the Keetch-Byram Drought Index (KBDI) meets or exceeds 500. This policy applies to all of Sarasota County, except where municipal restrictions are in place. For example, in late 2024, due to elevated drought conditions, Sarasota County implemented the automatic burn ban on December 28. This precautionary measure remained in effect until March 4, 2025, when consistent rainfall led to improved conditions, allowing the ban to be lifted. These initiatives underscore Sarasota County's commitment to balancing ecological health with public safety, ensuring that both natural habitats and communities are protected from wildfire threats.

The City of North Port is particularly prone to wildfires, especially in areas near the Myakka River and Myakkahatchee Creek, where extensive natural lands provide ample fuel for fires. Residential areas west of

[142] D. C. Powell, "Estimating Crown Fire Susceptibility for Project Planning," *Fire Management Today* 70, no. 3 (2010): 12–17.

the Myakka River—including neighborhoods such as Wellen Park, Gran Paradiso, and Renaissance—are at risk due to their proximity to undeveloped wooded areas. Similarly, a good portion of North Port is located in the wildland-urban interface (WUI) where fire vulnerability exists—one reason being the large number of vegetative lots within the city. Urban expansion and an increase in construction activities can also lead to a higher likelihood of human-caused fires, further exacerbating the risk.

In the City of Sarasota, wildfire concerns stem from the presence of dry vegetation in conservation areas and parklands. Although coastal neighborhoods such as Lido Key and St. Armands are less likely to experience wildfires due to their proximity to water, inland areas near Phillippi Creek and Hudson Bayou are more susceptible.

The City of Venice, located along the Gulf Coast, is also vulnerable to wildfires, particularly in undeveloped areas and nature preserves surrounding residential communities. Conservation lands near Curry Creek, Hatchett Creek, and the Intracoastal Waterway can become fire-prone during extended dry seasons. Neighborhoods near Venice Beach, Roberts Bay, and Dona Bay may be affected by wildfires if strong winds push flames toward residential zones. The city actively implements fire mitigation strategies, including controlled burns and firebreak maintenance, to reduce the potential for large-scale wildfires.

Sarasota Memorial Hospital (SMH) has multiple campuses throughout the county, while the main SMH campus in the coastal area of Sarasota is not typically at risk of wildfires. The SMH North Port campus (SMH freestanding emergency room) is at a higher risk of wildfire due to its location within a WUI area. Additionally, areas surrounding the main SMH campus in Sarasota—such as the Hudson Bayou and Sarasota Bay—contain sections of undeveloped land where dry brush and vegetation could pose fire hazards during drought conditions. The hospital has taken preventive measures to ensure emergency preparedness, including fire-resistant landscaping, firebreaks, and coordinated evacuation plans in case of nearby wildfires.

The Englewood Fire District, covering areas in both Sarasota and Charlotte counties, faces wildfire threats due to its location near conservation lands and undeveloped regions. Communities such as Englewood and Rotonda West, along with areas near Lemon Bay, Forked Creek, and the Myakka River, have experienced wildfires in the past. Dry conditions, combined with high winds, can cause rapid fire spread, posing risks to both residential and commercial properties. Fire officials regularly update wildfire preparedness plans, implement controlled burns, and educate residents on fire prevention strategies to mitigate potential threats.

Extent

The Southern Group of State Foresters created the Southern Wildfire Risk Assessment Portal to increase awareness of wildfire threats among both the public and government agencies. This portal provides users with the ability to assess and identify regions that are most vulnerable to wildfires. By utilizing this tool, individuals and organizations can better understand the level of wildfire risk in specific areas and take necessary precautions. In addition, the portal assigns intensity levels to different locations, categorizing them based on their susceptibility to wildfires (Table 49). These classifications help in making informed decisions regarding fire prevention, preparedness, and response efforts.

Table 49: Southern Group of State Foresters Wildfire Risk Assessment Fire Intensity Scale[143]

Level	Definition
1	**Lowest Intensity:** Minimal direct wildfire impacts. Location has a minimal chance of being directly impacted by a wildfire.
2	**Low Intensity:** Small flames usually less than two feet long; small amount of very-short-range spotting possible. Fires are easy to suppress.
3	**Moderate Intensity:** Flames up to eight feet in length; short-range spotting is possible.
4	**High Intensity:** Large flames up to 30 feet in length; short-range spotting common; medium range spotting possible.
5	**Highest Intensity:** Very large flames up to 150 feet in length; profuse short-range spotting, frequent long-range spotting; strong fire induced winds.

Sarasota County experiences varying fire intensity levels, with inland areas facing moderate to high risk due to dense vegetation and forested regions (see Table 50). The City of North Port has a higher potential for wildfire intensity, as it is heavily forested and more susceptible to fire spread. In contrast, the City of Sarasota benefits from urban development and managed landscapes, which generally lead to lower fire intensity levels, although areas on the outskirts may still experience moderate fire risks. Similarly, the City of Venice has moderate wildfire intensity, as natural vegetation is interspersed with urban development, creating pockets of potential fire hazards. On the other hand, the Town of Longboat Key, as a barrier island, has limited wildland vegetation and, therefore, faces a low risk of intense wildfire activity. Understanding these variations in wildfire intensity helps inform local mitigation efforts and emergency preparedness strategies.

Table 50: Southern Group of State Foresters Wildfire Risk Assessment Fire Intensity Scale for Sarasota County

Jurisdiction	Potential Fire Intensity Level
Sarasota County	3 to 4: Moderate to High
City of North Port	4: High
City of Venice	3: Moderate

Besides the Southern Wildfire Risk Assessment Portal, the extent of wildfires is commonly measured using the metric of acres burned, which provides a quantifiable way to assess the severity and impact of fire events. Acres burned refers to the total land area affected by a wildfire, offering critical insight into the fire's spread, intensity, and potential damage to natural habitats, infrastructure, and communities.

[143] Southern Wildfire Assessment Portal, https://www.southernwildfirerisk.com/.

Between January 1 and March 9, 2025, Florida experienced 716 wildfires. 685 of these wildfires occurred on state lands and 31 on federal lands, collectively burning 13,035 acres.[144] Although specific data for Sarasota County and its jurisdictions during this period are limited, available information indicates that the county faced minimal wildfire activity. Notably, between February 2 and February 9, 2025, there were four fire alerts in Sarasota County. However, none were classified as high-confidence alerts, suggesting a lower risk of significant wildfires during that timeframe.[145] In response to changing conditions, Sarasota County implemented a burn ban on December 28, 2024, which was subsequently lifted on March 4, 2025, after the drought index fell below 500 for seven consecutive days.[146] These measures underscore the county's proactive approach to wildfire prevention and management, aiming to protect both natural resources and communities in its jurisdictions. Figure 34 displays the estimated fire danger in Florida as well as Sarasota County for the Week of March 11, 2025.

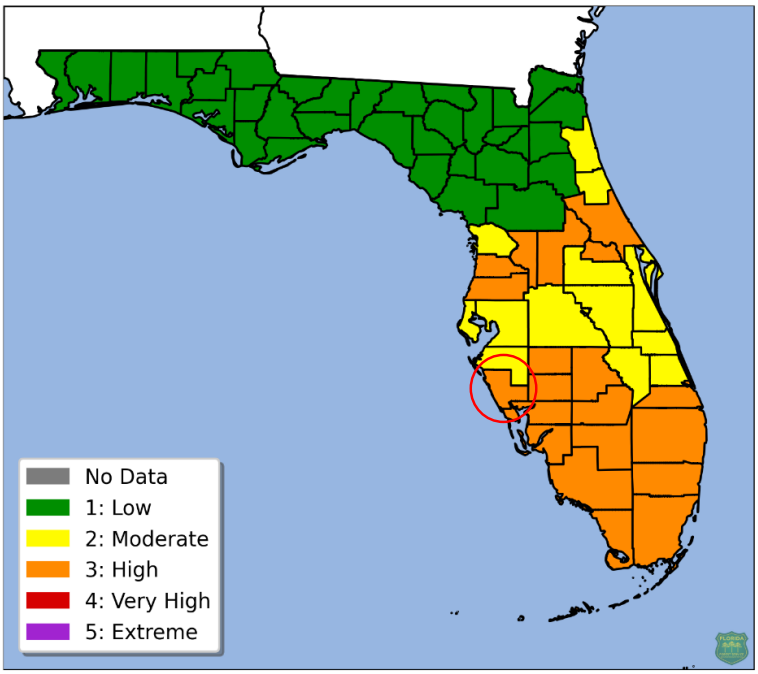


Figure 34: Estimated Fire Danger in Florida for the Week of March 11, 2025[147]

[144] Florida Department of Agriculture and Consumer Affairs, "Current Wildfire Information," https://www.fdacs.gov/Forest-Wildfire/Wildland-Fire/Current-Wildfire-Information.
[145] Global Forest Watch, "Sarasota, Florida, United States," https://www.globalforestwatch.org/dashboards/country/USA/10/58/?category=fires&map=eyJjYW5Cb3VuZCI6dHJ1ZX0%3D.
[146] Sarasota County, "Sarasota County Fire Department," https://www.scgov.net/government/emergency-services/fire-department-6090.
[147] Florida Department of Agriculture and Consumer Services, "Fire Danger Maps and Fire Danger Index (FDI) Report," https://fireweather.fdacs.gov/wx/fdi-report.html.

JURISDICTIONAL IMPACTS

Wildfire poses a significant threat to communities and infrastructure throughout Sarasota County, affecting both urban and rural areas. Factors such as prolonged drought conditions, the presence of WUI zones, and the region's natural vegetation contribute to wildfire susceptibility. Each jurisdiction faces unique challenges, from evacuation difficulties in barrier island communities to the need for enhanced emergency response and public safety measures.

Table 51 provides a detailed examination of how wildfires impact different municipalities and critical facilities in Sarasota County. The table highlights key concerns, including risks to infrastructure, air quality, emergency operations, and community preparedness. Understanding these localized challenges is essential for developing targeted mitigation strategies that improve wildfire resilience across the region.

Table 51: Impacts of Wildfires on Jurisdictions

Participant	Impacts
Sarasota County	• **Increased Wildfire Risk:** Approximately 53% of Sarasota County is classified as having moderate or higher wildfire hazard potential, indicating a substantial portion of the area is susceptible to wildfires. • **Burn Bans and Public Safety Measures:** In response to heightened fire risks, Sarasota County has implemented burn bans to mitigate potential wildfire occurrences. Residents are advised to adhere to these restrictions to prevent accidental fires.
City of North Port	• **Wildfire Susceptibility:** North Port, characterized by heavily forested areas, is at an elevated risk of wildfires, which can spread rapidly under favorable conditions. • **Drought Conditions:** Extended periods of drought increase wildfire likelihood, necessitating heightened vigilance and preparedness within the community.
City of Sarasota	• This jurisdiction has excluded wildland fire from its hazard mitigation planning process.
City of Venice	• **Vegetation Management:** Proper maintenance of vegetation is crucial in Venice to reduce available fuel for wildfires, thereby minimizing risk. • **Community Preparedness:** Engaging residents in wildfire preparedness programs enhances community resilience against fire hazards.
Town of Longboat Key	• This jurisdiction has excluded wildland fire from its hazard mitigation planning process.

Participant	Impacts
Sarasota Memorial Hospital	• **Operational Continuity:** Wildfires can disrupt hospital operations due to potential evacuations or infrastructure damage, underscoring the importance of comprehensive emergency preparedness plans. • **Patient Safety:** Ensuring the safety of patients during wildfire events is paramount, requiring detailed evacuation and shelter-in-place protocols.
Sarasota Manatee Airport Authority	• This jurisdiction has excluded wildland fire from its hazard mitigation planning process.
Englewood Fire District	• This jurisdiction has excluded wildland fire from its hazard mitigation planning process.
Sarasota County Schools	• County schools are located throughout the county in different locations; wildfires can disrupt school operations and cause safety concerns.

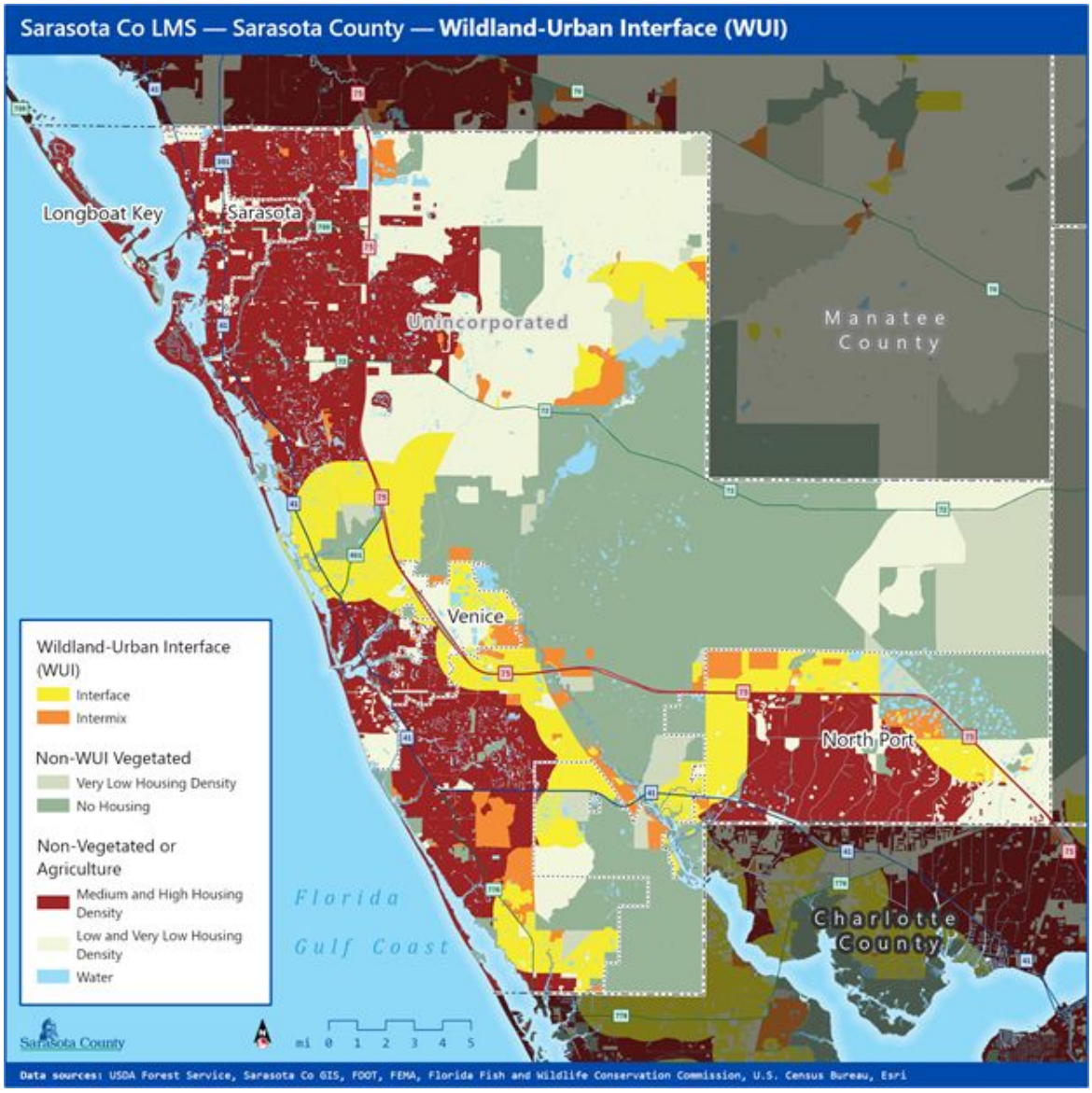


Figure 35: Wildland–Urban Interface Areas in Sarasota County

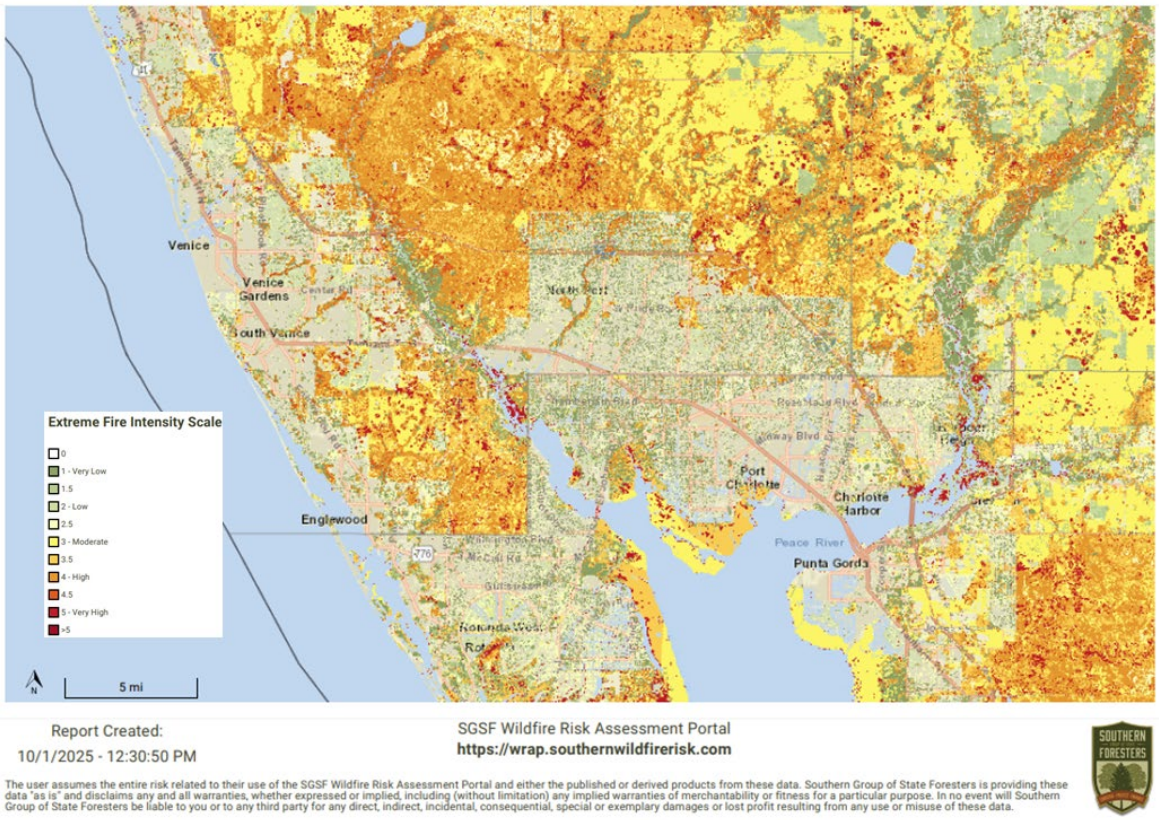


Figure 36: Extreme Fire Intensity Areas in the City of North Port

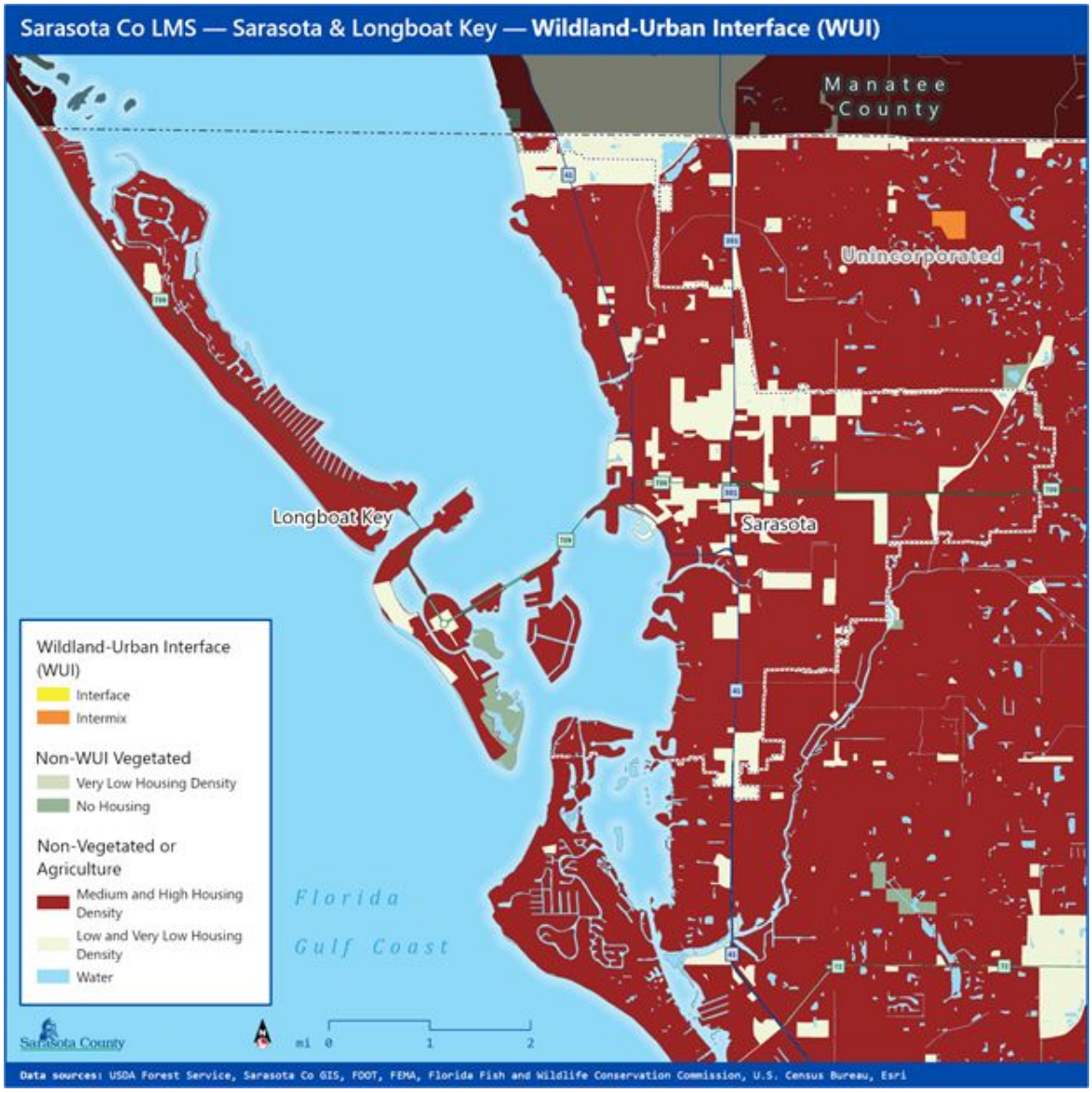


Figure 37: Wildland–Urban Interface Areas in the City of Sarasota and the Town of Longboat Key

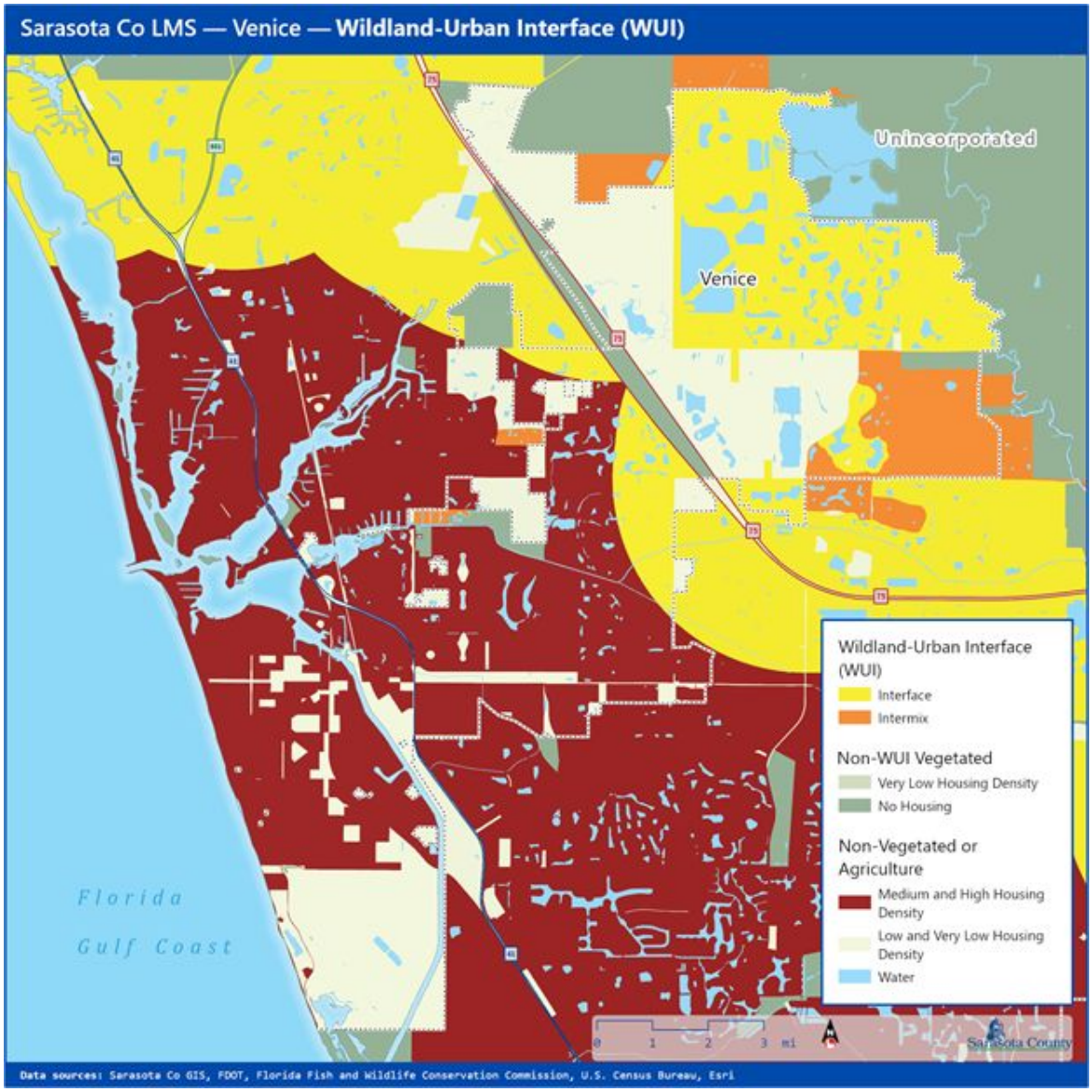


Figure 38: Wildland–Urban Interface Areas in the City of Venice

NATIONAL RISK INDEX

The National Risk Index (NRI) provides data on the expected annual losses and overall risk of individual hazards at the county level. Table 52 provides an overview of each category at the county level for the hazard of wildfires and Figure 39 provides a map demonstrating the risk of wildfires in the county.

Table 52: National Risk Index for Wildfires in Sarasota County

Expected Annual Losses	Overall Risk Rating
Relatively Moderate	Relatively Moderate



Figure 39: National Risk Index for Wildfires

Previous Occurrences (2019–2024)

Between 2019 and 2024, Sarasota County experienced various wildfire-related events, reflecting its proactive approach to fire management. The National Oceanic and Atmospheric Administration's Storm Event Database recorded a wildfire on May 22, 2020, in coastal Sarasota, with no reported deaths, injuries, property damage, or crop damage—attributed to Sarasota County's proactive wildfire mitigation approach efforts (see Table 53).

Table 53: Wildland Fires in Sarasota County, 2019–2024

Location	Date	Event	Deaths
Coastal Sarasota (Zone)	5/22/2020	Wildfire	0

Beyond this incident, Sarasota County has emphasized the importance of prescribed burns to maintain ecological balance and reduce wildfire risks. Annually, the county hosts "Fire Fest" at the Carlton Reserve, an event designed to educate the public about the benefits of controlled burns. For instance, Fire Fest 2024 was held on January 25, offering attendees insights into fire's role in Florida's ecosystems.

Probability of Future Conditions

The National Centers for Environmental Information Storm Events Database identified one wildfire occurrence within the boundaries of Sarasota County planning area since 1996. This results in an annual return rate (frequency) for periods of wildfire in the county of 0.04 (4% annual probability) or approximately 1 wildfire occurrence every 25 years. This provides a low probability ranking (see Table 54).

Table 54: Probability Ratings for the Local Mitigation Strategy Plan

2023 SHMP Probability Ranking	
High	1+ occurrences each year
Medium-High	One occurrence every 3 years
Medium	One occurrence every 5-7 years
Low	One occurrence every 10 years
Not Identified	Hazard Not Profiled

Sarasota County has experienced growth, leading to expanded development into previously undeveloped areas. This expansion increases the WUI, where human developments meet wildland vegetation, elevating the risk of wildfires impacting communities. Between 1990 and 2010, the WUI was the fastest-growing land use type in the United States, primarily due to new housing developments.

Approximately 63% of buildings in Sarasota are at risk of wildfire, though the risk level for these buildings is relatively low. However, the expansion of the WUI due to population growth and land use changes may increase this risk over time. The county's comprehensive land-use plans aim to address these challenges by integrating climate change projections and implementing strategies to mitigate wildfire risks. WUI growth and changing fire weather conditions suggest a projected increase in community wildfire risk for the residents of Sarasota County and the jurisdictions in the planning area.

Vulnerability Assessment

Sarasota County faces increased vulnerability to wildfires due to dry seasonal conditions and expanding WUI. The region is particularly susceptible to prolonged droughts, high temperatures, and strong winds, which create ideal conditions for fire ignition and spread. Many areas rely on natural vegetation buffers, firebreaks, and controlled burns to manage fuel loads, but during extreme droughts or high-risk fire

weather, these measures may be insufficient, leading to rapid fire expansion and property damage. Communities near forested areas, grasslands, and undeveloped lands are at heightened risk, particularly during dry seasons and periods of extreme heat. In addition, wildfire smoke can impact air quality, posing significant health risks to residents, especially those with respiratory conditions.

Beyond the immediate destruction caused by wildfires, secondary effects can have long-term consequences for residents and the local economy. Infrastructure damage—including burned utility poles, road closures, and damage to water supply systems—can disrupt essential services and emergency response efforts. Prolonged exposure to wildfire smoke and ash may lead to respiratory illnesses and other health concerns, increasing strain on local healthcare facilities. Businesses, especially those in tourism and outdoor recreation, may suffer economic losses due to park closures, air quality concerns, and damaged natural landscapes. Environmental impacts include soil degradation, loss of native vegetation, destruction of wildlife habitats, and increased runoff erosion, which can further threaten local ecosystems.

Severe or recurrent wildfires can also exacerbate social vulnerabilities by displacing residents, particularly those in high-risk fire zones who may lack financial resources for rebuilding and recovery. Psychological stress and economic burdens from repeated fire events can weaken community resilience and reduce confidence in wildfire prevention efforts. Sarasota County should continue to prioritize proactive wildfire mitigation strategies, which include improved land management, community preparedness programs, and stricter building regulations, to reduce long-term risks and enhance wildfire resilience. At the time of this publication, Sarasota County is actively working on a Community Wildland Protection Plan.

IMPACTS TO ASSETS

Table 55 outlines the effects of wildfire, detailing its impact on the public, first responders, continuity of operations, property, infrastructure, the environment, economic conditions, and public confidence. These impacts can occur across all participating jurisdictions within Sarasota County.

Table 55: Consequence Analysis of Wildfires

Area Affected	Consequences
Public	• **Housing:** Homes in wildfire-prone areas face a significant risk of destruction or severe damage from direct exposure to flames, intense heat, and falling embers. Even properties outside high-risk zones can suffer from smoke damage, poor air quality, and fire-driven embers igniting nearby structures. • **Casualties/Fatalities:** Wildfires pose a serious threat to human life, with risks including burns, smoke inhalation, and entrapment due to rapid fire spread. Limited evacuation routes, lack of early warnings, and unpredictable fire behavior increase the likelihood of casualties.

Area Affected	Consequences
	• **Work:** Businesses may experience prolonged closures due to fire damage, road closures, and utility disruptions. Smoke and air quality concerns can prevent employees from working, impacting local economies and business operations. • **Food/Water:** Wildfires can destroy crops, disrupt supply chains, and contaminate water sources with ash, debris, and chemical runoff. Emergency food and clean water supplies may be necessary until infrastructure is restored.
First Responders	• Wildfires place immense pressure on emergency personnel, requiring rapid evacuations, fire suppression efforts, and extensive coordination between agencies. In communities reliant on volunteer firefighters, available responders may be personally affected, reducing response capacity. Firefighters also face health risks from prolonged smoke exposure, extreme heat, and hazardous terrain. Mutual aid agreements allow reinforcements from neighboring regions.
Continuity of Operations	• The ability of government agencies to maintain essential services depends on the extent of fire damage. If municipal buildings, emergency operation centers, or communication systems are compromised, response and recovery efforts may be delayed. Continuity of Operations (COOP) plans are essential to ensuring that essential services remain functional.
Property, Facility, and Infrastructure	• **Structures:** Homes, businesses, and public buildings can suffer complete destruction or severe structural damage from intense heat, flames, and falling embers. Smoke and soot can even make non-burned buildings uninhabitable. • **Electricity:** Wildfires can destroy power lines, transformers, and substations, causing widespread outages. Damage to transmission infrastructure can take weeks to repair, especially in remote or heavily affected areas. • **Water Systems:** Heat and debris from wildfires can compromise water treatment facilities, reservoirs, and distribution systems. Power failures can halt water pumping stations, and ash contamination may render water supplies unsafe. • **Roads and Bridges:** Wildfires can damage roads by warping pavement, destroying guardrails, and weakening bridge structures. Falling trees, debris, and smoke can make routes impassable, delaying evacuations and emergency response efforts.
Environment	• Wildfire devastates ecosystems by destroying forests, grasslands, and wildlife habitats. Ash, debris, and chemicals from burned structures can contaminate rivers and lakes, affecting water quality. Soil destabilization increases the risk of landslides and erosion, particularly in mountainous or sloped areas. The loss of vegetation can also exacerbate future fire risks.
Economic Conditions	• Wildfires can have severe economic consequences, particularly for businesses reliant on tourism, agriculture, and local infrastructure. Extended closures, loss of inventory, and disrupted supply chains lead to financial instability. If major economic centers suffer damage, the financial impact may extend beyond local communities.
Public Confidence	• The effectiveness of wildfire response, containment efforts, and rebuilding initiatives directly impacts public trust in government agencies and emergency management teams. Delays in restoring power, reopening roads, or providing

Area Affected	Consequences
	financial aid can lead to frustration and reduced confidence in disaster preparedness and response.

IMPACT ON COMMUNITY LIFELINES

Wildfire poses a significant threat to FEMA's Community Lifelines in Sarasota County, disrupting essential services and infrastructure critical to public safety and well-being. Safety and Security, one of the core lifelines, is severely impacted as wildfires endanger lives, destroy homes, and force mass evacuations. First responders, including firefighters and law enforcement, face increased demands on resources and personnel as they work to contain fires and protect affected communities. Evacuation centers may become overwhelmed, and law enforcement must coordinate road closures and evacuation orders to ensure public safety.

Health and medical services are also at risk. Wildfires may compromise air quality, leading to respiratory issues, especially for vulnerable populations, such as the elderly and those with preexisting health conditions. Medical facilities may experience power outages, road access disruptions, or an influx of patients suffering from smoke inhalation and other fire-related injuries. Emergency medical services also may be delayed due to impassable roads or diverted resources.

The Energy lifeline is another critical area affected, as wildfires can damage power lines and substations, leading to widespread outages. Downed transmission lines and infrastructure destruction may take days or weeks to repair, leaving homes, businesses, and emergency response facilities without electricity. Loss of electricity can also compromise communication systems, water treatment plants, and residential wells, exacerbating the crisis. The City of North Port, in particular, relies on small residential wells for water, so when power is compromised, the City may need to use water tenders and pump trucks, further straining emergency services.

Transportation lifelines suffer as wildfires lead to road closures, bridge damage, and hazardous conditions that limit movement in the county. Key evacuation routes may become blocked by flames, fallen trees, or debris, delaying emergency response and evacuation efforts. Public transportation systems also may be disrupted, making it difficult for residents without personal vehicles to evacuate safely.

Communications infrastructure is another lifeline at risk, as wildfires can damage cell towers, fiber optic cables, and communication hubs. Emergency alerts and coordination efforts rely on stable communication networks, and any disruption can delay critical information from reaching the public and first responders. Limited connectivity can hinder emergency management efforts and complicate recovery operations.

The Food, Hydration, and Shelter lifeline is directly impacted as wildfires can destroy homes, displace residents, and disrupt local food supply chains. Agricultural losses due to fire damage can contribute to food shortages, while smoke and ash contamination may compromise local water sources. Shelters may struggle to accommodate displaced residents, and prolonged utility outages can affect access to clean drinking water and refrigeration for perishable food.

Finally, the Hazardous Materials lifeline can be compromised if wildfires spread to industrial sites, gas stations, or facilities storing hazardous chemicals. The release of toxic substances into the air, soil, or water can create long-term environmental and public health risks. Firefighters must also take extra precautions when battling blazes near such sites to prevent further hazards.

The cumulative impact of wildfires on these lifelines highlights the need for robust mitigation strategies, emergency preparedness, and coordinated response efforts in Sarasota County. Strengthening infrastructure, improving evacuation planning, and investing in fire-resistant construction and vegetation management are essential steps to minimize disruptions and protect the community from the devastating effects of wildfires.

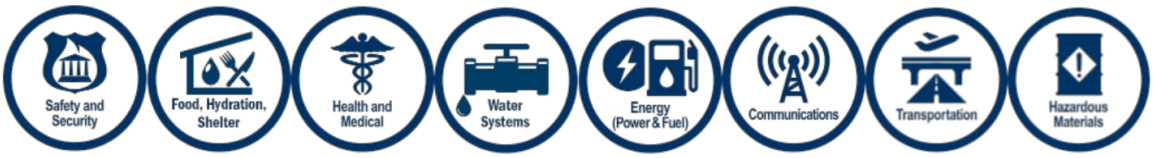


Figure 40: Federal Emergency Management Agency's Community Lifelines

Building codes and land development regulations in Sarasota County play a vital role in reducing wildfire risks by promoting fire-resistant construction and effective land management practices. Local building standards, zoning regulations, and fire safety requirements help minimize the potential damage from wildfires by enforcing defensible space guidelines, the use of fire-resistant materials, and proper vegetation management around structures.

Sarasota County follows Florida Fire Prevention Code (FFPC) standards and wildfire mitigation strategies recommended by the Florida Forest Service to enhance community resilience. Regulations require new developments in fire-prone areas to incorporate firebreaks, maintain safe distances between structures and flammable vegetation, and use ember-resistant building materials to reduce ignition risks.

Besides construction guidelines, Sarasota County enforces land-use policies that promote responsible landscaping and vegetation clearance to limit wildfire spread. Fire mitigation efforts include controlled burns, brush management, and emergency access requirements to ensure that first responders can effectively combat wildfires when they occur. Local municipalities, including the Cities of Sarasota, North Port, and Venice and the Town of Longboat Key, work alongside fire officials to implement and enforce these safety measures.

By maintaining strict fire prevention codes and proactive land management practices, Sarasota County reduces the overall risk of wildfires to homes and infrastructure. These regulations not only protect lives and property but also help lower insurance costs for residents by reducing fire hazards.

The county should continue identifying resilient and sustainable development strategies to mitigate impacts from wildland fires. It is important to note that as growth occurs and/or environmental conditions change, Sarasota County will assess those impacts to identify potential enhancements and implement mitigation actions to enhance resilience to wildland fires.

Winter Weather

Definition

A winter weather event is an incident such as snow, sleet, ice, or cold temperatures affecting public safety, transportation, or commerce. These events typically occur during the climatological winter season, from October 15 to April 15.[148] Florida's winter months generally last from December to February, with the peak of cold temperatures occurring in January.[149]

Typically, winter weather in Florida is characterized by the following:

- **Cold Temperatures:** Extended periods of low temperatures that may result in frost or freeze.
- **Precipitation:** Snowfall is rare but can happen in some northern regions, while sleet and freezing rain can be more common.
- **Wind Chill:** The combination of wind and cold temperatures leading to an identified temperature drop, which can affect safety and health.

Frost is water vapor that solidifies, typically forming on surfaces such as cars, windows, and plants. It occurs when air temperatures drop below 36 degrees Fahrenheit (°F), but are greater than 32°F, the wind is calm, and there is enough moisture in the air.[150]

A freeze occurs when the temperature several feet above the ground drops to 32°F or lower. This can happen when a cold air mass moves into an area. A hard freeze is defined as a temperature that falls below 28°F.[151]

Location

Florida does not experience winter weather as severely as northern states, but it faces winter weather impacts almost yearly. Northern Florida is more often impacted by winter storms and freezing events than

[148] National Oceanic and Atmospheric Administration, "National Weather Service Expanded Winter Weather Terminology," https://www.weather.gov/bgm/winterterms#:~:text=A%20winter%20weather%20event%20is,October%2015%20and%20April%2015.

[149] Florida Today, "Is Winter Over in Florida? Will It Get Cold Again and When Does Spring Start?," https://www.floridatoday.com/story/news/2024/01/24/florida-weather-cold-weather-spring-heat/72335460007/

[150] Florida Division of Emergency Management, "Winter Weather Hazard Profile," https://flshmp-floridadisaster.hub.arcgis.com/pages/winter-weather.

[151] University of Illinois Urbana-Champaign, "What's the Difference Between a Frost and a Freeze?," https://extension.illinois.edu/blogs/all-about-weather/2024-10-04-whats-difference-between-frost-and-freeze.

southwest Florida. However, southwest Florida can still experience freeze events, as indicated in the historical section below.[152]

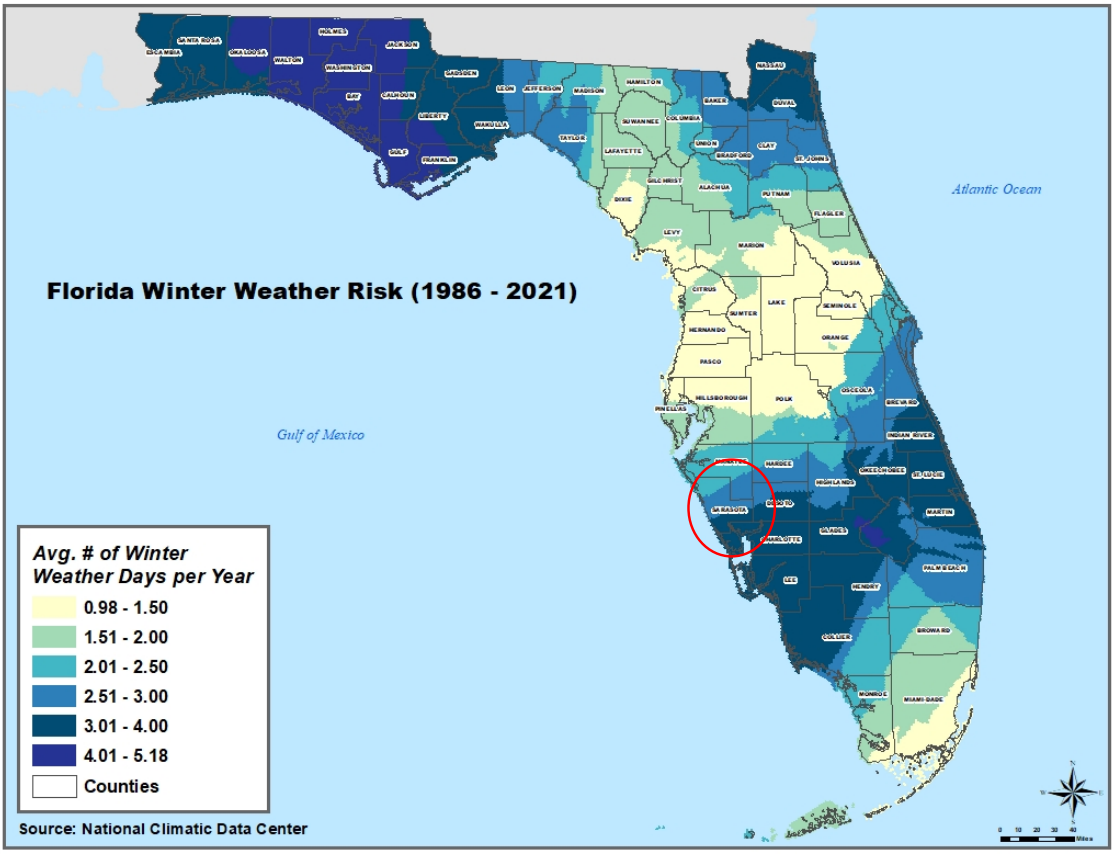


Figure 41: Winter Weather Risk in Florida[153]

[152] Florida Division of Emergency Management, "Winter Weather Hazard Profile," https://flshmp-floridadisaster.hub.arcgis.com/pages/winter-weather.
[153] Ibid.

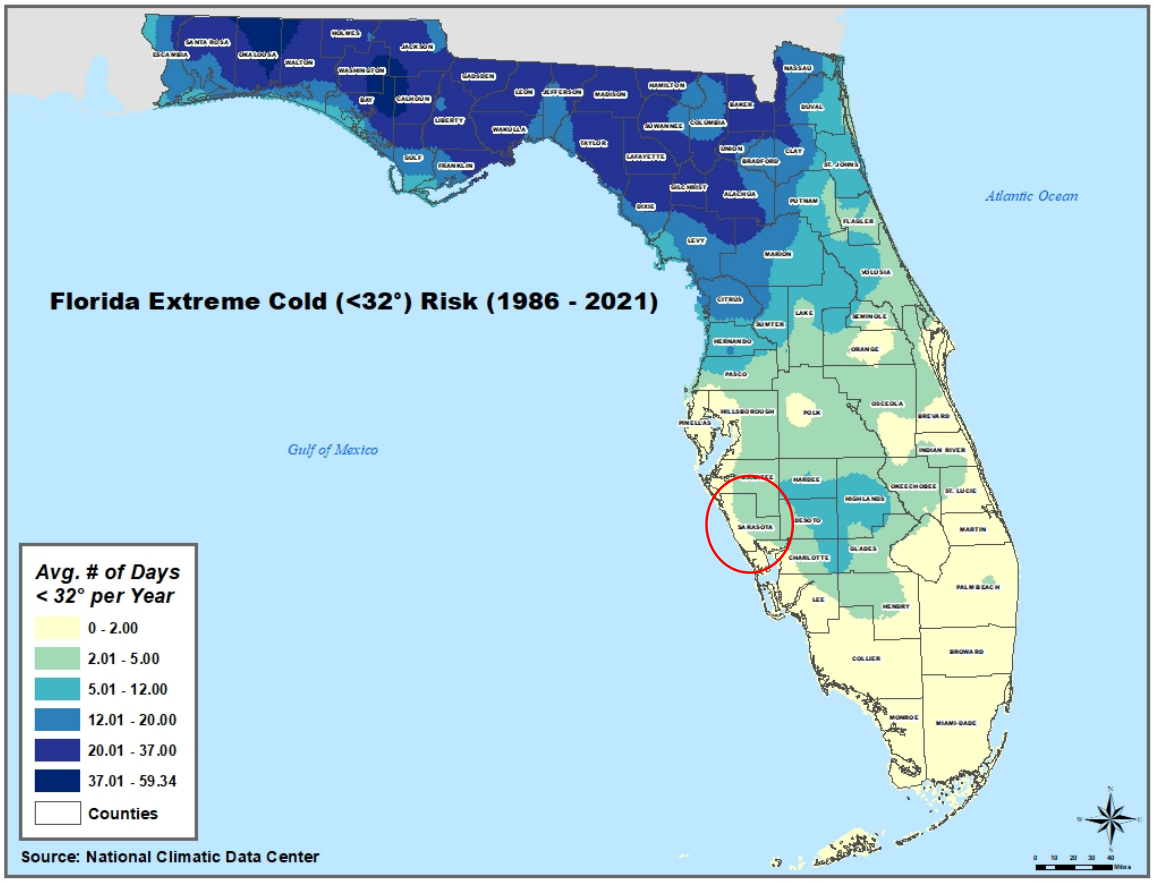


Figure 42: Extreme Cold Risk in Florida[154]

The jurisdictions within the planning area generally face similar overall risks related to winter weather and freezing temperatures. However, certain areas in Sarasota County face slightly elevated risks for winter weather conditions due to their unique geographic and environmental factors. For example, the areas of North Port and Venice can see colder temperatures due to their lower elevations and open land. These two factors allow cold air to settle overnight, leading to freezing conditions. Additionally, areas near creeks, wetlands, or drainage basins can be colder due to the collection of cold air in low spots.

Coastal areas are generally warmer due to Florida's Gulf Coast; however, strong cold fronts can still cause freezing temperatures inland. In these areas, communities with few trees or more open land can cool off quickly during the night, which can lead to freeze events during very cold weather.

[154] Ibid.

Extent

Winter weather can be evaluated through weather data, population information, and its impact on a community. The following tools can help jurisdictions evaluate their risks.

When strong winds and cold temperatures combine, the human skin loses heat more quickly; this is called wind chill. Wind chill can make it feel much colder outside than the actual temperature. In regions that are not used to winter weather, temperatures near freezing are often regarded as "cold stress."[155]

Figure 43 shows how wind chills affect the risk of frostbite at different air temperatures and wind speeds. Various hues indicate the risk of frostbite, pinpointing the conditions (temperature, wind speed, and duration of exposure) that can lead to frostbite. Each shaded area on the chart shows the maximum time a person can be exposed to these conditions before frostbite occurs.

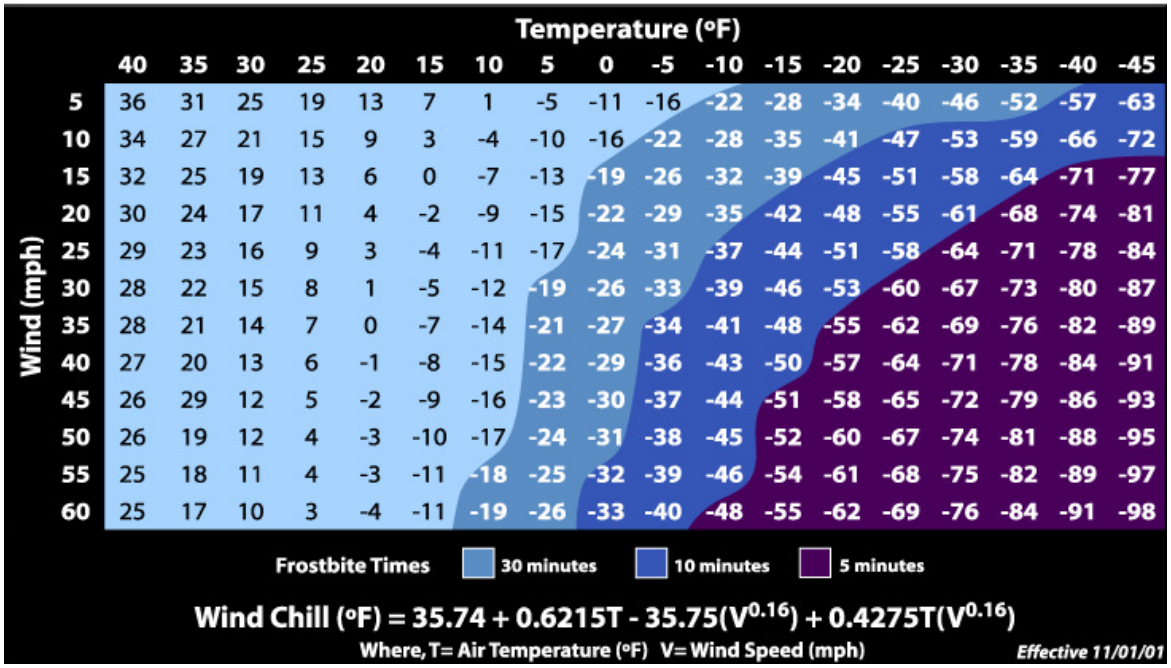


Figure 43: Wind Chill Chart[156]

[155] U.S. Department of Labor, "Winter Weather," https://www.osha.gov/winter-weather/cold-stress#:~:text=In%20regions%20that%20are%20not,heat%20loss%20from%20the%20body.

[156] National Oceanic and Atmospheric Administration, "Understanding Wind Chill," https://www.weather.gov/safety/cold-wind-chill-chart.

The Winter Storm Severity Index (WSSI) provides information on the severity of winter precipitation, such as snow and ice, and its potential impacts on society. The storms are then categorized from minor to extreme (Table 56).[157]

Table 56: Winter Storm Severity Index Chart[158]

Impacts	Potential Winter Storm Impacts
Minor	• Expect a few inconveniences to daily life. › Winter driving conditions. Use caution while driving.
Moderate	• Expect disruptions to daily life. › Hazardous driving conditions. Use extra caution while driving. › Closure and disruptions to infrastructure may occur.
Major	• Expect considerable disruptions to daily life. › Dangerous or impossible driving conditions. Avoid travel if possible. › Widespread closures and disruptions to infrastructure may occur.
Extreme	• Expect substantial disruptions to daily life. › Extremely dangerous or impossible driving conditions. Travel is not advised. › Extensive and widespread closures and disruptions to infrastructure may occur. › Life-saving actions may be needed.

JURISDICTIONAL IMPACTS

Hazard impacts refer to the harmful effects of natural or human-induced events. Impacts include physical damage, human health concerns, and economic, environmental, and social impacts. Table 57 provides a detailed breakdown of how different municipalities and key facilities in Sarasota County are affected by winter weather.

Table 57: Impacts of Winter Weather on the Jurisdictions

Participant	Impacts
Sarasota County	• Agricultural impacts • Infrastructure impacts • Hypothermia and frostbite • Increased insurance claims • Decreased tourism

[157] National Oceanic and Atmospheric Administration, "Winter Storm Severity Index (WSSI)," https://www.weather.gov/ict/WSSI_Overview#:~:text=The%20purpose%20of%20the%20Winter,its%20potential%20related%20societal%20impacts.

[158] National Oceanic and Atmospheric Administration, "The Winter Storm Severity Index," https://www.wpc.ncep.noaa.gov/wwd/wssi/wssi.php.

Participant	Impacts
	• Ecosystem disruption • Community disruption • Emergency services strain
City of North Port	• Agricultural impacts • Infrastructure impacts • Hypothermia and frostbite • Business disruptions • Ecosystem disruption • Plant life disruption • Emergency services disruptions and delays
City of Sarasota	• This jurisdiction has excluded winter weather from its hazard mitigation planning process.
City of Venice	• Agricultural impacts • Infrastructure impacts • Cold-related illnesses • Business closures • Increased heating costs • Increased insurance claims • Ecosystem disruptions • Water supply risks • Community displacement • Emergency services strain
Town of Longboat Key	• This jurisdiction has excluded winter weather from its hazard mitigation planning process.
Sarasota Memorial Hospital	• Structural damage • Utility failures • Equipment malfunction • Increased patient volume • Loss of revenue • Insurance claims • Waste management issues • Impact on local resources • Community support strain
Sarasota Manatee Airport Authority	• This jurisdiction has excluded winter weather from its hazard mitigation planning process.
Englewood Fire District	• This jurisdiction has excluded winter weather from its hazard mitigation planning process.
Sarasota County Schools	• Classroom disruptions • Health concerns due to cold exposure and inappropriate clothing

Participant	Impacts
	• Transportation issues • Closures
Ringling Museum	• Ringling Museum has excluded winter weather from its hazard mitigation planning process.

NATIONAL RISK INDEX

The National Risk Index (NRI) is a tool developed by the Federal Emergency Management Agency (FEMA) designed to evaluate and visualize the risk of natural hazards across the United States. It provides data and insights on 18 hazards. The index combines multiple factors, such as the probability of different hazard events, the vulnerability of communities, and potential impacts, to assess overall risks.

Sarasota County's ice storm and winter weather risk profile shows an overall risk index score of 0. However, the cold wave risk score is relatively high at 94.8. The expected annual loss is also rated as relatively high at 98.61, and the county has a relatively high social vulnerability score of 41.22.[159]

The expected annual loss rate of 98.61 stresses the potential financial burden that cold waves could have on Sarasota County. This elevated rate suggests that the county may experience substantial annual losses, affecting property values and increasing costs for emergency services and disaster response.

The relatively high social vulnerability score of 41.22 suggests that many residents might not have the resources or support systems needed to handle extreme cold events. This vulnerability may be due to an aging population, income differences, and inadequate access to medical care and heating resources. Figure 44 shows the overall risk for cold waves in Sarasota County.

[159] FEMA, "National Risk Index," https://hazards.fema.gov/nri/map.

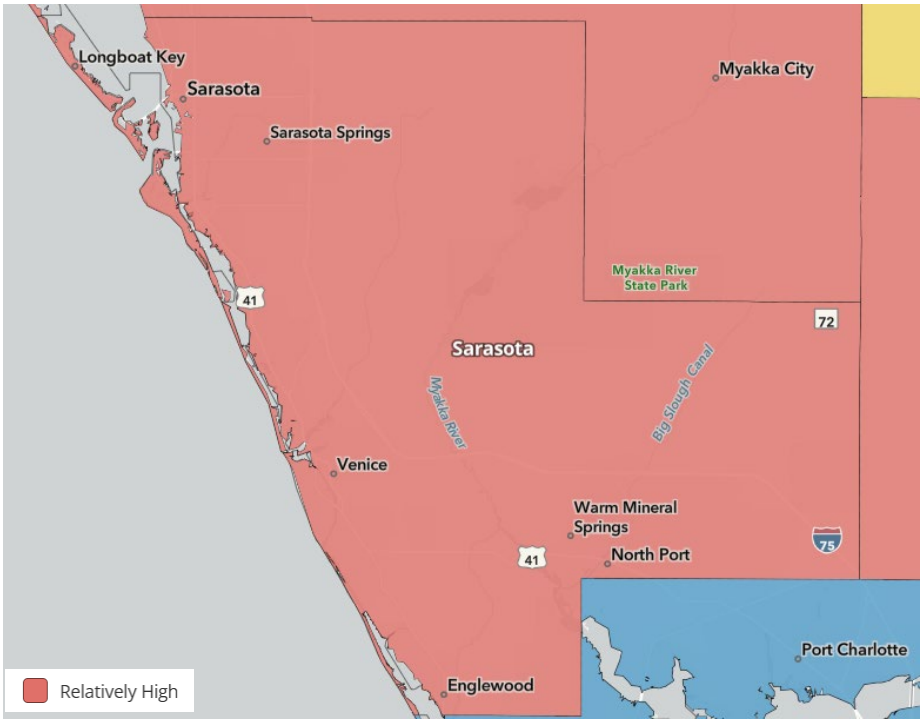


Figure 44: Risk of Cold Waves in Sarasota County[160]

Previous Occurrences (2019–2024)

The National Center for Environmental Information (NCEI) is a comprehensive resource that catalogs data on weather-related events, including winter weather events. It provides critical information that helps assess the frequency, intensity, and impact of severe weather events across the United States. The NCEI is maintained by the National Oceanic and Atmospheric Administration (NOAA).[161]

According to the NCEI's Storm Events Database, Sarasota County experienced zero cold/wind chill, extreme cold/wind chill, freezing fog, frost/freeze, heavy snow, ice storm, winter storm, or winter weather events between January 1, 2019, and December 30, 2024. Table 58 and Table 59 display additional historical winter weather events in Sarasota County.

Table 58: Historical FEMA Disaster Declarations[162]

Declaration Date	Disaster Number	Event
02/05/2001	1359	Severe freeze

[160] FEMA, "National Risk Index," https://hazards.fema.gov/nri/map#.
[161] National Oceanic and Atmospheric Administration, "Storm Events Database," https://www.ncdc.noaa.gov/stormevents/.
[162] FEMA, "Disaster Declarations for States and Counties," https://www.fema.gov/data-visualization/disaster-declarations-states-and-counties.

Declaration Date	Disaster Number	Event
01/15/1990	851	Severe freeze
01/31/1977	526	Severe winter weather

Table 59: Historical Winter Weather Events in Sarasota County

Location	Date	Event	Extent
Sarasota	1/25/2025	Frost[163]	—
Sarasota	12/23/1989	Sleet[164]	0.5"
Sarasota Bradenton	2/05/1996	Cold[165]	24°F
Sarasota Bradenton	12/27/1983	Cold	24°F
Sarasota Bradenton	12/26/1983	Cold	20°F
Sarasota Bradenton	12/25/1983	Cold	22°F
Sarasota Bradenton	1/13/1981	Cold	23°F
Sarasota Bradenton	1/21/1971	Cold	24°F
Sarasota Bradenton	12/13/1962	Cold	24°F
Sarasota Bradenton	12/13/1957	Cold	24°F
Sarasota Bradenton	1/29/1940	Cold	23°F
Sarasota Bradenton	1/12/1927	Cold	24°F
Sarasota Bradenton	2/04/2017	Cold	21°F

[163] Suncoast News Network, "Bird Baths Turned to Ice Amid Extreme Cold in Sarasota," https://www.snntv.com/sarasota/bird-baths-turned-to-ice-amid-extreme-cold-in-sarasota/.
[164] National Oceanic and Atmospheric Administration, "Christmas Snowstorm December 23, 1989," https://www.weather.gov/mhx/Dec231989EventReview#:~:text=Snow%20fell%20in%20Tampa%20and,a%20Sarasota%20to%20Melbourne%20line.

[165] Herald-Tribune, "What's the Coldest It's Ever Been in Sarasota Bradenton? Here Are the Top 5 Coldest Dates," https://www.heraldtribune.com/story/news/local/2025/01/23/whats-the-coldest-its-ever-been-in-sarasota-bradenton/77878703007/.

Probability of Future Conditions

Sarasota County's ice storm and winter weather risk profile shows an overall risk index score of 0. Cold waves, however, are possible, but determining the future probability of cold waves occurring in Sarasota County and the other jurisdictions included in the planning area is complicated. Though northern Florida is more often impacted by winter storms and freezing events than southern Florida, the jurisdictions within the planning area generally face similar overall risks related to winter weather and freezing temperatures.

However, certain areas in Sarasota County face slightly elevated risks for winter weather conditions due to their unique geographic and environmental factors. For example, areas such as North Port and Venice can experience colder temperatures due to their lower elevations and open land. These two factors enable cold air to settle overnight, resulting in freezing conditions. Additionally, areas near creeks, wetlands, or drainage basins can be colder due to the collection of cold air in low spots.

This probability is affected by a multitude of factors, including historical data, environmental conditions, and climate models. An annual frequency value of 0.2 indicates that, historically, cold waves have occurred approximately 20% of the time in any given year.[166] While the historical frequency provides a baseline probability of 20%, the actual future likelihood of cold waves may be higher or lower, depending on local weather patterns. The range of intensities, should a winter storm occur, could be anywhere from minor to extreme.

Vulnerability Assessment

Sarasota County and the other jurisdictions in the planning area usually have mild winters, but it can still face challenges from winter weather. Though winter storms that include ice accumulation and freezing temperatures are rare, when they do occur, they can disrupt daily life. Government-owned facilities and assets are vulnerable to winter weather, but not as much as other areas of the United States. Some buildings in Sarasota County may not have reliable heating systems, which may be unable to handle freezing temperatures. This could lead to freezing pipes that burst and disrupt the water supply. Florida's agricultural community may be susceptible to freezes, and vulnerable populations may additionally be at risk. Light ice can create slippery roads, increasing the risk of accidents and delaying emergency responses. Freezing temperatures can damage crops, affecting food supplies. Aging adults and those with disabilities may struggle with health issues, while lower-income and homeless individuals may not have enough resources to deal with cold temperatures.

IMPACTS TO ASSETS

Table 60 provides a summary of the effects of winter weather. It discusses the impact on the public, first responders, continuity of operations, property, infrastructure, the environment, economic conditions,

[166] FEMA, "National Risk Index, Sarasota County, Florida" https://hazards.fema.gov/nri/report/viewer?dataLOD=Counties&dataIDs=C12115.

public confidence, and the consequences of these impacts. These impacts would apply to all the jurisdictions in the planning area.

Table 60: Consequence Analysis of Winter Weather

Area Impacted	Consequences
Public	• **Infrastructure Damage:** Winter weather can significantly damage roads and bridges, leading to costly repairs that strain local budgets and increase accident risks due to icy conditions. • **Water Utilities:** Frozen pipes can disrupt water service and create contamination issues. Increased demand for water during cold spells can challenge local utilities' capacity. • **Public Safety:** Severe winter conditions pose risks of slips and falls and can lead to hypothermia for vulnerable populations, placing additional demands on emergency responders. • **Agriculture Impact:** Frost can damage crops and livestock, adversely affecting local farmers and altering market conditions, which can have economic repercussions. • **Emergency Services Strain:** Winter weather can overwhelm emergency services with increased call volumes, leading to longer response times and resource challenges. • **Tourism Effects:** Harsh winter conditions may deter visitors, reducing revenue for local businesses and impacting outdoor recreational activities essential to tourism. • **Housing and Community Services:** Severe weather can lead to increased heating costs and potential property damage, putting extra pressure on community services to support those in need.
First Responders	• **Equipment and Vehicle Performance:** Adverse winter conditions can affect vehicle traction, braking, and equipment reliability. Regular maintenance and appropriate winter preparations are essential to ensure readiness. • **Increased Call Volume:** Winter weather often leads to a rise in emergency calls, including those related to traffic accidents and hypothermia cases. Efficient triage and resource allocation are necessary to handle this increase while maintaining response quality. • **Public Safety Education:** Educating the community on winter safety, including proper clothing and heating safety, can help mitigate risks and reduce call volumes. • **Health Hazards:** Cold temperatures can increase health risks, including heart issues and respiratory problems. • **Community Resources:** Access to shelters and warming centers is vital during winter storms. Coordinating with local agencies and utilizing community volunteers can enhance support for those in need. • **Ineffective Communication:** Winter weather can disrupt communication channels. Using multiple information-sharing methods, like social media and emergency alerts, can help maintain clear communication with the public.

Area Impacted	Consequences
	• **Training and Preparedness:** Regular training focused on winter scenarios is essential for equipping first responders to handle unique challenges. Conducting drills and enhancing preparedness plans can improve overall response effectiveness.
Continuity of Operations	• **Infrastructure Integrity:** Winter weather can cause significant damage to roads, bridges, and utilities, requiring regular inspections and maintenance to ensure resilience. • **Safety Hazards:** Icy conditions increase the risk of accidents and injuries, necessitating effective emergency response and public safety measures. • **Transportation Disruptions:** Severe weather can lead to delays and blocked routes, affecting daily commutes and supply chains, highlighting the need for contingency planning. • **Agricultural Impact:** Frost and freezing temperatures can damage crops, impacting local agriculture and the economy, prompting the need for protective measures. • **Energy Demand:** Cold temperatures typically increase energy usage, which can strain power grids and raise costs, emphasizing the importance of energy conservation. • **Tourism Drop:** Harsh winter conditions can deter visitors, negatively affecting local businesses.
Property, Facility, and Infrastructure	• **Property Damage:** Winter weather can cause significant damage to properties, including roof collapses, burst pipes, and damage to outdoor structures. This results in costly repairs for homeowners and businesses. • **Infrastructure Challenges:** Severe winter conditions can disrupt transportation, leading to icy roads and impaired visibility. Utilities may face increased demand and potential outages, complicating maintenance efforts and public safety. • **Economic Impact:** The economic repercussions include financial losses from property damage and business interruptions. Disruptions in infrastructure can deter tourism and hinder economic activity, affecting community resilience and growth.
Environment	• **Infrastructure Damage:** Winter weather in Sarasota County can cause significant damage to roads, bridges, and public utilities, leading to increased maintenance costs and potential service disruptions. • **Impact on Vegetation:** Frost and freezing temperatures can harm sensitive plant species, disrupt growth and flowering patterns, and negatively affect local ecosystems. • **Wildlife Disruption:** Severe winter conditions can interfere with wildlife habitats, alter migration and breeding behaviors, and impact predator-prey dynamics, leading to a decline in biodiversity. • **Water Quality Issues:** Cold weather can increase runoff, introducing pollutants into water bodies and disrupting aquatic ecosystems, which affects both recreational activities and water supply.

Area Impacted	Consequences
	• **Economic Effects:** The costs of infrastructure repairs decreased agricultural yields, and a potential decline in winter tourism can significantly strain the local economy and government budgets. • **Energy Demand:** Increased reliance on heating during cold weather results in higher energy demand, which can stress local energy infrastructure and lead to higher costs for residents and businesses.
Economic Conditions	• **Tourism Decline:** Sarasota's economy relies heavily on winter tourism. Severe weather can deter visitors, impacting local businesses like hotels and restaurants and reducing tax revenue that supports public services and infrastructure. • **Agriculture Damage:** Winter weather can harm local crops, particularly citrus and vegetables, leading to decreased yields and increased costs for farmers. This can strain the agricultural sector and affect food supply chains. • **Real Estate Value Decline**: Adverse weather conditions can drive down property values as buyers become wary of potential damage. This decline impacts homeowners and can hinder local economic growth in construction and related industries. • **Infrastructure Costs:** Harsh winter weather leads to increased maintenance and repair costs for local infrastructure, such as roads and utilities. This strain on budgets can hinder essential services and future investments. • **Increased Insurance Claims:** Property damage due to winter weather results in higher insurance claims, leading to increased premiums for residents and businesses. This financial burden can reduce disposable income and consumer spending. • **Fluctuation of Local Employment:** Employment in tourism and agriculture can fluctuate significantly due to winter weather impacts, leading to job instability. This uncertainty affects household income and overall community economic health.
Public Confidence	• **Infrastructure Strain:** Winter conditions can weaken roads, public transportation, and utilities. Issues like icy roads can disrupt traffic and emergency services, raising concerns about the community's preparedness and reliability of infrastructure. • **Economic Factors:** Winter weather can negatively affect local businesses through reduced customer traffic and operational delays, leading to financial losses. Deterred tourism can also impact the local economy, diminishing public confidence in Sarasota as a stable business environment. • **Public Health and Safety:** The risks associated with winter weather include increased accidents and health issues, especially for vulnerable populations. Concerns grow if residents feel that adequate safety measures and emergency responses are lacking. • **Communication and Response Delays:** Delays in conveying crucial information during winter events can lead to confusion and anxiety among residents. Ineffective communication can undermine trust in local authorities and their ability to handle emergencies, highlighting the need for better crisis management.

IMPACT ON COMMUNITY LIFELINES

Winter weather may have some effects on FEMA Community Lifelines in Sarasota County and nearby areas, particularly during occasional cold snaps or winter storms. Key areas such as safety, food supply, health services, and transportation could face minor disruptions.

In a semi-tropical climate, winter events can occasionally create icy conditions that might slightly delay response times for law enforcement and first responders. This could result in challenges in addressing emergencies. Some disruption in food and hydration supplies might happen as residents prepare for unusual weather conditions.

Although freezing temperatures are not common in the area, the occasional frost can lead to minor plumbing issues, such as a burst pipe, causing temporary water shortages. Heating resources might be somewhat strained during sudden cold spells, and some residents could seek alternative shelter if their homes become uncomfortably cold.

Health and medical services may experience slight impacts if medical facilities are forced to close due to winter weather or if emergency services are delayed on icy roads. Water systems could encounter minor issues during colder temperatures, particularly if there are small breaks in lines.

Power systems might see occasional outages from fallen branches or trees under ice, and while the electrical grid may experience higher demand during colder spells, significant blackouts are unlikely. Transportation services, including public transit and airports, may experience some delays or cancellations due to icy conditions, but these disruptions are expected to be manageable.

It is important to note that as growth occurs and/or environmental conditions change, Sarasota County will assess those impacts to identify potential enhancements and implement mitigation actions to enhance resilience to winter weather.

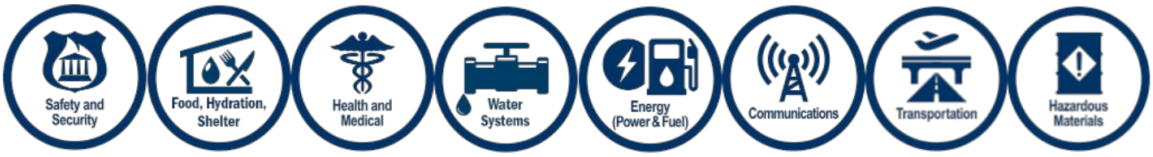


Figure 45: Federal Emergency Management Agency's Community Lifelines

Capability Assessment

Local mitigation capabilities are essential for reducing the impact of hazards on communities. Local authorities can effectively mitigate hazards by leveraging existing authorities, policies, programs, and resources. The planning partners of Sarasota County performed an assessment of their capabilities for implementing hazard mitigation actions. This involved considering how various capabilities could be expanded or improved upon. By completing this assessment, it is intended that all participating jurisdictions will be able to select the mitigation actions that are most effective and feasible for them to complete. The capability assessment used a multi-faceted approach, including the following for each jurisdiction:

- **Planning and Regulatory Capabilities**: The plans, policies, codes, and ordinances that prevent and reduce the impacts of hazards.
- **Administrative and Technical Capabilities**: The staff, skills, and tools that can help carry out mitigation actions.
- **Financial Capabilities**: Evaluating county or city-specific capabilities, state and federal resources, and funding from participating agencies and organizations to determine what projects are feasible given their costs.
- **Education and Outreach Capabilities:** Programs and methods that promote awareness through a whole-community approach to encourage and facilitate risk reduction and promote resilience.

Planning and Regulatory Capabilities

Sarasota County and its participating jurisdictions have several plans and policies in place that guide and support the development of mitigation actions in the most hazard-prone areas. Table 61 summarizes the planning capabilities, including all available plans in the planning area that prevent and reduce the impacts of hazards. As reflected below, while the larger and unincorporated jurisdictions of Sarasota County tend to all have a General Plan, there is much variation in each jurisdiction's plan capabilities.

Table 61: Planning Capabilities of Participants of the Mitigation Strategy Plan

Plan	Sarasota County	North Port	City of Sarasota	Venice	Longboat Key	Sarasota Memorial Hospital	Sarasota Manatee Airport Authority	Sarasota County Schools	Englewood Fire District	Ringling Museum
General Plan	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
Recovery Plan	No	Yes	No	No	Yes	Yes	No	Yes	No	No

Plan	Sarasota County	North Port	City of Sarasota	Venice	Longboat Key	Sarasota Memorial Hospital	Sarasota Manatee Airport Authority	Sarasota County Schools	Englewood Fire District	Ringling Museum
Capital Improvement Plan	No	Yes	Yes	Yes	Yes	No	No	Yes	Yes	No
Climate Change Adaptation Plan	Yes	Yes	Yes	No	Yes	No	No	No	No	No
Shoreline Management Plan	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Community Wildfire Protection Plan	No	Yes	No	Yes	No	No	No	No	No	No
Economic Development Plan	No	Yes	No	No	No	Yes	No	No	No	No
Land Use Plan	No	Yes	Yes	Yes	Yes	No	No	No	No	No
Local Emergency Operations Plan	Yes	Yes	No	Yes	Yes	Yes	Yes	No	No	Yes
Stormwater Management Plan	Yes	Yes	No	Yes	No	No	No	No	No	No
Transportation Plan	No	Yes	Yes	Yes	No	No	No	No	No	No
Floodplain Management Plan	Yes	Yes	Yes	Yes	No	No	No	No	No	No
Substantial Damage Plan	No	Yes	No	Yes	No	No	No	No	No	No
Debris Management Plan	No	Yes	No	Yes	Yes	No	No	No	No	No
Resiliency Adaptation Plan	Yes	No	Yes	Yes	Yes	No	No	No	No	No
Severe Weather Plan	Yes	Yes	Yes	Yes	No	Yes	No	No	No	No

Table 62 summarizes the policies, codes, and ordinances present in Sarasota County and its participating jurisdictions. These policies, codes, and ordinances can be used to support mitigation strategies. As reflected, individual municipalities include most of the listed policies, codes, and ordinances. However, the smaller participants—the hospital, airport, schools, museum, and fire district—do not have many available codes.

Table 62: Regulations and Ordinances of the Participants of the Mitigation Strategy Plan

Plan	Sarasota County	North Port	City of Sarasota	Venice	Longboat Key	Sarasota Memorial Hospital	Sarasota Manatee Airport Authority	Sarasota County Schools	Englewood Fire District	Ringling Museum
Building Code	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Flood Insurance Rate Maps	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Floodplain Ordinance	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Subdivision Ordinance	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Zoning Ordinance	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Natural Hazard Specific Ordinance (Stormwater, Steep Slope, Wildfire)	Yes	Yes	Yes	No	Yes	No	No	No	No	No
Acquisition of Land for Open Space and Public Recreation Use	Yes	Yes	Yes	No	Yes	No	No	No	No	No
Prohibition of Building in At-Risk Areas	Yes	No	Yes	No	No	No	No	No	No	No

Administrative and Technical Capabilities

Sarasota County and its participating jurisdictions have several staff members and tools that contribute to the knowledge and efficient implementation of mitigation actions. Table 63 summarizes the administrative capabilities, including the staff and their respective skills to support mitigation actions. State and regional partners may be able to contribute their skills and tools where local capabilities are missing. However, each individual city, town, and non-jurisdictional part of the county includes most of these staff members, emphasizing the strength of various skills to support mitigation actions throughout the county. The smaller jurisdictions—the hospital, airport, schools, and fire district—have varying staff members available. This is largely because each unique industry relies on very specific functions that its staff supports (i.e., pilots, teachers, medical doctors, firefighters). Consequentially, each entity might not require more niche capabilities, such as a floodplain administrator, engineers, or a GIS coordinator.

Table 63: Administrative Capabilities of the Participants of the Mitigation Strategy Plan[167]

Plan	Sarasota County	North Port	City of Sarasota	Venice	Longboat Key	Sarasota Memorial Hospital	Sarasota Manatee Airport Authority	Sarasota County Schools	Englewood Fire District	Ringling Museum
Chief Building Official	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No
Grant Writer	Yes	Yes	Yes	No	Yes	Yes	No	Yes	No	Yes
Civil Engineer	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Community Planner	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No	No
Emergency Manager	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Floodplain Administrator	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Geographic Information System (GIS) Coordinator	Yes	Yes	Yes	Yes	No	No	No	Yes	No	No
Planning Commission	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Fire Safe Council	No	No – partner with NFSC for resources	No	No	No	No	Yes	No	No	No
Community Emergency Response Team (CERT)	Yes	Yes	No	Yes	Yes	No	No	No	No	No
Voluntary Organizations Active in Disaster	Yes	Yes	No	No	No	No	No	No	No	No

Table 64 summarizes the Technical Capabilities of Sarasota County and its jurisdictions, including the available tools to support mitigation actions. There are only three technical capabilities listed: Hazard Data and Information, GIS, and Mutual Aid Agreements. Each individual city, town, and non-jurisdictional participant includes all three of these capabilities, except for Hazard Data in the Town of Longboat Key. For the smaller participants—the hospital, airport, schools, and fire district—the technical capabilities vary greatly.

[167] NFSC = National Fire Safety Council

Table 64: Technical Capabilities of the Participants of the Mitigation Strategy Plan

Plan	Sarasota County	North Port	City of Sarasota	Venice	Longboat Key	Sarasota Memorial Hospital	Sarasota Manatee Airport	Sarasota County Schools	Englewood Fire District	Ringling Museum
Hazard Data and Information	Yes	Yes	No	Yes	Yes	No	No	No	No	No
GIS	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No	No
Mutual Aid Agreements	Yes	Yes – local, multi-county and statewide	Yes	Yes	Yes	Yes	Yes	No	No	No

Financial Capabilities

Sarasota County and its participating jurisdictions have many financial tools and resources for mitigating hazards. Discussing the funding and financial capabilities is important to determine the kinds of projects that are feasible given their cost. Outreach programs that use staff time and existing budgets tend to cost less than installing major construction upgrades, which could require more funding from state or federal partners. Table 65 summarizes the financial capabilities to fund mitigation actions. Similar to the previous capability sections, the individual cities, towns, and non-jurisdictional sectors of Sarasota County have many funding opportunities and grant programs, whereas the smaller jurisdictions—the hospital, schools, airport, and fire district—vary more in their available funding resources.

Table 65: Financial Capabilities of the Participants of the Mitigation Strategy Plan[168]

Plan	Sarasota County	North Port	City of Sarasota	Venice	Longboat Key	Sarasota Memorial Hospital	Sarasota Manatee Airport Authority	Sarasota County Schools	Englewood Fire District	Ringling Museum
Capital Improvement Project Funding	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes – repair and upgrade of infrastructure	Yes	No
General Funds	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes – replacement of goods and supplies, non-capitalized	Yes	Yes
Hazard Mitigation Grant Program (HMGP/404)	Yes	Yes	No	Yes	Yes	No	No	No	No	No
Flood Mitigation Assistance (FMA)	Yes	No	No	No	No	No	No	No	No	No
Community Development Block Grant (CDBG)	Yes	Yes	Yes	Yes	No	No	No	No	No	No
Natural Resources Conservation Services (NRCS) Programs	Yes	Yes	No	No	No	No	No	No	No	No

[168] E&G = Education and General Funds, FDEP = Florida Department of Environmental Protection, LGFR = Local Government Funding Request, PO&M = Plant Operation and Maintenance,

Plan	Sarasota County	North Port	City of Sarasota	Venice	Longboat Key	Sarasota Memorial Hospital	Sarasota Manatee Airport Authority	Sarasota County Schools	Englewood Fire District	Ringling Museum
U.S. Army Corps (USACE) Programs	Yes	No	No	Yes	No	No	No	No	No	No
Property, Sales, Income, or Special Purpose Taxes	Yes	Yes	Yes	No	Yes	No	No	Yes	Yes	No
Stormwater Utility Fee	Yes	Yes	Yes	Yes	No	No	No	No	No	No
Fees for Water, Sewer, Gas, or Electric Services	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Impact Fees from New Development and Redevelopment	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	No
General Obligation or Special Purpose Bonds	Yes	Yes	Yes	No	Yes	No	No	No	No	No
Federal-funded Programs (Please describe)	No	Yes	No	No	No	No	Yes – Airport Improvement Program	Yes – federal grants for educational purposes, Title 1, Title 2	No	No
State-funded Programs (Please describe)	No	Yes	No	No	Yes – FDEP LGFR	No	Yes – programs: Airport Improvement Program for	Yes – state funded educational program funding,	No	Yes – state appropriation (E&G, PO&M),

Plan	Sarasota County	North Port	City of Sarasota	Venice	Longboat Key	Sarasota Memorial Hospital	Sarasota Manatee Airport Authority	Sarasota County Schools	Englewood Fire District	Ringling Museum
					Activities: Beach Nourishment		maintenance, upgrades and airport infrastructure Activities: Aviation related only	student education (activities)		auxiliary revenues, endowment
Private Sector or Nonprofit Programs	No	Yes	No	No	No	No	No	Yes	No	Yes

Education and Outreach Capabilities

Sarasota County and its participating jurisdictions have several programs and methods to promote awareness of hazards and potential mitigation actions. Table 66 summarizes education and outreach capabilities that can promote and facilitate risk reduction and resilience. Community-based partners can also contribute to outreach efforts, especially those that work with underserved populations. Most individual cities, towns, and non-jurisdictional sections of Sarasota County have a multitude of educational and outreach capabilities. Smaller jurisdictions have fewer capabilities; these may be on a smaller scale, such as newsletters and meetings, instead of larger capabilities, such as campaigns, larger media entities, and working with partnering organizations.

Table 66: Education and Outreach Capabilities of the Participants of the Mitigation Strategy Plan

Plan	Sarasota County	North Port	City of Sarasota	Venice	Longboat Key	Sarasota Memorial Hospital	Sarasota Manatee Airport Authority	Sarasota County Schools	Englewood Fire District	Ringling Museum
Community Newsletter(s)	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No
Hazard Awareness Campaigns (such as Firewise, Storm Ready, Severe Weather Awareness Week, School Programs)	Yes	Yes – Citizen's Academy, presentations, panels/ community forums	Yes	Yes	Yes	No	No	No	Yes	No
Public Meetings	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes – monthly board meetings	No
Emergency Management Listserv	Yes	Yes	Yes	No	Yes	No	No	No	No	No
Local News	Yes	Yes – use of digital and traditional media and partnerships with local TV, print and radio media outlets	Yes	Yes	Yes	No	No	No	No	No

Plan	Sarasota County	North Port	City of Sarasota	Venice	Longboat Key	Sarasota Memorial Hospital	Sarasota Manatee Airport Authority	Sarasota County Schools	Englewood Fire District	Ringling Museum
Distributing Hard Copies of Notices (e.g., public libraries, door-to-door outreach)	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No	No
Insurance Disclosures/ Outreach	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Organizations that Represent, Advocate for, or Interact with Underserved and Vulnerable Communities (Please Describe)	Yes	No	Yes	No	No	No	No	No	No	No
Social Media	Yes - Instagram, Facebook, X	Yes	Yes	Yes	Yes – Facebook, Instagram, Town Website	Yes	Yes	Yes	Yes – education tool to advise residents of potentially hazardous conditions	Yes – Instagram, Facebook, Website

Participation in the National Flood Insurance Program

Flooding is the costliest natural hazard in the United States, and with the promulgation of recent federal regulations, homeowners nationwide are experiencing increasingly high flood insurance premiums. Community participation in the National Flood Insurance Program (NFIP) provides an opportunity for additional grant funding associated specifically with flooding issues. Assessment of the NFIP status and compliance of Sarasota County and its participating jurisdictions provides planners with a greater understanding of the local flood management program, opportunities for improvement, and available grant funding opportunities.

The NFIP's Community Rating System (CRS) is a voluntary incentive program that recognizes and encourages community floodplain management activities that exceed the minimum NFIP requirements. Participants are offered discounted flood insurance premium rates to reflect the reduced flood risk from the community actions meeting the three goals of the CRS. These goals are reducing flood damage to insurable property, strengthening and supporting insurance aspects of the NFIP, and encouraging a comprehensive approach to floodplain management. This section identifies and evaluates existing programs for the following jurisdictions:

- Sarasota County
- City of Sarasota
- City of North Port
- City of Venice
- Town of Longboat Key

The other jurisdictions were not eligible for NFIP participation, so they were not included in this assessment. Table 67 through Table 70 provide information about NFIP participation for each participating jurisdiction.

Table 67: NFIP Overview by Jurisdiction

Community	CRS Class[169]	Policy Count[170]	Repetitive and Severe Repetitive Loss Properties
Sarasota County	5	38,881	RL: 240 SRL: 48
City of Sarasota	5	8,581	RL: 157 SRL: 19
City of North Port	5	4,137	RL: 7

[169] Federal Emergency Management Agency, "Community Status Book Report," 2025, https://www.fema.gov/cis/FL.pdf.
[170] Federal Emergency Management Agency, "Flood Insurance Data: Policy Information by State," 2025, https://agents.floodsmart.gov/flood-maps-and-data/flood-insurance-data.

Community	CRS Class[169]	Policy Count[170]	Repetitive and Severe Repetitive Loss Properties
			SRL: 0
City of Venice	5	5,993	RL: 100 SRL: 9
Town of Longboat Key	6	6,031	RL: 185 SRL: 62

Sarasota County and its participating jurisdictions have a wide range of floodplain management capabilities. The questions asked of each participant in Table 68 focus on the roles, responsibilities, and capabilities of the floodplain manager and the community's enforcement of floodplain regulations and participation in programs such as the Community Rating System (CRS). They also inquire about the community's management of development permits, tracking of structures in flood hazard areas, substantial damage determinations, and compliance with the NFIP.

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Table 68: Floodplain Management[171]

Question	Sarasota County	North Port	City of Sarasota	Venice	Longboat Key
Does the community participate in the NFIP?	Yes	Yes	Yes	Yes	Yes
Who is the floodplain manager? Is this their primary or secondary role?	Yes, primary role	The Floodplain Administrator, primary role	Yes, primary role	The Building Official, secondary role	Town Manager, secondary role
Does the floodplain manager have adequate training and capacity for their role?	Yes	Yes	Yes	Yes	No, the role needs to be assigned to a Certified Floodplain Manager
How does the community enforce its floodplain rules? Does enforcement include monitoring compliance and acting to correct violations?	Floodplain County Ordinances: Yes	Floodplain rules are enforced through city ordinances and the Floodplain Management Plan.	Yes	By using elevation certificates to ensure that all new construction is built to the design flood elevation	The town's Code Enforcement process includes monitoring compliance and acting to correct violations.
When was the most recent floodplain management	December 12, 2023	Adopted 8/6/2024 Effective 10/28/2024	Adopted on 9/6/2022 and amended 2/5/2024	May 2025	February 2025

[171] ASFPM = Association of State Floodplain Managers, FIRM = Flood Insurance Rate Map, PPI = Protected Personal Information, SFHA = Special Flood Hazard Area, SD = Substantial Damage.

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Question	Sarasota County	North Port	City of Sarasota	Venice	Longboat Key
ordinance adopted?					
Does your community participate in the Community Rating System (CRS)?	Yes	Yes. The city of North Port has undergone several CRS audits to improve its CRS rating. The city's continual efforts in flood protection activities have resulted in improved CRS ratings for each audit. The most recent 2023 audit resulted in an improvement of the city's Class 6 rating to a Class 5 rating. The Class 5 rating became effective on May 1, 2020. The change from a Class 6 to the better Class 5 rating resulted in a change from 20% (Class 6) to 25% (Class 5) flood insurance discount for high-risk AE flood zone areas.	Yes	Yes. Public outreach via letters, social media, and the website. Mapping all hazards in the community	Yes. The town achieves CRS goals by following the CRS Manual.

Question	Sarasota County	North Port	City of Sarasota	Venice	Longboat Key
Does the community's floodplain management ordinance include any higher standards? If so, please list.	Yes, one foot of freeboard is required in the SFHA. Regulating to all storms up to and including the 100-year storm, regulating to local floodplains, regulate Coastal A Zone requirements, and incorporates other local drainage criteria.	Yes, 1 foot of freeboard is required. Accessory structures are limited to 600 square feet below Design Flood Elevation (DFE). Manufactured Homes must have the bottom of the frame elevated to DFE.	Yes, there are additional freeboard requirements, enhanced building codes, and local drainage requirements.	Yes, one foot of freeboard is required.	Yes. The town has adopted Sarasota County's floodplain management ordinances as higher standards.
Who is responsible for permitting?	The Floodplain Administrator	Permitting goes through the Building Official, with review from the Floodplain Administrator.	The Building Department	The Building Department	Planning, Zoning and Building Department
How does the community issue development permits in the Special Flood Hazard Area?	The Planning and Zoning department review development applications, including a site plan showing to scale and size the location of all new construction and existing structures on the site, distances from lot lines, the established street grades, and the proposed finished grades and as applicable, Flood Hazard Areas and floodways. If those plans meet the requirements set forth in the floodplain ordinance,	The Floodplain Administrator issues development permits within the SFHA.	A Flood Zone Specialist reviews applications in conjunction with the building department.	The system flags all properties in the SFHA and sends a review step to a floodplain reviewer.	The entire Key is in the SFHA, and permits are issued through the Planning, Zoning and Building Department.

Question	Sarasota County	North Port	City of Sarasota	Venice	Longboat Key
	they provide a building permit.				
Does the community maintain elevation certificates?	Yes	Yes, elevation certificates are issued by neighborhood development services.	Yes	Yes	Yes
Does the community track the number of buildings in the special flood hazard area? If yes, are there any trends?	Yes. The PPI report for Sarasota County is used to track the number of buildings in the SFHA.	Yes, insurable structure counts are taken from GIS building footprint layers.	Yes, there are no discernable trends.	Yes. Describe: The building counts are taken from GIS.	Yes. The PPI report for Sarasota County is used to track the number of buildings in the SFHA.
How many repetitive loss (RL) structures does the community have? (List number and type of structure)	240, mostly residential	7 residential properties	157 single family residences and condominiums	100 residential properties and 1 commercial property	185 residential properties
How many severe repetitive loss (SRL) structures does the community have? (List number and type of structure)	48 mostly residential	Zero (0)	19	9	62 residential properties
Have any RL/SRL properties been mitigated since the last plan update?	Yes	No	Yes	Yes	Yes

Question	Sarasota County	North Port	City of Sarasota	Venice	Longboat Key
Who is responsible for making substantial damage/ substantial improvement determinations?	Floodplain Administrator	Floodplain Administrator	Development Services Floodplain Specialists	Building official/ floodplain administrator	Building Official
How does the substantial damage/ substantial improvement process work in your community?	The Floodplain Administrator, in coordination with the Building Official, reviews permits for Substantial Improvement or Repairs of structures within the SFHA. Market value is determined by a submitted Actual Cash Value appraisal or the adjusted Property Appraiser value. A determination is then made based on total scope of improvement/ repair. If the determination is made that the work constitutes a Substantial Improvement or Substantial Repair, the applicant is contacted and informed that the structure will need to be brought into compliance	The Floodplain Administrator, in coordination with the Building Official, reviews permits for Substantial Improvement or Repairs of structures within the SFHA. Market value is determined by a submitted Actual Cash Value appraisal or the adjusted Property Appraiser value. A determination is then made based on total scope of improvement/ repair. If the determination is made that the work constitutes a Substantial Improvement or Substantial Repair, the applicant is contacted and informed that the structure will need to be brought into compliance	If the damage is over 50% of the cost of the structure, it must be brought into compliance. The owner can provide a market value appraisal or use the Property Appraiser building value plus 20%.	In 2013, Ordinance 2013-27 amended Chapter 98 – Floods, in its entirety. Chapter 98 encompasses all things flood-related and is cross-referenced with associated chapters dealing with the environment (Chapter 34), stormwater management (Chapter 74), and buildings and building regulations (Chapter 90).	By upgrading the property through the building permit process.

Question	Sarasota County	North Port	City of Sarasota	Venice	Longboat Key
	with current floodplain regulations.	with current floodplain regulations.			
Is there sufficient staff and training to make substantial damage/ substantial improvement determinations?	During "blue skies," yes. During "gray skies," the answer depends on the severity and geographic impact of the storm event. There is sufficient capacity and training to handle a small to moderate storm event or a geographically localized severe event, but outside assistance would likely be needed to handle substantial damage/ substantial improvement determinations for a severe or catastrophic storm event with a large geographic impact in the county.	Yes	Yes	Yes	No
How are substantial damage/ substantial improvement requirements messaged to the public before and after an event?	Messaging is handled primarily by Planning and Development Services (PDS) prior to an event through the County's website, notifications on the County's land management system, and email blasts to contractors.	Social media, permit review direct correspondence, Rep/Loss Area mailers, door hangers, or direct mail after an event, and yearly mailers to insurance/real estate companies.	They are sent to residents by email and postal mail and posted on social media and the city website.	The CRS program has mailings for different target audiences that include discussion of substantial damage (ongoing). Presentations are made to realtors,	Through individual communication methods.

Question	Sarasota County	North Port	City of Sarasota	Venice	Longboat Key
	After an event, messaging is handled by PDS and Communications. Communications, in coordination with PDS, utilizes social media and online videos, while PDS uses the County's website to post information and disseminates information face-to-face through county staff at community sites and events.			and the Substantial Damage (SD) rules are discussed (ongoing). Handouts are available in the building department lobby, and the SD rules are posted on the City of Venice website. Social media posts with SD rules were made (post-storm). Multiple informational meetings from the Building Official were held with different neighborhoods regarding SD rules (post-storm). A presentation was made at the Hurricane Expo, and SD rules are discussed (every May).	

Question	Sarasota County	North Port	City of Sarasota	Venice	Longboat Key
Have any substantially damaged/ substantially improved structures been mitigated since the last plan update?	Yes. Substantial Damage/Substantial Improvement determinations have been issued and have resulted in permits for mitigation efforts, including the elevation of structures.	No	Yes, 3	No	Yes
How will the community remain in compliance with the NFIP moving forward? (Simply stating "the community will continue to comply with the NFIP" will not meet FEMA's planning requirements.)	Sarasota County continues to promote the NFIP to property owners, encourages flood loss reduction activities through the unincorporated areas, and, as part of the Community Rating System, implements insurance premium discounts that help taxpayers save money.	The City's Floodplain Management Task Force will be very active in ASFPM membership and Florida Floodplain Mangers membership to stay informed about upcoming changes to the NFIP and potential effects these changes could have.	The community is part of the CRS and takes compliance very seriously. We are currently a Class 5 community with a 25% discount and will apply to be a Class 4 next year with the Watershed Master Plan.	Keep enforcing rules according to the NFIP minimum standards, such as meeting base flood elevation.	The town will be very active in ASFPM membership and Florida Floodplain Mangers membership to stay informed about upcoming changes to the NFIP and potential effects these changes could have.

Sarasota County and its participating jurisdictions exercise many processes and collect data on a regular basis to ensure proper floodplain management. The responses in Table 69 address the communities' processes for supporting flood map change requests, including during the Risk Mapping, Assessment and Planning (Risk MAP) process, and provide the timelines for the most recent Flood Insurance Rate Map (FIRM) and its accessibility to the public. In addition, they explore the communities' use of Risk MAP products and whether updated floodplain data or modeling is collected and shared with partners and FEMA.

Table 69: Floodplain Mapping[172]

Question	Sarasota County	North Port	City of Sarasota	Venice	Longboat Key
How does the community support map change requests? This could be requests during the Risk MAP process or through Letters of Map Amendment or Revision.	Any submitted map changes are reviewed and, if applicable, a Community Acknowledgement Form is signed by the Floodplain Administrator and submitted.	Any submitted map changes are reviewed and, if applicable, a Community Acknowledgement Form is signed by the Floodplain Administrator and submitted.	The city reviews LOMCs that come in and make comments to approve when they are approvable.	The city reviews all map changes before signing the Community Acknowledgement Form.	The town requests Risk MAP changes through Letters of Map Amendment or Revision.
When did the latest Flood Insurance Rate Map (FIRM) become effective?	03/27/2024	03/27/2024	03/27/2024	05/2025	3/27/2024
When was the latest FIRM adopted?	03/27/2024	03/5/2024	03/27/2024	05/2025	3/27/2024
Is the FIRM and Flood Insurance Study (FIS) report in an accessible location? How would the public get access to their flood map information?	Yes. Updated floodplain data is in the basin planning and modeling program called the Community Flood Hazard Area (CFHA), accessible online at https://ftp.scgov.net/StormWater/.	Yes, available upon request.	Yes, available upon request.	Yes, the public may come into City Hall or call/email the CRS coordinator.	Yes, available through the website and through the PZ&B Department.

[172] LOMC = Letter of Map Change, PZ&B = Planning, Zoning & Building, Risk MAP = Risk Mapping, Assessment and Planning,

Question	Sarasota County	North Port	City of Sarasota	Venice	Longboat Key
Does the community use any Risk MAP products? If so, describe.	No	Yes, Coastal Risk Maps for Sarasota County, which include the City of North Port. The maps can be viewed through the city's interactive map application.	No	No	Yes
Does the community collect updated floodplain data or modeling? Is this shared with partners and with FEMA?	Yes. Updated floodplain data is available online at the following link: https://experience.arcgis.com/experience/48741ab2a7b24c0fb5f360d0f40824d5.	Yes, during updates of the Peace River Reservoir computer modeling, dam breach modeling is conducted at six locations around the perimeter, along with flood inundation modeling of the dam breach.	Yes, the city collects information that is submitted with LOMCs and site development documents.	No	Yes, the collected floodplain data is shared with partners and FEMA.

Sarasota County and its participating jurisdictions have multiple ways to engage in public outreach and conduct insurance agent discussions. Table 70 shows how each jurisdiction educates the public about floodplain management and flood insurance availability, both inside and outside flood-prone areas, utilizing various outreach methods, such as letters, social media, and presentations. The questions present also explore the community's engagement with insurance agents, the existence of flood hazard disclosure laws in Florida, public familiarity with flood insurance options, and whether there are properties lacking flood insurance coverage.

Table 70: Flood Insurance and Outreach

Question	Sarasota County	North Port	City of Sarasota	Venice	Longboat Key
How does the community educate the public on floodplain management and the availability of flood insurance, in and out of the floodplain?	Yes	Yes	Brochures are mailed and available at couple of locations in the city. The city also posts to social media and the website with information/	Letters, social media, websites, presentations to realtors. The city of Venice staff provide outreach to educate residents about ways to protect their property and available financial assistance.	Through yearly mailers and social media messaging.
How does the community engage with insurance agents on flood insurance?	Local insurance agents are members of the Program for Public Information (PPI) committee. They receive an informational mailer once a year, and direct questions from agents are responded to via emails or phone calls.	Yes, various methods.	Local insurance agents are members of the PPI committee. They receive an informational mailer once a year, and direct questions from agents are responded to via emails or phone calls.	Through mailings.	Through yearly mailers and social media messaging.
Does the community (or state) have flood hazard disclosure laws?	Yes	Yes	Yes	Yes	Florida has flood hazard disclosure laws.

Question	Sarasota County	North Port	City of Sarasota	Venice	Longboat Key
How familiar is the public with their flood insurance options?	Unknown	Unknown	The public is aware that flood insurance is available to all properties.	The public is familiar since the city does mass mailings and includes information on the City's website: https://www.venicegov.com/government/engineering/floodplain-management/flood-insurance	The public is very familiar with flood insurance options.
How many properties have flood insurance in the community?	38,881	4,137	8,581	5,993	6,031
Are there any areas where flood insurance is lacking?	No	No	No	No	No

Opportunities to Expand and/or Improve Capabilities

Findings of the capability assessment were reviewed to identify opportunities to expand, initiate, or integrate capabilities to further hazard mitigation goals and objectives. Where such opportunities were identified and feasible, they were included in the action plan.

Table 71: Opportunities to Expand and/or Improve the Capabilities of the Participants of the Mitigation Strategy Plan[173]

Capability Type	Opportunity to Expand and/or Improve
Planning and Regulations	• **Sarasota County:** The county should continue to review its planning and regulatory mechanisms to better utilize hazard mitigation planning and implement mitigation actions. • **City of Sarasota**: The city should continue to review its planning and regulatory mechanisms to better utilize hazard mitigation planning and implement mitigation actions. • **City of North Port:** The city would like to develop a Pre-Disaster Recovery Framework and Post-Disaster Recovery Plan. It would like to make a more robust freshwater flooding plan and have an Integrated Preparedness Plan for the city. • **City of Venice:** Update policies for city staff emergency pay, sheltering during and post-storm, and pre-approved autoreplies for emails. Develop templates for required Executive Orders, such as curfews, closures, and regulation waivers. Develop a stormwater level of service evaluation. • **Town of Longboat Key:** Developing a staffing plan for disaster recovery could help highlight actions to improve staff capacity. • **Sarasota Memorial Hospital:** None identified. • **Sarasota Manatee Airport Authority:** Develop a formal procedure for periodically addressing hazards internally. • **Sarasota County Schools:** Flooding has affected some shelter sites in the past. Continue to develop alternative sites which are less prone to flooding. • **Englewood Fire District:** Develop a plan to improve resilience to vulnerable parts of town: mobile home parks, a hospital, and several nursing homes. • **Ringling Museum:** Participate in mitigation planning for FSU satellite campuses, based on deferred maintenance plan.
Administrative and Technical	• **Sarasota County:** The county can continue to enhance its use of direct technical assistance to develop hazard mitigation projects. • **City of Sarasota**: The city can improve its use of direct technical assistance to develop hazard mitigation projects. • **City of North Port:** Separate a debris removal contract from a bulk contract for disaster recovery to find more specialized, effective vendors. Construct a large open site that can be used as a staging area during disaster response and recovery. Partner with the Florida Forest Service to reduce wildfire risk.

[173] FSU = Florida State University, TFIT – Task Force for Initial Triage.

Capability Type	Opportunity to Expand and/or Improve
	• **City of Venice:** Secure pre-storm contractual services to expedite vendor staffing support during emergencies; Continue to train city staff in their specific Emergency Operations Center roles pre-storm (TFIT, damage assessment, debris, etc.). Consider additional Emergency Management (EM) and Public Information Officer (PIO) staff support. • **Town of Longboat Key:** In the aftermath of big storms, staff capacity is strained by recovery tasks. Making sure enough staff are trained in critical recovery tasks could help increase capacity so there is less reliance on private providers. • **Sarasota Memorial Hospital:** None identified. • **Sarasota Manatee Airport Authority:** The FAA is mandating a new safety management system for airports. Using this system, the authority can periodically obtain reports on hazards and ways to address them. • **Sarasota County Schools:** The district could look into putting in place a full-time emergency management position responsible for coordination and planning. • **Englewood Fire District:** A dedicated Emergency Manager would help streamline coordination with Sarasota County and Charlotte County. • **Ringling Museum:** Have a staff person available to collaborate with FSU regularly on mitigation planning
Financial	• **Sarasota County:** None identified. • **City of Sarasota**: The city could expand on its understanding of hazard mitigation grant funding available for meeting the city's goals and objectives. • **City of North Port:** Add budget items to cover match costs for grants. Expand the city's ability to take out loans post-disaster to pay for necessary upfront costs that would later be reimbursed by FEMA. • **City of Venice:** Improve processes for emergency procurement and train staff on how to apply for mitigation grants. Designate department representatives to provide cost estimates to Finance immediately following a storm. • **Town of Longboat Key:** The town struggles with funding match dollars for Hazard Mitigation Grant Program grants. Finding a funding stream to help pay the match requirement for grants would allow the town to pursue more grants. • **Sarasota Memorial Hospital:** None identified. • **Sarasota Manatee Airport Authority:** Develop a means to track potential grant funding available to the airport. • **Sarasota County Schools:** None identified. • **Englewood Fire District:** Having the capacity to pursue more grants could help hire staff and implement mitigation actions. The current funding structure is a flat fee, which limits the district's ability to fund projects on its own. • **Ringling Museum:** Increase staff capacity to identify and apply for grant funding.
Education and Outreach	• **Sarasota County:** Sarasota County should continue to enhance its current public outreach and education programs to increase county residents' awareness of hazard mitigation measures that can reduce risk.

Capability Type	Opportunity to Expand and/or Improve
	• **City of Sarasota**: The city can expand its current public outreach and education programs to increase its citizens' awareness of measures that can mitigate risk. • **City of North Port:** Improve capacity to train city staff and do outreach by hiring an Emergency Manager in charge of training and outreach. Move the yearly hurricane expo to a larger venue to accommodate more partners and vendors. • **City of Venice:** Increase public education about FEMA regulations and debris management procedures. Residents should be aware that debris collection will take several months to complete, and the collection process must adhere to all FEMA requirements. Increase public education on the importance of regulatory standards and the recovery process timeline. • **Town of Longboat Key:** The town could continue to develop messaging for residents on substantial damage/substantial improvement, especially before large storms. • **Sarasota Memorial Hospital:** None identified. • **Sarasota Manatee Airport Authority:** Improve redundancy for communication methods in a disaster, maybe through a satellite link or better radio connections. • **Saratoga County Schools:** None identified • **Englewood Fire District:** More staff are needed for community education. Currently, firefighters provide the education, but they are often interrupted by other work. • **Ringling Museum:** Increase staff training on mitigation opportunities and grant follow-through activities.

Mitigation Strategy

The overall goal of the Sarasota County Local Mitigation Strategy Working Group is to develop and maintain a "Disaster Resilient Community," through awareness and application of hazard mitigation policies and the identification, prioritization, and achievement of cost-effective mitigation projects. The mitigation strategy achieves this by identifying a comprehensive range of actions that address the vulnerabilities identified in the risk assessment. These actions seek to reduce current and future risk through plans and regulations, structural and infrastructure projects, natural systems protection, and education and awareness programs. The Capability Assessment section guides the jurisdictions in selecting actions within their capabilities. This section also describes the process used to prioritize actions according to feasibility, costs, and benefits.

Changes in Priorities

Based on LMS Working Group conversations, Sarasota County and participating jurisdictions identified new goals and objectives to define their priorities for this LMS update. The LMS Plan effectively supports Sarasota County's evolving mission and responsibilities. The plan priorities have been updated under new leadership to better align with current public needs, community-focused approach, and support the County's long-term resilience. The new set of goals is broken down into enhancing the human, natural, and built environment of Sarasota County. Under enhancing the human environment, this plan prioritizes supporting community networks that support residents after a disaster and incorporating psychological and emotional well-being into disaster planning. These objectives recognize the importance of supporting social and emotional connections that can be strained after impacts from natural hazards.

Under enhancing the natural environment, there is a new emphasis on developing nature-based solutions that both reduce natural hazard impacts and provide environmental benefits. Over the past five years, nature-based solutions have increasingly been shown as effective alternatives to gray infrastructure, and in certain cases, with cheaper implementation costs. In this update, member jurisdictions are prioritizing nature-based solutions where possible.

Mitigation Goals and Objectives

MISSION OF THE PLAN

Conduct proactive mitigation to reduce risks and vulnerabilities, and to enhance resilience across the three core domains of the community: the Human Environment, the Natural Environment, and the Built Environment.

GOAL 1: ENHANCE THE HUMAN ENVIRONMENT

Enhance the Human Environment by focusing on people, including individual, social, and community factors. Priorities for action to promote resiliency in this environment include the following objectives:

- Support existing human-focused community networks.
- Enhance availability and access to public safety and emergency services both before and after disasters.
- Promote disaster preparedness and resilience through community-focused outreach and education.
- Promote awareness of location-based risks and vulnerabilities.
- Incorporate psychological/emotional well-being and resilience into disaster planning.
- Support the Community Rating System and other programs that increase resilience and lower insurance costs.

GOAL 2: ENHANCE THE NATURAL ENVIRONMENT

Enhance the Natural Environment through a focus on natural resources, local ecology, and community ecosystems. Priorities for action to promote resiliency in this environment include the following objectives:

- Promote programs and systems that safeguard natural resources and protect natural habitats.
- Promote programs and systems that safeguard coastal areas from erosion and protect against the degradation of coastal habitats.
- Promote the incorporation of nature-based solutions into infrastructure projects and ongoing maintenance.
- Promote resilience programs in the agricultural community to safeguard crops, livestock, and infrastructure.

GOAL 3: ENHANCE THE BUILT ENVIRONMENT

Enhance the Built Environment by focusing on human-made elements such as housing, public infrastructure, and commercial facilities. Priorities for action to promote resiliency in this environment include the following objectives:

- Promote resilience programs focused on occupied structures that mitigate against both storm surge and freshwater flooding.
- Promote hardening of critical infrastructure and housing against cyclonic winds.
- Support programs and systems that increase stormwater management capacity and resilience.
- Promote county-wide consistency for resilience-focused codes, risk thresholds, and master planning.
- Promote programs and systems that proactively manage and monitor development in designated floodplains.
- Promote mitigation and resilience at the household level through community programs and building codes.

- Promote programs and systems that increase the resilience of critical utility infrastructure, both public and private, to ensure continuity of essential services.

Definitions

Timeframe

The timeframe categories throughout the mitigation action plan were defined as follows:

- **Short-term:** To be completed in 1 to 2 years
- **Medium-term:** To be completed in 3 to 5 years
- **Long-term:** To be completed in more than 5 years

Cost

Cost rating categories throughout the plan were defined as follows:

- **5:** Less than $500,000
- **4:** $500,000–$1,000,000
- **3:** $1,000,000–$2,000,000
- **2:** $2,000,000–$5,000,000
- **1:** More than $5,000,000

Mitigation Prioritization Method

Sarasota County defined a process for local mitigation strategies using specific parameters. These criteria guide how mitigation projects are identified, how project nominations will be validated for funding opportunities, and how projects will be scored for prioritization.

Plan participants used these evaluation criteria to prioritize mitigation actions. The criteria are available to participants in digital worksheets, and a summary of their contents is provided below.

It is important to note that, per FEMA requirements (44 CFR § 201.6(c)(3)(ii)), each jurisdiction must include a mitigation action for each type of hazard profiled in the plan. This encourages jurisdictions to consider a broad range of mitigation strategies and to be better prepared for future hazard events. However, it does not obligate the jurisdiction to pursue mitigation actions for every hazard. Final decisions are based on multiple factors, including the level of risk and financial constraints.

Project Identification

Participants were instructed to use the following guidance when identifying mitigation projects.

Table 72: Sarasota County Local Mitigation Strategy Mitigation Project Process

	Process Step	Responsible Party
1	Project is identified and developed	Local Jurisdiction/Proponent
2	Project worksheet is completed	Local Jurisdiction/Proponent
3	Project is entered in online form	Local Jurisdiction/Proponent
4	Project is reviewed/vetted	LMS WG Project Ranking Committee
5	Project rank order list published	LMS WG Project Ranking Committee
6	Rank order list approved	LMS WG
7	Endorsement letter	Chair/Vice
8	Project updates	LMS WG

6. **Project Is Identified and Developed:** Local jurisdictions and project proponents will develop project details using their existing standard for local projects. Project development should include, at a minimum, a scope of work and cost estimate. Proponents shall also develop a narrative (one paragraph) describing the mitigation benefits of the project.
7. **Project Worksheet Is Completed:** Proponents will fill out the Project Ranking Sheet and perform an initial self-scoring of the project prior to submission. The Project Ranking Sheet is attached to these instructions and available for download at https://www.scgov.net/government/emergency-services/documents-forms-and-plans.
8. **Project Is Entered Online:** Proponents will fill out the online submission form for each project. Project Ranking Worksheets may be uploaded. Uploading project scopes and estimates is strongly encouraged as well.
9. **Project Is Reviewed/Vetted:** The Project Ranking Committee will meet on a regular basis and hold special meetings when specific funding opportunities become available (e.g., disaster-specific HMGP). The ranking committee will review projects submitted and score each project using approved criteria found in the Project Ranking Worksheet. If the committee has questions about project details, they will reach out to the project proponent. The committee will also coordinate with the proponent if the committee score differs from self-score as submitted.
10. **Project Rank Order List Published:** After project vetting is complete, the Project Ranking Committee will publish a rank-order project list.
11. **Rank Order List Approved:** The rank-order list will be presented to the LMS Working Group (LMS WG) for an approval vote. The Chair may call for a special meeting of the LMS WG to meet submission deadlines for funding opportunities.

12. **Endorsement Letter:** Once the rank order project list is approved by vote of the LMS WG, the LMS Chair (or Vice Chair) will sign and publish an endorsement letter.
13. **Project Updates:** Project cost and scope updates are sometimes required during the funding and approval process. Proponents will submit adjustment requests through the Chair. Upon approval of the LMS WG, an updated endorsement letter will be provided and published.

Project Validation

When Notice of Funding Availability (NOFA) is published, the following process will be used to validate project nominations.

Table 73: Process to Validate Project Nominations for Specific Funding Opportunities

#	Process Step	Responsible Party
1	Notice of Funding Availability (NOFA) published	Funding Agency
2	NOFA Forwarded to LMS WG with local submission timelines	Chair/Vice
3	Project lists updated, projects nominated	Local Jurisdiction/Proponent
4	Projects reviewed/vetted	LMS WG Project Ranking Committee
5	Project rank-order list published	LMS WG Project Ranking Committee
6	Rank-order list approved	LMS WG
7	Endorsement letter	Chair/Vice
8	Project updates	LMS WG

1. **Notice of Funding Availability (NOFA) Published:** The funding agency (often FEMA or FDEM) will publish a formal Notice of Funding Availability, which establishes funding values, eligibility, and submission timelines.
2. **NOFA Forwarded to LMS WG with Local Submission Timelines:** The Chair will forward the NOFA to the LWS WG and provide local submission timelines and parameters for project updates. The Chair will also establish whether the project list will be voted on at a regular meeting of the LMS Working Group or whether a special meeting will be required.
3. **Project Lists Updated, Projects Nominated:** Proponents are responsible for ensuring project details are current and will enter any emerging projects in the online portal. The LMS Project Ranking Committee will provide to each jurisdiction a list of projects in the system. For specific funding opportunities, projects will be nominated for consideration by the proponent jurisdiction. Each submitting jurisdiction will affirm for the LMS Project Ranking Committee that their roster of nominated projects is approved by such oversight board or delegated executive as may be required of their jurisdiction.

4. **Projects Reviewed/Vetted:** The Project Ranking Committee will hold special meetings when specific funding opportunities become available (e.g., disaster-specific HMGP). The Ranking Committee will review each project submitted and score each project using approved criteria found in the Project Ranking Worksheet. If the committee has questions about project details, they will reach out to the project proponent. The committee will also coordinate with the proponent if the committee score differs from self-score as submitted.
5. **Project Rank-Order List Published:** After project vetting is complete, the Project Ranking Committee will publish a rank-order project list.
6. **Rank-Order List Approved:** The rank order list will be presented to the LMS WG for an approval vote.
7. **Endorsement Letter:** The LMS Chair (or Vice Chair) will sign and publish an endorsement letter following the vote.
8. **Project Updates:** Project cost and scope updates are sometimes required during the funding and approval process. Proponents will submit adjustment requests through the Chair. Upon approval of the LMS WG, an updated endorsement letter will be provided and published.

Project Scores

The scoring criteria adopted by the LMS WG and scoring guidance from the Project Ranking Worksheet is used by jurisdictions when performing self-scoring and the Project Ranking Committee when performing project evaluations and ranking.

The project scoring is grouped in three primary areas: project viability, community benefit, and additional considerations. The following descriptions give additional details regarding factors that are considered while scoring and weighting project characteristics. The scoring criteria and weights used in the worksheets are shown in Table 74.

- **Project Viability**
  - The highest confidence will apply to projects with dedicated funding already appropriated or a project that is included in an approved capital approvement plan.
  - Lower cost projects are prioritized.
  - Functional approach favors best practices identified in LMS plan.
- **Community Benefit**
  - The highest scores apply to projects that mitigate against natural hazards that appear in both the adopted LMS plan and jurisdiction THIRA. Jurisdictions without an independent THIRA may use the County THIRA.
  - Scores favor projects based on positive mitigation effects and the protective focus of the proposed project.
  - Scores based on anticipated environmental impacts of project construction favor those with net

positive environmental effects or with fewer detrimental impacts.

- Projects with broader benefits to jurisdictions or populations are given higher scores.

- **Additional Considerations**
  - Projects that address items identified in vulnerability studies or resilience planning can be given additional points.
  - Jurisdictions may designate one project as their top priority in scoring.

Table 74: Mitigation Action Prioritization Method

Project Viability				
Parameter	**Guidance**	**Score (1–5)**	**Weight (%)**	**Points**
Funding Availability (Cost Share from Jurisdiction)	5 - Funds are appropriated or project is included in jurisdiction capital plan 4 - High confidence of funding 3 - Reasonable confidence in funding 2 - Funding possible 1 - Funding difficult or unlikely This section refers only to the local jurisdiction cost share		18	0
Cost Factor	Total Project Cost 5 - Less than $500,000 4 - $500,000–$1,000,000 3 - $1,000,000–$2,000,000 2 - $2,000,000–$5,000,000 1 - More than $5,000,000 Total Project Cost includes both grant funded and local share for the proposed future project		12	0
Functional approach and conformance with Mitigation Strategies in adopted LMS Plan	5 - Project applies Best Practices from the adopted LMS Plan 4 - Code-plus and other physical enhancements to resiliency 3 - Planning, design, and codes 2 - Public Education and Outreach 1 - New Construction		10	0
Community Benefit				
Parameter	**Guidance**	**Score (1–5)**	**Weight**	**Points**
Hazards Mitigated	5 - Mitigates against natural hazards identified in both		20	0

Project Viability				
	LMS Plan and THIRA 4 - Mitigates against multiple LMS-only hazards 3 - Mitigates against a single LMS-only hazard 2 - Project does not directly mitigate hazards, but does enhance disaster response and recovery capability 1 - Project addresses hazards not documented in LMS			
Mitigation Results	5 - Reduces impact of significant event or known repetitive loss 4 - Protects responders and response capabilities 3 - Supports and enhances recovery capability 2 - Increased public preparedness and planning 1 - Hazard and risk awareness		12	0
Elements Protected	5 - Primary Infrastructure - critical to public safety 4 - Flooding, stormwater, and storm surge protection 3 - Other core infrastructure necessary for disaster response and recovery 2 - Public Convenience 1 - Private Residential		12	0
Environmental Influence	5 - Net positive environmental effect, -and- utilizes nature-based solutions 4 - Net positive environmental effect 3 - Neutral environmental effect 2 - Unknown environmental effect 1 - Net detrimental environmental effect, solution itself requires environmental mitigation to enact		10	0
Scope of Benefits	5 - Benefits the entire proponent jurisdiction directly -and- benefits one or more partner jurisdictions, directly or indirectly 4 - Benefits the entire proponent jurisdiction directly 3 - Benefits > 50% of proponent jurisdiction directly -and- one or more		6	0

Project Viability				
	partner jurisdictions, directly or indirectly 2 - Benefits > 50% of proponent jurisdiction directly 1 - Benefits < 50% of proponent jurisdiction			
Additional Considerations				
Parameter	**Guidance**	**Score (0/1)**	**Weight**	**Points**
Project addresses documented vulnerability focal points	Project addresses focus areas or action items identified in formal vulnerability studies or resilience planning documents other than the LMS Plan		10	0
Jurisdictional Top Priority	1 each per LMS member jurisdiction		40	0
Project Total				

Previous Plan Mitigation Actions

Each jurisdiction evaluated and described the status of all hazard mitigation actions in the previous plan and identified whether they have been completed or not. Table 75 through Table 80 show the status of the actions identified in the 2021 Sarasota County Mitigation Plan for each jurisdiction and identifies whether it has been completed or is in progress (for multi-phase projects). Based on analysis and the range of actions to consider, the tables also identify if the project has been deleted or deferred based on shifting priorities, community needs, or other reasons.

Sarasota County Previous Mitigation Actions

Table 75: Sarasota County Previous Actions

Mitigation Action#	Action Title	Action Description	Current Status (Completed, In Progress, Deleted, Deferred due to ...)
SC1	Upgrade & Update 800 MHZ Emergency Communication System	Replace countywide public safety mission critical voice system with regional integrated IP	Completed with general funds.
SC2	Next Generation 9-1-1 Phase II	Build upon Next Generation Project #843232 upgrade systems that support NG9-1-1	Complete

Mitigation Action#	Action Title	Action Description	Current Status (Completed, In Progress, Deleted, Deferred due to ...)
SC3	Fire Station Apex Road	Construct and equip +13,000 sq. ft 4 bay fire rescue station and special ops storage facility	Completed with general funds and fire district assessments. This is now Fire Station 8.
SC4	Fire Station Bee Ridge Road	Construct and equip 8600 sq ft 3 bay Fire and Rescue	Completed with general funds and fire district assessments. This is now Fire Station 9.
SC5	Hardened Emergency Evacuation Center Space	Design Construct 20,000 sq ft hardened shelter Central Sarasota County Area.	Deferred due to funding and prioritization.
SC6	Enterprise GIS/Browser Based Land Info Management System	Implement a GIS browser-based Land Info Management System	Deferred due to funding and prioritization.
SC7	GRM Government Revenue Management System	GRM formerly Prop Appraiser automates operations	Deferred due to funding and prioritization.
SC8	Enterprise Content Management System (ECMS)	Acquisition ECMS purchase, install and configure	Deferred due to funding and prioritization.
SC9	IT Service Management (ITSM) Replacement System	Replace current HELP application with ITSM solution	Deferred due to funding and prioritization.
SC10	Master Capital Project Planning and Development Program	Advanced CIP planning and development	Deferred due to funding and prioritization.
SC11	Facilities Renovations Upgrades and Replacements Program	Building access systems upgrade FEMA 490 compliant essential facilities	Deleted – Replaced by a new capital improvement program.

Mitigation Action#	Action Title	Action Description	Current Status (Completed, In Progress, Deleted, Deferred due to ...)
SC12	Venice Fuel Site Replacement	Renovation of fuel site at Venice Fleet Facility	Deleted - New facility under construction
SC13	Downtown Cooling Plant Replacement Full Design	Design and construct central energy plant (CEP)	Deleted – Project is no longer needed.
SC14	Pinkney Ave Fuel Site Replacement	Design and renovate fuel site and Bee Ridge Fire Station 8	Deleted – Project is no longer needed.
SC15	Bee Ridge Fuel Site Replacement	Renovate-fuel site may be combined with Fire Station 8	Completed and in full service. Funded through general funds and fire district assessments.
SC16	Sheriff's Off Support Services Facility Design & Construction	Construct new Sheriff's Support Facility	Completed with general funds
SC17	South County Courts/RL Anderson Building Remodel	Significant civil site work and new courtroom courthouse and renovations to RL Anderson existing building	Completed with general funds
SC18	Pinkey/Fire Station 20 Wash Rack System	Construct concrete pad and install wash rack system	Deferred due to funding and prioritization
SC19	Sheriff's Office Administrative Headquarters	Acquisition and equip land and building for use as Sarasota Sheriff's Office Administrative Headquarters	Completed with general funds
SC20	South County Safety Building Renovations Upgrades and Replacements	Systematic repair, renovation upgrade installation and replacement of key operating systems including roofing system upgrade and generator	Deferred due to funding and prioritization
SC21	Computer & Circulation Materials Purchase Program	Augments collection of books and other materials, update systems user database	Completed with general funds
SC22	Library Technology and Books Program	Increase Library computer system and add materials to collection	Completed with general funds
SC23	Venice Library	Replace former library facility at 300 S Nokomis Ave site	Deferred due to funding

Mitigation Action#	Action Title	Action Description	Current Status (Completed, In Progress, Deleted, Deferred due to ...)
SC24	Old Miakka - Davidson ESLPP Parcel Acquisition & Start UP	20 acre parcel within Old Miakka Protection priority site	Deferred due to funding and prioritization
SC25	Spoil Island Restoration Program	Restore degraded coastal habitat	Completed with special funds
SC26	Repetitive Loss Properties and Severe Repetitive Loss Properties	Current 212 Properties Total repetitive flooding require mitigation Addresses under protection Federal Privacy Act 1974 see CRS Coordinator for list	Ongoing
SC27	Bee Ridge WRF Renovation Replacement and Upgrade Program	Renovations, replacements and upgrades to operate 24/7	Construction in progress
SC28	Central County WRF Improvements	Rehabilitation and improvements to enhance operational capabilities at CCWRF	Completed with special funds
SC29	Honore Ave Reclaimed Extension	Reuse extension project multi- year multiphase to extend reclaimed service to future development south of SR681	Ongoing
SC30	Venice Gardens WRF Renovation Replacement and Upgrade	Renovations replacements and upgrades of equipment components and system at the VG Water Reclamation Facility	Construction in progress
SC31	Venice Gardens WTP Renovation Replacement and Upgrade Program	Renovate Venice Garden Water Treatment Plant	Construction in progress
SC32	Wastewater Pump Stations Resiliency Improvement Program	Resiliency Improvements including fixed generators	Ongoing
SC33	Bee Ridge WRF Reclaimed Systems Improvements	Design permit and construct exploratory well to determine aquifer conditions underlying the Ree Ridge Water Reclamation Facility site	Complete

Mitigation Action#	Action Title	Action Description	Current Status (Completed, In Progress, Deleted, Deferred due to ...)
SC34	Carlton WTF Replacement of 3 EDR Units	End of useful life needs to be rehabilitated with current EDR technology Phases I and II of CIP 55983 replace 5 of 10 EDR units and corrected structural deficiencies Phase III remove 5 units and add 3 new EDR	Completed with special funds
SC35	Carlton WTF Replacement of Final 2 EDR Units	Final Phase will add two units total count to 10 (previous CIP 55983 and 88050 removed all 10 and replaced 8 new EDR units)	Completed with special funds
SC36	East Venice Ave Water Line	Construct 7,400 ft of water line along E Venice Ave between Wading Bird Drive and Lee Road	Completed with general funds
SC37	Fruitville Water Reclamation Facility Demolition	Decommission Fruitville WRF, remove all equipment, buildings, tanks, infrastructure, fencing, etc.	In progress
SC38	Infiltration & Inflow Reduction Program	Replace or rehabilitate beyond routine maintenance existing sewer gravity mains sewer force mains, manholes, terminal sewer connections as necessary	Ongoing
SC39	Interconnect Reuse Main Improvements	Design, permit, construct reuse transmission interconnect between Bee Ridge Water Reclamation Facility and Central County Water Reclamation Facility	Deferred due to funding and prioritization
SC40	Interconnect Water Main Improvements Peace River	Extend potable water main along Clark and Proctor from future terminus of Peace River Manasota Regional Water Supply Authority	Complete
SC41	Oversizing Reuse Facilities Program	Enlarge extend or oversize reuse water facilities concurrent w/new development to promote extension of facilities	Deferred due to funding and prioritization
SC42	Radio Telemetry Wastewater Upgrade Program	Current SCADA system requires upgrades and integration with service hub at Carlton Water Treatment facility to allow system wide monitoring	Ongoing

Mitigation Action#	Action Title	Action Description	Current Status (Completed, In Progress, Deleted, Deferred due to ...)
SC43	Radio Telemetry Water Upgrade Program	Upgrades new instrumentation network and control systems for water distribution system Carlton WTF, Venice Gardens WTF all pump stations and water distribution monitoring systems	Ongoing
SC44	Reuse System Rehabilitation Program	Rehabilitation beyond normal maintenance of existing reuse mains, valves, connections, and pumps throughout the County	Ongoing
SC45	South Gate MPS Pumps and Parallel Force Main	Improvements to long-term transfer of wastewater flows from South Gate and Siesta Key	Deferred due to funding and prioritization
SC46	US41 Venice Bypass Water Relocates	Utility relocation associated with Florida Department of Transportation (FDOT) road widening project. A 12-inch water main will replace existing water mains along US 41 corridor	Deferred due to funding and prioritization
SC47	Wastewater System Rehabilitation Program	Rehabilitate beyond normal maintenance existing wastewater force mains, valves connections and pump stations in County	Ongoing
SC48	Waterline extension Area M West	Design and construct a central water distribution system to serve approximately 84 customers in Phillippi Creek Septic System Replacement Program Area. The entire Area M includes approximately 1,340 homeowners converting from septic tanks to central sewer	Deferred due to funding and prioritization
SC49	Bee Ridge WRF Expansion from 9 to 12 MGD	Improvements to expand Bee Ridge Wastewater Reclamation Facility from 9 million gallons per day (MGD) to 12 MGD	Aligned to SC27, Construction in Progress
SC50	Carlton Water Treatment Facility Design & Replacement of 5 EDR Units	Rehabilitate Carlton Water Treatment Facility (WTF) using current electrodialysis reversal (EDR) technology. Phases I and II will replace 5 of the existing 10 equipment trains	Duplicate SC 35

Mitigation Action#	Action Title	Action Description	Current Status (Completed, In Progress, Deleted, Deferred due to ...)
SC51	Central County WRF Expansion	Expand and Upgrade Central County Wastewater Reclamation Facility from 4.8MGD to 8.0 MGD + construct 10MG effluent storage tank	Duplicate SC 28
SC52	Dona Bay Storage Facility	Multiple Phases including phase II future potable water supply. Construct a conveyance system to divert fresh water from Cow Pen Slough to Venice Minerals storage site	Phases 1&2 complete, 3-4-5 under construction
SC53	Gulf Gate Master Pump Station	Improvements include vehicular access and upgrades to the supervisory control and data acquisition (SCADA) system	Complete
SC54	LWR Blvd. Water Improvements	Reimburse Lakewood Rand Stewardship District for 360 lineal feet of 24-inch and 3,400 lineal ft of 16-inch water transmission main	Deleted
SC55	Nokomis Sewer Main	Extend low pressure wastewater line from existing lift station US 41 into a portion of commercial area designated in Nokomis Revitalization Plan	Ongoing
SC56	North County ASR Reuse	Multiple long-term project to locate design permit construct operationally test an aquifer storage recovery well for underground storage of reclaimed water during wet weather.	Deferred due to funding and prioritization
SC57	Septic System Replacement Program Area D	Phase 4 planning connection of 118 residences to central sewer via Interlocal Agreement with City of Sarasota estimate 2.2M	Complete
SC58	Septic System Replacement Program Area D Mineola Dr River Ridge Rd	Total connects 1,162 Phases I, II completed Phase III will Connect 78 residences to central sewer	Complete
SC59	Septic System Replacement Program Area I and J1	Design infrastructure to connect 1,030 residences to central sewers in Areas I and J1 as part of the Phillippi Creek Septic System Replacement Program	Ongoing program

Mitigation Action#	Action Title	Action Description	Current Status (Completed, In Progress, Deleted, Deferred due to ...)
SC60	Septic System Replacement Program Area M West	Infrastructure to connect approximately 1,340 residences to central sewer	Ongoing program
SC61	Septic System Replacement Program Area O and P	Connect 1,185 residences to central sewer No includes 739 connections from Area O and 446 connections from Area P. Area P can be served from one vacuum pump station	Ongoing program
SC62	Siesta Key Intracoastal Water Main	Construct new potable water transmission main under an intracoastal waterway to replace aging infrastructure, and reconstruct water mains, facilities, and service along route of proposed force main west of US 41	Construction in progress
SC63	Siesta Key Master Pump Station and Force Main	Design, permit and construct master pump station located at Siesta Key advanced wastewater treatment plant	Complete
SC64	SMR Sewer Telemetry Improvements	Water and Wastewater System Utility Agreement w/Schroeder–Manatee Ranch, SMR 2050, and Lakewood Ranch stewardship district reimburse for design and installation of 34,00 lineal ft. of fiber network infrastructure etc.	Deleted
SC65	Water Line Extension PCSSRP Area D	Phase 4 planning connect 100 residences to 3,200 LF of water distribution lines via Interlocal Agreement with the City of Sarasota	Ongoing program
SC66	Waterline Extension Area 1 Design	Design central water distribution system to serve 368 additional customers in Phillippi Creek Septic System Replacement	Ongoing program
SC67	Wendell Kent Master Pump Station	Replace existing water storage tank and high pumping service facility on Siesta Key	Construction in progress
SC68	Bayfront Coastal Stormwater Improvements	Design stormwater improvements in coastal bayfront downtown Sarasota to address flood protection LOS and improve stormwater quality	Completed

Mitigation Action#	Action Title	Action Description	Current Status (Completed, In Progress, Deleted, Deferred due to ...)
SC69	Midnight Pass Stormwater Improvements	Design stormwater improvements to address coastal barrier island flooding LOS deficiencies and improve stormwater quality along Midnight Pass Road on Siesta Key	In progress
SC70	Whitaker Basin Stormwater Improvements	Design stormwater improvements in the Whitaker Basin to address flood protection loss of service deficiencies and improve stormwater quality	Completed
SC71	Bahia Vista Levee Improvements Design	Evaluation of Bahia Vista Levee system relative to FEMA 44 CFR 65.10 for FEMA accreditation	Deleted
SC72	Dona Bay Phase 4 & 5 Weir Replacement Design	Preliminary design report replacement of Kingsgate Weir in Cow Pen Slough and feasibility of a low flow weir in Blackburn Canal to reduce volume of fresh water discharging to Dona Bay from Cow Pen Slough and Curry Creek	Deleted/Replaced by other projects
SC73	River Road Widening	Improve hurricane evacuation of network to provide road capacity for planned growth in Sarasota County and Charlotte County 6 miles north south construct 6 lanes Segment 2 ctr Rd to I-75 4 lanes	In progress, approximately 50% complete. Being funded through County general funds.
SC74	Sediment Abatement and Stabilization Program	Program to reshape stormwater conveyance systems to more gentle slopes stabilized with vegetation matting or other material to prevent erosion throughout the County	In progress
SC75	Venice East Blvd. Improvements	Right of way design permit and construct 1.45 miles of new two-lane road within four lanes of right of way w/medians, sidewalks and bicycle lanes	Deferred due to funding and prioritization
SC76	Casey Key Roadway Improvements	South Casey Key Road Stabilization Project	Deleted/replaced by storm repair projects
SC77	Ocean Blvd./Higel Rd.	Design drainage improvements from Ocean, via Higel, though Lotus to the Grand Canal	In progress

Mitigation Action#	Action Title	Action Description	Current Status (Completed, In Progress, Deleted, Deferred due to ...)
SC78	Harbor Acres Analysis	Study, design, permit and construct stormwater improvements	In progress
SC79	Indian Beach Sapphire Shores LID	Neighborhood/Sarasota Bay Estuary Program initiated bioretention project; demonstrate replicable low impact development technique in older urban area	Deferred due to funding and prioritization
SC80	Phillippi Dam Removal	Design and construction to remove historic dam and restore habitat	Deleted due to project reconfiguration.
SC81	Sea level rise vulnerability assessment	Assess impact on critical structures, public health and safety, natural systems, and economy from effects of sea level rise	Complete through the Resilient SRQ program. Funded through Community Development Block Grant – Disaster Recovery program.
SC82	Public Utilities D.O.C.	Construct Department Emergency Operation Center for Public Utilities	Deferred due to funding and prioritization
SC83	River Road Regional Interstate Connector	Raise roadbed, add traffic lanes for evacuation route. US41 to West Villages Parkway	In progress, approximately 50% complete. Being funded through County's general funds. The project is being completed in tandem with project SC73.
SC84	Alligator Creek Phase 1 & 2	Pipe and swale improvements	Completed
SC85	Country Woods	Rehabilitate existing drainage	Completed
SC86	Stormwater Asset & Infrastructure Mgmt. System	Protect critical infrastructure through technology	Completed
SC87	Colonial Gables	Rehabilitate existing drainage	Completed
SC88	Beach Road Drainage Improvements	Rehabilitate existing drainage	In progress

Mitigation Action#	Action Title	Action Description	Current Status (Completed, In Progress, Deleted, Deferred due to ...)
SC89	Repetitive Loss Program	Implement recommendations per FEMA guidelines	Deleted to be reconfigured into a new project.
SC90	911/EOC Center	Construct new building	Completed with a combination of general funds and federal grant funds.
SC91	Fire Station 12	Remove and replace current fire station	Complete
SC92	Fire Station 14	Remove and replace current fire station	Complete
SC93	Fire Station 19	Remove and replace current fire station	Deferred due to funding and prioritization
SC94	Fire Station 16	Remove and replace current fire station	Complete
SC95	Fire Station 17	Construct new building	Complete
SC96	Fire Station 9	Construct new building	Deleted, this project is a duplicate of the completed project SC4.
SC97	North Beach Road	Public Access and Shore Line Protection	Deleted / replaced by storm repair projects
SC98	Fire Station 27	Construct new building	In design
SC99	Siesta Key Master Pump Station	Master pump station to transfer flow off island	Duplicate SC63
SC100	Critical Care Tower	hardening of both buildings and windows (retrofit)	Deferred due to funding and prioritization
SC101	Public Outreach	Public outreach programs for all jurisdictions	In progress

City of North Port Previous Mitigation Actions

Table 76: City of North Port Previous Actions

Mitigation Action#	Action Title	Action Description	Current Status (Completed, In Progress, Deleted, Deferred due to ...)
NP1	Purchase lots along the Myakkahatchee Creek	Purchase lots to reduce flood vulnerability	Deferred due to commission guidance; using CDBG-DR to purchase parcels potentially, referred homeowners in area to the Elevate Florida program
NP2	Deer Prairie Creek Bridge	Install bridge in order to decrease response time	Complete: A bridge over R36 was constructed in conjunction with Sarasota County and the Legacy Trail Expansion.
NP3	City EOC/Fire Rescue HQ/Data Center/PD 911 Dispatch/Property Evidence Building	Build a new facility to accommodate emergency operations center to include showers, and back-up emergency power to entire building	In progress of building a new EOC – deferred due to funding
NP4	North Port Utilities Admin/Field Operations	Replace buildings with hardened structures	In progress – under construction
NP5	North Port Utilities construction of additional source for R/O	To add additional wells to the current wellfield to increase drought tolerance and protect the existing system	Deferred - This project is not yet designed. A Water Source Study was completed in 2024 and this project is a potential future project. Significant planning and testing is required to confirm new well locations.
NP6	Hardening of water & sewer utility structures	Upgrade utility structures at bridge crossings, etc.	In progress - Critical pipes have been completed. Several less critical pipe replacements remain.
NP7	Additional emergency water interconnect	12" Potable water emergency inter-connect between Sarasota and NP	Completed

Mitigation Action#	Action Title	Action Description	Current Status (Completed, In Progress, Deleted, Deferred due to ...)
NP8	Lazy River Water and Wastewater Lines Replacement Project	Replacement of shallow depth water and wastewater lines at Lazy River	Completed
NP9	Inflow & Infiltration Project	Inflow & Infiltration in identified areas of the city	In progress- projects have been completed each year to rehabilitate older pipes and manholes to reduce inflow and infiltration, but more are rehabilitation is needed.
NP10	Lift station #12 Rehabilitation Project	Vault style master pumping lift station #12 rehabilitation to ground level	Completed
NP11	Phase 1 Water Treatment Plant Rehabilitation Project	Phase 1 Water Treatment Plant rehabilitation of Flocculation #1	Completed
NP12	Distribution Line Installation Project	Distribution line installation to serve the Western reaches of the city based on hydraulic modeling	Completed
NP13	Lift Station Rehabilitation Projects	Rehabilitation of lift stations that are 30 plus years old that have been identified in need	In progress - The oldest and most critical lift stations have been rehabilitated. Lift stations will continue rehabilitation each year to maintain facilities.
NP14	Water Treatment Plant VFD Installation Project	VFDs installed on current raw water intake structures at the Water Treatment Plant	Completed
NP15	SCADA Analyzer at Water Treatment Plant Installation Project	Installation of additional analyzers and integration to SCADA to achieve 24-hour operations at the Water Treatment Plant	Completed
NP16	Wastewater Treatment Plant Control Panel Upgrade	Upgrade the 14-year-old control panel at the Wastewater Treatment	Completed

Mitigation Action#	Action Title	Action Description	Current Status (Completed, In Progress, Deleted, Deferred due to ...)
		Plant to improve operational efficiency	
NP17	Public Works Administration Building	Replace buildings with hardened structures	In progress - Project is in design, however funding has not been identified to complete construction.
NP18	Pipe lining on major outfalls	CMP pipes that are difficult to replace can be lined. Only those that are deemed structurally sufficient can be lined. All others will need to be replaced.	In progress - The City has completed over 26,760 linear feet of pipe lining and has address many of the critical areas.
NP19	Design 4 Lane Price Blvd. Sumter to Toledo Blade	Four-lane and elevate roadway.	Complete
NP20	Construct 4 Lane Price Blvd. Sumter to Toledo Blade	Four-lane and elevate roadway.	In progress
NP21	Design 4 Lane Price Blvd. Sumter to West of North Port High School	Four-lane and elevate roadway.	Deferred due to funding. Design is underway from Sumter to the Myakkahatchee Creek Bridge. Grant funding has been identified for the bridge replacement. Funding for the roadway has not been identified. One change to this project, the expansion is only to Butler Park and not completely to the High School.
NP22	Construct 4 Lane Price Blvd. Sumter to West of North Port High School	Four-lane and elevate roadway.	Deferred until design phase is complete.
NP23	Design 4 Lane Price Blvd. Toledo Blade to Haberland	Four-lane and elevate roadway.	Deferred – This is a phase of the Price Widening Plan; however, it has not started.
NP24	Construct 4 Lane Price Blvd. Toledo Blade to Haberland	Four-lane and elevate roadway.	Deferred – This is a phase of the Price Widening Plan; however, it has not started.

Mitigation Action#	Action Title	Action Description	Current Status (Completed, In Progress, Deleted, Deferred due to ...)
NP25	Design 4 Lane Price Blvd. Haberland to Veterans	Four-lane and elevate roadway.	Deferred – This is a phase of the Price Widening Plan; however, it has not started.
NP26	Construct 4 Lane Price Blvd. Haberland to Veterans	Four-lane and elevate roadway.	Deferred – This is a phase of the Price Widening Plan; however, it has not started.
NP27	Toledo Blade Blvd. Extension, Tropicaire Blvd. to SR72	Roadway extension	Deferred due to planning
NP28	Big Slough Flood Reduction Study	Consultant to recommend solutions to reduce flooding in 2 areas	In progress – The evaluation did not provide cost effective solutions for stormwater. The next step is to consider plans in conjunction with utilities and other departments to see if there is synergy that will make solutions more financially feasible.
NP29	Design replacement for flood control structure #115	Corroded Structure Need to rehab, replace for flood protection	Complete
NP30	Construct replacement for flood control structure #115	Corroded Structure Need to rehab, replace for flood protection	Complete
NP31	Design replacement for flood control structure #106	Corroded Structure Need to rehab, replace for flood protection	Complete
NP32	Construct replacement for flood control structure #106	Corroded Structure Need to rehab, replace for flood protection	Complete
NP33	Design replacement for flood control structure #108	Corroded Structure Need to rehab, replace for flood protection	Complete
NP34	Construct replacement for flood control structure #108	Corroded Structure Need to rehab, replace for flood protection	Complete

Mitigation Action#	Action Title	Action Description	Current Status (Completed, In Progress, Deleted, Deferred due to ...)
NP35	Design replacement for flood control structure #113	Corroded Structure Need to rehab, replace for flood protection	Complete
NP36	Construct replacement for flood control structure #113	Corroded Structure Need to rehab, replace for flood protection	Complete
NP37	Design replacement for flood control structure #114	Corroded Structure Need to rehab, replace for flood protection	Complete
NP38	Construct replacement for flood control structure #114	Corroded Structure Need to rehab, replace for flood protection	Deferred for funding
NP39	Design replacement for flood control structure #157	Corroded structure. Needs rehabilitated and replaced for flood protection.	In progress - Design underway
NP40	Construct replacement for flood control structure #157	Corroded structure. Needs rehabilitated and replaced for flood protection.	Deferred for funding
NP41	Design replacement for other flood control structures	Corroded Structure Need to rehab, replace for flood protection	In progress - Design for 157, 158 are underway and further funding is being applied for. Design for 121 and 130 are underway with grant funding identified. Grant funding potential for 120 is currently being explored and design will begin once identified.
NP42	Construct replacement for other flood control structures	Corroded Structure Need to rehab, replace for flood protection	Deferred until designs are completed.
NP43	Drainage System Improvements	Rehab and replacement of swales, ditches, pipes, outfalls and canals	In progress - work being completed.
NP44	Bridge Rehabilitation and Repairs	Repairs to evacuation route bridges	Completed - Pan American and North Port Boulevard bridges will be rehabilitated in 2025

Mitigation Action#	Action Title	Action Description	Current Status (Completed, In Progress, Deleted, Deferred due to ...)
NP45	Big Slough Flood Reduction Projects	Implementation of projects to reduce flooding	Myakkahatchee Creek Clearing project completed in FY2025 which removed over 10,000 cubic yards of debris. R36 dredged in 2024-2025.
NP46	Property Maintenance Yard	Replace buildings with hardened structures	In progress - Buildings have been transferred to Parks and Recreation and there is a plan in place to demolish them.
NP47	Generator for City Hall	Add emergency power to entire building	Complete
NP48	Lift station bypass pump project	Upgrade existing lift stations to include bypass pumps at all major stations.	In progress – Many upgrades have been completed. The City continues install bypass pumps on older lift stations each year and will do so until all lift stations have bypass pumps.
NP49	North Port THIRA Update	Update to the THIRA Plan	Complete
NP50	Design replacement for other flood control structures	Corroded structure needs to be rehabilitated and replaced for flood protection.	Complete

City of Sarasota Previous Mitigation Actions

Table 77: City of Sarasota Previous Mitigation Actions

Mitigation Action#	Mitigation Title	Mitigation Description	Current Status (Completed, In Progress, Deleted, Deferred due to ...)
SRQ1	Reconstruction of Failing Seawalls	Reconstruct existing seawalls City-wide	Deleted

Mitigation Action#	Mitigation Title	Mitigation Description	Current Status (Completed, In Progress, Deleted, Deferred due to ...)
SRQ2	Bayfront Park Seawall	Reconstruct existing seawalls	In progress – the project has been submitted for funding.
SRQ3	10th Street Seawall	Reconstruct existing seawalls	Complete
SRQ4	12th Street Complex Upgrade	Construct new building	In progress
SRQ5	Stormwater Utility Projects	Construct improvement to existing storm drainage system	Deleted
SRQ6	Indian Beach Stormwater Project	Make enhancements to existing storm drainage system (Bio)	Deleted
SRQ7	City-wide Traffic Signalization	Replace wire line attachment with mast	In progress
SRQ8	MLK/Old Bradenton Int.	Replace wire line attachment with mast	Complete
SRQ9	MLK/Cocoanut Int.	Replace wire line attachment with mast	Complete
SRQ10	MLK/Central Int.	Replace wire line attachment with mast	Complete
SRQ11	Coon Key Utility Line Undergrounding	Remove overhead power lines and install underground	Deleted
SRQ12	Lift Station 87 & 13	Relocate and construct new lift station	
SRQ13	Facilities Structural Eval	Structural Evaluation of City Buildings	
SRQ14	RLT Fixed Generator	Install fixed generator at major critical facility	
SRQ15	Portable Generator Lift Station 33	Portable generator for major lift station w/o land area for fixed	
SRQ16	Portable Generator Lift Station 21	Portable generator for major lift station w/o land area for fixed	

Mitigation Action#	Mitigation Title	Mitigation Description	Current Status (Completed, In Progress, Deleted, Deferred due to ...)
SRQ17	Portable Generator Lift Station 27	Portable generator for major lift station w/o land area for fixed	
SRQ18	Portable Generator Lift Station 30	Portable generator for major lift station w/o land area for fixed	
SRQ19	Rep/Loss Study	Repetitive loss study on identified locations	
SRQ20	Public Outreach	Public outreach programs for all jurisdictions	In progress

City of Venice Previous Mitigation Actions

Table 78: City of Venice Previous Mitigation Actions

Mitigation Action#	Mitigation Title	Mitigation Description	Current Status (Completed, In Progress, Deleted, Deferred due to ...)
CV1	Police Dept. Relocate and EOC construction	Reconstruct PD facility to include City Command EOC	Completed
CV2	Relocate Fire Station #2	Construct new fire station outside flood zone	In progress
CV3	Directional signs for island evacuation	Acquire four signs for three bridges and roadways	Deferred for funding
CV4	Fire Station #51 and City Hall generator	Emergency operations for city communications	Complete
CV5	Radio upgrade for the city department	Provide optimum radio communications	Deferred for funding
CV6	Second House Program	Partner coastal with inland residents during emergencies	Unknown
CV7	Relocate water plant elevated tank	Upgrade support system to prevent against flood and wind	Deferred for funding

Mitigation Action#	Mitigation Title	Mitigation Description	Current Status (Completed, In Progress, Deleted, Deferred due to ...)
CV8	Upgrade Chuck Reiter elevated tank	Upgrade support system to prevent against flood and wind	Deferred for funding
CV9	Modify Pinebrook booster station	Waterproof and upgrade communication system	Deferred for funding
CV10	Coastal Area Redevelopment Study	Post disaster study	Unknown
CV11	Coastal Compliance Program	Public education for retrofit and construction activities	Unknown
CV12	Coastal Land Acquisition Program	Purchase properties and preserve for open space	Deferred for funding
CV13	Relocate RO Water Plant	Construct facility out of the flood zone	Deferred for funding
CV14	Ajax property 2.0-3.0MGD booster station	Provide service to the east side of town, construct interconnect with county	In progress
CV15	Venice Evacuation Study	Study to address the need for hurricane shelters in city	Unknown
CV16	Fire Station 1 Replacement	Upgrade facility to meet current storm criteria	Completed
CV17	Relocate PW to PD after new PD complete	Harden Structure and retrofit for PW Admin.	Completed
CV18	Hurricane Tolerant Handbook	Update the 1994 hurricane study	Unknown
CV19	New Solid Waste and Recycling Complex	Relocate facility east and construct to hurricane codes	Deferred for funding
CV20	Purchase Portable Generators for Lift Station	Provide emergency backup power outage	In progress
CV21	Hurricane Louvers for Water Plant	Secure building for hurricanes	Completed
CV22	City Hall Reroof	Rebuild roof to code and to improve current deteriorating condition	Completed

Mitigation Action#	Mitigation Title	Mitigation Description	Current Status (Completed, In Progress, Deleted, Deferred due to ...)
CV23	2nd sanitary force main under Intracoastal	Add a secondary force main to add to secondary redundancy	In progress
CV24	2nd sanitary force main under I-75	Add a secondary force main to add to secondary redundancy	Completed
CV25	Reinforce Airport Hangars	Reinforce existing airport to meet hurricane standards	Deferred for funding
CV26	Construct New T-Hangars	Construct new T-Hangars meeting hurricane standards	Not in capital improvement plan
CV27	Relocate Airport Maintenance Facility	Relocate existing Airport Maintenance. Facility to meet hurricane standards	Current maintenance building was built to hurricane codes
CV28	Airport Avenue Drainage Project	Upgrade existing drainage facilities to mitigate flood in evacuation route	Deferred for funding
CV29	Live Oak Dr. Stormwater Improvements	Upsize existing stormwater pipes to reduce flooding	Completed
CV30	Nokomis Ave. South Stormwater	Upsize existing stormwater pipes to reduce flooding	Completed
CV31	Outfall 9 Improvement	Study the drainage basin and increase the infiltration pond size	Deferred for funding
CV32	Golf Dr. Stormwater Improvements	Upsize existing stormwater pipes to reduce flooding	Deferred for funding
CV33	Beach Erosion Hot Spot Alternatives	Alternate erosion evaluation and construction	Deferred for funding
CV34	Mobile Command Unit	Design and Purchase a Mobile Command Unit for use during special events and emergencies.	Deferred for funding
CV35	Valencia Rd. Stormwater Improvements	Upsize existing stormwater pipes to reduce flooding	Deferred for funding
CV36	Circle Drive Drainage Improvement	Upsize existing stormwater pipes to reduce flooding	Deferred for funding

Mitigation Action#	Mitigation Title	Mitigation Description	Current Status (Completed, In Progress, Deleted, Deferred due to ...)
CV37	Church St. Drainage Improvement	Upsize existing stormwater pipes to reduce flooding	Deferred for funding
CV38	Parkdale & Parkside Dr. Drainage Improvement	Upsize existing stormwater pipes to reduce flooding	Deferred for funding
CV39	Venice Fire Station 3 EOC	Provide Equipment for Venice EOC at Fire Station 3 to allow for Emergency Management Operations	Not started – relocation is on the list but not funding for EOC equipment
CV40	Lightning and Surge Protection	Provide Lightning and Surge Protection to provide protection to City Technology and infrastructure.	Unknown
CV41	Construct 8E production well	Enhance system reliability	In progress
CV42	Water Plant Generator	Purchase new generator for water plant for backup power	In progress
CV43	Fire Station #2 Hardening	Harden Facility for Storm Protection	Unknown
CV44	Public Outreach	Public outreach programs for all jurisdictions	In progress

Town of Longboat Key Previous Mitigation Actions

Table 79: Town of Longboat Key Previous Mitigation Action

Mitigation Action#	Title	Description	Current Status (Completed, In Progress, Deleted, Deferred due to...)
LBK1	Streets and Drainage Improvements	Provide additional drainage and retention in suitable locations	In progress – improvements have begun on streets in 3 neighborhoods
LBK2	Purchase Generators	Reduce dependency on rental equipment	In progress – Grant funding is being sought for 8 generators
LBK3	North Shore Groins	Reduce beach erosion	Completed

Mitigation Action#	Title	Description	Current Status (Completed, In Progress, Deleted, Deferred due to...)
LBK4	North Potable Water Connection	Replace existing potable water connection to community	Complete
LBK 5	South Fire Station 92	Renovate or replace current fire station	Complete
LBK 6	Wastewater Force Main	Replace existing wastewater connection to Manatee County	In progress – Project is currently in permitting – projecting construction FY27
LBK 7	Lift station E renovations	Upgrade motors, controls, roof, and exterior of building	Complete
LBK 8	Town Hall Renovations	Hurricane shutters and generator upgrade	Complete
LBK 9	North Fire Renovations	Hurricane shutters and upgrade apparatus bay doors	Complete
LBK 10	Police Department Renovations	Hurricane shutters and exterior of building	Complete
LBK11	Public Outreach	Public outreach programs for all jurisdictions	In progress – This is an ongoing project that continues yearly.

Sarasota Memorial Hospital Previous Mitigation Actions

Table 80: Sarasota Memorial Hospital Previous Mitigation Actions

Mitigation Action#	Mitigation Title	Mitigation Description	Current Status (Completed, In Progress, Deleted, Deferred due to...)
SMH1	Critical Care Tower	Hardening of both building and windows (retrofit)	Deferred due to budget constraints
SMH2	South, Central & Northwest wings	Hardening of windows (retrofit)	Deferred due to budget constraints

Mitigation Action#	Mitigation Title	Mitigation Description	Current Status (Completed, In Progress, Deleted, Deferred due to…)
SMH3	North Port Emergency Rm	Generator capacity upgrade	Deferred due to budget constraints
SMH4	West Bayside Behavioral	Generator capacity upgrade	Deleted as the facility is no longer in operation.
SMH5	Public Outreach	Public outreach programs for all jurisdictions	In progress – this action is ongoing and occurs yearly.

2025 Comprehensive Range of Mitigation Actions

Table 81: 2025 Mitigation Actions

Mitigation Action #	Project Title	Description of Project	Hazards Mitigated	Mitigation Benefit	Responsible Department	Jurisdiction	Cost Estimate	Funding Sources	Estimated Timeline	Priority
EFD1	EFD Headquarters/DOC Generator	The Englewood Fire Department (EFD) is seeking to purchase and install a permanent emergency generator at the Englewood Fire Department Headquarters, which also serves as the Department Operations Center (DOC) during emergency incidents. This facility is a critical hub for emergency response coordination, public safety operations, and community support during disasters and severe weather events.	Flood, Severe Storms, Tornadoes, Tropical Cyclone	This project will provide several key mitigation benefits. Most importantly, it will ensure the continuity of emergency operations during power outages, allowing the department to maintain critical command, control, and communication functions.	Fire Chief	Englewood Fire District	Less than $500,000	Hazard Mitigation Grant Program (HMGP), General Funds	Medium-term	130.4
EFD2	Fire Station 71 Replacement	This project will replace Fire Station 71, located at 599 S. Indiana Ave, Englewood, FL, with a two-story facility designed to meet current and future operational needs. The new station will be constructed to the latest hurricane-rated standards, ensuring the safety and continuity of emergency services during severe weather events.	Flooding, Severe Storms, Tornadoes, Tropical Cyclones	The current facility has been repeatedly compromised by storm surge and flooding during Hurricanes Ian, Helene, and Milton. In each of these events, floodwaters inundated the station, damaging equipment, disrupting operations, and threatening the safety of personnel. These experiences have made it clear that a more resilient design is required—one that can withstand the impact of severe weather and quickly return to full operation in the aftermath. A hardened, two-story replacement station will address these vulnerabilities head-on.	Fire Chief	Englewood Fire District	More than $5 million	HMGP, General Funds	Medium-term	116.8
EFD3	Protect Critical Facilities and Equipment from Lightning Damage	Install lightning protection devices on critical facilities	Severe Storms	Protects critical facilities from lightning damage	Fire Chief	Englewood Fire District	Less than $500,000	HMGP, General Funds	Medium-term	75.2
EFD4	Drought Emergency Plan	Develop a plan on how the Fire District will take actions prior to and during a drought emergency.	Drought	Sets clear steps on how the District will mitigate the impacts of severe drought, both internally and in collaboration with partnering organizations.	Fire Chief	Englewood Fire District	Less than $500,000	HMGP, General Funds	Short-term	68.4
EFD5	Data Collection and Mapping Hazards	Gather geographic information system (GIS) data on a range of hazards to inform mitigation planning for Englewood Fire District. Create GIS data where current datasets do not exist.	Flooding, Land Subsidence and Sinkholes, Wildland Fire	Provides detailed hazard information that Englewood Fire District will use to continue mitigation planning	Fire Chief	Englewood Fire District	Less than $500,000	HMGP, General Funds	Short-term	67.6

Mitigation Action #	Project Title	Description of Project	Hazards Mitigated	Mitigation Benefit	Responsible Department	Jurisdiction	Cost Estimate	Funding Sources	Estimated Timeline	Priority
EFD6	Coordinate on Fuels Management Program	Work with Sarasota County and the Florida Forestry Service to identify programs and areas for fuel reduction. This will include removing under brush and other forest fuels to reduce the severity of wildland fire.	Wildland Fire	Working with county and state partners will bring additional resources to reducing wildfire intensity in the District.	Fire Chief	Englewood Fire District	Less than $500,000	HMGP, General Funds	Short-term	63.6
EFD7	Wildfire Education	Organize yearly trainings for residents to highlight mitigation efforts they can employ at their residences. Training materials will be posted on the Englewood Fire District website.	Wildland Fire	Gives residents the tools to mitigate the impact of wildfire on their property.	Fire Chief	Englewood Fire District	Less than $500,000	HMGP, General Funds	Short-term	62.4
EFD8	Conduct Lightning Awareness Programs	Provide information about lightning safety through outreach programs	Severe Storms	Provides necessary information to the public on lightning safety	Fire Chief	Englewood Fire District	Less than $500,000	HMGP, General Funds	Short-term	60.4
CV1	Parkdale & Parkside Drainage Improvement	Upsizing existing stormwater pipes to reduce flooding	Flooding, Tropical Cyclones	The upper extents of the drainage basin experience flooding. Upsizing pipes and adding a baffle box will improve flooding conditions and provide water quality benefit.	Stormwater Engineering	City of Venice	$500,000–$1 million	HMGP - Helene Priority #1	Short-term	126.4
CV2	Flamingo Ditch Flood Mitigation	Design and construct flood mitigation improvements on city owned or maintained facilities.	Flooding, Tropical Cyclone	Mitigate flood impacts, increase resiliency and reduce repetitive flood losses in the Flamingo Ditch area.	Stormwater Engineering	City of Venice	$500,000–$1 million	HMGP, Hurricane Milton #1 Priority, Stormwater fees	Medium-term	125.2
CV3	Water Treatment Plant Master Plan and Feasibility Study	Determine if the existing Water Treatment Plant (WTP) property is adequately mitigated to natural hazards.	Flooding, Tornadoes, Tropical Cyclones, Severe Storms, Wildfire	Evaluate the existing water treatment facility condition and capacity with relation to hazard mitigation and resiliency. Existing water plant is located in the Special Flood Hazard Area (SFHA) and is vulnerable to flooding, storm surge and wind impacts. Evacuation and shutdown of the existing facility has been required during Tropical Storm Events for protection of staff and critical infrastructure	Utilities Director	City of Venice	$500,000–$1 million	Utilities Enterprise Funds, HMGP	Short-term	89.6
CV4	Resilient City-Wide Fiber Optic Loop	Create fiber optic loop that connects all City of Venice facilities including 3 Fire station, Police Station, Airport, Water Production, Water Treatment, Public Works and City Hall.	Flood, Tropical Cyclones, Severe Storms, Winter Weather, Wildland Fire	Protects critical fiber connection which is currently vulnerable to a single point of break that would take the entire city operation off-line and thereby impact critical life safety communications, Utility operations and disaster preparation & recover. EOC and First Responders rely on fiber network.	IT Director	City of Venice	$500,000–$1 million	HMGP, General Funds	Medium-term	89.2

Mitigation Action #	Project Title	Description of Project	Hazards Mitigated	Mitigation Benefit	Responsible Department	Jurisdiction	Cost Estimate	Funding Sources	Estimated Timeline	Priority
CV5	Modify Pinebrook Booster Station	Waterproof the Pinebrook booster station and upgrade communication system located there to mitigate potential flood and wind damage.	Flooding, Tornadoes, Tropical Cyclones, Severe Storms	Pinebrook Booster Station provides critical storage, pressure and pumping capacity of drinking water. Also provides redundancy to critical facilities during water plant outage and severe storm events. Critical IT communication facilities are also located in this facility. These upgrades would make sure the Booster Station can function during extreme weather events.	Utilities Director	City of Venice	Less than $500,000	HMGP, Utilities Enterprise Funds	Short-term	88
CV6	Water Reclamation Facility Equalization Tank	Construction of a 3 million gallon (MG) equalization tank at the Water Reclamation Plant	Flooding, Tropical Cyclones	This project provides additional storage to reduce the potential for sanitary sewer overflows during flooding events. It improves operational efficiency of the wastewater treatment plant and mitigates potential discharges of wastewater as well as reduces energy use.	Utilities Director	City of Venice	Greater than $5 million	HMGP, Utilities Enterprise Funds	Short-term	86.4
CV7	Relocate Fire Station #2	Construct new fire station outside special flood hazard area.	Flooding, Tropical Cyclones	Removes critical facility from SFHA and provides first responder services during all hazard events.	Fire Chief	City of Venice	$24 million	Bonds, General Fund	Short-term	84
CV8	Hatchett Creek Stormwater Improvements	Restore drainage facility to reduce flooding and improve water quality	Flooding	Maintenance dredge of the open channel waterway will increase the cross-sectional area of the facility, reduce flooding, and remove nutrient rich sediment to improve water quality.	Stormwater Engineering	City of Venice	Less than $500,000	HMGP, Stormwater Enterprise Funds	Short-term	76
CV9	North Nokomis Outfall Improvements Assessments	Install additional baffle boxes.	Flooding	Remove nutrient rich sediment to improve water quality.	Stormwater Engineering	City of Venice	$500,000–$1 million	HMGP, Stormwater Enterprise Funds	Medium-term	76
CV10	Relocate Reverse Osmosis Water Plant	Construct new Water Plant and associated facilities outside the SFHA.	Flooding, Tropical Cyclones	Protects critical drinking water supply and fire protection for the entire city and ability to provide interconnect with other jurisdictions. Due to the current location of the water plant within the SFHA, the facility is vulnerable to storm surge, flooding and wind impacts. During tropical cyclones, the water plant has been evacuated and shutdown for staff and infrastructure safety.	Utilities Director	City of Venice	Greater than $5 million	HMGP, Utilities Enterprise Funds	Long-term	75.6
CV11	Mitigation of Hangar Doors	Installation of hurricane bolts on hangar doors or replacement of hangar doors with ones that are rated for 150+ mph wind.	Severe Storms, Tropical Cyclones, Tornadoes	This project protects against tropical cyclones, tornadoes & high wind damage. There have been repetitive losses experienced due to winds at the airport	Airport Manager	City of Venice	$2 million–$5 million	HMGP, Airport Enterprise Funds	Medium-term	74.8

Mitigation Action #	Project Title	Description of Project	Hazards Mitigated	Mitigation Benefit	Responsible Department	Jurisdiction	Cost Estimate	Funding Sources	Estimated Timeline	Priority
				and this project would reduce those losses. Failure of hangar doors has caused significant financial impact, loss of use and damage of property.						
CV12	Curry Creek Drainage Improvements	Restore drainage facilities to reduce flooding and improve water quality	Flooding	Maintenance dredge of the open channel waterway will increase the cross-sectional area of the facility, reduce flooding, and remove nutrient rich sediment to improve water quality.	Stormwater Engineering	City of Venice	Less than $500,000	HMGP, Stormwater Enterprise Funds	Long-term	73.6
CV13	Airport Intracoastal Waterway Outfall Improvements	Improve drainage facility to reduce flooding and improve water quality.	Flooding	Maintenance dredge of the open channel waterway will increase the cross-sectional area of the facility, reduce flooding, and remove nutrient rich sediment to improve water quality.	Stormwater Engineering	City of Venice	Less than $500,000	HMGP, Stormwater Enterprise Funds	Long-term	72.4
CV14	Deertown Gully Upgrades	Improve drainage facility to reduce flooding and improve water quality.	Flooding	Maintenance dredge of the open channel waterway will increase the cross-sectional area of the facility, reduce flooding, and remove nutrient rich sediment to improve water quality.	Stormwater Engineering	City of Venice	$500,000–$1 million	HMGP, Stormwater Enterprise Funds	Long-term	70
CV15	Seaboard Area Outfall Improvements	Improve drainage facility to reduce flooding and improve water quality.	Flooding	The Seaboard Master Plan is underway and will develop plans for outfall improvements. Overall, these projects will improve drainage, mitigate flooding, and improve water quality.	Stormwater Engineering	City of Venice	$500,000–$1 million	HMGP, Capital Improvement Project Funds, Stormwater Funds	Long-term	70
CV16	New Airport Terminal Building Generator and Underground Utilities	Acquisition and installation of power generator for the new terminal building.	Flood, Tropical Cyclones, Severe Storms, Winter Weather	Provide power services during power outages due to Tropical Cyclones and other events for airport operations.	Airport Manager	City of Venice	$500,000–$1 million	HMGP, Airport Funds	Medium-term	70
CV17	Golf Drive Stormwater Improvements	Improve drainage facility to reduce flooding and improve water quality.	Flooding	Maintenance dredge of the open channel waterway will increase the cross-sectional area of the facility, reduce flooding, and remove nutrient rich sediment to improve water quality.	Stormwater Engineer	City of Venice	Less than $500,000	HMGP, Stormwater Enterprise Funds	Long-term	68.8
CV18	Coastal Land Acquisition Program	Purchase properties and preserve for open space (especially repetitive loss properties or with known drainage issues)	Flooding, Tropical Cyclones, Severe Storms	Mitigates flood losses to coastal properties.	CRS Coordinator	City of Venice	Less than $500,000	HMGP	Long-term	65.6
CV19	Watershed Master Plan (WMP)	Complete a WMP for the jurisdiction.	Drought, Flooding, Tropical Cyclones	Identifies future mitigation recommendations in the watersheds of City of Venice.	CRS Coordinator	City of Venice	Less than $500,000	Submitted for HMGP	Short-term	65.6

Mitigation Action #	Project Title	Description of Project	Hazards Mitigated	Mitigation Benefit	Responsible Department	Jurisdiction	Cost Estimate	Funding Sources	Estimated Timeline	Priority
CV20	New Solid Waste and Recycling Complex	Relocate the facility to a location less exposed to hurricanes and constructed to hurricane codes.	Severe Storms, Tropical Cyclones, Tornadoes	Management of solid waste is an essential part of storm recovery. The Solid Waste and Recycling Complex will be upgraded so that it is protected to hurricane and wind standards and can function immediately after a storm hits.	Fleets and Facilities Manager	City of Venice	$2 million–$5 million	HMGP, General Funds	Short-term	65.6
CV21	Venezia Park Stormwater Upgrades	Improve drainage facility to reduce flooding and improve water quality.	Flooding	Flooding was experienced along Harbor Drive and adjacent areas. By diverting stormwater into the proposed retention facility in Venezia Park, peak stage decreases downstream are anticipated in addition to the water quality benefit.	Stormwater Engineering	City of Venice	$500,000–$1 million	HMGP, Stormwater Enterprise Funds	Long-term	65.6
CV22	Osprey Ditch Stormwater Improvements	Upsize existing stormwater pipes to reduce flooding & add water quality improvements	Flooding	By upsizing stormwater pipes and adding water quality improvements, flooding and environmental impacts are mitigated.	Stormwater Engineering	City of Venice	$500,000 – $1 million	HMGP, Stormwater Enterprise Funds	Long-term	64
CV23	Valencia Road Stormwater Improvements	Improve drainage facility to reduce flooding and improve water quality	Flooding	Maintenance dredge of the open channel waterway will increase the cross-sectional area of the facility, reduce flooding, and remove nutrient rich sediment to improve water quality.	Stormwater Engineering	City of Venice	$500,000–$1 million	HMPG	Long-term	58.8
CV24	Beach Erosion Hot Spot Alternatives	Coastal improvements in known erosion hot spots to provide additional protection.	Land Subsidence and Sinkholes	Enhances coastal hardening to mitigate the erosion issues caused by tropical cyclones and high winds.	Stormwater Engineering	City of Venice	$2 million–$5 million	HMGP, General Funds	Long-term	54.8
CV25	Humphris Park Reconstruction	Restoration of Humphris Park for Public Use	Flooding, Tropical Cyclones, Severe Storms	Humphris Park will soon be ready to be reopened and upgraded with resilient improvements. The concession/restroom building was damaged and removed. Parking areas and concrete pads will be established to provide staging areas and restroom facilities that can be removed prior to storm events. These upgrades will reduce the impacts and costs from natural hazards on the park.	Public Works	City of Venice	$2 million–$5 million	HMGP, General Funds	Long-term	50
SRQ1	Replacement/Upgrade of Automatic Doors	Replace 21 sets of automatic glass doors across front of SRQ airport terminal with impact-resistant hurricane rated materials and installation method	Severe Storms, Tropical Cyclones, Tornadoes and Waterspouts	Will allow doors to withstand severe wind and blowing debris to protect and preserve the building envelope	Facilities	Sarasota Manatee Airport	Less than $500,000	FEMA HMGP as FDEM sub-recipient	Short-term	122
SRQ2	Replacement/Upgrade of Baggage Wind Roof	Replace existing finish roof, skylights, vents and louvers over Baggage Wing on SRQ airport terminal with 80 mil material	Flooding, Severe Storms, Tropical Cyclones,	Will allow roof section to withstand severe windstorms to protect and preserve the building envelope	Facilities	Sarasota Manatee Airport	$500,000–$1 million	FEMA HMGP as FDEM sub-recipient	Short-term	119.6

Mitigation Action #	Project Title	Description of Project	Hazards Mitigated	Mitigation Benefit	Responsible Department	Jurisdiction	Cost Estimate	Funding Sources	Estimated Timeline	Priority
		and recommended installation method for hurricane resistance.	Tornadoes and Waterspouts							
SRQ3	Hurricane Risk Building Assessment	Assessment of design and construction integrity of airport terminal building	Flooding, Severe Storms, Tornadoes & Waterspouts, Tropical Cyclones, Winter Weather	Determine the suitability of the SRQ airport terminal for future mitigation projects and identify project priorities	Risk Management	Sarasota Manatee Airport	Less than $500,000	Airport Net Operating Revenue	Short-term	68.8
NP1	Water Control System 120	This project will replace Fixed Weir 120 to a water control structure that enhances stormwater management and flood protection. A fixed water control structure will convey larger quantities of water and mitigate flooding of the surrounding areas.	Drought, Flooding, Tropical Cyclones	Replacing a fixed weir with a water control structure in North Port, Florida significantly enhances stormwater management and flood protection. Unlike fixed weirs, which allow only passive flow, water control structures can be actively adjusted to manage varying water levels and storm intensities. During heavy rainfall or tropical storms, gates or valves can be opened to release excess water in a controlled manner, reducing the risk of canal overtopping and neighborhood flooding. This flexibility also allows for better drainage of streets and properties, minimizing damage and disruption. In dry conditions, the structure can retain water to support groundwater recharge and maintain ecological balance.	City Engineer	City of North Port	$2 million–$5 million	HMGP, Public Works Local Fund	Medium-term	127.2
NP2	Utilities Lift Station Bypass Pumps	Project is to install a permanent diesel bypass pump on 25 sanitary sewer lift stations.	Flood, Tropical Cyclones	Ensures the uninterrupted flow of wastewater, even in the event of flooding or heavy rains. Power failure or submersible pump failure at lift stations can mean wastewater overflow, infiltration, and infrastructure damage. Installing bypass pumps adds redundancy to the system to avoid damage and contamination under high flow events.	Assistant Utilities Director	City of North Port	$2 million–$5 million	HMGP, Utilities Enterprise Fund	Medium-term	127.2
NP3	Fire Station 83 Hardening	Project is to harden existing fire station 83 to bring it up to current code. Project hardening would include: Replacement of the roof system with a standing-seam galvalume roof; Additional bracing to the trusses (most likely); New lightning protection, gutters and downspouts;	Flood, Severe Storms, Tropical Cyclones, Winter Weather, Tornadoes	Hardening the facility would allow the fire station to serve as a responder shelter for fire rescue crews. Ensuring the safety of this facility would allow crews to remain inside and begin response operations immediately following the passing of a storm, maximizing response times and	North Port Fire Department	City of North Port	$1 million–$2 million	HMGP, Fire District Funding	Medium-term	85.2

Mitigation Action #	Project Title	Description of Project	Hazards Mitigated	Mitigation Benefit	Responsible Department	Jurisdiction	Cost Estimate	Funding Sources	Estimated Timeline	Priority
		Remove and replace all Windows/storefront with insulated, tinted Level E assemblies; Remove and replace all man-doors, including frame, hardware, painting, etc.; Remove and replace (4) apparatus bay doors to include new garage door openers; Remove and replace louvers/ exhaust fans as needed.		ensuring the greatest extent of life saving measures.						
NP4	Fire Station 84 Hardening	Project is to harden existing fire station 84 to bring it up to current code. Project hardening would include: Replacement of the roof system with a standing-seam galvalume roof; Additional bracing to the trusses (most likely); New lightning protection, gutters and downspouts; Remove and replace all Windows/storefront with insulated, tinted Level E assemblies; Remove and replace all man-doors, including frame, hardware, painting, etc.; Remove and replace (6) apparatus bay doors to include new garage door openers; Remove and replace louvers/ exhaust fans as needed	Flood, Severe Storms, Tropical Cyclones, Winter Weather, Tornadoes	Hardening the facility would allow the fire station to serve as a responder shelter for fire rescue crews. Ensuring the safety of this facility would allow crews to remain inside and begin response operations immediately following the passing of a storm, maximizing response times and ensuring the greatest extent of life saving measures.	North Port Fire Department	City of North Port	$1 million–$2 million	HMGP, Fire District Funding	Medium-term	83.2
NP5	Effluent Pipe	This project includes effluent pump station upgrades and new effluent force main. This project will provide adequate pump and pipe capacity to dispose of higher flows during storm events.	Flood, Severe Storms, Tropical Cyclones	Upgrading the effluent lines and pump stations will provide critical mitigation benefits by significantly reducing the risk of system failures, overflows, and untreated wastewater discharges during extreme weather events, such as hurricanes, floods, and heavy rainfall. These infrastructure improvements will enhance the resilience and reliability of the wastewater system, ensuring continued operation under hazard conditions and minimizing the potential for environmental contamination and public health threats.	Assistant Utilities Director	City of North Port	Greater than $5 million	Utility Enterprise Funding	Short-term	75.2
NP6	Fuel Reduction Program	Mechanical clearing of underbrush in the Constitution Drive, Myakkahatchee Creek, and Atwater Drive areas.	Wildland Fire	The clearing of dense underbrush will reduce the risk of severe wildfires in the wildland-urban interface.	North Port Fire Department	City of North Port	Less than $500,000	HMPG, Fire District Funding	Short-term	67.6

Mitigation Action #	Project Title	Description of Project	Hazards Mitigated	Mitigation Benefit	Responsible Department	Jurisdiction	Cost Estimate	Funding Sources	Estimated Timeline	Priority
LBK1	Public Works Generator	This project will provide a generator to the Public Works facility so it can function after the impacts of natural hazards.	Flooding, Severe Storms, Tornadoes, Tropical Cyclones	Purchasing a generator for the Public Works Department will ensure essential operations continue during and after hurricanes, enhancing Longboat Key's resilience. This backup power source will enable debris removal, drainage maintenance, and road clearing, ensuring safe access and reducing prolonged flooding. It will also support emergency response by keeping communication systems, fuel stations, and critical equipment operational. By minimizing service disruptions and improving disaster response, this project strengthens the town's ability to withstand and recover from storms, benefiting residents, businesses, and emergency personnel.	Public Works	Town of Longboat Key	Less than $500,000	HMGP	Short-term	133.6
LBK2	Small-Scale Distribution Main Replacement	Upgrading sections of aging distribution mains that have a history of leaks to improve overall system reliability.	Flooding, Tropical Cyclones, Drought	Targeting the replacement of aging distribution mains not only stabilizes our system but also mitigates the risk of leaks that can disrupt services amidst severe weather. Upgrading these mains enhances our ability to provide consistent water services, reducing the likelihood of service failures during storms.	Public Utilities	Town of Longboat Key	$1 million–$2 million	HMGP	Medium-term	107.6
LBK3	Valve Rehabilitation	Upgrading aging valves in the water distribution system to reduce leaks and improve flow control.	Drought, Flooding, Tropical Cyclones	By inspecting and upgrading aging valves, we can significantly reduce leaks and enhance flow control, optimizing our distribution system's resilience against unexpected weather impacts. This rehabilitation directly contributes to mitigation by preventing water loss and ensuring that our system can handle increased demand or changes in water distribution during emergencies.	Public Utilities	Town of Longboat Key	$500,000–$1 million	HMGP	Medium-term	107.6
LBK4	Manhole Rehabilitation Project	This project involves the inspection and upgrading of aging manholes to prevent infiltration, improve structural integrity, and enhance overall wastewater system performance.	Flooding, Tropical Cyclones	This project addresses the critical need for inspecting and upgrading aging manholes, which prevents infiltration and improves the structural integrity of our wastewater system. By mitigating leaks and improving performance, we protect against potential public health hazards	Public Utilities	Town of Longboat Key	Less than $500,000	HMGP	Short-term	97.6

Mitigation Action #	Project Title	Description of Project	Hazards Mitigated	Mitigation Benefit	Responsible Department	Jurisdiction	Cost Estimate	Funding Sources	Estimated Timeline	Priority
				that could emerge during heavy rainfall or flooding.						
LBK5	Purchase of Back-up Generators	Acquiring backup generators to ensure continuous power supply to critical water and wastewater facilities during power outages, which is essential for maintaining operations during emergencies.	Flooding, Severe Storms, Tornadoes, Tropical Cyclones	This project mitigates the risk of service interruptions that can jeopardize public health and safety during severe weather events, thus enhancing our community's resilience.	Public Utilities	Town of Longboat Key	Less than $500,000	HMGP	Short-term	97.6
LBK6	Hydrant Replacement Program	Upgrade depreciated or damaged fire hydrants to ensure adequate fire protection and improve water service reliability for emergency responders.	Tropical Cyclones, Wildland Fire	Replacing obsolete fire hydrants is essential for ensuring reliable emergency response capabilities during storm events. This project mitigates risks associated with fire emergencies by guaranteeing that emergency responders have access to fully functional hydrants, thereby enhancing public safety and preparedness.	Public Utilities	Town of Longboat Key	$500,000–$1 million	HMGP	Short-term	92.8
LBK7	Emergency Sewer Bypass Pumps	The Town of Longboat Key is seeking grant funding to purchase seven bypass pumps for our sewer lift stations in Sarasota. With 21 lift stations in Sarasota County, enhancing our infrastructure is crucial to ensuring smooth operations during power outages and severe weather. We have experienced saltwater flooding the control panels during strong surge events, rendering many stations inoperable. Currently, only two of our lift stations are equipped with bypass pumps, leaving us vulnerable during emergencies caused by wind and storm surges.	Flooding, Severe Storms, Tropical Cyclones	Procuring these bypass pumps will significantly improve our ability to manage wastewater and prevent sanitary sewer overflows that can negatively impact public health, property and the environment. By acquiring this reliable equipment, we can temporarily divert wastewater when necessary, helping us maintain operations and protect our community. This project addresses critical weaknesses in our infrastructure that have become increasingly apparent with severe weather, ultimately enhancing our resilience for the future. We believe that obtaining grant funding for this initiative is essential for the health and safety of our residents and the environment.	Public Utilities	Town of Longboat Key	Less than $500,000	HMGP	Short-term	90.4
CS1	Coastal Hardening & Stormwater Mitigation Initiative	The City-Wide Coastal Hardening & Stormwater Mitigation Initiative aims to enhance Sarasota's coastal infrastructure by strengthening shorelines, improving stormwater drainage, and implementing flood mitigation measures at multiple city-owned assets along the Sarasota coastline. These upgrades address	Drought, Flooding, Severe Storms, Tropical Cyclones	1. Reduction of coastal erosion and storm surge impact. 2. Improved flood resilience for critical city infrastructure and public assets. 3. Protection of public parks, roadways, and community facilities.	Public Works, Parks and Recreation	City of Sarasota	Greater than $5 million	HMGP, Pre-Disaster Mitigation Grant (PDM), Local Capital Improvement Funds	Medium-term	

Mitigation Action #	Project Title	Description of Project	Hazards Mitigated	Mitigation Benefit	Responsible Department	Jurisdiction	Cost Estimate	Funding Sources	Estimated Timeline	Priority
		damage caused by Hurricanes Helene and Milton (2024) and will improve resilience against future storm events and sea-level rise.		4. Enhanced water retention and quality through improved stormwater management.						
CS2	Seawall Protection Project	The Citywide Sea Wall Rehabilitation Project is a comprehensive hazard mitigation initiative aimed at stabilizing and protecting Sarasota's artificial shoreline infrastructure. The project includes repairs, reinforcement, and replacement of failing and deteriorating seawalls across 33 city-owned locations, totaling 20,460 linear feet of shoreline protection.	Flooding, Land Subsidence, Severe Storms, Tropical Cyclones	1. Prevents catastrophic seawall failures that could lead to flooding and erosion. 2. Protects public infrastructure, roadways, and critical assets along the coastline. 3. Enhances storm surge resistance and reduces flood insurance costs. 4. Supports long-term climate resilience and adaptation for Sarasota's coastal areas	Public Works	City of Sarasota	Greater than $5 million	HMGP, PDM, Local Capital Improvement Funds	Long-term	
CS3	Hudson Bayou Resiliency & Stormwater Mitigation Project	The Hudson Bayou Resiliency & Stormwater Mitigation Project is a critical flood mitigation and water quality improvement initiative designed to restore stormwater conveyance capacity and reduce flood risks in the Hudson Bayou area.	Flooding, Land Subsidence, Severe Storms, Tropical Cyclones	1. Reduces flood risks for surrounding neighborhoods and properties. 2. Enhances water quality by removing sediment and trapped pollutants. 3. Improves ecological health of the Hudson Bayou system. 4. Protects public and private infrastructure from further flood damage.	Public Works, Parks and Recreation	City of Sarasota	Greater than $5 million	HMGP, PDM, Local Capital Improvement Funds	Long-term	
CS4	Lido Beach Dune Project	The Lido Beach Dune Project is a coastal resilience initiative aimed at stabilizing and protecting Lido Beach from erosion, storm surge, and the impacts of sea-level rise. The project will use natural dune restoration techniques to enhance the storm resilience of Sarasota's coastal infrastructure and habitats.	Flooding, Land Subsidence, Severe Storms, Tropical Cyclones	1. Reduces beach erosion and storm surge impacts on coastal infrastructure. 2. Enhances flood protection for properties and roadways along Lido Beach. 3. Preserves natural ecosystems and wildlife habitats. 4. Improves public safety by maintaining a stable, resilient beach environment.	Public Works	City of Sarasota	$2 million–$5 million	HMGP, PDM, Local Capital Improvement Funds	Long-term	
CS5	Span-wire to Mast Arms Conversions	This project will convert existing span-wire traffic signal installations to mast-arm configurations at three high-priority intersections in the City of Sarasota: Bahia Vista & Euclid, Bahia Vista & Shade, and Osprey & South. The conversion of span-wire signals to mast arms enhances traffic safety, improves resilience to extreme weather conditions, and ensures compliance with	Severe Storms, Tornadoes and Waterspouts, Tropical Cyclones	1. Enhanced Wind Resilience: Mast arms are significantly more resistant to hurricane-force winds compared to span-wire signals, reducing the risk of signal failure during extreme weather events. 2. Improved Public Safety: Reduces the likelihood of traffic signal failure, preventing accidents and ensuring the safe movement of vehicles and pedestrians.	Public Works	City of Sarasota	$2 million–$5 million	HMGP, PDM, Local Capital Improvement Funds	Medium-term	

Mitigation Action #	Project Title	Description of Project	Hazards Mitigated	Mitigation Benefit	Responsible Department	Jurisdiction	Cost Estimate	Funding Sources	Estimated Timeline	Priority
		modern standards for hurricane and storm protection.		3. Extended Infrastructure Lifespan: Mast arms have a longer service life with lower maintenance costs compared to span-wire systems. 4. Compliance with Modern Standards: Aligns with FDOT and Sarasota County's goal of transitioning to more resilient traffic infrastructure.						
CS6	St. Armands Resiliency & Flood Mitigation Project	The St. Armands Resiliency & Flood Mitigation Project is a critical infrastructure effort to reduce storm-related flooding, strengthen stormwater systems, and enhance coastal resilience for one of Sarasota's most important commercial and residential hubs. As storm intensity increases and sea levels rise, St. Armands Key faces repeated flooding threats that endanger public safety, evacuation routes, and economic stability. This project integrates stormwater engineering upgrades, roadway protection measures, and deployable flood barriers to provide multi-layered flood mitigation.	Flooding, Land Subsidence, Severe Storms, Tropical Cyclones	1. Protects critical evacuation routes from storm surge flooding. 2. Reduces flood damage to businesses, homes, and public spaces in St. Armands Circle. 3. Enhances stormwater system performance, reducing nuisance and extreme weather flooding. 4. Provides scalable and adaptable protection for future climate challenges.	Public Works	City of Sarasota	Greater than $5 million	HMGP, PDM, Local Capital Improvement Funds	Long-term	
CS7	Stormwater Resiliency & Flood Mitigation Initiative	The City of Sarasota Stormwater Resiliency & Flood Mitigation Initiative is a comprehensive flood mitigation and stormwater management project targeting key flood-prone locations. The initiative will enhance flood protection, improve stormwater retention and conveyance, and reduce pollution entering Sarasota Bay and Phillippi Creek.	Flooding, Land Subsidence, Severe Storms, Tropical Cyclones	1. Reduction of flood risks along evacuation routes and critical infrastructure. 2. Improved stormwater quality through pollutant removal measures. 3. Increased climate resilience through enhanced drainage and sediment control. 4. Protection of residential and commercial properties from repetitive flood damage.	Public Works	City of Sarasota	Greater than $5 million	HMGP, PDM, Local Capital Improvement Funds	Long-term	
CS8	Van Wezel Performing Arts Hall Hazard Mitigation	The Van Wezel Performing Arts Hall, a cultural and economic landmark located along Sarasota Bay, faces significant flooding risks due to its shoreline proximity. The 2024 hurricane season (Hurricanes Debby, Helene, and Milton) caused substantial flooding and structural damage, underscoring the urgent need for hazard mitigation. This	Flooding, Tropical Cyclones	1. Reduces flood risk and structural damage during extreme weather events. 2. Preserves a key economic and cultural institution for Sarasota. 3. Ensures continuity of events and performances, preventing economic losses.	Public Works, Van Wezel Staff	City of Sarasota	$2 million–$5 million	HMGP, PDM, Local Capital Improvement Funds	Medium-term	

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		project will implement critical flood protection and storm mitigation measures to preserve the facility, ensure visitor safety, and protect the local economy.		4. Protects public safety by preventing storm surge-related building failures.						
CS9	Whitaker Bayou Resiliency & Flood Mitigation Project	The Whitaker Bayou Resiliency & Flood Mitigation Project is a comprehensive flood control and environmental restoration initiative aimed at reducing flood risks, improving water quality, and restoring natural hydrology in the Whitaker Bayou watershed. Whitaker Bayou serves as a primary stormwater conveyance system for several Sarasota neighborhoods, but its reduced drainage capacity, sediment buildup, and outdated stormwater infrastructure have increased flooding risks. This project will restore the Bayou's stormwater management capacity, stabilize eroded banks, and enhance ecological resilience.	Flooding, Land Subsidence, Severe Storms, Tropical Cyclones	1. Reduces flood risks in vulnerable Sarasota neighborhoods. 2. Improves stormwater drainage and reduces property damage from repetitive flooding. 3. Enhances water quality by reducing sediment and pollution levels. 4. Restores natural hydrology and protects coastal ecosystems. 5. Aligns with Sarasota's long-term climate adaptation strategy.	Public Works	City of Sarasota	Greater than $5 million	HMGP, PDM, Local Capital Improvement Funds	Long term	
RM1	Campuswide Distributed Generation System	The proposed Campuswide Distributed Generation System includes the purchase and installation of seven distributed generation systems, new natural gas infrastructure, and the provision of complete campus back-up power.	Flooding, Severe Storms, Tropical Cyclones, Tornadoes and Water Spouts	Primary benefits of the project include campuswide electrical resiliency during natural hazard events, code compliant and elevated equipment installation to protect against impacts from natural hazards, and development of a hardened distribution system better able to withstand the impacts from natural hazards. Secondary benefits include cleaner fuel use and a fuel source which is less vulnerable to supply chain disruptions in the aftermath of a natural hazard event.	Jean Evans, Deputy Director	Ringling Museum	Greater than $5 million	HMGP	Short-term	98.4
RM2	New Mechanical and Electrical System Design for Ca' d'Zan	The mechanical systems for the Ca' d'Zan house were located in the basement and severely damaged during flooding from Hurricane Helene. The design process will develop options to protect mechanical and electrical systems from flooding damage in the future.	Flooding, Tropical Cyclones	This project will provide insights into how the Ca' d'Zan can improve the design and construction of the critical mechanical and electrical systems. The final design can then be constructed to reduce natural hazard risk.	Jean Evans, Deputy Director	Ringling Museum	Greater than $5 million	HMGP	Short-term	63.6
RM3	Museum of Art Replacement Roof	This project would upgrade the roof and mechanical systems located there on the Ringling Museum of Art. These systems	Flooding, Severe Storms, Tropical Cyclones,	This project protects the roof system and mechanical equipment located there from	Jean Evans, Deputy Director	Ringling Museum	Greater than $5 million	HMGP	Medium-term	63.2

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		would be more resistant to damage from flooding, wind, and other impacts.	Tornadoes and Water Spouts	water infiltration and wind damage from a range of hazards.						
RM4	Designing Mitigation Projects for the Ca' d'Zan Terrace	The terrace of the Ca' d'Zan was heavily damaged by Hurricane Helene due to storm surge. The design process will highlight options to mitigate impacts on the terrace from similar storms and flooding.	Flooding, Severe Storms, Tropical Cyclones	This project will provide insights into how the Ca' d'Zan terrace can implement sustainable mitigation to impacts. The final design can then be constructed to reduce natural hazard risk.	Jean Evans, Deputy Director	Ringling Museum	$2 million–$5 million	HMGP	Short-term	55.6
SMH1	Venice Urgent Care Center Wind Retrofit	Hurricane shutter installation at critical Sarasota Memorial Hospital (SMH) facility	Severe Storms (Wind), Tropical Cyclones, Tornadoes and Waterspouts	This project will reduce the vulnerability of a critical healthcare facility to hurricane and high-wind events by installing impact-rated storm shutters on unprotected windows and doors. By hardening the building envelope against windborne debris and wind pressure, the project helps prevent structural failure, water intrusion, and interior damage that could compromise life safety, disrupt patient care, or force evacuation. The shutter installation is designed to meet or exceed Florida Building Code and ASCE 7 wind load requirements for healthcare facilities classified as Risk Category III or IV. By enabling the facility to safely shelter in place and maintain operations during storms, the project supports emergency medical services continuity, reduces potential post-disaster recovery costs, and enhances the long-term resilience of the healthcare system.	Hospital Emergency Management	Sarasota Memorial Hospital	$1 million–$2 million	Hurricane Ian Mitigation Funds	Short-term	118
SMH2	Sarasota Memorial Community Specialty Clinic Building Retrofits	Hurricane shutter installation at critical SMH facility	Severe Storms (Wind), Tropical Cyclones, Tornadoes and Waterspouts	This project will reduce the vulnerability of a critical healthcare facility to hurricane and high-wind events by installing impact-rated storm shutters on unprotected windows and doors. By hardening the building envelope against windborne debris and wind pressure, the project helps prevent structural failure, water intrusion, and interior damage that could compromise life safety, disrupt patient care, or force evacuation. The shutter installation is designed to meet or exceed Florida Building Code and ASCE 7 wind load requirements for healthcare	Hospital Emergency Management	Sarasota Memorial Hospital	Less than $500,000	Hurricane Ian Mitigation Funds	Short-term	122.8

Mitigation Action #	Project Title	Description of Project	Hazards Mitigated	Mitigation Benefit	Responsible Department	Jurisdiction	Cost Estimate	Funding Sources	Estimated Timeline	Priority
				facilities classified as Risk Category III or IV. By enabling the facility to safely shelter in place and maintain operations during storms, the project supports emergency medical services continuity, reduces potential post-disaster recovery costs, and enhances the long-term resilience of the healthcare system.						
SMH3	Generator for Urgent Care at St. Armands	Emergency generator installation at critical SMH facility	Flooding, Severe Storms, Tropical and Cyclones, Winter Weather	This project will enhance the resilience of a critical outpatient medical facility by installing a permanent emergency generator to maintain power during utility outages caused by hurricanes, severe storms, or other hazard events. These facilities play an essential role in stabilizing patients, treating injuries, and managing acute medical needs when hospitals are overwhelmed or inaccessible. A loss of power can disrupt vital functions such as lighting, diagnostic equipment, refrigeration for medications, electronic medical records, and patient intake systems. The proposed generator will ensure uninterrupted operation of these critical systems, allowing the facility to remain open and accessible when the surrounding community is most in need of immediate medical care. By reducing the likelihood of service interruptions and preventing costly closures or evacuations, the project helps protect public health and strengthens the local healthcare system's capacity to respond during and after disasters.	Hospital Emergency Management	Sarasota Memorial Hospital	$1 million–$2 million	HMGP, General Funds	Medium-term	78
SMH4	Generators for Urgent Care Centers	Emergency generator installation at critical SMH facility	Flooding, Severe Storms, Tropical and Cyclones, Winter Weather	This project will enhance the resilience of critical outpatient medical facilities (University Parkway UC, Centergate UC, Stickney Point UC) by installing a permanent emergency generator to maintain power during utility outages caused by hurricanes, severe storms, or other hazard events. These facilities play an essential role in stabilizing patients, treating injuries, and managing acute	Hospital Emergency Management	Sarasota Memorial Hospital	$1 million–$2 million	HMGP, General Funds	Medium-term	78

Mitigation Action #	Project Title	Description of Project	Hazards Mitigated	Mitigation Benefit	Responsible Department	Jurisdiction	Cost Estimate	Funding Sources	Estimated Timeline	Priority
				medical needs when hospitals are overwhelmed or inaccessible. A loss of power can disrupt vital functions such as lighting, diagnostic equipment, refrigeration for medications, electronic medical records, and patient intake systems. The proposed generator will ensure uninterrupted operation of these critical systems, allowing the facility to remain open and accessible when the surrounding community is most in need of immediate medical care. By reducing the likelihood of service interruptions and preventing costly closures or evacuations, the project helps protect public health and strengthens the local healthcare system's capacity to respond during and after disasters.						
SMH5	Generator for Urgent Care Heritage Harbour	Emergency generator installation at critical SMH facility	Flooding, Severe Storms, Tropical and Cyclones, Winter Weather	This project will enhance the resilience of a critical outpatient medical facility by installing a permanent emergency generator to maintain power during utility outages caused by hurricanes, severe storms, or other hazard events. These facilities play an essential role in stabilizing patients, treating injuries, and managing acute medical needs when hospitals are overwhelmed or inaccessible. A loss of power can disrupt vital functions such as lighting, diagnostic equipment, refrigeration for medications, electronic medical records, and patient intake systems. The proposed generator will ensure uninterrupted operation of these critical systems, allowing the facility to remain open and accessible when the surrounding community is most in need of immediate medical care. By reducing the likelihood of service interruptions and preventing costly closures or evacuations, the project helps protect public health and strengthens the local healthcare system's capacity to respond during and after disasters.	Hospital Emergency Management	Sarasota Memorial Hospital	$2 million–$5 million	HMGP, General Funds	Medium-term	75.6

Mitigation Action #	Project Title	Description of Project	Hazards Mitigated	Mitigation Benefit	Responsible Department	Jurisdiction	Cost Estimate	Funding Sources	Estimated Timeline	Priority
SMH6	Generator for Health Care Center Blackburn Point	Emergency generator installation at critical SMH facility	Flooding, Severe Storms, Tropical and Cyclones, Winter Weather	This project will enhance the resilience of a critical outpatient medical facility by installing a permanent emergency generator to maintain power during utility outages caused by hurricanes, severe storms, or other hazard events. These facilities play an essential role in stabilizing patients, treating injuries, and managing acute medical needs when hospitals are overwhelmed or inaccessible. A loss of power can disrupt vital functions such as lighting, diagnostic equipment, refrigeration for medications, electronic medical records, and patient intake systems. The proposed generator will ensure uninterrupted operation of these critical systems, allowing the facility to remain open and accessible when the surrounding community is most in need of immediate medical care. By reducing the likelihood of service interruptions and preventing costly closures or evacuations, the project helps protect public health and strengthens the local healthcare system's capacity to respond during and after disasters.	Hospital Emergency Management	Sarasota Memorial Hospital	$1 million–$2 million	HMGP, General Funds	Medium-term	78
SMH7	Generator for Venice Medical Office Building	Emergency generator installation at critical SMH facility	Flooding, Severe Storms, Tropical and Cyclones, Winter Weather	This project will improve the operational resilience of a medical office building that delivers essential outpatient services, including diagnostics, consultations, and follow-up care. By installing a permanent emergency generator, the facility will be able to maintain power during utility outages caused by hurricanes, severe storms, or other hazards. Power loss at outpatient facilities can result in canceled appointments, delayed diagnoses, disrupted treatment plans, and the inability to access electronic medical records or operate clinical equipment. The proposed generator will ensure continuity of operations, allowing the facility to continue serving patients safely and effectively during and after hazard events.	Hospital Emergency Management	Sarasota Memorial Hospital	$1 million–$2 million	HMGP, General Funds	Medium-term	78

Mitigation Action #	Project Title	Description of Project	Hazards Mitigated	Mitigation Benefit	Responsible Department	Jurisdiction	Cost Estimate	Funding Sources	Estimated Timeline	Priority
				By reducing downtime and preserving access to routine and preventive care, the project supports community health outcomes and contributes to the overall resilience of the regional healthcare delivery system.						
SMH8	North Port Care Center and Emergency Room Wind Retrofit	Hurricane shutter installation at critical SMH facility	Severe Storms (Wind), Tropical Cyclones, Tornadoes and Waterspouts	This project will reduce the vulnerability of a critical healthcare facility to hurricane and high-wind events by installing impact-rated storm shutters on unprotected windows and doors. By hardening the building envelope against windborne debris and wind pressure, the project helps prevent structural failure, water intrusion, and interior damage that could compromise life safety, disrupt patient care, or force evacuation. The shutter installation is designed to meet or exceed Florida Building Code and ASCE 7 wind load requirements for healthcare facilities classified as Risk Category III or IV. By enabling the facility to safely shelter in place and maintain operations during storms, the project supports continuity of emergency medical services, reduces potential post-disaster recovery costs, and enhances the long-term resilience of the healthcare system.	Hospital Emergency Management	Sarasota Memorial Hospital	Less than $500,000	Hurricane Ian Mitigation Funds	Short-term	122.8
SMH9	Pine Tree Center Wind Retrofit	Hurricane shutter installation at critical SMH facility	Severe Storms (Wind), Tropical Cyclones, Tornadoes and Waterspouts	This project will reduce the vulnerability of a critical healthcare facility to hurricane and high-wind events by installing impact-rated storm shutters on unprotected windows and doors. By hardening the building envelope against windborne debris and wind pressure, the project helps prevent structural failure, water intrusion, and interior damage that could compromise life safety, disrupt patient care, or force evacuation. The shutter installation is designed to meet or exceed Florida Building Code and ASCE 7 wind load requirements for healthcare facilities classified as Risk Category III or IV. By enabling the facility to safely shelter	Hospital Emergency Management	Sarasota Memorial Hospital	Less than $500,000	Hurricane Ian Mitigation Funds	Short-term	122.8

Mitigation Action #	Project Title	Description of Project	Hazards Mitigated	Mitigation Benefit	Responsible Department	Jurisdiction	Cost Estimate	Funding Sources	Estimated Timeline	Priority
				in place and maintain operations during storms, the project supports emergency medical services continuity, reduces potential post-disaster recovery costs, and enhances the long-term resilience of the healthcare system.						
SMH10	Wind Protection Retrofit – Storm Shutters at Sarasota Memorial Nursing and Rehabilitation Center	Hurricane shutter installation at critical SMH facility	Severe Storms (Wind), Tropical Cyclones, Tornadoes and Waterspouts	This project will mitigate the risk of windborne debris impacts and structural damage at the Sarasota Memorial Nursing and Rehabilitation Center by installing impact-rated storm shutters on all unprotected windows and hardening select exterior doors and sidelights. These improvements will protect the building envelope against wind pressures and flying debris during hurricanes and severe wind events, consistent with ASCE 7-22 standards for Risk Category III healthcare facilities. By preventing window failure, water intrusion, and interior damage, the project safeguards 120 medically vulnerable residents and up to 200 staff from the cascading effects of building compromise, including potential evacuation, service disruption, and loss of continuity of care. The proposed retrofit ensures that the facility can shelter in place during high-wind events, supporting both life safety and long-term resilience.	Hospital Emergency Management	Sarasota Memorial Hospital	Less than $500,000	Hurricane Helene Mitigation Funds	Short-term	122.8
SMH11	Water Resiliency at Sarasota Memorial Hospital – Venice Campus	This project will harden water infrastructure at Sarasota Memorial Hospital's Venice Campus by installing an emergency potable water tanker connection and modifying the irrigation pump system to provide backup mechanical water supply to the cooling towers during municipal water service disruptions.	Drought, Flooding, Severe Storms, Tropical Cyclones	This project provides critical mitigation benefits by ensuring uninterrupted water supply to Sarasota Memorial Hospital, Venice Campus, a 212-bed acute care facility that serves over 100,000 residents in South Sarasota County, by installing permanent backup systems that protect against municipal water disruptions. Without these improvements, events like Hurricane Milton could again result in loss of water pressure, compromising infection control, surgical procedures, HVAC cooling, and fire suppression, and potentially forcing evacuation or	Hospital Emergency Management	Sarasota Memorial Hospital	Less than $500,000	Hurricane Milton Mitigation Funds	Medium Term	122.8

Mitigation Action #	Project Title	Description of Project	Hazards Mitigated	Mitigation Benefit	Responsible Department	Jurisdiction	Cost Estimate	Funding Sources	Estimated Timeline	Priority
				shutdown of the critical hospital during a disaster.						
SMH12	Flood Resiliency Sarasota Memorial Hospital – Venice Campus	This project proposes the design and construction of stormwater detention infrastructure to reduce flood risk at the Sarasota Memorial Hospital Venice campus. The facility is vulnerable to localized flooding during extreme rainfall events, which can threaten critical systems and access routes. The project would include strategically located detention ponds to capture and temporarily store excess stormwater runoff, reducing peak flow rates and mitigating flood impacts across the campus. By improving on-site water management capacity, this project will enhance the hospital's ability to remain operational during heavy rainfall events and protect essential healthcare services from flood-related disruption.	Flooding, Tropical Cyclones	This project will mitigate the risk of flooding at the Sarasota Memorial Hospital Venice campus by constructing stormwater detention ponds to manage runoff during heavy rainfall events. The hospital campus has experienced localized flooding during severe storms, threatening access roads, utility infrastructure, and critical medical operations. By capturing and temporarily storing stormwater on-site, the detention ponds will reduce peak discharge volumes, lower the risk of water pooling near buildings and entrances, and alleviate pressure on downstream drainage systems. These flood mitigation measures will help ensure the hospital remains accessible and fully functional during hazard events, reducing the likelihood of service disruptions, patient evacuations, and costly flood damage. The project provides long-term risk reduction by addressing known vulnerabilities and enhancing the facility's ability to sustain operations during future extreme weather.	Hospital Emergency Management	Sarasota Memorial Hospital	$2 million–$5 million	HMGP, General Funds	Medium-term	73.6
SMH13	Emergency Power Redundancy Framework for Critical Hospital Facilities	This mitigation action provides a framework for planning, funding, and implementing emergency power system upgrades across Sarasota Memorial Health Care System facilities. The intent of this action is to ensure continuity of critical medical operations during utility power outages caused by hurricanes, severe storms, or other hazard events. Projects carried out under this action may include the installation or replacement of permanent emergency generators, automatic transfer switches (ATS), generator docking stations, load management upgrades, or supporting electrical infrastructure improvements.	Flooding, Severe Storms, Tropical and Cyclones, Winter Weather	This action will reduce the vulnerability of Sarasota Memorial Health Care System facilities to power outages caused by hurricanes, severe storms, or other hazard events. Loss of electricity can lead to the shutdown of critical systems that support life safety, patient care, communications, refrigeration, climate control, and emergency response operations. By ensuring reliable backup power through the installation or upgrade of generators, ATS units, and related electrical infrastructure, this action helps maintain essential healthcare services during outages. The ability to remain operational reduces the risk of evacuation, preserves	Hospital Emergency Management	Sarasota Memorial Hospital	Less than $500,000	HMGP, General Funds	Medium-term	73.6

Mitigation Action #	Project Title	Description of Project	Hazards Mitigated	Mitigation Benefit	Responsible Department	Jurisdiction	Cost Estimate	Funding Sources	Estimated Timeline	Priority
		These measures will enable facilities to maintain life safety systems, climate control, electronic health records, refrigeration, and essential patient care functions during and after power loss. This action applies to hospitals, outpatient centers, nursing and rehabilitation facilities, urgent care clinics, and other SMH-operated buildings.		continuity of care for medically vulnerable populations, and strengthens the healthcare system's capacity to respond to disasters. These improvements also lessen the burden on nearby hospitals and emergency shelters by allowing SMH facilities to serve patients in place.						
SHM14	Wind Resiliency Approach for Critical Hospital Facilities	This mitigation action establishes a system-wide approach to strengthening the wind resistance of Sarasota Memorial Health Care System facilities. The intent is to reduce the risk of damage and operational disruption from hurricanes and severe wind events by retrofitting vulnerable building components. Eligible activities under this action may include the installation of impact-rated storm shutters, replacement of non-rated windows and doors with code-compliant assemblies, roof reinforcements, anchoring of rooftop equipment, and other structural or envelope hardening measures in accordance with American Society of Civil Engineers 7 standard and Florida Building Code standards. These improvements will help ensure the safety of patients and staff, preserve facility integrity, and reduce post-disaster recovery costs. This action is applicable to any SMH-owned or operated medical or administrative facility that is found to have wind vulnerabilities.	Severe Storms (Wind), Tropical Cyclones, Tornadoes and Waterspouts	This action will reduce the risk of structural damage, service disruption, and life safety threats at Sarasota Memorial Health Care System facilities during hurricanes and high-wind events. Many buildings have unprotected openings or outdated structural components that are vulnerable to windborne debris and pressure-related failure. Wind resilience retrofits, including impact-rated shutters, code-compliant glazing systems, and structural anchoring, will protect these facilities from physical damage and water intrusion. These measures will preserve building functionality, reduce repair and recovery costs, and allow medical services to continue during and after storm events. By hardening key healthcare infrastructure, this action also supports community health, safety, and emergency response capacity during Florida's most frequent and damaging hazard events.	Hospital Emergency Management	Sarasota Memorial Hospital	Less than $500,000	HMGP, General Funds	Medium-term	73.6
SMH15	Flood Resiliency for Sarasota Memorial Hospital – Sarasota Campus	This project proposes the design and construction of stormwater detention infrastructure to reduce flood risk at the Sarasota Memorial Hospital Sarasota campus. The facility is vulnerable to localized flooding during extreme rainfall events, which can threaten critical systems and access routes. The project would include strategically located	Flooding, Tropical Cyclones	This project will mitigate the risk of flooding at the Sarasota Memorial Hospital Venice campus by constructing stormwater detention ponds to manage runoff during heavy rainfall events. The hospital campus has experienced localized flooding during severe storms, threatening access roads, utility infrastructure, and critical medical	Hospital Emergency Management	Sarasota Memorial Hospital	$2 million–$5 million	HMGP, General Funds	Medium-term	73.6

Mitigation Action #	Project Title	Description of Project	Hazards Mitigated	Mitigation Benefit	Responsible Department	Jurisdiction	Cost Estimate	Funding Sources	Estimated Timeline	Priority
		detention ponds to capture and temporarily store excess stormwater runoff, reducing peak flow rates and mitigating flood impacts across the campus. By improving on-site water management capacity, this project will enhance the hospital's ability to remain operational during heavy rainfall events and protect essential healthcare services from flood-related disruption.		operations. By capturing and temporarily storing stormwater on-site, the detention ponds will reduce peak discharge volumes, lower the risk of water pooling near buildings and entrances, and alleviate pressure on downstream drainage systems. These flood mitigation measures will help ensure the hospital remains accessible and fully functional during hazard events, reducing the likelihood of service disruptions, patient evacuations, and costly flood damage. The project provides long-term risk reduction by addressing known vulnerabilities and enhancing the facility's ability to sustain operations during future extreme weather.						
SMH16	Flood Resiliency Framework for Critical Hospital Facilities	This mitigation action provides a system-wide framework for identifying and implementing flood mitigation strategies across Sarasota Memorial Health Care System facilities. The intent is to reduce the risk of flood-related damage and service disruptions caused by heavy rainfall, storm surge, or localized drainage issues. Eligible activities may include the installation of flood barriers, backflow preventers, floodproof doors and louvers, dry and wet floodproofing systems, elevation of critical mechanical or electrical systems, stormwater detention improvements, or site drainage enhancements. These measures are intended to protect healthcare infrastructure, preserve access and functionality, and ensure that medical services can continue during and after flood events. This action applies to any SMH-owned or operated facility identified as vulnerable to flooding, including hospitals, outpatient centers, administrative buildings, and long-term care sites.	Flooding, Tropical Cyclones	This action will reduce the vulnerability of Sarasota Memorial Health Care System facilities to flood-related damage and disruption. Flooding can impact building access, damage medical and mechanical systems, and force healthcare services to shut down when they are needed most. By implementing targeted flood mitigation strategies such as floodproofing, drainage improvements, and elevation of critical infrastructure, this action helps ensure that SMH facilities can remain operational and accessible during severe weather events. These improvements will protect medically vulnerable populations, reduce the need for emergency evacuations, and limit long-term recovery costs, ultimately supporting a more resilient healthcare delivery system.	Hospital Emergency Management	Sarasota Memorial Hospital	Less than $500,000	HMGP, General Funds	Medium-term	73.6

Mitigation Action #	Project Title	Description of Project	Hazards Mitigated	Mitigation Benefit	Responsible Department	Jurisdiction	Cost Estimate	Funding Sources	Estimated Timeline	Priority
SC1	Community Wildland Protection plan	Create a community wildland protection plan to address risks and vulnerabilities associated with wildland fires, and to identify key areas for protection along the urban-wildland interface.	Wildland Fire	Provides a detailed understanding of where wildland fire mitigation is needed, actions to be taken, and agency responsibilities.	Emergency Services	Sarasota County	<$300,000	USDA/USFS Grant	Short-term	High
SC2	Monitor Burn Ban Ordinance	Review efficacy and recommend adjustments to County Ordinance 58-2 where appropriate.	Wildland Fire	Reduces the risk of wildland fire.	Emergency Services	Sarasota County	<$50,000	County General Fund	Short-term	Medium
SC3	Public Warming Centers	Enhance existing operating guides for the opening of public warming centers and overnight shelters in the event of extended-duration freezing conditions.	Severe Winter Weather	Reduces the risk of injury and death to vulnerable populations due to cold temperatures.	Emergency Services	Sarasota County	<$500,000	County General Fund	Medium-term	
SC4	Community Wildland Protection Plan	Create a community wildland protection plan to address risks and vulnerabilities associated with wildland fires, and to identify key areas for protection along the urban-wildland interface.	Drought	Identifies drought vulnerable areas that contribute to wildland degradation and increased wildfire risk, recommends corrective action, and identifies agency responsibilities.	Emergency Services	Sarasota County	<$300,000	USDA/USFS Grant	Short-term	
SC5	Water System Upgrades	Upgrade water delivery systems to reduce leakages.	Drought	Inefficient water delivery systems can worsen droughts. These upgrades will ensure that less water is lost throughout the water system.	Public Utilities	Sarasota County	$1 million–$3 million	HMGP, PDM, User Fees	Medium-term	
SC6	Land Subsidence and Sinkhole Mapping	Map and assess areas at high risk for sinkholes and land subsidence.	Land Subsidence and Sinkhole	Provides an understanding of where land subsidence and sinkholes are most likely to occur in the jurisdiction.	Transportation	Sarasota County	<$1 million	HMGP, PDM	Medium-term	
SC7	Elevate Florida	Enhance resilience through residential home elevation, performed by allocating County-specific HMGP to the Statewide residential elevation initiative.	Tropical Cyclones, Fresh Water Flooding	Reduces the risk of injury and property loss through the elevation of inhabited structures.	Emergency Services	Sarasota County / All Jurisdictions	$6 million	HMGP	Medium-term	High
SC8	Colonial Oaks Park Generator	Install a permanent generator at the events hall to allow for use of the center as a post-disaster shelter for displaced populations.	Tropical Cyclones (+all hazards)	Establishes the facility as a pre-identified location for use as a shelter for all hazards, with an emphasis on transitional sheltering in the aftermath of a tropical cyclone.	Emergency Services	Sarasota County	<$400,000	HMGP, County General Fund	Medium-term	High
SC9	Elevate Florida	Enhance resilience through residential home elevation, performed by allocating County-specific HMGP to the statewide residential elevation initiative	Tropical Cyclones, Flooding	Reduce the risk of injury and property loss through the elevation of inhabited structures.	Emergency Services	Sarasota County / All Jurisdictions	$6 million	HMGP	Medium-term	High
SC10	Cowpen Slough North Berm	Construct a berm to reduce the risk of flood inundation through enhancement	Flooding	Reduce the risk of flood inundation through enhancement of identified critical	Stormwater	Sarasota County	$6.4 million	HMGP, County General Fund	Medium-term	High

Mitigation Action #	Project Title	Description of Project	Hazards Mitigated	Mitigation Benefit	Responsible Department	Jurisdiction	Cost Estimate	Funding Sources	Estimated Timeline	Priority
		of identified critical flood control structures at the Cowpen Slough.		flood control structures at the Cowpen Slough.						
SCS1	Lift Station and Well Generators	Install lift station and well generators at Lemarque and Tatum Ridge.	All hazards, including Flooding and Wildland Fire	The project for lift station and well generators at Lemarque and Tatum Ridge mitigates against all hazards as it services our medical dependent shelters.	Executive Director Facilities	Sarasota County Schools		HMGP	Medium-term	118
SCS2	Hardening and generators for Suncoast Technical College	Harden facilities and install generators for Suncoast Technical College.	Severe Storms and Tropical Cyclones	Actions will mitigate against severe storms and tropical cyclones.	Executive Director Facilities	Sarasota County Schools		HMGP	Medium-term	112

Plan Maintenance and Integration

The Sarasota County Local Mitigation Strategy (LMS) Working Group emphasizes four key components to keep the LMS plan up to date (see Figure 46):

- Plan Monitoring
- Community Involvement
- Plan Evaluation
- Plan Integration



Figure 46: Plan Maintenance and Integration Process

Plan Monitoring and Implementation

The LMS Chair holds primary responsibility for overseeing and supporting the implementation of the LMS Plan. This role includes providing both technical and administrative assistance to aid the LMS Working Group in its efforts. Throughout the year, the Chair will coordinate with the LMS Working Group to review proposed and existing mitigation projects supported by the LMS and conduct formal plan assessments annually. These evaluations will measure the plan's effectiveness, monitor progress against the criteria established by both the LMS Working Group and the Florida Division of Emergency Management, and determine if any modifications are needed.

If this preliminary review indicates that a comprehensive update is required, the LMS Working Group Chair will arrange a meeting of the LMS Plan Committee to conduct a formal evaluation. Furthermore, should a significant event occur in Sarasota County, potentially making an LMS-supported project eligible for grant funding, the Chair will call a special meeting of the LMS Plan Committee to address the matter.

Community Involvement

The Sarasota County LMS Working Group is committed to ensuring public engagement in the hazard mitigation planning and review process while continuously seeking ways to enhance community participation. Public outreach and opportunities for feedback are essential components of this effort, providing residents with a voice in shaping local mitigation strategies. After the plan approval, the LMS Working Group will continue to seek public participation throughout the implementation, monitoring, and evaluation periods by inviting public feedback at all quarterly and special LMS meetings.

To encourage public involvement, the LMS Working Group advertised all quarterly and special meetings and employed various outreach methods to keep the community informed. This includes utilizing web-based platforms such as the Sarasota County website, where the most up-to-date documents, meeting dates, and contact information will be readily available. All comments from the meetings and public surveys were reviewed and incorporated into the plan text, goals, and prioritized mitigation actions list. At a minimum, public outreach strategies and engagement opportunities will be discussed during at least one quarterly LMS meeting to ensure continuous improvement in reaching the community.

To maximize participation, the LMS Working Group implemented a range of outreach initiatives. These included presentations at community events such as Community Emergency Response Team (CERT) training courses, schools, clubs, churches, and fairs, where residents learned about the progress of mitigation efforts. Additionally, questionnaires and surveys were distributed to assess public awareness and understanding of the plan. Feedback from these public surveys was analyzed, reviewed by Sarasota County, and considered in relation to future mitigation actions. Public meetings offered opportunities for direct feedback, while social media and other web-based platforms served as accessible channels for updates and engagement.

A key partnership between the LMS Working Group and the Regional Floodplain Management Planning and Coordination Committee has further enhanced public involvement, particularly in activities such as the adoption of new Flood Insurance Rate Maps for Sarasota County. This collaboration has led to the formation of a joint public outreach committee, which aims to integrate mitigation education and Community Rating System (CRS) outreach efforts into a single, streamlined initiative. By doing so, the committee can reduce costs, improve efficiency, and expand its reach to a greater number of Sarasota County residents.

Plan Evaluation

If no modifications are identified during the monitoring phase, the LMS Plan Committee, under the direction of the LMS Chair, will convene at least once per year to assess and review the LMS Plan in

accordance with evaluation criteria established by the Florida Division of Emergency Management (FDEM) and the LMS Working Group. This annual evaluation will take place within the first quarter of each calendar year and will be completed no later than the second quarter to ensure the review is finalized before the beginning of the hurricane season.

The LMS Working Group and/or the LMS Plan Committee will apply specific evaluation criteria when reviewing the plan. These criteria include, but are not limited to, the following:

- Identifying any new or revised laws, regulations, or policies that may necessitate updates to the LMS
- Determining whether any mandates from Federal, State, or local agencies require modifications to the LMS
- Assessing whether the goals and objectives of the LMS Working Group continue to align with current and anticipated conditions in Sarasota County
- Evaluating whether there have been significant changes in nature, severity, or types of risks affecting the county
- Reviewing the adequacy of available resources for effective plan implementation
- Identifying any technical, political, legal, financial, or interagency coordination challenges that may hinder implementation
- Determining whether the anticipated outcomes have been achieved as expected
- Reviewing the participation of jurisdictions and other partners to ensure alignment with the original plan
- Considering recommendations or lessons learned from incidents or events that occurred during the review cycle

This evaluation process ensures that the LMS remains relevant, effective, and aligned with evolving risks, regulatory requirements, and operational challenges within Sarasota County. If modifications are identified, the LMS Working Group will draft revisions to the plan text and mitigation action list. The revisions will be circulated for stakeholder and public review upon the LMS Working Group approval and submit updates to FDEM for acknowledgement or approval. The final version will then be posted on the County website. In all cases, a formal LMS Plan update is required not to exceed every five years.

Key Partnership

The Sarasota County LMS Working Group is dedicated to ensuring that hazard mitigation planning remains an ongoing and integrated process across all participating jurisdictions. As part of the group's regular activities, at least one quarterly meeting is dedicated to reviewing the plan’s goals, objectives, priorities, and projects to ensure they are incorporated into local planning efforts. If any element is found to be misaligned or ineffective, it is the responsibility of each jurisdiction’s representative to initiate changes through their own municipal process.

Each jurisdiction involved in the LMS Working Group (including Sarasota County, the City of Sarasota, the City of North Port, the City of Venice, and the Town of Longboat Key) has committed to following a structured approach for integrating mitigation efforts into their respective planning mechanisms. The group fosters collaboration, providing guidance and resources to ensure consistency across jurisdictions while allowing each member to tailor implementation to its specific needs.

Previous Plan Integration

The LMS Working Group has actively incorporated mitigation strategies into various planning mechanisms to streamline efforts, improve efficiency, and avoid duplication A key example of this integration is the combination of the LMS Plan and the Floodplain Management Plan into a single document. In the past, these were separate plans, each requiring its jurisdictional board resolution. By consolidating them, the LMS Working Group has reduced redundancy, simplified the approval process, and created a more cohesive mitigation strategy. To ensure multi-jurisdictional integration, each participating jurisdiction in the planning area will incorporate its LMS actions into existing local mechanisms using its established internal process. The jurisdiction's LMS representative will coordinate with the appropriate departments to draft and advance any needed amendments through the regular staff and governing body procedures, ensuring the actions are incorporated during routine update cycles.

Additionally, the Sarasota County Comprehensive Emergency Management Plan (CEMP) has been shaped by previous LMS efforts. Many LMS Working Group members were directly involved in updating the 2019 CEMP, ensuring that jurisdictional descriptions and risk assessments aligned with hazard mitigation priorities. The risk assessment in the CEMP was originally based on the 2010 LMS Plan, and as it evolved, it became the foundation for the current LMS update, ensuring a data-driven and consistent approach to risk evaluation.

Another area where LMS strategies have been successfully integrated is in the Comprehensive Plans of each jurisdiction. Florida law mandates that municipalities submit an Evaluation and Appraisal Report (EAR) to the Florida Department of Community Affairs for approval. Several jurisdictions, including North Port, Venice, and Sarasota County, are currently undergoing this review, while Sarasota and Longboat Key are set to begin theirs in the upcoming year. The staggered timing of these reviews benefits the LMS Working Group, allowing the team to focus on supporting one or two jurisdictions at a time rather than managing all updates simultaneously.

Future Plan Integration

The responsibility for integrating LMS strategies into existing and future planning mechanisms lies with each jurisdiction's LMS representative. In that role, the representative works with the appropriate departments to identify needed amendments and move them through the normal staff review and governing body approval processes to ensure that LMS actions are incorporated during routine update cycles. The process for each begins with an audit of each jurisdiction's existing plans to determine which are scheduled for review. These findings are presented at LMS quarterly meetings, allowing jurisdictions to collaborate and develop a coordinated approach to mitigation strategy integration, leveraging the LMS

Plan to inform other plans. While the State of Florida Statutes and Administrative Law dictate specific procedures for amending certain plans, the LMS Working Group plays an essential role in facilitating discussions, outlining best practices, and providing technical support.

To integrate the plan's data, information, and mitigation goals and actions into other planning mechanisms, Sarasota County and each participating jurisdiction apply the LMS risk assessment datasets and findings during scheduled updates to their comprehensive plan elements, Land Development Code, Capital Improvement Program, Stormwater and Transportation Plans, and Floodplain Management/CRS Procedures. The jurisdiction's LMS representative coordinates with local officials to link specific LMS goals and prioritized actions to the element to be amended, works with the owning department to draft language or project entries, and advances them through the normal staff review and governing body adoption processes to ensure they are incorporated during routine update cycles.

One of the strengths of the LMS Working Group is its diverse membership, which includes professionals in urban planning, engineering, public works, emergency management, and zoning administration. These experts bring valuable insights and resources to the mitigation planning process. For example, some members serve as CRS coordinators, while others function as floodplain managers or public works officials. This broad range of expertise ensures that LMS strategies are integrated into relevant policies, programs, and planning documents in a meaningful and effective manner.

The LMS Working Group also works collaboratively with the Regional Floodplain Management Planning and Coordination Committee, further expanding opportunities for integration. This partnership has led to the creation of a joint public outreach committee, which merges mitigation education and CRS outreach efforts into a unified initiative. By combining these efforts, the group reduces costs, increases public awareness, and strengthens regional mitigation efforts.

By leveraging the collective expertise of its members, the LMS Working Group will continue to strengthen hazard mitigation strategies by integrating them into relevant planning mechanisms. Through collaborative efforts and ongoing assessments, Sarasota County and its municipalities will ensure that local mitigation priorities remain a key component of future planning, enhancing disaster resilience and community preparedness.

JURISDICTION-SPECIFIC PLAN INTEGRATION

Each planning participant is encouraged to integrate the LMS into their respective planning mechanisms within their own jurisdiction through a collaborative process. This begins with identifying relevant actions from the mitigation strategy that align with their department's or jurisdiction's goals, responsibilities, and ongoing initiatives. Participants then assess how these actions can be incorporated into existing or future plans, such as comprehensive plans, capital improvement plans, emergency operations plans, and land-use development.

Integration is achieved by reviewing plans, identifying alignment opportunities, and incorporating mitigation priorities into routine planning updates. This process ensures that hazard mitigation is not treated as a standalone effort but as a core component of long-term community planning, infrastructure

development, and regulatory decision-making. Regular communication and coordination across departments and jurisdictions further support consistent implementation and accountability. Ultimately, each jurisdiction retains the authority to formally adopt mitigation-related policies, programs, and plans through its governing body. The structure of these decision-making entities varies by jurisdiction/member:

- Sarasota County operates under a five-member Board of County Commissioners (Commission/County Administrator system).
- The City of Sarasota is governed by a five-member City Commission, including a Mayor and Vice-Mayor (City Commissioner/City Manager system).
- The City of North Port functions under a five-member City Commission, including a Mayor and Vice-Mayor (City Commissioner/City Manager system).
- The City of Venice follows a seven-member City Council structure, including a Mayor and Vice-Mayor (Council/Manager system).
- Town of Longboat Key is governed by a seven-member Town Commission, including a Mayor and Vice-Mayor (Town Commission/Town Manager system).
- Sarasota Bradenton International Airport is owned and operated by the Sarasota Manatee Airport Authority (SMAA), which is a public agency created by the State of Florida; it is composed of six commissioners who are appointed by the Governor.
- Englewood Fire Control District is comprised of five elected Fire Commissioners who serve four-year terms.
- Sarasota County Schools is governed by the Sarasota County School Board, which is composed of five members who are elected countywide.
- Sarasota Memorial Hospital is governed by the Sarasota County Public Hospital Board, which is composed of nine publicly elected citizens.

Update Schedule

As discussed earlier, the LMS Plan Committee will convene at least once per year to assess and review the LMS Plan in accordance with evaluation criteria established by FDEM and the LMS Working Group. This annual evaluation will take place within the first quarter of each calendar year and will be completed no later than the second quarter to ensure the review is finalized before the beginning of the hurricane season.

If the LMS Plan Committee determines that an update or modification to the LMS Plan is necessary, the committee will draft the proposed changes along with the relevant supporting documentation. This information will then be presented to the LMS Working Group for review. The presentation of these updates can take place during a regularly scheduled meeting, or a special session convened by the Chair as needed.

The LMS Working Group will determine the appropriate course of action based on the significance of the proposed changes. If the modifications are considered minor, as determined by the County Administrator, City/Town Manager, or Working Group Chair, the LMS Working Group voting members can approve and adopt the changes directly. However, if the modifications are classified as major, also determined by the County Administrator, City/Town Manager, or Working Group Chair, the LMS Working Group voting members may approve the updates, but each jurisdiction must then follow its respective Resolution process to formally adopt the changes.

In accordance with the Sarasota County Emergency Management Strategic Plan Document Maintenance Program, the LMS Committee Chair will be responsible for overseeing plan updates, and will follow formal update schedules set out in State and Federal guidelines for review and approval by FDEM and FEMA.

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Appendix A: Comprehensive Hazard Analysis

Appendix A: Comprehensive Hazard Analysis

The County has conducted a Threat Hazard Identification and Risk Assessment (THIRA) in accordance with the Department of Homeland Security (DHS) Comprehensive Planning Guide (CPG) 201. For the Sarasota County THIRA, the stakeholder group collaboratively analyzed more than 40 threats and hazards across the three standardized categories: Natural, Technological, and Human-Caused. Each item was evaluated for both likelihood and impact. Not all possible hazards are included in the THIRA; rather, these threats must meet the "reasonably likely" threshold per the CPG. The THIRA identifies 10 threats and hazards of concern for Sarasota County:

1. Tropical Cyclone
2. Flood
3. Wildland Fire
4. Hazardous Materials Release
5. Cyberattack on Data
6. Pandemic
7. Structural Collapse (Building)
8. Chemical/Biological/Nuclear/Radiological Terrorism
9. Active Assailant
10. Marine Traffic Incident

Items 1, 2, and 3 are natural hazards that are profiled in detail within the main body of the Local Mitigation Strategy Plan. Additional information on the Human-caused and Technological threats and hazards of concern is provided here to ensure a comprehensive record of hazards facing the community.

Hazardous Materials

Table 82 presents a comprehensive consequence analysis of the effects of hazardous materials (HAZMAT) incidents, detailing its impact on the public, first responders, continuity of operations (COOP), property, infrastructure, the environment, economic conditions, and public confidence.

Table 82: Consequence Analysis of a Hazardous Materials Incident

Area Affected	Consequences
Public	• **Housing:** Residential areas near the release site may require shelter-in-place orders, evacuation, or long-term relocation depending on the severity and type of material released. Contaminated homes may need extensive decontamination or demolition, and returning may not be immediately safe.

Area Affected	Consequences
	• **Casualties/Fatalities:** HAZMATs can cause serious injury or death through inhalation, skin contact, or ingestion. Vulnerable individuals, such as children, seniors, and those with preexisting conditions, face elevated risks during toxic exposures. • **Work:** Businesses in the affected zone may close due to safety concerns or contamination. Employees may be at risk during the initial release, and cleanup timelines could significantly delay reopening, impacting livelihoods. • **Food/Water:** Contamination of agricultural fields, livestock, or local water supplies can lead to food insecurity. Products may be deemed unsafe for consumption, requiring destruction and rerouting of supply chains until safety is confirmed.
First Responders	• HAZMAT incidents require trained personnel equipped with specialized protective gear. Firefighters, emergency medical services, and law enforcement may be exposed to chemical, biological, or radiological hazards during response. Long-term health monitoring may be necessary for those who responded in the "hot zone." The need for coordination between local, state, and federal response teams is often high.
Continuity of Operations	• Government facilities located within or near the impact zone may be temporarily shut down. Critical services—such as public health, emergency coordination, or utilities—may operate in limited capacity or shift to alternate locations. Agencies must rely on emergency response plans to maintain vital functions throughout the incident and recovery phases.
Property, Facility, and Infrastructure	• **Structures:** Facilities directly exposed to hazardous substances may face structural damage, material corrosion, or contamination that renders them unusable. Cleanup and certification can take months or longer depending on the severity • **Utilities:** Water treatment plants, electrical systems, or gas lines near the release area may be compromised. In some cases, entire networks may be shut down to prevent spread or ignition. • **Transportation Systems:** A HAZMAT spill on a roadway, railway, or at an industrial site can lead to extended closures, rerouting, and economic delays. Railcars, trucks, and pipelines involved in the release may be permanently decommissioned.
Environment	• HAZMATs can seep into soil, groundwater, and surface water, posing long-term ecological threats. Wildlife may be poisoned, and plant life destroyed. Depending on the material, persistent environmental damage may last years and require ongoing remediation, monitoring, and habitat restoration.
Economic Conditions	• Economic disruption may be felt immediately through business closures, emergency response costs, and supply chain interruptions. Agriculture, manufacturing, and transportation sectors are especially vulnerable. Property values in affected areas may drop, and insurance premiums may rise. Prolonged cleanup periods can lead to lasting regional economic instability.

Area Affected	Consequences
Public Confidence	• Community trust hinges on how effectively and transparently officials respond. Delays in communication, poor risk messaging, or visible safety failures can trigger fear, protest, or resistance to reentry orders. Long-term credibility depends on consistent public updates, health screenings, and environmental testing results being clearly shared with the community.

Cyberattack on Data

Table 83 presents a comprehensive consequence analysis of the effects of a data cyberattack incident, detailing its impact on the public, first responders, COOP, property, infrastructure, the environment, economic conditions, and public confidence.

Table 83: Consequence Analysis of a Data Cyberattack Incident

Area Affected	Consequences
Public	• **People:** Individuals could suffer identity theft or financial loss if personal data (e.g., Social Security numbers, banking information, health records) is compromised. Access to essential digital services, such as utilities or public benefit portals, may be disrupted. • **Casualties/Fatalities:** Although cyberattacks rarely cause direct physical harm, attacks on healthcare or critical infrastructure systems (like emergency dispatch) can delay medical response, potentially contributing to loss of life in extreme scenarios. • **Work:** Employees may be locked out of workplace systems, experience payroll delays, or be subject to layoffs if company operations are significantly impacted. Widespread breaches may force temporary business closures, especially in data-reliant sectors.
First Responders	• Emergency services may face limited access to dispatch systems, mapping tools, or communication networks. Law enforcement, fire departments, and EMS units may be forced to revert to manual processes, slowing response times. If internal systems are compromised, responders may also be targets of phishing or ransomware threats.
Continuity of Operations	• Government entities risk losing access to vital records, financial systems, and communication platforms. Affected agencies may need to activate backup systems, initiate manual workflows, or suspend non-essential services. Without pre-established cyber incident response plans, delays in service restoration can severely hinder governance.
Property, Facility, and Infrastructure	• **Structures:** Physical buildings may remain intact, but operations within are often paralyzed by loss of access to electronic systems, data servers, and building management platforms (e.g., HVAC, access control). • **Utilities:** Industrial control systems, like those managing power grids or water treatment facilities, are potential targets. A breach could cause outages, system malfunctions, or data corruption.

Area Affected	Consequences
	• **Transportation Systems:** Railways, airports, and shipping operations reliant on automated systems may experience delays, cancellations, or safety protocol failures.
Environment	• Although environmental impacts are usually indirect, a cyberattack on wastewater treatment or chemical plants could result in improper discharge or hazardous releases. System failures that delay early warning notifications for wildfires, air quality, or hazardous spills can also elevate environmental risk.
Economic Conditions	• The financial fallout of a major cyberattack includes business interruption losses, data recovery costs, regulatory fines, and customer attrition. Smaller businesses often struggle to recover. For large-scale incidents, investor confidence, credit markets, and regional economies can be affected for weeks or months.
Public Confidence	• The public's perception of digital security depends on the speed and transparency of the response. Delays in notifying victims, lack of support for identity protection, or vague messaging can erode trust in institutions. Rebuilding public confidence requires clear communication, accountability, and visible security upgrades.

Pandemic

Table 84 presents a comprehensive consequence analysis of the effects of a pandemic, detailing its impact on the public, first responders, COOP, property, infrastructure, the environment, economic conditions, and public confidence.

Table 84: Consequence Analysis of a Pandemic

Area Affected	Consequences
Public	• **Housing:** Households may be required to quarantine or isolate, especially in multi-family dwellings where the spread of illness is more likely. Access to services such as maintenance, food delivery, or healthcare may be limited due to workforce shortages or restrictions. • **Casualties/Fatalities:** A widespread outbreak can overwhelm hospitals, leading to increased mortality, particularly among vulnerable populations such as the elderly or those with preexisting health issues. Delays in care for both pandemic-related and unrelated conditions can contribute to fatal outcomes. • **Work:** Many businesses face closures or limited operations due to stay-at-home orders, illness among employees, or supply chain interruptions. Remote work becomes essential for some industries, while others—particularly service and manual labor sectors—experience mass layoffs or reduced hours. • **Food/Water:** Panic buying, labor shortages, and transport restrictions can interrupt the supply of groceries and clean water. Food insecurity may rise as the economic impacts of the pandemic deepen and assistance programs become strained.

Area Affected	Consequences
First Responders	• Emergency personnel face heightened risk of infection, particularly early in a pandemic before protective measures are widely adopted. Staffing shortages due to illness or quarantine protocols can reduce response capacity. Mental and physical fatigue from prolonged crisis operations can affect performance and well-being.
Continuity of Operations	• Government agencies may need to shift to remote or limited service delivery models. COOP plans must support sustained functioning despite absenteeism and public health restrictions. Critical services such as public safety, health, and sanitation require prioritization, and alternative staffing models may be needed.
Property, Facility, and Infrastructure	• **Structures:** Public buildings like schools, libraries, and offices may close to prevent transmission. Reopening often requires retrofitting for improved ventilation, sanitation stations, and physical distancing. • **Utilities:** Infrastructure services typically remain active but may experience delays due to sick staff or supply shortages. Maintaining electric, water, and internet access becomes essential for homebound populations.
Environment	• Reduced travel and industrial activity can temporarily improve air and water quality. However, increased medical waste, including masks, gloves, and testing materials, presents a new environmental challenge. Wildlife habitats may be affected by changes in human activity, both positive and negative.
Economic Conditions	• A pandemic can trigger widespread economic instability. Small businesses are especially vulnerable, and unemployment rates often spike. Markets may respond with volatility, and government stimulus efforts are often required to stabilize the economy. Recovery timelines vary depending on the duration and severity of the outbreak.
Public Confidence	• Public trust in institutions depends heavily on the clarity, accuracy, and consistency of official communication. Conflicting guidelines, misinformation, or unequal access to healthcare can erode confidence. Transparent leadership, coordinated messaging, and community support resources are critical for maintaining social cohesion and compliance with public health measures.

Structural Building Collapse

Table 85 presents a comprehensive consequence analysis of the effects of a structural building collapse, detailing its impact on the public, first responders, COOP, property, infrastructure, the environment, economic conditions, and public confidence.

Table 85: Consequence Analysis of a Structural Building Collapse

Area Affected	Consequences
Public	• **Housing:** When residential buildings collapse, occupants may be killed, injured, or displaced, often without warning. Even neighboring structures may be

Area Affected	Consequences
	declared unsafe until inspections are completed. Survivors may face long-term housing instability, especially if affordable alternatives are limited. • **Casualties/Fatalities:** Structural failures often lead to immediate injuries or fatalities due to falling debris, entrapment, or secondary hazards such as fire or gas leaks. Search and rescue operations must move quickly to save those trapped beneath rubble, often under unstable conditions. • **Work:** If a commercial or office building collapses, on-site workers may be injured or killed. Businesses may suffer long-term disruptions, layoffs, or permanent closure due to asset loss, liability claims, or building code violations uncovered during the investigation.
First Responders	• Firefighters, search and rescue teams, and EMS must act quickly but cautiously to locate survivors while avoiding secondary collapses. Specialized tools and structural engineers are often required to support operations. These events are physically and emotionally demanding, especially when fatalities are high or children are involved.
Continuity of Operations	• Government services may be disrupted if municipal buildings or public housing structures are affected. Temporary relocation of departments and employees may be necessary. Essential operations must continue despite possible damage to IT infrastructure, physical records, or centralized emergency functions.
Property, Facility, and Infrastructure	• **Structures:** A collapsed building typically results in total loss. Nearby properties may also suffer damage due to falling debris, shockwaves, or fire spread. Inspections may uncover further safety concerns in adjacent facilities. • **Utilities:** Gas, electric, and water lines may be severed during the collapse, increasing the risk of fire, flooding, or electrocution. Restoration is often delayed until debris is cleared and safety can be confirmed. • **Transportation Systems:** Collapses near roadways, train lines, or transit hubs can block travel routes and create safety hazards. Emergency access routes may need to be rerouted while rubble removal and stabilization efforts are underway.
Environment	• Structural collapse may result in the release of HAZMATs, such as asbestos, lead paint, or industrial chemicals. Dust and debris can pollute local air and water sources, especially in urban environments. Environmental remediation may be required before redevelopment or reoccupation.
Economic Conditions	• A major collapse can carry significant financial consequences. Property loss, legal liability, insurance claims, and lawsuits may financially devastate property owners, developers, and municipalities. Local economies may feel ripple effects, particularly if a prominent building or employer is affected.
Public Confidence	• The public's trust in local government, developers, and safety inspectors often suffers after a collapse, especially if negligence, poor construction practices, or regulatory failure is involved. Transparent investigations, accountability, and swift action to inspect similar structures are critical to restoring confidence.

Chemical/Biological/Radiological/Nuclear Terrorism

Table 86 presents a comprehensive consequence analysis of the effects of a CBRN terrorism incident, detailing its impact on the public, first responders, COOP, property, infrastructure, the environment, economic conditions, and public confidence.

Table 86: Consequence Analysis of a Chemical/Biological/Radiological/Nuclear Terrorism Incident

Area Affected	Consequences
Public	• **Housing:** Residences near the attack zone may require evacuation, decontamination, or long-term abandonment- especially in radiological or biological scenarios. Chemical agents may seep into buildings, necessitating extensive cleanup before re-occupancy. • **Casualties/Fatalities:** CBRN attacks can result in mass injuries or fatalities depending on the agent used. Victims may suffer from acute symptoms or develop long-term illnesses, with delayed health effects particularly common in radiation and biological exposures. • **Work:** Workplaces in or near the impacted area may close for an extended period due to contamination risk, investigation, or cleanup. Employees may face exposure, psychological trauma, or displacement, leading to long-term absenteeism and reduced productivity. • **Food/Water:** Affected regions may see contamination of water supplies, crops, or livestock. Depending on the agent involved, authorities may need to destroy food stocks or restrict water use to prevent further spread or ingestion of harmful substances.
First Responders	• Responding to a CBRN (chemical, biological, radiological, and nuclear) incident requires specialized training and protective equipment. HAZMAT teams, public health officials, and law enforcement must coordinate closely. High-risk exposure levels may limit time spent on scene, and responder safety is a priority. After the initial response, long-term medical monitoring may be necessary for those who entered contaminated zones.
Continuity of Operations	• Government functions may be interrupted if key facilities are exposed or if employees require quarantine or evacuation. Vital records, communications infrastructure, and emergency coordination centers must remain operational, preferably from alternate sites. Preparedness plans for mass casualty management and continuity of leadership are critical during extended disruptions.
Property, Facility, and Infrastructure	• **Structures:** Buildings in the affected zone may be rendered unsafe due to contamination. Decontamination is time-consuming, expensive, and may involve destruction of materials that cannot be cleaned. • **Utilities:** Power, water, and HVAC (heating, ventilation, and air conditioning) systems may spread contaminants if not promptly shut down or filtered. Infrastructure must be inspected for chemical or radiological residues before resuming operations.

Area Affected	Consequences
	• **Transportation Systems:** Highways, airports, and transit hubs may shut down during and after the incident to contain the spread, facilitate decontamination, or support response logistics.
Environment	• CBRN agents can persist in soil, water, and air, with varying degrees of toxicity and half-life. Wildlife and ecosystems may suffer long-term consequences, especially from radioactive fallout or persistent chemicals. Cleanup efforts must consider both immediate containment and long-term ecological monitoring.
Economic Conditions	• Regional economies may experience major downturns due to evacuations, business closures, and loss of consumer confidence. Agricultural or industrial sectors may face export restrictions if contamination is suspected. Recovery costs are typically very high, especially for large-scale biological or radiological releases.
Public Confidence	• Trust in government and public health institutions is shaped by how quickly and effectively the response unfolds. Inadequate communication, delays in treatment, or visible gaps in preparedness can undermine public confidence. Long-term psychological effects and misinformation may persist, requiring sustained engagement and transparency.

Active Assailant

Table 87 presents a comprehensive consequence analysis of the effects of an active assailant event, detailing its impact on the public, first responders, COOP, property, infrastructure, the environment, economic conditions, and public confidence.

Table 87: Consequence Analysis of an Active Assailant Event

Area Affected	Consequences
Public	• **Housing:** While residential structures are generally not the primary targets in active assailant events, those located near high-risk areas (e.g., schools, commercial centers) may face indirect impacts such as lockdowns or restricted access. Residents of these structures may also face psychological trauma. • **Casualties/Fatalities:** Active assailant incidents often result in multiple injuries or deaths before law enforcement intervention. Civilians without access to secure shelter or timely warning systems are at greater risk. • **Work:** Businesses located at or near the site of an attack may face closures during investigations or during the recovery phase. Employee safety concerns and long-term mental health effects can impact workforce stability.
First Responders	• Law enforcement, emergency medical services (EMS), and fire services must respond rapidly to neutralize the threat and secure the area. These situations are highly dangerous and emotionally taxing. Coordinated response with specialized units (e.g., SWAT or tactical EMS) is often necessary. Delays or inadequate response can result in increased casualties. Responder mental health and trauma exposure remain critical considerations during recovery.

Area Affected	Consequences
Continuity of Operations	• Government offices and agencies may face disruption if targeted directly or located near the incident. Security assessments, evacuations, or investigations can delay services. Robust COOP protocols enable agencies to maintain critical functions even in the wake of a security breach or prolonged facility closure.
Property, Facility, and Infrastructure	• **Structures:** Physical damage may result from gunfire, forced entry, or tactical interventions. Buildings may be shut down for forensic investigations and repairs. Schools, entertainment venues, and public buildings often require significant retrofitting or redesigns to enhance future safety. • **Electricity and Utilities:** Utility disruptions are uncommon but possible if the event leads to damage of building systems or necessitates a shutdown for safety. • **Transportation Infrastructure:** Nearby streets and transit systems may be closed during emergency response or investigations, restricting movement and delaying commutes or deliveries.
Environment	• **Environmental impacts** are typically minimal, but hazardous materials (e.g., in labs or industrial settings) could pose risks if breached during an incident. Bloodborne pathogens and trauma-related biohazards may require specialized cleanup procedures.
Economic Conditions	• Local economies may suffer due to closures, reduced consumer confidence, or tourism impacts if the event gains media attention. Businesses in the area may struggle to recover, especially small operations lacking insurance or emergency funds. Reputational damage can affect economic activity long after the event.
Public Confidence	• The effectiveness of the emergency response and the transparency of public communication significantly influence community trust. Delays in providing information, support services, or security enhancements can erode confidence in local institutions. Long-term recovery often requires mental health outreach and public reassurance campaigns.

Marine Traffic Incident

Table 88 presents a comprehensive consequence analysis of the effects of a marine traffic incident, detailing its impact on the public, first responders, COOP, property, infrastructure, the environment, economic conditions, and public confidence.

Table 88: Consequence Analysis of a Marine Traffic Incident

Area Affected	Consequences
Public	• **Housing:** Coastal communities near a marine traffic incident involving hazardous cargo, oil, or fuel may face evacuations or health advisories due to air or waterborne contaminants. In some cases, waterfront property use may be restricted due to contamination, access limitations, or environmental hazards.

Area Affected	Consequences
	• **Casualties/Fatalities:** Accidents involving passenger vessels can result in injuries or fatalities, particularly if evacuation is delayed or safety systems fail. Collisions and groundings may also pose risks to nearby recreational boaters and coastal populations. • **Work:** Local economies reliant on ports, shipping, or tourism may experience temporary shutdowns or long-term slowdowns. Disrupted ferry service, port closures, or beach contamination can impact jobs in transport, logistics, fishing, and hospitality sectors.
First Responders	• Response operations often require coordination between the Coast Guard, local marine units, environmental agencies, and fire/rescue personnel. Marine traffic accidents involving hazardous substances require specialized containment, firefighting, or rescue equipment. Rescue conditions are often challenging due to weather, water conditions, and the size or type of vessel involved.
Continuity of Operations	• Port authorities and maritime agencies may suspend operations following an incident, affecting customs, shipping logistics, and emergency services. Damage to port infrastructure or loss of shipping channels can limit the movement of essential goods. Emergency management plans must address alternate supply routes and maintain core services if critical imports are delayed.
Property, Facility, and Infrastructure	• **Structures:** Docks, piers, navigational aids, and moored vessels may be damaged or destroyed in collisions or accidents. Oil spills or cargo loss may contaminate port infrastructure, requiring significant cleanup. • **Utilities:** Coastal utilities like desalination plants, waterfront pumping stations, or marine energy systems may be temporarily shut down due to contamination risk or debris. • **Transportation Systems:** Shipping lanes may close during investigation and cleanup. Disrupted ferry routes or port delays can ripple across land-based transportation networks, particularly in island or coastal regions where marine transit is vital.
Environment	• Marine incidents can lead to serious ecological harm, including oil or HAZMAT spills. Coastal habitats—such as coral reefs, wetlands, and estuaries—may suffer long-term degradation. Wildlife including fish, birds, and marine mammals may be killed or displaced. Cleanup efforts are often complex and prolonged, particularly in sensitive ecosystems.
Economic Conditions	• Economic losses can include port revenue disruption, damaged goods, and commercial fishery closures. Tourism-dependent regions may suffer declines due to beach contamination, boating restrictions, or negative media coverage. Insurance claims and vessel salvage operations can be costly and time-consuming.
Public Confidence	• The community's faith in maritime oversight and environmental stewardship often depends on how swiftly and transparently the response unfolds. Poor communication, environmental damage, or extended disruptions may result in frustration, activism, or litigation. Clear updates, visible cleanup progress, and accountability are key to restoring trust.

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SARASOTA MANATEE AIRPORT AUTHORITY
AUGUST 24, 2026, REGULAR MEETING
STAFF NARRATIVE

REQUEST FOR APPROVAL OF MEMORANDUM OF AGREEMENT WITH U.S. CUSTOMS AND BORDER PROTECTION FOR FLIGHT INSPECTION SERVICES

EXECUTIVE SUMMARY: Request for approval of Memorandum of Agreement with U.S. Customs and Border Protection for Flight Inspection Services at Sarasota Bradenton International Airport.

NARRATIVE: Under Section 236 of the Trade and Tariff Act of 1984 (P.L. 98-573), as amended (19 U.S.C. 58b), the Commissioner of U.S. Customs and Border Protection ("CBP") is authorized to make inspection services available at airports, seaports, and other facilities and to charge a fee for such services. The purpose of this proposed Memorandum of Agreement ("MOA") is for Customs and Border Protection to provide Flight Inspection Services ("FIS Services") at the Airport in the Authority's existing Passenger Terminal and new General Aviation ("GA") FIS Facility.

The proposed MOA includes an initial one-year term, which may be renewed annually, subject to approval by the CBP, and subject to earlier termination by either party upon 120 days prior written notice. CBP has determined that at this time the continuation of one (1) full-time officer will be required at the Airport to provide ongoing services. The proposed work schedule is Monday through Friday, 9:00 am to 5:00 pm, consistent with the CBP's existing work schedule at the Airport. The initial annual fee required by CBP, including salary, benefits and administrative fee is estimated to be $217,282 (the "Base Fee"), which fee is subject to annual review and approval by the CBP. Additional fees may be incurred by the Authority for regular inspectional duties or for additional personnel brought to the Airport from other locations for internal control verifications, special enforcement activities, training or other activities as may be necessary.

The proposed MOA will supersede the Authority's existing MOA with CBP for FIS services at the Airport, dated August 15, 2017. Based on the information presented, the President and Chief Executive Officer recommends approval of the proposed MOA with CBP for FIS Services in the Passenger Terminal and GA Facility at the Airport at the initial annual Base Fee amount of $217,282, plus a 15% contingency, subject to annual review by the CBP, based on the terms and conditions presented.

RECOMMENDATION: It is hereby recommended that the Sarasota Manatee Airport Authority Board approve the proposed Memorandum of Agreement with U.S. Customs and Border Protection for Flight Inspection Services in the Passenger Terminal and General Aviation Facility at the Airport, with an initial one-year term, that many be renewed annually, subject to earlier termination by either party, at the initial annual Base Fee amount of $217,282, plus 15% contingency, subject to annual review by U.S. Customs and Border Protection.

ATTACHMENTS: Proposed Memorandum of Agreement with U.S. Customs and Border Protection for Flight Inspection Services at the Airport, dated August 24, 2026.

SMAA-07132026

U.S. CUSTOMS AND BORDER PROTECTION
MEMORANDUM OF AGREEMENT

USER FEE FACILITY PROGRAM

Under the provisions of Section 236 of the Trade and Tariff Act of 1984 (P.L. 98-573), as amended (19 U.S.C. 58b), the Commissioner of U.S. Customs and Border Protection is authorized to make inspectional services available at airports, seaports, and other facilities and to charge a fee for such services. The purpose of this agreement is to designate the following location and its defined adjoining facilities as eligible for such services under the conditions set forth herein.

Facility Name: Sarasota Bradenton International Airport

Location: 6000 Rick Piccolo Circle Sarasota, FL 34243

The above-named facility shall be considered to be the "person" using U.S. Customs and Border Protection services, as the term is applied in Section 236 of P.L. 98-573. In accordance with the requirements of Section 236(c) of the law, a determination has been made that the volume of business anticipated at the facility, and defined adjoining facilities, is insufficient to justify the availability of unreimbursable inspectional services.

U.S. CUSTOMS AND BORDER PROTECTION OFFICE LOCATION DEFINED

For purposes of determining reimbursable travel costs, identify the physical address of the proposed U.S. Customs and Border Protection office, if different from the location named above.

U.S. CUSTOMS AND BORDER PROTECTION LOCATIONS DEFINED

Specify below any other locations (other than the facility itself) at which U.S. Customs and Border Protection services would be expected: (i.e., define all adjoining or adjacent facilities, such as Foreign Trade Zones).

Federal Inspection Services: 6048 Rick Piccolo Circle Sarasota, FL 34243
General Aviation Facility: 7820 Pilatus Court, Sarasota, FL, 34243

GEOGRAPHIC BOUNDARIES OF SERVICE DEFINED

Service may only be provided at the mutually agreed upon location listed below. A plat highlighting the service boundaries may also be attached.

See attached plats.

Attachment 1 shows the geographic boundaries of the airport.
Attachment 2 shows the layout of the new GAF

FACILITY STANDARDS

Entities requesting U.S. Customs and Border Protection services must meet and maintain U.S. Customs and Border Protection facility standards. Facilities that fail to maintain Customs and Border Protection facility standards will be subject to a 120-day notice terminating this agreement. If applicable, an Agriculture Compliance Agreement must also be maintained.

U.S. CUSTOMS AND BORDER PROTECTION RESPONSIBILITIES

U.S. Customs and Border Protection has determined that at the time of the signing of this agreement 1 full-time officer(s) will be required at this facility. U.S. Customs and Border Protection services will be provided as specified below. Any service provided outside these hours may be subject to overtime and/or premium pay. The full cost of overtime service and/or premium pay will be paid by the facility and at the rates prescribed by Section 267 of Title 19, United States Code, as amended. In the event U.S. Customs and Border Protection has to provide a Customs and Border Protection Officer(s) to replace the regularly assigned officer(s) during the established shift by a temporary replacement due to sick leave, annual leave, transfer, travel, and/or training, then the facility agrees to bear any and all costs and expenses associated with such replacement including but not limited to transportation, relocation and/or per diem costs for personnel brought from other locations. The work schedule that has been agreed to is as follows:

Weekly Work Schedule: Monday thru Friday

Hours of Service: 9:00am to 5:00pm local time

In the absence of required inspectional services, U.S. Customs and Border Protection may assign other duties to the officer at another location.

ADJUSTMENT TO LEVEL OF SERVICE

During circumstances that may arise, U.S. Customs and Border Protection reserves the right to adjust the level of service provided to address high alert security situations, special events or other circumstances as needed. Permission to land may be denied if sufficient personnel are not available. Billing adjustments will be made to reflect adjustments to the level of service.

FACILITY RESPONSIBILITIES

Base Fee

The facility agrees to reimburse U.S. Customs and Border Protection for the full-year cost of each officer. All base salary changes will reflect the costs of services being provided which includes all salary and benefit costs, and all administrative overhead costs. This amount is subject to change. See attached Salary and Benefit Schedule.

The facility agrees to pay all cost-of-living allowances, if applicable. Fees will be increased for all adjustments and changes in the rate of pay and allowances mandated by legislative and regulatory requirements.

Additional Fees

The facility agrees to reimburse all travel, transportation, relocation, and per diem costs incurred by U.S. Customs and Border Protection in performing regular inspectional duties or for personnel to be brought to the facility from other locations for internal control verifications, special enforcement activities, training, etc., as may be necessary. If authorized by law, relocation costs may be incurred by the facility authority upon termination of the MOA by either party.

The facility agrees to reimburse all Automated Data Processing (ADP) costs, including equipment purchase, installation, connectivity, maintenance and the cost of upgrading and replacing equipment on a schedule determined by U.S. Customs and Border Protection.

Payment of Fees

All of the above-mentioned expenses will be determined in accordance with generally accepted accounting principles and standards. The annual fee will be billed in quarterly installments. The initial payment is due 15 days prior to the service date of this agreement. Any cost-of-living allowance, travel, per diem, transportation, relocation, and any other variable expense will be billed after it is incurred, and will be invoiced as an adjustment to the next quarterly installment.

If any amounts due U.S. Customs and Border Protection under the terms of this agreement are not paid within 90 days of billing, the agreement will be automatically terminated. In the event of termination, all costs incurred by U.S. Customs and Border Protection, which have not been reimbursed, will become immediately due and payable. Interest on unpaid debts will be assessed pursuant to 19 C.F.R. 24.3a(c)(1). The percentage rate of interest to be charged on such bills will be based upon the quarterly rate(s) established under sections 6621 and 6622 of the Internal Revenue Code of 1954 (26 U.S.C. 6621, 6622). The facility authority may file a protest under 19 U.S.C. § 1514 for any charges it believes to be excessive or incorrectly included in the bill provided by U.S. Customs and Border Protection. Any protest must be filed within 180 days of the date of the bill sent by U.S. Customs and Border Protection. If a protest is filed, the procedures set forth in 19 C.F.R. Part 174 must be followed.

Facilities

The facility authority requesting services must satisfy U.S. Customs and Border Protection facility standards before submission of this agreement. The standards are specified in the Airport Technical Design Standards for Passenger Processing, the Cruise Terminal Design Standards, the Physical Security policy of U.S. Customs and Border Protection and any applicable combination or revision. Prior to submission of this agreement, the U.S. Customs and Border Protection Field Office that oversees the facility will inspect the facility and verify whether the standards are met. Facilities that do not meet facility standards after initial approval will be subject to a 120-day termination notice. U.S. Customs and Border Protection reserve the right to update the facilities standards as necessary.

Secure space must be provided for the U.S. Customs and Border Protection officer to inspect baggage and store seized items. The space provided to and occupied by U.S. Customs and Border Protection personnel must remain under the control of the facility that is entering into this agreement.

Compliance with Executive Orders

In accordance with § 3(b)(iv) of Executive Order No. 14173, *Ending Illegal Discrimination and Restoring Merit-Based Opportunity,* dated January 21, 2025, the facility agrees that its compliance in all respects with all applicable Federal anti-discrimination laws is material to this Agreement, and the facility certifies that it does not operate any programs promoting diversity, equity, and inclusion that violate any applicable Federal anti-discrimination laws.

ADP Equipment

U.S. Customs and Border Protection has specific requirements for software, computers, printers, file servers, data cabling, and connectivity to the U.S. Customs and Border Protection National Data Center. The Office of Information and Technology will be responsible for ordering and installing a frame relay data connection from your facility to the U.S. Customs and Border Protection National Data Center. The Office of Information and Technology will develop the automated equipment configuration, determine the cost for this ADP equipment, and procure and install the ADP equipment based on the number of officers at this facility. The facility will be responsible for the procurement and installation of all data cabling components required for connectivity of the ADP equipment according to the Office of Information Technology provided specifications.

The facility will be billed for the purchase of the ADP equipment, the one-time charges for the network installation, and the annual recurring costs for equipment maintenance and network connectivity. This ADP equipment and network will be covered under U.S. Customs and Border Protection maintenance agreements. Equipment problems and network outages must be reported to the U.S. Customs and Border Protection Help Desk by the Port Director. Upgrades to the ADP equipment will be required on a schedule determined by U.S. Customs and Border Protection (currently, every 3 years). The facility will retain ownership of this equipment.

Third Party Charges

If the facility seeks reimbursement by the individual users of the U.S. Customs and Border Protection services provided, for example air carriers, the facility agrees to set and periodically review its rates to ensure that they are in accord with the U.S. Customs and Border Protection services provided.

SERVICE DATE

Service will begin on a date determined by U.S. Customs and Border Protection. Billing will coincide with the actual start of service.

ANNUAL REVIEW OF AGREEMENT (MOA)

This agreement is subject to annual review. U.S. Customs and Border Protection will conduct an annual review of this agreement to ensure that the requirements are being met. U.S. Customs and Border Protection will issue a termination notice if the annual review indicates that the terms and requirements of this agreement are not being met.

In addition to annual review of this agreement, U.S. Customs and Border Protection will also conduct a review of the agreement before any activation or expansion of the service area of the Foreign Trade Zone, in order to ensure compliance with CBP's responsibilities pursuant to 19 CFR part 146. Such review will include CBP's evaluation of the number of CBP personnel necessary to maintain supervision over the User Fee Airport, any Foreign Trade Zone site located at or in the vicinity of such Airport, and any other locations covered by this agreement.

TERMINATION OF AGREEMENT

This agreement may be terminated by either party upon 120 days written notice for any reason. If any amounts due U.S. Customs and Border Protection under the terms of this agreement are not paid within 90 days of billing, the agreement will be automatically terminated. If national security, defense, safety or other interests are at risk, as determined by the Port Director, the agreement may be terminated immediately without prejudice to the filing of a new application. Notice of termination will be provided in writing setting forth the reasons for such action. Any immediate termination may be appealed in writing within 30 days to the Director, Field Operations where the facility is located.

In the event this MOA is terminated for any reason, it may result in the revocation of any Foreign Trade Zone grant that is premised or contingent on the continued operation of this user fee facility or contingent on this MOA remaining in effect.

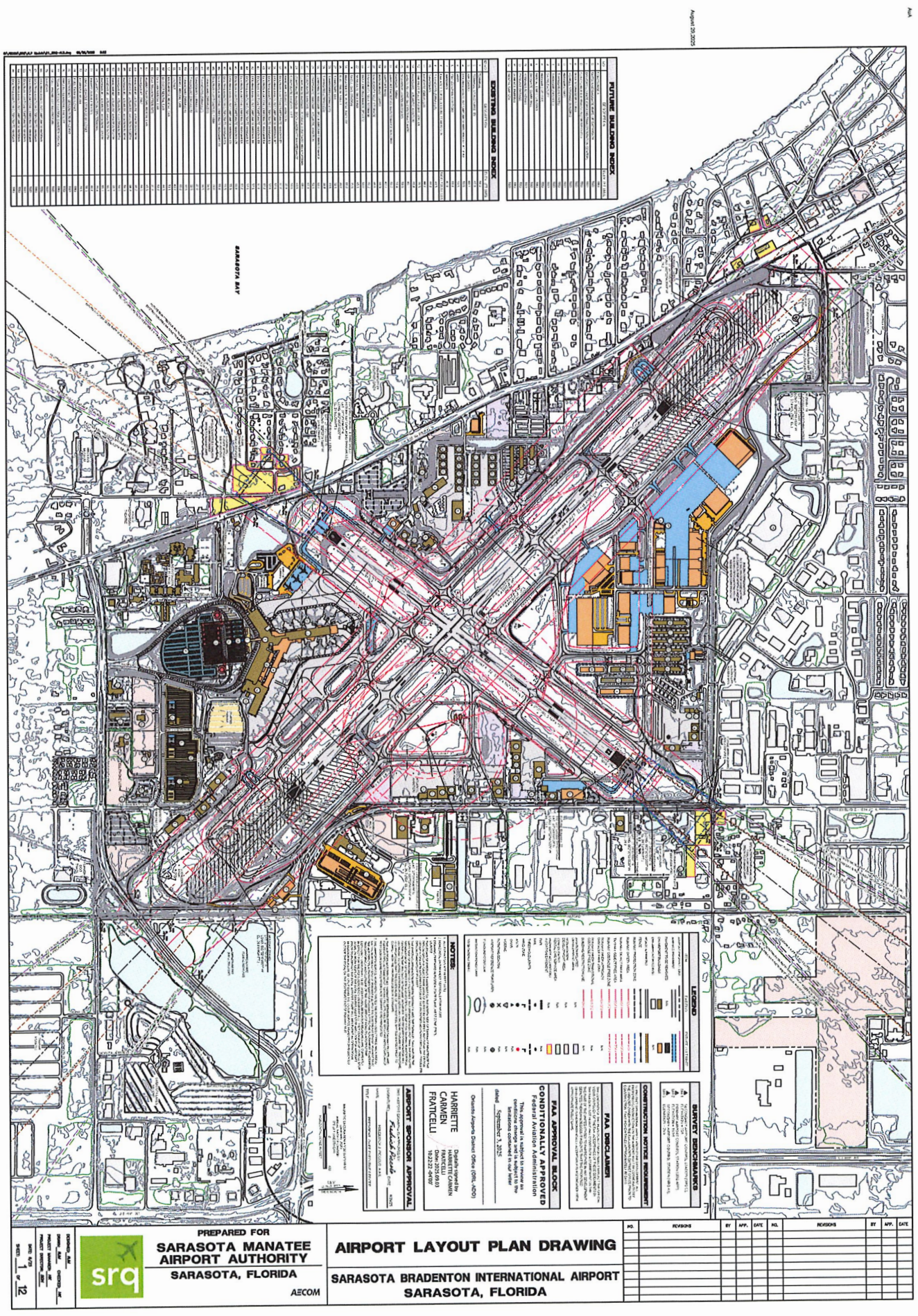
REVOCATION OF PRIOR AGREEMENTS

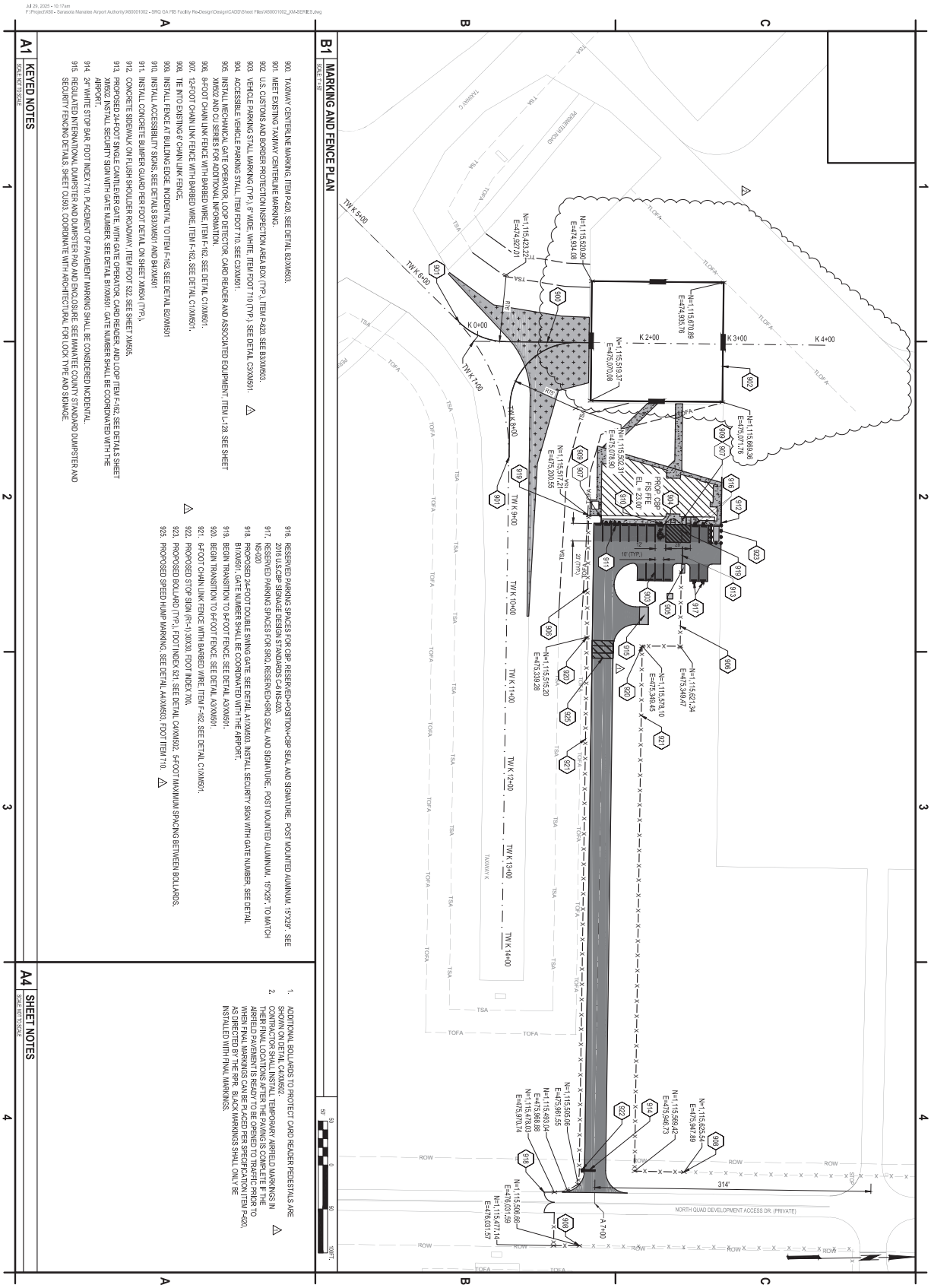
All previous Memoranda of Agreement or other written agreements or instruments between the parties concerning the CBP User Fee Facility program at the Facility, including the Agreement between the parties effective 12/30/2003 are hereby terminated.

AUTHORIZATION

Agreement to these terms is attested by the signatures below.

Paul L. Hoback, Jr. President, CEO Sarasota Manatee Airport Authority	Signature	Date
Diane J. Sabatino Executive Assistant Commissioner Office of Field Operations U.S. Customs and Border Protection	Signature	Date


EXISTING BUILDING INDEX
FUTURE BUILDING INDEX
SARASOTA BAY
NOTES:
LEGEND
FAA APPROVAL BLOCK
CONDITIONALLY APPROVED
Federal Aviation Administration
This approval is subject to review as conditions change and is subject to the limitations contained in our letter dated September 3, 2025
Orlando Airports District Office (ORL-ADO)
HARRIETTE CARMEN FRATICELLI
Digitally signed by HARRIETTE CARMEN FRATICELLI
Date: 2025.09.03 10:23:22 -04'00'
AIRPORT SPONSOR APPROVAL
FAA DISCLAIMER
CONSTRUCTION NOTICE REQUIREMENT
SURVEY BENCHMARKS
PREPARED FOR
SARASOTA MANATEE AIRPORT AUTHORITY
SARASOTA, FLORIDA
AECOM
srq
AIRPORT LAYOUT PLAN DRAWING
SARASOTA BRADENTON INTERNATIONAL AIRPORT
SARASOTA, FLORIDA
NO.
REVISIONS
BY
APP.
DATE



900. TAXIWAY CENTERLINE MARKING. ITEM P-620. SEE DETAIL B2XM503.
901. MEET EXISTING TAXIWAY CENTERLINE MARKING.
902. U.S. CUSTOMS AND BORDER PROTECTION INSPECTION AREA BOX (TYP.). ITEM P-620. SEE B3XM503.
903. VEHICLE PARKING STALL MARKING (TYP.). 6" WIDE, WHITE. ITEM T-910 (TYP.). SEE DETAIL C3XM501.
904. ACCESSIBLE VEHICLE PARKING STALL. ITEM T-910. SEE C3XM501.
905. INSTALL MECHANICAL GATE OPERATOR, LOOP DETECTOR, CARD READER AND ASSOCIATED EQUIPMENT. ITEM L-128. SEE SHEET XM502 AND C3 SERIES FOR ADDITIONAL INFORMATION.
906. 6'-FOOT CHAIN LINK FENCE WITH BARBED WIRE. ITEM F-162. SEE DETAIL C1XM501.
907. 12'-FOOT CHAIN LINK FENCE WITH BARBED WIRE. ITEM F-162. SEE DETAIL C1XM501.
908. TIE INTO EXISTING 6' CHAIN LINK FENCE.
909. INSTALL FENCE AT BUILDING EDGE. INCIDENTAL TO ITEM F-162. SEE DETAIL B2XM501
910. INSTALL ACCESSIBILITY SIGNS. SEE DETAILS B3XM501 AND B4XM501
911. INSTALL CONCRETE BUMPER GUARD PER FDOT DETAIL ON SHEET XM504 (TYP.).
912. CONCRETE SIDEWALK ON FLUSH SHOULDER ROADWAY. ITEM FDOT 522. SEE SHEET XM505.
913. PROPOSED 24-FOOT SINGLE CANTILEVER GATE WITH GATE OPERATOR, CARD READER, AND LOOP ITEM F-162. SEE DETAILS SHEET XM502. INSTALL SECURITY SIGN WITH GATE NUMBER. SEE DETAIL B1XM501. GATE NUMBER SHALL BE COORDINATED WITH THE AIRPORT.
914. 24" WHITE STOP BAR. FDOT INDEX 710. PLACEMENT OF PAVEMENT MARKING SHALL BE CONSIDERED INCIDENTAL.
915. REGULATED INTERNATIONAL DUMPSTER AND DUMPSTER PAD AND ENCLOSURE. SEE MANATEE COUNTY STANDARD DUMPSTER AND SECURITY FENCING DETAILS. SHEET C0503. COORDINATE WITH ARCHITECTURAL FOR LOCK TYPE AND SIGNAGE.
916. RESERVED PARKING SPACES FOR CBP. RESERVED+POSITION+CBP SEAL AND SIGNATURE. POST MOUNTED ALUMINUM. 15"X29". SEE 2016 U.S.CBP SIGNAGE DESIGN STANDARDS C-40 NS-420.
917. RESERVED PARKING SPACES FOR SRQ. RESERVED+SRQ SEAL AND SIGNATURE. POST MOUNTED ALUMINUM. 15"X29". TO MATCH RESERVED PARKING SPACES FOR CBP.
918. PROPOSED 24-FOOT DOUBLE SWING GATE. SEE DETAIL A1XM5830. INSTALL SECURITY SIGN WITH GATE NUMBER. SEE DETAIL B1XM501. GATE NUMBER SHALL BE COORDINATED WITH THE AIRPORT.
919. BEGIN TRANSITION TO 6'-FOOT FENCE. SEE DETAIL A3XM501.
920. BEGIN TRANSITION TO 6'-FOOT CHAIN LINK FENCE WITH BARBED WIRE. ITEM F-162. SEE DETAIL C1XM501.
921. 6'-FOOT CHAIN LINK FENCE WITH BARBED WIRE. ITEM F-162. SEE DETAIL C1XM501.
922. PROPOSED STOP SIGN (R1-1) 30X30. FDOT INDEX 700.
923. PROPOSED BOLLARD (TYP.). FDOT INDEX 521. SEE DETAIL C4XM502. 5'-FOOT MAXIMUM SPACING BETWEEN BOLLARDS.
925. PROPOSED SPEED HUMP MARKING. SEE DETAIL A4XM503. FDOT ITEM 710.

1. ADDITIONAL BOLLARDS TO PROTECT CARD READER PEDESTALS ARE SHOWN ON DETAIL C4XM502.
2. CONTRACTOR SHALL INSTALL TEMPORARY AIRFIELD MARKINGS IN THEIR FINAL LOCATIONS AFTER THE PAVING IS COMPLETE IF THE AIRFIELD PAVEMENT IS READY TO BE OPENED TO TRAFFIC PRIOR TO WHEN FINAL MARKINGS CAN BE PLACED PER SPECIFICATION ITEM P-620. AS DIRECTED BY THE RPR. BLACK MARKINGS SHALL ONLY BE INSTALLED WITH FINAL MARKINGS.

C&S COMPANIES®
C&S Engineers, Inc.
2203 North Lois Avenue, Suite 400
Tampa, Florida 33607
Phone: 813-434-1800
www.cscos.com

SRQ SARASOTA BRADENTON INTERNATIONAL

SARASOTA MANATEE AIRPORT AUTH.
GENERAL AVIAITON FEDERAL INSPECTION STATION FACILITY
7820 MUSTANG RUN
SARASOTA, FL 34243

MARK	DATE	DESCRIPTION
1	07/14/26	ESS NO.1
2	07/29/26	ESS NO.2

REVISIONS

PROJECT NO: C&S PROJ NO.3600.007.002
DATE: AUGUST 2024
DRAWN BY: T.CHAN/J.LAH
DESIGNED BY: C.M.K. STEGEL
CHECKED BY: C.M.K. STEGEL

CONTRACTOR SHALL VERIFY ALL DIMENSIONS ON JOB SITE & NOTIFY THE OWNER OF ANY VARIATIONS FROM DIMENSIONS SHOWN ON THESE DRAWINGS BEFORE PROCEEDING WITH ANY CONSTRUCTION.

MARKING AND FENCE PLAN

XM101

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SALARY AND BENEFIT SCHEDULE

Salary Table

GS	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10
5	$41,863	$43,259	$44,654	$46,050	$47,445	$48,841	$50,236	$51,632	$53,027	$54,423
7	$51,857	$53,585	$55,314	$57,043	$58,771	$60,500	$62,229	$63,957	$65,686	$67,415
9	$63,431	$65,545	$67,660	$69,775	$71,890	$74,005	$76,120	$78,235	$80,350	$82,464
11	$76,745	$79,304	$81,863	$84,422	$86,981	$89,539	$92,098	$94,657	$97,216	$99,774
12	$91,985	$95,051	$98,118	$101,184	$104,251	$107,317	$110,384	$113,450	$116,517	$119,583
13	$109,383	$113,029	$116,675	$120,322	$123,968	$127,614	$131,261	$134,907	$138,553	$142,199

Adjusted for Benefits and Admin Fee

GS	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10
5	$76,065	$78,602	$81,136	$83,673	$86,208	$88,744	$91,279	$93,815	$96,350	$98,887
7	$94,224	$97,364	$100,506	$103,647	$106,787	$109,929	$113,070	$116,210	$119,351	$122,493
9	$115,254	$119,095	$122,938	$126,781	$130,624	$134,467	$138,310	$142,153	$145,996	$149,837
11	$139,446	$144,095	$148,745	$153,395	$158,044	$162,692	$167,342	$171,992	$176,641	$181,289
12	$167,137	$172,708	$178,280	$183,851	$189,424	$194,995	$200,568	$206,139	$211,711	$217,282
13	$198,749	$205,374	$211,998	$218,625	$225,250	$231,875	$238,501	$245,126	$251,751	$258,376

Estimated Quarterly Bill

GS	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10
5	$19,016	$19,650	$20,284	$20,918	$21,552	$22,186	$22,820	$23,454	$24,088	$24,722
7	$23,556	$24,341	$25,126	$25,912	$26,697	$27,482	$28,268	$29,052	$29,838	$30,623
9	$28,814	$29,774	$30,735	$31,695	$32,656	$33,617	$34,578	$35,538	$36,499	$37,459
11	$34,861	$36,024	$37,186	$38,349	$39,511	$40,673	$41,836	$42,998	$44,160	$45,322
12	$41,784	$43,177	$44,570	$45,963	$47,356	$48,749	$50,142	$51,535	$52,928	$54,321
13	$49,687	$51,343	$53,000	$54,656	$56,312	$57,969	$59,625	$61,282	$62,938	$64,594

SARASOTA MANATEE AIRPORT AUTHORITY
AUGUST 24, 2026, REGULAR MEETING
STAFF NARRATIVE

REQUESTS TO APPROVE THE REASSIGNMENT AND SUBSEQUENT ASSIGNMENT OF THE MAIN SITE, L.L.C., SITE LEASE AGREEMENT TO EIP HOLDINGS IV, L.L.C.

EXECUTIVE SUMMARY: Requesting the Authority's approval to the reassignment of the Main Site, L.L.C., Site Lease Agreement, dated September 13, 2016 (the "Lease"), from Synovus Bank back to Main Site, L.L.C., and approval to the subsequent assignment of the Lease from Main Site, L.L.C., to EIP Holdings IV, L.L.C.

NARRATIVE: On September 13, 2016, the Airport Authority awarded a lease to Main Site, L.L.C. ("Main Site"), for an approximate 3,412 SF tract of land, together with easements for ingress, egress and utilities, located south of Ascension FBO on the eastside of N. Tamiami Trail, for the construction, operation and maintenance of a 130 feet commercial broadcast tower (the "Lease"). The initial term of the Lease is five years, with five additional 5-year renewal terms, at the original rental rate of $11,400 per year, plus taxes, subject to 10% rate increase every five years throughout the term of the Lease, plus 15% of the gross rent received from all subtenants, other than the initial subtenant. Thereafter, on August 4, 2017, the Airport Authority approved an assignment of Lease, granting all rights to the Lease to Synovus Bank, as security collateral for extending a $150,000 construction loan to Main Site.

More recently, Main Site, L.L.C. has quested that the Authority approve the reassignment of the Lease from Synovus Bank back to Main Site, L.L.C., and approve to the subsequent assignment of the Lease from Main Site, L.L.C. to EIP Holdings IV, L.L.C. ("EIP Holdings"), a Delaware registered corporation that operates as an investment affiliate of Everest Infrastructure Partners, Inc., headquartered in Pittsburg, Pennsylvania.

Article 20 of the Lease provides that "*Tenant shall not assign this Lease, either in whole or in part, without prior written approve of Authority, which approve shall not be unreasonable withheld. No request for, or approve to, such assignment shall be considered unless Tenant shall have paid all rentals, fees, and charges, which have accrued in favor of Authority and Tenant shall have otherwise met all other legal obligations to be performed, kept and observed by it under the terms and conditions of this Lease, or as this Lease may be subsequently amended or modified.*" Article 20 of the Lease also provides that "*Authority reserves the right to investigate the financial capacity of the proposed assignee prior to making its decision.*"

As such, staff requested and received a copy of EIP Hildings' recent set of financial statements. Upon review, staff determined that EIP Hildings has sufficient experience and financial capacity to assume all duties and responsibilities, rents, fees and charges, now required and as will accrue in favor of the Authority. The Lease has also remained in good standing throughout the term of the Lease and all rentals, fees, and charges that have accrued in favor of Authority have been paid by the Tenant to the Authority.

Based on the information presented, the President and Chief Executive Officer recommends that the Airport Authority Board approve the reassignment of the Lease from Synovus Bank back to

Main Site, L.L.C. and the subsequent assignment of the Lease from Main Site, L.L.C. to EIP Holdings IV, L.L.C., as requested.

RECOMMENDATION: It is hereby recommended that the Sarasota Manatee Airport Authority approve to the reassignment of the Main Site, L.L.C., Site Lease Agreement, dated September 13, 2016 (the "Lease"), from Synovus Bank back to Main Site, L.L.C., and approve to the subsequent assignment of the Lease from Main Site, L.L.C., to EIP Holdings IV, L.L.C.

ATTACHMENT: Reassignment Agreement dated August 7, 2026, and Assignment dated August 7, 2027.

RE-ASSIGNMENT AGREEMENT

THIS RE-ASSIGNMENT AGREEMENT is made this 7th day of August, 2026, by and between **MAIN SITE, LLC**, a Florida Limited Liability Company ("Tenant/Borrower"), and **SYNOVUS BANK**, ("Lender").

WITNESSETH:

On September 13, 2016, Tenant/Borrower entered into a Site Lease Agreement for Telecom Tower with the Sarasota Manatee Airport Authority ("Lease"), as Landlord, for the leasing of that certain property identified as 3412 square feet located on N. Tamiami Trail, Sarasota, Florida 34243, (the "Premises"); and

Tenant/Borrower entered into a financing arrangement with Lender wherein Lender extended a loan to Tenant/Borrower for the construction of a telecommunications tower on the Premises ("Loan"); and

Tenant/Borrower assigned to Lender, pursuant to that certain Assignment of Lease between Tenant/Borrower and Lender, dated August 4, 2017 ("Assignment of Lease"), all of Tenant/Borrower's rights in and to the Site Lease and all of Tenant/Borrower's property located on the Premises as collateral security for the Loan ("Collateral"); and

Tenant/Borrower has fully met its obligations pursuant to the Loan and Lender and Tenant/Borrower have terminated the Loan; and

Tenant/Borrower and Lender have agreed to have Lender release all Lender claims and rights in and to the Collateral and to enter into this Re-assignment Agreement re-assign to Tenant/Borrower all such rights of Lender:

NOW THEREFORE, for and in consideration of $1.00, the completion and fulfillment of the Loan and other mutual consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

1. Lender does hereby grant, bargain, convey, sell, transfer, assign, pledge, set over, and grant to Tenant/Borrower and its successors and assigns, all of the Lender's right, title, interest, remedies, powers, options, benefits, and privileges in, to, and under the Collateral.

2. Tenant/Borrower does hereby acknowledge that each and every term, covenant, and condition approved by Tenant/Borrower contained in the Lease with the Landlord described above continue to apply in their entirety to the Tenant/Borrower, including payment of rental or other financial obligations.

WITNESS the hand(s) of the undersigned on the day and year first above written.

Tenant/Borrower: Main Site, LLC

By: Paul Rozeman
Paul Rozeman, Sole Member/Manager

Lender: Synovus Bank

By:
Adam Smith, Sr. Vice President

Consented to Assignment of Lease:

Landlord: Sarasota Manatee Airport Authority

By:_____
Paul L. Hoback, Jr.
President and Chief Executive Officer

SMAA-08072026

PREPARED BY AND
WHEN RECORDED MAIL TO:

David C. Bruening, Esq.
EIP Holdings IV, LLC
c/o Everest Infrastructure Partners, Inc.
Two Allegheny Center
Nova Tower 2, Suite 1002
Pittsburgh, PA 15212

_____ SPACE ABOVE THIS LINE FOR RECORDER'S USE _____

ASSIGNMENT

This ASSIGNMENT ("Assignment") is made and entered into this 10th day of August, 2026 ("Effective Date"), by and between **MAIN SITE, LLC**, a Florida limited liability company ("Assignor"), and **EIP HOLDINGS IV, LLC**, a Delaware limited liability company ("Assignee").

WITNESSETH

WHEREAS, Assignor is the current lessee under that certain Site Lease Agreement for Telecom Tower at Sarasota Bradenton International Airport initially entered into by and between Sarasota Manatee Airport Authority as lessor and Main Site, LLC, a Florida limited liability company, as lessee, dated September 13, 2016, including any amendments and related agreements thereto ("Lease") (a short form of which was recorded on March 9, 2017 as Instrument Number 201741021341, in Book 2663 at Page 5699 in the Manatee County records), the premises thereunder being all or a portion of the parent tract located at or about 8291 North Tamiami Trail, Sarasota, FL 34243 ("Property"), which Property is more particularly described on Exhibit "A" attached hereto and made a part hereof;

WHEREAS, Assignor owns and operates a communications tower site on the premises under the Lease, and licenses space thereon pursuant to those certain (i) Antenna Site Agreement initially entered into by and between Main Site, LLC, a Florida limited liability company, as lessor and T-Mobile South LLC, a Delaware limited liability company, as lessee, dated August 1, 2019 ("T-Mobile License"), and (ii) Tower Lease Agreement initially entered into by and between Main Site, LLC, a Florida limited liability company, as lessor and Verizon Wireless Personal Communications LP, a Delaware limited partnership

d/b/a Verizon Wireless, as lessee, dated June 16, 2017 ("Verizon License"), all including any amendments and related agreements thereto (collectively the "Tenant Licenses");

WHEREAS, Assignor and Assignee have entered into that certain Letter Agreement dated April 22, 2026 ("Letter Agreement"), setting forth certain terms for the closing of the transaction contemplated herein; and

WHEREAS, Assignor desires to assign to Assignee all of Assignor's rights, obligations, title, and interest in, to and under the Lease, the Tenant Licenses, and any other leases or agreements respecting in any way any communications facilities on the Property to which Assignor is a party (collectively "Assigned Agreements") and to convey to Assignee all of Assignor's property on the Property, and Assignee desires to accept such assignment and conveyance, in accordance with the terms hereof.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual covenants contained herein and other good and sufficient consideration, Assignor and Assignee, intending to be legally bound, hereby agree as follows:

1. The recitals set forth above and the Letter Agreement are incorporated herein by reference and made a part of this Assignment.

2. Assignor absolutely and irrevocably transfers and assigns to Assignee, as of the Effective Date, all of Assignor's rights, obligations, title, and interest in, to and under the Assigned Agreements, including but not limited to (i) the right to receive all rents and other monies due to Assignor thereunder, including from any assignees or sublessees, and on all extensions thereof, and (ii) any right to modify, extend, expand and/or terminate the Assigned Agreements.

3. Assignee hereby assumes all of Assignor's rights, obligations, title, and interest in, to and under the Assigned Agreements accruing on and after the Effective Date.

4. Assignor absolutely and irrevocably sells, transfers, conveys, and delivers to Assignee, and Assignee hereby accepts from Assignor, as of the Effective Date, all of Assignor's rights and title to the communications tower, security fencing, shelters, and all other facilities and/or personal property of Assignor located on the Property (collectively, "Facilities") and any access and/or utility easements thereto, and all of Assignor's governmental permits and the like related thereto. Assignor warrants to Assignee that (i) all Facilities were owned entirely by Assignor immediately prior to the Effective Date, (ii) Assignor has the right to convey all Facilities and any utility easements with respect to the Property to Assignee, (iii) all Facilities conveyed to Assignee are free from all encumbrances other than the Assigned Agreements, and (iv) Assignor shall comply with all laws and regulations, including those of the FCC's Antenna Structure Registration System, to properly process the conveyance to Assignee hereunder.

5. The consideration payable by Assignee to Assignor for such assignment of the Assigned Agreements and conveyance of the Facilities shall be as stated in the Letter Agreement, and no further consideration shall be payable hereunder. Assignor hereby acknowledges the sufficiency of such consideration.

6. Assignor shall indemnify, defend, and save Assignee harmless from and against all third-party claims, actions, and damages, and all liabilities arising therefrom, related to the Assigned Agreements, Property and/or the Facilities to the extent the same relate to any period prior to the Effective Date.

7. Any reference to "lessor" or "lessee" or the like in this Assignment shall be interpreted broadly to include the appropriate term for such party in the context of the applicable underlying document. For example, but without limitation, if a third party is referred to herein as "lessee" but the applicable underlying document is a license identifying such third party as a licensee, then "lessee" herein shall be deemed to mean "licensee" for such third party.

8. This Assignment may be recorded by any party in the books and records of the jurisdiction in which the Property is located, but the terms of this Assignment shall be effective regardless of whether any party so records.

9. This Assignment may be modified, amended, or otherwise altered only in writing, signed by Assignor and Assignee, or their respective successors or assigns.

10. This Assignment shall be binding upon and inure to the benefit of Assignor and Assignee and their respective successors, heirs, executors, administrators, and assigns. This Assignment may be assigned freely, in whole or in part, by Assignee and its successors and assigns. In the event Assignee encumbers, pledges or otherwise assigns its rights to the Assigned Agreements and/or Assignee's rights under this Assignment as collateral to secure any debt or other obligation of Assignee, (i) Assignor consents to such collateral assignment, (ii) the applicable holder of such collateral and its administrative agents shall be third party beneficiaries of such Assignor consent, and (iii) such Assignor consent may not be amended without the consent of the holder and its administrative agents.

11. If this Assignment is executed in several counterparts, all counterparts shall constitute one and the same instrument. Delivery of an executed counterpart of this Assignment by email, facsimile or other electronic transmission shall be equally as effective as delivery of a manually executed counterpart, provided, however, that any party delivering such executed counterpart by email, facsimile or other electronic transmission shall promptly forward a manually executed, original counterpart to the other party.

12. If any provision of this Assignment is held to be void, invalid or unenforceable by a court of competent jurisdiction, such provision shall be deemed modified to the minimum extent necessary to be operative, valid, and enforceable to reflect the intent of the parties most closely as expressed herein, or if such modification is not practicable, such provision shall be deemed deleted from this Assignment and the other provisions of this Assignment shall remain in full force and effect.

[Signatures immediately follow.]

IN WITNESS WHEREOF, and intending to be legally bound, Assignor and Assignee have executed this Assignment.

ASSIGNOR:

Main Site, LLC,
a Florida limited liability company

Printed Name: PAUL ROZENMAN
Title: President

WITNESSES:

Printed Name: Mathews Kemis

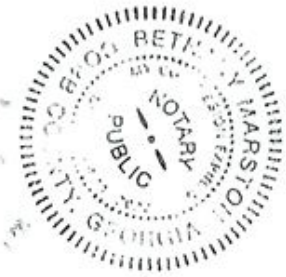
Printed Name: Eric Heath

STATE OF ~~FLORIDA~~ Georgia)
) SS:
COUNTY OF Fulton)

On this 7th day of August, 2026, before me, a Notary Public, the undersigned officer, personally appeared Paul Rozenman, who acknowledged himself/herself to be the President of Main Site, LLC, a Florida limited liability company, and that he/she, as such officer, being authorized to do so, executed the foregoing instrument for the purposes therein contained by signing his/her name on behalf of said limited liability company by himself/herself as such officer.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

Bethany Marston
Notary Public
My Commission Expires: 12/11/2027



ASSIGNEE:

EIP Holdings IV, LLC,
a Delaware limited liability company

Printed Name: John Lemmon
Title: EVP and General Counsel

WITNESSES:

Julia Kisza

Printed Name: Julia Kisza

Sherry Powers

Printed Name: Sherry Powers

COMMONWEALTH OF PENNSYLVANIA)
) SS:
COUNTY OF ALLEGHENY)

On this 7th day of August, 2026, before me, a Notary Public, the undersigned officer, personally appeared John Lemmon, who acknowledged himself to be the EVP and General Counsel of EIP Holdings IV, LLC, a Delaware limited liability company, and that he, as such officer, being authorized to do so, executed the foregoing instrument for the purposes therein contained by signing his name on behalf of said limited liability company by himself as such officer.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

Notary Public
My Commission Expires: 10-15-2026

Commonwealth of Pennsylvania • Notary Seal
Christina Pushic, Notary Public
Allegheny County
My commission expires October 15, 2026
Commission number 1245278
Member, Pennsylvania Association of Notaries

Consent of Landowner

Sarasota Manatee Airport Authority ("Owner") is the owner of the Property as of the Effective Date of this Assignment and leases a portion thereof to Assignor pursuant to that certain Site Lease Agreement for Telecom Tower at Sarasota Bradenton International Airport initially entered into by and between Sarasota Manatee Airport Authority as lessor and Main Site, LLC, a Florida limited liability company, as lessee, dated September 13, 2016, including any amendments and related agreements thereto ("Lease"). Owner hereby acknowledges and grants its consent to the assignment of the Lease to Assignee pursuant to this Assignment. Although Owner is not a party to the Assignment, Owner acknowledges all of the terms of the Assignment, will not oppose Assignee's enjoyment of same, and will recognize Assignee as the lessee under the Lease upon the full execution of this Assignment.

OWNER:

Sarasota Manatee Airport Authority

_____
Printed Name: _____

_____
Printed Name: _____
Title: _____

_____
Printed Name: _____

STATE OF FLORIDA)
) SS:
COUNTY OF _____)

On this _____ day of _____, 2026, before me, a Notary Public, the undersigned officer, personally appeared _____, who acknowledged himself/herself to be the _____ of the Sarasota Manatee Airport Authority, and that he/she, as such officer, being authorized to do so, executed the foregoing instrument for the purposes therein contained by signing his/her name on behalf of said entity by himself/herself as such officer.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

_____
Notary Public
My Commission Expires:

EXHIBIT A

THE PROPERTY

In Manatee County, Florida

Parcel/Tax Number: 6844700139

Legal Description:

[Legal description to be attached per Assignee's title report.]

SARASOTA MANATEE AIRPORT AUTHORITY
AUGUST 24, 2026, REGULAR MEETING
STAFF NARRATIVE

REQUEST TO AWARD
AIR CARGO BUILDING LEASE AGREEMENT WITH WORLWIDE FLIGHT SERVICES, INC.

EXECUTIVE SUMMARY: Request for Award an Air Cargo Building Lease Agreement with Worldwide Flight Services, Inc.

NARRATIVE: Worldwide Flight Services, Inc. ("WFS"), is a global air cargo logistics provider with 270 locations in 27 countries. WFS has been a tenant and service provider at the Airport for several years and currently provides air cargo and ground handling services to Allegiant Air and Air Canada. WFS currently occupies approximately 400 SF in the Authority's existing Cargo Building located at 1154 Cargo Avenue under a month-to-month lease executed on May 15, 2023. WFS is a tenant in good standing and has requested to release their existing premises and lease approximately 2,077 SF in the Authority's new Cargo Building, located at 1164 Cargo Avenue, on an annual basis.

The proposed new air cargo building lease agreement includes an initial one-year term with a one-year renewal term that may be exercised by WFS, subject to approval by the Authority (collectively, the "Term"). The Term is subject to early termination that may be exercised by either party, with or without cause, upon 60-day prior written notice. The proposed rental rate is $28.75/SF, or $59,713.35 per year, plus taxes, subject to adjustment based on the Authority's Annual Signatory Airline Rate Resolution. The space released by WFS in the Authority's existing Cargo Building has been requested to be leased by Allegiant Air to expand its commissary and storage capacity at the Airport. WSF has agreed to seal and paint the floor of the new premises prior to its use and occupancy.

During the 12 months ending May 31, 2026, over 300,000 pounds of freight were reported to have been shipped and received at the Airport, up 12.5% from the prior 12-month period. Based on the information presented, the President and Chief Executive Officer recommends the Board award the proposed new cargo building lease agreement to WFS for approximately 2,077 SF in the Authority's new Cargo Building located at 1164 Cargo Avenue, at the initial rental rate of $28.75/SF plus taxes, with an initial one-year term and a one-year renewal term, subject to the additional terms presented.

RECOMMENDATION: It is hereby recommended that the Sarasota Manatee Airport Authority Board award a new cargo building lease agreement to Worldwide Flight Services, Inc., for approximately 2,077 SF in the Authority's new Cargo Building located at 1164 Cargo Avenue, at an initial rental rate of $28.75/SF plus taxes, subject to rate adjustment based on the Authority's Annual Signatory Airline Rate Resolution, with an initial one-year term and a one-year renewal term, subject to approval by the Authority.

ATTACHMENTS: Proposed Air Cargo Building Lease Agreement with Worldwide Flight Services, Inc., dated July 1, 2026.

SMAA-07062026F

SARASOTA
BRADENTON
INTERNATIONAL
AIRPORT

AIR CARGO BUILDING

LEASE AGREEMENT

BETWEEN

SARASOTA MANATEE AIRPORT AUTHORITY

AND

WORLDWIDE FLIGHT SERVICES, INC.

JULY 1, 2026

AIR CARGO BUILDING LEASE AGREEMENT

THIS AIR CARGO BUILDING LEASE AGREEMENT (this “Lease”) made and entered into this 1st day of July 2026, by and between the **SARASOTA MANATEE AIRPORT AUTHORITY,** an Independent Special District organized and existing under the laws of the State of Florida, hereinafter the "Authority" and **WORLDWIDE FLIGHT SERVICES, INC.,** a Florida Profit Corporation, existing under the laws of the State of Florida, hereinafter the “Lessee”, collectively hereinafter referred to as the “Parties”.

WITNESSETH:

WHEREAS, the Authority owns and operates the Sarasota Bradenton International Airport (“Airport”), located in Sarasota County and Manatee County, Florida; and

WHEREAS, the Authority is permitted to lease land and facilities at the Airport pursuant to the Florida Statutes; and

WHEREAS, the Authority desires to let to the Lessee and the Lessee is desirous of lease from the Authority upon the terms and conditions contained herein, certain facilities at the Airport, within that structure commonly referred to as the "Air Cargo Building",

NOW, THEREFORE, for and in consideration of the premises and of the mutual covenants herein contained, and other good and valuable consideration, the receipt of which the Parties hereby expressly acknowledge, the Parties hereto covenant and agree to the following terms, covenants, and conditions:

ARTICLE 1
PREMISES

The Authority is the owner of a commercial structure at the Airport commonly referred to as the "Air Cargo Building." Lessee hereby leases from the Authority that certain portion of the Air Cargo Building known as Suite No.**200**, consisting of approximately **Two Thousand Seventy-Seven (2,077)** square feet of unconditioned interior space (hereinafter the "Premises"), as depicted on Exhibit "A", attached hereto, which Premises is the subject of this Lease.

ARTICLE 2
USE OF PREMISES

2.01 Exclusive Use Rights. The Lessee is granted the exclusive right to use and occupy the Premises, for the sole purpose of providing ground service equipment maintenance services to existing aeronautical tenants and users at the Airport (the “Service”), which exclusive right to use and occupy the Premises shall be conditioned on and subject to an existing valid contract(s) between the Lessee and such tenants and users at the Airport, which agreements are attached as Exhibit B to this Lease. The Premises shall be used by Lessee solely for Lessee’s Services and such activities necessary and incidental to Lessee’s Services. The Lessee shall not use or occupy the Premises to provide any other services apart from Lessee’s Services set forth in this Article.

2.02 Nonexclusive Use Rights. The Lessee is further granted the non-exclusive right to perform the Services at the Premises and on the Airport when and were approved by the Authority, subject to the terms, covenants and conditions of this Lease, the Airport Rules and Regulations, and any Authority Ordinances and Directives that may be issued by the Authority from time-to-time throughout the Term hereof. Notwithstanding any provision of this Lease, to the contrary, Lessee understands and agrees that the Rights and Privileges granted herein to Lessee by this Lease to perform Lessee’s Services are nonexclusive, except for the exclusive right of use and occupy the Premises. The Authority may grant similar exclusive and non-exclusive privileges to other tenants and users at the Airport at any time.

2.03 Common Use Rights. In addition to the exclusive and non-exclusive rights granted herein, Lessee is further granted the non-exclusive right to use the immediate adjoining unleased exterior area of the Premises in common with other Air Cargo Building tenants for ingress and egress to and from the Premises, including loading, unloading, and transporting of vehicles, equipment, materials and supplies. The non-exclusive common rights and privileges, in general and in common with others tenants and users of the Airport, shall include the use of roadways, sidewalks and other Airport facilities necessary for Lessee to provide Lessee's Services, that Authority generally makes available to other tenants and users not leased to otherwise under control of other tenants ("Common Use Rights"). Lessee agrees to share, cooperate, coordinate and not obstruct, temporary or otherwise, use of the Common Areas will all other tenants and users of the Common Areas.

2.04 Ingress and Egress. The right of ingress to and egress from the Premises shall be subject to such laws, rules, regulations, directives and orders now or as may hereafter apply at the Airport. Except as expressly set forth in this Article, nothing in this Lease shall be construed to grant or convey to Lessee the right to use any space or area, improved or unimproved, which is leased to or under contract or control of a third Party, or which the Authority has not leased, licensed, assigned or otherwise granted control.

Authority may at any time temporarily or permanently close, consent to, or request the closing of any such sidewalks, roadways, driveways, parking lots, taxi lanes, taxiways, runways, equipment, and facilities, and any area at the Premises presently or hereafter used, provided a reasonable means of ingress and egress is concurrently made available to Lessee. Lessee hereby releases and discharges Authority, its successors and assigns, of and from any and all claims, demands or causes of action which Lessee may now or at any time hereafter have against any of the foregoing arising or alleged to arise out of the closing of any sidewalks, roadways, driveways, parking lots, taxi lanes, taxiways, runways, equipment, and facilities or other areas used, whether within or outside the Premises, provided the Authority simultaneously makes available to Lessee a reasonable means of ingress and egress.

2.05 Condition of Premise. Lessee accepts the Premises and all improvements thereon in its "AS IS CONDITION" and "WITH ALL FAULTS," together with all defects, latent and patent, if any. Lessee further acknowledges that the Authority has made no representations or warranties of any nature whatsoever regarding the condition of the Premises or the improvements thereon, including but not limited to, the physical condition of the Premises or the improvements thereon, the suitability of the Premises or any improvements thereon for Lessee's use and occupancy of the Premises as granted herein. No alterations to the Premises are permitted without the Authority's prior written approval.

2.06 Right of Entry. The Authority, through its agent(s) and/or employees, representatives and contractors, shall have the right to enter upon, into and under all portions of the Premises to perform inspections, maintenance and repairs or to take such action for the enforcement of any of the terms, covenants or conditions contained in this Lease. However, nothing herein shall limit any entry by any law enforcement agency, government agency, or entity that holds a security interest in the Airport or the Premises.

2.07 Exclusions and Restrictions. The Premises will be used by Lessee solely for Lessee's Services and any other lawful use or purpose that is part of, necessary for, or incidental to Lesse's Services. The Lessee shall provide all necessary equipment, personnel and other appurtenances necessary to conduct its Services.

A. Nothing in this Article shall be construed as authorizing Lessee to conduct any other aeronautical or non-aeronautical activity, service or business on the Premises, Common Use Areas, or the Airport separate and apart from Lessee's Services authorized by this Lease.

B. Lessee will not interfere or permit interference with the use, operation, or maintenance of the Airport., its leased or Common Use Areas, or its tenants and users, including but not limited to, the effectiveness or accessibility of the roadway system, drainage, sewerage, water, communications, electrical, HVAC, fire protection, security or other systems installed at any time at the Airport; and Lessee shall not engage in any activity prohibited by Authority's existing Rules and Regulations.

C. The rights and privileges granted Lessee pursuant to this Lease shall be subject to all Rules and Regulations established by Authority, as may be amended from time to time throughout the Term of this Lease.

D. The Lessee shall not install any petroleum or other combustible fuel storage facilities of any kind on the Premises or the Airport without the prior written approval of Authority.

E. Lessee shall store all vehicles and equipment only in such areas designated and approved by the Authority, and upon such terms and conditions, as determined by the Authority. Lessee shall remove any disabled vehicles and equipment, if any, from the Common Use Areas and the Airport immediately following the release from proper authorities. In the event Lessee fails to remove any of its disabled vehicle or equipment within the time set forth by the Authority, the Authority may cause the removal of such vehicles and equipment and invoice Lessee for the costs incurred for removal plus an administrative charge of twenty-five percent (25%). Nonpayment of such invoice for more than thirty (30) days after the invoice date will be deemed a condition of default of this Lease.

F. Lessee shall not do or permit to be stored or occur, either by act or failure to act, any product or activity that will cause the cancellation or violation of the provisions, or any part thereof, of any policy of insurance of the Authority, or that will cause a hazardous condition so as to increase the risks normally attendant upon operations permitted by this Lease. If such act, or failure to act on the part of Lessee will cause the cancellation of any such policy, Lessee will immediately, upon notification by Authority, take whatever steps or actions are required to cause reinstatement of said insurance. Furthermore, if Lessee does or permits to be done any act not expressly permitted under this Lease, or fails to do any act required under this Lease, regardless of whether such act constitutes a breach of this Lease that causes an increase in Authority's insurance premiums, Lessee will immediately remedy such actions and pay the increase in premiums, upon notice from Authority to do so. In any event under any circumstance, Lessee shall hold Authority harmless for any expenses and damage resulting from any action set forth in this Article.

G. Except as provided elsewhere in this Lease, nothing in this Lease will be construed as establishing any additional exclusive rights, operational or otherwise, except the use and occupancy of the Premises as granted herein.

H. All rights and privileges not specifically granted to Lessee for its use and occupancy of the premises and its use of and operations at the Airport pursuant to this Lease are hereby reserved for the Authority.

I. Other than those areas designated by the Authority for purposes of providing Lessee's Services and ingress and egress to and from the Premises, all Lessee's Services shall be conducted on the Premises.

ARTICLE 3
TERM OF LEASE

3.01 Initial Term. The term of this Lease, and the accrual of Rent, fees, charges and assessments hereunder, shall commence on JULY 1, 2026, (hereinafter the "Commencement Date") and shall continue uninterrupted thereafter for a period of one (1) year, and shall expire on the immediately preceding day, one (1) year following the Commencement Date (the "Initial Term").

3.02 Renewal Term. The Lessee may request to the Authority in writing at least sixty (60) days prior to the expiration of the initial Term of this Lease to renew the Initial Term for up one (1) additional one-year term under the same terms, covenants, and conditions of this Lease (the "Renewal Term"), which Renewal Term, if any, shall be subject to the prior written approval of the Authority. Collectively, the Initial Term and the Renewal Term shall hereinafter be referred to as the "Term". The Term of this Lease may not be extended beyond the Renewal Term. If the Parties wish to extend Lessee's occupancy at the Premises

beyond the Renewal Term, the Parties shall be required to execute a new lease agreement for that purpose.

3.03 Early Termination. This Lease may be terminated by either Party, with or without cause, upon sixty (60) days' prior written notice issued to the other Party. In the event either Party terminates this Lease as provided, the termination of this Lease shall thereafter be effective sixty (60) days from the date of receipt of such notice or such earlier date as may be agreed to in writing by the Parties. This Lease is further subject to and contingent on Lessee's possession of an active agreement for Lessee's Services with an existing tenant or user at the Airport on the Commencement Date of this Lease ("Lessee's Service Agreements"), attached as Exhibit B to this Lease. This Lease shall automatically terminate at such time as all such Lessee's Service agreements expire, without the need for further action required by either Party hereto.

3.04 Surrender of Premises. Lessee expressly agrees that it shall immediately surrender the Premises to the Authority in clean, safe, working order, in good condition, and in compliance with all applicable laws, rules, and regulations, upon the expiration or earlier termination of this Lease, less normal wear from ordinary use for the purpose for which the Premises are leased. Lessee shall remove all its personal property from the Premises prior to the expiration or earlier termination of this Lease. Any personal property of Lessee not removed by Lessee as required shall thereupon become the property of the Authority. In the event Lessee shall hold over, refuse, or fail to give up the possession of the Premises at the expiration or earlier termination of this Lease, Lessee shall be liable to the Authority to pay all damages incurred by the Authority during the entire duration of such holdover including, but not limited to, twice the Rent, fees, charges and assessments amount due hereunder, or such amount otherwise permitted by law, whichever is greater.

Upon the expiration or earlier termination of the Term of the Lease, as provided herein, Lessee further agrees to return the Premises to Authority in the same configuration and condition as existed at the Commencement Date of the Lease. The intent of this provision is to require Lessee to remove all alterations, modifications, and improvements to the Premises made by Lessee, if any, during the Term hereof and to repair all walls, ceilings, floors, fixtures and equipment where such alterations, modifications or improvements to the Premises were provided by Lessee. This replacement and repair work, and all efforts undertaken to return the Premises to the original condition at the Commencement Date shall be the liability and sole cost of the Lessee with no cost for any such repairs reverting to Authority.

ARTICLE 4
NO HOLDOVER

LESSEE ACKNOWLEDGES AND AGREES THAT AUTHORITY HAS OR MAY HAVE ARRANGED FOR NEW LESSEE TO OCCUPY THE PREMISES AFTER THE EXPIRATION OR EARLIER TERMINATION OF THE TERM OF THIS LEASE. As such, Lessee acknowledges and understands that Lessee's use and occupancy of the Premises shall terminate on the dates and times defined in this Lease, and failure to do so may subject Lessee to consequential damage and lost profits of the Authority. Lessee further acknowledges and understands that no extension to the Term of any duration shall be permitted or provided to Lessee, except as stated herein. Any failure by Lessee to fully vacate all Premises prior to expiration of the Term of this Lease as defined shall be a direct default of the terms, covenants and conditions of this Lease. In the event Lessee falls to fully vacate the Premises prior to the expiration of the Term, or for any reason fails or refuses to remove all property thereon from the Premises upon the expiration of the Term or earlier termination of this Lease, all contents located on the Premises shall be removed by and become the property of the Authority. In addition to any other liabilities to Authority accruing under this Lease or by law therefrom, Lessee shall protect, defend, indemnify and hold Authority harmless from all loss and expenses including reasonable attorneys' fees, court costs and other liability resulting from such holdover, including, without limiting the generality of the foregoing, any claims made by any succeeding Lessee founded upon such failure to surrender, and any lost profits to the Authority resulting therefrom (collectively, "Holdover Damages").

ARTICLE 5
RENTS, FEES AND CHARGES

Signature: Michael Simpson
Michael Simpson (Jul 13, 2026 16:11:21 GMT+11)
Email: msimpson@wfs.aero

5.01 Rents. Compensation for the use and occupancy of the Premises shall be paid by Lessee to the Authority calculated at the rate of Twenty Eight & 75/100Dollars ($28.75) per square foot per annum, plus all applicable taxes for said use and occupancy of approximately Two Thousand Seventy-Seven (2,077) square feet of Interior unconditioned exclusive space, equivalent to Fifty Nine Thousand Seven Hundred Thirteen & 75/100 Dollars ($59,713.75) per annum plus all applicable taxes for said use and occupancy (the "Rent").

5.02 Monthly Installments. Rent for the use and occupancy of the Premises, as herein defined, shall be payable in advance by Lessee to the Authority in equal monthly installments, without demand and without any deduction, holdback or set off of any kind, by the first day of each month throughout the Term of this Lease and the Renewal Term in the amount of Four Thousand Nine Hundred Seventy Six & 15/100 Dollars ($4,976.15) per month plus all applicable taxes. In no event shall the Rent be prorated, reduced or revised based on Lessee's occupancy for less than one month or Lessee's date of surrender of the Premises to the Authority.

5.03 Address for Payment. All Rent, fees, charges and assessments, due hereunder shall be delivered by Lessee to the Authority at: Finance Department, Sarasota Manatee Airport Authority, 6000 Rick Piccolo Circle, Sarasota, Florida 34243, or at such other address as may be directed in writing by the Authority from time to time.

5.04 Late Payments. Lessee shall pay Authority interest at the maximum rate permitted by law, but not more than one and one-half percent (1½%) per month or eighteen percent (18%) per annum, on any late payments commencing ten (10) days after the amounts are due. To the extent permitted by law, Lessee agrees that acceptance of late payments by the Authority shall not constitute a waiver of Lessee's default by the Authority with respect to such overdue amount, prevent the Authority from terminating this Lease for default beyond applicable cure periods in the payment of all Rent, fees, charges and assessments due to Authority pursuant to this Lease, or from enforcing any other provisions, rights, or remedies granted herein or conferred by law. In the event Lessee delivers a worthless check or draft to the Authority in payment of any obligation arising under this Lease, Lessee shall incur a service charge of One Hundred Dollars ($100.00) or five percent (5%) of the face amount of such check, whichever is greater, or such other fee as set by Florida Statute.

5.05 Subject to Adjustment. All Rent, fees, charges and assessments due and payable by the Lessee to the Authority pursuant to this Lease shall be subject to annual adjustment by the Authority on October 1st each year throughout the Term hereof consistent with the Authority's current Rent, fees, charges and assessments set forth in the then current Signatory Airline Rate Resolution approved by the Authority.

MS
WFS

5.06 Taxes, Licenses and Fees. Lessee hereby covenants and agrees to pay monthly to the Authority all sales taxes, use fees, or other taxes imposed pursuant to Florida Statutes, or any tax imposition in lieu thereof, excluding State and/or Federal Income Tax, franchise taxes, and similar taxes, now or hereinafter imposed upon the Rent, fees and charges due and payable by Lessee to the Authority pursuant to this Lease, notwithstanding that said statute, ordinance, or other enactment imposing said tax may endeavor to impose the tax upon the Authority to the extent permitted by law.

Lessee shall pay, on or before their respective Rent payment due dates, all federal, state and local taxes and fees, and all licenses and special assessments of any kind, which are now or may hereafter be levied upon the Premises and any improvements thereon, or the leasehold estate granted pursuant to this Lease, or upon Lessee, Lessee's activities or Lessee's use and occupancy of the Premises, or upon any of the Airport used in connection therewith, or upon any rent, fees, charges and assessments or other sums payable hereunder, including, but not limited to any ad valorem taxes, based upon Lessee's pro rata share according to the area of the Premises, if the Premises do not have their own separate tax bill, and sales or excise taxes on rentals, and personal property taxes against tangible and intangible personal property of Lessee. Notwithstanding, Lessee shall have the right to contest any of the foregoing taxes, fees and assessments in accordance with the applicable laws, rules, and regulations. The Authority agrees to reasonably cooperate with Lessee in any such contest.

The Authority agrees to deliver to Lessee promptly after receiving any such tax bill, but in any event at least thirty (30) days prior to the date such tax bills are due, any tax bills that the Authority receives with respect to the Premises. Lessee shall maintain current all federal, state, and local taxes, fees, assessments, licenses and permits required for Lessee's use and occupancy of the Preemies and the Airport. Lessee shall further pay in full any tax, fees or assessments which arise by reason of Lessee's activities, use or occupancy of the Premises at any time after the Commencement Date of this Lease. Taxes for any partial calendar year during the Term shall be prorated by the Parties hereto.

5.07 Employee Parking Fees. Employee vehicle parking permits may be required by the Authority for Lessee's employees at any time through the Term of this Lease. Information regarding employee parking permits is available from Authority's Badging Office located on the first floor of the passenger terminal at the Airport. If Lessee is invoiced by Authority for vehicle parking fees, payment is due to Authority within ten (10) days from the date of said invoice, or such parking privileges shall be terminated.

5.08 Absolute Net Agreement. Except as specifically provided herein, this Lease shall be a "triple net" lease without cost of any kind to the Authority during the Initial Term or the Renewal Term of this Lease including, but not limited to, all costs incurred for any taxes, insurance, utilities, maintenance, repairs, and improvements, attributable to Lessee's use and occupancy of the Premises upon thirty (30) day's prior written notice. The Authority reserves the right to assess and collect from Lessee additional rents, fees, charges and assessments in common with other tenants and users at the Airport, including, but not limited to, common area maintenance fees ("CAM Fees") required by the Authority to recover in whole or part such costs incurred or to be incurred by the Authority attributable in any way to Lessee's use and occupancy of the Premises , which CAM Fees shall be assessed In a form and manner consistent with other tenants of the Air Cargo Building and Lessee's prorated use of the Airport in relation to all other users of the Airport.

5.09 Accord and Satisfaction. In the event Lessee pays any amount that is less than the amount stipulated to be paid under this Lease, such payment shall be made only on account of the stipulated amount. No endorsement or statement on any check or letter shall be deemed an accord and satisfaction. The Authority may accept payment without prejudice to the Authority's right to recover the balance due or to pursue any other remedy available to Authority pursuant to this Lease and under law.

5.10 Separate Covenant. Lessee shall not withhold or reduce Lessee's required Rent payments to the Authority or any other rents, fees, charges and assessments pursuant to this Lease. It is expressly understood and agreed to by the Parties to this Lease that the payment of Rent and all other rent, fees, and charges, if any, pursuant to this Lease is a covenant independent of all other covenants of the Parties to this Lease.

ARTICLE 6
SECURITY FOR PAYMENT

Prior to the Commencement Date of this Lease, Lessee shall post a non-interest-bearing security deposit with the Authority equivalent to three (3) months of Rent ("Security Deposit"). The Security Deposit shall serve as security for the payment of all sums due and payable to the Authority and secure the performance of all obligations of Lessee to the Authority pursuant to this Lease. The Security Deposit shall be either in the form of an Irrevocable Letter of Credit ("Letter of Credit") or Surety Bond ("Bond") in a form and substance satisfactory to the Authority. In the event of a failure by Lessee to pay any Rent, fees, charges and assessments when due, or perform any other term, covenant, or condition of this Lease, or if Lessee incurs a default under this Lease beyond the applicable cure period, then in addition to all rights and remedies available to the Authority at law or in equity, the Authority shall be entitled to draw on the Security Deposit and apply the same to all amounts owed by the Lessee.

Upon receipt of notice of any such draw, Lessee shall Immediately replace the Security Deposit with a new Letter of Credit or Bond In the full amount required to restore the amount of the Security Deposit required herein. Lessee shall restore and increase the amount of the Security Deposit to reflect any increase in the amounts payable herein within thirty (30) days after notification by the Authority of any such draw or increase in Rent, fees, charges and assessments. The Security Deposit shall be kept in full force

and effect throughout the Initial Term and the Renewal Term of this Lease, and for a period of three (3) months following the termination of this Lease. Not less than forty-five (45) days prior to any expiration date of the Letter of Credit or Bond, Lessee shall submit evidence to the Authority in a form satisfactory to the Authority that such Security Deposit has been renewed. Failure to renew a Letter of Credit or Bond, or to restore or increase the amount of the Security Deposit as required by this Article shall constitute a default of this Lease, entitling the Authority to all available remedies. Authority's rights under this Article will be in addition to all other rights and remedies provided to Authority under this Lease. Subject to all Lessee's obligations set forth herein, the Payment Security will be returned within ninety (90) days following the expiration of the Term of this Lease. The Security Deposit shall not be returned to Lessee by the Authority in whole or in part until all obligations, financial and otherwise, under this Lease have been fulfilled and satisfied.

ARTICLE 7
SECURITY BADGING

Lessee and its employees shall abide by all applicable safety and security regulations of the Authority and the Transportation Security Administration (TSA). Any of persons who require unescorted access to any area of the Airport where access Is controlled for security reasons must make application for, and wear, Airport security badges. Those individuals must submit personal data for a Security Threat Assessment conducted by the FBI as required by Part 1542 of Federal Transportation Regulations and attend a security training session conducted by the Authority's Operations Department. At the time the application is made, Lessee is responsible for payment of the current fee for fingerprinting and the fee for issuance of an initial security badge for any person to whom this provision applies. The current fees are $30 per badge and $60 per threat assessment. Any badge not returned upon the expiration or earlier termination of this Lease is subject to a $200 fee.

Lessee employees who have their ID Security Badge privileges revoked or suspended may not be escorted on Airport property. Any Lessee employee, or any employee of its contractors or agents that requires unescorted access to the SIDA must be badged with an ID Security Badge by Authority's ID Badging Department and will be subject to CHRC and STA. A new or renewed ID Security Badge will not be issued to an individual until the results of the CHRC and STA are completed and indicate that the applicant has not been convicted of a disqualifying criminal offense. If the CHRC or STA discloses a disqualifying criminal offense, the individual's new or renewed ID Security Badge application will be rejected. The costs of the CHRC and STA will be paid by the Lessee. These costs are subject to change without notice, and Lessee will be responsible for paying for any increase in the costs. The Authority reserves the right to collect all costs related to badging at the time badging service is provided. All badged employees of the Lessee and its contractors or agents must comply with the Authority's regulations regarding the use and display of ID Security Badge. The Authority reserves the right to request the renewal of ID Security Badge for Lessee's employees, contractors and/or agents at any time. If Lessee or any Lessee Parties fail to comply with renewal requirements, as directed by the Authority, the existing ID Security Badge privileges of that individual shall be suspended.

ARTICLE 8
UTILITIES SERVICES

8.01 Distribution Point. The Authority shall be responsible for providing and maintaining throughout the Term of this Lease, water, sewer and electricity to a point to or immediately adjacent to the Air Cargo Building (the "Distribution Point"). Lessee shall be responsible for the full cost to provide and maintain the connection of all utilities from the Distribution Point to the Premises and within the Premises, including the cost of connection, construction, permit, metering, and impact fees related to the connections and all equipment and improvements installed or constructed the Premises. Lessee shall segregate all utilities by a separately metered account in Lessee's name and Authority shall not be responsible for the payment of any utility service used by Lessee. The Authority shall provide and maintain all common areas and areas occupied by the Authority, if any.

8.02 Cable Infrastructure. The Authority owns and maintains the Airport's fiber cable infrastructure supporting data transmission generated within, to and from the Premises. The Lessee may use the Authority's fiber optic cabling infrastructure for voice and data connectivity. The Lessee will enter into a separate agreement with the Authority, as established on an annual basis by the Authority, for each thousand linear feet of fiber optic cable, for the strands terminated and/or utilized, and for the associated termination points used by the Lessee. The Authority shall provide annual maintenance and any repairs needed for the fiber optic cable. Relocation of the fiber optic cable or additional strands of fiber and all costs attributable thereto shall be Lessee's sole cost and responsibility.

8.03 Additional Infrastructure. If Lessee requires utility infrastructure beyond what currently exists or is available to be extended to the Premises' boundary, Lessee agrees to be solely liable for and to pay the full cost and expense associated with the upgrade, installation and maintenance of all such utility infrastructure related to its use of the Premises and to comply with all provisions required by the City of Sarasota, Sarasota County, or the Authority for acquiring and maintaining such infrastructure.

8.04 No Authority Liability. The Authority shall not be responsible or liable to Lessee for any claims for compensation or any losses, damages or injury whatsoever sustained by Lessee including, but not limited to, those resulting from failure of any water supply, heat, air conditioning, electrical, sewerage or drainage facility, due to natural physical conditions at the Premises, whether on the interior, exterior, surface or underground, including stability, moving, shifting, settlement of ground, or displacement of materials by fire, water, windstorm, tornado, hurricane, act of God or state of war, civilian commotion or riot, pandemic or epidemic, or any other cause beyond the control of the Authority. The Authority shall not be liable for any damage or loss of any personal property placed on or moved to the Premises. All personal property placed on or moved on to the Premises shall be at the sole risk of Lessee and the Authority shall not be liable for any loss or damage thereto, except to the extent such loss or damage was caused by the intentional or gross negligence of the Authority, as limited or otherwise affected by Article 768.28 of the Florida Statutes.

8.05 Easement. Nothing in this Lease shall impair any existing utility easements, nor impair the Authority's right to access any existing utility lines. The Authority reserves the right to grant utility easements, licenses, and rights-of-way to others over, under, though, across, or on the Premises. If the grant or the use of any easement, license, or right of way issued by the Authority interferes with Lessee's use and occupancy of the Premises of Lessee's Services, the Authority shall reimburse Lessee in a timely manner for the direct costs incurred by Lessee directly attributable thereto, which costs shall not include any time or overhead charges attributable to Lessee. Lessee shall furnish the Authority with original source documentation of said direct costs incurred, which documentation shall be used by the Authority as the sole means to determine the amount of reimbursement due to Lessee.

ARTICLE 9
MAINTENANCE AND REPAIRS

9.01 Authority Responsibilities. Authority shall be responsible for and shall perform all structural maintenance and repairs to the Air Cargo Building and all Common Use Areas including (1) the roof structure and membrane, foundation, load bearing walls, and other structural elements, and (2) exterior maintenance, painting and landscaping. Authority retains the right, after giving reasonable advance notice to Lessee, to enter upon the Premises to perform any repair thereon, including utilities which serve, in whole or in part, areas other than the Premises. The Authority shall endeavor to use commercially reasonable efforts to minimize interference with Lessee's activities.

Authority shall maintain the lateral utility lines from the Distribution Point to the air conditioning compressors, security and electrical systems serving the Premises but located outside the Premises, and the exterior of the Air Cargo Building, including dock levelers, exterior walls, roof, and mechanically operated overhead doors attributable to ordinary wear and tear. Authority shall not be responsible for repairs required because of Lessee's improper use, negligence or abuse. Authority shall not be required to make any repairs of any nature to the leasehold improvements installed by or at the expense of Lessee.

9.02 Lessee Responsibilities. Lessee agrees that throughout the Term of this Lease, it will, at its

own expense, maintain the Premises in a clean and orderly good state of repair and preservation, ordinary wear and tear excepted, including but not limited to the interior floors, leasehold improvements, lighting and walls, and all electrical, plumbing, HVAC systems, mechanical systems, utility connections and systems located within the Premises. in addition, Lessee shall be responsible for the cost of repair for any damage to the Premises, Air Cargo Building, pavements, grounds, systems or improvements, including but not limited to HVAC system, landscaped, vehicle parking areas, fencing and gates, and other buildings, facilities, pavements, equipment and improvements caused by Lessee, its agents or employees. All maintenance and repairs performed by Lessee shall be of the quality and class equivalent to the original approved construction or installation, to preserve the Premises and all improvements in good working order and repair.

Except for the items above that are the responsibility of Authority, Lessee will, throughout the Term of this Lease, assume full responsibility for all nonstructural repair and maintenance of the Premises, whether such repair or maintenance are ordinary or extraordinary, and without limiting the generality hereof:

A. Lessee will keep the Premises and all of Lessee's trade and other fixtures, equipment, and personal property that are located on any part of the Premises or Common Use Areas open to or visible by the public, in a clean and orderly condition and appearance as instructed by the Authority.

B. Provide and maintain required fire protection and safety equipment, other than fire retardant system constructed by the Authority, if any, and all health, safety, security and other equipment of every kind and nature required by any law, rule, order, ordinance, resolution, or regulation of any competent authority.

C. Keep all areas of the Premises in a state of good repair subject to reasonable wear and tear.

D. Repair any damage to the surfaces of the Premises and Common Use Areas caused by use of the surfaces more than the approved specifications and planned use or by any oil, gasoline, grease, lubricants or other liquids or substances having a corrosive or detrimental effect thereon.

E. Be responsible for the maintenance and repair of all utility service lines, except common utility lines, if any, including but not limited to, service lines for the supply of water, gas service lines, electrical power and telephone conduits and line, retention ponds, sanitary sewers and storm sewers that are now or that may be subsequently located on the Premises or Common Use Areas and used exclusively by Lessee.

F. All such maintenance, repairs and replacements shall be of commercial and industrial quality equal to the condition of the Premises at the Commencement Date of the Term of this Lease.

9.03 Reimbursement for Authority Repairs. If Lessee falls to perform Lessee's maintenance responsibilities, Authority will have the right, but not the obligation, to perform such maintenance responsibilities, provided Authority has first, in any situation not involving an emergency, by written notice to Lessee, afforded Lessee a period of thirty (30) days within which to correct the failure. Notwithstanding anything to the contrary in this Lease, Authority shall have no responsibility to make any repairs if such repairs or maintenance are required due to any misuse, improper conduct, omission, negligence, or conduct of unauthorized activities on the Premises or Common Use Areas by Lessee, Lessee's employees or Lessee's Parties. Should the Authority elect to make repairs or maintenance caused by the occurrence of any of the foregoing, Lessee shall promptly pay all such costs and expenses incurred by Authority, plus the administrative charge of twenty-five percent (25%), within ten (10) days from the date of the invoice. Failure of Lessee to pay all said costs shall be a condition of default.

9.04 Refuse Disposal. The Lessee shall promptly remove from the Premises and Common Use Areas in a manner and frequency as approved by Authority from time to time all garbage, debris, and other waste materials, whether solid or liquid, arising out of Lessee's use and occupancy of the Premises and Common Use Areas. Any garbage, debris or waste that is temporarily stored on the Premises or Common Use Areas shall be kept in suitable, sealed garbage and waste receptacles, designed to safely and properly

contain whatever material may be placed therein. The Lessee shall use extreme care when affecting the removal of all such waste, which removal shall be performed in such manner and such frequency as required by the Authority.

ARTICLE 10
RULES AND REGULATIONS

10.01 Compliance with All Jurisdictions. Lessee agrees that throughout the Term of this Lease, Lessee shall always remain in compliance with all applicable federal, state, and local laws, statutes, regulations, rules, rulings, orders, ordinances of any kind or nature, as now exist or are hereafter promulgated, including, but not limited to all FAA Advisory Circulars, Airport Rules and Regulations, Minimum Standards for Aeronautical Activities at the Airport, and Authority Ordinances and Directives pertaining to Lessee's Services and its use and occupancy of the Premises.

10.02 Airport Rules and Regulations. Lessee agrees to comply with the requirements set forth in the Airport Minimum Standards and Airport Rules and Regulations, attached as Exhibit C to this Lease, applicable to Lessee's use and occupancy of the Premises and the Airport throughout the Term of this Lease, and Renewal Term. In the event of a conflict between this Lease and the Minimum Standards or Airport Rules and Regulations, Lessee agrees that the more stringent requirement shall apply to Lessee's Activities to the extent permitted herein. In addition, Lessee's use and occupancy of the Premises shall always be conducted in a clean, safe, efficient, first-class professional manner for which Lessee is known, consistent with allocable industry practices, and the degree of care and skill exercised by commercially competing entities performing similar activities at similar airports.

10.03 Permits and Licenses. Lessee agrees that it shall, at its sole cost, obtain, comply with, and maintain current all permits, licenses, certifications, and other governmental authorizations required for Lessee's Services and its use and occupancy of the Premises. Upon the written request of the Authority, Lessee shall immediately provide the Authority with copies of all such permits, licenses, certifications, and authorizations requested by the Authority pursuant to this Article.

10.04 Business Registration. The Lessee warrants and certifies to Authority that Lessee is a commercial entity registered and in good standing in the state where Lessee is headquartered, that it is registered and authorized to do business in the State of Florida, and that the undersigned officer is authorized and empowered to bind Lessee to the terms, covenants and conditions of this Lease by his or her signature thereto.

ARTICLE 11
ENVIRONMENTAL REGULATIONS

11.01 General Conditions.

Notwithstanding any other provisions of this Lease, and in addition to all other requirements of this Lease or any other covenants, representations, or warranties of Lessee, Lessee hereby expressly covenants, warrants, and represents to Authority, in connection with Lessee's use and occupancy of the Premises and at the Airport, the following:

A. Lessee is knowledgeable of and agrees to comply with all applicable Environmental Laws that apply to Lessee's Services at its Premises and at the Airport. Lessee acknowledges that such Environmental Laws change from time to time, and Lessee agrees that it shall keep up-to-date and informed of any such future changes affecting Lessee.

B. In addition to any and all other requirements of Lessee to indemnify and hold Authority harmless contained in this Lease, to the maximum extent permitted by State law, Lessee agrees to indemnify and defend and hold harmless Authority and all other Indemnified Parties from all costs, claims, demands, actions, liabilities, complaints, fines, citations, violations, or notices of violation arising from or attributable to: (i) any violation by Lessee or any of its Lessee Parties of such applicable

Environmental Laws and for any non-compliance by Lessee or any of its Lessee Parties with any permits issued to Lessee pursuant to such Environmental Laws, (ii) a presence or release of Hazardous Substances into the environment caused in whole or in part by Lessee or any of its Lessee Parties at its Premises or the Airport, or the subsurface, waters, air, or ground thereof, in excess of levels allowable by Environmental Laws, or the violation of any Environmental Laws due to Lessee's or its Lessee Parties' management, control, authorization, handling, possession, or use of Hazardous Substances at its Premises or elsewhere at the Airport; (iii) any breach by Lessee of any of the requirements of this Article 22; (iv) Lessee's remediation or failure to remediate Hazardous Substances as required by this Lease; which indemnity will include, but not be limited to, enforcement actions to assess, abate, remediate, undertake corrective measures, and monitor environmental conditions and for any monetary penalties, costs, expenses, or damages, including natural resource damages, imposed against Lessee or its Lessee Parties or against Authority by reason of Lessee's or its Lessee Parties' violation or non-compliance with Environmental Laws. The Lessee's obligations hereunder will survive the termination of the Term of this Lease, and will not be affected in any way by the amount of or the absence in any case of covering insurance or by the failure or refusal of any insurance carrier to perform any obligation on its part under insurance policies affecting the Airport or any part thereof, except that, in the event that Authority recovers funds from insurance carriers in connection with claims associated with (i), (ii), (iii) or (iv) above, Authority may not recover the same funds from Lessee; and provided, further, that the foregoing indemnity obligations are subject to the provisions of paragraphs (C) and (D) of Article 16 to the extent applicable.

C. The Lessee agrees to cooperate with any investigation, audit, or inquiry by Authority or Governmental Authority regarding possible violation of any Environmental Law upon the Premises or elsewhere at the Airport.

D. The Lessee agrees that all remedies of Authority as provided herein regarding violation of any Environmental Laws will be deemed cumulative in nature and will survive termination of this Lease.

E. The Lessee agrees that any notice of violation, notice of non-compliance, or other enforcement action of the nature described herein shall be provided to Authority within twenty-four (24) hours of receipt by Lessee or Lessee's agent. In the event Authority receives a notice of violation, notice of non-compliance, or other enforcement actions of the nature described herein, it will promptly provide that notice to Lessee. Any violation or notice of violation or non-compliance with an Environmental Law that Lessee fails to rectify within the cure period established in the "Default and Termination" Article of this Lease shall be deemed a condition of default under this Lease.

F. In entering this Lease, Authority expressly relies on the covenants, representations, and warranties of Lessee as stated herein.

11.02 Environmental Considerations.

A. The Lessee and its Lessee Parties will not discharge or spill any Hazardous Substance into any component of the storm drainage system or onto any paved or unpaved area within the boundaries of the Premises. In addition, neither Lessee nor any Lessee Party will discharge or spill any Hazardous Substance into any component of the sanitary sewer system without first neutralizing or treating same as required by applicable anti-pollution laws or ordinances, in a manner satisfactory to Authority and other Governmental Authorities having jurisdiction over or responsibility for the prevention of pollution of canals, streams, rivers, bays, and other bodies of water. The Lessee's discharge, spill or introduction of any Hazardous Substance onto the Premises or into any component of Authority's sanitary or storm drainage systems will, if not remedied by Lessee with all due dispatch, at the sole discretion of Authority, be deemed an Event of Default and cause for termination of this Lease by the Authority, subject to notice and cure. Such termination will not relieve Lessee of or from liability for such discharge or spill.

B. If Lessee is deemed to be a generator of hazardous waste, as defined by Applicable Laws, Lessee

will obtain a generator identification number from the EPA and the appropriate generator permit and will comply with all Applicable Laws, including but not limited to, ensuring that the transportation, storage, handling, and disposal of such hazardous wastes are conducted in full compliance with Applicable Laws.

C. The Lessee agrees to provide Authority, within ten (10) days of the Authority's request, copies of all hazardous waste permit application documentation, permits, monitoring reports, transportation, responses, storage and disposal plans, safety data sheets and waste disposal manifests prepared or issued in connection with Lessee's use and occupancy of the Premises and the Airport.

D. At the end of the Term of this Lease, Lessee will dispose of all solid and hazardous wastes and containers in compliance with all Applicable Laws. Copies of all waste manifests will be provided to Authority at least thirty (30) days prior to the end of the Term of this Lease.

11.03 Prior Environmental Impacts. Nothing in this Article will be construed to make Lessee liable in any way for any environmental impacts or release of Hazardous Substances affecting the Premises that occurred prior to Lessee's entry upon the Premises or that occurred because of the actions of the Authority or any of its employees, contractors or agents.

11.04 Off-Site Environmental Impacts. Nothing in this Article will be construed to make Lessee liable in any way for any environmental impacts or release of Hazardous Substances affecting the Premises that occur because of the migration or flow to the Premises from verifiable or documented environmental impacts that is not attributable to Lessee's activities at the Premises.

11.05 Petroleum Storage Systems. At Lessee's expense, Lessee shall be liable for compliance with all Environmental Laws attributable to Lessee's Services and use and occupancy of the Premises, including but not limited to, the regulations of the FDEP as stated in Chapters 62-761 and 62-762, FAC, the requirements of the Federal Oil Pollution Prevention regulation found in Title 40 of the Code of Federal Regulations Part 112 (40 CFR Part 112), as well as the requirements of the EPC, as may be amended or replaced, pertaining to petroleum storage tank and piping system construction, operation, inspection, and compliance monitoring programs; release detection methods and procedures; maintenance; and preventative maintenance programs. The Lessee will be responsible for all spillage, overflow, or escape of gases, petroleum or petroleum products, and for all fines and penalties in connection therewith. All petroleum storage systems will be registered by Lessee, and Lessee will display the registration placard as required by law.

Lessee will train its employees and employees of fuel suppliers in proper fuel delivery and dispensing procedures with an emphasis on safety as well as on spill prevention and response. All fuel delivered to or dispensed from fuel farm facilities will be attended by a person who has completed an FAA-approved aircraft fueling training program. The Lessee will comply with all requirements of 40 CFR Part 112, as may be revised or amended. As a result, Lessee will prepare and implement a Spill Prevention Control and Countermeasure plan as applicable. Notification and response related to the spill or release of petroleum products will maintain compliance with FDEP regulations as well as EPC's requirements.

Lessee will strictly comply with safety and fire prevention ordinances of the City of Sarasota, Sarasota County and all applicable safety regulations at the Premises that may be adopted by Authority. The Lessee will provide adequate fire extinguishers and will establish a fuel dispensing operations manual for its employees and submit a copy to Authority. The Lessee is responsible for all costs and expenses that may be incurred because of compliance with this Article.

11.06 Stormwater. Notwithstanding any other provisions or terms of this Lease, Lessee acknowledges that the Air Cargo Building and other properties within the Airport or on Authority-owned land are subject to stormwater rules and regulations. The Lessee agrees to observe and abide by such stormwater rules and regulations as may be applicable to the Premises or the Airport, and, if applicable, Lessee hereby expressly covenants, warrants, and represents to Authority, in connection with Lessee's Service and use and occupancy of the Premises, the following:

A. Lessee is required to submit a Notice of Intent to use the State of Florida Multi-Sector Generic Permit for Stormwater Discharge Associated with Industrial Activity. The Authority and Lessee both acknowledge that close cooperation is necessary to ensure compliance with any applicable stormwater discharge permit terms and conditions, as well as to ensure safety and to minimize the cost of compliance. The Lessee acknowledges further that it may be necessary to undertake actions to minimize the exposure of stormwater to "significant materials" (as such term may be defined by applicable stormwater rules and regulations) generated, stored, handled, or otherwise used by Lessee by implementing and maintaining Best Management Practices (BMPs). The Lessee will establish a BMP plan for the Premises and submit a copy to Authority.

B. Lessee shall be knowledgeable of any stormwater discharge permit requirements applicable to Lessee and with which Lessee will be obligated to comply. The submittal of a Notice of Intent will be made by Lessee to the FDEP, and a copy will be submitted to Authority. Lessee is required to comply with the following requirements including, but not limited to, certification of non-stormwater discharges; collection of stormwater samples; preparation of a Stormwater Pollution Prevention Plan or similar plans; implementation of BMPs; and maintenance and submittal of necessary records. In complying with such requirements, Lessee will observe applicable deadlines set by the regulatory agency that has jurisdiction over the permit. Lessee agrees to undertake, at its sole expense, those stormwater permit requirements for which it has received written notice from the regulatory agency and that applies to the Premises, and Lessee agrees that it will hold harmless and indemnify Authority for any violations or non-compliance with any such permit requirements.

11.07 Environmental inspection at Expiration of Term

A. At Authority's discretion, at least one hundred and twenty (120) days before the expiration or early termination of the Term as provided herein, Lessee will conduct an environmental inspection and examination of the Premises. At its discretion, Authority may complete environmental reviews to determine if recognized environmental conditions exist that could warrant soil and groundwater sampling. If warranted by the findings of Lessee or Authority's inspection or if requested by Authority, a compliance audit or site assessment will be performed within the time provided by a qualified professional acceptable to Authority who will report the findings to Authority. The cost for professional consulting or engineering services required for such audit will be at the expense of Lessee. If a site assessment is conducted, Lessee agrees to pay all associated laboratory and testing fees incurred to test and analyze samples collected during the site assessment process. The Authority may also choose to conduct the compliance audit or site assessment. If the results of the assessment indicate that the Premises have been impacted by the release of Hazardous Substances, Lessee will immediately take such action as is necessary and will provide a substantial guaranty in a form and content acceptable to Authority that Lessee will clean up the contamination at its own expense, at no expense to Authority, and in accordance with Applicable Laws to the extent that it is obligated to do so by virtue of the foregoing provisions of this Article.

B. During the period of cleanup due to the environmental condition of the Premises or common use areas, Lessee's obligations, including the payment of Rent, fees, charges and assessments, under the existing terms of this Lease will continue in full force and effect, in addition to any other damages for which Lessee may be liable.

C. The firm conducting cleanup work must be approved by Authority, and the methodology used by such firm must be consistent with engineering practices and methods required by Governmental Authority and must be reasonably acceptable to Authority.

11.08 Clean Air and Water Pollution Control. Lessee agrees to comply with all applicable standards, orders, and regulations issues pursuant to the Clean Air Act (42 U.S.C. Sections 7401-7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. Sections 1251-1387). Lessee agrees to report

any violation to the Authority immediately upon discovery. The Authority assumes responsibility to notify the Environmental protection Agency (EPA) and the Federal Aviation Administration.

11.09 Radon Gas Notice. In accordance with requirements of the State, the following notification statement will be included in all agreements relating to rental of real property. This is provided for information purposes only. Radon is a naturally occurring radioactive gas that, when it has accumulated in a building in sufficient quantities, may present health risks to people who are exposed to it over time. Levels of radon that exceed Federal and State guidelines have been found in buildings in Florida. Additional information regarding radon and radon testing may be obtained from your county health department.

ARTICLE 12
OPERATIONAL STANDARDS

12.01 Airport Operations. Lessee expressly agrees for itself, its sublessees, successors and assigns to prevent any use of the Premises that would interfere with or adversely affect the operation, maintenance or development of the Airport, or otherwise constitute an Airport hazard; provided that the activities and any other use of the Premises permitted in accordance with the terms, covenants and conditions of this Lease and the Minimum Standards shall not be deemed to interfere with or adversely affect the operation, maintenance of development of the Airport or otherwise constitute an Airport hazard.

12.02 Vehicles and Equipment. Lessee will provide all necessary vehicles, equipment, personnel and other apparatuses necessary to conduct its Services. Lessee will ensure that all vehicles and equipment owned or operated by Lessee, its vendors and/or contractors, will not be parked in a manner that interferes in any way with any operations at the Airport or its tenants and users. Lessee vehicles and equipment and those of its vendors and/or contractors shall be parked in designated parking areas as instructed by the Authority. No vehicle shall access the AOA unless directly related to Lessee's business operations. All vehicles driven, escorted, or parked on the AOA must meet the Authority's minimum insurance requirements and all applicable Airport Rules and Regulations, ordinances, directives and security requirements. All vehicles, including those of Lessee's Parties, excluding escorted vehicles, accessing the AOA must bear Lessee's identification on both sides of the vehicle, which should be identifiable at a minimum distance of fifty (50) feet. The Lessee shall also display the Authority's vehicle decal. Information regarding vehicle access to the AOA is available from Authority's Badging Office. All people accessing the AOA must adhere to the Authority's SIDA training, Airport Security Program, and TSA regulations. Lessee shall verify that Lessee Parties who operate motorized vehicles on Airport property have a valid driver's license. Lessee shall provide evidence in writing of such verification within fifteen (15) days of written request by the Authority. If Lessee fails to provide verification or if Lessee's Party is found to be driving on Airport property without a valid driver's license, the Authority shall revoke the offending driver's ID Media and may assess liquidated damages against Lessee for up to $1,000 per occurrence. Said liquidated damages shall be due and payable within fifteen (15) days of said notice.

Lessee shall conduct and maintain monthly inspection and audits to confirm the status of the driver's licenses of Lessee Parties to ensure that they possess and maintain a valid driver's license. Such audits shall be provided to Authority upon fifteen (15) days' written request by Authority.

12.03 Conduct on Premises. Lessee further covenants and agrees to observe and obey, and to require all Lessee's Parties to observe and obey, all Airport Rules and Regulations, Authority Ordinances and Directives, including any amendments and supplements thereto, regulating Lessee's use and occupancy of the Premises and the Airport as may be promulgated from time to time by the Authority throughout the Term of this Lease. The obligation of Lessee to require such observance and compliance on the part of Lessee's Parties shall always apply while such Parties are on any portion of the Premises or the Airport. Lessee use and occupancy of the Premises and the Airport shall always be conducted in a professional, safe, orderly, and commercially prudent manner, consistent with the nature of such operations so as not to interfere with the activities of other Airport tenants and users. Lessee shall control all conduct, demeanor, and appearance of Lessee Parties on the Premises and the Airport and, upon objection by the Authority concerning any conduct, demeanor, or appearance of any such Parties, shall immediately take

all reasonable steps necessary to remove the cause of the Authority's objection.

12.04 Nuisance. Lessee shall not commit any physical nuisance on the Premises and shall not do or permit any of its Parties to do anything which would create or require such a nuisance on the Premises. Lessee shall not create nor permit to be caused or created upon the Premises or the Airport any kind of obnoxious odor, smoke, noxious gases, fumes, or vapors. The creation of reasonably clean exhaust fumes by the operation of internal combustion engines shall not be a violation of this Lease, provided such engines are well maintained and operated in a visibly clean, safe, efficient and proper manner.

12.05 Broadcast Frequencies. If Lessee installs any type of radio transceiver or other wireless communications equipment, Lessee shall be required to provide frequency protection within the aviation air/ground VHF frequency band and the UHF frequency band in accordance with restrictions promulgated by the FAA for the vicinity of FAA Transmitter or Receiver facilities. Frequency protection will also be provided for all other frequency bands operating in the vicinity of Lessee's equipment. Should interference occur because of Lessee's installations or transmissions, the Authority reserves the right to shut down any of Lessee's installations or transmissions until appropriate remedies to the interference are made by Lessee. Such remedies may include relocation to another site. The cost of all such efforts to remedy the interference will be solely at Lessee's expense.

12.06 Vapors and Smoke. The Lessee shall not create nor permit it to be created upon the Premises, the Common Use Areas, or elsewhere on the Airport, any obnoxious odor, smoke or noxious gases or vapors. The creation of exhaust fumes by the operation of internal-combustion engines or engines of other types, so long as such engines are well maintained and are being operated in a proper manner, shall not be a violation of this Lease.

12.08 Noise and Vibrations. Lessee shall comply with the noise mitigation measures established by the Authority to mitigate noise impacts of Lessee's Services and its use and occupancy of the Premises and the Airport outside the boundaries of the Airport, such as utilizing designated areas for engine run-up activities.

12.09 Disposal of Garbage. Lessee shall promptly remove from the Premises in a timely manner all refuge, waste, garbage, debris, and non-hazardous materials, whether liquid or solid, arising out of Lessee's Services, it's the use and occupancy of the Premises, and any activities conducted thereon. All refuge, waste, garbage, debris, and non-hazardous waste materials may be temporarily stored on the Premises in suitable garbage and waste receptacles made of metal and equipped with tight fitting doors and covers designed to contain the material deposited therein safely and securely.

12.10. Pest Control. Lessee shall provide monthly commercial pest control and elimination services to ensure the Premises is always clean, sanitary, and free from rubbish, refuse, food scraps, garbage, dust, dirt, rodents, insects, and other offensive and unclean materials. The Authority shall determine whether Lessee is following these obligations and shall provide Lessee with written notice of any violations of Lessee's obligations. Immediately upon receipt of a written notice of a violation from the Authority's, Lessee shall immediately commence such corrective action as required by Authority as may be necessary to remedy such non-compliance to the satisfaction of the Authority.

12.11 Vehicular Parking. Lessee shall not allow Lessee's Parties to park vehicles within the grass areas near the Premises or in other areas of the Airport that are not leased to Lessee without the prior written approval of the Authority, which consent may be granted or withheld based on the Authority's sole and absolute discretion.

12.12 Derelict Vehicles and Equipment. Lessee shall not permit the temporary or permanent storage of any derelict vehicle or equipment on the Premises. Lessee shall cause any derelict vehicle and equipment to be removed from the Premises within twenty-four (24) hours after the receipt of written notice from the Authority.

12.13 Accessibility of Utility Systems. Lessee shall not interfere with the effectiveness or

accessibility of the utilities systems installed or located on or about the Premises or the Airport that are used by other tenants or users of the Airport.

12.14 Overloading Paved Areas. Lessee shall not misuse or overload any aircraft pavement, vehicle pavement, office floor, pedestrian sidewalk or other paved areas on the Premises or on the Airport and shall promptly repair any paved area or floor, including the subbase and all supporting members, damaged by any overloading. The Lessee shall further be responsible for the repair of all pavements and floor area damaged by non-conforming use.

12.15 Hazardous Operations. Lessee shall not do or permit to be done any act or thing to be done on the Premises that (a) will invalidate any insurance policy covering the Premises or the Airport; or (b) create an unhealthy, unsafe or hazardous condition considering the risks normally attendant upon the use and occupancy of the Premises permitted by this Lease.

12.16 Flammable Liquids. All flammable liquids that are kept or stored at the Premises shall always be handled, stored, and used in accordance with all applicable federal, state, and local laws. Lessee shall not keep or store flammable liquids within any covered and enclosed portion of the Premises or Common Use Areas greater than Lessee's work requirements. Any such liquids having a flash point of less than 110 degrees Fahrenheit will be kept and stored in safety containers approved by Underwriters Laboratories for the material stored.

12.17 Testing of Fire Systems. From time to time, and as often as may be requested by the Authority or any other governmental agency with jurisdiction, Lessee shall conduct water pressure, water flow, and performance tests of all fire-retardant sprinkling systems, extinguishing systems, and fire prevention equipment located on the Premises.

12.18 Evacuation and Hurricane Plans. Within thirty (30) days following a written request by the Authority, Lessee shall provide the Authority with an emergency evacuation and hurricane plan consistent with the Authority's emergency evacuation and hurricane plan for the Airport. Lessee's plan shall include detailed procedures and actions to be taken by Lessee, Lessee's employees and Parties if an evacuation directive is issued by the Authority or a hurricane alert warning is issued and in effect. Lessee shall review and update its plan annually, or more promptly as requested by the Authority.

12.19 Vending Machines. Lessee shall not place any vending machines or similar devices on or outside the Premises including, but not limited to, beverage, food, or other commodities dispensers, on the exterior of the Air Cargo Building, Common Use Areas, or any other location on the Airport without the prior written approval of the Authority.

ARTICLE 13
FLORIDA PUBLIC RECORDS LAW

IF LESSEE HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, REGARDING LESSEE'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS LEASE, THE LESSEE IS INSTRUCTED TO CONTACT THE AUTHORITY'S RECORD RETENTION DEPARTMENT AT (941) 359-2770, EXT. 4223 OR THIRD FLOOR, 6000 RICK PICCOLO DRIVE, SARASOTA, FLORIDA 34243. Lessee agrees in accordance with Florida Statute 119.0701 to comply with public records laws including the following:

A. Keep and maintain public records to perform Lessee's Services or as otherwise required by the Authority.

B. Upon request from Authority's custodian of public records, provide the Authority with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes or as otherwise provided by law.

C. Ensure that public records that are confidential or exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the Term of this Lease and following completion of the Term of this Lease.

D. Upon completion of the Term of this Lease, keep and maintain public records required by the Authority to perform Lessee's Services. The Lessee shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the Authority, upon request from Authority's custodian of public records, in a format that is compatible with the information technology systems of the Authority.

E. The Authority maintains its records in electronic form in accordance with the State of Florida record retention schedules. As a result, the original copy of this document shall be scanned and stored electronically as the authoritative record copy as part of the Authority's record management process.

ARTICLE 14
AUDITS AND INSPECTIONS

14.01 Audits, Inspections and Engagements. At any time or times during the Term of this Lease or within three (3) years after the end of the Term of this Lease, the Authority, Federal Aviation Administration and Comptroller General of the United States, or its respective duly authorized representative, shall be permitted to initiate and perform audits, inspections or attestation engagements over Lessee's records for the purpose of substantiating the accuracy of payments to the Authority or Lessee's compliance with other provisions of this Lease. Free and unrestricted access shall be granted to all of Lessee's records directly pertinent to this Lease for purposes of substantiating payments or compliance. If the records are maintained at locations other than the Airport, Lessee shall arrange for said records to be brought to a location convenient to the auditors to conduct the engagement as set forth in this Article. In the event Lessee maintains the needed documentation in electronic format, upon request from said auditors, Lessee shall provide a download or extract of data files in a computer readable format acceptable to the Authority at no additional cost. The Authority, Federal Aviation Administration and Comptroller General have the right during the engagement to interview Lessee's employees, contractors, and subcontractors, and to make photocopies of records as needed. If, because of any engagement, it is established that Lessee owes additional rents, fees, charges or assessments to the Authority, Lessee shall pay additional rents, fees, charges or assessments, and Authority may assess interest in accordance with this Lease.

14.02 Access to Records. Lessee agrees to deliver or provide access to all records requested by the Authority, Federal Aviation Administration and the Comptroller General of the United States, within fifteen (15) calendar days of each request. The Parties recognize that the Authority, Federal aviation Administration and Comptroller General may incur additional costs if records requested by the auditors are not provided in a timely manner and that the amount of those costs is difficult to determine with certainty. Consequently, the Parties agree that Authority may assess liquidated damages in the amount of one hundred dollars ($100.00) per calendar day, in addition to all other contractual financial requirements, for each item contained in a records request where Lessee is late in submitting requested records to perform the engagement. Accrual of said fee shall continue until specific performance is accomplished. The Parties expressly agree that these liquidated damages are not a penalty and represent reasonable estimates of fair compensation for the losses incurred that reasonably may be anticipated from Lessee's failure to comply.

ARTICLE 15
CIVIL RIGHTS

15.01 Title VI List of Pertinent Nondiscrimination Acts and Authorities. During the performance of this Lease, Lessee, for itself, its assignees, and successors in interest (hereinafter collectively the "Lessee") agrees to comply with the following non-discrimination statutes and authorities, including but not limited to:

A. Title VI of the Civil Rights Act of 1964 (42 USC § 2000 d et seq., 78 stat. 252) (prohibits discrimination based on race, color, national origin).

B. 49 CFR part 21 (Non-discrimination in Federally-assisted programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964).

C. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 USC § 4601) (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects).

D. Section 504 of the Rehabilitation Act of 1973 (29 USC § 794 et seq.), as amended (prohibits discrimination based on disability); and 49 CFR part 27.

E. The Age Discrimination Act of 1975, as amended (42 USC § 6101 et seq.) (prohibits discrimination based on age).

F. Airport and Airway Improvement Act of 1982 (49 USC § 471, Section 47123), as amended (prohibits discrimination based on race, creed, color, national origin, or sex).

G. The Civil Rights Restoration Act of 1987 (PL 100-209) (broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, the Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and Lessees, whether such programs or activities are Federally funded or not).

H. Titles II and III of the Americans with Disabilities Act of 1990, which prohibit discrimination based on disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 USC §§ 12131 – 12189) as implemented by U.S. Department of Transportation regulations at 49 CFR parts 37 and 38.

I. The Federal Aviation Administration's Nondiscrimination statute (49 USC § 47123) (prohibits discrimination based on race, color, national origin, and sex).

J. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations.

K. Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 USC 1681 et seq).

15.02 Compliance with Nondiscrimination Requirements. During the performance of this Lease, Lessee agrees as follows:

A. Compliance with Regulations. Lessee will comply with the Title VI List of Pertinent Nondiscrimination Acts and Authorities, as they may be amended from time to time, which are herein incorporated by reference and made a part of this Lease.

B. Nondiscrimination. Lessee, regarding the work performed by it during the Agreement, will not discriminate on the grounds of race, color, national origin, creed, gender, age, or disability in the selection and retention of contractors, vendors and suppliers, including procurements of materials and leases of equipment. The Lessee will not participate directly or indirectly in the discrimination prohibited by the Nondiscrimination Acts and Authorities, including employment practices when the Agreement covers any activity, project, or program set forth in Appendix B of 49 CFR part 21.

C. Solicitation of Agreements and Procurements of Materials and Equipment. In all solicitations, either by competitive bidding or negotiation made by the Lessee for work to be performed under a contract pursuant to this Lease, including procurements of materials, or leases of equipment, each potential contractor, vendor or supplier will be notified by the Lessee of the contractor, vendor and supplier's obligations under this Lease and the Nondiscrimination Acts and Authorities on the grounds of race, color, national origin, creed, gender, age, or disability.

D. Information and Reports. Lessee will provide all information, records and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Sponsor or the Federal Aviation Administration to be pertinent to ascertain compliance with such Nondiscrimination Acts and Authorities and instructions. Where any information required of the Lessee is in the exclusive possession of another who fails or refuses to furnish the information, the Lessee will certify to the Sponsor or the Federal Aviation Administration, as appropriate, and will set forth what efforts it has made to obtain the information.

E. Sanctions for Noncompliance. In the event of Lessee's noncompliance with the non-discrimination provisions of this Lease, the Authority shall impose such sanctions as it or the Federal Aviation Administration may determine to be appropriate, including, but not limited to:

1. Withholding any payments to the Lessee under the Lease until the Lessee complies; and/or
2. Cancelling, terminating, or suspending this Lease, in whole or in part.

F. Incorporation of Mandatory Provisions. The Lessee shall include the provisions of Paragraphs A through F of this Article in each Federal and non-Federal funded contract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. Lessee shall act with respect to any Agreement or procurement as the Sponsor or the Federal Aviation Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided that if Lessee becomes involved in, or is threatened with litigation by a contractor, vendor or supplier because of such direction, Lessee may request the Authority to enter any litigation to protect the interests of the Authority. In addition, the Lessee may request the United States to enter the litigation to protect the interests of the United States.

ARTICLE 16
WOMAN & MINORITY-OWNED BUSINESS ENTERPRISES

W/MBE Commitment. The Authority is committed to the participation of Woman and Minority-Owned Business Enterprises (W/MBEs) in non-concession, non-federally funded contracting opportunities in accordance with Authority W/MBE Policy and Program. L will take all necessary and reasonable steps in accordance therewith to ensure that W/MB Es are encouraged to compete for and perform work under this Agreement.

16.01 Non-Discrimination.

A. Lessee shall not discriminate based on race, color, national origin, or sex in the performance of this Agreement. Lessee will carry out applicable requirements of Authority W/MBE Policy and Program in the award and administration of this Agreement. Failure by Lessee to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy as Authority deems appropriate.

B. Lessee agrees that it will not discriminate against any business owner because of the owner's race, color, national origin, or sex in connection with the award or performance of any agreement, contract, or lease agreement.

C. Lessee agrees to include the statements in paragraphs (A) and (B) above in any subsequent

agreement or Agreement that it enters and cause those businesses to similarly include the statements in further agreements or Agreements.

16.02 W/MBE Participation.

A. W/MBE Expectancy: No specific expectancy for W/MBE participation has been established for this Agreement; however, Lessee agrees to make a good faith effort, in accordance with Authority W/MBE Policy and Program, throughout the Term of this Agreement, to Agreement with W/MBE firms certified as a woman-owned or minority-owned business by the State of Florida Department of Management Services, Office of Supplier Diversity, or as a Disadvantaged Business Enterprise (DBE) under the Florida Unified Certification Program pursuant to 49 CFR Part 26 in the performance of this Agreement.

B. W/MBE Termination and Substitution: Lessee is prohibited from terminating or altering or changing the scope of work of a W/MBE Agreement or except upon written approval of Authority in accordance with Authority procedures relating to W/MBE terminations contained in the W/MBE Policy and Program. Failure to comply with the procedure relating to W/MBE terminations or changes during this Agreement will be a material violation of this Agreement and will invoke the sanctions for non-compliance specified in this Agreement and the W/MBE Policy and Program.

C. Monitoring: Authority will monitor the ongoing good faith efforts of Lessee in meeting the requirements of this Article. Authority will have access to the necessary records to examine such information as may be appropriate for the purpose of investigating and determining compliance with this Article, including, but not limited to, records, records of expenditures, Agreements between Lessee and the W/MBE participant, and other records pertaining to W/MBE participation, which Lessee will maintain for a minimum of three years following the end of this Agreement. Opportunities for W/MBE participation will be reviewed prior to the exercise of any renewal, extension or material amendment of this Agreement to consider whether an adjustment in the W/MBE requirement is warranted. Without limiting the requirements of this Agreement, Authority reserves the right to review and approve all sub-leases or Agreements utilized by the Lessee for the achievement of these goals.

D. Prompt Payment: Lessee agrees to pay each contractor under this Agreement for satisfactory performance of its Agreement no later than ten (10) calendar days from the receipt of each payment Lessee receives from Authority. Lessee agrees further to release retainage payments to each contractor within ten (10) calendar days after the contractor's work is satisfactorily completed. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of Authority. This clause applies to both W/MBE and non-W/M BE companies.

ARTICLE 17
FEDERAL AND STATE REGULATIONS

17.01 Certification Regarding Tax Delinquency and Felony Convictions. Lessee shall complete the following two certification statements. The applicant must indicate its status as it relates to tax delinquency and felony conviction by inserting a checkmark in the space following the applicable response. Lessee agrees that it will incorporate this provision for certification in all contracts.

A. It is not a corporation that has any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.

B. It is not a corporation that was convicted of a criminal violation under any Federal law within the preceding 24 months.

If Lessee responds in the affirmative to either of the above representations, Lessee must provide information to the Authority about its tax liability or conviction to the Authority, who will then notify the FAA Airports District Office, which will then notify the agency's SDO to facilitate completion of the required considerations before award decisions are made. For purposes of this certification, the following definitions apply:

Felony Conviction: Felony conviction shall mean a conviction within the preceding twenty-four (24) months of a felony criminal violation under any Federal law and includes conviction of an offense defined in a section of the U.S. code that specifically classifies the offense as a felony and conviction of an offense that is classified as a felony under 18 U.S.C. § 3559.

Tax Delinquency: A tax delinquency shall mean any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.

17.02 Federal Fair Labor Standards Act. All contracts issued by Lessee pursuant to this Lease shall incorporate by reference the provisions of 29 CFR part 201, the Federal Fair Labor Standards Act (FLSA), with the same force and effect as if given in full text. The FLSA sets minimum wage, overtime pay, recordkeeping, and child labor standards for full and part-time workers. Lessee has full responsibility to monitor compliance with the referenced statute or regulation. Lessee shall address any claims or disputes that arise from this requirement directly with the U.S. Department of Labor – Wage and Hour Division.

17.03 Immigration and Nationality Act. Lessee shall utilize the U.S. Department of Homeland Security's E-Verify system to verify the eligibility of all employees. The Authority will consider the employment of unauthorized aliens by the Lessee as a violation of Section 274(A) of the Immigration and Nationality Act. If the Lessee knowingly employ an unauthorized alien, such violation shall be sufficient cause for unilateral termination of this Agreement by the Authority.

17.04 Trade Restriction Certification. This certification concerns a matter within the jurisdiction of an agency of the United States of America and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18 USC Section 1001. Lessee shall provide immediate written notice to the Authority if Lessee learns that this certification or that of a contractor, or any other agent of Lessee, was erroneous when submitted or has become erroneous by reason of changed circumstances. Lessee must require each of its contractors, and any other agent of Lessee, to provide immediate written notice to the Authority if at any time it learns that its certification was erroneous because of changed circumstances. Unless the restrictions of this clause are waived by the Secretary of Transportation in accordance with 49 CFR 30.17, no contract shall be awarded to any individual or entity:

A. who is owned or controlled by one or more citizens or nationals of a foreign country included on the list of countries that discriminate against U.S. firms published by the USTR; or

B. whose contracts are owned or controlled by one or more citizens or nationals of a foreign country on such a USTR list; or

C. who incorporates in the public works project any product of a foreign country on such USTR list.

Nothing contained in the foregoing shall be construed to require establishment of a system of records to render, in good faith, the certification required by this provision. The knowledge and information of Lessee is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings. Lessee may rely on the certification of a prospective contractor or agent that it is not a firm from a foreign country included on the list of countries that discriminate against U.S. firms as published by USTR, unless Lessee has knowledge that the certification is erroneous. This certification is a

material representation of the fact upon which reliance was placed when making an award. If it is later determined that Lessee or its contractors, or any other agent of Lessee knowingly rendered an erroneous certification, the FAA may direct through the Authority cancellation of this Lease for default at no cost to the Authority or the FAA.

17.05 Certification Regarding Lobbying. Lessee certifies, to the best of its knowledge and belief, that no Federal appropriated funds have been paid or will be paid, by or on behalf of any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of this Lease or any Federal Agreement, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal Agreement, grant, loan, or cooperative agreement. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal Agreement, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

17.06 Occupational Safety and Health Act. All contracts issued by Lessee pursuant to this Lease shall incorporate by reference the requirements of 29 CFR Part 1910 with the same force and effect as if given in full text. The employer must provide a work environment that is free from recognized hazards that may cause death or serious physical harm to the employee. The employer retains full responsibility to monitor its compliance and their contractor's compliance with the applicable requirements of the Occupational Safety and Health Act of 1970 (20 CFR Part 1910). The employer must address any claims or disputes that pertain to a referenced requirement directly with the U.S. Department of Labor – Occupational Safety and Health Administration.

17.07 Clean Air and Water Pollution Control. Lessee agrees to comply with all applicable standards, orders, and regulations issued pursuant to the Clean Air Act (42 USC §§ 7401-7671 q) and the Federal Water Pollution Control Act as amended (33 USC §§ 1251-1387). The Lessee agrees to report any violation to the Owner immediately upon discovery. The Owner assumes responsibility for notifying the Environmental Protection Agency (EPA) and the Federal Aviation Administration. Lessee must include this requirement in all Agreements that exceed $150,000.

17.08 Prohibition of Certain Telecommunications and Video Surveillance Services or Equipment. Lessee agrees to comply with mandatory standards and policies relating to use and procurement of certain telecommunications and video surveillance services or equipment in compliance with the National Defense Authorization Act Public Law 115-232 § 889(f)(1)].

17.09 Veteran's Preference. In the employment of personnel, excluding executive, administrative, and supervisory positions, Lessee shall give preference to covered veterans as defined within Title 49 United States Code Section 47112. Covered veterans include Vietnam-era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns, as defined by 15 USC 632, owned, and controlled by disabled veterans. This preference only applies when there are covered veterans readily available and qualified to perform the work to which the employment relates.

17.10 Americans with Disabilities Act. Lessee will comply with the applicable requirements of the Americans with Disabilities Act; the Florida Americans with Disabilities Accessibility Implementation Act; Florida Building Code, Florida Accessibility Code for Building Construction; and any similar or successor laws, ordinances, rules, standards, codes, guidelines, and regulations and will cooperate with the Authority concerning the same matter.

17.11 Public Entity Crimes. As provided in Article 287.132-133, Florida Statutes, by entering, into this Lease or performing any work in furtherance hereof, Lessee certifies that it, its affiliates, tenants, subtenants, contractors, subcontractors, vendors, suppliers and Lessees who will perform hereunder, have not been placed on the convicted vendor list maintained by the State of Florida Authority of Management

Services within thirty-six (36) months immediately preceding the Effective Date of this Lease. This notice is required by Article 287.133(3)(a), Florida Statutes. The Authority, before it executes this Lease, shall require Lessee to supply the Authority with a Sworn Statement on Public Entity Crimes, attached hereto and incorporated herein as Exhibit D, with a certified copy of the entity resolution authorizing the execution of this Lease by Lessee.

17.12 Scrutinized Companies. As provided in Article 287.135, Florida Statutes, by entering into this Lease or performing any work in furtherance hereof, Lessee certifies that It, its, its affiliates, tenants, subtenants, contractors, subcontractors, vendors, suppliers and Lessees who perform hereunder, have not been placed on the Scrutinized Companies Activities in Sudan List or Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List created pursuant to Article 215.473, Florida Statutes, or on the Scrutinized Companies that boycott Israel List, or Is engaged in a boycott of Israel, pursuant to Article 215.4725, Florida Statutes, or is engaged in business operations in Cuba or Syria. If Authority determines, using credible information available to the public, that a false certification has been submitted by Lessee, this Lease may be terminated and a civil penalty equal to the greater of Two Miiiion Dollars ($2,000,000) or twice the amount of this Lease shall be imposed on Lessee, pursuant to Florida Statutes 287.135.

17.13 Discriminatory Vendor List. Pursuant to this Agreement, Lessee shall be responsible to ensure that an entity or affiliate who has been placed on the Florida Department of Management Discriminatory Services Vendor List may not submit a bid on a contract to provide goods or services to a public entity, may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work, may not submit bids on leases of real property to a public entity, may not award or perform work as a contractor, vendor or supplier under contract with any public entity, and may not transact business with any public entity.

17.14 Domestic Preference for Procurement. Lessee certifies that to the greatest extent p[practical, Lessee shall provide a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States, including, but not limited to, iron, aluminum, steel, cement, and other manufactured products in compliance with 12 CFR Section 200.322.

17.15 Veteran's Preference. In the employment of labor, excluding executive, administrative, and supervisory positions, Lessee and its contracts must give preference to covered veterans as defined in 49 U.S.C. Section 47112. Covered veterans include Vietnam-era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns, as defined in 15 U.S.C. Section 632, owned and controlled by veterans. This preference applies only where there are covered veterans available and qualified to perform the work to which the employment relates.

17.16 Prohibition of Covered Unmanned Aircraft Systems. Lessee certifies that it is aware of an comply with relevant Federal statutes and regulations, including those from the Federal Aviation Administration (FAA), for operating unmanned aircraft systems (UAS) in accordance, and in compliance with hall requirements in the FAA Reauthorization Act of 2024, Public Law 118-63, Section 936 (49 U.S.C. Section 44801 note). Lessee warrants that all UAS operations, If any, will be conducted in full compliance with all applicable FAA regulations including, but not limited to, 14 CFR Part 107, and any other applicable local, state, or federal laws and regulations.

17.17 Textlng When Driving. In accordance with Executive Order 13513, "Federal Leadership on Reducing Text Messaging While Driving", (10/1/2009) and DOT Order 3902.10, "Text Messaging While Driving", (12/30/2009), the Federal Aviation Administration encourages recipients of Federal grant funds to adopt and enforce safety policies that decrease crashes by distracted drivers, including policies to ban text messaging while driving when performing work related to a grant or subgrant. In support of this initiative, the Authority encourages the Lessee to promote policies and initiatives for its employees and other work Personnel that decrease crashes by distracted drivers, including policies that ban text messaging while driving motor vehicles while performing work activities associated with the project. The Lessee must include the substance of this clause in all sub-tier Agreements exceeding $3,500 that involve driving a motor vehicle in the performance of work activities associated with the project.

ARTICLE 18
ALTERATIONS AND IMPROVEMENTS

18.01 General Requirements. Lessee shall not alter, construct or install any existing or new improvements on the Premises without the prior written approval of the Authority. Lessee shall comply with the Tenant Construction Permit process established by the Authority, as may be amended by the Authority from time to time. If Lessee requests permission to alter, construct or install any existing or new improvement and approval is granted in writing by the Authority, the following conditions shall apply:

A. Except for routine maintenance on installed equipment, an Authority Tenant Construction Permit is required any time Lessee performs or hires an outside contractor to perform any construction on or modification or alterations to the Premises. Lessee shall make no improvements or alterations whatsoever to the Premises or the Common Use Areas without the prior written approval of the Authority set forth in the Authority's Tenant Construction Permit, which consent will not be unreasonably withheld or delayed. Within thirty (30) days after receipt by Authority of Lessee's plans and specifications, Authority shall inform Lessee that the plans are either approved as submitted, approved subject to certain stated conditions and revisions, or not approved.

B. Lessee shall obtain and maintain all required permits and licenses and comply with all applicable zoning laws, building codes, and all other applicable laws, rules, and regulations of any governing body with jurisdiction.

C. Lessee agrees that all construction shall conform to Authority's Minimum Standards, Design Criteria Manual, and the Authority's Tenant Construction Permit process, as such documents may be amended from time to time, including any insurance and bond requirements.

D. Lessee covenants and agrees to pay all costs necessary to complete approved alterations or improvements. The Authority shall not be responsible for any costs relating to alterations or improvements whether such alterations or improvements were requested by Lessee or were required by the Authority or other governmental authority with jurisdiction.

E. Lessee agrees to be solely responsible for any damage to the Premises, Common Use Areas, and Airport property resulting from Lessee's construction of improvements or alterations.

F. The Lessee agrees to hire only licensed contractors and subcontractors.

G. Prior to any construction within the Premises, all contractors and subcontractors shall be approved by the Authority, and all such contractors and subcontractors shall be required to execute an indemnification agreement in favor of the Authority and provide evidence of sufficient liability insurance to the Authority in a form, manner, and amount acceptable to the Authority.

H. Lessee shall provide a total construction cost estimate and a construction schedule for the completion of all improvements to be constructed or installed on the Premises by the Lessee, and as requested by the Authority for said improvements.

I. Lessee shall provide the Authority with a performance and payment bond in an amount equivalent to the estimated total cost of all improvements, which said amount shall account for reasonable potential cost overruns, contingencies, and estimate errors.

J. Lessee shall pay and be solely liable for all design, permitting and construction costs and obligations of any kind attributable to the completion of all improvements, including all required permits and licenses necessary to comply with Applicable Laws of all appropriate Governmental Authorities.

K. Lessee shall ensure the timely performance of all inspections by governmental agencies with appropriate jurisdiction and timely payment of all costs attributable thereto.

L. Lessee agrees throughout the Term of this Lease to maintain at its sole expense the Premises and all improvements, equipment, and displays thereon in a good state of repair and preservation. Lessee shall be responsible for the cost of all maintenance and repair for any damage to the Premises and all improvements thereon, and any damage to adjacent land or other improvements caused by Lessee, its contractors, agents, or employees attributable to any construction or installation.

M. All Improvements constructed or installed on the Premises, including, but not limited to, all infrastructure, structures, utilities, pavements, drainage, fencing, lighting, and landscaping, shall comply with all applicable governmental laws, rules and regulations, adhere to standard industry practices, and comprised of first-class design and aesthetically attractive materials acceptable to the Authority.

N. Lessee and Lessee's Parties will not affix, attach, or suspend any lighting fixtures, signs, or other fixtures or devices of any kind or nature from the ceiling above any of the Premises without prior written approval of Authority.

18.02 Architectural and Aesthetics. Prior written approval by the Authority shall be required for all improvements to the Premises, including all architectural and aesthetic matters. The Authority reserves the right to reject any design layouts or design proposals submitted by the Lessee and to request the Lessee to resubmit any such layouts or proposals at the Lessee's expense until such design layouts and/or design proposals are deemed acceptable by the Authority in writing.

18.03 Contractors and Subcontractors. Lessee shall require of, and secure satisfactory evidence that all independent contractors and subcontractors employed by or otherwise retained on behalf of Lessee maintain adequate insurance coverage and limits of liability, commensurate with the exposure and risk of the activities of such contractors. Such evidence of insurance shall be provided to Authority whenever the Authority has a reasonable need for access to such information. Nothing in this paragraph shall, however, relieve Lessee of its responsibilities under this Lease.

18.04 Construction and Installation Schedule. Lessee will submit a schedule depicting the estimated time required to complete each phase of the construction and installation of any equiprnent, displays and improvements called for in any final plans. All improvements, equipment and displays installed by Lessee in the Premises will be of high quality, safe, and fire-resistant materials. All plans and specifications for the improvements, displays and equipment constructed or installed by Lessee or any Lessee's Party shall conform to all applicable codes, laws, rules and regulation of each agency with appropriate jurisdiction. In that regard, Lessee shall obtain, at its own expense, all necessary building permits.

18.05 Construction Leins. The Authority shall not be liable for or subjected to any construction, materialmen or laborer's lien whether Authority has given its written approval for the improvements or installation, or otherwise; Lessee shall save and hold harmless the Authority and its interest in the Premises from any such lien or purported lien. Within fifteen (15) days of filing of any lien, Lessee shall cause the same to be satisfied or shall bond off the lien. At the request of the Authority, Lessee shall execute a memorandum of lease reciting the basic term of this Lease, including this provision, which said memorandum at the Authority's option may be recorded in the Public Records of Sarasota and Manatee Counties, Florida.

18.06 Title to Improvements. All fixed improvements of whatever kind or nature installed or constructed by the Lessee on the Premises or Common Use Areas, with or without consent of the Authority, including but not limited to, all heating and/or air conditioning, interior and exterior electrical and lighting fixtures, and the like that, shall be considered part of the realty, and shall become and be deemed to be the property of the Authority upon termination of this Lease, whether by expiration, termination, forfeiture, or otherwise, and will remain on the Premises or Common Use Areas. At the Authority's sole option, the Authority may require the Lessee to remove the improvements and restore the Premises and Common Use Areas to their original condition. Title to all personal property, furnishings, wireless access points and trade fixtures will be and remain with the Lessee and will be removed from the Premises and Common

Use Areas upon termination or expiration of this Lease. The Lessee will pay any costs associated with the restoration of the Premises and Common Use Areas to their original condition upon such removal.

18.07 Removal and Demolition. Lessee and its subcontractors will not remove or demolish, in whole or in part, any improvements upon the Premises without the prior written consent of the Authority, which may, at the Authority's sole discretion, condition such consent upon the obligation of Lessee, at Lessee's cost, to replace any such improvement specified in such consent.

18.08 As-Built Drawings. Within ninety (90) days of completion of any construction permitted, Lessee shall cause Lessee to be prepared and delivered to Authority record documents as required under the Tenant Construction Permit process, including but not limited to as-builts, legal descriptions, boundary surveys, and certified final cost of construction. The submission of record document electronic media shall be in accordance with Authority's Standard Procedure for computer aided design and drafting and drawings, as may be revised from time to time.

18.09 Alterations and Improvements to Airport. Lessee acknowledges that from time-to-time Authority may undertake construction, repair, or other activities related to the operation, maintenance, and repair of the Common Use Areas or the Airport that may temporarily affect Lessee's Services and use and occupancy of the Premises hereunder. Lessee agrees to accommodate Authority in such matters, even though Lessee's activities may be inconvenient, and Lessee agrees that no liability will attach to the Authority or any Indemnified Party because of such inconvenience or impairment.

ARTICLE 19
SIGNAGE AND DISPLAYS

19.01 Installation. Lessee shall not erect and will not allow to be erected on the Premises, the Air Cargo Building, or elsewhere on the Airport any outdoor advertising, sign, banner, mural, poster or any other display or advertising device of whatever kind or nature without prior written approval of the Authority, which written approval shall not be unreasonably withheld provided the business to be advertised is the Lessee Services on the Premises and said signage does not violate any policies, practices, rules or regulations of the Authority. All such signage shall comply with all applicable zoning regulations, policies, practices, rules and regulations of the Authority for Airport signage, as may be amended.

19.02 Removal. Upon the expiration or earlier termination of this Lease, Lessee shall remove, obliterate or paint out, as the Authority may instruct, any and all signage and advertising on the Premises and Common Use Areas and, in connection therewith, shall restore the portion of the Premises and Common Use Areas affected by such signage and advertising to substantially the same conditions as existed at the Commencement Date of this Lease or as approved by Authority. In the event of failure on the part of Lessee to remove, obliterate, or paint out all such signage or advertising and restore the Premises and Common Use Areas, the Authority may perform such work, at the expense of Lessee, plus an Administrative Charge of twenty-five percent (25%).

ARTICLE 20
DISCLAIMER OF LIENS

The Lessee agrees not to encumber the Premises indirectly or directly without prior written consent of the Authority and to keep the Premises free from all encumbrances, including but not limited to, mortgages, pledges, liens, equitable or otherwise, charges, security interests or other claims of any nature. The interest of the Authority in the Premises, Common Use Areas or the Airport shall not be subject to liens for any work, labor, materials or improvements made by or on behalf of the Lessee to the Premises, whether or not the same is done in accordance with an agreement between the Authority and the Lessee. It is specifically understood and agreed by the Parties hereto that in no event will the Authority or any interest of the Authority in the Premises, Common Use Areas or the Airport be liable for or subjected to any construction, mechanics', materialmen's, suppliers', professional, laborers' or equitable liens for materials furnished or improvements, labor or work made by or for the Lessee to its Premises. The Lessee is specifically prohibited from subjecting the Authority's interest in the

Premises, Common Use Areas and the Airport to any construction, mechanics', materialmen's, suppliers', professional, laborers' or equitable liens for improvements made by or for the Lessee or for any materials, improvements or work for which the Lessee is responsible for payment. The Lessee shall provide notice of this disclaimer of liens to all contractors or subcontractors providing any materials or making any improvements to the Premises.

In the event any construction, mechanics', materialmen's, suppliers', professional, laborers', equitable or other lien or notice of lien is filed against any portion of the Premises or Common Use Areas for any work, labor or materials furnished to the Premises, whether or not the same is made or done in accordance with an agreement between the Authority and the Lessee, the Lessee shall cause any such lien to be discharged of record within thirty (30) days after notice of filing thereof by payment, bond or otherwise or by posting with a reputable title Lessee or other escrow agent acceptable to the Authority, security reasonably satisfactory to the Authority to secure payment of such lien, if requested by the Authority, while the Lessee contests to conclusion the claim giving rise to such lien.

The Lessee will furnish releases or waivers as may be required to satisfy the Authority that there are no outstanding claims or liens. To the maximum extent permitted by law, the Authority may require the Lessee, at the Lessee's expense, to indemnify the Authority and its Indemnified Parties against any such construction, mechanics', materialmen's, suppliers', professional, laborers', equitable or other liens or claims and the attorney's fees and legal costs that could be incurred defending against such liens or claims. This obligation to indemnify and hold harmless will be construed separately and independently. It is the Parties' mutual intent that if this clause is found to conflict with Applicable Laws, the clause shall be considered modified by such law to the extent necessary to remedy the conflict.

ARTICLE 21
PROPERTY DAMAGES

21.01 Authority Requirements. The Authority shall, throughout the Term of this Lease, keep the Premises, excluding property owned by, leased to, or in the control of Lessee, insured with a responsible insurance company or companies authorized and qualified to assume the risks thereof, against loss or damage at least to the extent of all perils covered by the Standard Fire Insurance policy and Extended Coverage Endorsement, as approved for issuance in the State of Florida, in an amount not less than 90 percent of the replacement cost.

21.02 Partial Damage. In the event all or a portion of the Premises is partially damaged by fire, explosion, the elements, a public enemy, Act of God, or other casualty, but not rendered untenable, Lessee will give the Authority immediate notice thereof, and the Authority will make the repairs promptly, at its own cost and expense. In the event of fire or casualty damage to an area greater than 50% of the Premises (total leasable square footage), the Authority at its option may terminate this Lease or rebuild the Premises. The Authority will notify Lessee of its election within 60 days after the occurrence of such casualty. In the event the Authority elects to rebuild, or the damage is 50% or less of the Premises, the Authority agrees to proceed in a reasonable expeditious manner to rebuild, subject to required governmental approvals. In the event of damage or destruction not caused by the negligence of Lessee, the Rent, fees, charges and assessments shall abate during the time of repair in direct proportion to the loss of use of the Premises. In the event damage or destruction is caused by Lessee, or if Lessee can continue its use of the Premises during the period of repair, there shall be no abatement of Rent, fees, charges and assessments during the repair period.

21.03 Extensive Damage. In the event the Premises or a portion thereof are rendered unrentable by fire or other casualty, including windstorm or hurricane, the Authority shall have the option of terminating this Lease or rebuilding the Premises, and in event of such casualty, written notice of the election by the Authority shall be given to Lessee within thirty (30) days after the occurrence of such casualty. In the event the Premises are completely destroyed by fire, explosion, the elements, a public enemy, Act of God, or other casualty or are so damaged as to render the entire Premises untenable, and the Premises cannot be repaired within 120 days, Lessee will give the Authority immediate notice thereof, and the Authority will be under no obligation to repair, replace, and reconstruct said Premises. In the event

Authority elects not to repair, replace, and reconstruct said Premises, the Authority will not be required to grant alternative premises and this Lease, and the obligations of the Parties hereunder will terminate.

21.04 Abatement of Rents. In the event of extensive damage or complete destruction as referenced above, the portion of Rent, fees, charges and assessments attributable to untenable Premises will abate from the date of casualty until such time as Authority issues notice to Lessee that the untenable portion of the Premises can be reoccupied. Notwithstanding the foregoing, in the event the Premises are damaged or destroyed as a result of the act or omission of Lessee, including negligence, Lessee's Rent, fees, charges and assessments will not abate, and Lessee will be responsible for all costs to repair or rebuild that portion of the Premises damaged or destroyed as a result of Lessee's act or omission.

21.05 Limits of Authority Obligations. Redecoration, replacement, and refurbishment of furniture, fixtures, equipment, and supplies will be the responsibility of and paid for by Lessee, and any such redecoration, replacement, and refurbishing or re-equipping will be of equivalent quality to that originally installed hereunder. The Authority will not be responsible for any claims related to loss of use, loss of profits, or loss of business resulting from any partial, extensive, or complete destruction of the Premises regardless of cause of damage

21.06 Waiver of Subrogation. To the extent such insurance permits, and then only to the extent collected or collectable by Lessee under its property insurance coverage, Lessee waives all claims against the Authority and the Indemnified Parties for loss or damage to property.

21.07 Personal Property. Any personal property of Lessee or others placed in the Premises, Common Use Areas, or the Airport will be at the sole risk of Lessee, and the Authority will not be liable for any loss or damage thereto, irrespective of the cause of such loss or damage, and Lessee hereby waives all rights of subrogation against recovery from Authority for such loss or damage unless such damage or loss is the result of negligence or activity on the Premises or Common Use Areas by the Authority.

ARTICLE 22
INSURANCE REQUIREMENTS

22.01 Lessee Requirements. Lessee shall, at its sole expense, throughout the Term of this Lease, maintain in full force and effect, the insurance limits, coverages and endorsements required herein as related to its use of the Premises and Lessee's use of all other areas at the Airport permitted hereunder as may be approved in writing by the Authority. Lessee's obligations hereunder shall begin on the Commencement Date. Lessee shall not be permitted access to the Premises until all insurance requirements set forth in this Article are secured by Lessee and confirmed by the Authority. Neither the requirements contained in this Article nor the Authority's review or acceptance of insurance shall in any manner limit or qualify the liabilities and obligations assumed by Lessee under this Lease. If the Airport Minimum Standards or Airport Rules and Regulations, as each may be amended, impose more strenuous requirements, the Lessee shall comply with such Minimum Standards and Airport Rules and Regulations.

22.02 Commercial General Liability/Airport Liability. Lessee shall maintain Commercial General Liability/Airport Liability Insurance with limits of liability not less than Five Million Dollars ($5,000,000) each occurrence, including coverage for, but not limited to, Premises/Operations, Products/Completed Operations, Contractual Liability, Personal/Advertising Injury and Cross Liability. This coverage shall be provided on a primary basis.

22.03 Commercial Auto Liability. Lessee shall maintain Commercial Automobile Liability Insurance with limits of liability not less than One Million Dollars ($1,000,000) each occurrence for "ALL" vehicles without access to the Aircraft Operations Area (AOA). Lessee shall maintain Commercial Automobile Liability Insurance with limits of liability not less than Five Million Dollars ($5,000,000) each occurrence for ALL vehicles with access to the AOA. If Lessee transports fuel the policy must include CA 99 48 Pollution Liability, Broadened Coverage for Commercial Auto, Motor Carrier, and Truckers Coverage Forms Endorsement or equivalent. This coverage may be satisfied by way of endorsement of the Commercial General Liability policy, or a separate Commercial Auto Liability policy. This coverage shall be provided on

a primary basis. In the event Lessee has no owned vehicles, Lessee shall maintain only Hired and Non-Owned Auto Liability Insurance with the same limits if coverage. All coverage required by this Article shall be provided on a primary basis.

22.04 Workers' Compensation and Employers' Liability. Lessee shall maintain Workers' Compensation and Employers Liability as required by the State of Florida and federal law. This coverage shall be provided on a primary basis.

22.05 Property, Wind, and Flood Insurance. Lessee shall maintain, subject to reasonable deductibles approved by the Authority, the following Property, Wind, and Flood Insurance.

A. Property Insurance. Property insurance in an amount not less than one hundred percent (100%) of the total replacement cost of all interior structures, including the interior wall, floors and ceilings, improvements, fixtures and equipment, existing or installed on the Premises, including, but not limited to those made by the Authority or on behalf of Lessee as well as Lessee's property and equipment located on the Premises. The settlement clause shall be on a Replacement Cost basis. Coverage shall be written with a Special Cause of Loss ("All-Risk") form and include an endorsement for Ordinance and Law in an amount not less than twenty-five percent (25%) of the Property insurance limit. This coverage shall be provided on a primary basis.

B. Flood Insurance. Flood insurance in an amount not less than one hundred percent (100%) of the total replacement cost of all interior structures, improvements, fixtures and equipment, existing or installed on the Premises, but not limited to, those made by the Authority or on behalf of Lessee as well as Lessee's property, located on the Premises, or the maximum amount available from the National Flood Insurance Program. This coverage shall be provided on a primary basis.

C. Windstorm Insurance. Windstorm insurance, unless included as a covered peril in the property insurance, in an amount not less than one hundred percent (100%) of the total replacement cost of all interior structures, improvements, fixtures and equipment, existing or installed on the Premises, including, but not limited to, those made by the Authority or on behalf of Lessee as well as Lessee's property, located on the Premises, or the maximum amount available under the Florida Windstorm Underwriting Association. This coverage shall be provided on a primary basis.

D. Personal Property. The Lessee is responsible for insuring all of its personal property, including any furniture, fixtures, equipment and improvements.

22.06 Additional Insured Endorsement. Lessee shall endorse the Authority as an "Additional Insured" on each liability insurance policy required to be maintained by Lessee, except for Worker's Compensation and Commercial Auto Liability policies. The CG 2011 Additional Insured - Managers or Lessors of Premises or its equivalent, shall be an endorsement to the Commercial General Liability policy. Other policies, when required, shall provide a standard "Additional Insured" endorsement offered by the insurer. The "Additional Insured" endorsements shall provide coverage on a primary basis. "Additional Insured" endorsements shall read "Sarasota Manatee Airport Authority Board, an Independent Special District of the State of Florida, its Members, Officers, Employees and Agents, c/o Sarasota Manatee Airport Authority, 6000 Airport Circle, Sarasota, Florida 34243".

22.07 Loss Payee Endorsement. Lessee shall endorse the Authority as a "Loss Payee" on the Property, Flood, and Windstorm insurance policies. "Loss Payee" endorsements shall provide coverage on a primary basis and shall read "Sarasota Manatee Airport Authority Board, c/o Sarasota Manatee Airport Authority, an independent Special District of the State of Florida, its Members, Officers, Employees, Agents and Volunteers, c/o 6000 Airport Circle, Sarasota, Florida 34243".

22.08 Certificate of Insurance. Prior to the Commencement Date and prior to access to the Premises, Lessee shall provide the Authority with a certificate of insurance, or certificates of insurance, evidence of all limits, coverages and endorsements required herein. All certificates of insurance shall

include a minimum of thirty (30) days' notice due to cancellation or non-renewal of coverage. In the event coverage is cancelled or is not renewed during the Term of this Lease, or any extension thereto, Lessee shall provide Authority with a new certificate of insurance or certificates of insurance evidencing replacement coverage not later than thirty (30) days prior to any revision of coverage, expiration or cancellation of coverage. The certificate holder's name and address shall read "Sarasota Manatee Airport Authority Board, an independent Special District of the State of Florida, its Members, Officers, Employees, Agents and Volunteers, c/o Sarasota Manatee Airport Authority, 6000 Airport Circle, Sarasota, Florida 34243.

22.09 Waiver of Subrogation. By entering this Lease, Lessee agrees to a Waiver of Subrogation for each insurance policy required to be maintained or maintained by Lessee pursuant to this Lease. When required by the insurer or should a policy condition not permit an insured to enter into a pre-loss agreement to waive subrogation without an endorsement, Lessee shall notify the insurer and request the policy be endorsed with a "Waiver of Transfer of Rights of Recovery Against Others", or its equivalent. This Waiver of Subrogation requirement shall not apply to any policy, a condition to which the policy specifically prohibits such endorsement, or voids coverage should Lessee enter into such an agreement on a pre-loss basis.

22.10 Premiums and Proceeds. Lessee shall not keep, use, sell or offer for sale in or upon the Premises any products, materials or services that may be prohibited by any condition, provision, or limitation of the property, flood, or wind insurance policies. Lessee shall be responsible for all premiums, including increases for property, flood, and wind insurance policies. Subject to the terms of any leasehold mortgage or financing arrangement entered by Lessee, Lessee agrees that all property, flood, and windstorm insurance proceeds shall be made available for use to promptly replace, repair, or rebuild all property and improvements, including, but not limited to, those made by or behalf of Lessee.

22.11 Deductibles, Coinsurance and Self-insured Retention. Lessee shall be fully and solely responsible for any deductible, coinsurance penalty, or self-insured retention, including any losses, damages, or expenses not covered due to an exhaustion of limits or failure to comply with the policy.

22.12 Right to Accept or Reject Insurance. The Authority may review, modify, reject, or accept any required policies of insurance, including, but not limited to, limits, coverages, or endorsements required by this Article from time to time throughout the Term of this Lease. The Authority may also reject any insurer or self-insurance plan providing coverage because of poor financial condition or failure to operate legally. In such an event, the Authority shall provide Lessee with a written notice of rejection, and Lessee shall comply within thirty (30) days of receipt of the notice.

22.13 No Representation of Sufficient Coverage. Lessee acknowledges that the limits, coverages, and endorsements required by this Article are intended to minimize liability for the Authority. Lessee agrees that it will not rely upon the requirements of this Article when assessing the extent or determining appropriate types or limits of insurance coverage to protect Lessee against any loss exposures, whether because of this Lease or otherwise.

ARTICLE 23
INDEMNIFICATION

To the extent permitted by law, Lessee shall protect, defend, reimburse, indemnify and hold harmless the Authority and its members, officers, employees, and agents individually and collectively ("Indemnified Parties") at all times from and against any and all liability, losses, expenses, costs, suits, claims, judgments, fines and damages, including reasonable attorney fees and court costs at trial and appellate levels, and causes of action of every kind and character, hereinafter collectively referred to as, "Damages", or in which the Authority is named or joined, arising out of Lessee's use or occupancy of the Premises or the Airport, including, but not limited to, those arising by reason of any damage to property or the environment, or bodily injury, including death, incurred or sustained by any person, agent, or employee of any Party, and any third Party or other person whomsoever, or any governmental agency, arising out of or incident to or in connection with the condition of the Premises caused by Lessee's acts, omissions, use or occupancy of the Premises at the Airport, or the performance, non-performance or purported

performance of Lessee or any breach by Lessee of the terms, covenants, and conditions of this Lease. Lessee acknowledges the broad nature of this indemnification and hold-harmless clause and understands that the Authority would not enter this Lease without the inclusion of such clause, and voluntarily make this covenant and expressly acknowledges the receipt of such good and valuable consideration provided by the Authority in support of this indemnification in accordance with the laws of the State of Florida. Said indemnification shall not include gross negligence or willful misconduct of the Authority.

Lessee's obligations to defend and indemnify as described in this Article will survive the expiration or earlier termination of this Lease until it is determined by final judgment that any suit, claim or other action against the Authority or any Indemnified Party is fully and finally barred by the applicable statute of limitations or repose. Nothing in this Article will be construed as a waiver of any immunity from or limitation of liability the Authority or any Indemnified Party may have under the doctrine of sovereign immunity under Applicable Laws. The Authority and each Indemnified Party reserve the right, at their option, to participate in the defense of any suit, without relieving the Lessee of any of its obligations under this Article.

The Lessee further acknowledges and understands that any theft, loss or damage suffered, or liability associated with the Lessee's use, and occupancy of the Premises is the sole responsibility of the Lessee. The Lessee further acknowledges and understands that the Lessee's property shall not be secured, insured or protected by the Authority in any way, in whole or in part, against any potential theft, damage or liability of any kind associated with or attributable in any way to the Lessees' use and occupancy of the Premises. Any personal property of Lessee or of others placed on the Premises shall be at sole risk for Lessee or the owners thereof. The Authority shall not be liable for any loss or damage thereto whether caused by the negligence of Authority, other Lessees, or third Parties, by the acts of these Parties, or the failure to act which may be claimed to cause loss or damage to the Lessee.

ARTICLE 24
DISCLAIMER OF LIABILITY

THE AUTHORITY HEREBY DISCLAIMS, AND LESSEE HEREBY RELEASES THE AUTHORITY, ITS MEMBERS, EMPLOYEES AND AGENTS FROM ANY AND ALL LIABILITY, WHETHER IN CONTRACT OR TORT, INCLUDING STRICT LIABILITY, NEGLIGENCE AND NUISANCE, FOR ANY LOSS, DAMAGE, OR INJURY OF ANY NATURE WHATSOEVER SUSTAINED BY LESSEE OR LESSEE'S PARTIES DURING THE TERM OF THIS LEASE, OR ANY EXTENSION THERETO, FOR LOSS, DAMAGE OR INJURY TO THE IMPROVEMENTS OR PERSONAL PROPERTY OF LESSEE OR LESSEE'S PARTIES THAT MIGHT BE LOCATED OR STORED ON THE PREMISES. FURTHERMORE, LESSEE ACKNOWLEDGES AND AGREES THAT ITS RELIANCE OR USE OF ANY INFORMATION PROVIDED BY THE AUTHORITY, WHETHER PREPARED OR PROVIDED BY THE AUTHORITY OR OTHERWISE, IN DETERMINING WHETHER TO ENTER INTO THIS LEASE WAS AT ITS SOLE RISK. UNDER NO CIRCUMSTANCE SHALL THE AUTHORITY BE LIABLE FOR SPECIAL OR EXEMPLARY DAMAGES OR FOR LOSS OF REVENUE OR ANTICIPATED PROFITS. SAID INDEMNIFICATION SHALL NOT APPLY TO GROSS NEGLIGENCE OR WILLFUL MISCONDUCT OF THE AUTHORITY.

ARTICLE 25
DEFAULT AND REMEDIES

25.01 Default. The occurrence of any one or more of the following events shall constitute a default of this Lease by the Lessee.

A. The abandonment of the Premises by Lessee, except due to a Force Majeure event resulting in the loss of all or a substantial portion of the Preemies or the improvements located therein that prevent the Lessee from its use or occupancy of the Preemles as granted herein, as the term abandonment is defined under applicable law.

B. The failure by Lessee to pay Rent, fees, charges and assessments or any other payment required to be made by Lessee to the Authority or taxing authority with jurisdiction pursuant to this Lease as

and when due, where such failure shall continue for a period of ten (10) days after written notice from the Authority that such payment is due.

C. The failure by Lessee to maintain in full force and effect, the insurance limits, coverages, waivers, and endorsements required by this Lease.

D. The failure by Lessee to observe or perform any other terms, covenants, or conditions of this Lease to be observed or performed by Lessee, for a period of thirty (30) days after written notice thereof from the Authority.

E. The conduct of any business or performance of any acts at the Airport not specifically authorized in this Lease, and the Lessee's failure to discontinue that business or those acts within thirty (30) days of receipt by Lessee of Authority's written notice to cease said business or acts.

F. The insolvency of the Lessee, or if the Lessee will take the benefit of any present or future insolvency statute, will make a general assignment for the benefit of creditors, or will seek a reorganization or the readjustment of its indebtedness under any law or statute of the United States or of any state thereof including the filing by the Lessee of a voluntary petition for bankruptcy protection or the institution of proceedings against the Lessee for the adjudication of the Lessee as bankrupt pursuant thereto.

G. To the extent permitted by law: (a) the making by Lessee or any guarantor thereof of any general assignment, or general arrangement for the benefit of creditors; (b) the filing by or against Lessee of a petition to have Lessee adjudged bankrupt or a petition for reorganization or arrangement under any law relating to bankruptcy, unless, in the case of a petition filed against Lessee, the same is dismissed within ninety (90) days; (c) the appointment of a trustee, receiver or other administrative fiduciary to take possession of substantially all of Lessee's assets located at the Premises or of Lessee's interest in this Lease, where possession is not restored to Lessee within ninety (90) days; (d) the attachment, execution or other judicial seizure of substantially all of Lessee's assets located at the Premises or of Lessee's interest in this Lease, where such seizure is not discharged within ninety (90) days, or (e) the divestiture of the Lessee's estate is herein by operation of law, by dissolution, or by liquidation, not including a merger or sale of assets.

H. A default by Lessee of any other agreement, permit or Agreement between the Authority and Lessee, which default has not been cured within the applicable cure period provided in such agreement, permit, or this Lease. In the event of a default by Lessee that remains uncured after the applicable cure period, the Authority shall have the right to pursue any remedy now or hereafter available to the Authority under the laws of the State of Florida, including, but not limited to, the right to terminate this Lease.

I. The Lessee's violation of Florida Statute Section 287.133 concerning criminal activity on contracts with public entities.

25.02 Cure of Defaults. Except as specifically stated above, all events of default of this Lease by the Lessee shall be cured by the Lessee as expeditiously as possible and in no event more than thirty (30) days after written notice from the Authority to the Lessee of any default. Notwithstanding, if less than thirty (30) days after written notice from the Authority to the Lessee of any default, the Lessee expeditiously commences to cure the default within such thirty (30) day period and continues expeditiously thereafter, without delay or interruption, to fully cure the default in a manner and time acceptable to the Authority, as evidenced in writing by the Authority to the Lessee, Lessee, shall not be considered in default. In such event, if Lessee fails to expeditiously attempt to cure or fully cure any default in the form and manner agreed to by the Authority, the Authority shall notify Lessee in writing that it is in default again and the Authority shall seek all remedies available.

25.03 Force Majeure. Any delay or failure by Lessee in the performance its obligations pursuant to this Lease shall not constitute a default under this Lease to the extent that such delay or failure of

performance is attributable to: (a) acts of God, (b) fire or other casualty, (c) war or civil violence, (d) failure of the Authority, FAA or other governmental entity with oversight over the Premises to issue any permit, license, or consent needed for construction of any improvements to the Premises through no fault, delay, action, or inaction by Lessee, (e) strikes or labor disturbances affecting the Sarasota County-Manatee County area not attributable to the failure of Lessee to perform its obligations under any applicable labor contract or law directly and adversely affecting Lessee (a "Force Majeure Event"), or (f) state or national declared pandemic or pestilent. In no event shall the inability to obtain financing be deemed to be a Force Majeure Event.

25.04 Waiver of Default. No waiver of any breach of any of the terms, covenants or conditions of this Lease shall be construed to be a waiver of any other or succeeding breach of the same or any other term, covenant or condition of this Lease. The failure of the Authority to insist on strict performance of any of the terms, covenants, or conditions hereof shall not be deemed a waiver of any rights or remedies that the Authority may have for any subsequent breach, default, or non-performance. The Authority's right to insist on strict performance of this Lease shall not be affected by any previous waiver or course of dealing.

25.05 Remedies. In the event of a default or breach of this Lease by Lessee, the Authority may thereafter, with notice or demand and without limiting any other right or remedy which the Authority may have by law by reason of such default or breach, elect to exercise any one of the following remedies and time take all steps necessary to mitigate all damages.

A. Declare this Lease to be terminated, ended, null and void, and reclaim possession of the Premises, whereupon all rights and interest of the Lessee in the Premises, Common Use Areas and the Airport will end.

B. Declare the entire Rent, fees, charges and assessments for the balance of the Term, as may be amended, or any portion thereof due and payable while subtracting any rent, fees, and charges that it has received or will receive through another Lessee of the same Premises.

C. Terminate Lessee's right to possession of the Premises by any lawful means and reenter and retake possession of the Premises for the account of Lessee, in which case the Rent, fees, charges and assessments and all other sums hereunder, if any, shall be accelerated and due in full and Lessee shall be liable for the difference between the Rent, fees, charges and assessments which is stipulated to be paid hereunder plus all other sums described herein and what the Authority is able to recover from its good faith efforts to relet the Premises, which deficiency shall be paid by Lessee. Upon such reletting, all Rent, fees, charges and assessments received by the Authority shall be applied, first to the payment of any indebtedness other than Rent, fees, charges and assessments due hereunder from Lessee; second, to the payment of any reasonable costs and expenses of such reletting, which shall include all damages incurred by Authority due to Lessee's default including, but not limited to, the reasonable cost of recovering possession of the Premises including reasonable attorneys' fees, court costs and real estate commissions paid by the Authority relating to the unexpired Term of this Lease; third, to the payment and collection of Rent, fees, charges and assessments due and unpaid hereunder. The residual, if any, shall be paid to Lessee.

D. Treat this Lease as terminated and re-enter and re-take possession of the Premises for the account of the Authority, thereby terminating any further liability under this Lease on the part of Lessee and the Authority. Notwithstanding the foregoing, the Authority shall have cause of action to recover any Rent, fees, charges and assessments remaining unpaid when the Authority retakes possession of the Premises for the Authority.

E. Pursue any additional remedy now or hereinafter available to the Authority under the laws of the State of Florida. Treat this Lease as remaining in existence, curing Lessee's default by performing or paying the obligation that the Lessee has breached. In such event all sums paid or expenses incurred by the Authority directly or indirectly in curing the Lessee's default, plus an Administrative Charge of twenty-five percent (25%) thereon, will become immediately due and payable, as well as interest thereon, from the date such fees or charges became due to the date of payment, at the rate

ofone and one-half percent (1.5%) per month, to the maximum extent permitted by Applicable Laws.

25.06 Additional Remedies. In addition to all remedies provided herein or by law, any violation of Airport procedures or CFR Parts 1540 and 1542 shall subject Lessee to an administrative damages' in consideration for the administrative processing required by the Authority to process and to respond to a violation which might be suffered by Authority in the form offines or administrative procedures resulting from such violation, or civil fine imposed by the Department of Homeland Security upon Authority because of such violation. Said damages, if there are any, shall be paid by Lessee within ten (10) days of written notice, or subject this Lease to early terminated by the Authority.

The Authority shall further have all rights granted by this Lease and afforded to it by law to enforce Lessee's timely payment of all Rent, fees, charges and assessments required to be paid by Lessee to the Authority pursuant to this Lease, as are available to the Authority, including but not limited to the right to bring an action for the Authority's damages on the occurrence of a default by the Lessee. The Authority reserves all rights which laws of the State of Florida confer upon a landlord against a Lessee in default. In the event legal action is required by the Authority hereunder to enforce the rights of the Parties pursuant to this Lease the prevailing Party in such action shall be entitled to recover all court costs and attorney's fees, including appellate fees.

25.07 No Waiver. No waiver by the Authority at any time of any of the terms, conditions, covenants, or agreements of this Lease, or non-compliance therewith, will be deemed or taken as a waiver at any time thereafter of the same or any other term, condition, covenant, or agreement herein contained, nor of the strict and prompt performance thereof by the Lessee. No delay, failure, or omission of the Authority to re-enter the Premises or to exercise any right, power, privilege, or option arising from any default nor subsequent acceptance of fees or charges then or thereafter accrued will impair any such right, power, privilege, or option, or be construed to be a waiver of any such default or relinquishment, or acquiescence of the Premises. No notice by the Authority will be required to restore or revive time is of the essence hereof after waiver by the Authority or default in one or more instances. No option, right, power, remedy, or privilege of the Authority will be construed as being exhausted or discharged by the exercise thereof in one or more instances. It is agreed that each and all the rights, powers, options, privileges, or remedies given to the Authority by this Lease is cumulative and that the exercise of one right, power, option, privilege or remedy by the Authority will not impair its rights to any other right, power, option, privilege or remedy available under this Lease or provided by law.

25.08 Lessee Continuing Liability. Notwithstanding the occurrence of any Event of Default, the Lessee shall remain liable to the Authority for the prompt payment of all Rent, fees, charges and assessments as may be due hereunder and for all preceding breaches of any covenant of this Lease.

25.09 Default by Authority. The Authority shall not be in default unless the Authority fails to perform obligations imposed upon the Authority hereunder within thirty (30) days after written notice by Lessee to the Authority, specifying where the Authority has failed to perform such obligations; provided, that if the nature of the Authority's obligations is such that more than thirty (30) days are required for performance, then the Authority shall not be in default if the Authority commences performance within such thirty (30) day period and continues diligently thereafter, without delay or interruption, to provide a complete cure.

ARTICLE 26
SUBORDINATION

26.01 Subordination to Federal and State Agreements. This Lease shall be subject and subordinate to all terms, covenants, and conditions of any instrument and documents under which the Authority acquired the Premises, or any portion thereof, from the United States of America and shall be given only such effect as will not conflict or be inconsistent with the terms, covenants and conditions thereof, and any existing or subsequent amendments thereto, and the terms, covenants and conditions contained in the Lease of Airport lands from the State of Florida, and any existing or subsequent amendments thereto, and are subject to any lawful ordinances, rules or regulations which have been, or may hereinafter be adopted by the State of Florida pertaining to the Airport. Lessee understands and agrees that this Lease shall be

subordinate to the provisions of any existing or future agreement between the Authority and the United States of America, or its agencies, and the State of Florida, or its agencies, relative to the operation, maintenance and development of the Airport, the execution of which has been or may be required as a condition precedent to the expenditure of federal and state funds for the development of the Airport.

26.02 Subordination to Bond Resolution. The Authority reserves the right to issue bond financing at any time to operate, maintain, and/or develop the Airport. The Authority may participate in obtaining financing from time to time whereby a bond resolution is required to be adopted (Bond Resolution"). When this occurs, the lands of the Authority may be pledged or assigned by the Authority to support the financing transaction. This Lease and all rights granted to Lessee hereunder are expressly subordinated and subject to any liens and provisions of any pledge, transfer, hypothecation or assignment made by the Authority in such Bond Resolution, and the Authority and Lessee agree that to the extent permitted by the Authority's authorizing legislation, that the holders of the Bonds or their designated representatives shall exercise any and all rights of the Authority hereunder to the extent such possession, enjoyment and exercise are necessary to ensure compliance by Lessee and the Authority with the terms, covenants, and conditions of this Lease and any such Bond Resolution.

26.03 Fee Simple Interest. Any leasehold mortgage shall be specifically subject and subordinate to the Authority's rights under this Lease and the Authority's fee simple interest in the Premises. Despite any provision which is or may appear to the contrary in this Lease, under no circumstances whatsoever shall the fee simple interest of the Authority in the Premises, or any portion thereof, be subordinated to any leasehold mortgage or encumbered by a leasehold mortgage.

26.04 Subject to FAA Approval. This Lease may be subject to approval of the Federal Aviation Administration (FAA). If the FAA disapproves this Lease, it shall become null and void, and both Parties shall bear their own expenses relative to this Lease, up to the date of disapproval.

ARTICLE 27
WAIVER OF JURY TRIAL

The Parties hereto hereby waive trial by jury in any action, proceeding, or counterclaim brought by either Party hereto against the other Party on any matters whatsoever arising out of, or in any way connected with this Lease, the relationship of the Authority and Lessee, Lessee's Activities, use, or occupancy of the Premises and improvements, and/or claim or injury or damage. in the event the Authority commences any proceeding to enforce any term, covenant, or condition of this Lease for the nonpayment of any Rent, fees, charges and assessments or additional payments of any nature whatsoever due the Authority from Lessee pursuant to this Lease, Lessee shall not Interpose any counterclaim of whatever nature or description in any such proceedings. In the event Lessee must, because of applicable court rules, interpose any counterclaim or other claim against the Authority in such proceedings, the Authority and Lessee covenant and agree that, in addition to any other lawful remedy of the Authority, upon motion of the Authority, such counterclaim or other claim asserted by Lessee shall be severed out of the proceedings instituted by the Authority and the proceedings instituted by the Authority may proceed to final judgement in the Circuit Court of the 12th Judicial Circuit separately and apart from and without consolidation with or reference to the status of each counterclaim or any other claim asserted by Lessee.

ARTICLE 28
NOTICES AND COMMUNICATIONS

All notices, elections, and communications (collectively, "notices") to be given or delivered by or to either Party, shall be issued in writing and shall be, as elected by the Party giving such notice, hand delivered by messenger, courier, or sent by United States Certified Mail, with Return Receipt Requested. The effective date of any notice shall be the date of delivery of the notice if by personal delivery, courier services or overnight mail, or if mailed, upon the date which the return receipt is signed or delivery is refused, or the notice designated by the postal authorities as non-deliverable. The Parties hereby designate the following addresses as the addresses to which notices are to be delivered, and delivery to such

addresses shall constitute binding notice given to such Party.

To Authority
President, CEO
Sarasota Manatee Airport Authority
Sarasota Bradenton International Airport
6000 Rick Piccolo Circle
Sarasota, FL 34243 USA

To Lessee
Worldwide Flight Services, Inc.
Attn: Real Estate
222 W. Las Colinas Blvd., Suite 1800 N
Irving, Texas 75039
with electronic copy to: RealEstate@wfs.aero

Either Party may from time to time change the address to which notice under this Lease shall be given such Party, upon ten (10) days prior written notice to the other Party.

ARTICLE 29
ASSIGNMENT AND SUBLETTING

Lessee shall not assign or sublet this Lease either in whole or in part, without the prior written consent of the Authority, which consent shall not be unreasonably withheld. No request for, or consent to, any such assignment shall be considered unless Lessee shall have paid all Rent, fees, charges and assessments which have accrued in favor of the Authority and Lessee shall have otherwise met all other legal obligations to be performed, kept, and observed by Lessee under the terms, covenants, and conditions of this Lease, as may be amended. The Authority reserves the right to investigate the financial capacity of the proposed assignee prior to consenting or not consenting. Prior to consent from the Authority to any assignment of this Lease, Lessee's assignee shall be required to provide a Security Deposit to Authority in accordance with the and equivalent to the amount required by the terms, covenants, and conditions of this Lease.

No capital stock of Lessee and no partnership or membership interest of any partnership or limited liability entity can be assigned, sold, or which results in a change of control pursuant to this Lease without the Authority's written consent, which consent shall not unreasonably be withheld. Notwithstanding the foregoing, Lessee may freely assign, sell or transfer less than a controlling interest to a related corporate entity, defined as sharing some commonality of direct or indirect ownership interest with Lessee, and/or for estate planning purposes without the Authority's consent.

Lessee or any successor in interest in this Lease, shall be deemed to be an independent contractor responsible to all Parties for their respective acts and omissions. The Authority shall in no way be responsible for the acts or omissions of the Lessee or any successor in interest in this Lease.

ARTICLE 30
RIGHT OF FLIGHT

The Authority reserves, for the use and benefit of the public, a right of flight for the passage of aircraft in the airspace above the surface of the real property owned by the Authority, including the Premises, together with the right to cause in said airspace such noise as may be inherent in the operation of aircraft, now known or hereafter used, for navigation of or flight in said airspace, and for the use of said airspace for landing on, taking off from or operating on Airport.

Lessee further expressly agrees for itself, its successors and assigns, to prevent any use of the

Premises or Common Use Areas that would interfere with or adversely affect the operation or maintenance of Airport or otherwise constitute an airport hazard. Lessee expressly agrees with its successors and assigns, to restrict the height of structures, objects of natural growth and other obstructions on the Premises to such a height to comply with Federal Aviation Regulations, Part 77 and Authority zoning.

ARTICLE 31
RIGHT TO DEVELOP AIRPORT

It is agreed and agreed that Authority reserves the right to further develop or improve the Airport and all landing areas and taxiways as it may seem fit, regardless of the desires or views of Lessee or its subcontractors and without interference or hindrance.

ARTICLE 32
CONDEMNATION / RIGHT TO RECLAIM

In the event a United States governmental agency demands and takes over the entire facilities of the Airport or the portion thereof wherein the Premises are located, for war or national emergency, for a period in excess of ninety (90) consecutive days, then this Lease will terminate and the Authority will be released and fully discharged from any and all liability hereunder. In the event of this termination, Lessee's obligation to pay Rent, fees, charges and assessments will cease; however, nothing herein will be construed as relieving either Party from any of its liabilities relating to events or claims of any kind whatsoever prior to this termination.

If the whole or any part of the Premises is acquired by a condemning authority, either by sale in lieu of condemnation or by the exercise of the power of eminent domain, then in and as a direct result of that event, this Lease will terminate from the date of sale or title vesting, and Lessee will have no claim whatsoever, including claims of apportionment, against Authority either for the value of any unexpired Term of this Lease or for the value of leasehold improvements. However, nothing in this provision will limit or destroy any right of Lessee to separately claim moving costs or business loss solely against the condemning authority where statutes or other applicable laws apply.

ARTICLE 33
LAW AND VENUE

This Lease shall be construed in accordance with the laws of the State of Florida. Venue for any action for breach of or enforcement of any provision of this Lease shall be brought in the 12th Judicial Circuit Court in and for Manatee or Sarasota County. The Lessee hereby waives any claim against Authority and the Indemnified Parties for loss of anticipated profits caused by any suit or proceedings directly or indirectly attacking the validity of this Lease or any part hereof, or by any judgment or award in any suit or proceeding declaring this Lease null, void, or voidable, or delaying the same, or any part hereof, from being carried out.

ARTICLE 34
ATTORNEY FEES

If the event the Authority engages or retains an attorney to enforce any term, covenant or condition of this Lease, the Lessee shall be responsible for all reasonable attorney's fees and court costs attributable to the enforcement of any term, covenants or condition of this Lease, including the collection of any Rent, fees, charges and assessments due to the Authority, regardless if it is deemed necessary to file a formal legal proceedings for such enforcement or collection.

ARTICLE 35
MISCELLANEOUS

35.01 Independent Contractor. Lessee or any successor in interest to this Lease, shall be deemed to be an independent contractor responsible to all Parties for their respective acts and omissions. The Authority shall in no way be responsible for the acts or omissions of the Lessee or any successor in interest

in this Lease.

35.02 Governmental Authority. Nothing in this Lease shall be construed to waive or limit the Authority's governmental authority as an Independent Special District of the State of Florida to regulate Lessee or its Activities. The Authority's obligations pursuant to this Lease are made in a proprietary capacity rather than in a governmental capacity and shall not be construed as prohibiting, limiting, or eliminating the obligation of the Parties to comply with all applicable rules, regulations, ordinances, statutes and laws, nor alter or impair the Authority's governmental functions, including, but not limited to, the Authority's right to lawfully exercise its regulatory authority over the development of the Premises, nor as enabling, permitting, or creating any cause of action or claim arising out of the lawful exercise of the Authority's governmental authority.

35.03 Identity of Interest. The execution of this Lease or the performance of any of the terms, covenants, and conditions hereof shall not be deemed or construed to have the effect of creating between Authority and Lessee the relationship of principal and agent, or of a partnership or of a joint venture and the relationship between the Parties hereto shall be and always remain that of Authority and Lessee.

35.04 Consent and Action. Whenever this Lease calls for an approval, consent or authorization by the Authority, such approval, consent, or authorization shall be evidenced by the written approval of the President/CEO of the Authority. In the event this Lease is silent as to the standard for any such consent, approval, authorization, determination, or similar discretionary action, the standard shall be at the reasonable discretion of the Authority.

35.05 Severance of Terms. The invalidity of any part, portion, article, paragraph, provision, or clause of this Lease will not have the effect of invalidating any other part, portion, article, paragraph, provision, or clause thereof, and the remainder of this Lease will be valid and fully enforced as permitted by law.

35.06 Article Headings. The heading of the various Articles of this Lease, and its Table of Contents, are for convenience and ease of reference only, and shall not be construed to define, limit, augment or define in any way the scope, context or intent of any Article in this Lease or any other part or parts of this Lease.

35.07 No Recording. Neither this Lease, nor any memorandum or short form hereof, shall be recorded in the Public Records of the Authority without the Authority's consent. Notwithstanding the foregoing, the Authority hereby consents to the recording at Lessee's expense of a Memorandum of Agreement, subject to the Authority's prior written approval as to form.

35.08 Binding Effect. The terms, covenants, and conditions of this Lease shall inure to the benefit of and be binding upon the Parties hereto and their successors and assigns. This provision shall not constitute a waiver of any conditions for or against assignment or subletting.

35.09 Drafting and Construction. The Parties hereto have participated in extensive negotiations, drafting, and redrafting to arrive at this Lease and neither Party shall be considered the author of this Lease. The terms, covenants, and conditions of this Lease shall not be strictly construed against one Party as opposed to the other Party based upon who drafted any portion of this Lease. If any Article, paragraph, sentence, clause, or provision of this Lease shall be held by a court of competent jurisdiction to be invalid, any such invalidity shall not affect the remaining portions of this Lease and all other terms, covenants, and conditions of this Lease shall remain in full force and effect.

35.10 No Brokers. Lessee represents and warrants that Lessee has not dealt with any real estate salesperson, agent, finder, or broker in connection with this Lease and agrees to indemnify, defend, and hold harmless the Authority from and against any claims or demands of any such salesperson, agent, finder, or broker claiming to have dealt with Lessee. The foregoing indemnification shall include all costs and fees, including reasonable attorney's fees at trial and at appellate levels, incurred in the defense of any such claim or demand.

35.11 Incorporation of Exhibits. Exhibits attached hereto and referenced herein shall be deemed to be incorporated in their entirety in this Lease by each such reference.

35.12 Radon Gas. Radon gas is a naturally occurring radioactive gas that, when it has accumulated in a building in sufficient quantities, may present health risks to people who are exposed to it over time. Levels of radon that exceed federal and state guidelines have been found in buildings in Florida. Additional information regarding radon gas and radon testing may be obtained from the local government public health department.

35.13 No Third-Party Beneficiaries. No provision of this Lease is intended to, or shall be construed to, create any third-Party beneficiary, or grant any right or privilege to any person or entity not a Party to this Lease, including, but not limited to, any official, officer, employee, or agent of the Authority or Lessee.

35.14 Time of the Essence. Time is of the essence for this Lease and if Lessee fails on its part to perform any term, covenant, or condition at the time fixed for the performance or completion of any such term, covenant, or condition of this Lease, the Authority may declare Lessee to be in default of this Lease.

35.15 Survival. Lessee shall remain liable following the scheduled expiration or earlier termination of this Lease to perform all terms, covenants, conditions, and all other obligations imposed on Lessee pursuant to this Lease arising prior to the scheduled expiration or earlier termination of this Lease.

35.16 Rights Reserved. Any rights and privileges not specifically granted to Lessee by this Lease are expressly and independently reserved to the Authority. The Authority expressly reserves the right to prevent any use of the described Premises which would interfere with or adversely affect the operation or maintenance of the Airport or otherwise constitute an airport hazard.

35.17 Corporate Authority. The undersigned officer of Lessee hereby certifies and warrants to the Authority that he or she, as such officer, is authorized and empowered to bind the Lessee to the terms, covenants, and conditions of this Lease by his or her signature hereto.

35.18 Corporate Tenancy. If Lessee is a foreign corporation, limited liability company, or other for-profit entity, the undersigned officer of Lessee hereby certifies and warrants to the Authority that Lessee is an entity in good standing, authorized to do business in the State of Florida. Lessee agrees to maintain its corporate tenancy and good standing to do business in the State of Florida throughout the Term of this Lease, and any extension thereto.

35.19 Quite Enjoyment. Authority covenants that it has lawful title to the Premises free and clear of all liens, mortgages, bonded indebtedness and encumbrances except as otherwise herein noted and subject to the limitation and restriction in deeds by which Authority acquired its title, and it has full authority to make this Lease upon the terms herein set forth. Provided Lessee shall pay all Rent, Rent, fees, charges and assessments as herein agreed and keep and fully fulfil all the terms, covenants and conditions hereof, Lessee shall quietly enjoy the Premises subject to the terms and conditions hereof. In the event of a national emergency during the term hereof to affect or destroy the possessory right of Authority in the Premises or a major portion of the Airport, then Authority may be, at its option, relieved of the terms.

35.20 Budgetary Funding. Any obligations of the Authority that require financial funding are subject to and contingent upon annual funding and appropriations of the Sarasota Manatee Airport Authority Board.

35.21 No Third-Party Beneficiaries. No provision of this Lease is intended to, or shall be construed to, create any third-Party beneficiary, or grant any right or privilege to any person or entity not a Party to this Lease, including, but not limited to, any official, officer, employee, or agent of the Authority or Lessee.

35.22 Representations and Warranties. The Authority acknowledges that Lessee has entered this

Lease in reliance on representations and warranties by the Authority in the terms, covenants, and conditions of this Lease. The Authority warranties that the Authority' right to lease the Premises to Lessee for the Rights and Privileges granted to Lessee thereon is free of encumbrances.

35.23 Written Amendments. Except as specifically provided in this Lease, no amendment, modification, or alteration of the terms of this Lease shall be binding unless the same is in writing, dated after the date hereof, and duly executed by the Lessee and the Authority.

35.24 Entirety of Agreement. The Parties agree that this Lease sets forth the entire agreement between the Parties and that there are no other agreements, pledges, promises, duties, obligations, or other understandings between the Parties other than those stated in this Lease. None of the terms, covenants, and conditions of this Lease may be altered, added to, modified, or superseded in any way except by written instrument executed by the Parties hereto.

(Continued on next page).

IN WITNESS WHEREOF, the Parties have hereunto set their hands and seals the day and year first above written.

Approved to Form and Legal Sufficiency for Sarasota Manatee Airport Authority

Signature

Charles D. ("Dan") Bailey, Esq.
Name

General Counsel
Title

7/23/2026
Date

SARASOTA MANATEE AIRPORT AUTHORITY, an Independent Special District under the Laws of the State of Florida

Signature

Paul L. Hoback, Jr.
Name

President, CEO
Title

Date

Witness

Signature

Susan Harrington
Name

Director of Real Estate & Airport Affairs
Title

06/23/2026
Date

LESSEE
Worldwide Flight Services, INC.

Michael Simpson
Signature

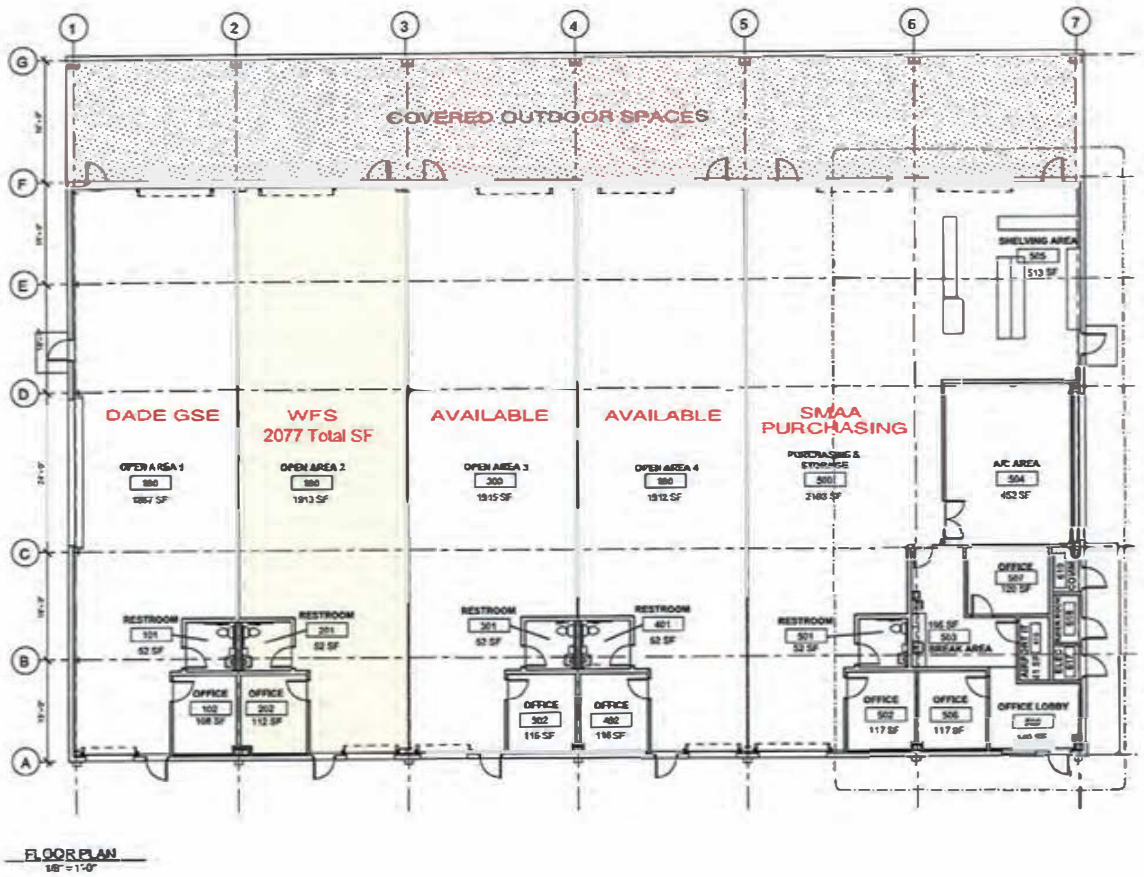
Michael Simpson
Name

CEO
Title

06/23/2026
Date

EXHIBIT A
PREMISES

NORTH



FLOOR PLAN

SUITE #	TENANT	BUILDING S.F. / COVERED S.F.
Suite 100	DADE GSE	2027 / 430
Suite 200	WFS	2077 / 448
Suite 300	AVAILABLE	2083 / 449
Suite 400	AVAILABLE	2080 / 448
Suite 500	SMAA PURCHASING	3899 / 878
Suite 600	IT, RISER, ELECT., COMM.	126 /

NORTH



EXHIBIT A

Cargo Building
Premises Detail
04/16/2026

SARASOTA BRADENTON
INTERNATIONAL AIRPORT

SHEET 1

EXHIBIT B
LESSEE SERVICE AGREEMENTS

EXHIBIT B

PERMITTED ACTIVITIES

Name of Permittee: Worldwide Flight Services, Inc.

PERMITTED ACTIVITIES	CUSTOMERS
Customer Service, Ramp, GSE MX	ALLEGIANT AIR
Customer Service, Ramp, GSE MX	AIR CANADA

PERMITTEE

Michael Simpson
Michael Simpson (Jul 9, 2026 11:57:53 CDT)
Signature

Michael Simpson
Name

CEO
Title

07/09/2026
Date

SARASOTA MANATEE AIRPORT AUTHORITY

Signature

Name

Title

Date

SARASOTA MANATEE AIRPORT AUTHORITY
AUGUST 24, 2026, REGULAR MEETING
STAFF NARRATIVE

REQUEST TO AWARD
AIR CARGO BUILDING LEASE AGREEMENT WITH DADE GSE, INC.

EXECUTIVE SUMMARY: Request for Award an Air Cargo Building Lease Agreement with Dade GSE, Inc.

NARRATIVE: Dade GSE, Inc. ("Dade GSE"), is an aviation ground support equipment company with over 20 locations across Florida, Georgia and Alabama, providing aircraft ground support equipment maintenance and aircraft fueling. Dade GSE has been a tenant and service provider at the Airport for several years and currently provides ground support equipment maintenance at the Airport to American, Delta, Southwest, United and others. Dade GSE currently occupies approximately 3,220 SF in the Authority's existing Cargo Building located at 1154 Cargo Avenue under a month-to-month lease executed on September 1, 2021. Dade GSE is a tenant in good standing and has requested to release their existing premises and lease approximately 2,027 SF in the Authority's new Cargo Building, located at 1164 Cargo Avenue, on an annual basis.

The proposed new air cargo building lease agreement includes an initial one-year term with a one-year renewal term that may be exercised by Dade GSE, subject to approval by the Authority (collectively, the "Term"). The Term is subject to early termination that may be exercised by either party, with or without cause, upon 60-day prior written notice. The proposed rental rate is $28.75/SF, or $58,276.25 per year, plus taxes, subject to adjustment based on the Authority's Annual Signatory Airline Rate Resolution. The space released by Dade GSE in the Authority's existing Cargo Building has been requested to be leased by Allegiant Air to expand its commissary and storage capacity at the Airport. Dade GSE has agreed to seal and paint the floor of the new premises prior to its use and occupancy.

Based on the information provided, the President and Chief Executive Officer recommends the Board award the proposed new cargo building lease agreement to Dade GSE for approximately 2,027 SF in the Authority's new Cargo Building located at 1164 Cargo Avenue, at the initial rental rate of $28.75/SF plus taxes, with an initial one-year term and a one-year renewal term, subject to the additional terms presented.

RECOMMENDATION: It is hereby recommended that the Sarasota Manatee Airport Authority Board award a new cargo building lease agreement to Dade GSE, Inc., for approximately 2,027 SF in the Authority's new Cargo Building located at 1164 Cargo Avenue, at an initial rental rate of $28.75/SF plus taxes, subject to rate adjustment based on the Authority's Annual Signatory Airline Rate Resolution, with an initial one-year term and a one-year renewal term, subject to approval by the Authority.

ATTACHMENTS: Proposed Air Cargo Building Lease Agreement with Dade GSE, Inc., dated July 1, 2026.

SMAA-07062026F

SARASOTA
BRADENTON
INTERNATIONAL
AIRPORT

AIR CARGO BUILDING

LEASE AGREEMENT

BETWEEN

SARASOTA MANATEE AIRPORT AUTHORITY

AND

DADE GSE, INC.

July 1, 2026

AIR CARGO BUILDING LEASE AGREEMENT

THIS AIR CARGO BUILDING LEASE AGREEMENT (this "Lease") made and entered into this 1st day of July 2026, by and between the **SARASOTA MANATEE AIRPORT AUTHORITY,** an Independent Special District organized and existing under the laws of the State of Florida, hereinafter the "Authority" and **DADE GSE, INC.,** a Florida Profit Corporation, existing under the laws of the State of Florida, hereinafter the "Lessee", collectively hereinafter referred to as the "Parties".

WITNESSETH:

WHEREAS, the Authority owns and operates the Sarasota Bradenton International Airport ("Airport"), located in Sarasota County and Manatee County, Florida; and

WHEREAS, the Authority is permitted to lease land and facilities at the Airport pursuant to the Florida Statutes; and

WHEREAS, the Authority desires to let to the Lessee and the Lessee is desirous of lease from the Authority upon the terms and conditions contained herein, certain facilities at the Airport, within that structure commonly referred to as the "Air Cargo Building",

NOW, THEREFORE, for and in consideration of the premises and of the mutual covenants herein contained, and other good and valuable consideration, the receipt of which the Parties hereby expressly acknowledge, the Parties hereto covenant and agree to the following terms, covenants, and conditions:

ARTICLE 1
PREMISES

The Authority is the owner of a commercial structure at the Airport commonly referred to as the "Air Cargo Building." Lessee hereby leases from the Authority that certain portion of the Air Cargo Building known as Suite No.**100**, consisting of approximately **Two Thousand Twenty-Seven (2,027)** square feet of unconditioned interior space (hereinafter the "Premises"), as depicted on Exhibit "A", attached hereto, which Premises is the subject of this Lease.

ARTICLE 2
USE OF PREMISES

2.01 Exclusive Use Rights. The Lessee is granted the exclusive right to use and occupy the Premises, for the sole purpose of providing ground service equipment maintenance services to existing aeronautical tenants and users at the Airport (the "Service"), which exclusive right to use and occupy the Premises shall be conditioned on and subject to an existing valid contract(s) between the Lessee and such tenants and users at the Airport, which agreements are attached as Exhibit B to this Lease. The Premises shall be used by Lessee solely for Lessee's Services and such activities necessary and incidental to Lessee's Services. The Lessee shall not use or occupy the Premises to provide any other services apart from Lessee's Services set forth in this Article.

2.02 Nonexclusive Use Rights. The Lessee is further granted the non-exclusive right to perform the Services at the Premises and on the Airport when and were approved by the Authority, subject to the terms, covenants and conditions of this Lease, the Airport Rules and Regulations, and any Authority Ordinances and Directives that may be issued by the Authority from time-to-time throughout the Term hereof. Notwithstanding any provision of this Lease, to the contrary, Lessee understands and agrees that the Rights and Privileges granted herein to Lessee by this Lease to perform Lessee's Services are nonexclusive, except for the exclusive right of use and occupy the Premises. The Authority may grant similar exclusive and non-exclusive privileges to other tenants and users at the Airport at any time.

2.03 Common Use Rights. In addition to the exclusive and non-exclusive rights granted herein,

Lessee is further granted the non-exclusive right to use the immediate adjoining unleased exterior area of the Premises in common with other Air Cargo Building tenants for ingress and egress to and from the Premises, including loading, unloading, and transporting of vehicles, equipment, materials and supplies. The non-exclusive common rights and privileges, in general and in common with others tenants and users of the Airport, shall include the use of roadways, sidewalks and other Airport facilities necessary for Lessee to provide Lessee's Services, that Authority generally makes available to other tenants and users not leased to otherwise under control of other tenants ("Common Use Rights"). Lessee agrees to share, cooperate, coordinate and not obstruct, temporary or otherwise, use of the Common Areas will all other tenants and users of the Common Areas.

2.04 Ingress and Egress. The right of ingress to and egress from the Premises shall be subject to such laws, rules, regulations, directives and orders now or as may hereafter apply at the Airport. Except as expressly set forth in this Article, nothing in this Lease shall be construed to grant or convey to Lessee the right to use any space or area, improved or unimproved, which is leased to or under contract or control of a third Party, or which the Authority has not leased, licensed, assigned or otherwise granted control.

Authority may at any time temporarily or permanently close, consent to, or request the closing of any such sidewalks, roadways, driveways, parking lots, taxi lanes, taxiways, runways, equipment, and facilities, and any area at the Premises presently or hereafter used, provided a reasonable means of ingress and egress is concurrently made available to Lessee. Lessee hereby releases and discharges Authority, its successors and assigns, of and from any and all claims, demands or causes of action which Lessee may now or at any time hereafter have against any of the foregoing arising or alleged to arise out of the closing of any sidewalks, roadways, driveways, parking lots, taxi lanes, taxiways, runways, equipment, and facilities or other areas used, whether within or outside the Premises, provided the Authority simultaneously makes available to Lessee a reasonable means of ingress and egress.

2.05 Condition of Premise. Lessee accepts the Premises and all improvements thereon in its "AS IS CONDITION" and "WITH ALL FAULTS," together with all defects, latent and patent, if any. Lessee further acknowledges that the Authority has made no representations or warranties of any nature whatsoever regarding the condition of the Premises or the improvements thereon, including but not limited to, the physical condition of the Premises or the improvements thereon, the suitability of the Premises or any improvements thereon for Lessee's use and occupancy of the Premises as granted herein. No alterations to the Premises are permitted without the Authority's prior written approval.

2.06 Right of Entry. The Authority, through its agent(s) and/or employees, representatives and contractors, shall have the right to enter upon, into and under all portions of the Premises to perform inspections, maintenance and repairs or to take such action for the enforcement of any of the terms, covenants or conditions contained in this Lease. However, nothing herein shall limit any entry by any law enforcement agency, government agency, or entity that holds a security interest in the Airport or the Premises.

2.07 Exclusions and Restrictions. The Premises will be used by Lessee solely for Lessee's Services and any other lawful use or purpose that is part of, necessary for, or incidental to Lesse's Services. The Lessee shall provide all necessary equipment, personnel and other appurtenances necessary to conduct its Services.

A. Nothing in this Article shall be construed as authorizing Lessee to conduct any other aeronautical or non-aeronautical activity, service or business on the Premises, Common Use Areas, or the Airport separate and apart from Lessee's Services authorized by this Lease.

B. Lessee will not interfere or permit interference with the use, operation, or maintenance of the Airport., its leased or Common Use Areas, or its tenants and users, including but not limited to, the effectiveness or accessibility of the roadway system, drainage, sewerage, water, communications, electrical, HVAC, fire protection, security or other systems installed at any time at the Airport; and Lessee shall not engage in any activity prohibited by Authority's existing Rules and Regulations.

C. The rights and privileges granted Lessee pursuant to this Lease shall be subject to all Rules and

Regulations established by Authority, as may be amended from time to time throughout the Term of this Lease.

D. The Lessee shall not install any petroleum or other combustible fuel storage facilities of any kind on the Premises or the Airport without the prior written approval of Authority.

E. Lessee shall store all vehicles and equipment only in such areas designated and approved by the Authority, and upon such terms and conditions, as determined by the Authority. Lessee shall remove any disabled vehicles and equipment, if any, from the Common Use Areas and the Airport immediately following the release from proper authorities. In the event Lessee fails to remove any of its disabled vehicle or equipment within the time set forth by the Authority, the Authority may cause the removal of such vehicles and equipment and invoice Lessee for the costs incurred for removal plus an administrative charge of twenty-five percent (25%). Nonpayment of such invoice for more than thirty (30) days after the invoice date will be deemed a condition of default of this Lease.

F. Lessee shall not do or permit to be stored or occur, either by act or failure to act, any product or activity that will cause the cancellation or violation of the provisions, or any part thereof, of any policy of insurance of the Authority, or that will cause a hazardous condition so as to increase the risks normally attendant upon operations permitted by this Lease. If such act, or failure to act on the part of Lessee will cause the cancellation of any such policy, Lessee will immediately, upon notification by Authority, take whatever steps or actions are required to cause reinstatement of said insurance. Furthermore, if Lessee does or permits to be done any act not expressly permitted under this Lease, or fails to do any act required under this Lease, regardless of whether such act constitutes a breach of this Lease that causes an increase in Authority's insurance premiums, Lessee will immediately remedy such actions and pay the increase in premiums, upon notice from Authority to do so. In any event under any circumstance, Lessee shall hold Authority harmless for any expenses and damage resulting from any action set forth in this Article.

G. Except as provided elsewhere in this Lease, nothing in this Lease will be construed as establishing any additional exclusive rights, operational or otherwise, except the use and occupancy of the Premises as granted herein.

H. All rights and privileges not specifically granted to Lessee for its use and occupancy of the premises and its use of and operations at the Airport pursuant to this Lease are hereby reserved for the Authority.

I. Other than those areas designated by the Authority for purposes of providing Lessee's Services and ingress and egress to and from the Premises, all Lessee's Services shall be conducted on the Premises.

ARTICLE 3
TERM OF LEASE

3.01 Initial Term. The term of this Lease, and the accrual of Rent, fees, charges and assessments hereunder, shall commence on **July 1, 2026**, (hereinafter the "Commencement Date") and shall continue uninterrupted thereafter for a period of one (1) year, and shall expire on the immediately preceding day, one (1) year following the Commencement Date (the "Initial Term").

3.02 Renewal Term. The Lessee may request to the Authority in writing at least sixty (60) days prior to the expiration of the Initial Term of this Lease to renew the Initial Term for up one (1) additional one-year term under the same terms, covenants, and conditions of this Lease (the "Renewal Term"), which Renewal Term, if any, shall be subject to the prior written approval of the Authority. Collectively, the Initial Term and the Renewal Term shall hereinafter be referred to as the "Term". The Term of this Lease may not be extended beyond the Renewal Term. If the Parties wish to extend Lessee's occupancy at the Premises beyond the Renewal Term, the Parties shall be required to execute a new lease agreement for that purpose.

3.03 Early Termination. This Lease may be terminated by either Party, with or without cause, upon sixty (60) days' prior written notice issued to the other Party. In the event either Party terminates this Lease as provided, the termination of this Lease shall thereafter be effective sixty (60) days from the date of receipt of such notice or such earlier date as may be agreed to in writing by the Parties. This Lease is further subject to and contingent on Lessee's possession of an active agreement for Lessee's Services with an existing tenant or user at the Airport on the Commencement Date of this Lease ("Lessee's Service Agreements"), attached as Exhibit B to this Lease. This Lease shall automatically terminate at such time as all such Lessee's Service agreements expire, without the need for further action required by either Party hereto.

3.04 Surrender of Premises. Lessee expressly agrees that it shall immediately surrender the Premises to the Authority in clean, safe, working order, in good condition, and in compliance with all applicable laws, rules, and regulations, upon the expiration or earlier termination of this Lease, less normal wear from ordinary use for the purpose for which the Premises are leased. Lessee shall remove all its personal property from the Premises prior to the expiration or earlier termination of this Lease. Any personal property of Lessee not removed by Lessee as required shall thereupon become the property of the Authority. In the event Lessee shall hold over, refuse, or fail to give up the possession of the Premises at the expiration or earlier termination of this Lease, Lessee shall be liable to the Authority to pay all damages incurred by the Authority during the entire duration of such holdover including, but not limited to, twice the Rent, fees, charges and assessments amount due hereunder, or such amount otherwise permitted by law, whichever is greater.

Upon the expiration or earlier termination of the Term of the Lease, as provided herein, Lessee further agrees to return the Premises to Authority in the same configuration and condition as existed at the Commencement Date of the Lease. The intent of this provision is to require Lessee to remove all alterations, modifications, and improvements to the Premises made by Lessee, if any, during the Term hereof and to repair all walls, ceilings, floors, fixtures and equipment where such alterations, modifications or improvements to the Premises were provided by Lessee. This replacement and repair work, and all efforts undertaken to return the Premises to the original condition at the Commencement Date shall be the liability and sole cost of the Lessee with no cost for any such repairs reverting to Authority.

ARTICLE 4
NO HOLDOVER

LESSEE ACKNOWLEDGES AND AGREES THAT AUTHORITY HAS OR MAY HAVE ARRANGED FOR NEW LESSEE TO OCCUPY THE PREMISES AFTER THE EXPIRATION OR EARLIER TERMINATION OF THE TERM OF THIS LEASE. As such, Lessee acknowledges and understands that Lessee's use and occupancy of the Premises shall terminate on the dates and times defined in this Lease, and failure to do so may subject Lessee to consequential damage and lost profits of the Authority. Lessee further acknowledges and understands that no extension to the Term of any duration shall be permitted or provided to Lessee, except as stated herein. Any failure by Lessee to fully vacate all Premises prior to expiration of the Term of this Lease as defined shall be a direct default of the terms, covenants and conditions of this Lease. In the event Lessee fails to fully vacate the Premises prior to the expiration of the Term, or for any reason fails or refuses to remove all property thereon from the Premises upon the expiration of the Term or earlier termination of this Lease, all contents located on the Premises shall be removed by and become the property of the Authority. In addition to any other liabilities to Authority accruing under this Lease or by law therefrom, Lessee shall protect, defend, indemnify and hold Authority harmless from all loss and expenses including reasonable attorneys' fees, court costs and other liability resulting from such holdover, including, without limiting the generality of the foregoing, any claims made by any succeeding Lessee founded upon such failure to surrender, and any lost profits to the Authority resulting therefrom (collectively, "Holdover Damages").

ARTICLE 5
RENTS, FEES AND CHARGES

5.01 Rents. Compensation for the use and occupancy of the Premises shall be paid by Lessee to the Authority calculated at the rate of Twenty Eight and 75/100 Dollars ($28.75) per square foot per annum, plus all applicable taxes for said use and occupancy of approximately Two Thousand Twenty Seven (2,027) square feet of interior unconditioned exclusive space, equivalent to Fifty Eight Thousand Two Hundred Seventy Six and 25/100 Dollars ($58,276.25) per annum plus all applicable taxes for said use and occupancy (the "Rent").

5.02 Monthly Installments. Rent for the use and occupancy of the Premises, as herein defined, shall be payable in advance by Lessee to the Authority in equal monthly installments, without demand and without any deduction, holdback or set off of any kind, by the first day of each month throughout the Term of this Lease and the Renewal Term in the amount of Four Thousand Eight Hundred Fifty Six and 35/100 Dollars ($4,856.35) per month plus all applicable taxes. In no event shall the Rent be prorated, reduced or revised based on Lessee's occupancy for less than one month or Lessee's date of surrender of the Premises to the Authority.

5.03 Address for Payment. All Rent, fees, charges and assessments, due hereunder shall be delivered by Lessee to the Authority at: Finance Department, Sarasota Manatee Airport Authority, 6000 Rick Piccolo Circle, Sarasota, Florida 34243, or at such other address as may be directed in writing by the Authority from time to time.

5.04 Late Payments. Lessee shall pay Authority interest at the maximum rate permitted by law, but not more than one and one-half percent (1½%) per month or eighteen percent (18%) per annum, on any late payments commencing ten (10) days after the amounts are due. To the extent permitted by law, Lessee agrees that acceptance of late payments by the Authority shall not constitute a waiver of Lessee's default by the Authority with respect to such overdue amount, prevent the Authority from terminating this Lease for default beyond applicable cure periods in the payment of all Rent, fees, charges and assessments due to Authority pursuant to this Lease, or from enforcing any other provisions, rights, or remedies granted herein or conferred by law. In the event Lessee delivers a worthless check or draft to the Authority in payment of any obligation arising under this Lease, Lessee shall incur a service charge of One Hundred Dollars ($100.00) or five percent (5%) of the face amount of such check, whichever is greater, or such other fee as set by Florida Statute.

5.05 Subject to Adjustment. All Rent, fees, charges and assessments due and payable by the Lessee to the Authority pursuant to this Lease shall be subject to annual adjustment by the Authority on October 1st each year throughout the Term hereof consistent with the Authority's current Rent, fees, charges and assessments set forth in the then current Signatory Airline Rate Resolution approved by the Authority.

5.06 Taxes, Licenses and Fees. Lessee hereby covenants and agrees to pay monthly to the Authority all sales taxes, use fees, or other taxes imposed pursuant to Florida Statutes, or any tax imposition in lieu thereof, excluding State and/or Federal Income Tax, franchise taxes, and similar taxes, now or hereinafter imposed upon the Rent, fees and charges due and payable by Lessee to the Authority pursuant to this Lease, notwithstanding that said statute, ordinance, or other enactment imposing said tax may endeavor to impose the tax upon the Authority to the extent permitted by law.

Lessee shall pay, on or before their respective Rent payment due dates, all federal, state and local taxes and fees, and all licenses and special assessments of any kind, which are now or may hereafter be levied upon the Premises and any improvements thereon, or the leasehold estate granted pursuant to this Lease, or upon Lessee, Lessee's activities or Lessee's use and occupancy of the Premises, or upon any of the Airport used in connection therewith, or upon any rent, fees, charges and assessments or other sums payable hereunder, including, but not limited to any ad valorem taxes, based upon Lessee's pro rata share according to the area of the Premises, if the Premises do not have their own separate tax bill, and sales or excise taxes on rentals, and personal property taxes against tangible and intangible personal property of Lessee. Notwithstanding, Lessee shall have the right to contest any of the foregoing taxes, fees and assessments in accordance with the applicable laws, rules, and regulations. The Authority agrees to reasonably cooperate with Lessee in any such contest.

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at least thirty (30) days prior to the date such tax bills are due, any tax bills that the Authority receives with respect to the Premises. Lessee shall maintain current all federal, state, and local taxes, fees, assessments, licenses and permits required for Lessee's use and occupancy of the Preemies and the Airport. Lessee shall further pay in full any tax, fees or assessments which arise by reason of Lessee's activities, use or occupancy of the Premises at any time after the Commencement Date of this Lease. Taxes for any partial calendar year during the Term shall be prorated by the Parties hereto.

5.07 Employee Parking Fees. Employee vehicle parking permits may be required by the Authority for Lessee's employees at any time through the Term of this Lease. Information regarding employee parking permits is available from Authority's Badging Office located on the first floor of the passenger terminal at the Airport. If Lessee is invoiced by Authority for vehicle parking fees, payment is due to Authority within ten (10) days from the date of said invoice, or such parking privileges shall be terminated.

5.08 Absolute Net Agreement. Except as specifically provided herein, this Lease shall be a "triple net" lease without cost of any kind to the Authority during the Initial Term or the Renewal Term of this Lease including, but not limited to, all costs incurred for any taxes, insurance, utilities, maintenance, repairs, and improvements, attributable to Lessee's use and occupancy of the Premises. The Authority reserves the right to assess and collect from Lessee additional rents, fees, charges and assessments in common with other tenants and users at the Airport, including, but not limited to, common area maintenance fees ("CAM Fees") required by the Authority to recover in whole or part such costs incurred or to be incurred by the Authority attributable in any way to Lessee's use and occupancy of the Premises , which CAM Fees shall be assessed in a form and manner consistent with other tenants of the Air Cargo Building and Lessee's prorated use of the Airport in relation to all other users of the Airport.

5.09 Accord and Satisfaction. In the event Lessee pays any amount that is less than the amount stipulated to be paid under this Lease, such payment shall be made only on account of the stipulated amount. No endorsement or statement on any check or letter shall be deemed an accord and satisfaction. The Authority may accept payment without prejudice to the Authority's right to recover the balance due or to pursue any other remedy available to Authority pursuant to this Lease and under law.

5.10 Separate Covenant. Lessee shall not withhold or reduce Lessee's required Rent payments to the Authority or any other rents, fees, charges and assessments pursuant to this Lease. It is expressly understood and agreed to by the Parties to this Lease that the payment of Rent and all other rent, fees, and charges, if any, pursuant to this Lease is a covenant independent of all other covenants of the Parties to this Lease.

ARTICLE 6
SECURITY FOR PAYMENT

Prior to the Commencement Date of this Lease, Lessee shall post a non-interest-bearing security deposit with the Authority equivalent to three (3) months of Rent ("Security Deposit"). The Security Deposit shall serve as security for the payment of all sums due and payable to the Authority and secure the performance of all obligations of Lessee to the Authority pursuant to this Lease. The Security Deposit shall be either in the form of an Irrevocable Letter of Credit ("Letter of Credit") or Surety Bond ("Bond") in a form and substance satisfactory to the Authority. In the event of a failure by Lessee to pay any Rent, fees, charges and assessments when due, or perform any other term, covenant, or condition of this Lease, or if Lessee incurs a default under this Lease beyond the applicable cure period, then in addition to all rights and remedies available to the Authority at law or in equity, the Authority shall be entitled to draw on the Security Deposit and apply the same to all amounts owed by the Lessee.

Upon receipt of notice of any such draw, Lessee shall immediately replace the Security Deposit with a new Letter of Credit or Bond in the full amount required to restore the amount of the Security Deposit required herein. Lessee shall restore and increase the amount of the Security Deposit to reflect any increase in the amounts payable herein within thirty (30) days after notification by the Authority of any such draw or increase in Rent, fees, charges and assessments. The Security Deposit shall be kept in full force and effect throughout the Initial Term and the Renewal Term of this Lease, and for a period of three (3)

months following the termination of this Lease. Not less than forty-five (45) days prior to any expiration date of the Letter of Credit or Bond, Lessee shall submit evidence to the Authority in a form satisfactory to the Authority that such Security Deposit has been renewed. Failure to renew a Letter of Credit or Bond, or to restore or increase the amount of the Security Deposit as required by this Article shall constitute a default of this Lease, entitling the Authority to all available remedies. Authority's rights under this Article will be in addition to all other rights and remedies provided to Authority under this Lease. Subject to all Lessee's obligations set forth herein, the Payment Security will be returned within ninety (90) days following the expiration of the Term of this Lease. The Security Deposit shall not be returned to Lessee by the Authority in whole or in part until all obligations, financial and otherwise, under this Lease have been fulfilled and satisfied.

ARTICLE 7
SECURITY BADGING

Lessee and its employees shall abide by all applicable safety and security regulations of the Authority and the Transportation Security Administration (TSA). Any of persons who require unescorted access to any area of the Airport where access is controlled for security reasons must make application for, and wear, Airport security badges. Those individuals must submit personal data for a Security Threat Assessment conducted by the FBI as required by Part 1542 of Federal Transportation Regulations and attend a security training session conducted by the Authority's Operations Department. At the time the application is made, Lessee is responsible for payment of the current fee for fingerprinting and the fee for issuance of an initial security badge for any person to whom this provision applies. The current fees are $30 per badge and $60 per threat assessment. Any badge not returned upon the expiration or earlier termination of this Lease is subject to a $200 fee.

Lessee employees who have their ID Security Badge privileges revoked or suspended may not be escorted on Airport property. Any Lessee employee, or any employee of its contractors or agents that requires unescorted access to the SIDA must be badged with an ID Security Badge by Authority's ID Badging Department and will be subject to CHRC and STA. A new or renewed ID Security Badge will not be issued to an individual until the results of the CHRC and STA are completed and indicate that the applicant has not been convicted of a disqualifying criminal offense. If the CHRC or STA discloses a disqualifying criminal offense, the individual's new or renewed ID Security Badge application will be rejected. The costs of the CHRC and STA will be paid by the Lessee. These costs are subject to change without notice, and Lessee will be responsible for paying for any increase in the costs. The Authority reserves the right to collect all costs related to badging at the time badging service is provided. All badged employees of the Lessee and its contractors or agents must comply with the Authority's regulations regarding the use and display of ID Security Badge. The Authority reserves the right to request the renewal of ID Security Badge for Lessee's employees, contractors and/or agents at any time. If Lessee or any Lessee Parties fail to comply with renewal requirements, as directed by the Authority, the existing ID Security Badge privileges of that individual shall be suspended.

ARTICLE 8
UTILITIES SERVICES

8.01 Distribution Point. The Authority shall be responsible for providing and maintaining throughout the Term of this Lease, water, sewer and electricity to a point to or immediately adjacent to the Air Cargo Building (the "Distribution Point"). Lessee shall be responsible for the full cost to provide and maintain the connection of all utilities from the Distribution Point to the Premises and within the Premises, including the cost of connection, construction, permit, metering, and impact fees related to the connections and all equipment and improvements installed or constructed the Premises. Lessee shall segregate all utilities by a separately metered account in Lessee's name and Authority shall not be responsible for the payment of any utility service used by Lessee. The Authority shall provide and maintain all common areas and areas occupied by the Authority, if any.

8.02 Cable Infrastructure. The Authority owns and maintains the Airport's fiber cable infrastructure

supporting data transmission generated within, to and from the Premises. The Lessee may use the Authority's fiber optic cabling infrastructure for voice and data connectivity. The Lessee will enter into a separate agreement with the Authority, as established on an annual basis by the Authority, for each thousand linear feet of fiber optic cable, for the strands terminated and/or utilized, and for the associated termination points used by the Lessee. The Authority shall provide annual maintenance and any repairs needed for the fiber optic cable. Relocation of the fiber optic cable or additional strands of fiber and all costs attributable thereto shall be Lessee's sole cost and responsibility.

8.03 Additional Infrastructure. If Lessee requires utility infrastructure beyond what currently exists or is available to be extended to the Premises' boundary, Lessee agrees to be solely liable for and to pay the full cost and expense associated with the upgrade, installation and maintenance of all such utility infrastructure related to its use of the Premises and to comply with all provisions required by the City of Sarasota, Sarasota County, or the Authority for acquiring and maintaining such infrastructure.

8.04 No Authority Liability. The Authority shall not be responsible or liable to Lessee for any claims for compensation or any losses, damages or injury whatsoever sustained by Lessee including, but not limited to, those resulting from failure of any water supply, heat, air conditioning, electrical, sewerage or drainage facility, due to natural physical conditions at the Premises, whether on the interior, exterior, surface or underground, including stability, moving, shifting, settlement of ground, or displacement of materials by fire, water, windstorm, tornado, hurricane, act of God or state of war, civilian commotion or riot, pandemic or epidemic, or any other cause beyond the control of the Authority. The Authority shall not be liable for any damage or loss of any personal property placed on or moved to the Premises. All personal property placed on or moved on to the Premises shall be at the sole risk of Lessee and the Authority shall not be liable for any loss or damage thereto, except to the extent such loss or damage was caused by the intentional or gross negligence of the Authority, as limited or otherwise affected by Article 768.28 of the Florida Statutes.

8.05 Easement. Nothing in this Lease shall impair any existing utility easements, nor impair the Authority's right to access any existing utility lines. The Authority reserves the right to grant utility easements, licenses, and rights-of-way to others over, under, though, across, or on the Premises. If the grant or the use of any easement, license, or right of way issued by the Authority interferes with Lessee's use and occupancy of the Premises of Lessee's Services, the Authority shall reimburse Lessee in a timely manner for the direct costs incurred by Lessee directly attributable thereto, which costs shall not include any time or overhead charges attributable to Lessee. Lessee shall furnish the Authority with original source documentation of said direct costs incurred, which documentation shall be used by the Authority as the sole means to determine the amount of reimbursement due to Lessee.

ARTICLE 9
MAINTENANCE AND REPAIRS

9.01 Authority Responsibilities. Authority shall be responsible for and shall perform all structural maintenance and repairs to the Air Cargo Building and all Common Use Areas including (1) the roof structure and membrane, foundation, load bearing walls, and other structural elements, and (2) exterior maintenance, painting and landscaping. Authority retains the right, after giving reasonable advance notice to Lessee, to enter upon the Premises to perform any repair thereon, including utilities which serve, in whole or in part, areas other than the Premises. The Authority shall endeavor to use commercially reasonable efforts to minimize interference with Lessee's activities.

Authority shall maintain the lateral utility lines from the Distribution Point to the air conditioning compressors, security and electrical systems serving the Premises but located outside the Premises, and the exterior of the Air Cargo Building, including dock levelers, exterior walls, roof, and mechanically operated overhead doors attributable to ordinary wear and tear. Authority shall not be responsible for repairs required because of Lessee's improper use, negligence or abuse. Authority shall not be required to make any repairs of any nature to the leasehold improvements installed by or at the expense of Lessee.

9.02 Lessee Responsibilities. Lessee agrees that throughout the Term of this Lease, it will, at its own expense, maintain the Premises in a clean and orderly good state of repair and preservation, ordinary

wear and tear excepted, including but not limited to the interior floors, leasehold improvements, lighting and walls, and all electrical, plumbing, HVAC systems, mechanical systems, utility connections and systems located within the Premises. In addition, Lessee shall be responsible for the cost of repair for any damage to the Premises, Air Cargo Building, pavements, grounds, systems or improvements, including but not limited to HVAC system, landscaped, vehicle parking areas, fencing and gates, and other buildings, facilities, pavements, equipment and improvements caused by Lessee, its agents or employees. All maintenance and repairs performed by Lessee shall be of the quality and class equivalent to the original approved construction or installation, to preserve the Premises and all improvements in good working order and repair.

Except for the items above that are the responsibility of Authority, Lessee will, throughout the Term of this Lease, assume full responsibility for all nonstructural repair and maintenance of the Premises, whether such repair or maintenance are ordinary or extraordinary, and without limiting the generality hereof:

A. Lessee will keep the Premises and all of Lessee's trade and other fixtures, equipment, and personal property that are located on any part of the Premises or Common Use Areas open to or visible by the public, in a clean and orderly condition and appearance as instructed by the Authority.

B. Provide and maintain required fire protection and safety equipment, other than fire retardant system constructed by the Authority, if any, and all health, safety, security and other equipment of every kind and nature required by any law, rule, order, ordinance, resolution, or regulation of any competent authority.

C. Keep all areas of the Premises in a state of good repair subject to reasonable wear and tear.

D. Repair any damage to the surfaces of the Premises and Common Use Areas caused by use of the surfaces more than the approved specifications and planned use or by any oil, gasoline, grease, lubricants or other liquids or substances having a corrosive or detrimental effect thereon.

E. Be responsible for the maintenance and repair of all utility service lines, except common utility lines, if any, including but not limited to, service lines for the supply of water, gas service lines, electrical power and telephone conduits and line, retention ponds, sanitary sewers and storm sewers that are now or that may be subsequently located on the Premises or Common Use Areas and used exclusively by Lessee.

F. All such maintenance, repairs and replacements shall be of commercial and industrial quality equal to the condition of the Premises at the Commencement Date of the Term of this Lease.

9.03 Reimbursement for Authority Repairs. If Lessee fails to perform Lessee's maintenance responsibilities, Authority will have the right, but not the obligation, to perform such maintenance responsibilities, provided Authority has first, in any situation not involving an emergency, by written notice to Lessee, afforded Lessee a period of thirty (30) days within which to correct the failure. Notwithstanding anything to the contrary in this Lease, Authority shall have no responsibility to make any repairs if such repairs or maintenance are required due to any misuse, improper conduct, omission, negligence, or conduct of unauthorized activities on the Premises or Common Use Areas by Lessee, Lessee's employees or Lessee's Parties. Should the Authority elect to make repairs or maintenance caused by the occurrence of any of the foregoing, Lessee shall promptly pay all such costs and expenses incurred by Authority, plus the administrative charge of twenty-five percent (25%), within ten (10) days from the date of the invoice. Failure of Lessee to pay all said costs shall be a condition of default.

9.04 Refuse Disposal. The Lessee shall promptly remove from the Premises and Common Use Areas in a manner and frequency as approved by Authority from time to time all garbage, debris, and other waste materials, whether solid or liquid, arising out of Lessee's use and occupancy of the Premises and Common Use Areas. Any garbage, debris or waste that is temporarily stored on the Premises or Common Use Areas shall be kept in suitable, sealed garbage and waste receptacles, designed to safely and properly contain whatever material may be placed therein. The Lessee shall use extreme care when affecting the

removal of all such waste, which removal shall be performed in such manner and such frequency as required by the Authority.

ARTICLE 10
RULES AND REGULATIONS

10.01 Compliance with All Jurisdictions. Lessee agrees that throughout the Term of this Lease, Lessee shall always remain in compliance with all applicable federal, state, and local laws, statutes, regulations, rules, rulings, orders, ordinances of any kind or nature, as now exist or are hereafter promulgated, including, but not limited to all FAA Advisory Circulars, Airport Rules and Regulations, Minimum Standards for Aeronautical Activities at the Airport, and Authority Ordinances and Directives pertaining to Lessee's Services and its use and occupancy of the Premises.

10.02 Airport Rules and Regulations. Lessee agrees to comply with the requirements set forth in the Airport Minimum Standards and Airport Rules and Regulations, attached as Exhibit C to this Lease, applicable to Lessee's use and occupancy of the Premises and the Airport throughout the Term of this Lease, and Renewal Term. In the event of a conflict between this Lease and the Minimum Standards or Airport Rules and Regulations, Lessee agrees that the more stringent requirement shall apply to Lessee's Activities to the extent permitted herein. In addition, Lessee's use and occupancy of the Premises shall always be conducted in a clean, safe, efficient, first-class professional manner for which Lessee is known, consistent with allocable industry practices, and the degree of care and skill exercised by commercially competing entities performing similar activities at similar airports.

10.03 Permits and Licenses. Lessee agrees that it shall, at its sole cost, obtain, comply with, and maintain current all permits, licenses, certifications, and other governmental authorizations required for Lessee's Services and its use and occupancy of the Premises. Upon the written request of the Authority, Lessee shall immediately provide the Authority with copies of all such permits, licenses, certifications, and authorizations requested by the Authority pursuant to this Article.

10.04 Business Registration. The Lessee warrants and certifies to Authority that Lessee is a commercial entity registered and in good standing in the state where Lessee is headquartered, that it is registered and authorized to do business in the State of Florida, and that the undersigned officer is authorized and empowered to bind Lessee to the terms, covenants and conditions of this Lease by his or her signature thereto.

ARTICLE 11
ENVIRONMENTAL REGULATIONS

11.01 General Conditions.

Notwithstanding any other provisions of this Lease, and in addition to all other requirements of this Lease or any other covenants, representations, or warranties of Lessee, Lessee hereby expressly covenants, warrants, and represents to Authority, in connection with Lessee's use and occupancy of the Premises and at the Airport, the following:

A. Lessee is knowledgeable of and agrees to comply with all applicable Environmental Laws that apply to Lessee's Services at its Premises and at the Airport. Lessee acknowledges that such Environmental Laws change from time to time, and Lessee agrees that it shall keep up-to-date and informed of any such future changes affecting Lessee.

B. In addition to any and all other requirements of Lessee to indemnify and hold Authority harmless contained in this Lease, to the maximum extent permitted by State law, Lessee agrees to indemnify and defend and hold harmless Authority and all other Indemnified Parties from all costs, claims, demands, actions, liabilities, complaints, fines, citations, violations, or notices of violation arising from or attributable to: (i) any violation by Lessee or any of its Lessee Parties of such applicable Environmental Laws and for any non-compliance by Lessee or any of its Lessee Parties with any

permits issued to Lessee pursuant to such Environmental Laws, (ii) a presence or release of Hazardous Substances into the environment caused in whole or in part by Lessee or any of its Lessee Parties at its Premises or the Airport, or the subsurface, waters, air, or ground thereof, in excess of levels allowable by Environmental Laws, or the violation of any Environmental Laws due to Lessee's or its Lessee Parties' management, control, authorization, handling, possession, or use of Hazardous Substances at its Premises or elsewhere at the Airport; (iii) any breach by Lessee of any of the requirements of this Article 22; (iv) Lessee's remediation or failure to remediate Hazardous Substances as required by this Lease; which indemnity will include, but not be limited to, enforcement actions to assess, abate, remediate, undertake corrective measures, and monitor environmental conditions and for any monetary penalties, costs, expenses, or damages, including natural resource damages, imposed against Lessee or its Lessee Parties or against Authority by reason of Lessee's or its Lessee Parties' violation or non-compliance with Environmental Laws. The Lessee's obligations hereunder will survive the termination of the Term of this Lease, and will not be affected in any way by the amount of or the absence in any case of covering insurance or by the failure or refusal of any insurance carrier to perform any obligation on its part under insurance policies affecting the Airport or any part thereof, except that, in the event that Authority recovers funds from insurance carriers in connection with claims associated with (i), (ii), (iii) or (iv) above, Authority may not recover the same funds from Lessee; and provided, further, that the foregoing indemnity obligations are subject to the provisions of paragraphs (C) and (D) of Article 16 to the extent applicable.

C. The Lessee agrees to cooperate with any investigation, audit, or inquiry by Authority or Governmental Authority regarding possible violation of any Environmental Law upon the Premises or elsewhere at the Airport.

D. The Lessee agrees that all remedies of Authority as provided herein regarding violation of any Environmental Laws will be deemed cumulative in nature and will survive termination of this Lease.

E. The Lessee agrees that any notice of violation, notice of non-compliance, or other enforcement action of the nature described herein shall be provided to Authority within twenty-four (24) hours of receipt by Lessee or Lessee's agent. In the event Authority receives a notice of violation, notice of non-compliance, or other enforcement actions of the nature described herein, it will promptly provide that notice to Lessee. Any violation or notice of violation or non-compliance with an Environmental Law that Lessee fails to rectify within the cure period established in the "Default and Termination" Article of this Lease shall be deemed a condition of default under this Lease.

F. In entering this Lease, Authority expressly relies on the covenants, representations, and warranties of Lessee as stated herein.

11.02 Environmental Considerations.

A. The Lessee and its Lessee Parties will not discharge or spill any Hazardous Substance into any component of the storm drainage system or onto any paved or unpaved area within the boundaries of the Premises. In addition, neither Lessee nor any Lessee Party will discharge or spill any Hazardous Substance into any component of the sanitary sewer system without first neutralizing or treating same as required by applicable anti-pollution laws or ordinances, in a manner satisfactory to Authority and other Governmental Authorities having jurisdiction over or responsibility for the prevention of pollution of canals, streams, rivers, bays, and other bodies of water. The Lessee's discharge, spill or introduction of any Hazardous Substance onto the Premises or into any component of Authority's sanitary or storm drainage systems will, if not remedied by Lessee with all due dispatch, at the sole discretion of Authority, be deemed an Event of Default and cause for termination of this Lease by the Authority, subject to notice and cure. Such termination will not relieve Lessee of or from liability for such discharge or spill.

B. If Lessee is deemed to be a generator of hazardous waste, as defined by Applicable Laws, Lessee will obtain a generator identification number from the EPA and the appropriate generator permit

and will comply with all Applicable Laws, including but not limited to, ensuring that the transportation, storage, handling, and disposal of such hazardous wastes are conducted in full compliance with Applicable Laws.

C. The Lessee agrees to provide Authority, within ten (10) days of the Authority's request, copies of all hazardous waste permit application documentation, permits, monitoring reports, transportation, responses, storage and disposal plans, safety data sheets and waste disposal manifests prepared or issued in connection with Lessee's use and occupancy of the Premises and the Airport.

D. At the end of the Term of this Lease, Lessee will dispose of all solid and hazardous wastes and containers in compliance with all Applicable Laws. Copies of all waste manifests will be provided to Authority at least thirty (30) days prior to the end of the Term of this Lease.

11.03 Prior Environmental Impacts. Nothing in this Article will be construed to make Lessee liable in any way for any environmental impacts or release of Hazardous Substances affecting the Premises that occurred prior to Lessee's entry upon the Premises or that occurred because of the actions of the Authority or any of its employees, contractors or agents.

11.04 Off-Site Environmental Impacts. Nothing in this Article will be construed to make Lessee liable in any way for any environmental impacts or release of Hazardous Substances affecting the Premises that occur because of the migration or flow to the Premises from verifiable or documented environmental impacts that is not attributable to Lessee's activities at the Premises.

11.05 Petroleum Storage Systems. At Lessee's expense, Lessee shall be liable for compliance with all Environmental Laws attributable to Lessee's Services and use and occupancy of the Premises, including but not limited to, the regulations of the FDEP as stated in Chapters 62-761 and 62-762, FAC, the requirements of the Federal Oil Pollution Prevention regulation found in Title 40 of the Code of Federal Regulations Part 112 (40 CFR Part 112), as well as the requirements of the EPC, as may be amended or replaced, pertaining to petroleum storage tank and piping system construction, operation, inspection, and compliance monitoring programs; release detection methods and procedures; maintenance; and preventative maintenance programs. The Lessee will be responsible for all spillage, overflow, or escape of gases, petroleum or petroleum products, and for all fines and penalties in connection therewith. All petroleum storage systems will be registered by Lessee, and Lessee will display the registration placard as required by law.

Lessee will train its employees and employees of fuel suppliers in proper fuel delivery and dispensing procedures with an emphasis on safety as well as on spill prevention and response. All fuel delivered to or dispensed from fuel farm facilities will be attended by a person who has completed an FAA-approved aircraft fueling training program. The Lessee will comply with all requirements of 40 CFR Part 112, as may be revised or amended. As a result, Lessee will prepare and implement a Spill Prevention Control and Countermeasure plan as applicable. Notification and response related to the spill or release of petroleum products will maintain compliance with FDEP regulations as well as EPC's requirements.

Lessee will strictly comply with safety and fire prevention ordinances of the City of Sarasota, Sarasota County and all applicable safety regulations at the Premises that may be adopted by Authority. The Lessee will provide adequate fire extinguishers and will establish a fuel dispensing operations manual for its employees and submit a copy to Authority. The Lessee is responsible for all costs and expenses that may be incurred because of compliance with this Article.

11.06 Stormwater. Notwithstanding any other provisions or terms of this Lease, Lessee acknowledges that the Air Cargo Building and other properties within the Airport or on Authority-owned land are subject to stormwater rules and regulations. The Lessee agrees to observe and abide by such stormwater rules and regulations as may be applicable to the Premises or the Airport, and, if applicable, Lessee hereby expressly covenants, warrants, and represents to Authority, in connection with Lessee's Service and use and occupancy of the Premises, the following:

A. Lessee is required to submit a Notice of Intent to use the State of Florida Multi-Sector Generic Permit for Stormwater Discharge Associated with Industrial Activity. The Authority and Lessee both acknowledge that close cooperation is necessary to ensure compliance with any applicable stormwater discharge permit terms and conditions, as well as to ensure safety and to minimize the cost of compliance. The Lessee acknowledges further that it may be necessary to undertake actions to minimize the exposure of stormwater to "significant materials" (as such term may be defined by applicable stormwater rules and regulations) generated, stored, handled, or otherwise used by Lessee by implementing and maintaining Best Management Practices (BMPs). The Lessee will establish a BMP plan for the Premises and submit a copy to Authority.

B. Lessee shall be knowledgeable of any stormwater discharge permit requirements applicable to Lessee and with which Lessee will be obligated to comply. The submittal of a Notice of Intent will be made by Lessee to the FDEP, and a copy will be submitted to Authority. Lessee is required to comply with the following requirements including, but not limited to, certification of non-stormwater discharges; collection of stormwater samples; preparation of a Stormwater Pollution Prevention Plan or similar plans; implementation of BMPs; and maintenance and submittal of necessary records. In complying with such requirements, Lessee will observe applicable deadlines set by the regulatory agency that has jurisdiction over the permit. Lessee agrees to undertake, at its sole expense, those stormwater permit requirements for which it has received written notice from the regulatory agency and that applies to the Premises, and Lessee agrees that it will hold harmless and indemnify Authority for any violations or non-compliance with any such permit requirements.

11.07 Environmental Inspection at Expiration of Term

A. At Authority's discretion, at least one hundred and twenty (120) days before the expiration or early termination of the Term as provided herein, Lessee will conduct an environmental inspection and examination of the Premises. At its discretion, Authority may complete environmental reviews to determine if recognized environmental conditions exist that could warrant soil and groundwater sampling. If warranted by the findings of Lessee or Authority's inspection or if requested by Authority, a compliance audit or site assessment will be performed within the time provided by a qualified professional acceptable to Authority who will report the findings to Authority. The cost for professional consulting or engineering services required for such audit will be at the expense of Lessee. If a site assessment is conducted, Lessee agrees to pay all associated laboratory and testing fees incurred to test and analyze samples collected during the site assessment process. The Authority may also choose to conduct the compliance audit or site assessment. If the results of the assessment indicate that the Premises have been impacted by the release of Hazardous Substances, Lessee will immediately take such action as is necessary and will provide a substantial guaranty in a form and content acceptable to Authority that Lessee will clean up the contamination at its own expense, at no expense to Authority, and in accordance with Applicable Laws to the extent that it is obligated to do so by virtue of the foregoing provisions of this Article.

B. During the period of cleanup due to the environmental condition of the Premises or common use areas, Lessee's obligations, including the payment of Rent, fees, charges and assessments, under the existing terms of this Lease will continue in full force and effect, in addition to any other damages for which Lessee may be liable.

C. The firm conducting cleanup work must be approved by Authority, and the methodology used by such firm must be consistent with engineering practices and methods required by Governmental Authority and must be reasonably acceptable to Authority.

11.08 Clean Air and Water Pollution Control. Lessee agrees to comply with all applicable standards, orders, and regulations issues pursuant to the Clean Air Act (42 U.S.C. Sections 7401-7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. Sections 1251-1387). Lessee agrees to report any violation to the Authority immediately upon discovery. The Authority assumes responsibility to notify

the Environmental protection Agency (EPA) and the Federal Aviation Administration.

11.09 Radon Gas Notice. In accordance with requirements of the State, the following notification statement will be included in all agreements relating to rental of real property. This is provided for information purposes only. Radon is a naturally occurring radioactive gas that, when it has accumulated in a building in sufficient quantities, may present health risks to people who are exposed to it over time. Levels of radon that exceed Federal and State guidelines have been found in buildings in Florida. Additional information regarding radon and radon testing may be obtained from your county health department.

ARTICLE 12
OPERATIONAL STANDARDS

12.01 Airport Operations. Lessee expressly agrees for itself, its sublessees, successors and assigns to prevent any use of the Premises that would interfere with or adversely affect the operation, maintenance or development of the Airport, or otherwise constitute an Airport hazard; provided that the activities and any other use of the Premises permitted in accordance with the terms, covenants and conditions of this Lease and the Minimum Standards shall not be deemed to interfere with or adversely affect the operation, maintenance of development of the Airport or otherwise constitute an Airport hazard.

12.02 Vehicles and Equipment. Lessee will provide all necessary vehicles, equipment, personnel and other apparatuses necessary to conduct its Services. Lessee will ensure that all vehicles and equipment owned or operated by Lessee, its vendors and/or contractors, will not be parked in a manner that interferes in any way with any operations at the Airport or its tenants and users. Lessee vehicles and equipment and those of its vendors and/or contractors shall be parked in designated parking areas as instructed by the Authority. No vehicle shall access the AOA unless directly related to Lessee's business operations. All vehicles driven, escorted, or parked on the AOA must meet the Authority's minimum insurance requirements and all applicable Airport Rules and Regulations, ordinances, directives and security requirements. All vehicles, including those of Lessee's Parties, excluding escorted vehicles, accessing the AOA must bear Lessee's identification on both sides of the vehicle, which should be identifiable at a minimum distance of fifty (50) feet. The Lessee shall also display the Authority's vehicle decal. Information regarding vehicle access to the AOA is available from Authority's Badging Office. All people accessing the AOA must adhere to the Authority's SIDA training, Airport Security Program, and TSA regulations. Lessee shall verify that Lessee Parties who operate motorized vehicles on Airport property have a valid driver's license. Lessee shall provide evidence in writing of such verification within fifteen (15) days of written request by the Authority. If Lessee fails to provide verification or if Lessee's Party is found to be driving on Airport property without a valid driver's license, the Authority shall revoke the offending driver's ID Media and may assess liquidated damages against Lessee for up to $1,000 per occurrence. Said liquidated damages shall be due and payable within fifteen (15) days of said notice.

Lessee shall conduct and maintain monthly inspection and audits to confirm the status of the driver's licenses of Lessee Parties to ensure that they possess and maintain a valid driver's license. Such audits shall be provided to Authority upon fifteen (15) days' written request by Authority.

12.03 Conduct on Premises. Lessee further covenants and agrees to observe and obey, and to require all Lessee's Parties to observe and obey, all Airport Rules and Regulations, Authority Ordinances and Directives, including any amendments and supplements thereto, regulating Lessee's use and occupancy of the Premises and the Airport as may be promulgated from time to time by the Authority throughout the Term of this Lease. The obligation of Lessee to require such observance and compliance on the part of Lessee's Parties shall always apply while such Parties are on any portion of the Premises or the Airport. Lessee use and occupancy of the Premises and the Airport shall always be conducted in a professional, safe, orderly, and commercially prudent manner, consistent with the nature of such operations so as not to interfere with the activities of other Airport tenants and users. Lessee shall control all conduct, demeanor, and appearance of Lessee Parties on the Premises and the Airport and, upon objection by the Authority concerning any conduct, demeanor, or appearance of any such Parties, shall immediately take all reasonable steps necessary to remove the cause of the Authority's objection.

12.04 Nuisance. Lessee shall not commit any physical nuisance on the Premises and shall not do or permit any of its Parties to do anything which would create or require such a nuisance on the Premises. Lessee shall not create nor permit to be caused or created upon the Premises or the Airport any kind of obnoxious odor, smoke, noxious gases, fumes, or vapors. The creation of reasonably clean exhaust fumes by the operation of internal combustion engines shall not be a violation of this Lease, provided such engines are well maintained and operated in a visibly clean, safe, efficient and proper manner.

12.05 Broadcast Frequencies. If Lessee installs any type of radio transceiver or other wireless communications equipment, Lessee shall be required to provide frequency protection within the aviation air/ground VHF frequency band and the UHF frequency band in accordance with restrictions promulgated by the FAA for the vicinity of FAA Transmitter or Receiver facilities. Frequency protection will also be provided for all other frequency bands operating in the vicinity of Lessee's equipment. Should interference occur because of Lessee's installations or transmissions, the Authority reserves the right to shut down any of Lessee's installations or transmissions until appropriate remedies to the interference are made by Lessee. Such remedies may include relocation to another site. The cost of all such efforts to remedy the interference will be solely at Lessee's expense.

12.06 Vapors and Smoke. The Lessee shall not create nor permit it to be created upon the Premises, the Common Use Areas, or elsewhere on the Airport, any obnoxious odor, smoke or noxious gases or vapors. The creation of exhaust fumes by the operation of internal-combustion engines or engines of other types, so long as such engines are well maintained and are being operated in a proper manner, shall not be a violation of this Lease.

12.08 Noise and Vibrations. Lessee shall comply with the noise mitigation measures established by the Authority to mitigate noise impacts of Lessee's Services and its use and occupancy of the Premises and the Airport outside the boundaries of the Airport, such as utilizing designated areas for engine run-up activities.

12.09 Disposal of Garbage. Lessee shall promptly remove from the Premises in a timely manner all refuge, waste, garbage, debris, and non-hazardous materials, whether liquid or solid, arising out of Lessee's Services, it's the use and occupancy of the Premises, and any activities conducted thereon. All refuge, waste, garbage, debris, and non-hazardous waste materials may be temporarily stored on the Premises in suitable garbage and waste receptacles made of metal and equipped with tight fitting doors and covers designed to contain the material deposited therein safely and securely.

12.10. Pest Control. Lessee shall provide monthly commercial pest control and elimination services to ensure the Premises is always clean, sanitary, and free from rubbish, refuse, food scraps, garbage, dust, dirt, rodents, insects, and other offensive and unclean materials. The Authority shall determine whether Lessee is following these obligations and shall provide Lessee with written notice of any violations of Lessee's obligations. Immediately upon receipt of a written notice of a violation from the Authority's, Lessee shall immediately commence such corrective action as required by Authority as may be necessary to remedy such non-compliance to the satisfaction of the Authority.

12.11 Vehicular Parking. Lessee shall not allow Lessee's Parties to park vehicles within the grass areas near the Premises or in other areas of the Airport that are not leased to Lessee without the prior written approval of the Authority, which consent may be granted or withheld based on the Authority's sole and absolute discretion.

12.12 Derelict Vehicles and Equipment. Lessee shall not permit the temporary or permanent storage of any derelict vehicle or equipment on the Premises. Lessee shall cause any derelict vehicle and equipment to be removed from the Premises within twenty-four (24) hours after the receipt of written notice from the Authority.

12.13 Accessibility of Utility Systems. Lessee shall not interfere with the effectiveness or accessibility of the utilities systems installed or located on or about the Premises or the Airport that are used

by other tenants or users of the Airport.

12.14 Overloading Paved Areas. Lessee shall not misuse or overload any aircraft pavement, vehicle pavement, office floor, pedestrian sidewalk or other paved areas on the Premises or on the Airport and shall promptly repair any paved area or floor, including the subbase and all supporting members, damaged by any overloading. The Lessee shall further be responsible for the repair of all pavements and floor area damaged by non-conforming use.

12.15 Hazardous Operations. Lessee shall not do or permit to be done any act or thing to be done on the Premises that (a) will invalidate any insurance policy covering the Premises or the Airport; or (b) create an unhealthy, unsafe or hazardous condition considering the risks normally attendant upon the use and occupancy of the Premises permitted by this Lease.

12.16 Flammable Liquids. All flammable liquids that are kept or stored at the Premises shall always be handled, stored, and used in accordance with all applicable federal, state, and local laws. Lessee shall not keep or store flammable liquids within any covered and enclosed portion of the Premises or Common Use Areas greater than Lessee's work requirements. Any such liquids having a flash point of less than 110 degrees Fahrenheit will be kept and stored in safety containers approved by Underwriters Laboratories for the material stored.

12.17 Testing of Fire Systems. From time to time, and as often as may be requested by the Authority or any other governmental agency with jurisdiction, Lessee shall conduct water pressure, water flow, and performance tests of all fire-retardant sprinkling systems, extinguishing systems, and fire prevention equipment located on the Premises.

12.18 Evacuation and Hurricane Plans. Within thirty (30) days following a written request by the Authority, Lessee shall provide the Authority with an emergency evacuation and hurricane plan consistent with the Authority's emergency evacuation and hurricane plan for the Airport. Lessee's plan shall include detailed procedures and actions to be taken by Lessee, Lessee's employees and Parties if an evacuation directive is issued by the Authority or a hurricane alert warning is issued and in effect. Lessee shall review and update its plan annually, or more promptly as requested by the Authority.

12.19 Vending Machines. Lessee shall not place any vending machines or similar devices on or outside the Premises including, but not limited to, beverage, food, or other commodities dispensers, on the exterior of the Air Cargo Building, Common Use Areas, or any other location on the Airport without the prior written approval of the Authority.

ARTICLE 13
FLORIDA PUBLIC RECORDS LAW

IF LESSEE HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, REGARDING LESSEE'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS LEASE, THE LESSEE IS INSTRUCTED TO CONTACT THE AUTHORITY'S RECORD RETENTION DEPARTMENT AT (941) 359-2770, EXT. 4223 OR THIRD FLOOR, 6000 RICK PICCOLO DRIVE, SARASOTA, FLORIDA 34243. Lessee agrees in accordance with Florida Statute 119.0701 to comply with public records laws including the following:

A. Keep and maintain public records to perform Lessee's Services or as otherwise required by the Authority.

B. Upon request from Authority's custodian of public records, provide the Authority with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes or as otherwise provided by law.

C. Ensure that public records that are confidential or exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the Term of this Lease and following completion of the Term of this Lease.

D. Upon completion of the Term of this Lease, keep and maintain public records required by the Authority to perform Lessee's Services. The Lessee shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the Authority, upon request from Authority's custodian of public records, in a format that is compatible with the information technology systems of the Authority.

E. The Authority maintains its records in electronic form in accordance with the State of Florida record retention schedules. As a result, the original copy of this document shall be scanned and stored electronically as the authoritative record copy as part of the Authority's record management process.

ARTICLE 14
AUDITS AND INSPECTIONS

14.01 Audits, Inspections and Engagements. At any time or times during the Term of this Lease or within three (3) years after the end of the Term of this Lease, the Authority, Federal Aviation Administration and Comptroller General of the United States, or its respective duly authorized representative, shall be permitted to initiate and perform audits, inspections or attestation engagements over Lessee's records for the purpose of substantiating the accuracy of payments to the Authority or Lessee's compliance with other provisions of this Lease. Free and unrestricted access shall be granted to all of Lessee's records directly pertinent to this Lease for purposes of substantiating payments or compliance. If the records are maintained at locations other than the Airport, Lessee shall arrange for said records to be brought to a location convenient to the auditors to conduct the engagement as set forth in this Article. In the event Lessee maintains the needed documentation in electronic format, upon request from said auditors, Lessee shall provide a download or extract of data files in a computer readable format acceptable to the Authority at no additional cost. The Authority, Federal Aviation Administration and Comptroller General have the right during the engagement to interview Lessee's employees, contractors, and subcontractors, and to make photocopies of records as needed. If, because of any engagement, it is established that Lessee owes additional rents, fees, charges or assessments to the Authority, Lessee shall pay additional rents, fees, charges or assessments, and Authority may assess interest in accordance with this Lease.

14.02 Access to Records. Lessee agrees to deliver or provide access to all records requested by the Authority, Federal Aviation Administration and the Comptroller General of the United States, within fifteen (15) calendar days of each request. The Parties recognize that the Authority, Federal aviation Administration and Comptroller General may incur additional costs if records requested by the auditors are not provided in a timely manner and that the amount of those costs is difficult to determine with certainty. Consequently, the Parties agree that Authority may assess liquidated damages in the amount of one hundred dollars ($100.00) per calendar day, in addition to all other contractual financial requirements, for each item contained in a records request where Lessee is late in submitting requested records to perform the engagement. Accrual of said fee shall continue until specific performance is accomplished. The Parties expressly agree that these liquidated damages are not a penalty and represent reasonable estimates of fair compensation for the losses incurred that reasonably may be anticipated from Lessee's failure to comply.

ARTICLE 15
CIVIL RIGHTS

15.01 Title VI List of Pertinent Nondiscrimination Acts and Authorities. During the performance of this Lease, Lessee, for itself, its assignees, and successors in interest (hereinafter collectively the "Lessee") agrees to comply with the following non-discrimination statutes and authorities, including but not limited to:

A. Title VI of the Civil Rights Act of 1964 (42 USC § 2000 d et seq., 78 stat. 252) (prohibits discrimination based on race, color, national origin).

B. 49 CFR part 21 (Non-discrimination in Federally-assisted programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964).

C. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 USC § 4601) (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects).

D. Section 504 of the Rehabilitation Act of 1973 (29 USC § 794 et seq.), as amended (prohibits discrimination based on disability); and 49 CFR part 27.

E. The Age Discrimination Act of 1975, as amended (42 USC § 6101 et seq.) (prohibits discrimination based on age).

F. Airport and Airway Improvement Act of 1982 (49 USC § 471, Section 47123), as amended (prohibits discrimination based on race, creed, color, national origin, or sex).

G. The Civil Rights Restoration Act of 1987 (PL 100-209) (broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, the Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and Lessees, whether such programs or activities are Federally funded or not).

H. Titles II and III of the Americans with Disabilities Act of 1990, which prohibit discrimination based on disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 USC §§ 12131 – 12189) as implemented by U.S. Department of Transportation regulations at 49 CFR parts 37 and 38.

I. The Federal Aviation Administration's Nondiscrimination statute (49 USC § 47123) (prohibits discrimination based on race, color, national origin, and sex).

J. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations.

K. Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 USC 1681 et seq).

15.02 Compliance with Nondiscrimination Requirements. During the performance of this Lease, Lessee agrees as follows:

A. Compliance with Regulations. Lessee will comply with the Title VI List of Pertinent Nondiscrimination Acts and Authorities, as they may be amended from time to time, which are herein incorporated by reference and made a part of this Lease.

B. Nondiscrimination. Lessee, regarding the work performed by it during the Agreement, will not discriminate on the grounds of race, color, national origin, creed, gender, age, or disability in the selection and retention of contractors, vendors and suppliers, including procurements of materials and leases of equipment. The Lessee will not participate directly or indirectly in the discrimination prohibited by the Nondiscrimination Acts and Authorities, including employment practices when the Agreement covers any activity, project, or program set forth in Appendix B of 49 CFR part 21.

C. Solicitation of Agreements and Procurements of Materials and Equipment. In all solicitations, either by competitive bidding or negotiation made by the Lessee for work to be performed under a contract pursuant to this Lease, including procurements of materials, or leases of equipment, each potential

contractor, vendor or supplier will be notified by the Lessee of the contractor, vendor and supplier's obligations under this Lease and the Nondiscrimination Acts and Authorities on the grounds of race, color, national origin, creed, gender, age, or disability.

D. Information and Reports. Lessee will provide all information, records and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Sponsor or the Federal Aviation Administration to be pertinent to ascertain compliance with such Nondiscrimination Acts and Authorities and instructions. Where any information required of the Lessee is in the exclusive possession of another who fails or refuses to furnish the information, the Lessee will certify to the Sponsor or the Federal Aviation Administration, as appropriate, and will set forth what efforts it has made to obtain the information.

E. Sanctions for Noncompliance. In the event of Lessee's noncompliance with the non-discrimination provisions of this Lease, the Authority shall impose such sanctions as it or the Federal Aviation Administration may determine to be appropriate, including, but not limited to:

1. Withholding any payments to the Lessee under the Lease until the Lessee complies; and/or
2. Cancelling, terminating, or suspending this Lease, in whole or in part.

F. Incorporation of Mandatory Provisions. The Lessee shall include the provisions of Paragraphs A through F of this Article in each Federal and non-Federal funded contract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. Lessee shall act with respect to any Agreement or procurement as the Sponsor or the Federal Aviation Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided that if Lessee becomes involved in, or is threatened with litigation by a contractor, vendor or supplier because of such direction, Lessee may request the Authority to enter any litigation to protect the interests of the Authority. In addition, the Lessee may request the United States to enter the litigation to protect the interests of the United States.

ARTICLE 16
WOMAN & MINORITY-OWNED BUSINESS ENTERPRISES

W/MBE Commitment. The Authority is committed to the participation of Woman and Minority-Owned Business Enterprises (W/MBEs) in non-concession, non-federally funded contracting opportunities in accordance with Authority W/MBE Policy and Program. L will take all necessary and reasonable steps in accordance therewith to ensure that W/MB Es are encouraged to compete for and perform work under this Agreement.

16.01 Non-Discrimination.

A. Lessee shall not discriminate based on race, color, national origin, or sex in the performance of this Agreement. Lessee will carry out applicable requirements of Authority W/MBE Policy and Program in the award and administration of this Agreement. Failure by Lessee to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy as Authority deems appropriate.

B. Lessee agrees that it will not discriminate against any business owner because of the owner's race, color, national origin, or sex in connection with the award or performance of any agreement, contract, or lease agreement.

C. Lessee agrees to include the statements in paragraphs (A) and (B) above in any subsequent agreement or Agreement that it enters and cause those businesses to similarly include the statements in further agreements or Agreements.

16.02 W/MBE Participation.

A. W/MBE Expectancy: No specific expectancy for W/MBE participation has been established for this Agreement; however, Lessee agrees to make a good faith effort, in accordance with Authority W/MBE Policy and Program, throughout the Term of this Agreement, to Agreement with W/MBE firms certified as a woman-owned or minority-owned business by the State of Florida Department of Management Services, Office of Supplier Diversity, or as a Disadvantaged Business Enterprise (DBE) under the Florida Unified Certification Program pursuant to 49 CFR Part 26 in the performance of this Agreement.

B. W/MBE Termination and Substitution: Lessee is prohibited from terminating or altering or changing the scope of work of a W/MBE Agreement or except upon written approval of Authority in accordance with Authority procedures relating to W/MBE terminations contained in the W/MBE Policy and Program. Failure to comply with the procedure relating to W/MBE terminations or changes during this Agreement will be a material violation of this Agreement and will invoke the sanctions for non-compliance specified in this Agreement and the W/MBE Policy and Program.

C. Monitoring: Authority will monitor the ongoing good faith efforts of Lessee in meeting the requirements of this Article. Authority will have access to the necessary records to examine such information as may be appropriate for the purpose of investigating and determining compliance with this Article, including, but not limited to, records, records of expenditures, Agreements between Lessee and the W/MBE participant, and other records pertaining to W/MBE participation, which Lessee will maintain for a minimum of three years following the end of this Agreement. Opportunities for W/MBE participation will be reviewed prior to the exercise of any renewal, extension or material amendment of this Agreement to consider whether an adjustment in the W/MBE requirement is warranted. Without limiting the requirements of this Agreement, Authority reserves the right to review and approve all sub-leases or Agreements utilized by the Lessee for the achievement of these goals.

D. Prompt Payment: Lessee agrees to pay each contractor under this Agreement for satisfactory performance of its Agreement no later than ten (10) calendar days from the receipt of each payment Lessee receives from Authority. Lessee agrees further to release retainage payments to each contractor within ten (10) calendar days after the contractor's work is satisfactorily completed. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of Authority. This clause applies to both W/MBE and non-W/M BE companies.

ARTICLE 17
FEDERAL AND STATE REGULATIONS

17.01 Certification Regarding Tax Delinquency and Felony Convictions. Lessee shall complete the following two certification statements. The applicant must indicate its status as it relates to tax delinquency and felony conviction by inserting a checkmark in the space following the applicable response. Lessee agrees that it will incorporate this provision for certification in all contracts.

A. It is not a corporation that has any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.

B. It is not a corporation that was convicted of a criminal violation under any Federal law within the preceding 24 months.

If Lessee responds in the affirmative to either of the above representations, Lessee must provide information to the Authority about its tax liability or conviction to the Authority, who will then notify the FAA Airports District Office, which will then notify the agency's SDO to facilitate completion of the required considerations before award decisions are made. For purposes of this certification, the following definitions apply:

Felony Conviction: Felony conviction shall mean a conviction within the preceding twenty-four (24) months of a felony criminal violation under any Federal law and includes conviction of an offense defined in a section of the U.S. code that specifically classifies the offense as a felony and conviction of an offense that is classified as a felony under 18 U.S.C. § 3559.

Tax Delinquency: A tax delinquency shall mean any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.

17.02 Federal Fair Labor Standards Act. All contracts issued by Lessee pursuant to this Lease shall incorporate by reference the provisions of 29 CFR part 201, the Federal Fair Labor Standards Act (FLSA), with the same force and effect as if given in full text. The FLSA sets minimum wage, overtime pay, recordkeeping, and child labor standards for full and part-time workers. Lessee has full responsibility to monitor compliance with the referenced statute or regulation. Lessee shall address any claims or disputes that arise from this requirement directly with the U.S. Department of Labor – Wage and Hour Division.

17.03 Immigration and Nationality Act. Lessee shall utilize the U.S. Department of Homeland Security's E-Verify system to verify the eligibility of all employees. The Authority will consider the employment of unauthorized aliens by the Lessee as a violation of Section 274(A) of the Immigration and Nationality Act. If the Lessee knowingly employ an unauthorized alien, such violation shall be sufficient cause for unilateral termination of this Agreement by the Authority.

17.04 Trade Restriction Certification. This certification concerns a matter within the jurisdiction of an agency of the United States of America and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18 USC Section 1001. Lessee shall provide immediate written notice to the Authority if Lessee learns that this certification or that of a contractor, or any other agent of Lessee, was erroneous when submitted or has become erroneous by reason of changed circumstances. Lessee must require each of its contractors, and any other agent of Lessee, to provide immediate written notice to the Authority if at any time it learns that its certification was erroneous because of changed circumstances. Unless the restrictions of this clause are waived by the Secretary of Transportation in accordance with 49 CFR 30.17, no contract shall be awarded to any individual or entity:

A. who is owned or controlled by one or more citizens or nationals of a foreign country included on the list of countries that discriminate against U.S. firms published by the USTR; or

B. whose contracts are owned or controlled by one or more citizens or nationals of a foreign country on such a USTR list; or

C. who incorporates in the public works project any product of a foreign country on such USTR list.

Nothing contained in the foregoing shall be construed to require establishment of a system of records to render, in good faith, the certification required by this provision. The knowledge and information of Lessee is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings. Lessee may rely on the certification of a prospective contractor or agent that it is not a firm from a foreign country included on the list of countries that discriminate against U.S. firms as published by USTR, unless Lessee has knowledge that the certification is erroneous. This certification is a material representation of the fact upon which reliance was placed when making an award. If it is later determined that Lessee or its contractors, or any other agent of Lessee knowingly rendered an erroneous

certification, the FAA may direct through the Authority cancellation of this Lease for default at no cost to the Authority or the FAA.

17.05 Certification Regarding Lobbying. Lessee certifies, to the best of its knowledge and belief, that no Federal appropriated funds have been paid or will be paid, by or on behalf of any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of this Lease or any Federal Agreement, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal Agreement, grant, loan, or cooperative agreement. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal Agreement, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

17.06 Occupational Safety and Health Act. All contracts issued by Lessee pursuant to this Lease shall incorporate by reference the requirements of 29 CFR Part 1910 with the same force and effect as if given in full text. The employer must provide a work environment that is free from recognized hazards that may cause death or serious physical harm to the employee. The employer retains full responsibility to monitor its compliance and their contractor's compliance with the applicable requirements of the Occupational Safety and Health Act of 1970 (20 CFR Part 1910). The employer must address any claims or disputes that pertain to a referenced requirement directly with the U.S. Department of Labor – Occupational Safety and Health Administration.

17.07 Clean Air and Water Pollution Control. Lessee agrees to comply with all applicable standards, orders, and regulations issued pursuant to the Clean Air Act (42 USC §§ 7401-7671 q) and the Federal Water Pollution Control Act as amended (33 USC §§ 1251-1387). The Lessee agrees to report any violation to the Owner immediately upon discovery. The Owner assumes responsibility for notifying the Environmental Protection Agency (EPA) and the Federal Aviation Administration. Lessee must include this requirement in all Agreements that exceed $150,000.

17.08 Prohibition of Certain Telecommunications and Video Surveillance Services or Equipment. Lessee agrees to comply with mandatory standards and policies relating to use and procurement of certain telecommunications and video surveillance services or equipment in compliance with the National Defense Authorization Act Public Law 115-232 § 889(f)(1)].

17.09 Veteran's Preference. In the employment of personnel, excluding executive, administrative, and supervisory positions, Lessee shall give preference to covered veterans as defined within Title 49 United States Code Section 47112. Covered veterans include Vietnam-era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns, as defined by 15 USC 632, owned, and controlled by disabled veterans. This preference only applies when there are covered veterans readily available and qualified to perform the work to which the employment relates.

17.10 Americans with Disabilities Act. Lessee will comply with the applicable requirements of the Americans with Disabilities Act; the Florida Americans with Disabilities Accessibility Implementation Act; Florida Building Code, Florida Accessibility Code for Building Construction; and any similar or successor laws, ordinances, rules, standards, codes, guidelines, and regulations and will cooperate with the Authority concerning the same matter.

17.11 Public Entity Crimes. As provided in Article 287.132-133, Florida Statutes, by entering, into this Lease or performing any work in furtherance hereof, Lessee certifies that it, its affiliates, tenants, subtenants, contractors, subcontractors, vendors, suppliers and Lessees who will perform hereunder, have not been placed on the convicted vendor list maintained by the State of Florida Authority of Management Services within thirty-six (36) months immediately preceding the Effective Date of this Lease. This notice is required by Article 287.133(3)(a), Florida Statutes. The Authority, before it executes this Lease, shall require

Lessee to supply the Authority with a Sworn Statement on Public Entity Crimes, attached hereto and incorporated herein as Exhibit D, with a certified copy of the entity resolution authorizing the execution of this Lease by Lessee.

17.12 Scrutinized Companies. As provided in Article 287.135, Florida Statutes, by entering into this Lease or performing any work in furtherance hereof, Lessee certifies that it, its, its affiliates, tenants, subtenants, contractors, subcontractors, vendors, suppliers and Lessees who perform hereunder, have not been placed on the Scrutinized Companies Activities in Sudan List or Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List created pursuant to Article 215.473, Florida Statutes, or on the Scrutinized Companies that boycott Israel List, or is engaged in a boycott of Israel, pursuant to Article 215.4725, Florida Statutes, or is engaged in business operations in Cuba or Syria. If Authority determines, using credible information available to the public, that a false certification has been submitted by Lessee, this Lease may be terminated and a civil penalty equal to the greater of Two Million Dollars ($2,000,000) or twice the amount of this Lease shall be imposed on Lessee, pursuant to Florida Statutes 287.135.

17.13 Discriminatory Vendor List. Pursuant to this Agreement, Lessee shall be responsible to ensure that an entity or affiliate who has been placed on the Florida Department of Management Discriminatory Services Vendor List may not submit a bid on a contract to provide goods or services to a public entity, may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work, may not submit bids on leases of real property to a public entity, may not award or perform work as a contractor, vendor or supplier under contract with any public entity, and may not transact business with any public entity.

17.14 Domestic Preference for Procurement. Lessee certifies that to the greatest extent p[practical, Lessee shall provide a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States, including, but not limited to, iron, aluminum, steel, cement, and other manufactured products in compliance with 12 CFR Section 200.322.

17.15 Veteran's Preference. In the employment of labor, excluding executive, administrative, and supervisory positions, Lessee and its contracts must give preference to covered veterans as defined in 49 U.S.C. Section 47112. Covered veterans include Vietnam-era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns, as defined in 15 U.S.C. Section 632, owned and controlled by veterans. This preference applies only where there are covered veterans available and qualified to perform the work to which the employment relates.

17.16 Prohibition of Covered Unmanned Aircraft Systems. Lessee certifies that it is aware of an comply with relevant Federal statutes and regulations, including those from the Federal Aviation Administration (FAA), for operating unmanned aircraft systems (UAS) in accordance, and in compliance with hall requirements in the FAA Reauthorization Act of 2024, Public Law 118-63, Section 936 (49 U.S.C. Section 44801 note). Lessee warrants that all UAS operations, if any, will be conducted in full compliance with all applicable FAA regulations including, but not limited to, 14 CFR Part 107, and any other applicable local, state, or federal laws and regulations.

17.17 Texting When Driving. In accordance with Executive Order 13513, "Federal Leadership on Reducing Text Messaging While Driving", (10/1/2009) and DOT Order 3902.10, "Text Messaging While Driving", (12/30/2009), the Federal Aviation Administration encourages recipients of Federal grant funds to adopt and enforce safety policies that decrease crashes by distracted drivers, including policies to ban text messaging while driving when performing work related to a grant or subgrant. In support of this initiative, the Authority encourages the Lessee to promote policies and initiatives for its employees and other work Personnel that decrease crashes by distracted drivers, including policies that ban text messaging while driving motor vehicles while performing work activities associated with the project. The Lessee must include the substance of this clause in all sub-tier Agreements exceeding $3,500 that involve driving a motor vehicle in the performance of work activities associated with the project.

ARTICLE 18
ALTERATIONS AND IMPROVEMENTS

18.01 General Requirements. Lessee shall not alter, construct or install any existing or new improvements on the Premises without the prior written approval of the Authority. Lessee shall comply with the Tenant Construction Permit process established by the Authority, as may be amended by the Authority from time to time. If Lessee requests permission to alter, construct or install any existing or new improvement and approval is granted in writing by the Authority, the following conditions shall apply:

A. Except for routine maintenance on installed equipment, an Authority Tenant Construction Permit is required any time Lessee performs or hires an outside contractor to perform any construction on or modification or alterations to the Premises. Lessee shall make no improvements or alterations whatsoever to the Premises or the Common Use Areas without the prior written approval of the Authority set forth in the Authority's Tenant Construction Permit, which consent will not be unreasonably withheld or delayed. Within thirty (30) days after receipt by Authority of Lessee's plans and specifications, Authority shall inform Lessee that the plans are either approved as submitted, approved subject to certain stated conditions and revisions, or not approved.

B. Lessee shall obtain and maintain all required permits and licenses and comply with all applicable zoning laws, building codes, and all other applicable laws, rules, and regulations of any governing body with jurisdiction.

C. Lessee agrees that all construction shall conform to Authority's Minimum Standards, Design Criteria Manual, and the Authority's Tenant Construction Permit process, as such documents may be amended from time to time, including any insurance and bond requirements.

D. Lessee covenants and agrees to pay all costs necessary to complete approved alterations or improvements. The Authority shall not be responsible for any costs relating to alterations or improvements whether such alterations or improvements were requested by Lessee or were required by the Authority or other governmental authority with jurisdiction.

E. Lessee agrees to be solely responsible for any damage to the Premises, Common Use Areas, and Airport property resulting from Lessee's construction of improvements or alterations.

F. The Lessee agrees to hire only licensed contractors and subcontractors.

G. Prior to any construction within the Premises, all contractors and subcontractors shall be approved by the Authority, and all such contractors and subcontractors shall be required to execute an indemnification agreement in favor of the Authority and provide evidence of sufficient liability insurance to the Authority in a form, manner, and amount acceptable to the Authority.

H. Lessee shall provide a total construction cost estimate and a construction schedule for the completion of all improvements to be constructed or installed on the Premises by the Lessee, and as requested by the Authority for said improvements.

I. Lessee shall provide the Authority with a performance and payment bond in an amount equivalent to the estimated total cost of all improvements, which said amount shall account for reasonable potential cost overruns, contingencies, and estimate errors.

J. Lessee shall pay and be solely liable for all design, permitting and construction costs and obligations of any kind attributable to the completion of all improvements, including all required permits and licenses necessary to comply with Applicable Laws of all appropriate Governmental Authorities.

K. Lessee shall ensure the timely performance of all inspections by governmental agencies with appropriate jurisdiction and timely payment of all costs attributable thereto.

L. Lessee agrees throughout the Term of this Lease to maintain at its sole expense the Premises and all improvements, equipment, and displays thereon in a good state of repair and preservation. Lessee

shall be responsible for the cost of all maintenance and repair for any damage to the Premises and all improvements thereon, and any damage to adjacent land or other improvements caused by Lessee, its contractors, agents, or employees attributable to any construction or installation.

M. All Improvements constructed or installed on the Premises, including, but not limited to, all infrastructure, structures, utilities, pavements, drainage, fencing, lighting, and landscaping, shall comply with all applicable governmental laws, rules and regulations, adhere to standard industry practices, and comprised of first-class design and aesthetically attractive materials acceptable to the Authority.

N. Lessee and Lessee's Parties will not affix, attach, or suspend any lighting fixtures, signs, or other fixtures or devices of any kind or nature from the ceiling above any of the Premises without prior written approval of Authority.

18.02 Architectural and Aesthetics. Prior written approval by the Authority shall be required for all improvements to the Premises, including all architectural and aesthetic matters. The Authority reserves the right to reject any design layouts or design proposals submitted by the Lessee and to request the Lessee to resubmit any such layouts or proposals at the Lessee's expense until such design layouts and/or design proposals are deemed acceptable by the Authority in writing.

18.03 Contractors and Subcontractors. Lessee shall require of, and secure satisfactory evidence that all independent contractors and subcontractors employed by or otherwise retained on behalf of Lessee maintain adequate insurance coverage and limits of liability, commensurate with the exposure and risk of the activities of such contractors. Such evidence of insurance shall be provided to Authority whenever the Authority has a reasonable need for access to such information. Nothing in this paragraph shall, however, relieve Lessee of its responsibilities under this Lease.

18.04 Construction and Installation Schedule. Lessee will submit a schedule depicting the estimated time required to complete each phase of the construction and installation of any equipment, displays and improvements called for in any final plans. All improvements, equipment and displays installed by Lessee in the Premises will be of high quality, safe, and fire-resistant materials. All plans and specifications for the improvements, displays and equipment constructed or installed by Lessee or any Lessee's Party shall conform to all applicable codes, laws, rules and regulation of each agency with appropriate jurisdiction. In that regard, Lessee shall obtain, at its own expense, all necessary building permits.

18.05 Construction Leins. The Authority shall not be liable for or subjected to any construction, materialmen or laborer's lien whether Authority has given its written approval for the improvements or installation, or otherwise; Lessee shall save and hold harmless the Authority and its interest in the Premises from any such lien or purported lien. Within fifteen (15) days of filing of any lien, Lessee shall cause the same to be satisfied or shall bond off the lien. At the request of the Authority, Lessee shall execute a memorandum of lease reciting the basic term of this Lease, including this provision, which said memorandum at the Authority's option may be recorded in the Public Records of Sarasota and Manatee Counties, Florida.

18.06 Title to Improvements. All fixed improvements of whatever kind or nature installed or constructed by the Lessee on the Premises or Common Use Areas, with or without consent of the Authority, including but not limited to, all heating and/or air conditioning, interior and exterior electrical and lighting fixtures, and the like that, shall be considered part of the realty, and shall become and be deemed to be the property of the Authority upon termination of this Lease, whether by expiration, termination, forfeiture, or otherwise, and will remain on the Premises or Common Use Areas. At the Authority's sole option, the Authority may require the Lessee to remove the improvements and restore the Premises and Common Use Areas to their original condition. Title to all personal property, furnishings, wireless access points and trade fixtures will be and remain with the Lessee and will be removed from the Premises and Common Use Areas upon termination or expiration of this Lease. The Lessee will pay any costs associated with the restoration of the Premises and Common Use Areas to their original condition upon such removal.

18.07 Removal and Demolition. Lessee and its subcontractors will not remove or demolish, in whole or in part, any improvements upon the Premises without the prior written consent of the Authority, which may, at the Authority's sole discretion, condition such consent upon the obligation of Lessee, at Lessee's cost, to replace any such improvement specified in such consent.

18.08 As-Built Drawings. Within ninety (90) days of completion of any construction permitted, Lessee shall cause Lessee to be prepared and delivered to Authority record documents as required under the Tenant Construction Permit process, including but not limited to as-builts, legal descriptions, boundary surveys, and certified final cost of construction. The submission of record document electronic media shall be in accordance with Authority's Standard Procedure for computer aided design and drafting and drawings, as may be revised from time to time.

18.09 Alterations and Improvements to Airport. Lessee acknowledges that from time-to-time Authority may undertake construction, repair, or other activities related to the operation, maintenance, and repair of the Common Use Areas or the Airport that may temporarily affect Lessee's Services and use and occupancy of the Premises hereunder. Lessee agrees to accommodate Authority in such matters, even though Lessee's activities may be inconvenient, and Lessee agrees that no liability will attach to the Authority or any Indemnified Party because of such inconvenience or impairment.

ARTICLE 19
SIGNAGE AND DISPLAYS

19.01 Installation. Lessee shall not erect and will not allow to be erected on the Premises, the Air Cargo Building, or elsewhere on the Airport any outdoor advertising, sign, banner, mural, poster or any other display or advertising device of whatever kind or nature without prior written approval of the Authority, which written approval shall not be unreasonably withheld provided the business to be advertised is the Lessee Services on the Premises and said signage does not violate any policies, practices, rules or regulations of the Authority. All such signage shall comply with all applicable zoning regulations, policies, practices, rules and regulations of the Authority for Airport signage, as may be amended.

19.02 Removal. Upon the expiration or earlier termination of this Lease, Lessee shall remove, obliterate or paint out, as the Authority may instruct, any and all signage and advertising on the Premises and Common Use Areas and, in connection therewith, shall restore the portion of the Premises and Common Use Areas affected by such signage and advertising to substantially the same conditions as existed at the Commencement Date of this Lease or as approved by Authority. In the event of failure on the part of Lessee to remove, obliterate, or paint out all such signage or advertising and restore the Premises and Common Use Areas, the Authority may perform such work, at the expense of Lessee, plus an Administrative Charge of twenty-five percent (25%).

ARTICLE 20
DISCLAIMER OF LIENS

The Lessee agrees not to encumber the Premises indirectly or directly without prior written consent of the Authority and to keep the Premises free from all encumbrances, including but not limited to, mortgages, pledges, liens, equitable or otherwise, charges, security interests or other claims of any nature. The interest of the Authority in the Premises, Common Use Areas or the Airport shall not be subject to liens for any work, labor, materials or improvements made by or on behalf of the Lessee to the Premises, whether or not the same is done in accordance with an agreement between the Authority and the Lessee. It is specifically understood and agreed by the Parties hereto that in no event will the Authority or any interest of the Authority in the Premises, Common Use Areas or the Airport be liable for or subjected to any construction, mechanics', materialmen's, suppliers', professional, laborers' or equitable liens for materials furnished or improvements, labor or work made by or for the Lessee to its Premises. The Lessee is specifically prohibited from subjecting the Authority's interest in the Premises, Common Use Areas and the Airport to any construction, mechanics', materialmen's, suppliers', professional, laborers' or equitable liens for improvements made by or for the Lessee or for

any materials, improvements or work for which the Lessee is responsible for payment. The Lessee shall provide notice of this disclaimer of liens to all contractors or subcontractors providing any materials or making any improvements to the Premises.

In the event any construction, mechanics', materialmen's, suppliers', professional, laborers', equitable or other lien or notice of lien is filed against any portion of the Premises or Common Use Areas for any work, labor or materials furnished to the Premises, whether or not the same is made or done in accordance with an agreement between the Authority and the Lessee, the Lessee shall cause any such lien to be discharged of record within thirty (30) days after notice of filing thereof by payment, bond or otherwise or by posting with a reputable title Lessee or other escrow agent acceptable to the Authority, security reasonably satisfactory to the Authority to secure payment of such lien, if requested by the Authority, while the Lessee contests to conclusion the claim giving rise to such lien.

The Lessee will furnish releases or waivers as may be required to satisfy the Authority that there are no outstanding claims or liens. To the maximum extent permitted by law, the Authority may require the Lessee, at the Lessee's expense, to indemnify the Authority and its Indemnified Parties against any such construction, mechanics', materialmen's, suppliers', professional, laborers', equitable or other liens or claims and the attorney's fees and legal costs that could be incurred defending against such liens or claims. This obligation to indemnify and hold harmless will be construed separately and independently. It is the Parties' mutual intent that if this clause is found to conflict with Applicable Laws, the clause shall be considered modified by such law to the extent necessary to remedy the conflict.

ARTICLE 21
PROPERTY DAMAGES

21.01 Authority Requirements. The Authority shall, throughout the Term of this Lease, keep the Premises, excluding property owned by, leased to, or in the control of Lessee, insured with a responsible insurance company or companies authorized and qualified to assume the risks thereof, against loss or damage at least to the extent of all perils covered by the Standard Fire Insurance policy and Extended Coverage Endorsement, as approved for issuance in the State of Florida, in an amount not less than 90 percent of the replacement cost.

21.02 Partial Damage In the event all or a portion of the Premises is partially damaged by fire, explosion, the elements, a public enemy, Act of God, or other casualty, but not rendered untenable, Lessee will give the Authority immediate notice thereof, and the Authority will make the repairs promptly, at its own cost and expense. In the event of fire or casualty damage to an area greater than 50% of the Premises (total leasable square footage), the Authority at its option may terminate this Lease or rebuild the Premises. The Authority will notify Lessee of its election within 60 days after the occurrence of such casualty. In the event the Authority elects to rebuild, or the damage is 50% or less of the Premises, the Authority agrees to proceed in a reasonable expeditious manner to rebuild, subject to required governmental approvals. In the event of damage or destruction not caused by the negligence of Lessee, the Rent, fees, charges and assessments shall abate during the time of repair in direct proportion to the loss of use of the Premises. In the event damage or destruction is caused by Lessee, or if Lessee can continue its use of the Premises during the period of repair, there shall be no abatement of Rent, fees, charges and assessments during the repair period.

21.03 Extensive Damage. In the event the Premises or a portion thereof are rendered unrentable by fire or other casualty, including windstorm or hurricane, the Authority shall have the option of terminating this Lease or rebuilding the Premises, and in event of such casualty, written notice of the election by the Authority shall be given to Lessee within thirty (30) days after the occurrence of such casualty. In the event the Premises are completely destroyed by fire, explosion, the elements, a public enemy, Act of God, or other casualty or are so damaged as to render the entire Premises untenable, and the Premises cannot be repaired within 120 days, Lessee will give the Authority immediate notice thereof, and the Authority will be under no obligation to repair, replace, and reconstruct said Premises. In the event Authority elects not to repair, replace, and reconstruct said Premises, the Authority will not be required to grant alternative premises and this Lease, and the obligations of the Parties hereunder will terminate.

21.04 Abatement of Rents. In the event of extensive damage or complete destruction as referenced above, the portion of Rent, fees, charges and assessments attributable to untenable Premises will abate from the date of casualty until such time as Authority issues notice to Lessee that the untenable portion of the Premises can be reoccupied. Notwithstanding the foregoing, in the event the Premises are damaged or destroyed as a result of the act or omission of Lessee, including negligence, Lessee's Rent, fees, charges and assessments will not abate, and Lessee will be responsible for all costs to repair or rebuild that portion of the Premises damaged or destroyed as a result of Lessee's act or omission.

21.05 Limits of Authority Obligations. Redecoration, replacement, and refurbishment of furniture, fixtures, equipment, and supplies will be the responsibility of and paid for by Lessee, and any such redecoration, replacement, and refurbishing or re-equipping will be of equivalent quality to that originally installed hereunder. The Authority will not be responsible for any claims related to loss of use, loss of profits, or loss of business resulting from any partial, extensive, or complete destruction of the Premises regardless of cause of damage

21.06 Waiver of Subrogation. To the extent such insurance permits, and then only to the extent collected or collectable by Lessee under its property insurance coverage, Lessee waives all claims against the Authority and the Indemnified Parties for loss or damage to property.

21.07 Personal Property. Any personal property of Lessee or others placed in the Premises, Common Use Areas, or the Airport will be at the sole risk of Lessee, and the Authority will not be liable for any loss or damage thereto, irrespective of the cause of such loss or damage, and Lessee hereby waives all rights of subrogation against recovery from Authority for such loss or damage unless such damage or loss is the result of negligence or activity on the Premises or Common Use Areas by the Authority.

ARTICLE 22
INSURANCE REQUIREMENTS

22.01 Lessee Requirements. Lessee shall, at its sole expense, throughout the Term of this Lease, maintain in full force and effect, the insurance limits, coverages and endorsements required herein as related to its use of the Premises and Lessee's use of all other areas at the Airport permitted hereunder as may be approved in writing by the Authority. Lessee's obligations hereunder shall begin on the Commencement Date. Lessee shall not be permitted access to the Premises until all insurance requirements set forth in this Article are secured by Lessee and confirmed by the Authority. Neither the requirements contained in this Article nor the Authority's review or acceptance of insurance shall in any manner limit or qualify the liabilities and obligations assumed by Lessee under this Lease. If the Airport Minimum Standards or Airport Rules and Regulations, as each may be amended, impose more strenuous requirements, the Lessee shall comply with such Minimum Standards and Airport Rules and Regulations.

22.02 Commercial General Liability/Airport Liability. Lessee shall maintain Commercial General Liability/Airport Liability Insurance with limits of liability not less than Five Million Dollars ($5,000,000) each occurrence, including coverage for, but not limited to, Premises/Operations, Products/Completed Operations, Contractual Liability, Personal/Advertising Injury and Cross Liability. This coverage shall be provided on a primary basis.

22.03 Commercial Auto Liability. Lessee shall maintain Commercial Automobile Liability Insurance with limits of liability not less than One Million Dollars ($1,000,000) each occurrence for "ALL" vehicles without access to the Aircraft Operations Area (AOA). Lessee shall maintain Commercial Automobile Liability Insurance with limits of liability not less than Five Million Dollars ($5,000,000) each occurrence for ALL vehicles with access to the AOA. If Lessee transports fuel the policy must include CA 99 48 Pollution Liability, Broadened Coverage for Commercial Auto, Motor Carrier, and Truckers Coverage Forms Endorsement or equivalent. This coverage may be satisfied by way of endorsement of the Commercial General Liability policy, or a separate Commercial Auto Liability policy. This coverage shall be provided on a primary basis. In the event Lessee has no owned vehicles, Lessee shall maintain only Hired and Non-Owned Auto Liability Insurance with the same limits if coverage. All coverage required by this Article shall

be provided on a primary basis.

22.04 Workers' Compensation and Employers' Liability. Lessee shall maintain Workers' Compensation and Employers Liability as required by the State of Florida and federal law. This coverage shall be provided on a primary basis.

22.05 Property, Wind, and Flood Insurance. Lessee shall maintain, subject to reasonable deductibles approved by the Authority, the following Property, Wind, and Flood Insurance.

A. Property Insurance. Property insurance in an amount not less than one hundred percent (100%) of the total replacement cost of all interior structures, including the interior wall, floors and ceilings, improvements, fixtures and equipment, existing or installed on the Premises, including, but not limited to those made by the Authority or on behalf of Lessee as well as Lessee's property and equipment located on the Premises. The settlement clause shall be on a Replacement Cost basis. Coverage shall be written with a Special Cause of Loss ("All-Risk") form and include an endorsement for Ordinance and Law in an amount not less than twenty-five percent (25%) of the Property insurance limit. This coverage shall be provided on a primary basis.

B. Flood Insurance. Flood insurance in an amount not less than one hundred percent (100%) of the total replacement cost of all interior structures, improvements, fixtures and equipment, existing or installed on the Premises, but not limited to, those made by the Authority or on behalf of Lessee as well as Lessee's property, located on the Premises, or the maximum amount available from the National Flood Insurance Program. This coverage shall be provided on a primary basis.

C. Windstorm Insurance. Windstorm insurance, unless included as a covered peril in the property insurance, in an amount not less than one hundred percent (100%) of the total replacement cost of all interior structures, improvements, fixtures and equipment, existing or installed on the Premises, including, but not limited to, those made by the Authority or on behalf of Lessee as well as Lessee's property, located on the Premises, or the maximum amount available under the Florida Windstorm Underwriting Association. This coverage shall be provided on a primary basis.

D. Personal Property. The Lessee is responsible for insuring all of its personal property, including any furniture, fixtures, equipment and improvements.

22.06 Additional Insured Endorsement. Lessee shall endorse the Authority as an "Additional Insured" on each liability insurance policy required to be maintained by Lessee, except for Worker's Compensation and Commercial Auto Liability policies. The CG 2011 Additional Insured - Managers or Lessors of Premises or its equivalent, shall be an endorsement to the Commercial General Liability policy. Other policies, when required, shall provide a standard "Additional Insured" endorsement offered by the insurer. The "Additional Insured" endorsements shall provide coverage on a primary basis. "Additional Insured" endorsements shall read "Sarasota Manatee Airport Authority Board, an Independent Special District of the State of Florida, its Members, Officers, Employees and Agents, c/o Sarasota Manatee Airport Authority, 6000 Airport Circle, Sarasota, Florida 34243".

22.07 Loss Payee Endorsement. Lessee shall endorse the Authority as a "Loss Payee" on the Property, Flood, and Windstorm insurance policies. "Loss Payee" endorsements shall provide coverage on a primary basis and shall read "Sarasota Manatee Airport Authority Board, c/o Sarasota Manatee Airport Authority, an Independent Special District of the State of Florida, its Members, Officers, Employees, Agents and Volunteers, c/o 6000 Airport Circle, Sarasota, Florida 34243".

22.08 Certificate of Insurance. Prior to the Commencement Date and prior to access to the Premises, Lessee shall provide the Authority with a certificate of insurance, or certificates of insurance, evidence of all limits, coverages and endorsements required herein. All certificates of insurance shall include a minimum of thirty (30) days' notice due to cancellation or non-renewal of coverage. In the event coverage is cancelled or is not renewed during the Term of this Lease, or any extension thereto, Lessee

shall provide Authority with a new certificate of insurance or certificates of insurance evidencing replacement coverage not later than thirty (30) days prior to any revision of coverage, expiration or cancellation of coverage. The certificate holder's name and address shall read "Sarasota Manatee Airport Authority Board, an Independent Special District of the State of Florida, its Members, Officers, Employees, Agents and Volunteers, c/o Sarasota Manatee Airport Authority, 6000 Airport Circle, Sarasota, Florida 34243.

22.09 Waiver of Subrogation. By entering this Lease, Lessee agrees to a Waiver of Subrogation for each insurance policy required to be maintained or maintained by Lessee pursuant to this Lease. When required by the insurer or should a policy condition not permit an insured to enter into a pre-loss agreement to waive subrogation without an endorsement, Lessee shall notify the insurer and request the policy be endorsed with a "Waiver of Transfer of Rights of Recovery Against Others", or its equivalent. This Waiver of Subrogation requirement shall not apply to any policy, a condition to which the policy specifically prohibits such endorsement, or voids coverage should Lessee enter into such an agreement on a pre-loss basis.

22.10 Premiums and Proceeds. Lessee shall not keep, use, sell or offer for sale in or upon the Premises any products, materials or services that may be prohibited by any condition, provision, or limitation of the property, flood, or wind insurance policies. Lessee shall be responsible for all premiums, including increases for property, flood, and wind insurance policies. Subject to the terms of any leasehold mortgage or financing arrangement entered by Lessee, Lessee agrees that all property, flood, and windstorm insurance proceeds shall be made available for use to promptly replace, repair, or rebuild all property and improvements, including, but not limited to, those made by or behalf of Lessee.

22.11 Deductibles, Coinsurance and Self-Insured Retention. Lessee shall be fully and solely responsible for any deductible, coinsurance penalty, or self-insured retention, including any losses, damages, or expenses not covered due to an exhaustion of limits or failure to comply with the policy.

22.12 Right to Accept or Reject Insurance. The Authority may review, modify, reject, or accept any required policies of insurance, including, but not limited to, limits, coverages, or endorsements required by this Article from time to time throughout the Term of this Lease. The Authority may also reject any insurer or self-insurance plan providing coverage because of poor financial condition or failure to operate legally. In such an event, the Authority shall provide Lessee with a written notice of rejection, and Lessee shall comply within thirty (30) days of receipt of the notice.

22.13 No Representation of Sufficient Coverage. Lessee acknowledges that the limits, coverages, and endorsements required by this Article are intended to minimize liability for the Authority. Lessee agrees that it will not rely upon the requirements of this Article when assessing the extent or determining appropriate types or limits of insurance coverage to protect Lessee against any loss exposures, whether because of this Lease or otherwise.

ARTICLE 23
INDEMNIFICATION

To the extent permitted by law, Lessee shall protect, defend, reimburse, indemnify and hold harmless the Authority and its members, officers, employees, and agents individually and collectively ("Indemnified Parties") at all times from and against any and all liability, losses, expenses, costs, suits, claims, judgments, fines and damages, including reasonable attorney fees and court costs at trial and appellate levels, and causes of action of every kind and character, hereinafter collectively referred to as, "Damages", or in which the Authority is named or joined, arising out of Lessee's use or occupancy of the Premises or the Airport, including, but not limited to, those arising by reason of any damage to property or the environment, or bodily injury, including death, incurred or sustained by any person, agent, or employee of any Party, and any third Party or other person whomsoever, or any governmental agency, arising out of or incident to or in connection with the condition of the Premises caused by Lessee's acts, omissions, use or occupancy of the Premises at the Airport, or the performance, non-performance or purported performance of Lessee or any breach by Lessee of the terms, covenants, and conditions of this Lease. Lessee acknowledges the broad nature of this indemnification and hold-harmless clause and understands

that the Authority would not enter this Lease without the inclusion of such clause, and voluntarily make this covenant and expressly acknowledges the receipt of such good and valuable consideration provided by the Authority in support of this indemnification in accordance with the laws of the State of Florida. Said indemnification shall not include gross negligence or willful misconduct of the Authority.

Lessee's obligations to defend and indemnify as described in this Article will survive the expiration or earlier termination of this Lease until it is determined by final judgment that any suit, claim or other action against the Authority or any Indemnified Party is fully and finally barred by the applicable statute of limitations or repose. Nothing in this Article will be construed as a waiver of any immunity from or limitation of liability the Authority or any Indemnified Party may have under the doctrine of sovereign immunity under Applicable Laws. The Authority and each Indemnified Party reserve the right, at their option, to participate in the defense of any suit, without relieving the Lessee of any of its obligations under this Article.

The Lessee further acknowledges and understands that any theft, loss or damage suffered, or liability associated with the Lessee's use, and occupancy of the Premises is the sole responsibility of the Lessee. The Lessee further acknowledges and understands that the Lessee's property shall not be secured, insured or protected by the Authority in any way, in whole or in part, against any potential theft, damage or liability of any kind associated with or attributable in any way to the Lessees' use and occupancy of the Premises. Any personal property of Lessee or of others placed on the Premises shall be at sole risk for Lessee or the owners thereof. The Authority shall not be liable for any loss or damage thereto whether caused by the negligence of Authority, other Lessees, or third Parties, by the acts of these Parties, or the failure to act which may be claimed to cause loss or damage to the Lessee.

ARTICLE 24
DISCLAIMER OF LIABILITY

THE AUTHORITY HEREBY DISCLAIMS, AND LESSEE HEREBY RELEASES THE AUTHORITY, ITS MEMBERS, EMPLOYEES AND AGENTS FROM ANY AND ALL LIABILITY, WHETHER IN CONTRACT OR TORT, INCLUDING STRICT LIABILITY, NEGLIGENCE AND NUISANCE, FOR ANY LOSS, DAMAGE, OR INJURY OF ANY NATURE WHATSOEVER SUSTAINED BY LESSEE OR LESSEE'S PARTIES DURING THE TERM OF THIS LEASE, OR ANY EXTENSION THERETO, FOR LOSS, DAMAGE OR INJURY TO THE IMPROVEMENTS OR PERSONAL PROPERTY OF LESSEE OR LESSEE'S PARTIES THAT MIGHT BE LOCATED OR STORED ON THE PREMISES. FURTHERMORE, LESSEE ACKNOWLEDGES AND AGREES THAT ITS RELIANCE OR USE OF ANY INFORMATION PROVIDED BY THE AUTHORITY, WHETHER PREPARED OR PROVIDED BY THE AUTHORITY OR OTHERWISE, IN DETERMINING WHETHER TO ENTER INTO THIS LEASE WAS AT ITS SOLE RISK. UNDER NO CIRCUMSTANCE SHALL THE AUTHORITY BE LIABLE FOR SPECIAL OR EXEMPLARY DAMAGES OR FOR LOSS OF REVENUE OR ANTICIPATED PROFITS. SAID INDEMNIFICATION SHALL NOT APPLY TO GROSS NEGLIGENCE OR WILLFUL MISCONDUCT OF THE AUTHORITY.

ARTICLE 25
DEFAULT AND REMEDIES

25.01 Default. The occurrence of any one or more of the following events shall constitute a default of this Lease by the Lessee.

A. The abandonment of the Premises by Lessee, except due to a Force Majeure event resulting in the loss of all or a substantial portion of the Preemies or the improvements located therein that prevent the Lessee from its use or occupancy of the Preemies as granted herein, as the term abandonment is defined under applicable law.

B. The failure by Lessee to pay Rent, fees, charges and assessments or any other payment required to be made by Lessee to the Authority or taxing authority with jurisdiction pursuant to this Lease as and when due, where such failure shall continue for a period of ten (10) days after written notice from the Authority that such payment is due.

C. The failure by Lessee to maintain in full force and effect, the insurance limits, coverages, waivers, and endorsements required by this Lease.

D. The failure by Lessee to observe or perform any other terms, covenants, or conditions of this Lease to be observed or performed by Lessee, for a period of thirty (30) days after written notice thereof from the Authority.

E. The conduct of any business or performance of any acts at the Airport not specifically authorized in this Lease, and the Lessee's failure to discontinue that business or those acts within thirty (30) days of receipt by Lessee of Authority's written notice to cease said business or acts.

F. The insolvency of the Lessee, or if the Lessee will take the benefit of any present or future insolvency statute, will make a general assignment for the benefit of creditors, or will seek a reorganization or the readjustment of its indebtedness under any law or statute of the United States or of any state thereof including the filing by the Lessee of a voluntary petition for bankruptcy protection or the institution of proceedings against the Lessee for the adjudication of the Lessee as bankrupt pursuant thereto.

G. To the extent permitted by law: (a) the making by Lessee or any guarantor thereof of any general assignment, or general arrangement for the benefit of creditors; (b) the filing by or against Lessee of a petition to have Lessee adjudged bankrupt or a petition for reorganization or arrangement under any law relating to bankruptcy, unless, in the case of a petition filed against Lessee, the same is dismissed within ninety (90) days; (c) the appointment of a trustee, receiver or other administrative fiduciary to take possession of substantially all of Lessee's assets located at the Premises or of Lessee's interest in this Lease, where possession is not restored to Lessee within ninety (90) days; (d) the attachment, execution or other judicial seizure of substantially all of Lessee's assets located at the Premises or of Lessee's interest in this Lease, where such seizure is not discharged within ninety (90) days, or (e) the divestiture of the Lessee's estate is herein by operation of law, by dissolution, or by liquidation, not including a merger or sale of assets.

H. A default by Lessee of any other agreement, permit or Agreement between the Authority and Lessee, which default has not been cured within the applicable cure period provided in such agreement, permit, or this Lease. In the event of a default by Lessee that remains uncured after the applicable cure period, the Authority shall have the right to pursue any remedy now or hereafter available to the Authority under the laws of the State of Florida, including, but not limited to, the right to terminate this Lease.

I. The Lessee's violation of Florida Statute Section 287.133 concerning criminal activity on contracts with public entities.

25.02 Cure of Defaults. Except as specifically stated above, all events of default of this Lease by the Lessee shall be cured by the Lessee as expeditiously as possible and in no event more than thirty (30) days after written notice from the Authority to the Lessee of any default. Notwithstanding, if less than thirty (30) days after written notice from the Authority to the Lessee of any default, the Lessee expeditiously commences to cure the default within such thirty (30) day period and continues expeditiously thereafter, without delay or interruption, to fully cure the default in a manner and time acceptable to the Authority, as evidenced in writing by the Authority to the Lessee, Lessee, shall not be considered in default. In such event, if Lessee fails to expeditiously attempt to cure or fully cure any default in the form and manner agreed to by the Authority, the Authority shall notify Lessee in writing that it is in default again and the Authority shall seek all remedies available.

25.03 Force Majeure. Any delay or failure by Lessee in the performance its obligations pursuant to this Lease shall not constitute a default under this Lease to the extent that such delay or failure of performance is attributable to: (a) acts of God, (b) fire or other casualty, (c) war or civil violence, (d) failure of the Authority, FAA or other governmental entity with oversight over the Premises to issue any permit, license, or consent needed for construction of any improvements to the Premises through no fault, delay,

action, or inaction by Lessee, (e) strikes or labor disturbances affecting the Sarasota County-Manatee County area not attributable to the failure of Lessee to perform its obligations under any applicable labor contract or law directly and adversely affecting Lessee (a "Force Majeure Event"), or (f) state or national declared pandemic or pestilent. In no event shall the inability to obtain financing be deemed to be a Force Majeure Event.

25.04 Waiver of Default. No waiver of any breach of any of the terms, covenants or conditions of this Lease shall be construed to be a waiver of any other or succeeding breach of the same or any other term, covenant or condition of this Lease. The failure of the Authority to insist on strict performance of any of the terms, covenants, or conditions hereof shall not be deemed a waiver of any rights or remedies that the Authority may have for any subsequent breach, default, or non-performance. The Authority's right to insist on strict performance of this Lease shall not be affected by any previous waiver or course of dealing.

25.05 Remedies. In the event of a default or breach of this Lease by Lessee, the Authority may thereafter, with notice or demand and without limiting any other right or remedy which the Authority may have by law by reason of such default or breach, elect to exercise any one of the following remedies and time take all steps necessary to mitigate all damages.

A. Declare this Lease to be terminated, ended, null and void, and reclaim possession of the Premises, whereupon all rights and interest of the Lessee in the Premises, Common Use Areas and the Airport will end.

B. Declare the entire Rent, fees, charges and assessments for the balance of the Term, as may be amended, or any portion thereof due and payable while subtracting any rent, fees, and charges that it has received or will receive through another Lessee of the same Premises.

C. Terminate Lessee's right to possession of the Premises by any lawful means and reenter and retake possession of the Premises for the account of Lessee, in which case the Rent, fees, charges and assessments and all other sums hereunder, if any, shall be accelerated and due in full and Lessee shall be liable for the difference between the Rent, fees, charges and assessments which is stipulated to be paid hereunder plus all other sums described herein and what the Authority is able to recover from its good faith efforts to relet the Premises, which deficiency shall be paid by Lessee. Upon such reletting, all Rent, fees, charges and assessments received by the Authority shall be applied, first to the payment of any indebtedness other than Rent, fees, charges and assessments due hereunder from Lessee; second, to the payment of any reasonable costs and expenses of such reletting, which shall include all damages incurred by Authority due to Lessee's default including, but not limited to, the reasonable cost of recovering possession of the Premises including reasonable attorneys' fees, court costs and real estate commissions paid by the Authority relating to the unexpired Term of this Lease; third, to the payment and collection of Rent, fees, charges and assessments due and unpaid hereunder. The residual, if any, shall be paid to Lessee.

D. Treat this Lease as terminated and re-enter and re-take possession of the Premises for the account of the Authority, thereby terminating any further liability under this Lease on the part of Lessee and the Authority. Notwithstanding the foregoing, the Authority shall have cause of action to recover any Rent, fees, charges and assessments remaining unpaid when the Authority retakes possession of the Premises for the Authority.

E. Pursue any additional remedy now or hereinafter available to the Authority under the laws of the State of Florida. Treat this Lease as remaining in existence, curing Lessee's default by performing or paying the obligation that the Lessee has breached. In such event all sums paid or expenses incurred by the Authority directly or indirectly in curing the Lessee's default, plus an Administrative Charge of twenty-five percent (25%) thereon, will become immediately due and payable, as well as interest thereon, from the date such fees or charges became due to the date of payment, at the rate of one and one-half percent (1.5%) per month, to the maximum extent permitted by Applicable Laws.

25.06 Additional Remedies. In addition to all remedies provided herein or by law, any violation

of Airport procedures or CFR Parts 1540 and 1542 shall subject Lessee to an administrative damages' in consideration for the administrative processing required by the Authority to process and to respond to a violation which might be suffered by Authority in the form of fines or administrative procedures resulting from such violation, or civil fine imposed by the Department of Homeland Security upon Authority because of such violation. Said damages, if there are any, shall be paid by Lessee within ten (10) days of written notice, or subject this Lease to early terminated by the Authority.

The Authority shall further have all rights granted by this Lease and afforded to it by law to enforce Lessee's timely payment of all Rent, fees, charges and assessments required to be paid by Lessee to the Authority pursuant to this Lease, as are available to the Authority, including but not limited to the right to bring an action for the Authority's damages on the occurrence of a default by the Lessee. The Authority reserves all rights which laws of the State of Florida confer upon a landlord against a Lessee in default. In the event legal action is required by the Authority hereunder to enforce the rights of the Parties pursuant to this Lease the prevailing Party in such action shall be entitled to recover all court costs and attorney's fees, including appellate fees.

25.07 No Waiver. No waiver by the Authority at any time of any of the terms, conditions, covenants, or agreements of this Lease, or non-compliance therewith, will be deemed or taken as a waiver at any time thereafter of the same or any other term, condition, covenant, or agreement herein contained, nor of the strict and prompt performance thereof by the Lessee. No delay, failure, or omission of the Authority to re-enter the Premises or to exercise any right, power, privilege, or option arising from any default nor subsequent acceptance of fees or charges then or thereafter accrued will impair any such right, power, privilege, or option, or be construed to be a waiver of any such default or relinquishment, or acquiescence of the Premises. No notice by the Authority will be required to restore or revive time is of the essence hereof after waiver by the Authority or default in one or more instances. No option, right, power, remedy, or privilege of the Authority will be construed as being exhausted or discharged by the exercise thereof in one or more instances. It is agreed that each and all the rights, powers, options, privileges, or remedies given to the Authority by this Lease is cumulative and that the exercise of one right, power, option, privilege or remedy by the Authority will not impair its rights to any other right, power, option, privilege or remedy available under this Lease or provided by law.

25.08 Lessee Continuing Liability. Notwithstanding the occurrence of any Event of Default, the Lessee shall remain liable to the Authority for the prompt payment of all Rent, fees, charges and assessments as may be due hereunder and for all preceding breaches of any covenant of this Lease.

25.09 Default by Authority. The Authority shall not be in default unless the Authority fails to perform obligations imposed upon the Authority hereunder within thirty (30) days after written notice by Lessee to the Authority, specifying where the Authority has failed to perform such obligations; provided, that if the nature of the Authority's obligations is such that more than thirty (30) days are required for performance, then the Authority shall not be in default if the Authority commences performance within such thirty (30) day period and continues diligently thereafter, without delay or interruption, to provide a complete cure.

ARTICLE 26
SUBORDINATION

26.01 Subordination to Federal and State Agreements. This Lease shall be subject and subordinate to all terms, covenants, and conditions of any instrument and documents under which the Authority acquired the Premises, or any portion thereof, from the United States of America and shall be given only such effect as will not conflict or be inconsistent with the terms, covenants and conditions thereof, and any existing or subsequent amendments thereto, and the terms, covenants and conditions contained in the Lease of Airport lands from the State of Florida, and any existing or subsequent amendments thereto, and are subject to any lawful ordinances, rules or regulations which have been, or may hereinafter be adopted by the State of Florida pertaining to the Airport. Lessee understands and agrees that this Lease shall be subordinate to the provisions of any existing or future agreement between the Authority and the United States of America, or its agencies, and the State of Florida, or its agencies, relative to the operation, maintenance and development of the Airport, the execution of which has been or may be required as a

condition precedent to the expenditure of federal and state funds for the development of the Airport.

26.02 Subordination to Bond Resolution. The Authority reserves the right to issue bond financing at any time to operate, maintain, and/or develop the Airport. The Authority may participate in obtaining financing from time to time whereby a bond resolution is required to be adopted (Bond Resolution"). When this occurs, the lands of the Authority may be pledged or assigned by the Authority to support the financing transaction. This Lease and all rights granted to Lessee hereunder are expressly subordinated and subject to any liens and provisions of any pledge, transfer, hypothecation or assignment made by the Authority in such Bond Resolution, and the Authority and Lessee agree that to the extent permitted by the Authority's authorizing legislation, that the holders of the Bonds or their designated representatives shall exercise any and all rights of the Authority hereunder to the extent such possession, enjoyment and exercise are necessary to ensure compliance by Lessee and the Authority with the terms, covenants, and conditions of this Lease and any such Bond Resolution.

26.03 Fee Simple Interest. Any leasehold mortgage shall be specifically subject and subordinate to the Authority's rights under this Lease and the Authority's fee simple interest in the Premises. Despite any provision which is or may appear to the contrary in this Lease, under no circumstances whatsoever shall the fee simple interest of the Authority in the Premises, or any portion thereof, be subordinated to any leasehold mortgage or encumbered by a leasehold mortgage.

26.04 Subject to FAA Approval. This Lease may be subject to approval of the Federal Aviation Administration (FAA). If the FAA disapproves this Lease, it shall become null and void, and both Parties shall bear their own expenses relative to this Lease, up to the date of disapproval.

ARTICLE 27
WAIVER OF JURY TRIAL

The Parties hereto hereby waive trial by jury in any action, proceeding, or counterclaim brought by either Party hereto against the other Party on any matters whatsoever arising out of, or in any way connected with this Lease, the relationship of the Authority and Lessee, Lessee's Activities, use, or occupancy of the Premises and improvements, and/or claim or injury or damage. In the event the Authority commences any proceeding to enforce any term, covenant, or condition of this Lease for the nonpayment of any Rent, fees, charges and assessments or additional payments of any nature whatsoever due the Authority from Lessee pursuant to this Lease, Lessee shall not interpose any counterclaim of whatever nature or description in any such proceedings. In the event Lessee must, because of applicable court rules, interpose any counterclaim or other claim against the Authority in such proceedings, the Authority and Lessee covenant and agree that, in addition to any other lawful remedy of the Authority, upon motion of the Authority, such counterclaim or other claim asserted by Lessee shall be severed out of the proceedings instituted by the Authority and the proceedings instituted by the Authority may proceed to final judgement in the Circuit Court of the 12th Judicial Circuit separately and apart from and without consolidation with or reference to the status of each counterclaim or any other claim asserted by Lessee.

ARTICLE 28
NOTICES AND COMMUNICATIONS

All notices, elections, and communications (collectively, "notices") to be given or delivered by or to either Party, shall be issued in writing and shall be, as elected by the Party giving such notice, hand delivered by messenger, courier, or sent by United States Certified Mail, with Return Receipt Requested. The effective date of any notice shall be the date of delivery of the notice if by personal delivery, courier services or overnight mail, or if mailed, upon the date which the return receipt is signed or delivery is refused, or the notice designated by the postal authorities as non-deliverable. The Parties hereby designate the following addresses as the addresses to which notices are to be delivered, and delivery to such addresses shall constitute binding notice given to such Party.

To Authority
President, CEO
Sarasota Manatee Airport Authority
Sarasota Bradenton International Airport
6000 Rick Piccolo Circle
Sarasota, FL 34243 USA

To Lessee
_____
_____
_____
_____
_____

Either Party may from time to time change the address to which notice under this Lease shall be given such Party, upon ten (10) days prior written notice to the other Party.

ARTICLE 29
ASSIGNMENT AND SUBLETTING

Lessee shall not assign or sublet this Lease either in whole or in part, without the prior written consent of the Authority, which consent shall not be unreasonably withheld. No request for, or consent to, any such assignment shall be considered unless Lessee shall have paid all Rent, fees, charges and assessments which have accrued in favor of the Authority and Lessee shall have otherwise met all other legal obligations to be performed, kept, and observed by Lessee under the terms, covenants, and conditions of this Lease, as may be amended. The Authority reserves the right to investigate the financial capacity of the proposed assignee prior to consenting or not consenting. Prior to consent from the Authority to any assignment of this Lease, Lessee's assignee shall be required to provide a Security Deposit to Authority in accordance with the and equivalent to the amount required by the terms, covenants, and conditions of this Lease.

No capital stock of Lessee and no partnership or membership interest of any partnership or limited liability entity can be assigned, sold, or which results in a change of control pursuant to this Lease without the Authority's written consent, which consent shall not unreasonably be withheld. Notwithstanding the foregoing, Lessee may freely assign, sell or transfer less than a controlling interest to a related corporate entity, defined as sharing some commonality of direct or indirect ownership interest with Lessee, and/or for estate planning purposes without the Authority's consent.

Lessee or any successor in interest in this Lease, shall be deemed to be an independent contractor responsible to all Parties for their respective acts and omissions. The Authority shall in no way be responsible for the acts or omissions of the Lessee or any successor in interest in this Lease.

ARTICLE 30
RIGHT OF FLIGHT

The Authority reserves, for the use and benefit of the public, a right of flight for the passage of aircraft in the airspace above the surface of the real property owned by the Authority, including the Premises, together with the right to cause in said airspace such noise as may be inherent in the operation of aircraft, now known or hereafter used, for navigation of or flight in said airspace, and for the use of said airspace for landing on, taking off from or operating on Airport.

Lessee further expressly agrees for itself, its successors and assigns, to prevent any use of the Premises or Common Use Areas that would interfere with or adversely affect the operation or maintenance of Airport or otherwise constitute an airport hazard. Lessee expressly agrees with its successors and assigns, to restrict the height of structures, objects of natural growth and other obstructions on the Premises

to such a height to comply with Federal Aviation Regulations, Part 77 and Authority zoning.

ARTICLE 31
RIGHT TO DEVELOP AIRPORT

It is agreed and agreed that Authority reserves the right to further develop or improve the Airport and all landing areas and taxiways as it may seem fit, regardless of the desires or views of Lessee or its subcontractors and without interference or hindrance.

ARTICLE 32
CONDEMNATION / RIGHT TO RECLAIM

In the event a United States governmental agency demands and takes over the entire facilities of the Airport or the portion thereof wherein the Premises are located, for war or national emergency, for a period in excess of ninety (90) consecutive days, then this Lease will terminate and the Authority will be released and fully discharged from any and all liability hereunder. In the event of this termination, Lessee's obligation to pay Rent, fees, charges and assessments will cease; however, nothing herein will be construed as relieving either Party from any of its liabilities relating to events or claims of any kind whatsoever prior to this termination.

If the whole or any part of the Premises is acquired by a condemning authority, either by sale in lieu of condemnation or by the exercise of the power of eminent domain, then in and as a direct result of that event, this Lease will terminate from the date of sale or title vesting, and Lessee will have no claim whatsoever, including claims of apportionment, against Authority either for the value of any unexpired Term of this Lease or for the value of leasehold improvements. However, nothing in this provision will limit or destroy any right of Lessee to separately claim moving costs or business loss solely against the condemning authority where statutes or other applicable laws apply.

ARTICLE 33
LAW AND VENUE

This Lease shall be construed in accordance with the laws of the State of Florida. Venue for any action for breach of or enforcement of any provision of this Lease shall be brought in the 12th Judicial Circuit Court in and for Manatee or Sarasota County. The Lessee hereby waives any claim against Authority and the Indemnified Parties for loss of anticipated profits caused by any suit or proceedings directly or indirectly attacking the validity of this Lease or any part hereof, or by any judgment or award in any suit or proceeding declaring this Lease null, void, or voidable, or delaying the same, or any part hereof, from being carried out.

ARTICLE 34
ATTORNEY FEES

If the event the Authority engages or retains an attorney to enforce any term, covenant or condition of this Lease, the Lessee shall be responsible for all reasonable attorney's fees and court costs attributable to the enforcement of any term, covenants or condition of this Lease, including the collection of any Rent, fees, charges and assessments due to the Authority, regardless if it is deemed necessary to file a formal legal proceedings for such enforcement or collection.

ARTICLE 35
MISCELLANEOUS

35.01 Independent Contractor. Lessee or any successor in interest to this Lease, shall be deemed to be an independent contractor responsible to all Parties for their respective acts and omissions. The Authority shall in no way be responsible for the acts or omissions of the Lessee or any successor in interest in this Lease.

35.02 Governmental Authority. Nothing in this Lease shall be construed to waive or limit the

Authority's governmental authority as an Independent Special District of the State of Florida to regulate Lessee or its Activities. The Authority's obligations pursuant to this Lease are made in a proprietary capacity rather than in a governmental capacity and shall not be construed as prohibiting, limiting, or eliminating the obligation of the Parties to comply with all applicable rules, regulations, ordinances, statutes and laws, nor alter or impair the Authority's governmental functions, including, but not limited to, the Authority's right to lawfully exercise its regulatory authority over the development of the Premises, nor as enabling, permitting, or creating any cause of action or claim arising out of the lawful exercise of the Authority's governmental authority.

35.03 Identity of Interest. The execution of this Lease or the performance of any of the terms, covenants, and conditions hereof shall not be deemed or construed to have the effect of creating between Authority and Lessee the relationship of principal and agent, or of a partnership or of a joint venture and the relationship between the Parties hereto shall be and always remain that of Authority and Lessee.

35.04 Consent and Action. Whenever this Lease calls for an approval, consent or authorization by the Authority, such approval, consent, or authorization shall be evidenced by the written approval of the President/CEO of the Authority. In the event this Lease is silent as to the standard for any such consent, approval, authorization, determination, or similar discretionary action, the standard shall be at the reasonable discretion of the Authority.

35.05 Severance of Terms. The invalidity of any part, portion, article, paragraph, provision, or clause of this Lease will not have the effect of invalidating any other part, portion, article, paragraph, provision, or clause thereof, and the remainder of this Lease will be valid and fully enforced as permitted by law.

35.06 Article Headings. The heading of the various Articles of this Lease, and its Table of Contents, are for convenience and ease of reference only, and shall not be construed to define, limit, augment or define in any way the scope, context or intent of any Article in this Lease or any other part or parts of this Lease.

35.07 No Recording. Neither this Lease, nor any memorandum or short form hereof, shall be recorded in the Public Records of the Authority without the Authority's consent. Notwithstanding the foregoing, the Authority hereby consents to the recording at Lessee's expense of a Memorandum of Agreement, subject to the Authority's prior written approval as to form.

35.08 Binding Effect. The terms, covenants, and conditions of this Lease shall inure to the benefit of and be binding upon the Parties hereto and their successors and assigns. This provision shall not constitute a waiver of any conditions for or against assignment or subletting.

35.09 Drafting and Construction. The Parties hereto have participated in extensive negotiations, drafting, and redrafting to arrive at this Lease and neither Party shall be considered the author of this Lease. The terms, covenants, and conditions of this Lease shall not be strictly construed against one Party as opposed to the other Party based upon who drafted any portion of this Lease. If any Article, paragraph, sentence, clause, or provision of this Lease shall be held by a court of competent jurisdiction to be invalid, any such invalidity shall not affect the remaining portions of this Lease and all other terms, covenants, and conditions of this Lease shall remain in full force and effect.

35.10 No Brokers. Lessee represents and warrants that Lessee has not dealt with any real estate salesperson, agent, finder, or broker in connection with this Lease and agrees to indemnify, defend, and hold harmless the Authority from and against any claims or demands of any such salesperson, agent, finder, or broker claiming to have dealt with Lessee. The foregoing indemnification shall include all costs and fees, including reasonable attorney's fees at trial and at appellate levels, incurred in the defense of any such claim or demand.

35.11 Incorporation of Exhibits. Exhibits attached hereto and referenced herein shall be deemed to be incorporated in their entirety in this Lease by each such reference.

35.12 Radon Gas. Radon gas is a naturally occurring radioactive gas that, when it has accumulated in a building in sufficient quantities, may present health risks to people who are exposed to it over time. Levels of radon that exceed federal and state guidelines have been found in buildings in Florida. Additional information regarding radon gas and radon testing may be obtained from the local government public health department.

35.13 No Third-Party Beneficiaries. No provision of this Lease is intended to, or shall be construed to, create any third-Party beneficiary, or grant any right or privilege to any person or entity not a Party to this Lease, including, but not limited to, any official, officer, employee, or agent of the Authority or Lessee.

35.14 Time of the Essence. Time is of the essence for this Lease and if Lessee fails on its part to perform any term, covenant, or condition at the time fixed for the performance or completion of any such term, covenant, or condition of this Lease, the Authority may declare Lessee to be in default of this Lease.

35.15 Survival. Lessee shall remain liable following the scheduled expiration or earlier termination of this Lease to perform all terms, covenants, conditions, and all other obligations imposed on Lessee pursuant to this Lease arising prior to the scheduled expiration or earlier termination of this Lease.

35.16 Rights Reserved. Any rights and privileges not specifically granted to Lessee by this Lease are expressly and independently reserved to the Authority. The Authority expressly reserves the right to prevent any use of the described Premises which would interfere with or adversely affect the operation or maintenance of the Airport or otherwise constitute an airport hazard.

35.17 Corporate Authority. The undersigned officer of Lessee hereby certifies and warrants to the Authority that he or she, as such officer, is authorized and empowered to bind the Lessee to the terms, covenants, and conditions of this Lease by his or her signature hereto.

35.18 Corporate Tenancy. If Lessee is a foreign corporation, limited liability company, or other for-profit entity, the undersigned officer of Lessee hereby certifies and warrants to the Authority that Lessee is an entity in good standing, authorized to do business in the State of Florida. Lessee agrees to maintain its corporate tenancy and good standing to do business in the State of Florida throughout the Term of this Lease, and any extension thereto.

35.19 Quite Enjoyment. Authority covenants that it has lawful title to the Premises free and clear of all liens, mortgages, bonded indebtedness and encumbrances except as otherwise herein noted and subject to the limitation and restriction in deeds by which Authority acquired its title, and it has full authority to make this Lease upon the terms herein set forth. Provided Lessee shall pay all Rent, Rent, fees, charges and assessments as herein agreed and keep and fully fulfil all the terms, covenants and conditions hereof, Lessee shall quietly enjoy the Premises subject to the terms and conditions hereof. In the event of a national emergency during the term hereof to affect or destroy the possessory right of Authority in the Premises or a major portion of the Airport, then Authority may be, at its option, relieved of the terms.

35.20 Budgetary Funding. Any obligations of the Authority that require financial funding are subject to and contingent upon annual funding and appropriations of the Sarasota Manatee Airport Authority Board.

35.21 No Third-Party Beneficiaries. No provision of this Lease is intended to, or shall be construed to, create any third-Party beneficiary, or grant any right or privilege to any person or entity not a Party to this Lease, including, but not limited to, any official, officer, employee, or agent of the Authority or Lessee.

35.22 Representations and Warranties. The Authority acknowledges that Lessee has entered this Lease in reliance on representations and warranties by the Authority in the terms, covenants, and conditions of this Lease. The Authority warranties that the Authority' right to lease the Premises to Lessee for the Rights and Privileges granted to Lessee thereon is free of encumbrances.

35.23 Written Amendments. Except as specifically provided in this Lease, no amendment, modification, or alteration of the terms of this Lease shall be binding unless the same is in writing, dated after the date hereof, and duly executed by the Lessee and the Authority.

35.24 Entirety of Agreement. The Parties agree that this Lease sets forth the entire agreement between the Parties and that there are no other agreements, pledges, promises, duties, obligations, or other understandings between the Parties other than those stated in this Lease. None of the terms, covenants, and conditions of this Lease may be altered, added to, modified, or superseded in any way except by written instrument executed by the Parties hereto.

(Continued on next page).

IN WITNESS WHEREOF, the Parties have hereunto set their hands and seals the day and year first above written.

Approved to Form and Legal Sufficiency for Sarasota Manatee Airport Authority

Dan Bailey
Signature

Charles D. (Dan) Bailey Jr
Name

Airport Attorney
Title

7/23/2026
Date

SARASOTA MANATEE AIRPORT AUTHORITY, an Independent Special District under the Laws of the State of Florida

Signature

Name

Title

Date

Witnesses

Signature

Roger Bello
Name

Compliance Coordinator
Title

6/8/26
Date

Lessee
DADE GSE, INC.

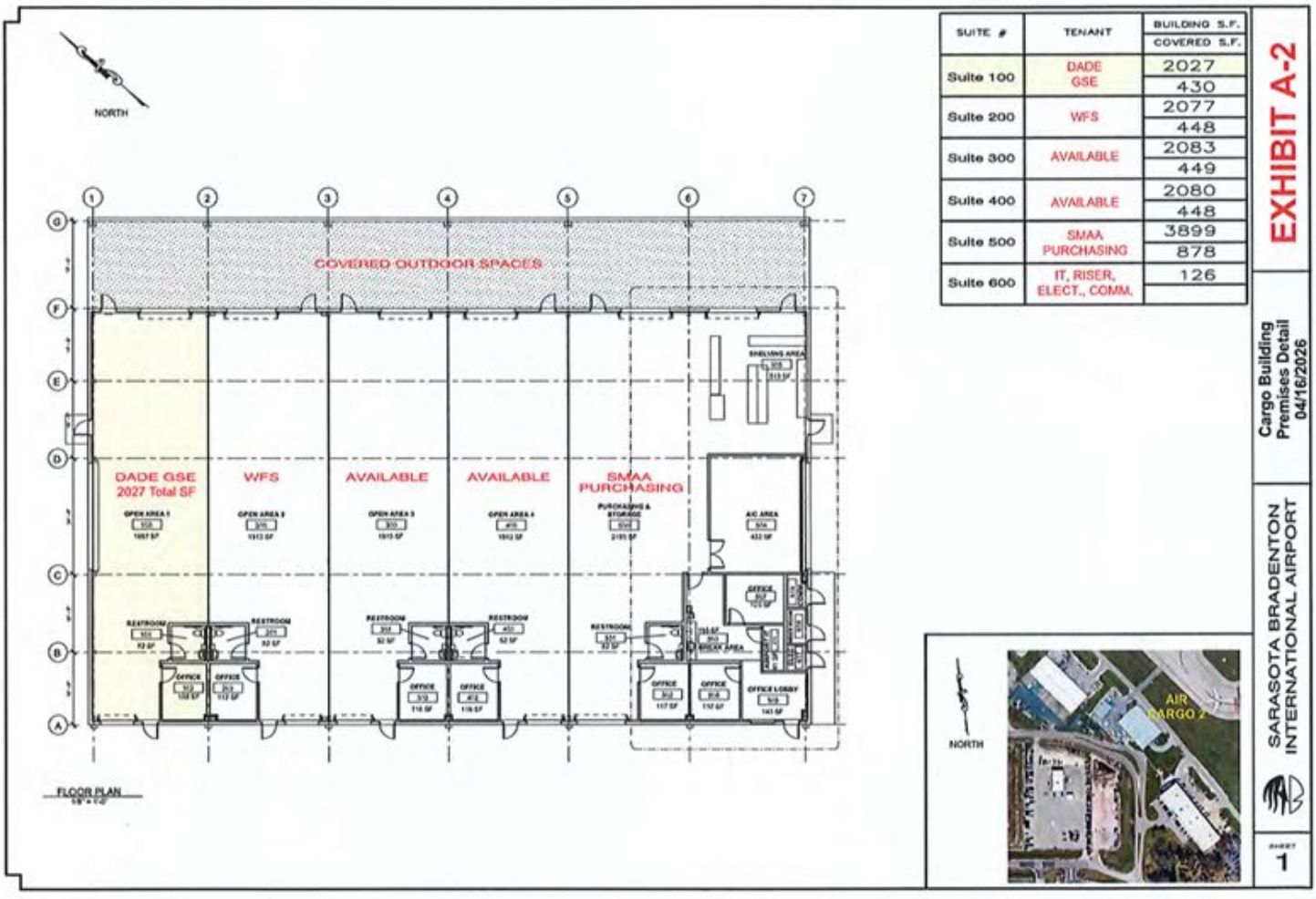
Signature

JORGE MOYA
Name

PRESIDENT
Title

06/08/2026
Date

EXHIBIT A
PREMISES



SUITE #	TENANT	BUILDING S.F. / COVERED S.F.
Suite 100	DADE GSE	2027
		430
Suite 200	WFS	2077
		448
Suite 300	AVAILABLE	2083
		449
Suite 400	AVAILABLE	2080
		448
Suite 500	SMAA PURCHASING	3899
		878
Suite 600	IT, RISER, ELECT., COMM.	126

EXHIBIT A-2

Cargo Building
Premises Detail
04/16/2026

SARASOTA BRADENTON INTERNATIONAL AIRPORT

SHEET 1

EXHIBIT B
LESSEE SERVICE AGREEMENTS

EXHIBIT B

PERMITTED ACTIVITIES

Name of Permittee: Dade GSE, Inc.

PERMITTED ACTIVITIES	CUSTOMERS
GSE SERVICES (MAINTENANCE & REPAIRS)	AA / PIEDMONT AIRLINES
GSE SERVICES (MAINTENANCE & REPAIRS)	ATLANTIC AVIATION
GSE SERVICES (MAINTENANCE & REPAIRS)	DELTA
GSE SERVICES (MAINTENANCE & REPAIRS)	PRIMEFLIGHT
GSE SERVICES (MAINTENANCE & REPAIRS)	SOUTHWEST AIRLINES
GSE SERVICES (MAINTENANCE & REPAIRS)	UNITED GROUND EXPRESS

PERMITTEE

Signature

TONY TIMONEDA

Name

COO / GENERAL MANAGER

Title

JULY 9th, 2026

Date

SARASOTA MANATEE AIRPORT AUTHORITY

Signature

Name

Title

Date

SARASOTA MANATEE AIRPORT AUTHORITY
AUGUST 24, 2026, REGULAR MEETING
STAFF NARRATIVE

REQUEST TO AWARD
LICENSE AGREEMENT FOR USE OF STRIP OF
ORIGINAL DESOTO ROAD RIGHT-OF-WAY FOR SIGNAGE AND LANDSCAPING

NARRATIVE: New College of Florida recently requested a permit from FDOT to utilize certain land at the corner of University Parkway and U.S. 41 for landscaping, of which a portion of the land includes a 0.32-acre strip owned by the Sarasota Manatee Airport Authority. Upon verification of ownership of the land, the College has requested a License Agreement from the Authority to allow the College to use the strip of land.

NARRATIVE: This agenda item proposes granting a license to New College of Florida to allow the College to use a small strip of the former DeSoto Road right-of-way for landscaping that previously bordered the Airport at the northeast corner of University Parkway and N. Tamiami Trail. The strip of land consists of approximately 13,730 sf or 0.32 acres. The land is approximately 31.71 feet in width, 376.44 feet in length along the southern boundary, and 536.4 feet in length along the northern boundary. An exhibit of the strip of land and the College's proposed landscaping plan is attached for review.

The land was originally a paved segment of the DeSoto Road which extended along the east-west half section line connecting U.S. 301 and U.S. 41. In the early 1990s, DeSoto Road was widened, reconstructed, and renamed "University Parkway", and its new corridor took a slight jog to the southwest to align with the entry road for the Ringling Museum, across the highway, which left the Strip of land isolated. When the old pavement was removed, the Strip reverted to the grassy buffer area along the northern side of University Parkway that exists today.

The east campus of the College is on approximately 34.82 acres leased by the Airport Authority to the Trustees of the Internal Improvement Trust Fund of the State of Florida (TIITF), for the benefit of the College, pursuant to two separate leases that will expire on November 30, 2056. However, in 2007, the TIITF purchased from the Airport Authority a 3.8-acre corner parcel to the north of the Strip, on the northeast corner of University and N. Tamiami Trail. Now the 3.8-acre parcel, which is owned in fee-simple by the TIITF, has been assembled with the 34.82-acre leasehold to comprise the College's east campus.

The legal description in the 2007 deed from the Airport Authority shows that the 3.8-acre parcel did not include the strip of land requested by the College. However, because that parcel, together with the strip of land, were part of airport lands transferred in 1947 by the U.S. government to the Airport Authority's predecessor, they were encumbered by federal restrictions, including height restrictions and the right of flight, which were released by the FAA in 2007 on the 3.8-acre corner parcel, but not on the strip of land. The grassy area between the strip of land and University Parkway is also owned by the TIITF, for the benefit of FDOT. As a result, the State essentially owns everything to the north and to the south of the strip.

Michael A. Hodges, MAI, of Airport Business Solutions, an aviation real estate appraiser retained by staff has provided a fair market value opinion of the strip of land which is $137,300.00. Because the land and the intended use is considered non-aeronautical, FAA guidance suggests a license

fee of approximately ten percent (10%) of fair market value per annum, or as warranted, subject to a periodic CPI adjustment every five years, and a reappraisal every ten years. The term of the license is proposed to expire in 2056, to coincide with the expiration of the College's east campus leases, and includes an early termination clause in favor of either party, appropriate FAA air rights and appropriate land use restrictions.

A copy of the proposed draft License Agreement is attached for review. At the request of the FAA's Southern Airports Division, staff has submitted the proposed draft agreement to the Orlando Airports District Office (ADO) for review to ensure that it aligns with the Airport Master Plan. Based on the information presented, the President and Chief Executive Officer recommend award of the proposed draft license agreement with New College of Florida for approximately 0.32-acre strip of land as presented, subject to the FAA ADO concurrence.

Recommendation: **The President and Chief Executive Officer recommends that the Authority Board award an appropriate agreement to New College of Florida for the approximately 0.32-acre of land as presented, to be used for signage and landscaping, subject to concurrence by the FAA, and authorize the President and Chief Executive Officer to execute the appropriate agreement.**

Attachments: Proposed Draft License Agreement dated June 23, 2026, with Exhibit "A" - Aerial Photo of Licensed Land, and Exhibit "B"- New College Conceptual Landscape Plan.

LICENSE AGREEMENT

This License Agreement (this "**Agreement**") entered as of this _____ day of _____ 2026 (the "Effective Date"), by and between the **SARASOTA MANATEE AIRPORT AUTHORITY**, an Independent Special District of the State of Florida (the "**Licensor**"), and **NEW COLLEGE OF FLORIDA BOARD OF TRUSTEES** (the "**Licensee**")**.**

RECITALS:

Whereas, Licensor is the owner of the Sarasota Bradenton International Airport (the "**Airport**"), including that certain area of land more particularly described in Exhibit "A" attached hereto (the "**License Area**"), which Licensed Area contains plants, trees and natural vegetation; and

Whereas, Pursuant to Chapter 2003-309, Laws of Florida, Licensor is permitted to let land and facilities at the Airport; and

Whereas, Pursuant to Section 1013.171(3)(c), Florida Statutes, Licensee may enter into agreements for the use of land upon which capital improvements may be made; and

Whereas, Licensee desires to use the License Area for the installation of a monument sign, plantings, irrigation and other landscape improvements, as shown on Exhibit "B" attached hereto (collectively, the "**Licensee Improvements**"), and Licensor is willing to allow such use pursuant to the terms set forth in this Agreement,

NOW, THEREFORE, in consideration of the foregoing and of the mutual agreements and covenants contained herein, Licensor and Licensee agree as follows:

1. **Grant of License.** Licensor hereby grants to Licensee a nonexclusive license to install a monument sign, plantings, irrigation and other landscape improvements on the Licensed Area (collectively the **"License"**). The Licensor is not conveying any land, title or easement thereto, but merely is granting a license as described herein. The Licensor reserves fee simple title to the License Area.

2. **License Fee**. Licensee shall pay to Licensor an initial license fee in the amount of $13,730.00 per year, payable in equal monthly installments of $1,144.17 (the "**License Fee**"). The License Fee, as may be adjusted, shall be payable in advance on the first day of each month throughout the Term of this Agreement, without deduction, set off, or demand. Licensee shall be solely responsible for the payment of all lawful fees and taxes, and any utility charges in connection with the exercise of Licensee's rights in and to the Licensed Area.

3. **Adjustment of License Fee.** Commencing on the first day of the fourth (4th) License Year and every three (3) years thereafter throughout the Term hereof, unless otherwise specifically provided ("**Adjustment Date**"), the License Fee shall be adjusted to reflect cost of living increases based upon the Consumer Price Index. At the time the calculation is being made, the monthly index figure for the third calendar month immediately prior to such License Year (the "**Adjustment Level**") shall be used. The monthly index figure for the same month in the twelve-month period immediately preceding the Base Year shall be referred to as the "**Base Level**." The new License Fee shall be computed by multiplying Base License Fee from the Base Year by a fraction, the numerator of which shall be the Adjustment Level, and the denominator of which shall be the Base Level. Stated as a mathematical formula, the adjusted License Fee shall be computed as follows:

$$\text{Adjusted License Fee} = \frac{\text{Adjustment Level x Base License Fee for the Base Year}}{\text{Base Level}}$$

In no event shall the License Fee in effect be decreased because of such adjustment. The annual License Fee shall not increase by more than 9% percent over the annual License Fee payable during the preceding three-year period, except on the Appraisal Adjustment Dates. This 9% cap shall not be applicable when the License Fee is being adjusted by appraisal. The License Fee following the adjustment shall remain in effect until the next Adjustment Date or Appraisal Adjustment Date. The cost-of-living index referred to herein shall be the Consumer Price Index (CPI) of all Urban Consumers, distributed by the Bureau of Labor Statistics of the U.S. Department of Labor. In the event said index ceases to be prepared and published, then the License Fee shall be adjusted in accordance with the most comparable index in existence.

The CPI adjustment set forth shall occur on the third anniversary of the Appraisal Adjustment Date, and every three years thereafter until the next Adjustment Date. After an Appraisal Adjustment Dates, the CPI adjustment shall occur every three years after such Appraisal Adjustment Date.

4. **License Fee Subject to Appraisal.** Upon the first day of the eleventh License year, and every ten (10) years thereafter throughout the Term of this Agreement (each such date an "Appraisal Adjustment Date"), Licensor shall select a qualified M.A.I. appraiser with demonstrated experience in appraising comparable licensed land, selected by the Licensor, who shall appraise the Licensed Area to determine its fair market license value using comparable property. The Licensor shall submit to Licensee a written statement of the then current fair market license value as established by the appraisal. The annual License Fee provided herein shall then be adjusted to an amount equal to the values set forth in the appraisal. The adjusted annual License Fee shall be payable commencing on the Adjustment Date.

This License shall automatically be considered amended, without formal amendment hereto, upon written notification by Licensor to the Licensee of the License Fee established pursuant to this Section. Any delay or failure of Licensor in computing the adjustment in License Fee, as hereinabove provided, shall not constitute a waiver of or in any way impair the continu-

ing obligation of Licensee to pay such adjusted annual License Fee from the applicable adjustment date. Notwithstanding any provision of this License to the contrary, the annual License Fee shall not be adjusted to an amount less than the annual License fee payable during the period immediately preceding the rental adjustment date.

5. **Use of Licensed Area.** Licensee shall use the License Area solely for the purpose of installation, improvement, maintenance, replacement, and repair of the Licensee Improvements. Licensee shall not use the License Area for any other use. Except as permitted by this Agreement, in the performance and exercise of its rights and obligations under this Agreement, Licensee shall not interfere in any manner with the existence and operation of any and all public rights-of-way; private rights-of-way; sanitary sewers; water mains; storm drains; gas mains; poles; aerial and underground electric and telephone wires; electroliers, cable television, and other telecommunications; and any Licensor property without the express prior written approval of Licensor. Any vegetation or improvements placed within the License Area shall not be permitted to grow to a height that penetrates the imaginary surfaces established by 14 C.F. R., Part 77 and Section 403.2C. of the Manatee County Land Development Code restricting potential hazards to navigable airspace. All vegetation and improvements within the License Area shall comply with the height restrictions set forth in 14 C.F.R. Part 77 and Section 403.2C of the Manatee County Land Development Code. Licensee shall not use the License Area in any manner that would (i) interfere with the landing or takeoff of aircraft at Sarasota Bradenton International Airport, (ii) interfere with air navigation or communication facilities serving the Airport, or (iii) otherwise constitute an airport hazard. Licensee shall not permit its agents, employees, or invitees to gain unauthorized access from the License Area onto Airport property for aeronautical purposes.

6. **Licensor Rights and Reservations**. Licensor reserves unto itself, its successor and assigns, for the use and benefit of the public, a right of flight for the passage of aircraft in the airspace above the surface of the License Area, together with the right to cause in said airspace such noise as may be inherent in the operations of aircraft, now known or hereafter used, for navigation of or flight in the said airspace, for use of said airspace for landing on, or taking off from or operating on the Airport.

7. **Licensee Improvements**. All costs associated with the planning and installation of the Licensee Improvements shall be paid by Licensee. Licensor hereby approves the monument sign shown on Exhibit "B". Prior to the installation of any additional Licensee Improvements, Licensee shall provide a landscaping and signage plan for approval by Licensor, which approval may be withheld in Licensor's sole discretion, and obtain a tenant construction permit issued by Licensor.

8. **Maintenance**. Licensee shall continually keep the License Area and Licensee Improvements in good, clean, healthy and safe condition. The maintenance, repair, and replacement of the Licensee Improvements, including, without limitation, cleaning, picking up of trash and other debris, maintenance of lighting, reseeding, repair and replacement of landscap-

ing, irrigation repair, mowing, fertilization and other maintenance within the License Area shall be solely the responsibility of Licensee.

9. **Compliance; Waste; Nuisance**. Licensee shall abide by all reasonable directions and requirements of Licensor and any insurance company insuring the License Area and shall keep and abide by all laws, ordinances, rules and regulations of all governmental bodies and their respective regulatory agencies having any jurisdiction over the License Area. Licensee shall maintain the License Area in a clean, safe and healthy condition. Licensee warrants that all installation services provided at the License Area shall be performed by personnel appropriately licensed, experienced and skilled in their profession and in accordance with the applicable standards of professionalism for comparable or similar services. Licensee shall not commit, suffer, or permit the commission by others of: (i) any waste or nuisance on the License Area or (ii) any action or use of the License Area which interferes or conflicts with the use of the License Area by Licensor or any authorized person using the Licensed Area.

10. **No Hazardous Materials**. No Hazardous Material (as hereinafter defined) shall be created, handled, placed, stored, used, transported or disposed of by Licensee on the License Area. To the fullest extent permitted by law, without waiving sovereign immunity, Licensee hereby agrees to indemnify, defend and hold the Licensor and its directors, officers, employees and agents harmless from and against any and all claims, judgments, damages, penalties, fines, costs, liabilities or losses (including, without limitation, sums paid in settlement of claims, attorney's fees, consultant fees and expert fees) which result from Licensee's breach of this paragraph. As used herein, "**Hazardous Material**" means any substance that is toxic, ignitable, reactive, and corrosive and that is regulated by any local government, the State of Florida, or the United States Government. Hazardous Material includes any and all material or substances that are defined as hazardous waste, extremely hazardous waste or a hazardous substance pursuant to state, federal or local governmental law. Hazardous Material includes, but is not restricted to, asbestos, polychlorobiphenyls (PCBs), petroleum, or fluids in drums that could seep into the ground.

11. **Term and Termination.** The term of this Agreement shall commence on _____, 2026 and expire on November 30, 2056 (the "**Term**"). Notwithstanding anything to the contrary herein, Licensor and Licensee each reserves the right to terminate this Agreement at any time, for any reason or no reason, upon not less than 60 days' prior written notice to the other party (the **"Termination Notice Period"**). Upon the expiration of the Termination Notice Period, this Agreement will automatically terminate, and Licensor may immediately reclaim possession of the Licensed Area and remove any Licensee Improvements. In the event Licensor terminates this Agreement pursuant to this Section, Licensor shall reimburse Licensee for the unamortized portion of the actual, documented costs incurred by Licensee for the installation of any monument sign installed by Licensee pursuant to this Agreement. For purposes of this Section, costs shall be amortized on a straight-line basis with no residual value over a period of 15 years from the date of installation. Reimbursement shall be made within 60 days following termination and delivery of sufficient reasonable supporting documentation by Licensee.

Upon any termination or expiration of this Agreement, Licensee's rights hereunder shall immediately cease, and nothing herein shall be deemed to create any license, leasehold estate or property interest in favor of Licensee.

12. **Condition.** Licensor makes no representation or warranty regarding the condition of the License Area or whether the use contemplated by this Agreement is allowed under applicable law, restrictions, or zoning requirements. Licensee accepts the License Area in its present "AS IS" condition. Except as provided herein, Licensee shall make no alterations or changes to the License Area.

13. **Liability.** Licensee shall be responsible for any damage to the License Area caused by Licensee or its employees or contractors. To the fullest extent permitted by law, without waiving sovereign immunity, Licensee indemnifies Licensor against any loss, liability, or expense resulting from any claim made for personal injury or death, or damage to property, arising from the use of the License Area pursuant to this Agreement, as well as any fines or other costs incurred as a result of the use of the License Area pursuant to this Agreement. Licensee acknowledges that the License Area is vacant. Licensor shall have no liability to Licensee or to any person for personal injury or death, or damage to property resulting from the use of the License Area pursuant to this Agreement. Without limiting the foregoing, Licensee hereby assumes all risks associated with the activities to be conducted pursuant to this Agreement.

14. **Insurance**. During the Term, Licensee shall maintain, at its sole cost and expense, a general liability **insurance** policy with minimum limits of $2,000,000 for bodily injury or death of person(s) and $2,000,000 for property damage arising out of a single occurrence, which limits may be increased from time to time by Licensor, and any other insurance Licensor reasonably deems necessary with respect to the License Area. Said policies shall name Licensor as an additional insured and be endorsed to insure against obligations assumed by Licensee in the indemnity herein. The additional insured endorsements shall provide coverage on a primary basis and read "Sarasota Manatee Airport Authority Board, an Independent Special District of the State of Florida, its Commissioners, Officers, Employees and Agents, c/o Sarasota Manatee Airport Authority, 6000 Rick Piccolo Circle, Sarasota, Florida 34243". Licensee may comply with the requirements of this paragraph through its self-insurance program maintained in accordance with Section 768.28, Florida Statutes.

15. **Waiver of Subrogation**. By entering this License, **Licensee** agrees to a Waiver of Subrogation for each policy maintained by **Licensee** pursuant to or in connection with this License. When required by the insurer or should a policy condition not permit an insured to enter into a pre-loss agreement to waive subrogation without an endorsement, **Licensee** shall notify the insurer and request the policy be endorsed with a Waiver of Transfer of Recovery Against Others, or its equivalent. This Waiver of Subrogation requirement shall not apply to any policy, a condition to which the policy specifically prohibits such endorsement, or voids coverage should **Licensee** enter into such an agreement on a pre-loss basis.

16. Certificate of Insurance. Prior to the Effective Date of this Agreement, a certificate of insurance shall be furnished to Licensor evidence that said policy of insurance is in force and will not be cancelled or materially changed to affect the interests of Licensor until ten (10) days' written notice has been furnished to Licensor. Upon request, copies of policies will be furnished to Licensor. Licensee understands and agrees that the use of the License Area is expressly contingent upon acceptance and compliance with the provisions contained herein.

17. **Attorney's Fees**. In any proceeding to construe or enforce this Agreement, the losing party shall pay the substantially prevailing party, all reasonable costs, expenses and attorneys' fees incurred by the prevailing party, including those costs, expenses and reasonable attorneys' fees, paralegal fees, and expert witness fees incurred in appellate proceedings.

18. **No Transfer**. Licensee may not, without the prior written consent of Licensor, transfer, assign, sublet, enter any license or concession agreement, or mortgage or hypothecate this License.

19. **Entire Agreement.** This Agreement sets forth the entire agreement and understanding between the parties relating to its subject matter and merges all prior discussions between them. This Agreement may not be amended or modified except in writing signed by all parties.

20. **Waiver.** The waiver of any breach of this Agreement shall not operate or be construed as a waiver of any subsequent breach of this Agreement. The above recitals are true and are hereby incorporated into this Agreement.

21. **Applicable Law.** This Agreement shall be enforced and interpreted under the laws of the State of Florida. The venue of any action brought to enforce or construe this Agreement shall be Sarasota County, Florida.

22. **Notices.** All notices pursuant to this Agreement must be in writing and will be deemed given when mailed postage prepaid, by certified or registered mail, return receipt requested, sent by receipt courier service, sent by electronic mail, or delivered personally to the party concerned at the addresses set forth below:

To Licensor:
Paul L. Hoback, Jr.
President & Chief Executive Officer
Sarasota Manatee Airport Authority
Sarasota Bradenton International Airport
6000 Rick Piccolo Circle
Sarasota, Florida 34243
Email: paul.hoback@flysrq.com

With a copy to:
Raymond Anderson, Esq.
SVP, Legal Affairs & Compliance
Sarasota Manatee Airport Authority

6000 Rick Piccolo Circle
Sarasota, Florida 34243
Email: raymond.anderson@flysrq.com

To Licensee: Richard Corcoran, President
New College of Florida
5800 Bay Shore Road
Sarasota, Florida 34243
Email: rcorcoran@ncf.edu

With copy to: Office of the General Counsel
New College of Florida
Attn: General Counsel
5800 Bay Shore Road
Sarasota, FL 34243

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed effective as of the date first above written.

SARASOTA MANATEE AIRPORT AUTHORITY

Signature _____
Paul L. Hoback, President & Chief Executive Officer
Date: _____

Approved as to Form and Legal Sufficiency for
Sarasota Mantee Airport Authority

Signature _____
Name _____
Title _____
Date _____

NEW COLLEGE OF FLORIDA BOARD OF TRUSTEES

Signature _____
Name _____
Title _____
Date _____

Approved as to Form and Legal Sufficiency for
New College of Florida Board of Trustees

Signature: _____
Name _____
Title _____
Date _____

EXHIBIT "A"

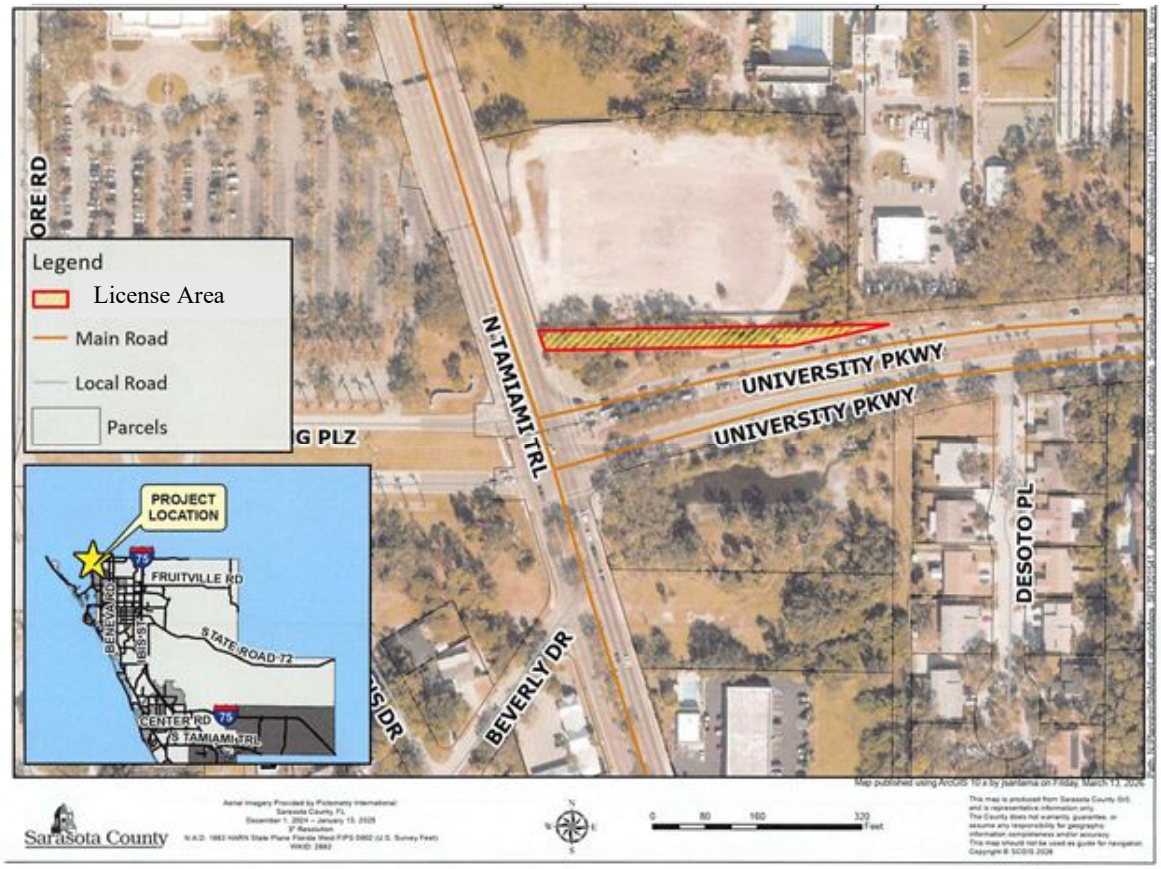

Legend
License Area
Main Road
Local Road
Parcels
PROJECT LOCATION
FRUITVILLE RD
STATE ROAD 72
CENTER RD
S TAMIAMI TRL
N TAMIAMI TRL
UNIVERSITY PKWY
UNIVERSITY PKWY
BEVERLY DR
DESOTO PL
Sarasota County

EXHIBIT "B"



11336487.1

SARASOTA MANATEE AIRPORT AUTHORITY
AUGUST 24, 2026, REGULAR MEETING
STAFF NARRATIVE

REQUEST TO AWARD PROFESSIONAL SERVICES AGREEMENT FOR CONSTRUCTION PHASE SERVICES FOR RUNWAY 14-32 OBJECT FREE AREA IMPROVEMENTS

EXECUTIVE SUMMARY: At its Regular Board Meeting on March 31, 2205, the Sarasota Manatee Airport Authority selected Garver, USA, Inc. as the preferred firm to enter negotiation for professional services for the Runway 14-32 Runway Object Free Area Project (the "Project"). On May 19, 2025, the Airport Authority awarded an agreement to Garver to provide engineering and pre-construction phase services for the ROFA Project. Staff has been satisfied with the services provided by Garver and has now negotiated with Garver to provide construction phase services for the Project, including testing, inspection, project and grant administration, in the amount of $152,083.50.

NARRATIVE: In 2022, the Sarasota Manatee Airport Authority completed an update of the Master Plan for Sarasota Bradenton International Airport (the "Airport"). Findings from the update disclosed that a portion of the vehicle perimeter service road on the southern portion of the airfield diverged with the Runway Object Free Area Runway 14-32 and therefore, required relocation pursuant to FAA AC 150/5300-13B. In response, on April 6, 2026, the Airport Authority issued a Request for Bids for Runway 14-32 ROFA Improvements, and the lowest responsive bid was received from E.O. Koch Construction Co., in the amount of $531,012.00.

Thereafter, on December 9, 2024, the Airport Authority issued a request for qualifications for professional engineering and preconstruction services for the Runway 14-32 ROFA Improvement Project. On March 31, 2025, the Sarasota Manatee Airport Authority selected Garver, USA, Inc. as the preferred firm to enter in negotiations, and on May 19, 2025, the Airport Authority awarded a professional services agreement to Garver to provide engineering and preconstruction services for the Project. Staff have since been satisfied with the services provided by Garver and have now negotiated with Garver to provide construction phase services, including testing, inspection, project and grant administration, for the Project, in the amount of $152,083.50, consistent with FAA professional fee guidelines.

The construction duration for the Project is 99 calendar days. Project funding provided by the FAA, equivalent to 90% of the total project costs. All remaining Project costs shall be divided equally between FDOT and the Airport Authority. Based on the information presented, the President and Chief Executive Officer recommends the Board award the professional services agreement for the Runway 14-32 ROFA Improvements Project construction phase services, including testing, inspection, project and grant administration, to Garver USA, Inc., in the amount of $152,083.50, plus a 15% contingency, subject to receipt of the appropriate FFA funding.

RECOMMENDATION: It is hereby recommended that the Sarasota Manatee Airport Authority award the professional services agreement for construction phase services, including testing, inspection, project and grant administration, for the Runway 14-32 ROFA Improvements Project to Garver USA, Inc., in the amount of $152,083.50, plus a 15% contingency, subject to receipt of the appropriate FFA funding, and authorize the President and Chief Executive Officer to execute the appropriate agreement to implement this action.

ATTACHMENTS: None

FIRST AMENDMENT
TO
CONTRACT FOR PROFESSIONAL ENGINEERING SERVICES FOR
BETWEEN
THE SARASOTA MANATEE AIRPORT AUTHORITY
AND
GARVER, LLC

Project Title: Construction Phase Services for the Runway 14-32 ROFA Improvements

This Amendment entered into this _____ day of _____, 2026, by and between the Sarasota Manatee Airport Authority, hereinafter referred to as the "AUTHORITY", and Garver, LLC, hereinafter referred to as "CONSULTANT".

WITNESSETH

WHEREAS, the AUTHORITY has entered into an Agreement for Professional Engineering Design Services, dated July 30, 2025; and

WHEREAS it is the intent of the AUTHORITY and the CONSULTANT to amend the contract to provide for additional Construction Phase Services;

NOW, THEREFORE, in consideration of the foregoing and the covenants hereinafter contained, it is agreed as follows:

1. Incorporation of Prior Documents: The Agreement for Professional Engineering Design Services, dated July 30, 2025, is made a part hereof by reference and hereinafter collectively referred to as the "Agreement."

2. Scope of Services: The addition of Additional Engineering Design Services as outlined in "Attachment A".

3. Compensation: Consultant will be compensated on a time and materials basis with a not to exceed amount for all labor and reimbursable expenses in the amount of: **One Hundred Fifty-Two Thousand, Eighty-Three Dollars and Fifty Cents ($152,083.50).**

4. Time of Performance - The term of this contract amendment continues through completion of closeout of the project.

5. Effect of Amendment: Except as expressly amended hereby, all other terms and conditions of the Agreement shall remain in full force and effect. Subconsultant proposals may be attached for reference and shall not be deemed to supersede the terms of the Agreement.

IN WITNESS WHEREOF, this First Amendment to the Agreement for Engineering Design Services has been executed in duplicate, by the respective parties hereto. A facsimile or electronic (including "pdf") copy of this Contract, and any amendments thereto, and any signatures thereon, shall be considered for all purposes as an original. Alternatively, such documents may be executed by electronic signatures, as determined by Florida's Electronic Signature Act and other applicable laws.

Warranty of Authority: Each person signing this Contract warrants that he or she is duly authorized to do so and to bind the respective party.

AUTHORITY:
SARASOTA MANATEE AIRPORT AUTHORITY

BY:_____
Printed Name: Robert Spencer
Title: Chairman, SMAA

WITNESS as to Authority:

1._____
Print Name:

CONSULTANT:
GARVER, LLC

BY:_____
Printed Name: MATTHEW SCHWENK, PE
Title: AVIATION REGION LEADER

WITNESS as to Consultant:

1._____
Print Name: David Gordon

FIRST AMENDMENT TO THE
PROFESSIONAL ENGINEERING DESIGN SERVICES AGREEMENT FOR
RUNWAY 14-32 ROFA IMPROVEMENTS
BETWEEN
THE SARASOTA MANATEE AIRPORT AUTHORITY
Sarasota Bradenton International Airport
AND
GARVER, LLC.

FEE SUMMARY OF CHANGES

Original Contract (dated July 30, 2025)	$	123,095.90
Amend No. 1, Construction Phase Services (August, 2026)	**$**	**152,083.50**
TOTAL:	$	275,179.40

EXHIBIT A – SCOPE OF SERVICES – CONSTRUCTION ADMINISTRATION

Sarasota Manatee Airport Authority

Project No. 2500189

In July 2025, Sarasota Manatee Airport Authority contracted with Garver to provide Professional Engineering Design Services for the Runway 14–32 ROFA Improvements Project. The project consists of removing a portion of the existing vehicle service road (VSR) located within the Runway Object Free Area (ROFA) of Runway 14–32 and realigning the VSR outside of the required safety area. Project elements include site grading, modifications to the existing stormwater system, rehabilitation and widening of the existing outer VSR, and associated improvements. Additionally, two additive alternates are included, consisting of rehabilitation (overlay) of the existing VSR extending to Gate 19S and improvements to the existing Air Operations Area (AOA) fence. The overall project scope is depicted in *Figure 1 – Project Overview.*

This scope amendment is for Construction Administration (CA) and On-Site Resident Project Representative (RPR) services for the duration of project construction. These services include, but are not limited to, project management, construction administration, on-site inspection services, materials testing and observation, coordination with stakeholders, review of contractor submittals and pay applications, issuance of change directives, and project closeout support.

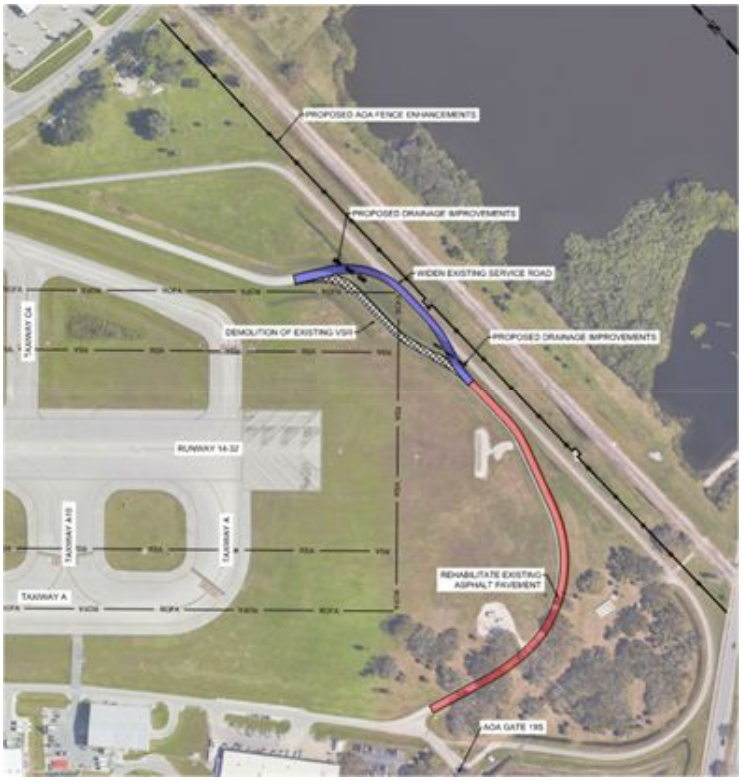


Figure 1 – Project Overview

1. PROJECT MANAGEMENT

1.1. Garver will provide project management throughout the duration of construction. Project management will consist of the tasks defined in the scope of services included with original Agreement.

2. CONSTRUCTION ADMINISTRATION SERVICES

2.1. Upon issuance of the construction Notice to Proceed (NTP) by SMAA, Garver shall begin the construction phase of the work and will accomplish the tasks further described below.

2.2. Construction Management Plan

Garver will prepare a "Construction Management Plan" to be submitted to the Federal Aviation Administration (FAA) for approval. At a minimum, the plan shall list key construction personnel, qualifications of construction management personnel, and materials quality assurance information. The plan will be reviewed by the FAA project manager and must be approved along with the final plans and specifications for construction.

2.3. Submittals

Garver will evaluate and respond to construction material submittals and shop drawings. Corrections or comments made by Garver on the shop drawings during this review will not relieve Contractor from compliance with requirements of the drawings and specifications. The check will be for review of general conformance with the design concept of the project and general compliance with the information given in the contract documents. The Contractor will be responsible for confirming and correlating all quantities and dimensions, selecting fabrication processes and techniques of construction, coordinating his work with that of all other trades, and performing his work in a safe and satisfactory manner. Garver's review shall not constitute approval of safety precautions or constitute approval of construction means, methods, techniques, sequences, procedures, or assembly of various components. When certification of performance characteristics of materials, systems or equipment is required by the Contract Documents, either directly or implied for a complete and workable system, Garver shall be entitled to rely upon such submittal or implied certification to establish that the materials, systems or equipment will meet the performance criteria required by the Contract Documents.

2.4. Preconstruction Meeting

Garver will attend and participate in one (1) in-person pre-construction meeting, with the Authority and the Contractor. Garver's Engineer and Resident Project Representative (RPR) will attend the pre-construction meeting. Garver will record minutes of the meeting and distribute them to all attendees.

2.5. Progress Meetings

Garver will attend weekly progress meetings with the Owner and Contractor. It is expected that 10 meetings will be held on-site, and 2 meetings will be held via conference call. Of these 12 meetings, all will be attended by Garver's Resident Project Representative (RPR). It is expected that the Engineer will attend two on-site progress meetings and perform site visits to monitor the status of construction. To the extent possible, progress meetings and visits to the

site of the work should be scheduled to coincide with each new phase of construction, scheduled FAA inspections, and other times when Garver's presence is desirable. Garver's project engineer or his qualified representative will be available at all times work is in progress by telephone. Garver will prepare for and attend any utility pre-construction meetings as required. Garver will record minutes of the meeting and distribute them to all attendees.

2.6. Agency Coordination

Garver will consult with and advise the Owner during the construction period as it relates to reporting of the construction progress to project stakeholders, notably FAA and FDOT. Garver will submit, when requested by the Owner, written reports to the Owner on the progress of the construction including any problem areas that have developed or are anticipated to develop. In addition, Garver shall supply to the Owner up to four (4) FAA Form 5370-1, Construction Progress and Inspection Report, or equivalent. Garver will also consult with SMAA regarding construction progress for the purpose of maintaining compliance with FDOT grant requirements.

2.7. Pre-Paving Meeting

Garver will attend and facilitate one (1) virtual pre-paving coordination meeting prior to any paving beginning on site. The meeting will be attended at a minimum by Garver's Engineer and RPR, SMAA, the Contractor, the Contractor's paving subcontractor (if applicable), the Owner's Quality Assurance firm, and the Contractor's Quality Control firm. The purpose of the meeting will be to review the Contractor's plan for paving operations including, but not limited to, the date paving is to begin, access to the site, QA/QC requirements, and safety and security requirements.

2.8. RFIs

Garver will issue instructions to the Contractor on behalf of the Owner and issue necessary clarifications (respond to RFIs) regarding the construction contract documents. Up to ten (10) RFI responses are included.

2.9. Progress Payments

Garver will review up to five (5) contractor's progress payment requests based on the actual quantities of contract items completed and accepted and will make a recommendation to the Authority regarding payment. Garver's recommendation for payment shall not be a representation that Garver has made exhaustive or continuous inspections to (1) calculate detailed quantities in the field, (2) review billings from Subcontractors and material suppliers to substantiate the Contractor's right to payment, or (3) ascertain how the Contractor has used money previously paid to the Contractor.

2.10. Payroll Reviews

2.10.1. Garver will assist the Owner in the observation of the Contractor's operations for proper classification of workers, review of the Contractor's payroll as necessary to determine compliance with Davis Bacon requirements, and conduct contractor employee interviews to determine compliance with Davis Bacon requirements. Garver will keep the Contractor's payroll records on file demonstrating compliance with the Davis Bacon requirements. In addition, Garver will monitor the contractor's posting of the required EEO notice and provide general oversight of any obvious instance of a segregated workplace.

Garver will submit Contractor's certified payroll records to Owner at the completion of the project.

2.11. Record Drawings

Garver will maintain a set of working drawings and provide information for preparation of record drawings of the completed project. This information will be incorporated into final record drawings completed as part of Closeout Services and final record drawings will be provided to the Owner after project completion.

2.12. Change Orders and ESIs

When authorized by the Owner, Garver will prepare change orders or engineer's supplemental instructions for added clarity or changes in work from that originally provided for in the construction contract documents. If redesign or substantial engineering or surveying is required in the preparation of these change order documents, the Owner will pay Garver an additional fee to be agreed upon by the Owner and Garver. A total of 2 COs/ESIs are included.

2.13. Substantial Completion

Garver will conduct one Substantial Completion Walk-Thru with the Authority and Contractor to observe the completed project. Upon completion of the walk-thru, Garver will prepare and issue a punch list which will identify all deficiencies noted during the walk-thru. The Authority will include the punch list when issuing substantial completion to the Contractor.

2.14. Final Inspection

Garver, upon completion of all punch list items, will conduct a Final Acceptance Walk-Thru with the Authority and the Contractor to verify that all work items, including punch list items, are complete.

3. ON-SITE RESIDENT PROJECT REPRESENTATIVE SERVICES

3.1. Garver will provide full-time Resident Project Representative (RPR) services for the 69-calendar-day construction contract performance time. The proposed fee is based on approximately 50 hours per week during the construction contract performance time for the RPR, plus an additional one (1) week for weather and other delays beyond the Contractor's control. If the construction time extends beyond the time established in this agreement or if the Owner wishes to increase the time or frequency of the observation, the Owner will pay Garver an additional fee agreed to by the Owner and Garver. All RPR personnel shall have the appropriate experience and qualifications.

3.2. During the construction period, Garver's RPR will provide or accomplish the following:

- Consult with and advise the Owner during the construction period. Garver will submit, when requested by the Owner, written reports to the Owner on the progress of the construction including any problem areas that have developed or are anticipated to develop. In addition, Garver shall supply to the Owner such periodic reports and information as may be required by the FAA
- As necessary, conduct safety meetings with the Contractor.
- Coordinate with the firm providing construction materials quality assurance testing. Coordinate with this firm to ensure that all material tests required for construction are

scheduled and accomplished in a manner that will not delay the Contractor unnecessarily and will meet specification requirements as to location and frequency.

- Perform intermediate inspections in advance of the final inspection.
- Maintain a file of quantities incorporated into the work, test reports, certifications, shop drawings and submittals, and other appropriate information.
- In accordance with FAA AC 150/5370-12A, maintain a project diary which will contain information pertinent to each site visit.
- Administer the “Construction Management Plan” prepared by Garver.
- Monitor the contractor’s conformance to the approved construction safety and phasing plan.
- Prepare a Construction Materials Quality Control Summary. At a minimum, the summary shall include a list of all tests performed showing the date, location, pass or fail, results of retests, and whether the test is eligible or ineligible under the A.I.P. program. The Summary will include a certification that all testing was completed in accordance with the "Construction Management Plan."

3.3. In performing construction observation services, Garver will endeavor to protect the Owner against defects and deficiencies in the work of the Contractor(s); but Garver does not guarantee the performance of the Contractor(s), nor is Garver responsible for the actual supervision of construction operations. Garver does not guarantee the performance of the contracts by the Contractors nor assume any duty to supervise safety procedures followed by any Contractor or subcontractor or their respective employees or by any other person at the job site. However, if at any time during construction Garver observes that the Contractor’s work does not comply with the construction contract documents, Garver will notify the Contractor of such non-compliance and instruct him to correct the deficiency and/or stop work, as appropriate for the situation. Garver will also record the observance, the discussion, and the actions taken. If the Contractor continues without satisfactory corrective action, Garver will notify the Owner immediately, so that appropriate action under the Owner’s contract with the Contractor can be taken.

4. MATERIALS TESTING SERVICES

4.1. AREHNA Engineering, Inc. (AREHNA) as a subconsultant to Garver, will provide quality assurance testing for the project as required by the Plans and Specifications in accordance with FAA and Owner’s requirements.

5. **PROJECT CLOSEOUT SERVICES**

5.1. At the conclusion of construction, Garver will assist the Owner with project closeout by providing a final project report which will include all necessary documents required for FAA grant closeout. Closeout documentation will be provided within 60 days of the final payment to the Contractor.

6. **PROJECT DELIVERABLES**

6.1. The following deliverables will be submitted to the parties identified below. Unless otherwise noted below, all deliverables shall be electronic.

- Construction Management Plan to the Owner and FAA
- Reviewed submittals to the Contractor.
- Record Plans and Specifications to the Owner and FAA.
    - One hard copy to the Owner.

- Other electronic files as requested.

7. **ADDITIONAL SERVICES**

7.1. The following items are not included under this agreement but will be considered as additional services to be added under Amendment if requested by the Owner.

- Design services beyond those listed herein.
- Redesign for the Owner's convenience or due to changed conditions after previous alternate direction and/or Changes conditions may include, but are not limited to major changes to pavement, building, or utility alignments.
- Deliverables beyond those listed herein.
- Services after construction, such as warranty follow-up, operations support, and Part 139 inspection support.

8. **SCHEDULE**

8.1. Garver shall begin work under this Agreement within ten (10) days of execution of this Agreement and shall complete the work in accordance with the schedule below:

Phase	Calendar Days
Construction NTP	-
Mobilization	30 Days from Construction NTP
Substantial Completion	99 Days from Construction NTP
Close Out	60 Days from Substantial Completion

9. **COMPENSATION**

Garver will be compensated on a time and materials basis with a not to exceed amount for all labor and reimbursable expenses. AREHNA will be compensated on a time and materials basis with a note to exceed amount for all materials testing.

WORK DESCRIPTION	FEE AMOUNT	FEE TYPE
Construction Administration	$34,559.50	NOT TO EXCEED
On-Site Resident Project Representative Services	$99,150.00	NOT TO EXCEED
Materials Testing Services	$18,374.00	NOT TO EXCEED
TOTAL FEE	$152,083.50	

AREHNA | Engineering, Inc.

Tampa | Orlando | Coral Springs
Ph 813.944.3464 | Fax 813.944.4959

May 14, 2026

Garver
4211 W Boy Scout Blvd, Suite 290
Tampa, FL 33607

Attention: David Gordon

Subject: Proposal to Provide Construction Materials Testing Services
Runway 14-32 ROFA Improvements
AREHNA Proposal No.: M.Prop-26-036

AREHNA Engineering, Inc. (AREHNA) is pleased to present our estimated budget proposal to perform Construction Materials Testing services for the above referenced project. We would appreciate an opportunity work with your team on this project.

Our Qualifications

AREHNA is a certified Disadvantaged Business Enterprise (DBE) by the State of Florida, the Florida Department of Transportation (FDOT), the City of Tampa, Tampa Port Authority, Hillsborough County, and the Hillsborough County School Board, among many others. Copies of our certifications are available upon request.

We are a multi-disciplined organization of professional engineers, project managers, field and laboratory technicians, and support personnel, who combine their technical capabilities, past experience, dedication, and enthusiasm to provide quality-engineering services to our clients.

Our Resources and Personnel

Because we know that our most valuable asset is our people, we believe that by investing in our people, it increases the value and services we can offer and bring to our clients and their projects. We currently have a diverse team of over 18 experienced and certified field laboratory technicians that holds a combined total of over 90 various CTQP certifications in earthwork, pile driving, asphalt, geotechnical, and laboratory testing as well as ACI certifications for concrete testing. Our field and laboratory technicians have between 2 to over 30 years of testing and inspection experience.

Our laboratory is a modern fully equipped laboratory that meets the requirements for ASTM E-329 and additionally is FDOT approved and AASHTO accredited. In addition to our laboratory, our fleet vehicles are GPS equipped to provide instant location of our personnel which allows us to better serve our clients.



Our Safety

Safety is very important to us and we understand how critical it is to our employees, their families and our clients. We know safety is critical in construction and on many projects can be a factor when selecting construction materials testing firms. Our field personnel understand that hard hats, safety vests, boots, hearing protection, safety glasses, and gloves are normal for every project. Our personnel understand and follow our corporate safety policy as well as the site safety policy of each project.

Scope of Services

We anticipate our services for this project may include:

- Provide Engineering Technicians to perform earthwork, concrete and asphalt testing and inspection services
- Provide qualified laboratory technicians to perform various laboratory testing on soils, concrete and asphalt samples

Reporting

Our reporting system uses a report numbering system for each test report issued to allow the client, contractor, and other team members the ability to track various testing reports and compliance issues during construction. The advantage of this system is to verify missing test reports and tracking of non-compliance issues for the contractor and to allow them the option to back charge subcontractors for failed testing as well as improving invoice approval and payment management.

Fees and Budgets

Based on a review of the plans, specifications, and our general knowledge of the project, an estimate of our fees for budget consideration is attached to this proposal. Requested services will be invoiced for only services that are performed based on actual hours and tests performed utilizing the attached unit rates (Attachment A). Any services requested not shown in Attachment A will be based on standard unit rates or rates established by the client and AREHNA. Our services will be performed in accordance with our attached Terms and Conditions and our services in Attachment A. A copy of our Work Order is attached to this proposal for your authorization and signature.

We would greatly appreciate the opportunity to work with you on this and future projects and we thank you in advance for your consideration of AREHNA as your Construction Materials Testing firm. If you have any questions with regard to this proposal, please do not hesitate to contact us at 813.944.3464.

Respectfully Submitted,
AREHNA Engineering, Inc.

Stephen Long, P.E.
Senior Project Engineer

Attachments: Estimated Fee Schedule and Work Order

AREHNA | Engineering, Inc.

Attachment A
Runway 14-32 ROFA Improvements
Estimated Fees
Proposal No. : M.Prop-26-036
Date: 05/14/26

BASE

CONSTRUCTION MATERIALS TESTING & INSPECTION SERVICES

Engineering Technician	**Quantity**	**Units**	**Rate**	**Subtotal**
Field Density Testing - *Estimate 5 Trips*	40	hour	$ 70.00	$ 2,800.00
Concrete Testing - *Estimate 2 Placements*	16	hour	$ 70.00	$ 1,120.00
Senior Engineering Technician				
Asphalt Sampling & Monitoring - *Estimate 4 Days*	32	hour	$ 85.00	$ 2,720.00
Laboratory Testing				
Soil	**Quantity**	**Units**	**Rate**	**Subtotal**
Modified Proctor Test	2	each	$ 170.00	$ 340.00
Limerock Bearing Ratio (LBR) Test	2	each	$ 465.00	$ 930.00
Concrete & Grout				
Laboratory Compressive Strength Test of 4x8 Cylinders - *1 set of 5*	5	set	$ 175.00	$ 875.00
Asphalt				
Extraction & Gradation Test	4	each	$ 185.00	$ 740.00
RICE Testing	4	each	$ 185.00	$ 740.00
Asphalt Cores for Density & Thickness	12	each	$ 55.00	$ 660.00
Asphalt Coring Rig	4	day	$ 180.00	$ 720.00
Engineering Services	**Quantity**	**Units**	**Rate**	**Subtotal**
Senior Professional Engineer	3	hour	$ 215.00	$ 645.00
Project Manager	12	hour	$ 175.00	$ 2,100.00
Administrative Assistant	6	hour	$ 65.00	$ 390.00
ESTIMATED CONSTRUCTION MATERIALS TESTING & INSPECTION SERVICES TOTAL				**$ 14,780.00**

Notes:
1. Minimum charge of 4 hours (portal to portal) will apply for soils, concrete and asphalt testing, when requested.
2. Minimum charge of 3 hours (portal to portal) will apply for all sample pickups when not scheduled concurrent with testing.
3. Cancel without notice trips will be charged as a sample pick up.
4. The above estimate is based on normal working hours between 7:00 am to 5:00 pm Monday thru Friday. Work performed greater than 8 hours per day or hours, outside of normal, working hours including weekend, or holiday work will be invoiced at overtime rates of 1.5 times the normal hourly rate.
5. Site safety meetings and project safety training meetings required by the contractor will be billed at normal billable unit rate above.
6. For jobsite or field testing or sampling services, personnel hours are charged for job preparation including specifications, drawings, and lab data review, consultations with engineers, mobilization, travel time portal, demobilization and documentation for reports.
7. **Contractor's phasing and scheduling of the project, along with means and methods, can significantly impact the estimated quantities and costs. Actual costs invoiced will be based on the actual test quantities and time incurred on the project.**

AREHNA | Engineering, Inc.

Attachment A
Runway 14-32 ROFA Improvements
Estimated Fees
Proposal No. : M.Prop-26-036
Date: 05/14/26

ADDITIVE ALTERNATE 1

CONSTRUCTION MATERIALS TESTING & INSPECTION SERVICES

Senior Engineering Technician					
Asphalt Sampling & Monitoring - *Estimate 1 Day*	8	hour	$ 85.00	$	680.00
Laboratory Testing					
Asphalt					
Extraction & Gradation Test	1	each	$ 185.00	$	185.00
RICE Testing	1	each	$ 185.00	$	185.00
Asphalt Cores for Density & Thickness	3	each	$ 55.00	$	165.00
Asphalt Coring Rig	1	day	$ 180.00	$	180.00
Engineering Services	**Quantity**	**Units**	**Rate**	**Subtotal**	
Senior Professional Engineer	1	hour	$ 215.00	$	215.00
Project Manager	2	hour	$ 175.00	$	350.00
Administrative Assistant	1	hour	$ 65.00	$	65.00
ESTIMATED CONSTRUCTION MATERIALS TESTING & INSPECTION SERVICES TOTAL				**$**	**2,025.00**

Notes:
1. Minimum charge of 4 hours (portal to portal) will apply for soils, concrete and asphalt testing, when requested.
2. Minimum charge of 3 hours (portal to portal) will apply for all sample pickups when not scheduled concurrent with testing.
3. Cancel without notice trips will be charged as a sample pick up.
4. The above estimate is based on normal working hours between 7:00 am to 5:00 pm Monday thru Friday. Work performed greater than 8 hours per day or hours, outside of normal, working hours including weekend, or holiday work will be invoiced at overtime rates of 1.5 times the normal hourly rate.
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7. **Contractor's phasing and scheduling of the project, along with means and methods, can significantly impact the estimated quantities and costs. Actual costs invoiced will be based on the actual test quantities and time incurred on the project.**

AREHNA | Engineering, Inc.
5012 W. Lemon Street, Tampa, FL 33609
P: 813.944.3464 F: 813.944.4959
www.arehna.com

AREHNA ENGINEERING WORK ORDER

Project Name ("Project"): Runway 14-32 ROFA Improvements
Proposal No. ("Proposal"): M.Prop-26-036
Date of Proposal: 5/14/2026
Project Location ("Site"): 6000 Rick Piccolo Cir, Sarasota, FL 34243
Client: Garver
Client Address: 4211 W Boy Scout Blvd, Suite 290
Tampa, FL 33607
Scope of Services: Please refer to the attached Proposal, which is incorporated herein by reference.

In consideration of the mutual covenants expressed herein, and intending to be legally bound, the Parties agree as follows:

1. **STANDARD OF CARE.** AREHNA will perform the Scope of Authorized Services referenced above and in any subsequent change order ("Services") as an independent contractor, using that degree of skill and care ordinarily exercised under similar conditions by reputable members of AREHNA's profession practicing in the same or similar locality at the time of performance. NO OTHER WARRANTY, EXPRESS OR IMPLIED, IS MADE OR INTENDED, AND THE SAME ARE SPECIFICALLY DISCLAIMED, INCLUDING THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. Any claim that Client may bring against AREHNA with respect to the Services to be performed by AREHNA must be commenced within one (1) year after the date on which Client first knew or should have known of the deficient Services upon which the claim is based.

2. **OPINIONS OR ESTIMATES OF COST.** If included in the Services, AREHNA will provide estimates of the cost of materials, remediation or construction based on AREHNA's experience on similar projects, which are not intended for Client's or others' use in developing firm budgets or financial models, or making investment decisions. Client agrees that any opinion of cost is still merely an estimate.

3. **PAYMENT.** Client will pay AREHNA for performing the Services in accordance with the fee provisions contained in the Proposal or the above Scope of Authorized Services. AREHNA's invoices are due upon receipt. If payment is not received within thirty (30) days from the date of AREHNA's invoice, in addition to the invoiced amount, Client will owe interest on the unpaid balance at a rate equal to the lesser of one and one-half (1½ %) percent per month or the maximum legal rate until the invoice, plus interest, is paid in full. AREHNA may suspend the performance of Services when any invoice is past due.

4. **OWNERSHIP OF DELIVERABLES AND RELATED DOCUMENTS.** All reports, drawings, plans, designs and other documents prepared by AREHNA pursuant to this Agreement, (collectively, "Deliverables") including all intellectual property rights therein, remain the property of AREHNA. Client agrees that the Deliverables (i) are intended for the exclusive use and benefit of, and may be relied upon only by, Client and (ii) will not be used at a Site or for a Project not expressly provided for in this Agreement. Client does not require AREHNA's permission for regulatory submittal of the Deliverables or, subject to all terms and conditions contained in this Agreement, reliance on the Deliverables provided to Client's design team, of which AREHNA is a member, solely for the design of the Project for which the Deliverables were intended. Client agrees that any prospective lender, buyer, seller or other third party who wishes to rely on any Deliverables must first sign AREHNA's Secondary Client Agreement. Client will defend, indemnify and hold harmless AREHNA, its parent, subsidiaries, affiliates and subcontractors, including their respective officers, directors, employees, agents, successors and assigns, (collectively, "Indemnitees") from and against all claims, settlements, costs, expenses, liabilities, damages, penalties and interest, including attorneys' fees and litigation expenses, (collectively, "Liabilities") asserted against or incurred by Indemnitees as a result of any unauthorized use of, or reliance on, the Deliverables. If Client requests Deliverables on electronic media, it agrees that the electronic copy may be inaccurate or incomplete, and the document retained by AREHNA will be the official document. Any modification(s) of the electronic copy by Client will be at its own risk. Client further agrees that (i) the Deliverables may be based in part or in whole on facts and/or assumptions provided to, but not independently verified by, AREHNA, (ii) the Deliverables will reflect AREHNA's findings as to conditions that existed only at the time the Services were performed and (iii) AREHNA makes no representations as to any facts or assumptions provided to, but not independently verified by AREHNA.

5. **LIMITATION OF LIABILITY.** TO THE MAXIMUM EXTENT PERMITTED BY LAW, CLIENT EXPRESSLY AGREES, FOR ITSELF AND ANYONE CLAIMING BY, THROUGH OR UNDER IT, THAT THE LIABILITY OF AREHNA, AFFILIATES AND SUBCONTRACTORS, INCLUDING THEIR RESPECTIVE OFFICERS, DIRECTORS, EMPLOYEES, SUCCESSORS AND ASSIGNS, FOR ANY AND ALL CAUSES OF ACTION WHATSOEVER, INCLUDING, WITHOUT LIMITATION, TORT, CONTRACT, STRICT LIABILITY, INDEMNITY OR OTHERWISE, ARISING OUT OF, OR IN CONNECTION WITH, THIS AGREEMENT OR AREHNA'S PROFESSIONAL SERVICES, SHALL BE LIMITED TO THE AGGREGATE SUM, INCLUDING AMOUNTS PAID TO THIRD PARTY RECIPIENTS OF DELIVERABLES, ATTORNEYS' FEES AND ALL OTHER LITIGATION COSTS AND EXPENSES, IF ANY, OF FIFTY THOUSAND DOLLARS ($50,000) OR THE TOTAL FEES PAID TO AREHNA BY CLIENT UNDER THIS AGREEMENT, WHICHEVER IS GREATER. Client acknowledges that (i) without the inclusion of this limitation of liability provision, AREHNA would not have performed the Services, (ii) it has had the opportunity to negotiate the terms of this limitation of liability as part of an "arms-length" transaction, (iii) the limitation amount may differ from the amount of professional liability insurance required of AREHNA under this Agreement, (iv) the limitation of liability provision is merely a limitation of, and not an exculpation from, AREHNA's liability and (v) it has received special consideration of ten dollars ($10) for this limitation of liability provision and waives any and all rights to dispute the receipt and sufficiency of such consideration. PURSUANT TO FLORIDA STATUTES, SECTION 558.0035, AN INDIVIDUAL EMPLOYEE OR AGENT MAY NOT BE HELD INDIVIDUALLY LIABLE FOR NEGLIGENCE.

6. **INDIRECT DAMAGES.** EACH PARTY HEREBY WAIVES ITS RIGHTS TO RECOVER FROM THE OTHER PARTY ANY CONSEQUENTIAL, INDIRECT, OR INCIDENTAL DAMAGES (INCLUDING, BUT NOT LIMITED TO, LOSS OF USE, INCOME, PROFITS, FINANCING OR REPUTATION), ARISING OUT OF, OR RELATING TO, THIS AGREEMENT OR THE PERFORMANCE OF THE SERVICES, OR BOTH.

7. **SITE OPERATIONS.** If sampling or intrusive services are part of the Services, the Proposal or opinion of costs does not include the costs associated with surveying the Site to determine accurate horizontal and vertical locations of any tests, borings, or well installation locations. Client will establish test or boring locations. If surveying is required, those Services will be secured by Client. Field tests or boring locations described in the Deliverables or shown on sketches are based on information furnished by others or estimates made in the field by AREHNA's personnel. Such depths, dimensions, or elevations are approximations. Unless expressly stated otherwise, the Services do not include the costs of restoration of damage which is reasonably necessary to perform the Services. Client will defend, indemnify and hold harmless the Indemnitees from and against Liabilities related to, or arising from, any undisclosed or unknown surface or subsurface conditions, except to the extent such Liabilities were caused solely by the negligence of the Indemnitees.

8. **SITE RESPONSIBILITY**. Client will provide AREHNA with access to the Site and all available Site information deemed necessary by AREHNA. The Services do not include supervision or direction of the means, methods or actual work of other consultants, contractors and subcontractors not retained by AREHNA. Client agrees that each such other party will be solely responsible for its working conditions and safety on the Site. AREHNA's monitoring of the procedures of any such other party is not intended to include a review of the adequacy of its safety measures. It is agreed that AREHNA is not responsible for safety or security at the Site, other than for AREHNA's employees, and that AREHNA does not have the right or duty to stop the work of others.

9. **SAMPLES AND WASTES.** Samples are generally consumed or altered during testing and are disposed of immediately upon completion of the tests. If Client directs AREHNA to retain any samples, AREHNA will take reasonable steps to retain them, at Client's expense, but only for a mutually acceptable time. AREHNA reserves the right to refuse storage of any samples. If the samples or wastes resulting from the Services or any soils or materials contain asbestos, molds, fungi, bacteria, viruses, or any other hazardous, radioactive or toxic substances, pollutants, or their constituents (collectively, "Contaminants"), AREHNA, at Client's direction and expense, will either (i) return such samples, wastes, soils or materials to, or leave them with, Client for appropriate disposal or (ii) using a manifest signed by Client as generator and arranger, transport such samples, wastes, soils or materials to an approved facility selected by Client for final disposal, using a transporter selected by Client. In so doing, AREHNA will be acting solely as an independent contractor for Client and will at no time assume title, constructive or express, to any such samples, wastes, soils, or materials. Client will defend, indemnify and hold harmless the Indemnitees from and against all Liabilities arising from the Indemnitees handling of such samples, wastes, soils or materials, except to the extent of AREHNA's negligence or willful violation of any applicable law.

10. **UNANTICIPATED CONDITIONS.** Client will inform AREHNA in writing of all known Contaminants or other conditions existing on or near the Site that present a potential danger to health, the environment, or AREHNA's equipment or personnel prior to commencement of the Services. Should AREHNA encounter such conditions which were not reasonably anticipated or which increase the risk or cost, or both, involved in AREHNA's performance of the Services, upon notice to Client, AREHNA, in its sole discretion, may (i) suspend the performance of Services and submit a change order to be signed by Client prior to proceeding or (ii) discontinue the performance of Services and terminate this Agreement. If the unanticipated condition presents an immediate or potential threat to health, safety, the environment, or AREHNA's equipment or personnel, AREHNA will immediately inform Client, so that Client can notify the appropriate government authorities. If Client fails to do so, Client will hold AREHNA harmless if AREHNA provides such notice.

11. **EXCUSABLE DELAY.** AREHNA will not be in breach of this Agreement due to any delay or failure to perform any obligation pursuant to a schedule, if such delay or schedule failure results from circumstances beyond the control of AREHNA. In the event of any such delay, AREHNA will be entitled to an extension of the time to put performance of the Services back on schedule, and AREHNA will be compensated for any necessary and reasonable increased costs of performance that result from such delay.

12. **ENVIRONMENTAL INDEMNITY.** Client (i) expressly releases the Indemnitees from all Liabilities arising from, or related to, any exposure, release, or dispersal of Contaminants on or about the Site and (ii) will defend, indemnify, and hold harmless the Indemnitees from and against all such Liabilities arising from or caused by Contaminants ("Environmental Liabilities"), except to the extent that such Environmental Liabilities are determined to have been caused solely by the negligence of, or the willful violation of any applicable environmental health or safety law, by AREHNA.

13. **TERM AND TERMINATION.** The term of this Agreement shall commence on the month, day and year first written above and shall continue in effect until completion of the Services and final payment, unless earlier terminated by Client for its convenience upon fourteen (14) days prior written notice to AREHNA. In such event, Client will take possession of the Site and the materials and equipment thereon, provided that such materials and equipment have been paid for by Client. AREHNA will be paid for all Services performed up to the effective date of termination, plus reasonable demobilization expenses and expenses related to the cancellation of previously-placed orders and other commitments regarding the Project.

14. **DISPUTE RESOLUTION.** The Parties shall undertake in good faith to settle or compromise all disputes, controversies, or differences between them that arise out of, or are related to, the performance of a Party under this Agreement (individually, "Dispute" and, collectively, "Disputes") by means of amicable discussions. All Disputes shall be dealt with as follows:

Any time there is a Dispute, either Party may send a written notice to the other Party setting forth a description of the Dispute ("Notice of Dispute"). If the Dispute is not resolved during the first fourteen (14) days following receipt of the Notice of Dispute, either Party may seek to have the Dispute resolved by non-binding mediation pursuant to the construction industry rules of the American Arbitration Association. Promptly upon selection of a mediator, the Parties shall provide the mediator with copies of the Notice of Dispute, all related, relevant documents and a statement of their respective positions and shall request that the mediator meet with the Parties within twenty (20) days of such selection to consider and propose a resolution or a procedure for reaching a resolution. If the Parties have not resolved the Dispute or have not agreed in a writing signed by an officer of both Parties to resolve the Dispute by binding arbitration, either Party, after sixty (60) days following receipt of the Notice of Dispute (regardless of whether any mediation process has occurred or is ongoing or concluded), may seek a resolution in any state or federal court that has jurisdiction over the Parties and the subject matter of the Dispute ("Court"). Either Party may apply to a Court for an order, if necessary, granting preliminary relief to maintain the status quo, to avoid irreparable injury, or to obtain other emergency relief at any time during the process described above. Despite such application, the Parties will continue to participate in good faith in the procedures specified in this Section 14. The procedures specified in this Section 14 shall be the sole and exclusive procedures for the resolution of Disputes. THE PARTIES HEREBY WAIVE TRIAL BY JURY WITH RESPECT TO ANY ACTION OR PROCEEDING BROUGHT IN CONNECTION WITH THIS AGREEMENT.

15. **ASSIGNMENT.** This Agreement may not be assigned by either Party without the written consent of the other Party, which said such consent shall not be unreasonably withheld or delayed. Client acknowledges that AREHNA may subcontract portions of the Services to its affiliated companies and/or utilize employees of its affiliated companies in performing the Services, without the approval of Client.

16. **SURVIVAL.** All of Client's and AREHNA's obligations and liabilities, including, but not limited to, Client's defense and indemnification obligations and the limitation of liability provision in Section 5, and AREHNA's rights and remedies with respect thereto, shall survive completion of the Services and the expiration or termination of this Agreement.

17. **SEVERABILITY.** If any provision of this Agreement is deemed invalid or unenforceable, it is the intent of the Parties that this entire Agreement not be invalidated or rendered unenforceable, that the remaining provisions shall continue in full force and effect and the invalid or unenforceable provision shall be interpreted and enforced as closely as possible to the intent of the Parties, or deleted if a valid or enforceable interpretation is not possible under applicable law, and that the rights and obligations of the Parties shall be construed and enforced accordingly.

18. **NO CONSTRUCTION AGAINST THE DRAFTER.** Each of the Parties has had an opportunity to negotiate the terms and conditions expressed herein; therefore, this Agreement will not be construed more strictly against either Party as the drafter.

19. **INTEGRATION.** This Agreement and other documents, if attached as exhibits hereto, constitute the entire Agreement between the Parties and supersede any previous written or oral contracts or negotiations. This Agreement and the above Scope of Authorized Services can only be changed by a written instrument signed by both Parties.

20. **GOVERNING LAW**. This Agreement shall be governed by the laws of the State of Florida, without giving effect to its choice of law principles.

AREHNA Engineering, Inc.	**Garver**
Signature of Authorized AREHNA Representative	Signature of Authorized Client Representative
Print Name and Title	Print Name and Title
Date	Date

Exhibit B

Sarasota Bradenton International Airport
Runway 14-32 ROFA Improvements

FEE SUMMARY

Title II Service	Estimated Fees
Construction Administration	$ 34,559.50
On-Site Resident Project Representative Services	$ 99,150.00
Materials Testing Services	$ 18,374.00
Subtotal for Title II Service	**$ 152,083.50**

Exhibit B

Sarasota Bradenton International Airport
Runway 14-32 ROFA Improvements

Construction Administration

WORK TASK DESCRIPTION	E-6	E-5	E-2	AM-2
	Principal in Charge	PM / Lead Airfield	Support Engineer	Admin
	Aviation Florida	Aviation Tampa ADC	Aviation Tampa ADC	Office Support Southeast
	$350.00	$289.50	$165.00	$112.00
	hr	hr	hr	hr
1. Project Management				
Project Management Plan				
Project Management	2	16		4
Subtotal - Project Management	**2**	**16**	**0**	**4**
1. Civil Engineering				
Prepare for Preconstruction Meeting			1	
Develop Construction Management Plan			4	
Attend Preconstruction Meeting (1 person, virtual)		1		
Prepare and Distribute Preconstruction meeting minutes			1	1
Review Contractor Pay Application (5 applications)			5	
Develop Submittal Log			2	
Prepare Change Orders		2	4	
Response to Contractor and RPR Inquiries		5	10	
Certified Payroll Reviews			4	
Prepare for and Attend (On-Site/Virtual) Progress Meetings (10 On-Site, 2 Virtual)		10		
Agency Coordination		20		
Prepare for and Attend (Virtual) Pre-Paving Coordination Meeting (2 people)		1	2	
Site Visits (1 person, 2x)		2		
Shop Drawings/Submittal Review & Responses		4	16	
QA Test Results Review		2	4	
Substantial Completion Walkthrough		4		
Punchlist Coordination				2
Final Inspection		4		
Develop and Distribute Record Documents			4	
Project Closeout		8		
Subtotal - Civil Engineering	**0**	**63**	**57**	**3**
Hours	**2**	**79**	**57**	**7**

SUBTOTAL - SALARIES:	**$33,759.50**	
DIRECT NON-LABOR EXPENSES		
Document Printing/Reproduction/Assembly	$0.00	
Postage/Freight/Courier	$0.00	
Travel Costs	$800.00	4 @ 200
SUBTOTAL - DIRECT NON-LABOR EXPENSES:	**$800.00**	
SUBTOTAL:	**$34,559.50**	
SUBCONSULTANTS FEE:	**$0.00**	
TOTAL FEE:	**$34,559.50**	

Exhibit B

Sarasota Bradenton International Airport
Runway 14-32 ROFA Improvements

On-Site Resident Project Representative Services

WORK TASK DESCRIPTION	E-6	E-5	E-2	AM-2
	Principal in Charge	PM / Lead Airfield	RPR	Admin
	Aviation Florida	Aviation Tampa ADC	Aviation Tampa ADC	Office Support Southeast
	$350.00	$289.50	$180.00	$112.00
	hr	hr	hr	hr
1. Civil Engineering				
Review IFC Plans and Specifications			2	
Attend Preconstruction Meeting (1 person, virtual)			1	
Review Construction Management Plan			2	
Resident Project Representative Services (10 weeks @ 50 hr/Week)			500	
Subtotal - Civil Engineering	**0**	**0**	**505**	**0**
Hours	**0**	**0**	**505**	**0**

SUBTOTAL - SALARIES:	**$90,900.00**
DIRECT NON-LABOR EXPENSES	
Per Diem (Meals and Car @$150/day)	$8,250.00
SUBTOTAL - DIRECT NON-LABOR EXPENSES:	**$8,250.00**
SUBTOTAL:	**$99,150.00**
SUBCONSULTANTS FEE:	**$0.00**
TOTAL FEE:	**$99,150.00**

Exhibit B

Sarasota Bradenton International Airport
Runway 14-32 ROFA Improvements

Materials Testing Services

WORK TASK DESCRIPTION	E-6	E-5	E-2	AM-2
	Principal in Charge	PM / Lead Airfield	Support Engineer	Admin
	Aviation Florida	Aviation Tampa ADC	Aviation Tampa ADC	Office Support Southeast
	$350.00	$289.50	$165.00	$112.00
	hr	hr	hr	hr
1. Civil Engineering				
Coordination with Materials testing Firm		1	2	
Review Test Results		1	4	
Subtotal - Civil Engineering	**0**	**2**	**6**	**0**
Hours	**0**	**2**	**6**	**0**

SUBTOTAL - SALARIES:	**$1,569.00**
DIRECT NON-LABOR EXPENSES	
SUBTOTAL - DIRECT NON-LABOR EXPENSES:	**$0.00**
SUBTOTAL:	**$1,569.00**
SUBCONSULTANTS FEE:	**$16,805.00**
Materials Testing (AREHNA)	$16,805.00
TOTAL FEE:	**$18,374.00**

SARASOTA MANATEE AIRPORT AUTHORITY
AUGUST 24, 2026, REGULAR MEETING
STAFF NARRATIVE

REQUEST TO AWARD CONSTRUCTION CONTRACT
FOR RUNWAY 14-32 RUNWAY OBJECT FREE AREA IMPROVEMENTS

EXECUTIVE SUMMARY: On April 6, 2026, the Airport Authority issued a Request for Bids for Runway 14-32 Runway Object Free Area Improvements, and on May 22, 2026, five bids were received. The bids were reviewed and E.O. Koch Construction Co. was determined to be the lowest-responsive bid, in the amount of $531,012.00.

NARRATIVE: In 2022, the Sarasota Manatee Airport Authority completed an update of the Master Plan for the Sarasota Bradenton International Airport (the "Airport"). Findings from the update disclosed that a portion of the vehicle perimeter service road on the southern portion of the airfield diverged with the Runway 14-32, Runway Object Free Area ("ROFA"), and required relocation pursuant to FAA AC 150/5300-13B. In response, on April 6, 2026, the Airport Authority issued a Request for Bids for Runway 14-32 ROFA Improvements, including all grading, drainage, striping, and related work required to remove that portion of the existing vehicle service road from the Runway 14-32 ROFA and realign the service road outside the ROFA to comply with AC 150/5300-13B. Subsequently, on May 22, 2026, the following six (6) bids were received.

SCHEDULE OPTIONS	ENGINEER'S ESTIMATE	E.O. KOCH	SPECTRUM UNDERGROUND	AJAX PAVING	MAGNUM BUILDERS OF SARASOTA	CATHCART CONSTRUCTION
Base Bid - VSR Realignment	$530,450.00	$370,380.00	$387,436.60	$633,228.34	$552,480.23	$671,536.00
Additive Alternate 1 - Asphalt Overlay to Gate 19S	$133,500.00	$94,632.00	$114,161.00	$76,054.20	$163,771.32	$129,600.00
Additive Alternate 2 - AOA Fence Enhancements	$87,000.00	$66,000.00	$92,961.00	$32,802.01	$97,300.00	$80,500.00
Total	$750,950.00	$531,012.00	$594,558.60	$742,084.55	$813,551.55	$881,636.00

All bids received were reviewed by the Authority's consultant, Garver USA, Inc. ("Garver"), General Counsel and staff for concurrence. All bids received were found to include only minor mathematical errors and other immaterial discrepancies, which the Authority's consultant, Garver, General Counsel and staff determined were suitable to be waived pursuant to the bid instructions. As a result, all bids received were determined to be responsive and the lowest responsive bid was received from E.O. Koch Construction Co., in the amount of $531,012.00.

The duration of the Project is 99 calendar days. FAA funding is anticipated in an amount equivalent to 90% of the total project costs. All remaining Project costs shall be divided equally between FDOT and the Airport Authority. Based on the information presented, the President and Chief Executive Officer recommends the Board award the construction contract for the Runway 14-32 ROFA Project to E.O. Koch Construction Co., in the amount of $531,012.00, plus a 15% contingency, subject to receipt of the appropriate FAA funding.

RECOMMENDATION: It is hereby recommended that the Sarasota Manatee Airport Authority award the construction contract for Runway 14-32 Runway Object Free Area Improvements to E.O. Koch Construction Co., in the amount of $531.012.00, plus a 15% contingency, subject to receipt of the appropriate FAA funding, and authorize the President Chief Executive Officer to execute the appropriate contract to implement this action.

ATTACHMENTS: Williams Parker letter of concurrence, dated June 11, 2026.

CONTRACT FORM – UNIT PRICE

THIS CONTRACT made and entered into this ____day of _____, in the year 2026, by and between the SARASOTA MANATEE AIRPORT AUTHORITY, hereinafter called the Owner, and **E.O. KOCH CONSTRUCTION**, hereinafter called the Contractor.

WITNESSETH, that the Contractor, for and in consideration of the payments hereinafter specified and agreed to be made by the Owner, hereby covenants and agrees to furnish and deliver all of the materials and supplies, to do and perform all of the work and labor required to be furnished and delivered, done and performed for "**Runway 14-32 ROFA Improvements**," and to complete the work in conformity with the Plans, Drawings, Specifications and all other Contract Documents on file at the office of the Senior Vice President of Engineering of the Airport Authority. The Bid Documents (as defined in Section 10 of the General Provisions), Plans, Drawings, Specifications and all other Contract Documents (as defined in Section 10 of the General Provisions) are incorporated herein and made a part they had been set forth fully in the body of this Contract.

The Contractor agrees to make payment of all proper charges for labor, materials, supplies and services required in the aforementioned work, and to defend, indemnify, and hold harmless the Owner in accordance with the Contract Documents.

If the Contractor shall fail to comply with any of the terms, conditions, provisions, or stipulations of this Contract, according to the true intent and meaning thereof, then the Owner may avail itself of any or all remedies provided in the Contract and shall have the right and power to proceed in accordance with the provisions thereof.

The acceptance of final payment by the Contractor shall be considered as a release in full of all claims against the Owner or any of their members, officers, agents, employees or servants directly or indirectly arising out of, or by reason of, the work or labor performed or the materials, services or supplies furnished under this Contract, except for those claims, disputes and other matters arising out of or relating to said Contract which have been raised by written demand in accordance with the Contract Documents prior to this date and identified by the Contractor as unsettled in the final Application for Payment.

In consideration of the premises, the Owner will pay to the Contractor for the said Work, when fully completed, the Total Contract Not-to-Exceed Price of: Five Hundred Thirty-One Thousand, Twelve Dollars and Zero Cents (**$531,012.00**) subject to such additions and deductions as may be provided for in the Contract Documents. Payments shall be made upon the terms set forth in the Contract Documents/Technical Specifications.

Unless otherwise declared in an addendum hereto, the Contractor warrants to the Owner that no member, officer or employee of the Owner has any material interest (as defined in Section 112.312(1), Florida Statutes), either directly or indirectly, in the business of the Contractor to be conducted hereunder, that for Contracts being funded in whole or in part by the Florida Department of Transportation, no person who has within the past year been a member, officer or employee of the Owner has any material interest, either directly or indirectly, in the business of the Contractor to be conducted hereunder, and that no such persons shall have any such interest at any time during the term hereof.

IN WITNESS WHEREOF, the said AIRPORT AUTHORITY has caused this Contract to be executed in its name by its President, Chief Executive Officer or an Airport Authority Officer; and attested by its Secretary or its Assistant Secretary, and has caused its seal to be hereto attached; and the Contractor has caused this Contract to be executed in its name by Aaron Nadaskay, its President, attested by Amy Smith, its Secretary, and has caused the seal of said corporation to be hereunto attached, all on the day and year first above written.

Signed, sealed and delivered AIRPORT AUTHORITY in the presence of:

By:_

President, Chief Executive Officer

(If Contractor is a corporation)

E.O. Koch Construction

By:

President or Authorized Representative

Attest:_ Secretary Amy Smith -witness

SARASOTA MANATEE AIRPORT AUTHORITY
AUGUST 24, 2026, REGULAR MEETING
STAFF NARRATIVE

REQUEST TO AWARD PART 1 DESIGN-BUILD CONTRACT FOR DESIGN AND PRECONSTRUCTION SERVICES FOR INBOUND BAGGAGE CLAIM SYSTEM

EXECUTIVE SUMMARY: On March 23, 2026, the Sarasota Manatee Airport Authority selected DeAngelis Diamond Construction, L.L.C., as the preferred Design-Build firm to enter negotiations to provide professional design and pre-construction phase services for expansion of the terminal inbound baggage claim system at the Sarasota Bradention International Airport. The fee subsequently negotiated for the services is $2,369,779.15.

NARRATIVE: In 2024, a capacity-demand analysis of the existing terminal inbound baggage claim system was completed by the Authority to evaluate the alternatives available to increase the loading and unloading capacity of the system. Based on the findings of the analysis, a project definition was completed to expand the terminal building's exterior canopy along the curb, replace the existing flat plate claim devices with higher capacity slope-plate devices, and upgrade the structural strength of the baggage wings. The project also includes the installation of a new roof over the baggage wings and the reconfiguration of the loading area to support multiple vehicles lanes beneath an expanded exterior canopy to improve vehicle and baggage throughput efficiency (collectively, the "Project").

The total construction cost of the Project is estimated in the amount of $20,000,000. At its Regular Board Meeting on March 23, 2026, the Sarasota Manatee Airport Authority selected DeAngelis Diamond Construction, L.L.C., as the preferred Design-Build firm to enter negotiations to provide professional design and pre-construction phase services for the Project. Based on the cost of the Project, staff have negotiated a fee for the services required, consistent with FAA professional service fee guidelines, in the amount of $2,369,779.15.

The Florida Department of Transportation (FDOT) has advised staff that they have allocated approximately $900,000 in discretionary Strategic Intermodal System (SIS) funding to help pay for the cost of this project. These funds are highly competitive and the Authority risks forfeiting the funds if design services for the Project are not initiated. The remaining costs of professional design and preconstruction services not covered by FDOT funding are PFC-eligible and planned for inclusion in the Authority's next Passenger Facility Charge (PFC) application.

Based on the information presented, and the need to secure the discretionary funding currently available, the President and Chief Executive Officer recommends that the Board award the proposed agreement for professional design and pre-construction-phase services, for the expansion of the terminal inbound baggage claim system, to DeAngelis Diamond Construction, L.L.C., in the amount of $2,369,779.15, plus a 15% contingency, subject to receipt of appropriate FDOT funding.

RECOMMENDATION: It is hereby recommended that the Sarasota Manatee Airport Authority Board award the agreement for professional design and pre-construction phase services for expansion of the terminal inbound baggage claim system to DeAngelis Diamond Construction, L.L.C., in the amount of $2,369,779.15, plus a 15% contingency, subject to receipt of appropriate FDOT funding,

and authorize the President and chief Executive Officer to execute the appropriate agreement to implement this action.

ATTACHMENTS: None.

DESIGN BUILD CONTRACT DOCUMENTS

for

INBOUND BAGGAGE CLAIM SYSTEM (IBCS)
RFQ-01-2026-IBCS

SARASOTA MANATEE AIRPORT AUTHORITY

PROGRESSIVE DESIGN/BUILD VERSION
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Contract Agreement Form for Preconstruction and Design Phase Services (Part 1)
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Attachment B Contractor's Proposal for Design and Preconstruction Services and Proposed Schedule
Attachment C Owner's Authorization Documents (Public Advertisement and Award Memoranda). The Solicitation was provided electronically and is incorporated herein by reference.

Performance/Payment Bond Cover Sheet
Performance Bond Form
Payment Bond Form
Performance and Payment Bond Certification Form
Certificate of Insurance Form
Partial Release and Waiver of Claims (including for Reduction of Retainage)
Nongovernmental Entity Declaration Regarding Use of Coercion
Construction Administration Forms
Final Release Form
Subcontractor Final, Conditional Release Form
General Conditions of the Design/Build Contract

Hazardous Materials
Special Conditions Regarding Construction at Airport Facilities
Security and Badging at Airports
Special Project Procedures for Sensitive Security Information
Special Provisions for federally-funded contracts

DIV 01	*DIVISION 01 GENERAL REQUIREMENTS* ***provided electronically and the most current version is incorporated herein by reference***
01 00 00	General Requirements
01 13 15	Phasing of Work
01 25 00	Substitution Procedures
01 25 01	Substitution Request Form
01 26 00	Contract Modification Procedures
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01 31 13	Project Coordination
01 32 13	Scheduling of Work
01 32 14	Project Acceleration and Inefficiency Claims
01 32 33	Photographic Documentation
01 33 23(00)	Shop Drawings, Product Data and Samples
01 35 13.53	Special Project Procedures for Sensitive Security Information

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01 78 23	Operation and Maintenance Data
01 79 00	Demonstrations and Training

PROJECT DIRECTORY

OWNER

SARASOTA MANATEE AIRPORT AUTHORITY
c/o Engineering & Planning Department
6000 Rick Piccolo Circle
Sarasota, Florida 34243-2105

CONTRACTOR

DEANGELIS DIAMOND CONSTRUCTION, LLC
6635 Willow Park Drive
Naples, Florida 34109

OWNER'S AUTHORIZED REPRESENTATIVE

Robert Furr
SARASOTA MANATEE AIRPORT AUTHORITY
c/o Engineering & Planning Department
6000 Rick Piccolo Circle
Sarasota, Florida 34243-2105

END OF SECTION

CONTRACT AGREEMENT FORM (PART 1)

THIS CONTRACT made and entered into on the date last signed, by and between the **SARASOTA MANATEE AIRPORT AUTHORITY**, hereinafter called the Owner, and **DEANGELIS DIAMOND CONSTRUCTION, LLC,** hereinafter called the Contractor.

The Contractor, for and in consideration of the Total Contract Price, agrees to furnish all labor, equipment, material(s) , supplies and services, to develop the design and submit a Guaranteed Maximum Price (GMP) proposal that is acceptable to the Owner, all in conformity with the Contract Documents for **INBOUND BAGGAGE CLAIM SYSTEM (IBCS) RFQ-01-2026-IBCS.** The Contractor shall be responsible for paying to the appropriate governmental entity all applicable taxes enacted as of the contract date (for Part 1) or the date the applicable GMP Proposal is received, whether or not yet effective or merely scheduled to go into effect, and whether or not included in any GMP Proposal (for Part 2).

The Contractor agrees to make payment of all proper charges for labor, equipment, materials, supplies and services, and to indemnify, and hold harmless the Owner in accordance with the Contract Documents. If the Contractor fails to comply with any of the terms of the Contract Documents, the Owner may avail itself of any or all remedies provided in the Contract Documents or in law or equity. The acceptance of final payment by the Contractor shall be considered as a release in full of all claims against the Owner or any of its members, officers, agents, employees or servants, directly or indirectly relating to, arising out of, or by reason of, this Contract, except for those Claims that have been properly raised in accordance with the Contract Documents and specifically identified by the Contractor as unsettled in the final Application for Payment.

The Owner will pay the Contractor for satisfactory performance of the Work, according to the terms set forth in the Contract Documents, the Total Contract Price, which is the sum of all Contract Addenda and Amendments and Contract Modifications.

The Contractor hereby certifies it will utilize the U.S. Department of Homeland Security's Employment Eligibility Verification System, in accordance with the terms governing the use of the system, to confirm the employment eligibility of persons employed by the Contractor, during the term of the Contract, to perform employment duties within Florida. The Contractor specifically represents that it will not discontinue use of the System until every Contract with the Owner has reached Final Completion. The Contractor further certifies that it will include this provision in each Subcontract that involves work for the Owner.

IN WITNESS WHEREOF, the SARASOTA MANATEE AIRPORT AUTHORITY has caused this Contract to be executed in its name by its Chief Executive Officer or designee, and the Contractor has caused this Contract to be executed in its name by its authorized representative.

SIGNATURES ON NEXT PAGE

SARASOTA MANATEE AIRPORT AUTHORITY

By:_____
Chief Executive Officer
Date: _____

Approved as to Form and Legality (for the benefit of SMAA only)

this day of _____

By:_____
Legal Counsel for Airport Authority

CONTRACTOR: DEANGELIS DIAMOND CONSTRUCTION, LLC

By:_____
Print Name: SCOTT BECK
Title: VP + DIVISION MANAGER
Date: 8-7-2026

PERFORMANCE/PAYMENT BOND COVER SHEET

This cover sheet is an integral part of the attached bonds and must not be separated from them.

SARASOTA MANATEE AIRPORT AUTHORITY
(Public Work)
In Compliance with Florida Statutes, Section 255.05(1)(a)

PERFORMANCE BOND NO.:		
PAYMENT BOND NO.:		
CONTRACTOR INFORMATION:	Name: Address: Phone:	DEANGELIS DIAMOND CONSTRUCTION, LLC
SURETY PRINCIPAL: BUSINESS INFORMATION	Name: Address: Phone:	
OWNER INFORMATION:	Name: Address: Phone:	SARASOTA MANATEE AIRPORT AUTHORITY 6000 Rick Piccolo Circle Sarasota, Florida 34243-2105 941-359-2770 Ext. 4271
BOND AMOUNT:		$
CONTRACT NO. (*if applicable*):		RFQ-01-2026-IBCS
DESCRIPTION OF WORK:		DESIGN BUILD INBOUND BAGGAGE CLAIM SYSTEM (IBCS)
PROJECT LOCATION:		Sarasota, Florida
AGENT INFORMATION:	Name: Address: Phone:	

PERFORMANCE BOND BOND NO.:_____

SARASOTA MANATEE AIRPORT AUTHORITY

The cover page that lists the contact information for the entities involved in this bond is considered the front page of this bond and is an integral part of this bond and, therefore, must not be separated from this bond.

KNOW ALL PERSONS BY THESE PRESENTS that DEANGELIS DIAMOND CONSTRUCTION, LLC, hereinafter called Principal, and _____, a corporation organized under the laws of the State of _____ and licensed to do business in the State of Florida, hereinafter called Surety, are held and firmly bound unto the Sarasota Manatee Airport Authority, hereinafter called Owner, in the Penal Sum of _____ Dollars ($_____), for the payment of which sum well and truly made, Principal and Surety bind ourselves, our heirs, personal representatives, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, Principal has by written agreement dated _____, entered into a Contract with Owner for **INBOUND BAGGAGE CLAIM SYSTEM (IBCS) RFQ-01-2026-IBCS** in accordance with the Contract Documents which are incorporated herein by reference and made a part hereof, and are herein referred to as the Contract.

WHEREAS, Surety is authorized to do business in the State of Florida.

NOW, THEREFORE, the condition of this obligation is such that if Principal:

1. Promptly and faithfully performs the Contract including, but not limited to, its construction and warranty provisions in the time and manner prescribed in the Contract, and correction of defective work, and

2. Pays Owner all losses, damages, expenses, costs, attorneys' fees and other legal costs (including, but not limited to, those for investigative and legal support services and appellate proceedings), that Owner sustains resulting directly or indirectly from the conduct of the Principal including, but not limited to, breach or default under the Contract, want of care or skill, negligence, patent infringement, or intentionally wrongful conduct on the part of the Principal, its officers, agents, employees or any other person or entity for whom the Principal is responsible, then this bond is void; otherwise it shall remain in full force and effect.

3. In the event that the Principal shall fail to perform any of the terms, covenants and conditions of the Contract during the period in which this Performance Bond is in effect, the Surety shall remain liable to the Owner for all such loss or damage (including reasonable attorneys' fees and other legal costs) resulting from any failure to perform up to the amount of the Penal Sum.

4. In the event that the Surety fails to fulfill its obligations under this Performance Bond, then the Surety shall also indemnify and save the Owner harmless from any and all loss, damage, cost and expense, including reasonable attorneys' fees and other legal costs for all trial and appellate proceedings resulting directly or indirectly from the Surety's failure to fulfill its obligations hereunder. This paragraph shall survive the termination or cancellation of this Performance Bond. The obligations set forth in this paragraph shall not be limited by the Penal Sum of this Bond.

5. The Surety's obligations hereunder shall be direct and immediate and not conditional or contingent upon Owner's pursuit of its remedies against Principal, and shall remain in full force and effect notwithstanding (i) amendments or modifications to the Contract entered into by Owner and Principal without the Surety's knowledge or consent, (ii) waivers of any default under the Agreement or the Contract granted by Owner to Principal without the Surety's consent, (iii) the discharge of Principal from its obligations under the Contract as a result of any proceeding initiated under The Bankruptcy Code of 1978, as the same may be amended, or any similar state or federal law, or any limitation of the liability of Principal or its estate as a result of any such proceeding, or (iv) any other action taken by Owner or Principal that

would, in the absence of this clause, result in the release or discharge by operation of law of the Surety from its obligations hereunder.

6. The institution of suit upon this Bond shall be in accordance with Section 95.11(2)(b), Florida Statutes.

7. Any changes in or under the Contract Documents (which include the Plans, Drawings and Specifications) and compliance or noncompliance with any formalities connected with the Contract or the changes therein shall not affect Surety's obligations under this Bond and Surety hereby waives notice of any such changes. Further, Principal and Surety acknowledge that the Penal Sum of this bond shall increase or decrease in accordance with approved changes or other modifications to the Contract Documents.

IN WITNESS WHEREOF, the Principal and Surety have executed this instrument under their several seals on this _____ day of _____, 2026, to be effective as of the date of the Contract, the name and corporate seal of each corporate party being hereto affixed and these presents fully signed by its undersigned representative, pursuant to authority of its governing body.

Signed, sealed and delivered
in the presence of:

Principal: DEANGELIS DIAMOND CONSTRUCTION, LLC

By: _____

_____
Name and Title

_____

_____

(SEAL)

_____
Surety

_____
By: _____

_____

_____
Name and Title

_____
Agency

(SEAL)

_____
Address

_____
(Countersignature by a Florida Licensed Agent)

_____
Name and Title

_____
Agency

_____
Address

NOTE: If Principal or Surety are corporations, the respective corporate seals should be affixed. Additionally, a certified copy of a Power-of-Attorney appointing the individual Attorney-in-Fact for the Surety, as well as the Power-of-Attorney appointing the Florida licensed agent, should be attached.

PAYMENT BOND FORM BOND NO.:_____

SARASOTA MANATEE AIRPORT AUTHORITY

The cover page that lists the contact information for the entities involved in this bond is considered the front page of this bond and is an integral part of this bond and, therefore, must not be separated from this bond.

KNOW ALL PERSONS BY THESE PRESENTS that DEANGELIS DIAMOND CONSTRUCTION, LLC, hereinafter called Principal, and _____, a corporation organized under the laws of the State of _____, having its home office in the City of _____ and licensed to do business in the State of Florida, hereinafter called Surety, are held and firmly bound unto the Sarasota Manatee Airport Authority, hereinafter called Owner, for the use and benefit of claimants as herein below defined, in the Penal Sum of _____ Dollars ($_____) for the payment of which sum well and truly to be made, Principal and Surety bind ourselves, our heirs, personal representatives, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, Principal has by written agreement dated _____, contracted with Owner for **INBOUND BAGGAGE CLAIM SYSTEM (IBCS) RFQ-01-2026-IBCS** in accordance with the Contract Documents which are incorporated herein by reference and made a part hereof, and are herein referred to as the Contract.

WHEREAS, Surety is authorized to do business in the State of Florida.

NOW, THEREFORE, the condition of this obligation is such that if Principal shall promptly make payments to all claimants as defined in Section 255.05(1), Florida Statutes, supplying Principal with labor, materials, or supplies, used directly or indirectly by Principal in the prosecution of the work provided for in the Contract, then this obligation shall be void; otherwise, it shall remain in full force and effect subject, however, to the following conditions: requirement

1. **This bond is given to comply with Section 255.05, Florida Statutes, and any action instituted by a claimant under this bond for payment must be in accordance with Sections 255.05(2) and 255.05(10), Florida Statutes, as amended, including, but not limited to, the notice and time limitation provisions therein**.

2. Therefore, a claimant, except a laborer, who is not in privity with the Contractor shall, before commencing or not later than 45 days after commencing to furnish labor, services or materials for the prosecution of the work, serve the Contractor with a written notice that he or she intends to look to the bond for protection. A claimant who is not in privity with the Contractor and who has not received payment for furnishing his or her labor, services, or materials shall, serve a written notice of nonpayment on the Contractor and on the Surety. Notices must be served in accordance with Section 255.05(2), as amended. The notice of non-payment shall be under oath and served during the progress of the work or thereafter, but may not be served earlier than forty-five (45) days after the first furnishing of the labor, services or materials by the claimant or later than ninety (90) days after the final furnishing of the labor, services or materials by the claimant, or, with respect to rental equipment, later than 90 days after the date that the rental equipment was last on the job site available for use. Any notice of nonpayment served by a claimant who is not in privity with the contractor which includes sums for retainage must specify the portion of the amount claimed for retainage. No action for the labor, services, or materials may be instituted against the Contractor or the Surety unless both notices have been served. No action shall be instituted against the Contractor or the Surety on the bond after one (1) year from the performance of the labor or completion of the delivery of the materials or supplies.

3. The Surety's obligations hereunder shall remain in full force and effect notwithstanding (i) amendments or modifications to the Contract entered into by Owner and Principal without the Surety's knowledge or consent, (ii) waivers of compliance with or any default under the Contract granted by Owner to Principal without the Surety's knowledge or consent, (iii) the discharge of Principal from its obligations under the Contract as a result of any proceeding initiated under The Bankruptcy Code of 1978, as the same may be amended, or any similar state or federal law, or any limitation of the liability of Principal or its estate as a result of any such proceeding, or (iv) any other action taken by Owner or Principal that would, in the absence of this clause, result in the release or discharge by operation of law of the Surety from its obligations hereunder.

4. Any changes in or under the Contract Documents (which include the, Drawings and Specifications) and compliance or noncompliance with any formalities connected with the Contract or the changes therein shall not affect Surety's obligations under this Bond and Surety hereby waives notice of any such changes. Further, Principal and Surety acknowledge that the Penal Sum of this Bond shall increase or decrease in accordance with the approved changes or other modifications to the Contract Documents.

IN WITNESS WHEREOF, the Principal and Surety have executed this instrument under their several seals on this ____ day of _____, 2026, to be effective as of the date of the Contract, the name and corporate seal of each corporate party being hereto affixed and these presents fully signed by its undersigned representative, pursuant to authority of its governing body.

Signed, sealed and delivered

Principal: DEANGELIS DIAMOND CONSTRUCTION, LLC

_____

_____

(SEAL)

By:_____

_____

Name and Title

_____

Surety

By:_____

_____

_____

(SEAL)

Name and Title

_____

Agency

_____

Address

_____

(Countersignature by a Florida Licensed Agent)

_____

Name and Title

_____

Agency

_____

Address

NOTE: If Principal or Surety are corporations, the respective corporate seals should be affixed. Additionally, a certified copy of a Power-of-Attorney appointing the individual Attorney-in-Fact for the Surety, as well as the Power-of-Attorney appointing the Florida licensed agent, should be attached.

PERFORMANCE/PAYMENT BOND CERTIFICATION FORM

SARASOTA MANATEE AIRPORT AUTHORITY

I, _____, certify that I am the Secretary of the Limited Partnership , named as Principal in the foregoing Performance and Payment Bonds; that _____ who signed the said Bonds on behalf of the Principal was then _____ of the Limited Partnership; that I know his signature, and his, signature thereto is genuine, and that said Bonds were duly signed, sealed and attested for and in behalf of said Principal by authority of its governing body or is otherwise authorized by the Principal to enter into this Contract and the Performance and Payment Bonds.

_____
Secretary Signature

_____
Secretary Printed Name

CERTIFICATE OF INSURANCE FORM

The Contractor shall provide evidence of insurance reflecting compliance with the insurance requirements as listed in the Solicitation and Article 11 of the General Conditions. Certificate(s) of Insurance shall be remitted using an ACORD form, or in a form acceptable to the Owner and submitted to the Owner's Contracts and Grants Manager prior to contract execution and each policy renewal for the duration of the contract term and statute of repose.

The Certificate of Insurance shall state the following as certificate holder:

The Sarasota Manatee Airport Authority

The Certificate of Insurance shall include the Sarasota Manatee Airport Authority, RPR and their members, employees, contractors and as additional insured for all policies except workers compensation and professional liability. The "Additional Insured" endorsements shall provide coverage on a primary basis. "Additional Insured" endorsements shall read "**Sarasota Manatee Airport Authority Board, an Independent Special District of the State of Florida, its Members, Employees, Contractors and Agents, c/o Sarasota Manatee Airport Authority, 6000 Rick Piccolo Circle, Third Floor, Sarasota, Florida 34243-2105**" , The Owner may elect to utilize a third party for the collection and monitoring of Contractor's insurance. The Contractor will promptly respond to all requests for information, including, without limitation, requests for copies of insurance policies and Certificate(s) of Insurance evidencing renewal policy periods.

All certificates of insurance shall include a minimum of thirty (30) days' notice due to cancellation or non-renewal of coverage. In the event coverage is cancelled or is not renewed during the Term of this Agreement, or any extension thereto, Lessee shall provide Authority with a new certificate of insurance or certificates of insurance evidencing replacement coverage not later than thirty (30) days prior to the expiration or cancellation of the coverage to Risk Management, Sarasota Manatee Airport Authority, 6000 Rick Piccolo Circle, Third Floor, Sarasota, Florida 34243-2105

All certificates of insurance shall include a Waiver of Subrogation in favor of the Authority. When required by the insurer or should a policy condition not permit an insured to enter into a pre-loss agreement to waive subrogation without an endorsement, Lessee shall notify the insurer and request the policy be endorsed with a "Waiver of Transfer of Rights of Recovery Against Others", or its equivalent. This Waiver of Subrogation requirement shall not apply to any policy, a condition to which the policy specifically prohibits such endorsement, or voids coverage should Lessee enter into such an agreement on a pre-loss basis.

All certificates of insurance shall list the Authority as a "Loss Payee" on All Risk insurance policies. "Loss Payee" endorsements shall provide coverage on a primary basis and shall read "Sarasota Manatee Airport Authority Board, c/o Sarasota Manatee Airport Authority, an Independent Special District of the State of Florida c/o 6000 Rick Piccolo Circle, Third Floor, Sarasota, Florida 34243-2105".

END OF SECTION

PARTIAL RELEASE AND WAIVER OF CLAIMS (INCLUDING FOR REDUCTION OF RETAINAGE)

KNOW ALL PERSONS BY THESE PRESENTS, that the undersigned Contractor, conditioned upon payment of the approved sums reflected in the Application for and Certification of Payment #____ for the Design Build Contract for **INBOUND BAGGAGE CLAIM SYSTEM (IBCS) / RFQ-01-2026-IBCS** ("Project") paid by the Sarasota Manatee Airport Authority ("Owner"), does hereby fully and completely discharge and release the Owner from and waives any and all debts, accounts, promises, damages, liens, encumbrances, causes of action, suits, bonds, judgments, claims, costs, expenses and demands whatsoever, in law or in equity, which the undersigned ever had, now has or might hereafter have on account of labor performed, material furnished or services rendered, directly or indirectly, **through** _____, **20__**, (the last day of the billing period covered by the Application for and Certificate of Payment referenced above) except for the following Claims, if any, which have been properly raised in accordance with the Contract Documents:_____. All Claims not specifically listed are hereby waived.

The undersigned further covenants that it will use this payment to make payments to all subcontractors, suppliers, materialmen and any or all other persons supplying material, supplies, services or labor used directly or indirectly in the prosecution of the Work. The undersigned shall maintain in full force and effect the provisions of the Contract Documents respecting the guaranty against defective work, and any other special guaranties required by the Contract Documents, for the terms provided in the Contract Documents, which terms shall begin to run from the date specified in the Contract Documents. The undersigned represents and warrants that the statements contained in the foregoing Release are true and correct and that the person signing this Release has full authority to bind the Contractor.

IN WITNESS WHEREOF, I hereunto set my hand and seal this _____ day of _____, _____.

Contractor:_____

By: _____

Print Name:_____

Title: _____

Release must be signed by a representative of the Contractor with legal authority to bind the Contractor.

NONGOVERNMENTAL ENTITY DECLARATION REGARDING THE USE OF COERCION FOR LABOR AND SERVICES

Nongovernmental Entity's Name: _____

Nongovernmental Entity's FEIN: _____

Authorized Officer or Representative Name and Title: _____

Nongovernmental Entity's Address:_____

Section 787.06(13), Florida Statutes, requires all nongovernmental entities executing, renewing, or extending a contract with a governmental entity, as defined in section 287.138(1), Florida Statutes, to provide an affidavit signed by an officer or a representative of the nongovernmental entity under penalty of perjury that the nongovernmental entity does not use coercion for labor or services as defined in that statute. The Sarasota Manatee Airport Authority is a governmental entity as defined by and for purposes of section 787.06(13).

The nongovernmental entity identified above does not, pursuant to section 787.06(2)(a):

- Use or threaten to use physical force against any person;
- Restrain, isolate, or confine, or threaten to restrain, isolate, or confine any person without lawful authority and against her or his will;
- Use lending or other credit methods to establish a debt by any person when labor or services are pledged as a security for the debt, if the value of the labor or services as reasonably assessed is not applied toward the liquidation of the debt, the length and nature of the labor or services are not respectively limited and defined;
- Destroy, conceal, remove, confiscate, withhold, or possess any actual or purported passport, visa, or other immigration document, or any other actual or purported government identification document, of any person;
- Cause or threaten to cause financial harm to any person;
- Entice or lure any person by fraud or deceit; or
- Provide a controlled substance as outlined in Schedule I or Schedule II of section 893.03, Florida Statutes, to any person for the purpose of exploitation of that person.

Under penalties of perjury, I declare that I have read the foregoing statement and that the facts stated in it are true

By: _____
Authorized Officer or Representative

_____
Date

March 2026
Progressive Design-Build Version

CONSTRUCTION ADMINISTRATION FORMS

PART 1 - GENERAL

The following forms are available electronically upon request and are hereby incorporated into the Construction Documents.

PART 2 - PRODUCT

Index of Construction Administration Forms for Contractor – provided electronically and incorporated herein by reference

Form #	Description	
007	Certificate of Substantial Completion (CoSC)	
008	Substantial Completion List and Final Completion Form	
010	Application for Payment Forms:	
	010-Cover	Cover Sheet
	010-Bkdwn	Breakdown
	010-SM	Stored Materials
	010-DISB	Contractor Disbursements to Subcontractors/Suppliers

PART 3 - EXECUTION

3.1. During the administration of the Contract, the Contractor will be required to complete various construction administration forms as a part of the Sarasota Manatee Airport Authority's Management System. These forms are identified in the "Index of Construction Forms" and will be issued at the Pre-Construction Conference. These forms may be revised during the construction period and the Contractor will be required to comply with these revisions.

END OF SECTION

FINAL RELEASE FORM

SARASOTA MANATEE AIRPORT AUTHORITY

KNOW ALL PERSONS BY THESE PRESENTS, that the undersigned, **conditioned upon payment** of the sum of _____ DOLLARS ($_____) (final total Contract amount), paid by the Sarasota Manatee Airport Authority (hereinafter referred to as "Owner"), does hereby fully and completely discharge and release the Owner from and waives any and all debts, accounts, promises, damages, liens, encumbrances, causes of action, suits, bonds, judgments, claims, and demands whatsoever, in law or in equity, which the undersigned ever had, now has, or might hereafter have on account of labor performed, material furnished, or services rendered, directly or indirectly, for the Contract between the parties, dated _____2026, known as **INBOUND BAGGAGE CLAIM SYSTEM (IBCS) / RFQ-01-2026-IBCS** except for those claims, disputes, and other matters arising out of or relating to said Contract which have been properly raised by written demand and in accordance with the Contract Documents prior to this date and identified by the Contractor as unsettled in the final Application for Payment.

The undersigned further covenants that all subcontractors, suppliers, materialmen, and any or all other persons supplying material, supplies, services, or labor used directly or indirectly in or for the Work will be paid in full upon receipt of final payment from Owner.

The undersigned shall maintain in full force and effect the provisions of the Contract Documents respecting the guaranty against defective work, and any other special guaranties required by the Contract Documents, for the terms provided in the Contract Documents, which terms shall begin to run from the date specified in the Contract Documents.

The undersigned represents and warrants that the statements contained in the foregoing Release are true and correct.

IN WITNESS WHEREOF, I hereunto set my hand and seal this _____ day of _____, _____.

CONTRACTOR: DEANGELIS DIAMOND CONSTRUCTION, LLC

By: _____

Title: _____

Final Release Form must be signed by a corporate officer or such other representative of the Contractor with authority to bind the Contractor to this Release.

SUBCONTRACTOR FINAL, CONDITIONAL RELEASE FORM

SARASOTA MANATEE AIRPORT AUTHORITY

KNOW ALL PERSONS BY THESE PRESENTS, that the undersigned, conditioned upon payment of the sum of_____ DOLLARS ($_____) (final total Contract amount), paid by the Contractor does hereby fully and completely discharge and release the Sarasota Manatee Airport Authority from and waives any and all debts, accounts, promises, damages, liens, encumbrances, causes of action, suits, bonds, judgments, claims, and demands whatsoever, in law or in equity, which the undersigned ever had, now has, or might hereafter have on account of labor performed, material furnished, or services rendered, directly or indirectly, for the Project known as **INBOUND BAGGAGE CLAIM SYSTEM (IBCS) / RFQ-01-2026-IBCS** except for those Claims, if any, which have been properly raised by written demand and in accordance with the Contract Documents prior to this date and identified by the Contractor as unsettled in the Contractor's final Application for Payment.

This Final Release and Waiver is conditioned upon receipt of the final payment from the Contractor in the amount of _____ Dollars ($_____) and is not effective until that payment is received.

The undersigned further covenants that all sub-subcontractors, suppliers, materialmen, and any or all other persons supplying material, supplies, services, or labor used, directly or indirectly, on or for the Project have been paid in full.

The undersigned shall maintain in full force and effect all guaranties against defective work, and any other special guaranties required by the Contract and Subcontract.

The undersigned represents and warrants that the statements contained in the foregoing Release are true and correct.

IN WITNESS WHEREOF, I hereunto set my hand and seal this _____ day of _____, 20_____.

_____
SUBCONTRACTOR

By: _____

Title: _____


Attachment A
srq
SARASOTA
BRADENTON
INTERNATIONAL
Gresham
Smith
DEANGELIS DIAMOND
MAGNUM
BUILDERS
REQUEST FOR QUALIFICATIONS RFQ-01-2026-IBCS
FOR DESIGN BUILD SERVICES TEAM
SARASOTA MANATEE AIRPORT AUTHORITY
CONSTRUCT INBOUND BAGGAGE CLAIM SYSTEM

MAGNUM BUILDERS

Gresham Smith

February 26, 2026

Mr. Robert Furr, A.A.E, IAP
Senior Vice President, Engineering, Planning & Facilities
Sarasota Manatee Airport Authority
6000 Rick Piccolo Circle
Sarasota, FL 34243

RE: ***RFQ-01-2026-IBCS | Inbound Baggage Claim System Design-Build Services, Addendum #1 (issued February 12, 2026) and Addendum #2 (issued February 18, 2026)***

Dear Mr. Furr,

Expanding SRQ's inbound baggage claim system requires careful planning and precise execution to provide a great experience for all traveling passengers during construction, and to guarantee continuous operations while increasing capacity and supporting enabling work for Multimodal Center. This project demands a Design-Build Team that understands SRQ's unique operational environment, can execute work within an active airport, and can deliver improvements that perform reliably on day one and for the future.

DeAngelis Diamond, Magnum Builders, and Gresham Smith are submitting as an integrated Design-Build Team prepared to deliver the inbound baggage claim expansion with a focus on operational continuity, constructability, and long-term value for the Sarasota Manatee Airport Authority (SMAA).

Our team brings deep institutional knowledge of SRQ, proven aviation and baggage handling experience, strong local presence, and a demonstrated track record of successful collaboration.

SRQ AIRPORT EXPERIENCE

100+ combined years of experience at SRQ with more than 50 completed projects across the airport.

AVIATION & BAGGAGE HANDLING EXPERTS

Proven experience delivering baggage handling systems within active airport terminals.

LOCAL PRESENCE & MARKET STRENGTH

Strong local relationships supported by regional and national resources.

PROVEN DESIGN-BUILD TEAM

A collaborative team with a history of delivering complex, operationally sensitive projects together.

TEAM PROFILE

Our team has assembled experienced aviation professionals to lead this project from concept through completion. Scott Beck will serve as executive point of contact, with Jason Smith as Project Director, Kelly Pope leading construction execution, and Matthew Wilson overseeing design coordination. Ben Raposa will serve as Lead Architect, with Brett Hart leading structural engineering, Jon Oakes directing BHS design, and Jeremy Perez and Evan Tassin leading field construction and baggage handling installation. Clint Riley of Magnum Builders will provide procurement leadership and invaluable SRQ operational insight.

Our team is prepared to deliver this project with a proactive, solutions-driven approach that prioritizes safety, constructability, phasing, and uninterrupted operations ensuring a seamless experience for SMAA, airport stakeholders, and the traveling public.

Scott Beck, VP & Division Manager - Sarasota/Tampa
2601 Cattlemen Rd, Suite 404, Sarasota, Florida 34232
941.504.7941 | scott.beck@deangelisdiamond.com

Sarasota, FL
941.952.3846

Naples, FL
239.594.1994

Tampa, FL
941.952.3846

Orlando, FL
407.367.5173

Birmingham, AL
239.594.1994

Nashville, TN
615.922.3995

Detroit, MI
248.513.6112

deangelisdiamond.com

the honor to build

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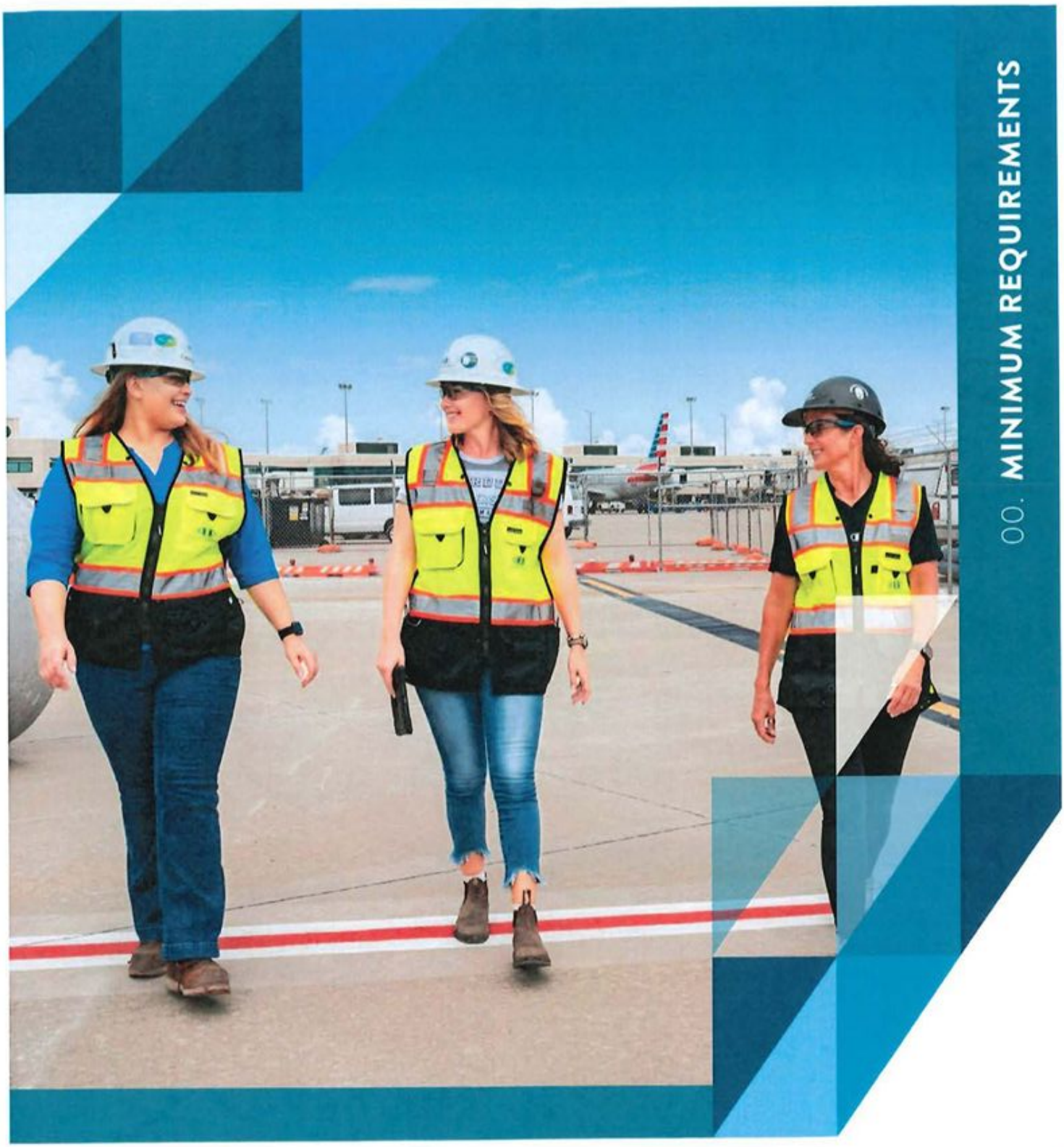
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srq

00. MINIMUM REQUIREMENTS

Rev2

SARASOTA MANATEE AIRPORT AUTHORITY

RFQ-01-2026-IBCS

REQUEST FOR QUALIFICATIONS

APPENDIX A.1

KEY & SUPPORT PERSONNEL DATA FORM

Name of Respondent submitting Response:	DeAngelis Diamond

Provide information on Respondent, fully execute and include the response immediately following the cover page.

I. Legal contracting name including any dba.
DeAngelis Diamond Construction LLC

II. State of organization or incorporation.
Florida

III. Ownership: David Diamond, Co-Founder/CEO/Co-Chairman, John DeAngelis, Co-Founder/Co-Chairman, Reggie Morgan, President, Robert Lewis, Executive VP/Principal, Brett Diamond, CAO/Principal

IV. Federal Employer Identification Number. 65-0634426

V. Corporate Headquarters

Address: 6635 Willow Park Drive
City: Naples State: FL Zip code: 34109
Phone: 239.594.1994 Extension:

VI. Local Office (if any)

Address: 2601 Cattlemen Rd, Suite 404
City: Sarasota State: FL Zip code: 34232
Phone: 941.952.3846 Extension

VII. Primary representative during the Solicitation process
Scott Beck
Address: 2601 Cattlemen Rd, Suite 404
City: Sarasota State: FL Zip code: 34232
Phone: 941.952.3846 Extension

VIII. Secondary representative during the Solicitation process
Josh Willard
Address: 6635 Willow Park Drive
City: Naples State: FL Zip code: 34109
Phone: 239.594.1994 Extension

IX. Attest if the Respondent provides services to anyone related to or employed by the **Sarasota Manatee** Aviation Authority ("Authority"), including the Authority's Board members.

☑ No, the Respondent does not provide services to anyone related to or employed by the Authority, including Authority Board members.

☐ Yes, the Respondent provides services to someone related to or employed by the Authority, including Authority Board members.

If yes, identify each individual and explain the relationship.

X. Attest if the Respondent employs anyone related to an employee of the Authority, including Authority Board members.

☐ No, the Respondent does not employ anyone related to an employee of the Authority, including Authority Board members.

☑ Yes, the Respondent does employ a relative of an employee of the Authority, including Authority Board members.

If yes, identify each individual and explain the relationship.

Nathan Wright (Magnum Builders), Nephew of John Wright (Sr. Project Manager, Engineering, Planning & Facilities)

The submittal of this response is a duly authorized, official act of the Respondent and the undersigned officer of the Respondent is duly authorized and designated by resolution of the Respondent to execute this response on behalf of and as the official act of the Respondent, this 25 day of Feb 2025.

ATTESTED BY:	Respondent By: DeAngelis Diamond
	Signature of Authorized Official
Signature	Printed Name
Katherine Jones	President
Printed Name	Title
First Impressions	2.25.26
Title	Date

KATHERINE JONES
Notary Public
State of Florida
Comm# HH653698
Expires 3/19/2029

SARASOTA BRADENTON INTERNATIONAL

Rev2

SARASOTA MANATEE AIRPORT AUTHORITY

RFQ-01-2026-IBCS

REQUEST FOR QUALIFICATIONS

APPENDIX A.2

MINIMUM QUALIFICATIONS FORM

Name of Respondent submitting Response:	DeAngelis Diamond

PROJECT DETAILS	RESPONDENT PROJECT NO.1
Project Title	SRQ Ground Boarding Facility and CEP Expansion
Owner's Name	Sarasota Manatee Airport Authority
Name of Medium or Large Hub Airport	Sarasota Bradenton International Airport
Name of Owner's Project Representative	John Wright
Representative's Title	Sr. Project Manager, Engineering, Planning & Facilities
Telephone Number & Email Address	john.wright@flysrq.com 941-359-2770
Detailed Description of Project Unique Features of the Project or Special Conditions (Rehabilitation, expansion or construction)	New ground boarding facility that added six new gates to the existing airport. Project includes CEP expansion for new chilled water to support new GBF and baggage handling.
Type of Project (Indicate whether CM@Risk or Design-Build)	CMAR
Role on Project (Indicate whether Respondent held the prime contract)	General Contractor
Project Construction Completion Date	December 20th 2024
Total Construction Value	$71.5 million



Sunbiz.org Division of Corporations

Department of State / Division of Corporations / Search Records / Search by Entity Name /

Detail by Entity Name

Florida Limited Liability Company
DEANGELIS DIAMOND CONSTRUCTION, LLC

Filing Information

Document Number	L14000090629
FEI/EIN Number	65-0634426
Date Filed	05/30/2014
Effective Date	01/22/1996
State	FL
Status	ACTIVE
Last Event	CONVERSION
Event Date Filed	05/30/2014
Event Effective Date	06/01/2014

Principal Address

6635 WILLOW PARK DR.
NAPLES, FL 34109

Mailing Address

6635 WILLOW PARK DR.
NAPLES, FL 34109

Registered Agent Name & Address

Young, Christian, Esq.
6635 Willow Park Drive
Naples, FL 34109

Name Changed: 03/04/2019

Address Changed: 03/04/2019

Authorized Person(s) Detail

Name & Address

Title CEO, Manager

DIAMOND, DAVID B
6635 WILLOW PARK DR.
NAPLES, FL 34109

Title President, Manager

DEANGELIS, JOHN M
6635 WILLOW PARK DR.
NAPLES, FL 34109

Title CFO, Treasurer



Goebel, Grant
6635 WILLOW PARK DR.
NAPLES, FL 34109

Title Secretary, GC

Young, Christian A.
6635 Willow Park Drive
Naples, FL 34108

Annual Reports

Report Year	Filed Date
2023	04/27/2023
2024	04/11/2024
2025	03/21/2025

Document Images

03/21/2025 -- ANNUAL REPORT	View image in PDF format
04/11/2024 -- ANNUAL REPORT	View image in PDF format
04/27/2023 -- ANNUAL REPORT	View image in PDF format
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03/04/2019 -- ANNUAL REPORT	View image in PDF format
09/21/2018 -- AMENDED ANNUAL REPORT	View image in PDF format
03/16/2018 -- ANNUAL REPORT	View image in PDF format
01/19/2017 -- ANNUAL REPORT	View image in PDF format
03/30/2016 -- ANNUAL REPORT	View image in PDF format
03/24/2015 -- ANNUAL REPORT	View image in PDF format
05/30/2014 -- Florida Limited Liability	View image in PDF format

State of Florida
Department of State

I certify from the records of this office that DEANGELIS DIAMOND CONSTRUCTION, LLC is a limited liability company organized under the laws of the State of Florida, filed on May 30, 2014, effective January 22, 1996.

The document number of this limited liability company is L14000090629.

I further certify that said limited liability company has paid all fees due this office through December 31, 2025 and that its status is active.

Given under my hand and the Great Seal of the State of Florida at Tallahassee, the Capital, this the Twenty-first day of March, 2025

Secretary of State

Tracking Number: 3968261989CC

To authenticate this certificate,visit the following site,enter this number, and then follow the instructions displayed.

https://services.sunbiz.org/Filings/CertificateOfStatus/CertificateAuthentication

Ron DeSantis, Governor

Melanie S. Griffin, Secretary

Florida dbpr

STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

CONSTRUCTION INDUSTRY LICENSING BOARD

THE GENERAL CONTRACTOR HEREIN IS CERTIFIED UNDER THE
PROVISIONS OF CHAPTER 489, FLORIDA STATUTES

DIAMOND, DAVID B

DEANGELIS DIAMOND CONSTRUCTION, LLC
6635 WILLOW PARK DRIVE
NAPLES FL 34109

LICENSE NUMBER: CGC037335
EXPIRATION DATE: AUGUST 31, 2026

Always verify licenses online at MyFloridaLicense.com

ISSUED: 07/14/2024

Do not alter this document in any form.

This is your license. It is unlawful for anyone other than the licensee to use this document.

Ron DeSantis, Governor

Melanie S. Griffin, Secretary

Florida dbpr

STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

CONSTRUCTION INDUSTRY LICENSING BOARD

THE GENERAL CONTRACTOR HEREIN IS CERTIFIED UNDER THE
PROVISIONS OF CHAPTER 489, FLORIDA STATUTES

DE ANGELIS, JOHN M

DEANGELIS DIAMOND CONSTRUCTION, LLC
6635 WILLOW PARK DRIVE
NAPLES FL 34109

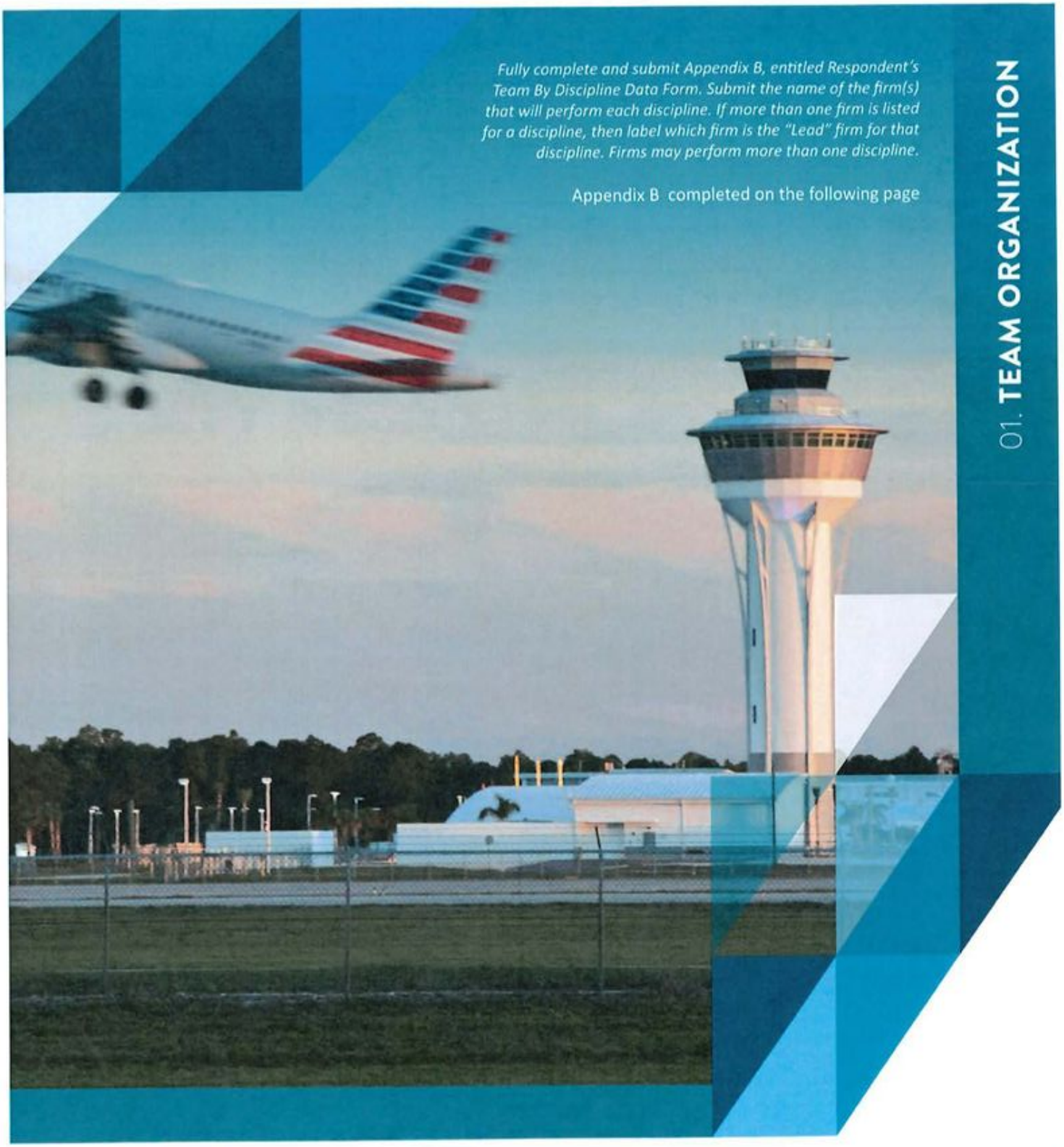
LICENSE NUMBER: CGC058500
EXPIRATION DATE: AUGUST 31, 2026

Always verify licenses online at MyFloridaLicense.com

ISSUED: 05/10/2024

Do not alter this document in any form.

This is your license. It is unlawful for anyone other than the licensee to use this document.



Fully complete and submit Appendix B, entitled Respondent's Team By Discipline Data Form. Submit the name of the firm(s) that will perform each discipline. If more than one firm is listed for a discipline, then label which firm is the "Lead" firm for that discipline. Firms may perform more than one discipline.

Appendix B completed on the following page

01. TEAM ORGANIZATION

srq

01. TEAM ORGANIZATION

SARASOTA BRADENTON INTERNATIONAL

SARASOTA MANATEE AIRPORT AUTHORITY

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REQUEST FOR QUALIFICATIONS

APPENDIX B

REPONDENT'S TEAM BY DISCIPLINE DATA FORM

Name of Respondent submitting Response:	DeAngelis Diamond
DISCIPLINE	**NAME OF FIRM(S)**
Construction (GC)	DeAngelis Diamond (Lead) & Magnum Builders
Architectural Design	Gresham Smith
Interior Design	Gresham Smith
Technology Design	Gresham Smith
Baggage Handling System Design	JSM & Associates
Structural Engineering	Gresham Smith
Civil Engineering	AECOM
Mechanical Engineering	TLC Engineering
Electrical Engineering	TLC Engineering
Plumbing Engineering	VoltAir Consulting Engineers
Fire Protection System Engineer	VoltAir Consulting Engineers
Security Access Control/CCTV Design	Gresham Smith
Surveying	Surveying and Mapping, Inc. (SAM)
Construction Quality Control	DeAngelis Diamond (Lead) & Magnum Builders
Geotechnical Engineering & Testing	Tierra, Inc.

Name of Attendee(s) of Mandatory Pre-submittal Conference	Kelly Pope (DeAngelis Diamond), Ben Raposa (Gresham Smith), Clint Riley (Magnum Bulders), John Majewski (JSM & Associates), Peyton Woodroffe (TLC Engineering), Rey Miller (TLC Engineering), Kate Lucaj (VoltAir Consulting Engineers)

Note: only one Attendee is required but you may include alternates in case one forgot to sign-in or was illegible.

SARASOTA MANATEE AIRPORT AUTHORITY

REQUEST FOR QUALIFICATIONS

INBOUND BAGGAGE CLAIM SYSTEM

01. TEAM ORGANIZATION

Submit an organizational diagram clearly identifying key and support personnel in Appendix C, entitled Key and Support Personnel Data Form, as well as the firms listed in Appendix B. For those individuals listed in Appendix C, include each individual's name, title, firm and their functional relationship to each other. Individuals may serve in more than one role. (11x17 format is acceptable)

KEY

= KEY PERSONNEL

= SUPPORT PERSONNEL

SARASOTA BRADENTON INTERNATIONAL

JASON SMITH
PROJECT DIRECTOR

MATTHEW WILSON
PROJECT MANAGER FOR DESIGN

KELLY POPE
PROJECT MANAGER FOR CONSTRUCTION

BEN RAPOSA
LEAD ARCHITECT

JESSICA SMITH
INTERIOR DESIGN

JAMES HARDING
SIGNAGE & WAYFINDING

BRETT HART
STRUCTURAL ENGINEERING

DOMINIC CACOLICI
SENIOR MECHANICAL ENGINEER

JON OAKES
BAGGAGE HANDLING SYSTEM DESIGNER

KELLI PIERCY (AECOM)
PROJECT MANAGER

CLINT RILEY
PROCUREMENT AND PLANNING LEADER

JEREMY PEREZ
GENERAL SUPERINTENDENT FOR CONSTRUCTION

EVAN TASSIN
BAGGAGE HANDLING SUPERINTENDENT

EXECUTIVE TEAM

SCOTT BECK
VP & DIVISION MANAGER

MIKE BALTZER
PRESIDENT

ALTAN CEKIN
AVIATION MARKET VICE PRESIDENT

DESIGN SUBCONSULTANTS:

- SAM — *SURVEYING*
- VOLT AIR — *PLUMBING ENGINEERING, FIRE PROTECTION SYSTEM ENGINEER*
- TLC ENGINEERING SOLUTIONS — *MECHANICAL ENGINEERING, ELECTRICAL ENGINEERING*
- AECOM — *CIVIL ENGINEERING*
- JSM & Associates — *BAGGAGE HANDLING SYSTEM DESIGN*
- TIERRA — *GEOTECHNICAL ENGINEERING & TESTING*



01. TEAM ORGANIZATION

Provide a written response clearly defining the responsibilities, contractual relationships, and roles of all firms listed in Appendix B. If there are two or more firms of the same discipline listed in Appendix B, clearly explain the relationship, responsibilities, and roles of each firm in detail.

DeAngelis Diamond will serve as the Design-Build entity and will hold the primary contractual relationship with the Sarasota Manatee Airport Authority (SMAA) for delivery of the Inbound Baggage Claim System project. DeAngelis Diamond will be responsible for overall coordination, integration, and performance of the full design-build scope, including management of all design and construction team members listed in Appendix B. **Jason Smith (DeAngelis Diamond)** will serve as Project Director and single lead for the selected Respondent, acting as the primary point of contact with the Authority and assuming responsibility for the overall management and delivery of the Project.

MAGNUM BUILDERS

DEANGELIS DIAMOND

Construction (GC) and Construction Quality Control will be provided jointly by **DeAngelis Diamond and Magnum Builders.** DeAngelis Diamond will lead overall project delivery, management, and construction execution, including preconstruction, estimating, scheduling, tradepartner procurement, safety, and quality oversight. Magnum Builders will support DeAngelis Diamond as a key construction partner, bringing long-standing SRQ facility knowledge, operational insight, and proven experience working with SMAA staff and airport stakeholders. As part of this partnership, **Clint Riley (Magnum Builders)** will serve as the team's Procurement & Planning Leader, supporting procurement strategy, phasing planning, and coordination to ensure the project maintains ongoing baggage claim operations throughout construction.

Gresham Smith

Gresham Smith will serve as the lead design firm and will provide Architectural Design, Interior Design, Technology Design, Structural Engineering, and Security Access Control/CCTV Design. Gresham Smith will lead design coordination across all disciplines and provide integrated architectural and engineering services to support the baggage claim expansion, phasing requirements, and constructability. As Lead Architect, **Ben Raposa (Gresham Smith)** will lead architectural planning and coordination of the expanded baggage claim wing to ensure functional passenger flow, operational efficiency, and alignment with SRQ's long-term development goals.

JSM & Associates
Designed for the Future
Maintained for Performance

JSM & Associates will provide Baggage Handling System Design and will be responsible for the design and technical coordination of the inbound baggage handling system, including baggage belt layout, slope plate integration, dual loading configuration, and integration requirements with the building and supporting engineering disciplines. **Jon Oakes (JSM & Associates)** will serve as the Baggage Handling System Designer and will coordinate directly with Gresham Smith and the Design-Build Team to ensure all baggage handling requirements are incorporated into the project design. JSM & Associates will support SMAA's vendor selection process during design by producing performance-based, coordinated design documentation without proposing or selecting a specific baggage handling system manufacturer during the RFQ phase.

AECOM

AECOM will provide Civil Engineering, including coordination of site-related improvements and any required utility or infrastructure interfaces necessary to support the baggage claim expansion.

TLC ENGINEERING SOLUTIONS

TLC Engineering will provide Mechanical Engineering and Electrical Engineering, including HVAC systems and electrical infrastructure required for the expanded baggage claim footprint and baggage handling system integration.

VOLT AIR

VoltAir Consulting Engineers will provide Plumbing Engineering and Fire Protection System Engineering, including modifications and design support required to integrate the expansion with existing terminal systems.

SAM

Surveying and Mapping, Inc. (SAM) will provide Surveying, including field verification and survey support required to supplement Authority-provided as-builts and confirm existing conditions.

TIERRA
A CERTERRA Company

Geotechnical Engineering & Testing will be provided by **Tierra, Inc.** Tierra will perform subsurface investigations, geotechnical analysis, and materials testing services as required to support design development and construction execution. Their services will inform foundation design, structural coordination, and site-related decisions based on the final project footprint and subsurface conditions, ensuring the expansion integrates seamlessly with existing facilities.



02. KEY AND SUPPORT PERSONNEL STAFFING

srq

02. KEY AND SUPPORT PERSONNEL STAFFING

02. KEY AND SUPPORT PERSONNEL STAFFING

Fully complete and submit Appendix C. Include only those key and support personnel and their respective firm names listed on the form. Individuals may not serve in more than one role. Following are the Key and Support Personnel listed in Appendix C. The definitions for the Key and Support Personnel are not all-inclusive of their responsibilities.

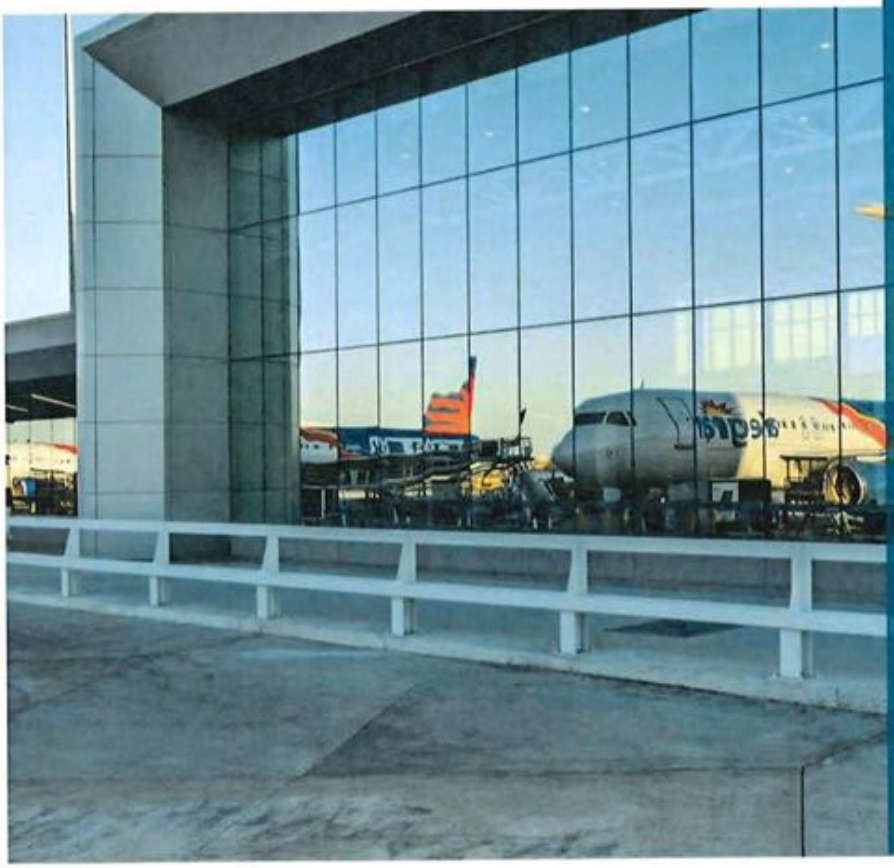
Appendix C has been completed and included on the following page.

Fully complete and submit Appendix D, entitled key and Support Personnel Project References, for each key personnel listed in Appendix C. Provide two project references for projects.

Appendix D has been completed for each key & support personnel and included on the following page.

Fully complete and submit Appendices E.1 - E.3, entitled Key and Support Personnel Resumes, for each of the key and support personnel listed in Appendix C. List previous work by key and support personnel in which they had an identifiable, responsible role for projects completed or projects that are underway, whether or not with their current firm. List no more than three projects for any key personnel and no more than two projects for any support personnel listed in Appendix C.

Appendix E.1 - E.3 has been completed for each key & support personnel and included on the following page.



YOUR AVIATION EXPERTS

KEY PERSONNEL



Jason Smith
Project Director
DeAngelis Diamond



Kelly Pope
Project Manger for Construction
DeAngelis Diamond



Matthew H. Wilson
Project Manger for Design
Gresham Smith



Ben Raposa
Lead Architect
Gresham Smith

SUPPORT PERSONNEL



Brett Hart
Structrual Engineer
Gresham Smith



Jon Oakes
Baggage Handling Designer
JSM & Associates



Jeremy Perez
General Superintendent
DeAngelis Diamond



Evan Tassin
Baggage Handling Superintendent
DeAngelis Diamond

ADDITIONAL SUPPORT



Clint Riley
Procurement & Planning Leader
Magnum Builders

SARASOTA MANATEE AIRPORT AUTHORITY

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REQUEST FOR QUALIFICATIONS

APPENDIX C

KEY & SUPPORT PERSONNEL DATA FORM

Name of Respondent submitting Response:	DeAngelis Diamond

KEY PERSONNEL	INDIVIDUAL'S NAME / FIRM
Project Director	Jason Smith/DeAngelis Diamond
Project Manager for Design	Matthew H. Wilson, AIA, LEED AP/Gresham Smith
Project Manager for Construction	Kelly Pope/DeAngelis Diamond
Lead Architect	Ben Raposa, AIA, LEED AP/Gresham Smith

SUPPORT PERSONNEL	INDIVIDUAL'S NAME / FIRM
Structural Engineer	Brett Hart, P.E., S.E./Gresham Smith
Baggage Handling System Designer	Jon Oakes/JSM & Associates
General Superintendent for Construction	Jeremy Perez/DeAngelis Diamond
Baggage Handling Superintendent (If being handled separately from General)	Evan Tassin/DeAngelis Diamond

Note: Individuals may not serve in more than one role.

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SARASOTA MANATEE AIRPORT

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APPENDIX D(1)

KEY & SUPPORT PERSONNEL PROJECT REFERENCES

Name of Respondent submitting Response:	DeAngelis Diamond		
REFERENCE PROJECT #1			
	Project Director	**Project Manager for Design**	**Project Manager for Construction**
Person's Name	Jason Smith	Matthew H. Wilson, AIA, LEED AP	Kelly Pope
Project Title	SRQ Ground Boarding Facility & CEP Expansion	SRQ Ground Boarding Facility & CEP Expansion	SRQ Ground Boarding Facility & CEP Expansion
Project Completion Date	December 2024	December 2024	December 2024
Project Description & Value	$71.5M; New 75,000 sq. ft. terminal with six new gates. CEP expansion for new chilled water to support the new GBF and baggage handling projects.	$71.5M; New 75,000 sq. ft. terminal with six new gates. CEP expansion for new chilled water to support the new GBF and baggage handling projects.	$71.5M; New 75,000 sq. ft. terminal with six new gates. CEP expansion for new chilled water to support the new GBF and baggage handling projects.
Name of Reference	John Wright	John Wright	John Wright
Reference Employer Name	Sarasota Manatee Airport Authority	Sarasota Manatee Airport Authority	Sarasota Manatee Airport Authority
Reference Title	Sr. Project Manager, Engineering, Planning & Facilities	Sr. Project Manager, Engineering, Planning & Facilities	Sr. Project Manager, Engineering, Planning & Facilities
Telephone Number	(941)-359-2770	(941)-359-2770	(941)-359-2770
E-Mail Address	john.wright@flysrq.com	john.wright@flysrq.com	john.wright@flysrq.com
Personnel's Responsibility on Project	Project Executive	Project Manager	Lead Project Manager

SARASOTA BRADENTON INTERNATIONAL

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APPENDIX D(1)

Cont.

Name of Respondent submitting Response:	DeAngelis Diamond		
REFERENCE PROJECT #1			
	Lead Architect	**Structural Engineer**	**Baggage Handling System Designer**
Person's Name	Ben Raposa, AIA, LEED AP	Brett Hart, P.E., S.E.	Jon Oakes, PE
Project Title	SRQ Ground Boarding Facility & CEP Expansion	AVL Terminal Building Renovation	AVL Terminal Building Renovation
Project Completion Date	December 2024	Ongoing – Est. 9/2027	Ongoing – Est. 9/2027
Project Description & Value	$71.5M; New 75,000 sq. ft. terminal with six new gates. CEP expansion for new chilled water to support the new GBF and baggage handling projects.	$250M; In an attempt to keep up with the rapid growth of passengers traveling through AVL, the existing terminal building and associated infrastructure systems are in need of replacement or expansion to accommodate future growth through the planning year (2038). Gresham Smith will help realize the vision for the project by expanding and modernizing the existing single story, seven gate terminal to a two story, twelve gate terminal building.	$250M; In an attempt to keep up with the rapid growth of passengers traveling through AVL, the existing terminal building and associated infrastructure systems are in need of replacement or expansion to accommodate future growth through the planning year (2038). JSM is the Designer of Record for the entire BHS systems.
Name of Reference	John Wright	Lexie Farmer, C.M., M.P.A.	Lexie Farmer, C.M., M.P.A.
Reference Employer Name	Sarasota Manatee Airport Authority	Greater Asheville Regional Airport Authority	Greater Asheville Regional Airport Authority
Reference Title	Sr. Project Manager, Engineering, Planning & Facilities	Chief Operating Officer	Chief Operating Officer
Telephone Number	(941)-359-2770	(828) 684-2226	(828) 684-2226
E-Mail Address	john.wright@flysrq.com	lfarmer@flyavl.com	lfarmer@flyavl.com
Personnel's Responsibility on Project	Lead Architect	Structural Engineer	BHS Designer

SARASOTA BRADENTON INTERNATIONAL

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REQUEST FOR QUALIFICATIONS

APPENDIX D(1)

Cont.

Name of Respondent submitting Response:	DeAngelis Diamond		
REFERENCE PROJECT #1			
	General Superintendent for Construction	**Baggage Handling Superintendent**	**Other**
Person's Name	Jeremy Perez	Evan Tassin	Clint Riley
Project Title	SRQ Ground Boarding Facility & CEP Expansion	SRQ Ground Boarding Facility & CEP Expansion	SRQ Ground Transportation Center
Project Completion Date	December 2024	December 2024	January 2026
Project Description & Value	$71.5M; New 75,000 sq. ft. terminal with six new gates. CEP expansion for new chilled water to support the new GBF and baggage handling projects.	$71.5M; New 75,000 sq. ft. terminal with six new gates. CEP expansion for new chilled water to support the new GBF and baggage handling projects.	$7.3M; This CMLA project involves the reconstruction and expansion of the existing SRQ GTC, including a new driver's building, sanitary & potable water utilities, asphalt pavement, concrete sidewalks, walkway canopies, signing & marking, landscaping, lighting, communications, & drainage upgrades. The design places heavy emphasis on site vehicular drives engineered to accommodate multiple sizes of transportation vehicles.
Name of Reference	John Wright	Jay Rose	Cameron Newhouse
Reference Employer Name	Sarasota Manatee Airport Authority	Sarasota Manatee Airport Authority	Sarasota Manatee Airport Authority
Reference Title	Sr. Project Manager, Engineering, Planning & Facilities	SRQ Engineering Assistant	Project Manager
Telephone Number	(941)-359-2770	(941)-359-2770	941-724-4081
E-Mail Address	john.wright@flysrq.com	John.rose@flysrq.com	Cameron.newhouse@flysrq.com
Personnel's Responsibility on Project	Superintendent	Superintendent	Project Manager - Magnum Builder

SARASOTA BRADENTON INTERNATIONAL

SARASOTA MANATEE AIRPORT

RFQ-01-2026-IBCS

REQUEST FOR QUALIFICATIONS

APPENDIX D(2)

KEY & SUPPORT PERSONNEL PROJECT REFERENCES

Name of Respondent submitting Response:	DeAngelis Diamond		
REFERENCE PROJECT #2			
	Project Director	**Project Manager for Design**	**Project Manager for Construction**
Person's Name	Jason Smith	Matthew H. Wilson, AIA, LEED AP	Kelly Pope
Project Title	Site Utility Relocation, SRQ Airport Terminal Expansion	TPA Rental Car Center and SkyConnect APM	SRQ Escalator Upgrade, Holdroom Realignment, Site Utility Relocation, Tenant Support, Fire Alarm Upgrade, Exterior Soffit Changeout, Glass Block Replacement
Project Completion Date	December 2024	February 2018	Ongoing
Project Description & Value	$14.6M - Relocation of existing underground utilities in support of new GBF. Site utility work also included installation of new fiber optic duct bank and underground gas lines.	$734M, ConRAC and APM, design build program. With expansion/renovations at Main Terminal & relocation of Southwest Airlines ticketing/ATO operations.	$43M; Replace (2) escalators with (4) new; renovate B-Concourse finishes; relocate utilities for GBF; add concessions electrical; upgrade fire alarm to open system; install dynamic signage; replace glass block with storefront.
Name of Reference	Jay Rose	Matthew Deloatche	Lionel Guilbert
Reference Employer Name	Sarasota Manatee Airport Authority	Tampa International Airport	Sarasota Manatee Airport Authority
Reference Title	SRQ Engineering Assistant	Senior Manager of Planning & Design	Senior VP Operations & Public Safety
Telephone Number	(941)-359-2770	(813) 215-9066	(941)-724-1950
E-Mail Address	John.rose@flysrq.com	mdeloatche@tampaairport.com	lionel.guilbert@flyrsrq.com
Personnel's Responsibility on Project	Project Executive	Deputy Project Manager / Project Architect	Lead Project Manager

SARASOTA BRADENTON INTERNATIONAL

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REQUEST FOR QUALIFICATIONS

APPENDIX D(2)

Cont.

Name of Respondent submitting Response:	DeAngelis Diamond		
REFERENCE PROJECT #2			
	Lead Architect	**Structural Engineer**	**Baggage Handling System Designer**
Person's Name	Ben Raposa, AIA, LEED AP	Brett Hart, P.E., S.E.	Jon Oakes
Project Title	TPA Rental Car Center and SkyConnect APM	MSY On-Call Architectural & Engineering Design Services	ECP- Inbound Baggage Claim Hall
Project Completion Date	February 2018	Ongoing	Ongoing
Project Description & Value	$734M, ConRAC and APM, design build program. With expansion/renovations at Main Terminal & relocation of Southwest Airlines ticketing/ATO operations.	$500M; Through this on-call contract, Gresham Smith is providing architectural services for new construction, demolition and renovation projects for various programs, departments, and locations at MSY, including the North Terminal complex, South Terminal complex and ancillary buildings or areas as needed.	$100M; JSM was tasked with automating and expanding the Baggage Handling System to accommodate explosive growth at the airport. JSM designed an automated Checked Baggage Inspection System to complement the expanded ticket counter inputs to handle the increased demand.
Name of Reference	Matthew Deloatche	Chris Spann	Parker McClellan
Reference Employer Name	Tampa International Airport	New Orleans Aviation Board	Northwest Florida Beaches Int'l Airport
Reference Title	Senior Manager of Planning & Design	Program Director	Director
Telephone Number	(813) 215-9066	(913) 940-1301	(850) 763-6751
E-Mail Address	mdeloatche@tampaairport.com	caspann@burnsmcd.com	pmcclellan@pcairport.com
Personnel's Responsibility on Project	Lead Architect	Structural Engineer	BHS Designer

SARASOTA BRADENTON INTERNATIONAL

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APPENDIX D(2)

Cont.

Name of Respondent submitting Response:	DeAngelis Diamond		
REFERENCE PROJECT #2			
	General Superintendent for Construction	**Baggage Handling Superintendent**	**Other**
Person's Name	Jeremy Perez	Evan Tassin	Clint Riley
Project Title	Punta Gorda Airport - Terminal Expansion	Bayfront Health St. Pete SPD Renovation	SRQ Baggage Claim
Project Completion Date	Ongoing	Still Ongoing – Phase 1 Completed AHCA 100% August 27th, 2025	May 2014
Project Description & Value	$40 million - The project consisted of constructing a new single-story, 51,000 SF pre-engineered metal building, along with renovating approximately 25,000 SF of the existing airport terminal interior. The work supported expanded airport operations and future connectivity between facilities. Pre-construction services were provided for this project.	$7.5M; Renovation of existing SPD. Include renovation and building of new endo/bronc procedure room, electrical room, and frozen room	$1.75M; Magnum Builders completed the SRQ Baggage Claim Remodel, encompassing new architectural finishes, upgraded mechanical, electrical, lighting, and low-voltage systems, and fully renovated Rental Car counters. New terrazzo flooring was installed throughout, delivering a refreshed and cohesive passenger experience.
Name of Reference	Miguel Sanchez	Tim Jowell	Ken Hinkle
Reference Employer Name	AECOM	Orlando Health – Bayfront Health St. Pete	Sarasota Manatee Airport Authority
Reference Title	Architect	Facilities Manager	Project Manager
Telephone Number	(813) 675-6780	(727) 823-1234	941-359-2770 x4278
E-Mail Address	miguel.sanchez2@aecom.com	timothy.jowell@orlandohealth.com	Ken.hinkle@srq-airport.com
Personnel's Responsibility on Project	Superintendent	Superintendent	Project Manager



srq

03. RESPONDENT'S & LEAD ARCHITECTURAL FIRM'S EXPERIENCE IN WORK OF COMPARABLE SCOPE & COMPLEXITY



03. RESPONDENT'S & LEAD ARCHITECTURAL FIRM'S EXPERIENCE IN WORK OF COMPARABLE SCOPE & COMPLEXITY

Fully complete and submit Appendix F.1, entitled Respondent's Experience in Work of Comparable Scope and Complexity. List no more than a total of two projects of comparable scope and complexity that have been completed by the Respondent as the prime contract holder for the projects. List only projects which have been completed or projects that are underway. Projects must have been completed by the Respondent and not by one of the Respondent's team members. For purposes of this Section, the Respondent may submit projects which were completed by its parent, subsidiary, affiliate, sister company, or a firm that was acquired by the Respondent, and should notate such in Appendix F.1. Representative photographs and exhibits supporting the listed projects are permitted.

Appendix F.1 has been provided on the following pages.

1. SRQ Airport Terminal Expansion
2. Punta Gorda Airport Terminal Expansion

Fully complete and submit Appendix F.2, entitled Lead Architectural Firm's Experience in Work of Comparable Scope and Complexity. List no more than two projects of comparable scope and complexity which have been completed by the Lead Architectural Firm as the designer of record for the projects. Such projects shall be different than those submitted by the Respondent in Appendix F.1. List only projects which have been completed or projects that are underway. For purposes of this Section, the Lead Architectural Firm may submit projects which were completed by its parent, subsidiary, affiliate or sister company. Representative photographs and exhibits supporting the listed projects are permitted.

Appendix F.2 has been provided on the following pages.

1. Asheville Regional Airport Terminal Building Renovation and Baggage Claim Expansion
2. Tampa International Airport Baggage Claim Expansions and Renovations



03. RESPONDENT'S & LEAD ARCHITECTURAL FIRM'S EXPERIENCE IN WORK OF COMPARABLE SCOPE & COMPLEXITY

FL AIRPORT EXPERIENCE



SARASOTA BRADENTON INTERNATIONAL AIRPORT

A new 75,300 sq. ft. terminal expansion with a 30-ft. atrium and glass airfield views, adding five gates, a TSA checkpoint, a central energy plant, new escalators, and concourse upgrades.



SOUTHWEST FLORIDA INTERNATIONAL AIRPORT

This project replaces the 32-year old tower that is currently serving the airport. At 215 feet, the new tower will be almost twice the height and double the size of the one it will replace.



PUNTA GORDA AIRPORT

2016 Terminal Expasion: Four phases in total, this project included a stunning 40,000 sq.ft. addition to the existing terminal building, a complete remodel of the terminal for a total area of 57,000 sq.ft., and updates to both the conveyor belt system.

Currently under construction: 51,500 sq. ft. terminal expansion The project includes holdroom space, public circulation, public restrooms, and concessions. It also includes the renovation of 30,500 sq. ft. of the existing terminal,

BAGGAGE CLAIM EXPERIENCE



TAMPA INTERNATIONAL AIRPORT (TPA) – BAGGAGE CLAIM RENOVATIONS

Gresham Smith designed a renovation to the existing bag claim area, and created a new wayfinding system for the 20,000-square-foot bag claim addition.



SRQ BAGGAGE CLAIM RENOVATION TERMINAL BUILDING

This project involved a complete interior renovation to modernize the airport, with new, high-performance finishes installed in the baggage claim area to improve durability and passenger experience.



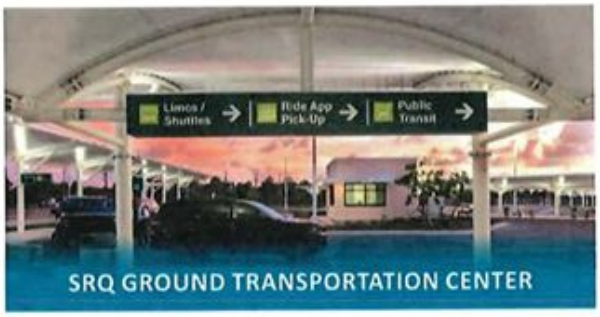
CINCINNATI/NORTHERN KENTUCKY INTERNATIONAL (CVG) – OUTBOUND BAGGAGE SORTATION FACILITY

To accommodate the influx of outbound travelers, the airport sought to expand the outbound baggage handling operations in Concourse A. Our team designed a 20,000-square-foot addition to house new outbound baggage handling and sortation equipment. The facility supports future expansion, the insulated metal panel façade enhances durability and protects airport employees from weather , and 10 high-speed roll-up doors enhance operational efficiency.

03. RESPONDENT'S & LEAD ARCHITECTURAL FIRM'S EXPERIENCE IN WORK OF COMPARABLE SCOPE & COMPLEXITY

MAGNUM BUILDERS SRQ EXPERIENCE

35+ COMPLETED PROJECTS AT SRQ



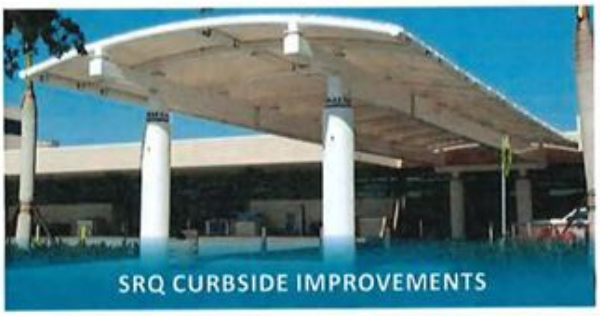
SRQ GROUND TRANSPORTATION CENTER

Successfully completed the reconstruction and expansion of the Ground Transportation Center (GTC) at Sarasota-Bradenton International Airport under a Construction Manager at Risk (CMLA) delivery method. The project enhanced the airport's ground transportation capacity, safety, and operational efficiency.



SRQ FIS & CBP RENOVATION & EXPANSION

Renovation and expansion of the Federal Inspection Services (FIS) and U.S. Customs and Border Protection (CBP) area at Sarasota-Bradenton International Airport. The project enhanced the functionality, security, and passenger processing capabilities of the international arrivals facility within an active terminal environment.



SRQ CURBSIDE IMPROVEMENTS

Provided Construction Management services for the SRQ Curbside Improvements project, enhancing safety, traffic flow, and passenger experience along the terminal frontage within an active airport environment.



SRQ GATEWAY ENHANCEMENT

Provided construction services to upgrade the main entry at Sarasota Bradenton International Airport, featuring new stone veneer signage, modern lettering, enhanced lighting, and updated landscaping.



SRQ RENTAL RETURN LOT

Provided Design-Build and Construction Manager at Risk (CMaR) services for the development of new covered parking at the SRQ Rental Car Return Lot and East Parking Lot. The project significantly enhanced passenger convenience and asset protection through the installation of new fabric canopy structures covering more than 700 parking spaces.



SRQ TERMINAL CONCOURSE RENOVATION

Completed the Terminal Concourse Renovation at Sarasota-Bradenton International Airport, modernizing key passenger areas within an active terminal environment. The project focused on upgrading finishes, building systems, and operational components to enhance comfort, efficiency, and overall passenger experience.

SARASOTA BRADENTON INTERNATIONAL

SARASOTA MANATEE AIRPORT AUTHORITY

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REQUEST FOR QUALIFICATIONS

APPENDIX F.1

RESPONDENT'S EXPERIENCE IN WORK OF COMPARABLE SCOPE AND COMPLEXITY

Name of Respondent submitting Response:	DeAngelis Diamond

PROJECT NO. 1

PROJECT TITLE:	COMPLETION DATE (ACTUAL/SCHEDULE	CONTRACT DURATION
SRQ Ground Boarding Facility and CEP Expansion	December 30th 2024	19 Months
	CONSTRUCTION COST:	
	$71.5 million	

PROJECT OWNER'S INFORMATION

OWNER'S NAME	NAME OF OWNER'S PROJECT REPRESENTATIVE	REPRESENTATIVE'S TITLE	TELEPHONE NUMBER & EMAIL
Sarasota Manatee Airport Authority	John Wright	Sr. Project Manager, Engineering, Planning & Facilities	john.wright@flysrq.com 941-359-2770

PROJECT DESCRIPTION

DETAILED DESCRIPTION OF PROJECT:

This construction investment in the future of travel features a new 75,300 sq. ft. terminal with a stunning 30-ft. atrium and an all-glass view of the airfield, designed to enhance the passenger experience and accommodate increasing travel demand. The expansion includes six new gates, a TSA checkpoint, and a central energy plant to support the new space. The project also includes new escalators and modifications to the existing concourse, featuring a companion restroom, a mother's room, upgraded life safety systems, gate podiums, carpeting, and seating.







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SARASOTA BRADENTON INTERNATIONAL

UNIQUE FEATURES OF THE PROJECT:

The SRQ Terminal Expansion required complex construction within an active airport environment while maintaining uninterrupted operations. DeAngelis Diamond delivered this project in close collaboration with **Gresham Smith** (Architect/Engineer) and **Magnum Builders** (partner/contractor), demonstrating a proven team structure and working relationship directly applicable to this proposal.

A key unique feature was our innovative approach to critical underground utilities located within the Ground Boarding Facility footprint. Rather than delaying construction to relocate utilities, the team developed a revised phasing plan to build around and over active utilities while installing new services outside the building footprint—saving several months on the schedule.

The project also included a major overhaul of the Central Energy Plant, which provides climate control for the entire airport. By transitioning the airport to a temporary chiller, the team completed chilled water system upgrades in a single accelerated phase, minimizing operational risk and ensuring full functionality prior to peak summer demand.



Respondent's Role: [ ] Design-Builder [ ] Prime Contractor (D-B-B) [X] Construction Manager at Risk

Type of Project: [X] New [ ] Renovation

KEY AND SUPPORT PERSONNEL INFORMATION

Check which personnel Listed in Appendix C That were part of Project #1 and describe their role	[X] Project Director Name: Jason Smith Role: Executive Project Manager	[ ] PM for Design Name: Matthew Wilson Role: Project Manager for Design	[X] PM for Construction Name: Kelly Pope Role: Sr. Project Manager
	[X] Lead Architect Name: Ben Raposa Role: Lead Architect	[ ] Structural Engineer Name: Role:	[ ] BHS Designer Name: Role:
	[X] General Superintendent Name: Jeremy Perez Role: Superintendent	[X] BHS Superintendent Name: Evan Tassin Role: Assistant Superintendent	[ ] Other Name: Clint Riley Role: Procurement and Planning leader

SARASOTA MANATEE AIRPORT AUTHORITY

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SARASOTA BRADENTON INTERNATIONAL

PROJECT NO. 2

PROJECT TITLE:	COMPLETION DATE (ACTUAL/SCHEDULE	CONTRACT DURATION
Punta Gorda Airport Terminal Expansion	July 2027	Under Construction
	CONSTRUCTION COST:	
	$40.5 million	

PROJECT OWNER'S INFORMATION

OWNER'S NAME	NAME OF OWNER'S PROJECT REPRESENTATIVE	REPRESENTATIVE'S TITLE	TELEPHONE NUMBER & EMAIL
Charlotte County Airport Authority	Brett White	Chief Development Officer	bwhite@flypgd.com (941) 932-2224

PROJECT DESCRIPTION

DETAILED DESCRIPTION OF PROJECT:

DeAngelis Diamond is completing the $40 million and 51,500 sq. ft. addition at the Punta Gorda Airport. The project includes holdroom space, public circulation, public restrooms, and concessions. It also includes the renovation of 30,500 sq. ft. of the existing terminal, including the modification of existing hold room spaces into expanded security screening checkpoint space, queuing, public circulation, arrivals, concessions, and other support spaces. DeAngelis Diamond provided full pre-construction services for this project.

UNIQUE FEATURES OF THE PROJECT

The Punta Gorda Airport Terminal Expansion is a passenger-focused project delivered in an active airport environment, balancing operational continuity, efficiency, and long-term growth.

The expansion emphasizes right-sized gate areas, efficient circulation, and upgraded amenities that support a smooth passenger experience while improving terminal capacity and operational flexibility. The project is being delivered using a design-build approach, allowing early collaboration, faster decision-making, and effective phasing to maintain ongoing airport operations throughout construction.

A key unique feature of the project is the use of prefabricated temporary passenger tunnels to maintain safe public circulation through active construction areas. The tunnel system includes six enclosed tunnels constructed from 30 modified 20-foot shipping containers. Each tunnel consists of five containers installed end-to-end, creating a 100-foot-long corridor. Tunnels were paired, welded together, and waterproofed at connection joints, creating continuous tunnel runs.

Unlike typical temporary walkways, these tunnels were fully built out as permitted interior spaces with fire line connections, mechanical air distribution, electrical systems, drywall, and finished interiors. Off-site fabrication accelerated installation, reduced on-site impacts, and improved life safety and wayfinding by maintaining clear separation between passengers and construction zones.

SARASOTA BRADENTON INTERNATIONAL

SARASOTA MANATEE AIRPORT AUTHORITY

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Respondent's Role: [X] Design-Builder [ ] Prime Contractor (D-B-B) [ ] Construction Manager at Risk

Type of Project: [X] New [ ] Renovation

KEY AND SUPPORT PERSONNEL INFORMATION

Check which personnel Listed in Appendix C That were part of Project #2 and describe their role	[ ] Project Director Name: Role:	[ ] PM for Design Name: Role:	[ ] PM for Construction Name: Role:
	[ ] Lead Architect Name: Role:	[ ] Structural Engineer Name: Role:	[ ] BHS Designer Name: Role:
	[X] General Superintendent Name: Jeremy Perez Role: Superintendent	[ ] BHS Superintendent Name: Role:	[ ] Other Name: Role:





SARASOTA MANATEE AIRPORT AUTHORITY

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REQUEST FOR QUALIFICATIONS

APPENDIX F.2

LEAD ARCHITECTURAL FIRM'S EXPERIENCE IN WORK OF COMPARABLE SCOPE AND COMPLEXITY

Name of Respondent submitting Response:	DeAngelis Diamond

PROJECT NO. 1

PROJECT TITLE: Asheville Regional Airport Terminal Building Renovation and Baggage Claim Expansion	COMPLETION DATE (ACTUAL/SCHEDULE	CONTRACT DURATION
	Ongoing, Est. 9/2027	2/2019-Est. 9/2027
	CONSTRUCTION COST:	
	$250 million	

PROJECT OWNER'S INFORMATION

OWNER'S NAME	NAME OF OWNER'S PROJECT REPRESENTATIVE	REPRESENTATIVE'S TITLE	TELEPHONE NUMBER & EMAIL
Greater Asheville Regional Airport Authority	Lexie Farmer, C.M., M.P.A.	Chief Operating Officer	828.684.2226 lfarmer@flyavl.com

PROJECT DESCRIPTION

DETAILED DESCRIPTION OF PROJECT: In an attempt to keep up with the rapid growth of passengers traveling through Asheville Regional Airport (AVL), the existing terminal building and associated infrastructure systems are in need of replacement or expansion to accommodate future growth through the planning year (2038). The vision of this project is to blend all of these local elements together to realize a building that has a deep connection to its location, and to functionally design the layout to support the ever-changing needs of the aviation industry. Gresham Smith is helping realize the vision for the project by expanding and modernizing the existing single-story, seven-gate terminal to a two-story, twelve-gate terminal building.









SARASOTA MANATEE AIRPORT AUTHORITY

REQUEST FOR QUALIFICATIONS

INBOUND BAGGAGE CLAIM SYSTEM

SARASOTA MANATEE AIRPORT AUTHORITY

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REQUEST FOR QUALIFICATIONS

UNIQUE FEATURES OF THE PROJECT: A re-worked baggage system includes a Central Baggage Inspection System and outbound baggage sortation. A right sized ticket lobby supports the emerging technologies, future airlines and needed queuing space for passenger check-in. An enhanced curbside creates a welcoming and exciting front door to the new facility. Expanded holdrooms and airside amenities such as new restrooms, powered seating, and passenger boarding bridges at all gates help to enhance the passenger experience. Materials and finishes will be selected to complement the overall design of the facade and the views out to the mountain landscape.

Central baggage inspection system, Detailed construction phasing, Terminal and landside renovation/expansion.

Respondent's Role: ☐ Design-Builder ☑ Prime Contractor (D-B-B) ☐ Construction Manager at Risk

Type of Project: ☐ New ☑ Renovation

KEY AND SUPPORT PERSONNEL INFORMATION

Check which personnel Listed in Appendix C That were part of Project #1 and describe their role	☐ Project Director Name: Role:	☐ PM for Design Name: Role:	☐ PM for Construction Name: Role:
	X Lead Architect Name: Ben Raposa Role: Project Architect	X Structural Engineer Name: Brett Hart Role: Structural Engineer	☐ BHS Designer Name: Role:
	☐ General Superintendent Name: Role:	☐ BHS Superintendent Name: Role:	☐ Other Name: Role:



SARASOTA MANATEE AIRPORT AUTHORITY

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REQUEST FOR QUALIFICATIONS

SARASOTA BRADENTON INTERNATIONAL

PROJECT NO. 2			
PROJECT TITLE: Tampa International Airport Baggage Claim Expansions and Renovations		**COMPLETION DATE (ACTUAL/SCHEDULE**	**CONTRACT DURATION**
		2010	2008-2010
		CONSTRUCTION COST:	
		$18 million	

PROJECT OWNER'S INFORMATION			
OWNER'S NAME	NAME OF OWNER'S PROJECT REPRESENTATIVE	REPRESENTATIVE'S TITLE	TELEPHONE NUMBER & EMAIL
Hillsborough County Aviation Authority	Dan Seeley, CGC, LEED AP	Director of Construction	813.675.5122 dseeley@tampaairport.com

PROJECT DESCRIPTION

DETAILED DESCRIPTION OF PROJECT: Gresham Smith was selected in March 2008 as part of the Mathews Construction design/build team to provide design, baggage consulting and engineering services for a 20,000-square-foot bag claim addition, the interior renovation of all existing bag claim areas and the replacement of all bag claim units. This is a particularly sensitive project because the renovations and claim devices being replaced are utilized by all airlines providing service to TPA, and all arriving passengers who have checked bags.

Design services provided by Gresham Smith included forecasting the 'design day' schedule associated with an increase in total passengers from 20 MAP to 25 MAP; an analysis of the level of service provided by the current bag claim; then evaluating and making recommendations to reconfigure the number, type, size, location and presentation length of all claim devices, while also seeking to address congestion which results from bottlenecks and obstructions which exist in today's terminal. The previous bag claim accommodated 17 flat plate claim devices which were undersized for the small and large narrowbody aircraft which typically serve TPA. The expanded bag claim areas accommodate 14 larger claim devices which are sized to accommodate large narrow body aircraft. Simulations were performed to validate the proposed layout and the ability to accommodate increased future traffic and associated levels of service





SARASOTA MANATEE AIRPORT AUTHORITY

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REQUEST FOR QUALIFICATIONS

UNIQUE FEATURES OF THE PROJECT: An extensive phasing exercise was also conducted to maintain operations during construction, accounting for seasonal variations in traffic, peaks experienced during holiday weekends, the net reduction in the total number of claim devices, the minimization of total construction duration, and maintenance of the project budget. This resulted in the development of early GMP packages to procure long lead items, not anticipated at the outset of the project, so that construction could commence rapidly after the 2009 Super Bowl. A total of three GMPs were developed and approved by the Authority Board, with the construction drawing phase of the project being delivered several months ahead of schedule to facilitate the phased project delivery. One of the GMP packages included the development of an early package to obtain proposals from Baggage Handling System Contractors. The successful BHS contractor commenced design work and shop drawing production before completion of construction documents for the balance of the project. The delivery of the project and project phasing required buy in from all stakeholders, including the various departments at the airport and all the tenant airlines.

Respondent's Role: ☐ Design-Builder ☑ Prime Contractor (D-B-B) ☐ Construction Manager at Risk

Type of Project: ☐ New ☑ Renovation

KEY AND SUPPORT PERSONNEL INFORMATION

Check which personnel Listed in Appendix C That were part of Project #2 and describe their role	☐ Project Director Name: Role:	☐ PM for Design Name: Role:	☐ PM for Construction Name: Role:
	X Lead Architect Name: Ben Raposa Role: Project Architect	☐ Structural Engineer Name: Role:	☐ BHS Designer Name: Role:
	☐ General Superintendent Name: Role:	☐ BHS Superintendent Name: Role:	☐ Other Name: Role:





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04. LOCATION

04. LOCATION

Fully complete and submit Appendix G, entitled Location, for the key and support personnel listed in Appendix C. Include addresses of the proposed daily working office during design and proposed daily working office during construction. The Authority will evaluate this criterion to determine how the Respondent's key and support personnel's locations will provide the best value to the Project.



Following this page, we have included Appendix G for the key and support personnel identified in Appendix C. Most notably, our entire proposed team is fully committed to co-locating in our local offices throughout both the design and construction phases.

To ensure we can promptly respond to any matters related to Sarasota Bradenton International Airport (SRQ), we maintain a fully staffed office located just 12 miles from the airport—allowing for a typical response time of less than 25 minutes. Magnum Builders' office is located only 2.3 miles from the airport, with an approximate response time of just 5 minutes.

Gresham Smith, Architect and Engineering Partner, is headquartered in Tampa and brings a proven track record of successful work at SRQ. Their team will be available and present onsite as needed to support the project and maintain close coordination throughout design and construction.

REGIONAL STRENGTH. LOCAL COMMITMENT.



All proposed team members bring demonstrated SRQ experience and a history of successful collaboration, fully committed to project success.

SARASOTA BRADENTON INTERNATIONAL

SARASOTA MANATEE AIRPORT AUTHORITY

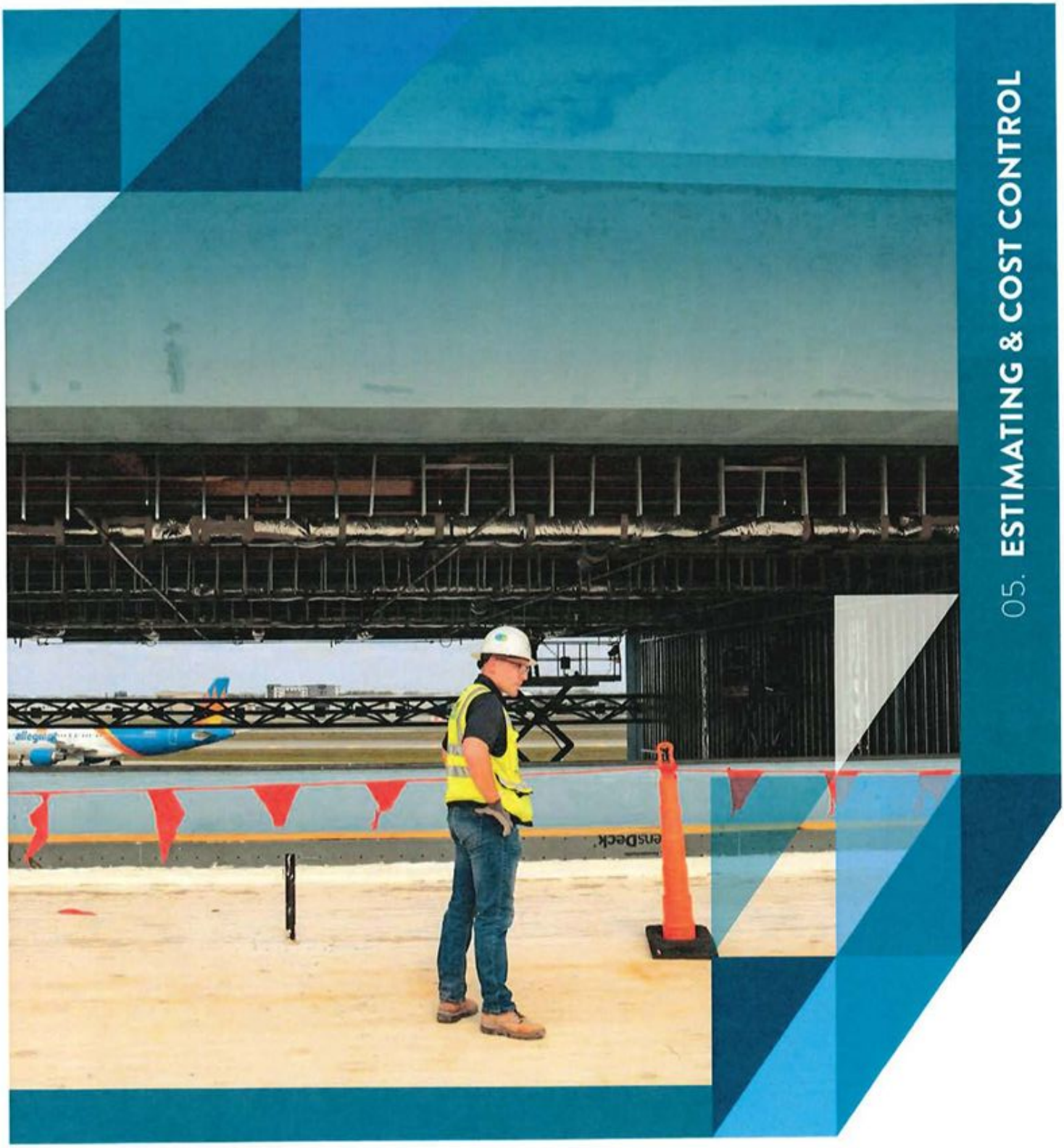
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REQUEST FOR QUALIFICATIONS

APPENDIX G

LOCATION

Name of Respondent submitting Response:	DeAngelis Diamond	
KEY & SUPPORT PERSONNEL	**DAILY WORKING OFFICE LOCATION**	
	DURING DESIGN	**DURING CONSTRUCTION**
Project Director Name: Jason Smith	DeAngelis Diamond Sarasota Office: 2601 Cattlemen Rd, Suite 404 Sarasota, Florida 34232	DeAngelis Diamond Sarasota Office: 2601 Cattlemen Rd, Suite 404 Sarasota, Florida 34232
Project Manager for Design Name: Matthew H. Wilson, AIA, LEED AP	Gresham Smith Tampa Office: 3615 Bromley Grand Ave. Suite 320 Tampa, Florida 33607	Gresham Smith Tampa Office: 3615 Bromley Grand Ave. Suite 320 Tampa, Florida 33607
Project Manager for Construction Name: Kelly Pope	DeAngelis Diamond Sarasota Office: 2601 Cattlemen Rd, Suite 404 Sarasota, Florida 34232	On-Site Project Office
Lead Architect Name: Ben Raposa, AIA, LEED AP	Gresham Smith Tampa Office: 3615 Bromley Grand Ave. Suite 320 Tampa, Florida 33607	Gresham Smith Tampa Office: 3615 Bromley Grand Ave. Suite 320 Tampa, Florida 33607
Structural Engineer Name: Brett Hart, P.E., S.E.	Gresham Smith Tampa Office: 3615 Bromley Grand Ave. Suite 320 Tampa, Florida 33607	Gresham Smith Tampa Office: 3615 Bromley Grand Ave. Suite 320 Tampa, Florida 33607
Baggage Handling System Designer Name: Jon Oake, PE	JSM & Associates, LLC Office 1321 Apopka Airport Rd Hangar #101 Apopka, FL 32712	JSM & Associates, LLC Office 1321 Apopka Airport Rd Hangar #101 Apopka, FL 32712
General Superintendent for Construction Name: Jeremy Perez	DeAngelis Diamond Sarasota Office: 2601 Cattlemen Rd, Suite 404 Sarasota, Florida 34232	On-Site Project Office
Baggage Handling Superintendent Name: Evan Tassin	DeAngelis Diamond Sarasota Office: 2601 Cattlemen Rd, Suite 404 Sarasota, Florida 34232	On-Site Project Office



05. ESTIMATING & COST CONTROL

srq

05. ESTIMATING & COST CONTROL



05. ESTIMATING & COST CONTROL

It is the Authority's intent to contract for the design and construction of the work on a cost-of-work basis with a not-to-exceed limit. Describe how the Respondent will develop and control design and construction costs for the Project. Describe how the Respondent will meet the Authority's intent to receive and evaluate competitive bids in the preparation of the GMP.

PRECONSTRUCTION APPROACH

DeAngelis Diamond, like most other established construction management firms, offers a multitude of preconstruction services. However, our innovative **LEADERSHIP** approach to the preconstruction process inherently differentiates us from our competitors and will serve well on the Inpatient Rehabilitation Facility project. Our preconstruction professionals don't just perform as cost consultants, they enthusiastically embrace the role of a project steward. In combination with DeAngelis Diamond's estimating expertise in budgeting exercises, we utilize a collection of tried-and-true processes to **LEAD** the team to ultimate project success:

Master Preconstruction Schedule: Master Preconstruction Schedule starting with the first day of design to building turnover will be developed with input from every team member. All major permitting, design and budgeting milestones will be identified on a Critical Path Method (CPM) Schedule that will be periodically reviewed and updated as required. DeAngelis Diamond will build, update and distribute the Master Preconstruction Schedule.

Work Register Log: Action Items that must be accomplished will be identified by the team and tracked until completion by way of the project's Work Register Log (WRL). The WRL lists individual Action Items along with their respective Status, Initiated/Plan/Resolved Dates, Responsible Party, Constraints and any associated Comments. The WRL is the most important tool used during the preconstruction process and keeps all team members in tune with the project's next actions and improves accountability. DeAngelis Diamond will develop, update and distribute the WRL on a weekly basis.

Check-In Meetings: The team will establish regularly occurring Check-In Meetings where project progress is monitored, and constraints are identified and/or resolved. DeAngelis Diamond will moderate the meetings and provide the project tools that will be reviewed at each meeting (i.e. Master Schedule, Work Register Log, Value Engineering Log, etc.).

DeAngelis Diamond has proven track record of success with previous projects by means of our preconstruction processes. We **LEAD** in a respectful manner and hold ourselves and other team members accountable as professionals. Our approach has produced numerous projects that have been expeditiously and efficiently designed, completed within predetermined budgets and delivered on time or ahead of schedule.

Design-Build Coordination:

The True Value of a Design Build Approach is the ability to utilize the expertise of each group's knowledge. Gresham Smith will coordinate reguarly through a BIM model exchange with DeAngelis Diamond to create real-time constructability reviews and cost estimating.

Cost Estimating:

During the development of the preliminary budget, we will utilize preconstruction tools developed by years of experience from multiple aviation projects. DeAngelis Diamond has created a comprehensive Historical Cost Database that allows our estimators to provide quick and accurate cost estimates at both the project and unit levels. We also have a broad library of Choosing by Advantages decision-making systems (see sample below) that analyze the upfront investment, schedule impact, life cycle and maintenance costs for specific building systems. These preconstruction tools provide near immediate feedback on cost impacts so well-informed decisions can be made without impeding the designer's progress or requiring potential redesign due to cost overruns.





ESTIMATING PROCESS

1. Develop a comprehensive initial estimate to initiate the Target Value Design (TVD) process. To ensure that this first estimate is complete and comprehensive, we will lead a meeting and solicit/incorporate information from all key project stakeholders, architecture & construction division, designers, Authorities Having Jurisdiction (AHJs), etc.
2. As the process develops, we will utilize real time estimating and provide bi-weekly updates on the overall TVD budget. This proven process allows us to make adjustments to the design and budget ahead of the normal design document deliverable stages. We are strong proponents of an ongoing estimating process. Estimating does not just take place at major design milestones such as SD, DD, and CD documents.
3. As the design continues to develop, we will perform multiple analyses of various building elements to help the team make major design decisions. We call this Choosing By Advantage (CBA). These studies are just two examples of what our preconstruction team regularly produces. Other options that we suggest exploring will be bathroom and patient room layouts to optimize building efficiency and patient care.
4. In addition to producing our own detailed estimate utilizing unit costs from our in-house database, we will also reach out to the subcontractor market for feedback and to "test" our estimate. We do not rely on subcontractor feedback to produce our estimates. However, we feel that it is important to get their perspective, as it adds an additional layer of confidence to our cost, schedule, and constructibility assumptions.

GMP, BIDDING, & BUY-OUT PROCESS

Once the design is complete, we will competitively bid out all work packages on the project and deliver our GMP shortly thereafter. There are several things you can depend on our team to do:

1. **Be transparent.** Transparency builds trust, and we must launch the GMP process with a strong foundation of trust. Prior to soliciting any bids, we will share our bidders list with the Sarasota Manatee Airport Authority to get their input. Once the bids come in, we will share the bids with the Sarasota Manatee Airport Authority team, level the bids, present the bid-leveling spreadsheets, and invite SMAA staff to participate in any subcontractor bid review meeting they wish to join. If the SMAA staff would prefer to have all bids sent to them first or to hold a bid opening, then we will follow their lead. We are flexible and accustomed to working with different requirements of different municipalities.
2. **Work the market.** We will bid out every trade package on the project. We will ensure that multiple companies are invited to bid each scope and will get 3 or more bids per package. We will look at the bid packages to see if some of them should be broken into smaller packages to create opportunities for more companies.
3. **Leverage relationships.** As a Southwest Florida-based contractor with an active office in the Sarasota market, we have deep relationships with qualified subcontractors. The vast majority of our work in the Sarasota market is with municipalities such as Sarasota Memorial Hospital and Sarasota-Bradenton Airport, so we will bring companies to the table that understand the requirements, understand the market, and have the expertise to successfully deliver the project. They also have experience working with municipal requirements such as DPO tax savings programs and MBE/WBE participation.
4. **Prequalify each subcontractor before going to contract.** In addition to ensuring each subcontractor has the correct technical expertise, we will run each company through our rigorous prequalification process using TradeTapp. This program gives us a unique insight into each company's workload, financial capacity, available personnel, and other key performance indicators.
5. **Incorporate a strong buy-out strategy.** A successful buyout process is one of the keys to a successful project. The buy-out must be done quickly and effectively. As soon as the GMP is approved, we will start the buy-out process. We'll prioritize those packages with the highest costs and those packages with long lead items. We'll share our buy-out progress on a bi-weekly basis to ensure Sarasota Manatee Airport Authority knows how things are progressing. We will seek out opportunities to further reduce cost without compromising quality.
6. **Start the submittal process as soon as subcontracts are signed.** Once the trades are under contract, it will be critical to get their submittals and shop drawings in for review. To be clear, we do not rubber stamp submittals. We understand their importance, and take the time needed to confirm their conformance with the construction documents.



05. ESTIMATING & COST CONTROL

ADVANTAGE FOR AVIATION TRADES

WE KNOW THE MARKET BECAUSE WE ARE THE IN THE MARKET!

- **14 YEARS IN SARASOTA**
- **STRONG LOCAL RELATIONSHIPS**
- **ONE OF THE LARGEST BUILDERS IN SWFL**
- **OVER 86% OF SUBCONTRACTED COST HAD 3 OR MORE BIDS PER PACKAGE**

ASK THE MARKET WHAT THEY THINK OF DEANGELIS DIAMOND

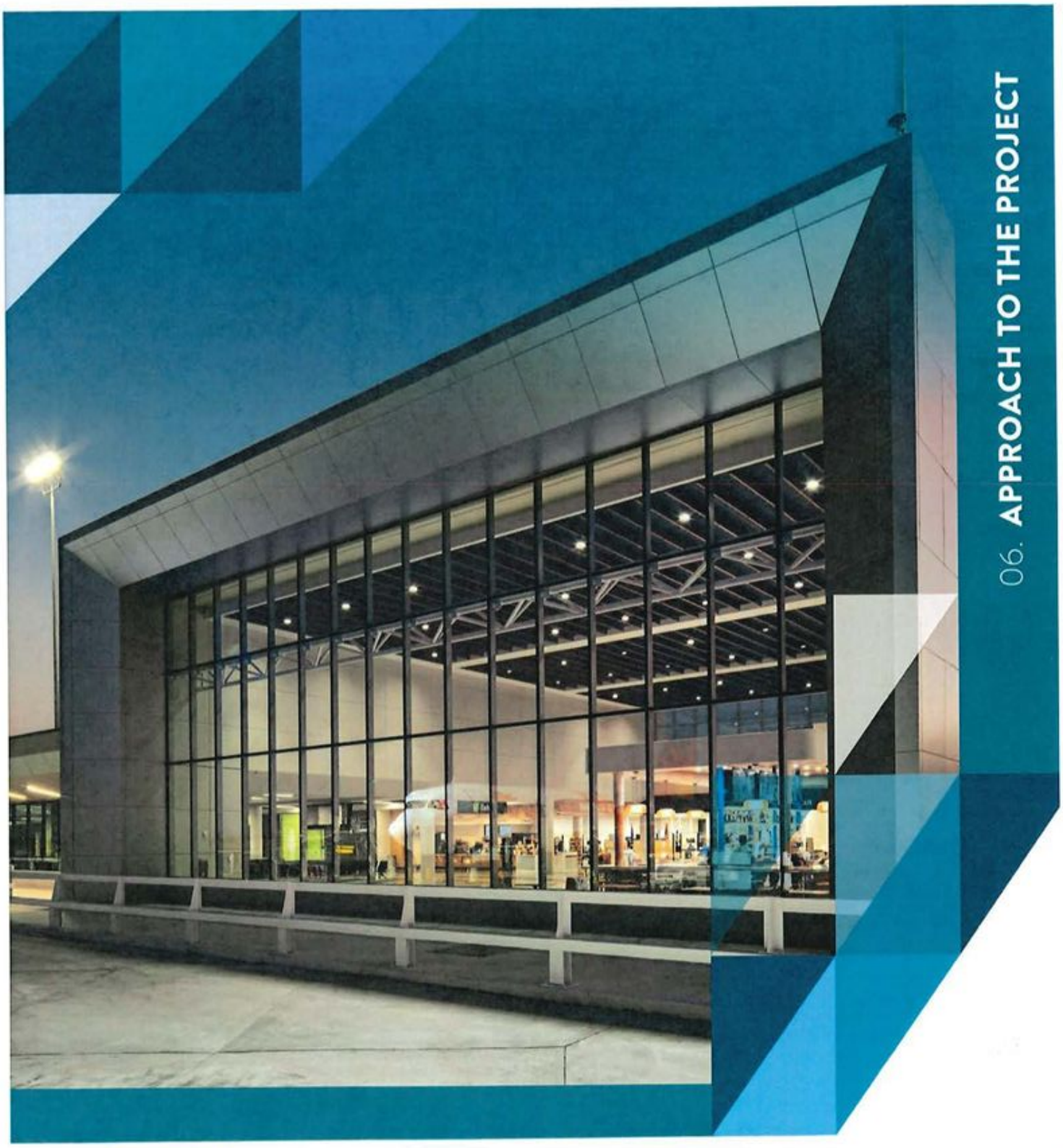
CASE STUDY: SRQ AIRPORT TERMINAL EXPANSION





- *Over 130 Sub Bids*
- *All Qualified Companies*
- *No Defaults*
- *Finished on Time!*

With 14 years of experience in Sarasota, DeAngelis Diamond has built strong local relationships that give us a distinct advantage in the subcontractor market. On the SRQ Airport Terminal Exapnsion project alone, we received over 130 qualified subcontractor bids—averaging three or more bids per package—with no defaults and an on-time finish. As one of the largest builders in SWFL, our reach and reputation ensure competitive pricing, reliability, and the best partners for every project.



srq

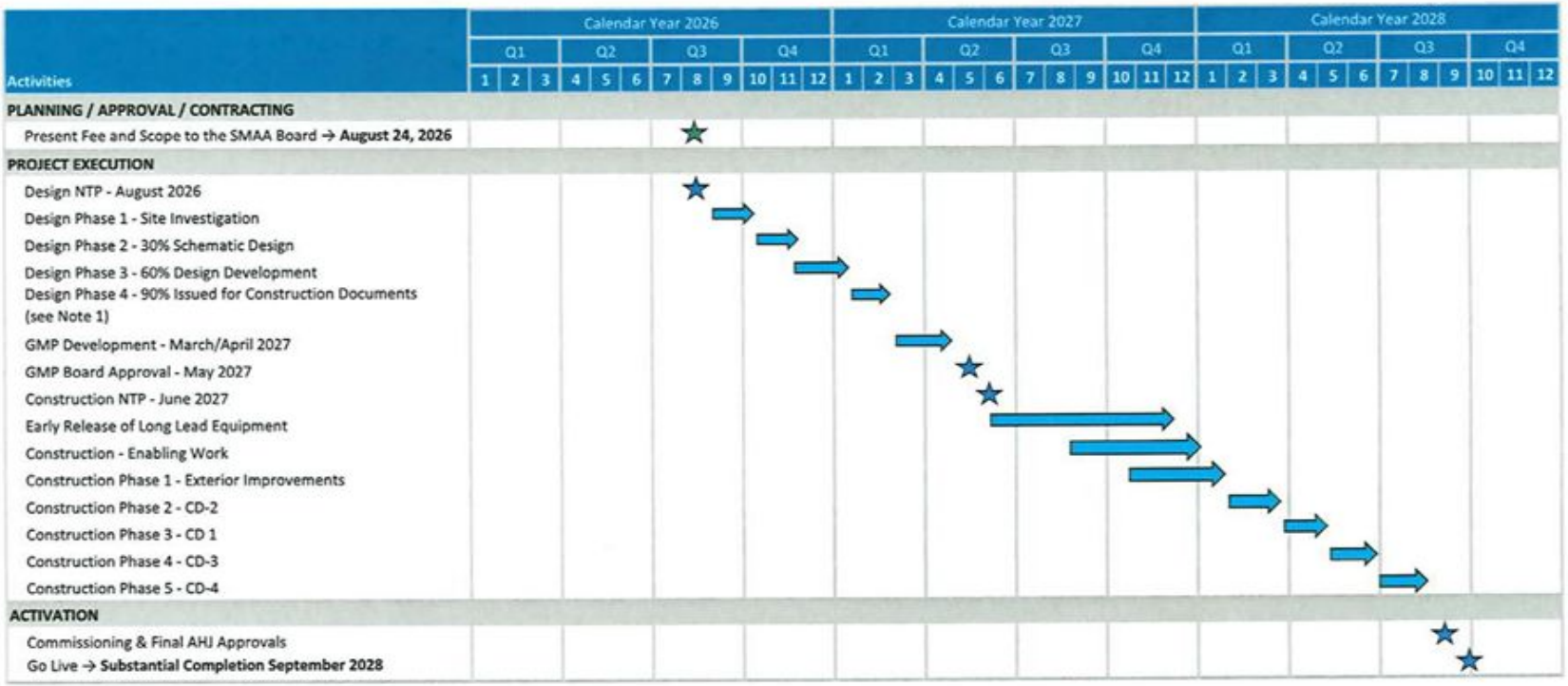
06. APPROACH TO THE PROJECT


OUR MISSION STATEMENT
To develop authentic relationships and have a positive influence on everyone we meet.
Gresham Smith
DEANGELIS DIAMOND
MAGNUM BUILDERS
OUR CORE VALUES
Ephesians 3:20 : Jeremiah 29:11
FAITH IN GOD
HONOR TO BUILD
LASTING RELATIONSHIPS
EXCELLENCE AND QUALITY
LEADERSHIP
HEALTHY ENVIRONMENT AND CULTURE
INTEGRITY
NAPLES, FL
6635 Willow Park Drive
Naples, FL 34109
o: 239.594.1994
SARASOTA, FL
2601 Cattlemen Road, Suite 404
Sarasota, FL 34232
o: 941.952.3846
NASHVILLE, TN
1222 Demonbreun Street, Suite 1701
Nashville, Tennessee 37203
o: 615.922.3995
TAMPA, FL
4010 West Boy Scout Blvd, Suite 325
Tampa, FL 33607
o: 941.952.3846
ORLANDO, FL
111 N. Orange Avenue, Suite 1650
Orlando, FL 32801
o: 407.367.5173
FRANKLIN, TN
2179 Edward Curd Lane, Suite 202
Franklin, TN 37067
o: 615.922.3995
BIRMINGHAM, AL
2871 Acton Road, Suite 101B
Vestavia Hills, AL 35243
o: 239.594.1994
DETROIT, MI
39555 Orchard Hill Place, Suite 235
Novi, MI 48375
o: 248.513.6112
deangelisdiamond.com

SRQ Inbound Baggage Claim Expansion

PROJECT TIMELINE

Report Date: 08/04/2026



Notes:

1. All drawings and specifications will be at a 100% level. The remaining 10% accounts for responding to Sub-contractor RFIs during the GMP Development Phase and responding to AHJ comments, and where necessary, updating the documents to comply with AHJ requirements and to provide clarification to the Sub-contractors.

Attachment B

IBCS Design Build Team Fee Summary

DESIGN FEES

Firm	Services	Fees
Gresham Smith	DT Management, Architectural, Interior Design	$622,185.15
Gresham Smith	Structural	$167,992.40
Gresham Smith	Signage and Wayfinding	$41,789.70
Gresham Smith	Technology, Security, Fire Alarm	$44,178.00
VoltAir [DBE]	Plumbing, Fire Protection	$75,113.75
TLC	Mechanical, Electrical	$160,860.00
JSM	Baggage Systems	$511,420.00
Civil	Civil	$117,260.00
CMC	Envelope Consulting	$67,920.00
	TOTAL DESIGN FEE →	**$1,808,719.00**

PRECONSTRUCTION FEES

Firm	Services	Fees
DeAngelis Diamond	Preconstruction Services	$249,570.00
	TOTAL PRECON FEE →	**$249,570.00**

OTHER DESIGN & PRECON FEES

Firm	Services	Fees
SAM	Surveys-boundary, topo, GPRS	$31,760.00
Tierra	Geotech	$21,487.25
FuturBylt	Laser Scanning	$8,500.00
ERS	Electrical Load Testing	$10,500.00
	Pre Test & Balance	$29,000.00
	Reimbursables for Design & Precon Allowance	$1,000.00
	Travel Plan	$23,592.00
	TOTAL OTHER FEE →	**$125,839.25**

SUBTOTAL DESIGN AND PRECONSTRUCTION FEE		**$2,184,128.25**
	SDI (1.4%)	N/A to D-B/Precon Fees
	Design-Build Fee (6.25%)	$136,508.02
	Liability Insurance (1.25%)	$27,301.60
	Payment & Performance Bond (1.0%)	$21,841.28
GRAND TOTAL DESIGN & PRECONSTRUCTION INCLUDING OTHER FEES →		**$2,369,779.15**

	Name of Traveler	Name of Firm	Length of Trip (nights)	Travel Origination City	Travel Destination City	Mileage Cost ($) At Origination City
1	GS Arch PM	GS	0	TPA	SRQ	$ 93.00
2	GS Arch PA	GS	0	TPA	SRQ	$ 93.00
3	GS Arch PC	GS	0	TPA	SRQ	$ 93.00
4	GS ID	GS	0	TPA	SRQ	$ 93.00
5	GS Wayfinding	GS	0	TPA	SRQ	$ 93.00
6	GS Structural	GS	0	TPA	SRQ	$ 93.00
7	GS Tech	GS	0	TPA	SRQ	$ 93.00
4	JSM	JSM	0	Apopka	SRQ	$ 196.00
5	TLC	TLC	0	TPA	SRQ	$ 93.00
6	AECOM	AECOM	0	TPA	SRQ	$ 93.00
7	VoltAir	VoltAir	0	TPA	SRQ	$ 93.00
7	CMC	CMC	0	TPA	SRQ	$ 93.00

Parking Cost ($) At Destination (Daily Rate)	Air Fare Cost ($)	Hotel Cost ($) At Destination City (Nightly Rate)	Rental Car Cost ($) At Destination City (Daily Rate)	Total Fuel Cost ($) At Destination City	Meal Costs ($) (Daily Rate)	Total Trip Cost ($)
$ 16.00	$ -	$ 230.00	$ -	$ 25.00	$ 25.00	$ 134.00
$ 16.00	$ -	$ 230.00	$ -	$ 25.00	$ 25.00	$ 134.00
$ 16.00	$ -	$ 230.00	$ -	$ 25.00	$ 25.00	$ 134.00
$ 16.00	$ -	$ 230.00	$ -	$ 25.00	$ 25.00	$ 134.00
$ 16.00	$ -	$ 230.00	$ -	$ 25.00	$ 25.00	$ 134.00
$ 16.00	$ -	$ 230.00	$ -	$ 25.00	$ 25.00	$ 134.00
$ 16.00	$ -	$ 230.00	$ -	$ 25.00	$ 25.00	$ 134.00
$ 16.00	$ -	$ 230.00	$ -	$ 25.00	$ 25.00	$ 237.00
$ 16.00	$ -	$ 230.00	$ -	$ 25.00	$ 25.00	$ 134.00
$ 16.00	$ -	$ 230.00	$ -	$ 25.00	$ 25.00	$ 134.00
$ 16.00	$ -	$ 230.00	$ -	$ 25.00	$ 25.00	$ 134.00
$ 16.00	$ -	$ 230.00	$ -	$ 25.00	$ 25.00	$ 134.00

Number of Trips	Trip Costs ($)	Total ($)
15	$ 2,010.00	$ 2,010.00
35	$ 4,690.00	$ 4,690.00
15	$ 2,010.00	$ 2,010.00
10	$ 1,340.00	$ 1,340.00
6	$ 804.00	$ 804.00
6	$ 804.00	$ 804.00
6	$ 804.00	$ 804.00
30	$ 7,110.00	$ 7,110.00
10	$ 1,340.00	$ 1,340.00
4	$ 536.00	$ 536.00
6	$ 804.00	$ 804.00
10	$ 1,340.00	$ 1,340.00
153	**$ 23,592.00**	**$ 23,592.00**

SRQ Airport - Inbound Baggage Claim System

Design Fee Summary

Report Date: 04/10/26

Task ID	Task Description	Fee	Total Hours	Input Billing Rates →	$411	$213	$192	$138	$133	$129	$123	$287	$216	$239	$107	$273	$130	$283	$205	$136		
					Project Executive (PX)	Project Manager	Project Architect	Interior Designer	Project Coordinator	Assistant Project Manager	Document Control Specialist	Engineer of Record	Sr. Electrical Engineer / Project Professional	Sr. Technology Designer / Project Professional	Electrical/Technology Designer	Senior Structural Engineer	Structural Project Engineer	Director of Environmental Graphic	Senior Environmental Graphic Designer	Environmental Graphic Designer		
Task 1 – Design Management + Programming			903		40	240	380	20	50	80	0	1	4	4	14	6	34	5	5	20	0	0
	Total Fee for Task 1 →	$175,099			$16,442	$51,228	$72,892	$2,769	$6,635	$10,327	$0	$287	$864	$956	$1,498	$1,636	$4,414	$1,417	$1,024	$2,711	$0	$0
1.1	Design Management	$141,223	692		40	240	320			80						2	10					
1.2	Existing Conditions / Field Verification	$12,662	84				20		20				2	2	12	2	16			10		
1.3	Programming / Concept Validation	$21,214	127				40	20	30			1	2	2	2	2	8	5	5	10		
		$0	0																			
Task 2 – Schematic Design (SD)			706		0	10	100	60	250	0	0	2	10	8	59	54	100	5	20	35	0	0
	Total Fee for Task 2 →	$111,715			$0	$2,135	$19,182	$8,307	$33,173	$0	$0	$574	$2,160	$1,912	$6,313	$14,721	$12,981	$1,417	$4,096	$4,745	$0	$0
2.1	Develop Existing Conditions	$17,466	114				10		60						8	6	10	5	5	10		
2.2	Phasing Plans	$9,218	62				10		20						16	6	10					
2.3	Demolition and Building Plans	$24,337	163				20		90						8	10	20		5	10		
2.4	Interior Concepts	$4,154	30					30														
2.5	General Outline Specifications/ Narratives	$22,469	144				20	20	40				4	4	16	10	20		5	5		
2.6	Code and life safety	$12,245	72				20		20				2			10	20					
2.7	Schematic Design Presentation	$7,490	46				10		10				1	1	8	6	10					
2.8	Final Schematic Design (30%) Package production	$12,747	75			10	10	10	10				1	1	2	6	10		5	10		
		$1,591										2	2	2	1							
Task 3 – Design Development (DD)			931		0	10	190	100	320	0	0	4	11	12	41	40	180	0	0	30	0	0
	Total Fee for Task 3 →	$144,002			$0	$2,135	$36,446	$13,845	$42,461	$0	$0	$1,148	$2,376	$2,868	$4,387	$10,904	$23,366	$0	$0	$4,067	$0	$0
3.1	Finalize Existing Conditions	$8,862	60				10		30				0.5	0.5	2	2	10			5		
3.2	Phasing Plans	$16,196	104				30		20						16	8	30					
3.3	Demolition and Building Plans	$33,702	224				40		120				4	4	8	8	30			10		
3.4	Interior Concepts	$12,892	90					80					2	4	4							
3.5	Short Form Specifications + Table of Contents	$26,555	174				40		80				1			8	40			5		
3.6	Code and life safety	$20,354	128				40		40							8	40					
3.7	Design Development Presentation	$6,399	42				10		10				1	1	8	2	10					
3.8	Final Design Development (60%) Package production	$17,452	109			10	20	20	20			2	0.5	0.5	2	4	20			10		
												2	2	2	1							
Task 4 – 95% Construction Documents, Permitting Design			1318		0	30	280	110	490	0	0	4	8	6	28	63	252	7	15	25	0	0
	Total Fee for Task 4 →	$205,999			$0	$6,404	$53,710	$15,230	$65,018	$0	$0	$1,148	$1,728	$1,434	$2,996	$17,174	$32,712	$1,984	$3,072	$3,389	$0	$0
4.1	Phasing Plans	$23,596	146				40		40						4	10	40	2	5	5		
4.2	Demolition and Building Plans	$31,894	227				20		180						2	5	20					
4.3	Interior Concepts	$14,974	102.5				10	80								2.5	10					
4.4	Long Form Specifications	$35,745	229				60		100				1	1	2	10	40		5	10		
4.5	Code and life safety	$19,531	121				40		40				1			8	32					
4.6	Construction Documents Presentation	$10,055	62.5			10	10	10	10				1	1	8	2.5	10					
4.7	Issued for Bidding/Permit Construction Document	$18,143	111				20		40			2	1	1	2	5	20	5	5	10		
4.8	Permitting	$52,061	319			20	80	20	80			2	4	3	10	20	80					
Task 5 – Issued for Construction Documents Design Deliverable			127		0	5	20	20	40	0	0	2	1	1	8	2	8	5	5	10	0	0
	Total Fee for Task 5 →	$20,246			$0	$1,067	$3,836	$2,769	$5,308	$0	$0	$574	$216	$239	$856	$545	$1,038	$1,417	$1,024	$1,356	$0	$0
5.1	Issued for Construction Document production	$20,246	127			5	20	20	40			2	1	1	8	2	8	5	5	10		
		$0	0																			

SRQ Airport - Inbound Baggage Claim System

Design Fee Summary

Report Date: 04/10/26

Task ID	Task Description	Fee	Total Hours	Input Billing Rates →	$411	$213	$192	$138	$133	$129	$123	$287	$216	$239	$107	$273	$130	$283	$205	$136		
					Project Executive (PX)	Project Manager	Project Architect	Interior Designer	Project Coordinator	Assistant Project Manager	Document Control Specialist	Engineer of Record	Sr. Electrical Engineer / Project Professional	Sr. Technology Designer / Project Professional	Electrical/Technology Designer	Senior Structural Engineer	Structural Project Engineer	Director of Environmental Graphic	Senior Environmental Graphic Designer	Environmental Graphic Designer		
Task 6 – Construction Contract Administration (CCA)			1375.25		0	120	305	50	340	0	120	2	7	7	55	61.25	245	8	5	50	0	0
	Total Fee for Task 6 →	$219,084			$0	$25,614	$58,505	$6,923	$45,115	$0	$14,713	$574	$1,512	$1,673	$5,885	$16,697	$31,803	$2,267	$1,024	$6,779	$0	$0
6.1	Document Control	$14,713	120								120											
6.2	RFI Review	$32,569	204				60	20	60				1	1	4	10	40	3		5		
6.3	Submittal Review	$36,911	241				60		120				1	1	4	10	40			5		
6.4	OAC Meetings (x30 In-Person + Travel Time)	$58,807	327.5			90	90		30						5	22.5	90					
6.5	Team Coordination	$12,017	71.5				20		20						4	2.5	10	5	5	5		
6.6	Issuing Addenda	$6,795	44.25				5	10	10			2	1	1	4	1.25	5			5		
6.7	Field Observations and Punchlist Review (20 - OAC Day)	$22,851	153.5				30	20	20				1	1	24	7.5	30			20		
6.8	Commissioning & Closeout	$4,112	24.5				10								2	2.5	10					
6.9	As-Built Review and Record Drawings	$22,568	151				30		80				1	1	4	5	20			10		
6.10	Pay Application Reviews (15)	$7,742	38			30							2	2	4							
	GRAND TOTAL HOURS →	5,374			40	415	1275	360	1490	80	120	15	41	38	205	226.25	819	30	50	170	0	0
	GRAND TOTAL DESIGN FEE →	$876,145			$16,442	$88,582	$244,571	$49,842	$197,708	$10,327	$14,713	$4,305	$8,856	$9,082	$21,935	$61,678	$106,314	$8,502	$10,241	$23,047	$0	$0
					Total: $622,185							Total: $44,178				Total: $167,992		Total: $41,790				

SARASOTA MANATEE AIRPORT AUTHORITY
AUGUST 24, 2026, REGULAR MEETING
STAFF NARRATIVE

REQUEST TO APPROVE CHANGE ORDERS
FOR CONSTUCTION CONTRACT BUY-OUT SAVINGS FOR TERMINAL CAPITAL IMPROVEMENTS

EXECUTIVE SUMMARY: Construction contract buyout savings have been realized on the DeAngelis Diamond contract for the Ground Boarding Facility (the "Contract"). The scope of the Contract included improvements to Concourse B and Concourse B Pre-security, including the build out of various tenant support space. Approval is requested to execute the appropriate change orders to allocate the contract buyout savings for additional Concourse B and Concourse B Pre-security tenant support space and related improvements.

NARRATIVE: Construction contract buyout savings have been realized on the DeAngelis Diamond contract for the Ground Boarding Facility (the "Contract"). The Contract scope of services included improvements to the Concourse B and Concourse B Pre-security, including the buildout of various tenant support space. Additional improvements to Concourse B and Concourse B Pre-security, including the build out of additional tenant support space are required to convert unusable rentable and non-rentable space into useable space. As a result, staff recommends approval of the appropriate change orders to use the Contract buyout savings for the build out of additional tenant support space and related improvements to Concourse B and Concourse B Pre-security.

A summary accounting of the Contract and the proposed capital improvements and change order costs are as follows:

Initial Contract Value	$102,664,072	
Executed Change Orders	$ 14,123,829	
Total Contract Value		$116,787,901
Remaining Balance		$3,888,908
Estimated Proposed Change Orders		
1) Concourse B Roof Repair	($1,200,000)	
2) 2nd Floor Kitchen Demolition	$440,000)	
3) 2nd Floor Office/Support Space	($1,400,000)	
4) 3rd Floor Office Refurbishment	$320,000)	
5) Other Facility Improvements	($528,908)	
Total Estimated Change Orders		$3,888,908
Total Remaining Contract		$0

A summary of the scope of work for each proposed capital improvement is as follows:

1) The Concourse B Roof Repair includes the replacement of parapet walls and flashing, to ensure long term structural integrity;
2) The 2nd Floor Kitchen Demolition includes the delivery of a new white box to accommodate future fit-out requirements;
3) The 2nd Floor Office/Support Space includes converting the existing shell space into a modern, efficient administrative environment to support current operations and long-term growth. The scope includes targeted interior demolition, full architectural build out of office

and support spaces, and substantial upgrades to mechanical, electrical, plumbing, fire protection, and security systems; and

4) The 3rd Floor Office Refurbishment includes the build-out of second-level offices and flex space to support evolving staffing patterns and functional needs.

5) Other Facility Improvements may include the build out of additional support space.

The proposed capital improvements to Concourse B and Concourse B Pre-security will serve to further provide an adaptable and efficient terminal environment that supports the Authority's operational requirements. Based on the information presented, the President and Chief Executive Officer recommends approval of the appropriate change orders required to allocate the DeAngelis Diamond Ground Boarding Facility contract buy-out savings among the capital improvements presented.

RECOMMENDATION: It is hereby recommended that the Sarasota Manatee Airport Authority approve the appropriate change orders required to allocate the DeAngelis Diamond Ground Boarding Facility contract buy-out savings among the capital improvements presented and authorize the President and Chief Executive Officer to execute the appropriate change orders to implement this action.

ATTACHMENT: None.



SRQ Snapshot

August 2026 – Executive Summary

Finance

Operating Revenues and Expenses

(Compared to Fiscal Year 2026 Budget)

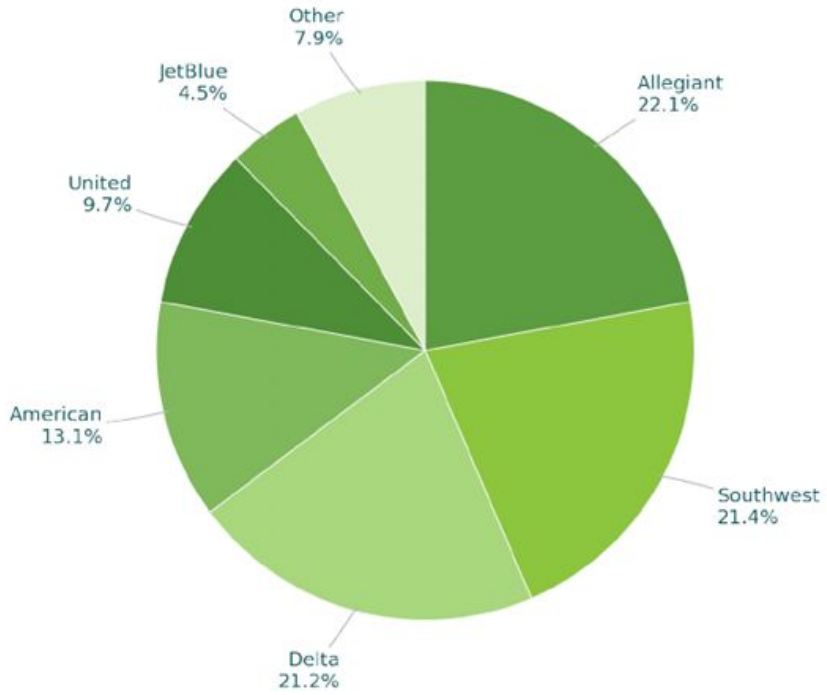
Period	Operating Revenues	Operating Expenses
July 2026	+1.0%	-16.9%
Year-to-Date	+0.98%	-7.46%

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Air Service

YTD Market Share by Carrier

(YTD June 2026)



Allegiant, Southwest, and Delta are nearly even at the top of the carrier mix.

Together, the top three represent 64.7% of year-to-date market share.

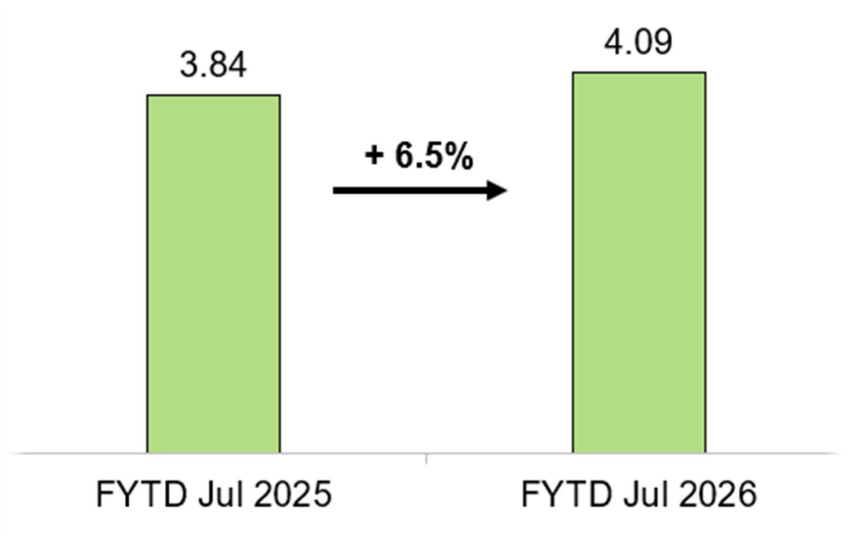
Included in "Other"	
Breeze	3.2%
Frontier	1.5%
Sun Country	1.4%
Avelo	1.2%
Air Canada	0.5%

Source: SMAA activity report
Note: Values are rounded.

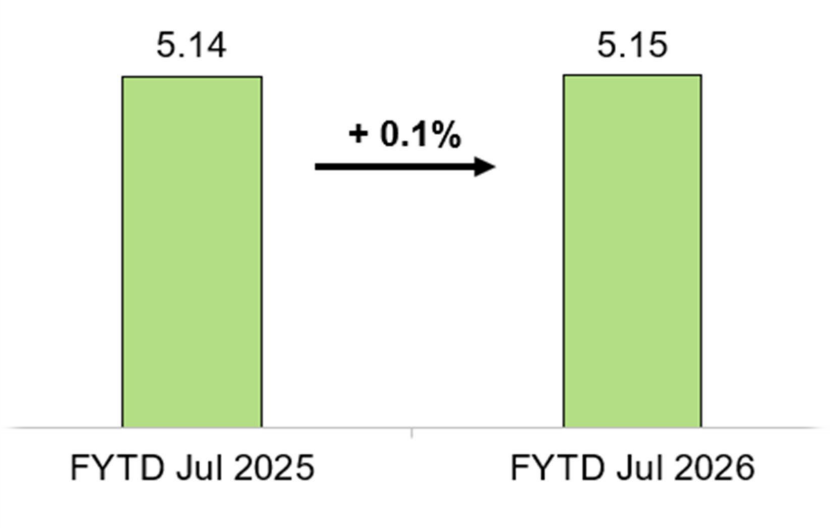
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Air Service

Fiscal YTD Passenger Growth (millions)



Fiscal YTD Seat Growth (millions)



Sources: SMAA activity report, Cirium Innovata schedules

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SRQ
in the spotlight

Celebrating milestones, people, and progress at Sarasota Bradenton International Airport.









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Sarasota Manatee Airport Authority
Finance Department
July 2026

Budget/Financial Information: Included in the Board packet are the unaudited **preliminary** financial statements for **July.**

Summary information contained therein for **July** is as follows:

Operating revenues for the month of **July** were approximately **1.0% higher** than anticipated in the FY 26 budget.

Operating expenses for the month of **July** were approximately **16.9% lower** than anticipated in the FY 26 budget.

On a **year to date basis**, operating income is **0.98% higher** than anticipated in the FY26 budget and operating expenses are **7.46% lower** than budget.

As part of the ongoing development of investment policies, the current disclosure reflects an Investment Portfolio Analysis **Year to date investment earnings is $1,690,823.**

Passenger Facility Charge (PFC): A separate detail which reflects PFC collections for the month of **July** and cumulative to date.

Grants: A separate detailed report listing current Grants totaling $59,019,010 funds received through March $48,951,234 and Remaining Funds available to draw once expenses are incurred of $10,007,776.

Sarasota Manatee Airport Authority
Balance Sheet
Friday, July 31, 2026

Assets	
Current Assets	
Cash & Investments	$28,698,311
Accounts Receivable	2,177,289
Grants Receivable	1,993,037
Accrued Interest Receivable	112,646
Inventory	324,626
Prepaid Insurance	313,241
Prepaid Expense & Other Assets	3,782,282
Total Current Assets	*37,401,432*
Non-Current Assets	
Customer Facility Funds	*47,962,476*
Passenger Facility Funds	*619,647*
Airport Facilities & Equipment	578,331,051
Accumulated Depreciation	(253,585,340)
Intangible Assets, net	1,062,738
Construction in Progress	62,722,306
Total Non-Current Assets	*437,112,878*
Total Assets	***$474,514,309***
Deferred Outflow of Resources - Pension	***1,597,694***
Liabilities and Net Position	
Current Unrestricted Liabilities	
Accounts Payable	1,275,104
Unearned Income	47,051
Accrued Expenses & Other Liabilities	2,970,873
Total Unrestricted Liabilities	*4,293,027*
Non-Current Liabilities	
Net Pension Liabilities	3,935,371
Total Non-Current Liabilities	3,935,371
Total Liabilities	***8,228,398***
Deferred Inflow of Resources - Pension	***819,628***
Net Position	
Net Assets	464,352,538
Current Profit Account	32,975,853
Total Net Position	***497,328,391***

Sarasota Manatee Airport Authority
Budget/Year to Date Actual
For the Period Ending Friday, July 31, 2026

	This Month This Year	Total Month Budget	Year to Date This Year	Total Budget	Budget Less Actual YTD	Actual YTD %
Airline Rentals, Fees and Charges						
Landing Fees - Signatory	$204,343	$236,069	$2,382,553	$3,213,344	$830,792	74.1%
Landing Fees - Nonsignatory	5,735	9,760	217,498	275,645	58,147	78.9%
Landing Fees - Nonscheduled	246	0	5,899	0	(5,899)	0.0%
Concourse Circulation	811,906	797,038	7,897,784	10,106,128	2,208,344	78.1%
Baggage Claim Area	122,141	127,747	1,195,666	1,532,959	337,293	78.0%
Gate Use Fees - Signatory	8,680	2,736	396,480	36,120	(360,360)	1097.7%
Terminal and Gate Fees - Nonsignatory	19,260	57,700	970,151	1,520,677	550,526	63.8%
Airline Terminal Rent - Signatory	319,690	325,731	3,300,080	3,908,771	608,691	84.4%
Airline Terminal Rent - Nonsignatory	5,285	5,723	56,795	68,681	11,885	82.7%
Total Airline Revenues	***1,497,286***	***1,562,504***	***16,422,905***	***20,662,325***	***4,239,420***	***79.5%***
Non-Airline Revenue						
Air Cargo Facility	29,164	28,972	298,401	347,665	49,264	85.8%
Subtotal	***29,164***	***28,972***	***298,401***	***347,665***	***49,264***	***85.8%***
Airfield						
Fuel Flowage Fees	41,601	49,858	632,257	686,728	54,471	92.1%
Ground Lease Airfield	17,807	33,025	323,733	396,296	72,563	81.7%
T-Hangar Facilities	93,975	100,628	965,480	1,207,531	242,051	80.0%
Fixed Base Operators - Rent	132,887	85,450	1,276,564	1,020,180	(256,384)	125.1%
Fuel Service - ASIG	7,241	7,218	71,844	86,169	14,325	83.4%
Subtotal	***293,511***	***276,178***	***3,269,878***	***3,396,904***	***127,026***	***96.3%***
Terminal Building						
RAC Counter Space	33,746	35,102	336,387	421,219	84,832	79.9%
Other Terminal Rents	46,819	39,226	468,194	470,712	2,519	99.5%
Advertising	70,264	47,046	704,687	648,000	(56,687)	108.7%
Restaurant Services	7,419	193,279	4,506,695	2,662,186	(1,844,510)	169.3%
Gift Shop	354,972	107,366	(152,754)	1,478,834	1,631,588	-10.3%
Miscellaneous	164	200	1,671	2,400	729	69.6%
Vending	4,020	2,577	37,886	35,496	(2,390)	106.7%
Subtotal	***517,404***	***424,795***	***5,902,766***	***5,718,847***	***(183,919)***	***103.2%***
Terminal Area						
Car Rental %	830,876	953,773	10,881,065	11,892,920	1,011,855	91.5%
Auto Parking	775,931	679,766	8,537,988	9,706,202	1,168,215	88.0%
Ground Transportation	87,246	60,074	946,862	827,448	(119,414)	114.4%
Fuel Flowage Fees - Menzies	57,223	73,730	899,713	1,015,537	115,824	88.6%
RAC Ready Car Spaces	10,040	8,960	99,849	106,898	7,049	93.4%
Parking Stickers/Hang Tags	9,434	12,000	105,066	192,000	86,934	54.7%
Taxi Cab Service	2,756	4,269	35,420	58,800	23,380	60.2%
RAC Buildings Land Rent	50,291	51,152	502,909	609,515	106,606	82.5%
Subtotal	***1,823,797***	***1,843,723***	***22,008,871***	***24,409,320***	***2,400,449***	***90.2%***
Non-Aviation Area						
University Self Storage Income	(10)	4,167	(270)	50,000	50,270	-0.5%
Buildings - Non-Aviation	36,070	43,179	433,868	516,445	82,578	84.0%
Common Area Maint - Comm Parke	690	875	7,880	10,500	2,620	75.0%
Land - Non-Aviation	76,689	48,000	614,675	576,000	(38,675)	106.7%
Subtotal	***113,439***	***96,221***	***1,056,153***	***1,152,945***	***96,792***	***91.6%***
Total Operating Revenue	***4,274,602***	***4,232,393***	***48,958,975***	***55,688,006***	***6,729,032***	***87.9%***
Investment Income + Other Income						
Investment Income						
Interest Earned - Operating	162,908	93,750	1,690,823	1,245,000	(445,823)	135.8%
Interest Earned - Other	0	0	0	0	0	0.0%
Subtotal	***162,908***	***93,750***	***1,690,823***	***1,245,000***	***(445,823)***	***135.8%***
Other Income						
Passenger Faciltiy Charges	607,498	661,592	6,422,607	9,112,648	2,690,040	70.5%
Customer Facility Charges	1,178,948	959,873	13,374,688	13,221,112	(153,576)	101.2%
Grant Revenue - FAA	0	0	6,837,159	0	(6,837,159)	0.0%
Grant Revenue - FDOT	23,665	0	3,278,798	0	(3,278,798)	0.0%
Miscellaneous Income	253	3,333	3,898,761	40,000	(3,858,761)	9746.9%
Miscellaneous Income - LEO	0	0	0	0	0	0.0%
I.D. Badges	14,355	5,000	246,739	60,000	(186,739)	411.2%
Profit/Loss on Disposal	2,434	0	45,323	0	(45,323)	0.0%
Asset Writedown/Up on Investments	(804)	0	(16,868)	0	16,868	0.0%
Subtotal	***1,826,349***	***1,629,799***	***34,087,207***	***0***	***(34,087,207)***	***0.0%***
Subtotal Investment Income & Other	**1,989,258**	**1,723,549**	**35,778,029**	**1,245,000**	**(34,533,029)**	**2873.7%**
Total Revenues	***6,263,860***	***5,955,942***	***84,737,004***	***56,933,006***	***(27,803,997)***	***148.8%***

Sarasota Manatee Airport Authority
Budget/Year to Date Actual
For the Period Ending Friday, July 31, 2026

	This Month This Year	Total Month Budget	Year to Date This Year	Total Budget	Budget Less Actual YTD	Actual YTD %
Utilities						
Electric-Utility	105,286	140,567	1,006,301	1,493,760	487,459	67.4%
Refuse Collection	20,467	20,846	169,216	221,520	52,304	76.4%
Water and Sewer	31,040	29,699	293,620	315,600	21,980	93.0%
Subtotal	***156,793***	***191,112***	***1,469,137***	***2,030,880***	***561,743***	***72.3%***
Personnel						
Salary/Wages	1,367,494	1,448,907	14,388,386	16,916,496	2,528,110	85.1%
Health Insurance	268,770	299,843	2,921,457	3,598,115	676,659	81.2%
Retirement	184,137	189,778	1,844,812	2,665,001	820,189	69.2%
Social Security	105,998	89,539	817,419	1,012,020	194,601	80.8%
Medicare	32,901	21,009	214,710	245,289	30,579	87.5%
Disability	0	175	1,537	2,100	563	73.2%
Unemployment	0	833	3,300	10,000	6,700	33.0%
Worker's Compensation	30,630	33,596	344,482	403,150	58,668	85.4%
Employment Expenses	1,584	4,167	4,625	50,000	45,375	9.3%
Subtotal	***1,991,514***	***2,087,847***	***20,540,730***	***24,902,172***	***4,361,442***	***82.5%***
Administration						
Advertising	2,849	11,274	45,217	119,800	74,583	37.7%
Ambassador Program - Public Relations	0	1,035	12,651	11,000	(1,651)	115.0%
Bad Debts Expense	0	282	889	3,000	2,111	29.6%
Business Development Properties	0	2,823	901	30,000	29,099	3.0%
CEO Auto Expenses	2,735	2,964	27,326	31,500	4,174	86.7%
Public Relations	3,789	5,740	23,520	61,000	37,480	38.6%
Customs	(16,974)	14,115	72,685	150,000	77,315	48.5%
Data Processing	4,106	17,127	132,047	182,000	49,953	72.6%
Software Licenses/Annual Support	22,646	77,607	583,521	824,700	241,179	70.8%
Dues and Subscriptions	2,334	14,533	141,883	154,440	12,557	91.9%
Employee Service Awards	465	1,412	715	15,000	14,285	4.8%
Entertainment	5,554	2,306	57,912	24,500	(33,412)	236.4%
Insurance - Property	80,247	95,092	802,471	1,010,513	208,042	79.4%
Insurance - Liability & Other	33,696	33,100	336,798	351,745	14,948	95.8%
Interest Expense	0	0	22,750	0	(22,750)	0.0%
Legal Expense	16,435	37,641	159,379	400,000	240,621	39.8%
Loss & Safety Program	0	0	0	0	0	0.0%
Marketing Trade Show Registration	750	3,482	28,518	37,000	8,482	77.1%
Miscellaneous	5,341	6,949	76,337	73,850	(2,487)	103.4%
Office Supplies and Equipment	13,541	11,386	127,277	121,000	(6,277)	105.2%
Postage	16	583	3,258	6,200	2,942	52.6%
Professional Services	53,429	106,352	570,621	1,130,170	559,549	50.5%
Records Retention	(223)	94	(506)	1,000	1,506	-50.6%
Sponsored Events	57	1,195	12,894	12,700	(194)	101.5%
Taxes	0	1,981	20,181	21,050	869	95.9%
Telephone Service	36,711	41,819	383,747	444,400	60,653	86.4%
Training	19,878	23,638	122,709	251,190	128,481	48.9%
Travel	17,607	24,843	169,525	264,000	94,475	64.2%
Holiday Decorations	0	941	3,204	10,000	6,797	32.0%
Uniforms	6,117	10,634	76,821	113,000	36,179	68.0%
Subtotal	***311,105***	***550,951***	***4,015,247***	***5,854,758***	***1,839,512***	***68.6%***
Operations						
Air Conditioning	9,246	13,551	72,883	144,000	71,117	50.6%
Carpentry	2,145	5,317	28,392	56,500	28,108	50.3%
Common Area Maint - Comm Parke	546	941	6,092	10,000	3,908	60.9%
Electrical	8,913	11,904	99,327	126,500	27,173	78.5%
Access Control	1,810	941	10,127	10,000	(127)	101.3%
Equipment Rental	0	3,858	58,855	41,000	(17,855)	143.5%
Equipment Repair	23,066	23,074	118,276	245,200	126,924	48.2%
Loading Bridge Repair	10,965	19,291	182,659	205,000	22,341	89.1%
Conveyor & Belts	166	4,235	43,830	45,000	1,170	97.4%
Terminal Audio & Paging Repairs	0	3,011	0	32,000	32,000	0.0%
Repairs Generator	1,286	7,716	34,164	82,000	47,836	41.7%
Repairs - Tires	2,573	2,823	19,161	30,000	10,839	63.9%
Fence and Gate Repair	5,803	1,835	17,134	19,500	2,366	87.9%
Interior Planting	0	0	0	0	0	0.0%
Irrigation System	948	1,459	19,160	15,500	(3,660)	123.6%
Janitorial Service	318,121	363,238	3,050,017	3,860,000	809,983	79.0%
Floor Maintenance	5,641	5,834	21,446	62,000	40,554	34.6%
Landscape Maintenance	2,586	9,128	56,251	97,000	40,749	58.0%
Miscellaneous Construction	7,381	12,704	84,943	135,000	50,057	62.9%
Paint and Markings	709	22,679	156,650	241,000	84,350	65.0%
Permits & Licenses	26	198	1,424	2,100	676	67.8%
Paving and Pavement Repairs	4,526	5,834	19,441	62,000	42,559	31.4%
Plumbing	19,011	7,952	91,725	84,500	(7,225)	108.6%
Radio Equipment Repairs	0	452	1,446	4,800	3,354	30.1%
Service Contracts	82,787	266,639	1,859,852	2,833,477	973,625	65.6%
Shuttle Service	2,504	3,764	16,291	40,000	23,709	40.7%
Vehicle Repairs	6,598	10,210	63,513	108,500	44,987	58.5%
Subtotal	***517,356***	***808,588***	***6,133,060***	***8,592,577***	***2,459,517***	***71.4%***

Sarasota Manatee Airport Authority
Budget/Year to Date Actual
For the Period Ending Friday, July 31, 2026

	This Month This Year	*Total Month Budget*	*Year to Date This Year*	*Total Budget*	*Budget Less Actual YTD*	*Actual YTD %*
Supplies						
Fabrication Supplies	0	1,882	3,730	20,000	16,270	18.7%
Extinguishing Agent	31,973	2,823	31,973	30,000	(1,973)	106.6%
First Aid Supplies	0	2,983	23,811	31,700	7,889	75.1%
Gas & Fuel	13,541	12,196	95,343	129,600	34,257	73.6%
Identification	0	2,353	21,330	25,000	3,670	85.3%
Janitorial Supplies	40,587	37,077	352,696	394,000	41,304	89.5%
Lighting	748	2,908	7,144	30,900	23,757	23.1%
Lighting - Airfield	35,529	12,233	65,946	130,000	64,054	50.7%
Miscellaneous Supplies	1,308	1,741	16,906	18,500	1,594	91.4%
Miscellaneous Terminal Furnishings	0	565	3,841	6,000	2,159	64.0%
Non-Capital Equipment	1,999	9,396	78,727	99,850	21,123	78.8%
Safety Supplies	3,664	847	8,077	9,000	923	89.7%
Shop Supplies	1,450	2,917	28,054	31,000	2,946	90.5%
Signage	662	10,069	71,322	107,000	35,678	66.7%
Small Tools and Equipment	4,761	4,898	51,464	52,050	586	98.9%
Vegetation Control	0	3,011	1,619	32,000	30,381	5.1%
Ammunition/Wildlife Disbursement	0	1,586	8,394	16,850	8,456	49.8%
Subtotal	***136,221***	***109,484***	***870,378***	***1,163,450***	***293,072***	***74.8%***
Total Operating Expenses	***3,112,989***	***3,747,982***	***33,028,552***	***42,543,837***	***9,515,285***	***77.6%***
Profit (Loss) from Operations	***3,150,871***	***2,207,960***	***51,708,452***	***14,389,169***	***(37,319,283)***	***359.4%***
Depreciation and Amortization						
Amortization	75,910	75,910	759,099	910,918	151,820	83.3%
Depreciation	1,731,390	1,716,912	17,324,975	20,602,943	3,277,968	84.1%
Total Depreciation and Amortization	***1,807,300***	***1,792,822***	***18,084,074***	***21,513,862***	***3,429,788***	***84.1%***
Other Expenses						
Marketing	27,160	108,333	811,833	1,300,000	488,167	62.4%
Total Other Expenses	***27,160***	***108,333***	***811,833***	***1,300,000***	***488,167***	***62.4%***
Net Profit (Loss)	***$1,316,410***	***$306,804***	***$32,812,545***	***($8,424,693)***	***($41,237,238)***	***-389.5%***

Sarasota Manatee Airport Authority
Finance Department
July 31, 2026
Grant Monthly

FEDERAL AVIATION ADMINISTRATION - FAA			**Grant Amount**	**Expenditures To Date**	**Funds Received**	**Remaining Funds**
AIP-77	Expand Terminal Concourse A	90%	$ 351,235.00	$ 352,812.78	$ 309,896.14	$ 41,338.86
AIP-78	Concourse B Expansion WP6 (Phase 8)	95%	$ 5,000,000.00	$ 6,017,508.31	$ 4,415,936.63	$ 584,063.37
AIP-79	Concourse B Expansion WP6 (Phase 9)	90%	$ 6,466,172.00	$ 7,476,548.74	$ 5,558,066.34	$ 908,105.66
AIP-81	Concourse B Expansion WP6 (Phase 10)	90%	$ 2,586,007.00	$ 1,562,319.82	$ 1,161,428.55	$ 1,424,578.45
AIP-80	Runway 14-32 ROFA Improvement	90%	$ 114,611.00	$ 114,675.96	$ 103,149.90	$ 11,461.10
AIP-82	Taxiway A & Connectors Rehab	90%	$ 1,415,648.00	$ 1,532,185.84	$ 1,274,083.20	$ 141,564.80
	FAA Current		$ 15,933,673.00	$ 17,056,051.45	$ 12,822,560.76	$ 3,111,112.24

FLORIDA DEPT OF TRANSPORTATION - FDOT		**Grant Amount**	**Expenditures To Date**	**Funds Received**	**Remaining Funds**
444678	Ground Transportation Curbside Improvement	$ 4,574,706.00	$ 9,357,319.08	$ 4,545,183.28	$ 29,522.72
446357	Baggage Handling - Design	$ 61,996.23	$ 1,276,239.54	$ 61,996.23	$ -
	Baggage Handling - Construction	$ 8,997,177.77	$ 46,872,117.11	$ 8,983,160.32	$ 14,017.45
		$ 9,059,174.00	$ 48,148,356.65	$ 9,045,156.55	$ 14,017.45
453790	Terminal Parking Garage	$ 647,039.00	$ 753,914.68	$ 244,128.09	$ 402,910.91
456015	Baggage Claim Expansion Area	$ 900,000.00	$ 352.05	$ -	$ 900,000.00
457266	Runway 14-32 ROFA Improvements	$ 6,368.00	$ 114,675.96	$ 4,136.50	$ 2,231.50
457274	Taxiway A & Connectors Rehab	$ 78,647.00	$ 1,532,185.84	$ 41,443.21	$ 37,203.79
457275	Master Plan	$ 60,000.00			
	FDOT Current	$ 15,325,934.00	$ 59,906,804.26	$ 13,880,047.63	$ 1,385,886.37

TRANSPORTATION SECURITY ADMINISTRATION - TSA	**Grant Amount**	**Expenditures To Date**	**Funds Received**	**Remaining Funds**
Baggage Handling - Design	$ 849,752.63	$ 1,276,239.54	$ 840,189.17	$ 9,563.46
Baggage Handling - Construction	$ 24,459,650.11	$ 46,872,892.11	$ 20,708,025.51	$ 3,751,624.60
FDOT Totals	$ 25,309,402.74	$ 48,149,131.65	$ 21,548,214.68	$ 3,761,188.06

MANATEE COUNTY	**Grant Amount**	**Expenditures To Date**	**Funds Received**	**Remaining Funds**
15th Street Observation Project	$ 1,100,000.00	$ 2,250,471.44	$ 700,410.56	$ 399,589.44
Manatee County Totals	$ 1,100,000.00	$ 2,250,471.44	$ 700,410.56	$ 399,589.44

FLORIDA DIVISION OF EMERGENCY MANAGEMENT - FDEM	**Grant Amount**	**Expenditures To Date**	**Funds Received**	**Remaining Funds**
SRQ Emergency Operations & Public Safety Complex	$ 1,350,000.00	$ 93,273.19	$ -	$ 1,350,000.00
FDEM Totals	$ 1,350,000.00	$ 93,273.19	$ -	$ 1,350,000.00

Grand Totals	**$ 59,019,009.74**	**$ 127,455,731.99**	**$ 48,951,233.63**	**$ 10,007,776.11**

Sarasota Manatee Airport Authority
Sarasota Bradenton International Airport (SRQ)
PFC Collections by Carrier

Carrier	7/31/2026	Collected since inception
Aces Airlines		24.86
Aer Lingus	8.78	1,521.55
Aero California		8.64
Aero Costa Rico		2.92
Aeroflot - Russian Airlines		965.48
Aeromexico	61.46	8,931.40
AeroPeru		19.02
Aeropostal Venezuela		17.52
Air Aruba		11.68
Air Canada	678.91	1,195,196.66
Air Europa		405.85
Air France	160.45	41,384.82
Air India		2.88
Air New Zealand		2,014.73
Air Pacific Ltd.(Fuji)		157.76
Air Portugal		391.51
Air Serbia		698.01
Air Sunshine		109,075.76
Air Trans At		144,133.51
AirTran Airways		5,850,221.51
Alaska Airlines	47.96	7,604.63
Alitalia/ITA		4,474.68
All Nippon Airways (ANA)	13.17	1,005.09
Allegiant Air	172,703.46	12,085,509.35
Aloha		46.64
America West		116,500.91
American (AMR)	88,618.44	10,329,207.42
ATA Airlines, Inc.		2,527,486.80
Asiana Airlines		738.87
ATA Leisure Corp.		90,614.78
Austrian Airlines		1,213.10
AV Atlantic		1,027.84
Avelo Airlines	6,165.10	638,656.38
Avensa		43.20
Avianca		297.77
Aviateca, S.A.		5.84
Azul Brasileiras	4.39	109.75
Azores Airlines	4.39	162.10
Big Sky		2.92
Breeze Airlines	10,421.86	843,280.59
British Airways	13.06	12,537.44
Brussels Airlines	13.17	263.29
BWIA		78.84
Canada 3000		100,572.36
Canadian Airlines		64,977.45
Canair		20,334.88
CanJet		120,295.00
Cape Air / Hyannis Air Service		242.90
Carnival Air Lines		1,883.40
Casino Air Link		887.68
Casino Express		8,389.66
Cathay Pacific	78.91	3,685.72
Cayman Airways		101.96
Champion Air (MLT, Inc.)		9,343.96
China Airlines	4.39	2,489.85
Colgan Air, Inc.		151.86
ComAir		21,805.38
Compania		33.75
Conquest		5.76
Continental Airlines		3,580,174.07
Continental Micronesia		44.05
Contour Air	4.39	689.23
Copa		11.56
Croatia Airlines	8.78	87.80
Czech Airlines (Aviation Industry Clts)		2,516.42
Delta Air Lines	125,517.83	37,802,495.18
El Al Israel Airlines		1,547.10
Elite		61,345.86
Emirates	4.39	4,608.37
Empire		757.44
Eva Airways	4.39	954.84
ERA Aviation		84.84
Etihad Airways	39.51	1,295.05
Express One		8,387.70
Falcon Express		1,454.16
Faucett		8.76
Finnair	4.39	813.34
Florida Coastal Airlines		8,516.60
Front Page Tours		245.28
Frontier Airlines	1,517.65	1,294,399.64
G-P Express		89.28
Gold Transportation Services		26,702.01
Gol Linhas Aereas	17.56	627.44
Great Lakes Aviation		44.06
Hahn Air		3,638.58
Hawaiian Airlines		1,053.16
Iberia		1,769.13
Island Air		30.73
Insel Air		4.39
JAL (Japan Airlines)		1,360.10
Jet Airways		122.92
Jet Blue	27,174.21	7,017,832.21
JetsGo		6,418.18
Kenya		232.77
KLM	159.46	17,844.11
Korean Air	87.84	20,137.40
Kuwait Airways		16.31
Lacsa		36.54
Laker Airways		803.00
Lan Airlines		26.34
Lan Argentina		21.95
Lan Chile		701.86
Lan Peru		74.63
LATAM Airlines Group	17.56	855.94
Leisure Air		33,007.40
Lineas Aereas Privadas Argentinas		16.07
Lone Star		69.52
Lot Polish Airlines	4.39	1,608.03
LTU		74.88
Lufthansa	39.40	9,032.44
Malaysia		411.27
Malev Hungarian		241.88
Mark Travel Corp.		10,856.56
Mesa Airlines		132.20
Compania Mexicana		438.74
MGM Grand Air		302.40
Miami Air Int'l		5,515.47
Midway Airlines		601.52
Midwest		1,922.08
Mountain West		11.68
National Airlines		5.84
Nicaraguense de Aviacion		5.84
North American Airlines		443.39
Northwest		1,996,108.91
Omni Air International	399.49	399.49
Olympic Airways		165.43
Pan American		5.84
Panamena De Aviacion		21.95
Paradise Island		28.80
PenAir (Penninsula Airways)		13.17
Philippine Air		197.55
Private Jet		3,719.95
Qantas	17.56	4,363.19
Qatar	33.13	5,588.03
Reno Air		35,401.69
Republic Airlines		3,612.86
Royal Air Maroc		69.66
Royal Aviation		10,170.36
Royal Jordanian		29.20
Sabena		393.92
SAHSA		5.28
SAS (Scandivavian)	21.95	5,581.94
Saudi Arabian Airlines		7.31
Sevicios Avensa		280.28
Silver Airways Corp		114.14
Singapore		3,615.92
Skyservice		9,903.84
South African Airways		4,309.11
Southeast Airlines	128,345.35	134,579.55
Southwest		9,840,640.60
Sun Country	2,427.67	741,989.57
Sun Pacific Int'l (HMHF)		3,612.04
Sunworld Int'l Airlines		224.84
SwissAir	48.29	5,849.87
Taca Int'l Air		348.76
TAM Airlines (Aviation Industry Clts)		1,113.63
TAP Air Portugal	13.17	769.62
Tower Air		17.52
Trans Brasil Airlines		33.61
Trans World Airways		781,609.36
Turk Hava (Turkish)	65.08	4,043.83
Ultrair		2.88
United	41,058.95	6,812,705.61
US Air Shuttle		2.92
US Airways		8,883,648.83
USA 3000		79,178.04
V Australia (Virgin Blue)	21.95	434.61
Varig		668.53
Vietnam Airlines		83.41
Virgin Atlantic	166.60	11,723.01
Viscount Air Service		2,006.04
Viscount Air Tours		353.32
Vision		2,809.60
WestJet		59,780.01
World Airways		35.04
Misc		4.39
Total	606,218.84	113,759,210.27
PFC checking Interest	1,279.47	1,825,097.52
PFC investment Interest		1,526,893.55
Securities-bought		32,071,184.66
Securities-sold		32,058,520.85
Securities interest		224,518.18
Service charges		6,970.26
Expenditures		116,696,438.52
Balance		619,646.93

Sarasota Manatee Airport Authority
PFC Monthly Status Report - Revenue and Expenditures
Month ended July 31, 2026

Charge effective date: 9/1/1992
Total Collection Authority: $ 133,581,461

Approved applications			Expiration	Approved Impose	Approved Use	Current Revenue Jul-26	Interest Jul-26	Total Collections	Total Interest	Total Revenue
Appl. 1		92-01-I-00/08-SRQ	Completed	13,944,391.00	-			12,126,777.00	1,817,614.00	13,944,391.00
Appl. 2		95-02-U-00/05-SRQ	Completed	-	5,947,682.00					
Appl. 3			Completed	750,061.00	8,746,770.00			675,673.36	74,387.64	750,061.00
Appl. 4	10/3/2000	00-04-C-00-SRQ		36,126,915.00	36,126,915.00					
	2/22/2002	00-04-C-01-SRQ		2,368,148.00	2,368,148.00					
	7/23/2009	00-04-C-02-SRQ		22,194,884.00	22,194,884.00					
	12/7/2017	00-04-C-03-SRQ		(887,886.00)	(887,886.00)					
Appl. 4		00-04-C-00/03-SRQ	Completed	59,802,061.00	59,802,061.00			58,234,308.15	1,567,753.03	59,802,061.18
Appl. 5	5/7/2019	19-05-C-00-SRQ	Completed	8,817,424.00	8,817,424.00			8,802,652.74	14,771.26	8,817,424.00
Appl. 6	9/8/2021	21-06-C00-SRQ	Completed	9,035,362.00	9,035,362.00			9,030,104.27	5,257.73	9,035,362.00
Appl. 7	7/13/23	23-07-C-00-SRQ	5/1/29	41,232,162.00	41,232,162.00	606,218.84	1,279.47	24,889,694.75	77,091.52	24,966,786.27
				133,581,461.00	127,633,779.00	606,218.84	1,279.47	113,759,210.27	3,556,875.18	117,316,085.45

Project number	Description		Use Appl. #	Estimated Implementation Date	Total Approved to Use	Expenditures Month end Jul-26	Total Expended to Date	Balance to Use	Status
	Various Projects	Total	2		5,947,682	-	5,947,682	-	Project complete
	Various Projects	Total	3		8,746,770	-	8,746,769	-	Project complete
		Total	4		59,802,061	-	59,802,061	-	Project complete
	Various Projects	Total	5		8,817,424	-	8,817,424	-	Project complete
	Various Projects	Total	6		9,035,362	-	9,035,362	-	
7.01	Terminal Expansion Design and Construct		7	12/1/2024	20,465,000		6,967,652	13,497,347.67	
7.02	East Apron Expansion and Taxilane Design and Cons		7	12/1/2022	547,803		547,803	-	Draw complete 4/25
7.03	Baggage Handling System Expansion		7	12/1/2024	11,237,016		11,237,016	-	Draw complete 3/25
7.04	GA General Inspection Service Facility		7	9/1/2023	3,739,872		352,197	3,387,675.00	
7.05	Relocated Automated Surface Observing System (AS		7	12/1/2022	125,000		125,000	-	Draw complete 3/25
7.06	Expand West Commercial Apron		7	12/1/2023	4,680,151		4,680,151	-	Draw complete 9/25
7.07	Taxiway C Rehabilitation Design and Construct		7	8/1/2023	256,878		256,878	-	Draw complete 3/25
7.08	Taxiway F Reconstruction Design and Construct		7	8/1/2023	115,975		115,975	-	Draw complete 3/25
7.09	PFC Administration		7	7/1/2023	64,467		64,467	-	Draw complete 3/25
					41,232,162	-	24,347,139	16,885,023	Amount budgeted for FY 2026 is $9,112,648
	Total all applications				133,581,461	-	116,696,439	16,885,023	

Sarasota Manatee Airport Authority
Investment Portfolio
For the month of July 2026

Investments

Description	Cusip/Invest	Par Value Orig Face	Acquisition Cost	Purchase Date	Maturity Date	Yield @ Market
FLCLASS Term Series II	FL-01-0240-T001	5,000,000	5,000,000	4/30/2026	4/30/2027	3.868%
FLCLASS Term Series II	FL-01-0240-T002	5,000,000	5,000,000	6/24/2026	1/21/2027	4.030%
FLCLASS Term Series II	FL-01-0240-T003	5,000,000	5,000,000	6/24/2026	6/24/2027	4.260%
FLCLASS Term Series II	FL-01-0240-T004	10,000,000	10,000,000	7/23/2026	7/23/2027	4.200%
		25,000,000	25,000,000			

Cash Equivalents

	Balance
USBank	4,792,725
FLCLASS	5,264,015
Total Investments	35,056,740

(1) Market value on non-restricted funds are provided by the Custodian, US Bank.

SARASOTA MANATEE AIRPORT AUTHORITY
Finance & Administration
HUMAN RESOURCES DEPARTMENT ACTIVITY REPORT
July/August 2026

TEAM MEMBER ENGAGEMENT –

1. **Connection Crew**, with representation from all Authority Departments, continues to facilitate Town Hall Meetings to accommodate all shifts Authority-wide. Overall feedback remains very positive, with Team Members expressing appreciation for the opportunity to interact with Senior Leadership and Directors, as well as socialize with peers. Team Members also value receiving updates on the state of the Airport directly from the CEO.
2. **CEO Suggestion Box** has been implemented in multiple locations throughout the Airport, providing Team Members with a direct avenue to submit suggestions, ideas, and feedback to the CEO.
3. **So Damn Proud Award** has been implemented to recognize and celebrate Team Members who demonstrate exceptional performance, go above and beyond, and contribute positively to the Authority and their fellow Team Members.
4. **Bright Ideas Suggestion** process has been rolled out to encourage Team Members to share ideas and recommendations related to safety, workplace practices, organizational culture, efficiency, and other opportunities for improvement.

SAFETY TRAINING – The HR Team has secured safety training for frontline Team Members, with a focus on safe work practices, proper use of personal protective equipment (PPE), safe backing procedures, maintenance of traffic, and other key safety practices. This training will begin in September 2026. In addition, the HR Team will partner with the SMS Manager to establish a Team Member Safety Committee. The committee will provide an opportunity for frontline Team Members to identify and analyze safety concerns, share ideas for improvement, and recommend initiatives that will help strengthen safety practices and promote a safe workplace for all SRQ Team Members.

INTERNAL COMMUNICATIONS – HR Staff, Marketing, & IT have developed the SRQ Monday Morning Briefing (MMB), an internal Team Member communication tool to welcome new Team Members, announce birthdays and years of service, Team Member Spotlight, share events in the area, job opportunities, Team member recognition, etc. The tool is sent via email every Monday morning. The MMB is also advertised on the LED screens in Team Member areas and a printed copy is made available to those Team Members who do not have email access.

ENERGAGE SURVEY - The HR Team facilitated an Authority-wide work culture survey, which achieved an **80% response rate**. The respective Departments are currently developing action plans based on the survey results and identified opportunities for improvement. Additionally, the HR Team established the **Pulse of the People Committee**, with representation from each Department, to review the Authority-wide results, provide Team Member perspective, and support the development of meaningful action plans. The Energage survey will be conducted annually, with this year's results serving as the baseline benchmark for measuring progress, identifying continued opportunities for improvement, and strengthening the overall Team Member experience.

HRIS – The HR Team has been evaluating the limitations of the current ADP payroll system and is reviewing alternative solutions that may better meet the organization's needs. Cost, system limitations, and overall functionality remain areas of concern. The Team continues to focus on identifying opportunities to streamline and modernize HR processes, including payroll administration, implementation of a learning management system, manager self-service portals, performance management, applicant tracking, and a more user-friendly timekeeping system. These efforts are intended to improve efficiency, enhance the Team Member and manager experience, and provide HR with more effective tools to support the organization.

PROFESSIONAL DEVELOPMENT – The HR team is working on leadership manuals to assist and educate the leaders on important HR concepts – ie FMLA, performance appraisals, workers' compensation, etc. The HR Team is in the beginning stages of researching learning management systems to offer training opportunities for SRQ Team Members to include SRQ Essentials (onboarding training, other HR related trainings), SRQ Leadership Academy, and other soft skill training opportunities. The HR Team have been intentional in networking with other HR professionals and with training opportunities to increase their overall HR knowledge to provide exceptional service and information to the SRQ Team.

LONG-RANGE PERSONNEL PLANNING – HR is meeting with Department leaders to develop a five-year staffing projection that will help SRQ effectively plan for its growing operational needs. This long-range workforce planning will be incorporated into the annual budget process to support informed, strategic decisions regarding future staffing levels, organizational needs, and resource allocation.

MANAGEMENT DIRECTIVES/PERSONNEL POLICIES – The HR Team is conducting a comprehensive review of existing policies and procedures to ensure they reflect current practices, remain compliant with applicable regulations, and support the evolving needs of the organization. As part of this effort, policies and procedures are being updated to streamline processes, improve consistency, eliminate unnecessary steps, and enhance efficiency for both Team Members and management.

WELLNESS INITIATIVES – The HR Team is engaging the Connection Crew to develop initiatives that support the health, well-being, and overall engagement of Authority Team Members. Planned initiatives include lunch-and-learns, financial wellness seminars, a spring health fair, and programs focused on healthy living and nutrition.

RECRUITMENT/ONBOARDING – The recruitment and onboarding process has been streamlined to allow Team Members to complete the process on their first day of employment. This new process has allowed Team Members immediate access to policies and procedures as well as benefits, if applicable.

SARASOTA MANATEE AIRPORT AUTHORITY
REAL ESTATE DEVELOPMENT & PROPERTIES STAFF REPORT
AUGUST 24, 2026, REGULAR MEETING

REAL ESTATE DEVELOPMENT & PROPERTIES **August 2026**

AIRLINES:

- **Allegiant Airlines:** Allegiant to occupy Air Cargo I building. Redevelopment and lease modifications are underway.

- **Dade GSE, and WFS** have been relocated to the new Air Cargo II building. Updated lease agreement terms will be presented during the board meeting.

NORTH QUAD DEVELOPMENT:

- **Sheltair FBO:** Open for Business
- **SRQ Hangar, LLC:** The SRQ hangar is currently under construction. Pending Florida Power & Light's schedule for delivering power to the leasehold, updated lease term agreements are expected to be presented at the next board meeting.
- **EAA:** EAA tenant construction permit has been approved. Preparing for construction.
- **GA FIS:** The GA FIS facility is under construction.
- **Roper Tech:** Roper hangar is under construction. Pending Florida Power & Light's schedule for delivering power to the leasehold, updated lease term agreements are expected to be presented at the next board meeting.
- **ASG:** ASG hangar is under construction. Pending Florida Power & Light's schedule for delivering power to the leasehold, updated lease term agreements are expected to be presented at the next board meeting.
- **Pilatus Aircraft:** Pilatus phase 1 under construction.
- **Air Medallion:** commenced with due diligence and site planning.

OTHER DEVELOPMENT:

School District of Manatee County, Florida: Manatee Schools under construction, projected to start fourth-quarter 2026.

Team Success: SMAA and Team Success are working together to develop the aviation curriculum to be implemented within two years. Phase 2 construction is now underway, and a temporary Right of Way is being issued to support the project's laydown area.

DaVinci Training Center: Negotiations have been reengaged with DaVinci regarding the development of a general aviation flight attendant training center within a designated section of the Unipak facility.

Ascension FBO SRQ: Ascension is underway for an on-site relocation of the main terminal building, apron and the remaining facilities. Design and permitting is underway.

Atlantic Aviation Replacement Hangar: Atlantic Aviation is preparing a concept plan for a ±27,000 SF replacement hangar that will replace the ±17,000 SF hangar that was demolished due to hurricane damage.

Elixir: Elixir aircraft obtained its FAA certification and the negotiations to transition into the hangars begun.

Tallevast 75 AC Land: Staff is evaluating several development opportunities for the site.

CONCESSIONS:

All concessions within the ground boarding Concourse A and Concourse B are in full operation.

PARKING/GROUND TRANSPORTATION/RENTAL CARS:

A Parking (and Rental Car) study was conducted and will proceed with further preliminary planning as directed. Staff is also evaluating several customer and revenue enhancement opportunities related to these services.

GENERAL AVIATION:

T-HANGAR MONTHLY STATUS REPORT
FOR THE MONTH OF AUGUST 2026

Item	Qty.	No. Leased	Wait List	Leased %	Monthly Rate	Monthly Rent	Annual Rent
T-Hangars							
51'5 W Oversize	4	4	21	100%	$2,040.00	$8,160.00	$97,920.00
48' W Large	27	27	74	100%	$835.00	$22,545.00	$270,540.00
42' Standard (42' wide)	104	97	119	93%	$610.00	$59,170.00	$710,040.00
42' W Standard w/additional 176 sq. ft. storage	4	4	3	100%	$755.00	$3,020.00	$36,240.00
42' W Standard Discounted rate for CAP & EAA	2	2		100%	$250.00	$500.00	$6,000.00
Storage Rooms	2	1		50%	$120.00	$120.00	$1,440.00
Storage Rooms (Discounted rate for CAP & EAA)	2	2		100%	$10.00	$20.00	$240.00
TOTAL	**145**	**137**	**217**			**$93,535.00**	**$1,122,420.00**

FIRE DEPARTMENT ACTION REPORT

July 2026 **Jul-26**

SAFETY INCIDENT/RESPONSES					
TYPE OF RESPONSE	**AREA OF RESPONSE**	**NUMBER OF RESPONSES**	**TOTAL YEAR TO DATE**	**2025 July**	**2025 YTD**
EMT FIRST AID RESPONSES:	2nd Floor		12	2	19
	3rd Floor		1	1	1
	Aboard Aircraft	1	19	2	38
	Airfield	1	1	1	4
	Baggage Wing	1	24	4	28
	Concourse B 1st	1	5	0	23
	Concourse B 2nd	8	86	13	91
	Concourse A	3	12	1	14
	Curbside	5	30	0	28
	Escalator		7	0	0
	Main	2	10	2	30
	Other/Unkown	2	22	2	13
	Parking lot		10	1	13
	Ramp		19	3	10
	Restaurant		0	0	2
	Ticket wing	5	28	2	21
	Toll Booth		2	0	0
	TSA Checkpoint	1	19	2	9
	Walk-in		2	0	0
	TOTAL EMT FIRST AID:	30	311	36	346
FIRE RESPONSES:	Aircraft Fire		0	0	0
	Structural Fire		0	0	1
	Vegetation Fire		0	0	2
	Vehicle Fire		1	0	0
	Trash Fire		2	0	1
FIRE ALARM RESPONSES:	Fire Alarms		10	1	22
	Bomb Scare		0	0	0
	TOTAL FIRE / ALARM:	0	13	1	26
HAZARDOUS MATERIALS RESPONSES:	Fuel Spill	1	9	1	5
	Chemical Spill		1	0	4
	Other		8	0	5
	TOTAL HAZARDOUS MATERIAL:	1	18	1	14
AIRCRAFT EMERGENCY RESPONSES:	Alert I		1	0	3
	Alert II		4	0	12
	Alert III		1	0	3
	Stand By/Hot Fuel	2	19	1	15
	TOTAL AIRCRAFT EMERGENCY:	2	25	1	33
SUPPLEMENT REPORT		9	52	22	171
	TOTAL RESPONSES	42	419	61	590

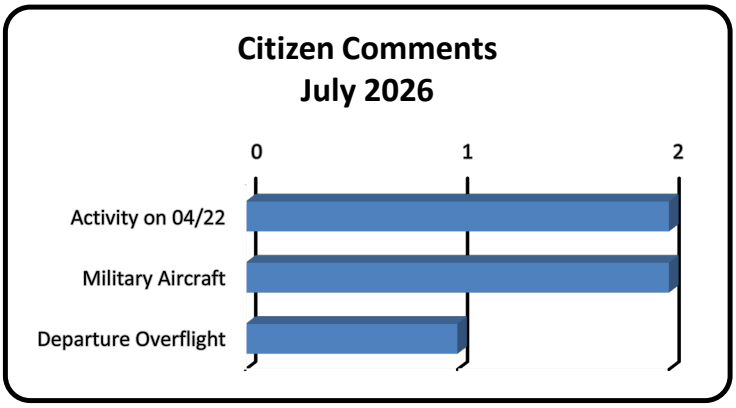
FIRE DEPARTMENT ACTION REPORT
July 2026

date/time	Core primary incident type	Core district	Narrative
7/6/2026 12:43	Cancelled	Airfield	Arf dispatched to the intersection of Runway 14-32 and Delta for a disabled aircraft. Upon arrival the aircraft was found on intersection Delta and Charlie. There were two souls on board. The pilot stated the engine stalled due to overheating. After waiting five minutes, the pilot was able to re-start the engine and taxi back to Atlantic North without issue. Arf followed the aircraft back to Atlantic North as a pre-caution. There were no further issues. Arf cleared the scene and returned to station. Tail number: N81866 Pilot info: Tatum Danielle Thorton 475561CFI
7/7/2026 5:59	Citizen assist / service call	Councouse B 1st Floor	Safety base received a call last night form Aircom requesting that the elevator from FIS to B8 be shut down from 6 AM to 7AM for the boarding at B8. ARF 5 completed the task and notified Aircom with no further assistance needed ARF 5 cleared and returned to quarters.
7/7/2026 8:55	Citizen assist / service call	Councouse B 1st Floor	Safety base was notified from Aircom via phone call for a discharged extinguisher on the 1st floor concourse next to Owens that needed to be replaced and cleaned up, ARF 2 and 5 responded over and cleaned up the small about of agent that was on the floor and replaced the extinguisher
7/8/2026 9:51	Fuel spill / fuel odor	Main Terminal Ramp	ARFF was toned out for a fuel spill at gate B9; 6ft diameter spill of gasoline. Crew responded from training on the 3rd floor of the terminal. On scene, the puddle was found and crew deployed fans to expedite the evaporation. The ground equipment which was leaking was re-tagged out-of-service. ARFF crew returned to service.
7/9/2026 20:07	Aviation standby	Main Terminal Ramp	Safety base was toned out for a Hot fuel at the East hard stand ARF 2 responded. ARF 2 arrived to find a Breeze Airbus 220-300 going to Fort Myers from Akron it diverted here due to weather in Fort Myers. Aircraft has 125 passengers and 5 crew with a total of 130 SOB. ARF stood by while Menzies Fueled the aircraft with 590 Gallons of Jet A. Aircraft Tail number N261BZ. Once completed and no further assistance was needed crew cleared and returned to quarters.
7/10/2026 14:39	Citizen assist / service call	Airfield	On the date and time stated above, received request to assist Operations with a disabled Cessna GA aircraft at the Alpha/Bravo intersection with a flat tire. Safety Base acknowledged the request and readied for a response. Ops 5 called ARFF and cancelled their request, citing AERO Maintenance crews on site and actively changing out the tire. ARFF acknowledged and officially cancelled their response.
7/11/2026 11:15	Lift assist	Atlantic South Ramp	ARFF was called by AirCom at 11:15 to request a lift assist off of N676TX at Atlantic South; aircraft due to land at 14:45. ARF-1 was at Atlantic South before aircraft landed and the passenger was assisted off before returning to service.
7/13/2026 18:35	Standby (public service)	Main Terminal Ramp	Hot fuel standby on the east hardstand for JetBlue N646JB (an A320), flight 1043 (ROC to MCO). There were 161 souls on board. Menzies gave them 14,630 gallons of fuel for the gas and go.
7/16/2026 19:21	Aviation standby	Fire Station	Safety base was notified via landline of a high speed taxi on Delta involving a Cirrus aircraft from Aircom. Safety base responded with Arf 2 at the throat of the fire station. Aircraft completed high speed taxi and proceeded to Runway 32 for takeoff. Arf 2 returned to quarters. Cirrus N680EC
7/17/2026 13:13	Standby (public service)	Main Terminal 1st Floor	Following replacement of sprinkler pipes under the TSA checkpoint, lines were filled and system was restored.
7/26/2026 11:09	Aviation standby	GBF Ramp	Safety base received a call from AIRCOM requesting a Hot Fuel Standby at the East Hard Stand ramp. ARFF 2 responded to the Hard Stand and stood by while Menzies fueled the aircraft. Gas and go diversion. The aircraft continued on to RSW. Aircraft tail number N632JB, Airbus A-320.

OPERATIONS DEPARTMENT
NOISE MONITORING AND FLIGHT TRACKING
MONTHLY REPORT
JULY 2026

The chart to the right displays the distribution of noise complaints for the month of **July 2026**. There were **5 calls which generated 5 complaints.**

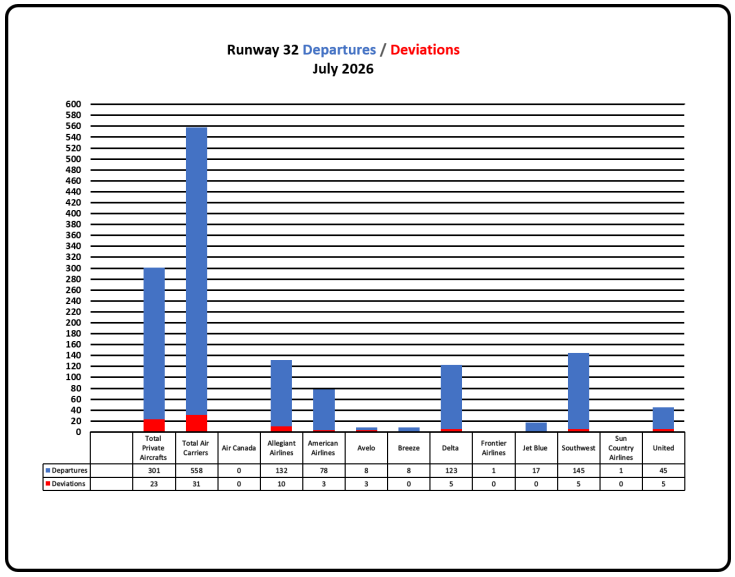
Of the total complaints, **20% were from Manatee County and 80% were from Sarasota County.** The average number of calls and emails received for the month was **.16** per day.



Flight Tracking & Runway 32 Deviation data is for **July 2026**. There were **31 air carriers, and 23 private jet deviations** observed during this period**.**

In July 2026, Allegiant (AAY) had 10 deviations, Southwest (SWA) had 5 deviations, United (UAL) had 5 deviations, Delta (DAL) had 5 deviations, American (AAL) had 3 deviations and Avelo (VXP) had 3 deviations.

This office continues to work with representatives from the airlines, private jets and the SRQ ATCT to ensure compliance with SRQ Six & TIDES One Departure Procedures (NADP for Runway 32).



RUNWAY UTILIZATION

The overall runway utilization for the month of **July 2026** is distributed as follows:

Operations	Runway 04	Runway 22	Runway 14	Runway 32
Arrivals	2%	8%	43%	47%
Departures	6%	10%	45%	39%

SARASOTA MANATEE AIRPORT AUTHORITY
POLICE ACTIVITIES - JULY

CALLS FOR SERVICE	2026
ALARMS	1
ASSAULT/BATTERY	0
ASSIST OTHER AGENCY	2
BURGLARY	0
CIVIL ISSUE	0
DISTURBANCE/DISORDERLY	0
DOMESTIC VIOLENCE	0
GRAND THEFT AUTO	0
GRAND THEFT AUTO (Recovery)	0
FELONY THEFT	0
MISDEMEANOR THEFT	0
NARCOTICS	1
SUSPICIOUS INCIDENT	1
SUSPICIOUS PERSON	8
SUSPICIOUS VEHICLE	3
TRAFFIC RELATED	1
TRESPASS	6
OTHER	0
TOTAL:	**23**
AIRLINE RELATED	
DISTURBANCE AT GATE	1
DISTURBANCE ON AIRCRAFT	0
DISTURBANCE AT COUNTER	0
IN-FLIGHT CRIME	0
PASSENGER REMOVAL	2
TOTAL:	**3**
CONCOURSE/STERILE AREA	
DISTURBANCE - BAR/RESTAURANT	0
GATE BREACH	0
OFFICER STAND-BY AT GATE	4
OTHER	0
TOTAL:	**4**
ARREST/CUSTODIAL	
FELONY	1
JUVENILE	0
MISDEMEANOR / NTA	3
USE OF FORCE	1
BAKER ACT	2
MARCHMAN ACT	4
TOTAL:	**11**
TRAFFIC	
CRASH	3
PARKING CITATION	10
TRAFFIC CITATION	18
WARNING	2
VEHICLE TOW - CELL LOT	3
VEHICLE TOW - OTHER	1
TOTAL:	**37**
SECURITY CHECKPOINT	
FIREARM	2
WEAPON/OTHER	0
ID VERIFICATION	9
CHECKPOINT BREACH	0
TOTAL:	**11**

PATROLS	2026
AOA/SIDA	89
CONCOURSE	327
FOOT (1ST, 2ND, 3RD FLOORS)	508
GROUND TRANSPORTATION	192
PERIMETER - INNER	64
PERIMITER - EXTERIOR	51
RIDE SHARE STAGING LOT	132
ROADS/PARKING LOT	155
SECURITY CHECKPOINT	278
TACTICAL	1
SPECIAL DETAIL	6
SPECIAL EVENT	1
TOTAL:	**1804**
WEAPONS	
EXPLOSIVES	0
FIREARM - RENTAL CAR	0
FIREARM - BAGGAGE SCREEN	0
FIREARM - PARTS	1
OTHER	0
	0
TOTAL:	**1**
LOST AND FOUND	
LOST AND FOUND - INQUIRIES	312
LOST AND FOUND - LOGGED IN	67
LOST AND FOUND - RETURNS	29
PROPERTY/EVIDENCE INTAKE	9
PROPERTY/EVIDENCE RETURNED	3
TOTAL	**420**
ASSISTANCE	
CUSTOMERS	207
MOTORISTS	18
OTHER AGENCIES	7
TENANTS	30
MEDICAL RUN	26
OTHER	8
TOTAL	**296**
INSPECTIONS	
COMMERCIAL LANE	2
SIDA GATES	189
GROUND TRANSPORTATION	170
OTHER	0
TOTAL	**361**

Capt R Bohm CPD 8/3/2026

Operations Department
Monthly Report
July 2026

Projects and Activities

- Operations attended meetings for the Taxiway A rehabilitation, Overflow Parking Lot A, North Quadrant and terminal construction projects.
- Operations conducted multiple vehicle and aircraft escorts throughout the month.
- Operations responded to multiple wildlife and FOD calls throughout the month, involving raccoons, coyotes, and birds.
- Operations corrected several minor issues with the Access Control System during the month.
- Operations worked with AeroCloud to correct a baggage claim display issue.
- ADS-B vehicle transponder installed in the Operations #3 truck; other SMAA vehicles will be receiving them in the future. Vehicles equipped with transponders will appear on electronic airport map in the ATCT.
- 07/22 & 23: Taxiway B closed between Taxiways C and E, midnight to 6AM (daily) for painting.

Alerts and Incidents

- 07/06: The engine of a Piper Cherokee stalled, after it landed on Runway 32, but before it could clear the runway. Operations responded and pulled the aircraft clear of the runway. The engine was able to be re-started, and it taxied to parking.

- 07/09: Breeze Airway flight diverted to SRQ due to weather at Fort Myers (RSW). Due to no Breeze ground support personnel available, Operations parked the aircraft (at remote stand) and brought an airstair to the aircraft so it could be refueled.

- 07/10: ATCT reported a C-172 was disabled (flat left main tire) at the Taxiway B/A Intersection. Operations responded and escorted Cirrus Aviation mechanics to the aircraft to change the tire, then the aircraft was towed back to the Ascension ramp.

- 07/19: Runway 22 experienced minor damage from a lightning strike. Operations cleared debris and returned runway to operation.

Miscellaneous Activities

July 2026 Activity	2026	2025	% +/-
Medical Runs Dispatched by AIRCOM	**27**	27	0
Medical Runs requiring County EMS Response*	**1**	10	-90%
Aircraft Alerts/Incidents	**2**	9	-78%
NOTAMs Issued	**56**	92	-39%
Notice of Violations	**5**	4	25%
CHRC (Fingerprint check) conducted	**75**	86	-13%
New I.D. Badges Issued	**186**	108	72%
I.D. Badges Renewed	**265**	131	102%
Security Threat Assessments	**91**	295	-69%
Computer Based Training Classes completed	**507**	598	-15%

*On 7/16/2025 ARFF ALS EMS & Ambulance Transport began service.

SARASOTA MANATEE AIRPORT AUTHORITY
DEVELOPMENT/COMMUNITY RELATIONS & ACTIVITY REPORT
JULY ACTIVITY 2026

SRQ AMBASSADORS

In July, the SRQ Ambassadors volunteered 988.28 hours. Our ambassadors gave 4 guided tours with 123 participants during the month.

MEDIA RELATIONS

Met with or contacted this month by reporters from the Sarasota Herald-Tribune, the Bradenton Herald, ABC7, SNN TV, Bay News 9 and News Channel 8.

Mark Stuckey, Executive Vice President, Chief Product Officer: July 1-31, 2026

July	7	Teleconference with Hill East Group
		Teleconference – Florida Airports Council Board Meeting
July	8-10	Attended event in Pittsburgh with Bradenton Area CVB and Allegiant Air
July	16	Teleconference with USF CUTR staff on Advanced Air Mobility (AAM)
July	17	Attended AAM Take Force Meeting
July	18-23	Attended Farnborough Air Show with BACVB & BAEDC
July	25-29	Attended Florida Airports Council (FAC) Annual Conference
July	30	Teleconference with Guidehouse regarding SPP Gold+ program

ACTIVITY REPORT

July 2026

ACTIVITY REPORT
SARASOTA-MANATEE AIRPORT AUTHORITY
SARASOTA BRADENTON INTERNATIONAL AIRPORT

ACTIVITY MONTH: JULY

	2026	2025	% CHANGE	2026 YEAR TO DATE	2025 YEAR TO DATE	% CHANGE	12 MONTHS ACTIVITY THRU JULY 2026	2025	% CHANGE
AIRCRAFT OPERATIONS									
ITINERANT									
AIRLINES	2,340	2,467	-5.15%	23,162	23,310	-0.63%	36,462	35,024	4.11%
AIR TAXI	1,176	1,368	-14.04%	12,879	12,762	0.92%	21,202	20,892	1.48%
GENERAL AVIATION	4,254	4,747	-10.39%	38,798	38,758	0.10%	63,837	63,784	0.08%
MILITARY	106	145	-26.90%	1,104	916	20.52%	1,587	1,533	3.52%
TOTAL ITINERANT	7,876	8,727	-9.75%	75,943	75,746	0.26%	123,088	121,233	1.53%
GENERAL AVIATION (Local)	2,822	3,939	-28.36%	16,632	19,929	-16.54%	29,443	34,772	-15.33%
TOTAL OPERATIONS	10,698	12,666	-15.54%	92,575	95,675	-3.24%	152,531	156,005	-2.23%
TOTAL PASSENGERS:									
ON	**164,025**	**161,963**	**1.27%**	**1,499,430**	**1,475,470**	**1.62%**	**2,286,846**	**2,159,554**	**5.89%**
OFF	**165,123**	**160,565**	**2.84%**	**1,456,994**	**1,431,502**	**1.78%**	**2,277,387**	**2,142,513**	**6.30%**
TOTAL	**329,148**	**322,528**	**2.05%**	**2,956,424**	**2,906,972**	**1.70%**	**4,564,233**	**4,302,067**	**6.09%**

KMP 8/17/26

SARASOTA BRADENTON INTERNATIONAL AIRPORT
TOTAL PASSENGERS - JULY 2026
MONTH / YEAR-TO-DATE COMPARISON

AIRLINES	MONTH 2026	MONTH 2025	MONTH % CHG	YEAR-TO -DATE 2026	YEAR-TO -DATE 2025	YEAR-TO -DATE % CHG	YTD MKT SHARE 2026	YTD MKT SHARE 2025
[MAJOR CARRIERS]								
AIR CANADA	0	0	0.0%	13,209	15,254	-13.4%	0.5%	0.5%
ALLEGIANT	89,528	86,408	3.6%	671,248	664,284	1.0%	23.9%	23.3%
AVELO	3,056	2,457	24.4%	33,774	44,662	-24.4%	1.2%	1.6%
BREEZE	4,332	4,172	3.8%	89,665	100,681	-10.9%	3.2%	3.5%
DELTA	72,077	70,782	1.8%	612,622	562,094	9.0%	21.8%	19.7%
FRONTIER	160	2,999	-94.7%	39,659	78,406	-49.4%	1.4%	2.8%
JETBLUE	10,859	7,835	38.6%	129,552	143,286	-9.6%	4.6%	5.0%
UNITED	23,973	23,423	2.3%	256,079	235,630	8.7%	9.1%	8.3%
AMERICAN	38,828	48,194	-19.4%	289,499	367,372	-21.2%	10.3%	12.9%
SOUTHWEST	76,727	73,122	4.9%	638,919	598,851	6.7%	22.7%	21.0%
SUN COUNTRY	0	992	-100.0%	35,299	40,169	-12.1%	1.3%	1.4%
MAJOR TOTAL:	319,540	320,384	-0.3%	2,809,525	2,850,689	-1.4%	100.0%	100.0%
(AFFILIATE AIRLINES)								
MESA AIRLINES-United Express	0	0	0.0%	10,497	8,777	19.6%	7.2%	16.2%
PSA AIRLINES -American	4,816	284	1595.8%	30,139	25,660	17.5%	20.8%	47.2%
REPUBLIC-American	0	0	0.0%	24,252	1,427	100.0%	16.7%	2.6%
Republic - United	666	0	100.0%	11,456	6,600	73.6%	7.9%	12.1%
Republic-Delta	0	988	-100.0%	17,656	6,116	188.7%	12.2%	11.3%
SKY WEST - United	0	262	-100.0%	2,075	1,116	85.9%	1.4%	2.1%
ENDEAVOR-Delta	0	0	0.0%	75	0	0.0%	0.1%	0.0%
ENVOY-American	4,004	447	795.7%	48,948	4,652	952.2%	33.7%	8.6%
REGIONAL TOTAL:	9,486	1,981	378.8%	145,098	54,348	167.0%	100.0%	100.0%
[DOMESTIC-CHTR]								
SUN COUNTRY	122	163	-25.2%	1,801	1,935	-6.9%	1.2%	100.0%
SUBTOTAL:	122	163	-25.2%	1,801	1,935	-6.9%	1.2%	100.0%
CHARTER TOTAL:	122	163	-25.2%	1,801	1,935	-6.9%	0.1%	0.1%
GRAND TOTAL:	329,148	322,528	2.1%	2,956,424	2,906,972	1.7%	100.0%	100.0%

SARASOTA BRADENTON INTERNATIONAL AIRPORT
TOTAL YOY PASSENGER COMPARISON - BY MONTH

	2026					2025				YOY
JAN	227,237	158,535	282	386,054	JAN	236,887	131,722	0	368,609	4.7%
FEB	266,100	177,359	332	443,791	FEB	270,909	156,805	338	428,052	3.7%
MAR	353,276	241,961	336	595,573	MAR	360,901	236,561	334	597,796	-0.4%
APR	282,615	203,032	0	485,647	APR	318,634	169,949	304	488,887	-0.7%
MAY	229,591	158,102	729	388,422	MAY	232,832	134,157	257	367,246	5.8%
JUNE	207,608	120,181	0	327,789	JUNE	218,238	115,077	539	333,854	-1.8%
JULY	211,452	117,574	122	329,148	JULY	217,210	105,155	163	322,528	2.1%
AUG	0	0	0	0	AUG	161,783	99,238	653	261,674	-100.0%
SEPT	0	0	0	0	SEPT	130,605	86,066	112	216,783	-100.0%
OCT	0	0	0	0	OCT	207,043	133,959	238	341,240	-100.0%
NOV	0	0	0	0	NOV	220,139	150,267	238	370,644	-100.0%
DEC	0	0	0	0	DEC	244,377	172,875	216	417,468	-100.0%
TOTAL:	1,777,879	1,176,744	1,801	2,956,424	TOTAL:	2,819,558	1,691,831	3,392	4,514,781	-34.5%

SARASOTA MANATEE AIRPORT AUTHORITY
ENGINEERING, PLANNING & FACILITIES ACTIVITY REPORT
JULY, 2026

✈ **QTA/Overflow Lot A Project**

Final walk-through inspection was conducted Thursday July 16, 2026. Punch list was distributed; project closeout is in process.

✈ **Terminal Concourse Expansion Project**

The Terminal Concourse Expansion project will modify existing Concourse B to provide increased holding room areas, concession areas and support facilities, airline podium upgrades, and upgrade escalators within terminal. Project will also construct a new Ground Boarding Facility with five new gates. The Expansion Project will be designed and constructed in multiple work packages. The following are current updates on each work package:

- Work Package 1: Escalator and Terminal Carpet Replacement; Completed and out of warranty.
- Work Package 2: Concourse B; Completed and out of warranty.
- Work Package 3: Utility Corridor; Completed and out of warranty.
- Work Package 5: Ground Boarding Facility; Completed and out of general warranty. Auto Doors, RR Stalls and Day Tank are still warranty items.
- Work Package 6: Concourse B Improvements & Dedicated outside Air Systems (DOAS); contractor has completed installation of grease traps, new electrical room, DOAS, loop ceiling at Ticketing, Baggage Claim and Porte-cochère. Installation of B11 stairs should be completed before the end of the 3rd quarter.
- Work Package 7: Fire Alarm Upgrades and Modifications. Completed and out of warranty.

✈ **General Aviation FIS (GAFIS) Project**

The GAFIS project will design, permit, and construct a new General Aviation Federal Inspection Facility for CBP. The project will allow CBP to clear GA aircraft through a facility in the North quad, allowing Southwest to continue to operate from Gate B8. Project was advertised for architectural/engineering qualifications, and the Board selected C&S Engineers. Staff advertised the project for bids, and the Authority approved the low responsive bidder at the November 2024 Board meeting. A preconstruction meeting occurred on January 16th, 2025, an NTP was issued February 10, 2025. Concrete stem walls and floor were poured. Exterior Stucco finish is in progress. Roof membrane is installed. Storm drainage adjacent to TW Foxtrot is installed. Boring and conduit under the airfield surfaces for fiber optics to the main terminal is completed, no issues with taxiway and runway closures. Interior wall framing is complete. The US Customs & Border Protection pre-drywall inspection will be rescheduled; a preliminary punch list was distributed to the Contractor. Mechanical-Electrical-Plumbing rough-ins are in process. Power interruption to RW 14 Instrument Landing System is being scheduled. SMAA is coordinating the power outage to the FAA Facility, FAA has backup power during the power downtime. Site grading continues. Contractor continues mechanical electrical. And plumbing rough-ins. Low voltage conduit is being installed. Coordination for the building keying scheme with U.S. Customs and Border protection security team is in process. Substantial completion is scheduled for Friday October 30, 2026. SMAA and the Contractor, Rycon are working together to resolve issues with potential change orders and construction Scheduling. The sanitary sewer utility asphalt pavement cut across Pilatus Court was reconstructed. Foundation waterproofing was applied; low voltage conduits are being installed. Contractor is scheduling asphalt paving of the ramp connector Taxiway Kilo 1, the parking lot and the driveway. A draft asphalt paving plan is in review, haul route, paving sequence and temporary fencing detail have been approved. Paving materials submittals are approved, and the quality control and quality assurance procedures have been approved. A pre-paving meeting is scheduled Thursday August 20, 2026.

✈ **Environmental Assessment**

Project will conduct and environmental assessment (EA) for the future Concourse A expansion, parking garage, and bag claim expansion. Staff negotiated scope and fee, and project was approved. The draft pre-planning report has been prepared, submitted, and approved by the FAA. The formal EA has started and has an anticipated preliminary final EA in December 2026. The public, final EA, FONSI and NOA in February 2027, with the final administrative file record in March 2027.

- **Taxiway Alpha and Alpha Connectors**
  Project will reconstruct and rehabilitate Taxiway Alpha pavement and its connectors. Project will also construct two holding aprons for ADG I aircraft. Staff negotiated scope and fee with Kimley-Horn and Associates, and the project was approved by the Authority. A construction bid has been recommended for approval by the Engineer of Record and FAA grant applications are in process. Project will be presented to the Board once Federal funding is in hand.

- **Runway 14-32 ROFA Improvements No change.**
  Project will relocate the vehicle service road outside the Runway Object Free Area. Staff negotiated scope and fee with Garver, and the project was approved by the Authority. The design kickoff meeting was conducted August 26, 2025, project design is in process. 90% plans are complete. Engineer's Rough Order of Magnitude construction cost estimate is – Base Bid $540,000 to relocate the service road and Alternate Bid cost $140,000 for asphalt overlay of the existing service roadway to airfield perimeter gate 19s. Total construction cost estimate is $680,000; FAA has agreed to funding the construction. Inclusion of wildlife deterrent fencing will be added to the funding request. A staff review of 100% plans meeting was conducted. Consultant Garver submitted final plans and specifications for SMAA review. Notice to Bidders was posted 4/6/2026. The Prebid meeting was conducted 4/15/2026 with several attendees. Sealed bids were opened Friday May 8, 2026. E.O. Koch Construction Company was the apparent low bidder. The construction contract is ready for Board consideration.
  No change.

- **Air Cargo Building 1**
  This project start is dependent upon completion of Air Cargo Building 2 (VSB). Air Cargo Building 2 construction is completed. Allegiant has moved into the temporary space vacated by SMAA Purchasing. Notice to Proceed was issued Monday July 13, 2026, construction duration is 120 consecutive calendar days. Interior demolition is at 80%, electrical demolition is at 65%, plumbing demolition is complete. Plumbing rough-in is complete, inspection passed. Fire alarm system demolition is in process.

- **Air Cargo Building 2 (Vehicle Storage Building)**
  Asphalt paving for the lot and roadway is complete. Contractor is scheduling final permit inspections. Substantial Completion has been pushed out due to permitting approval delays with Manatee County utility permits and FPL service connection. Electrical service accounts were set up. FPL energized the primary power and installed the service meters last week. Substantial completion is May 2026. Final IT network items were installed by the Contractor. SMAA IT Department and the Operations Department installed Authority furnished cameras. Contractor cleaned the building interior and site. Final inspection was conducted and the Certificate of Completion was obtained, SMAA Purchasing Department moved in. SMAA Properties and Real Estate Department and the Operations Department are coordinating move in of other tenants. Tenants Dade GSE & WFS have moved into the building. Construction on ACB2 is completed. Final inspection was conducted, punch list was distributed, Contractor is working on completion of punch list items, Project is nearing completion, warranty and closeout are in process.

- **Tower Lot North (aka the Rideshare Lot or TNC Lot)**
  Design plans were submitted to Manatee County. A permit review meeting with the County was conducted Monday December 1, 2025, with minor issues of discussion. Inclusion of 2 Handicap parking positions was discussed, SMAA suggested that since this is only an auto parking lot with no facilities, dedicated Handicap parking should not be a requirement. SMAA is waiting on county approval of the site plan. SWFWMD permit application was approved. Project closeout and resolution is in process. Manatee County continues review of plan submittals; a new county Plans Reviewer has been assigned. Manatee County released comments, EOR responses were submitted Friday July 21, 2026. EOR estimates 30-days for County review.

- **Emergency Operations and Public Safety Complex**
  Project may demolish the existing ARFF facility, and construct a new facility that houses ARFF, OPS, emergency operations, records, and police. Facility will be constructed to Category IV emergency facility requirements with backup power. Staff negotiated a scope and fee with Mead & Hunt and SMAA approved at the July Special Board meeting. Project is partially funded with a Florida Emergency Management grant. The geotechnical tests, survey and photographing/Lidar was done on the existing ARFF. The FAA declined additional funding for the project, and the State has a FY27

budget line item to increase funds but awaits the Governor's approval. Project is still under reassessment.

- **3rd Floor Observation Deck Renovation**
  The Observation Deck was damaged by 2024 hurricane winds, and Sweet Sparkman Architects (SSA) is finalizing design drawings to mitigate water intrusion and restore the exterior perimeter surface. The replacement of SSCP flooring below is completed. The PCO for the SSCP ceiling/3rd floor deck storm damage remediation is awaiting approval.

- **Glass Block Replacement Project**
  Sweet Sparkman Architects (SSA) was contracted to design the demolition of the existing glass block on the 2nd and 3rd floors and replace with a new curtain wall at exterior locations and add an access door from the 3rd floor roof to the 2nd floor roof. The third-floor connector where the glass block was removed is under punch and the Access door to roof installed. Installation of new store front windows is ongoing and the project is on schedule to finish in the 3rd quarter.

- **2nd Floor Renovation Project**
  Due to the vacancies created by departed concessions on the second-floor atrium, SMAA is undertaking a design study to renovate these spaces and relocate Human Resources and Finance to a new location. This scope of work will remove all remnant finishes from Dewars, Freshens, and Dunkin donuts and provide a clean, aesthetic look to our second-floor area pre-security. Have received pricing for the demolition and Layout concepts. Awaiting Board Approval.

PLANNING

- **2025 FDOT JACIP**
  Staff updated the FDOT JACIP for FY 2025-2029.

FACILITIES

- **ATCT:** Air handler bearing changed out. Landscaping improvements.

- **GRAPHICS:** Various informational and parking-related signs. Airfield signage. No smoking, no vaping signage. 9/11 25th anniversary planning for signage.

- **PUBLIC WORKS/AIRFIELD:** Seasonal mulching and fenceline clearing. Parking lot weeding. North end FPL work completed for Facilities. Front entrance planning and improvements. ACES 3 regulators ordered.

- **BHS:** The crew is doing PMC&S of BHS. Assisting with other projects. Cross training staff in other skills.

- **INDUSTRIAL MECHANICS:** Loading bridge repairs, and PMC&S. Many plumbing calls. Rearranging concourse B seating to agreed plan. B1 cylinder replacement and floor repairs.

- **HVAC:** Facilities fleet garage HVAC system underway. Assembling and placing new office furniture. Recording and resolving issues with the chiller plant and operations. Searching for root cause solution. Multiple calls related to bridge mounted and ground mounted PC air units. Test and balance of HVAC system underway.

- **ELECTRICAL/ELECTRONIC SYSTEMS:** Multiple cameras installed and repaired. Multiple repairs and inspections. Met w/Delta to get instructions for their RFID installation, not completed, multiple changes and parts shortages from Delta. For the fourth time. Facilities fleet garage HVAC underway. Rewiring and re-lamping cell lot structure lighting for FAA request completed.

- **VEHICLE FLEET:** Repairs and PMC&S to ARFF vehicles and assisting all departments with repairs. Several vehicle repairs and PMC&S. Multiple shuttle bus repairs. Two shuttle buses in dealership shop over warranty issues. New Police chief take home vehicle received.

- **JANITORIAL:** Vendor selected for contract. Owens is working with our staff to learn proper floor cleaning procedures.

- **TOTAL WORK ORDERS: 572**
- VEHICLE MAINTENANCE/EQUIPMENT REPAIR – 26 PMs, 52 work orders.
- SIGN/CAD – 10 PMs, 38 work orders.
- AIRSIDE (Airfield) - 4 PMs, 6 work orders.
- LANDSIDE (Landscape, Equip Operators, Public Works) – 59 PMs, 13 work orders.
- INDUSTRIAL TRADES – 169 PMs, 195 work orders.

SARASOTA MANATEE AIRPORT AUTHORITY
INTERNAL AUDIT/RECORDS RETENTION DEPARTMENT AND INVESTMENT COMPLIANCE REPORT
AUGUST 2026

The following is a recap of Internal Audit Department projects and activities during July 2026:

Accounting & Auditing: Began documentation of internal controls for review by external auditors with Plante Moran to assist in their development of detailed transaction testing in connection with the audit of the Authority's fiscal 2026 financial statements.

Monthly Investment Activity Compliance Report: During July, $10 million was repositioned within the FLCLASS local government investment pool product offerings. The funds were withdrawn from the daily liquidity floating-rate fund and reinvested in a single fixed rate term account for 365 days and a yield of 4.20%. This activity is compliant with the Authority's duly adopted Investment Policy.

Risk Management: Continuing to work with FEMA and FDEM to wind up public assistance received following Hurricane Milton.

Working with liability insurance carrier and legal counsel on a rotating batch of injury claims filed against the Authority, most of which involve passengers who have fallen somewhere on airport premises.

Civil Rights Compliance Activities: Continued work on updating DBE and ACDBE programs to comply with significant regulatory changes effective in 2024 and 2025.

Parking and Ground Transportation: Continued serving in a control capacity for the issuance and sale of parking validations and credentials to Authority departments and tenants. In July, a total of 275 validations were issued to five different SMAA Departments. In addition, a total of 255 validation tickets were sold to seven different tenant organizations.

Records Requests: The Records Department received and processed 32 external/public record requests and 3 internal records requests during July.

Records Management: The Records Department received and processed 79 central file records and 15 boxes of paper records in the records inventory software system, the vast majority of which will be stored only electronically in the Laserfiche ECM. Seven bags of paper documents equaling 4.92 cubic feet were shredded internally after having met retention requirements or becoming no longer of administrative value.

Continuing Education: The department attended Security Mentor IT training during the month.

SARASOTA MANATEE AIRPORT AUTHORITY
INFORMATION TECHNOLOGY DEPARTMENT
July 2026

System upgrades and implementation:

- Evaluation to determine redundancy and environmental needs for Network Operation Centers including upgrade to SMAA electrical vault for network infrastructure- in progress
- Additional fiber installation planned for Terminal and Concourse- In progress.
    - Need fiber replaced for SM fiber between TC15 and TC16 and EOC
- Security Awareness online training- Renewed/ Ongoing.
- Anti-phishing solution to improve email security – monitoring.
- Upgrade Firewalls and core switches- In progress

Common Use:

- Working with airlines on continual support for Ticket/Gate operations- ongoing
- Upgrade Ticket Counter CUPPS PCs-in progress
- Evaluation of CUSS Kiosks- in progress

Phone System:

- Mitel phone review- Evaluation of phone system survivability and conference room use.
- Evaluation with Facilities and Engineering to determine replacement for existing copper analog wiring- in progress

SRQ Web Page:

- Department pages- Each department is responsible for identifying any necessary page updates- MarCom department will be supporting the web page

IT Assessment

- Ongoing: Updating policies and procedures for NIST, CJIS and CIS frameworks.

Training:

- Network +\ MCP Certification- In progress
- CCNA Certification- Complete
- MCA Training- In progress
- MCE Training- Complete
- CJIS Training- Complete
- CISSP Training- Complete

Project Coordination:

- Conversion to digital record with Internal Audit- working with Purchasing and Internal Audit for scanning of documents - Evaluate migration to Laserfiche Cloud
- Distributed Antenna System (DAS) install by Crown Castle- investigating T-Mobile
- Airport Wide WIFI system upgrades- New APs and equipment upgrades- in progress.
- Expansion of SMAA WIFI throughout Concourse A and B- in progress
- Migrate on-premises file shares to cloud providers to improve accessibility, availability and resiliency- in progress
- Migration from existing Financial software to new ERP platforms- in progress
- Migration from existing Payroll solution to a new HCM platform- planned for Fall 2026