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***THE AVIATION COUNCIL  
OF ALABAMA***

**ALDOT**

Alabama Department of Transportation



# Preparing for the 2026 Grant Program

# Welcome

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Aeronautics Manager

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# 2022-2025 Grants

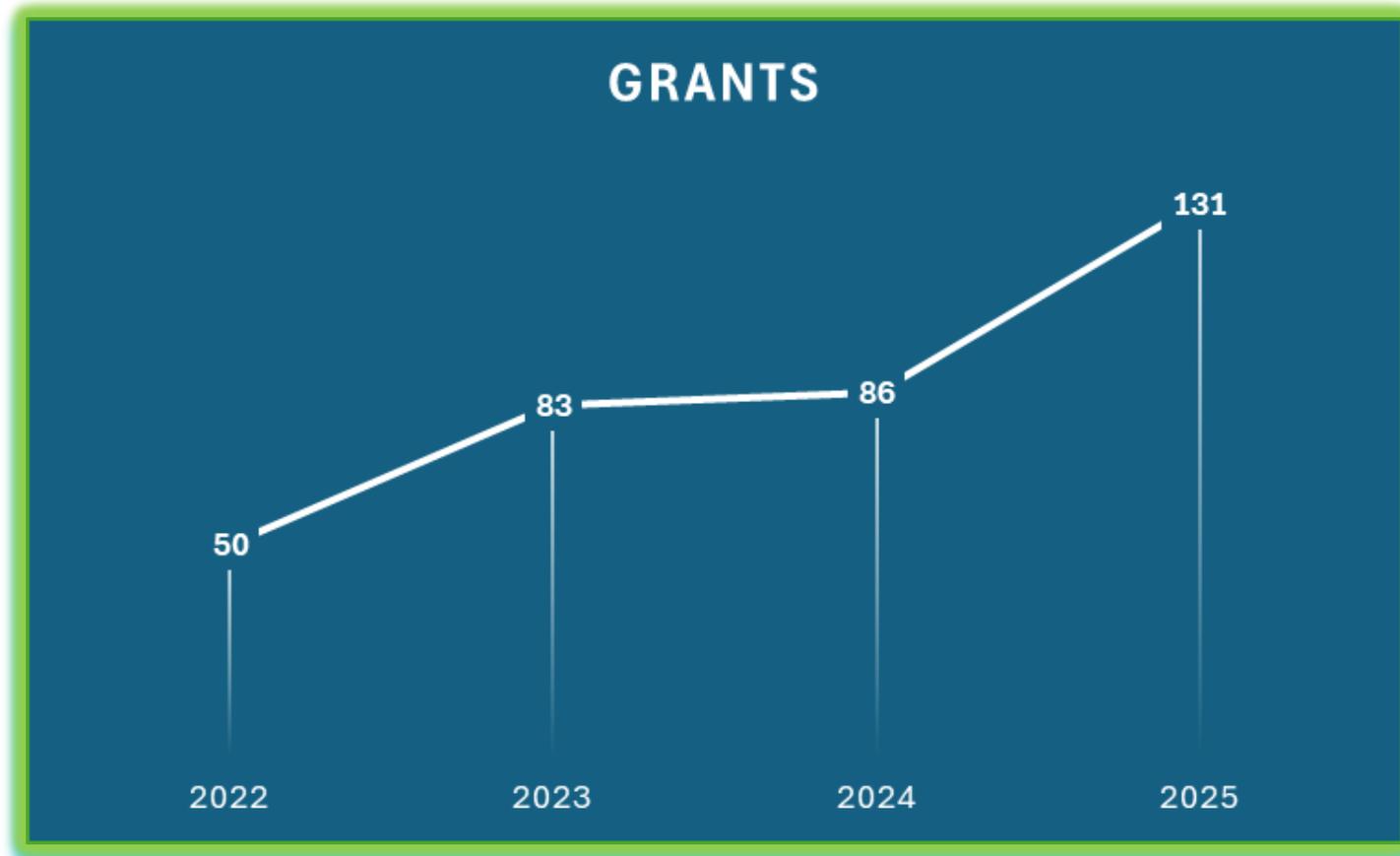
2022 - 50

2023 - 83

2024 - 86

2025 - 131

2026 - 130+?



# CIP and the Funding Cycle

Capital Improvement Plan (Ten Years Out)

FAA/ALDOT Midyear Meeting (Three to Five Years Out)

Airport/Consultant Meeting (One to Three Years Out)

FAA/ALDOT Preapplication Meeting (One Year Out)

# What Makes a Great Cycle?

Start Off With a Great CIP

Communicate

Submitting Information on Time and Staying on Schedule

Correct Information In AMPS

# Capital Improvement Plans

Please Review and Update Frequently

- After ALDOT/Consultant Preapp Meeting is a Great Time

Please Follow FAA and ALDOT Funding Rules

Please Keep the CIP Consistent

- Keep the Cycle in Mind

# AMPS

## Incorrect or Missing Information Causes Problems

- Review Contact Information Periodically
- Incorrect or Missing Information May Cost the Airport Funding or Delay a Project
- Streamlines Your Airport During Meetings and When Sending Grants Offers
- Please Correct Rejections As Soon As Possible

# AMPS

## Request Additional Information Feature

- Allows Information to be Added Without Rejection
- Please Add Information As Soon As Possible
- Please Notify Us When the Information Has Been Added

# What Makes a Great Application?

Follow the Checklist

Project Justification and Sketches Accurately Describe the Project

Paperwork is Fully Executed by the Correct Individuals

# Why Follow the Checklist?

Because We Follow the Checklist When We Review Applications

It's Like Stealing the Teacher's Answer Sheet

Tell Us If We Need to Adjust the Checklist

# Why Do Sketches and Descriptions Matter?

They Provide Great Information

They Can Be the Deciding Factor in Getting a Grant

- Any Additional Information that Might be Important- Include It.
- Treat It Like a Tie-Breaker

# FAA Certifications

Basically a Grant Assurance Before Requesting a Grant

Should Be Signed By the Authorized Representative

- Should Be Signed By Same Person That Signed Grant Application
- FAA Cannot Send Grant Without Certifications

# State Grant Resolution

ALDOT Requests Resolutions With Preapplications

- We Understand That is Not Always Possible

If It Cannot Be Sent With the Preapplication, Send It as Soon as Possible

Please Include With FAA or State Grant Application

Resolution is Required for State Grant

# Questions





# Navigating Aeronautics Grant Accounting

# Beginning to end

- From grant creation to invoice payments, multiple systems are used to process payments.
  - ARGOS
  - CPMS
  - E-DELPHI

# Roles

Consultant/Engineer's Role

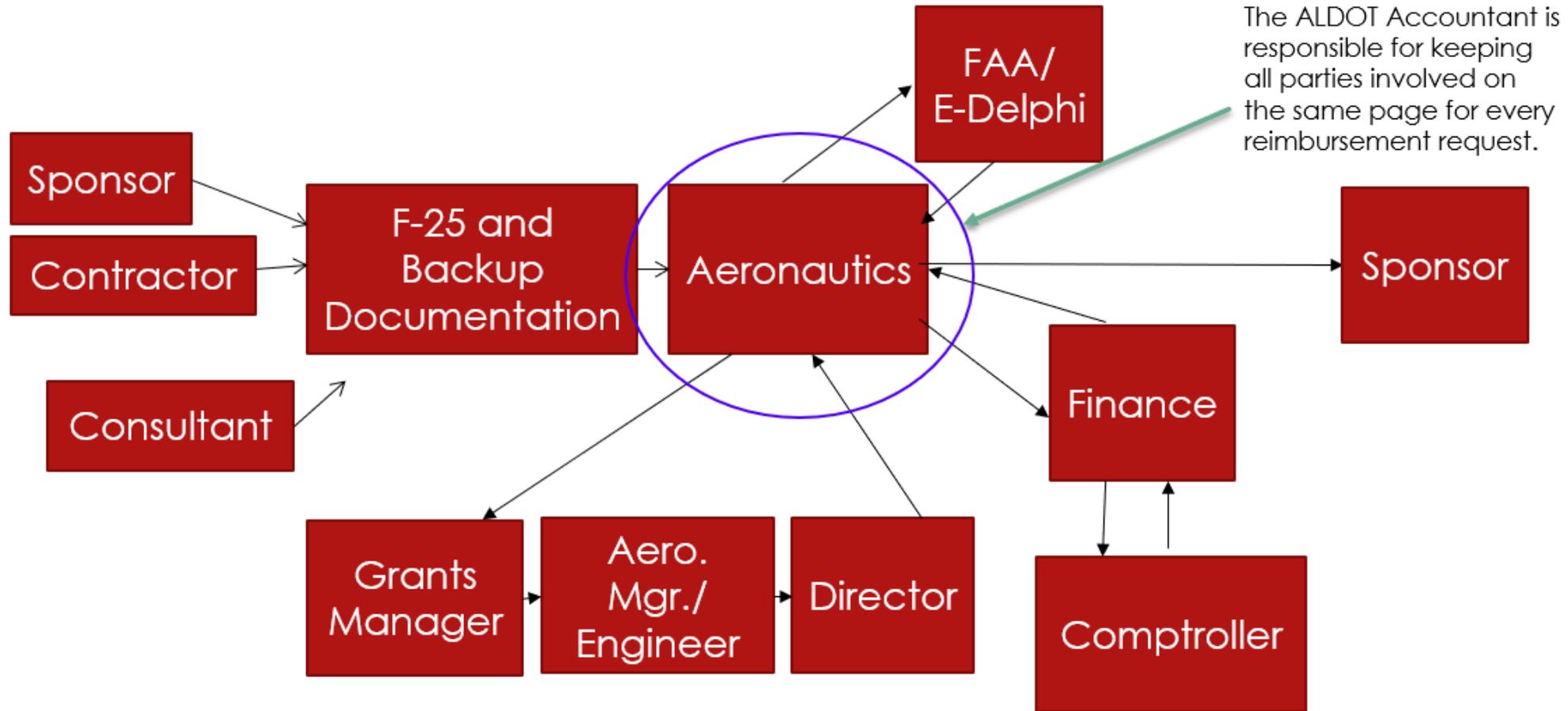
Aeronautics Bureau's Role

Finance Bureau's/Comptroller's Office's Role

FAA's Role

Sponsor's Role

# Who is involved?



# F7B process

## New FAA and State Grants



### Notes:

1. Watch FAA Funds on Dothan, Montgomery, Huntsville, Mobile (set up as 50/50)
2. Watch CPMS Codes and Functions
3. Watch the Time on Each Step
4. Please remember to update and monitor the Grant Progress Chart. If a project is not moving, please check on it or ask someone for assistance.

## FAA and State Amendments



# What is ARGOS?

ARGOS is the restructuring of the Aeronautics Bureau's reimbursement request process and grant organization in the pursuit of minimizing the amount of time to issue a warrant (EFT/check), simplifying payment requests, maintaining the highest attainable degree of accuracy throughout the process, and providing real-time information to stakeholders.

# Payment process requirements

- ❖ All invoices must include the grant number.
- ❖ If only part of the invoice is being paid, make a note on the invoice with explanation.
- ❖ Combine invoices on requests if possible
- ❖ Include an invoice summary or Statement and Distribution of Project costs sheet
- ❖ Companion Grants
  - ❖ Make sure percentage splits are correct
  - ❖ You must submit both requests at the same time.
- ❖ Rounding
- ❖ Separate retainage payout from regular invoices.
- ❖ Invoices from contractors must be signed

## New Reimbursement Request

F25

20

From Date

12/01/2025

To Date

12/31/2025

Create

### Detail Items

F25: 20

[Back to Reimbursements](#)

Retainage Invoice

Vendor Invoice Date

Vendor Name:

Invoice No:

Amount Earned:

0.00

Amount Retained:

0

Category:

Please Select

PDF copy of Invoice

Choose File No file chosen

*PDF files only*

Comments

Save

Vendor Name Invoice No Amount

Total: \$0.00

### Server Error in '/ARRS' Application.

*Maximum request length exceeded.*

**Description:** An unhandled exception occurred during the execution of the current web request. Please review the stack trace for more information about the error and where it originated in the code.

**Exception Details:** System.Web.HttpException: Maximum request length exceeded.

**Source Error:**

An unhandled exception was generated during the execution of the current web request. Information regarding the origin and location of the exception can be identified using the exception stack trace below.

**Stack Trace:**

```
[HttpException (0x80004005): Maximum request length exceeded.]
System.Web.HttpRequest.GetEntireRawContent() +11792410
System.Web.HttpRequest.GetMultipartContent() +88
System.Web.HttpRequest.FillInFormCollection() +261
System.Web.HttpRequest.EnsureForm() +148
System.Web.HttpRequest.get_Form() +17
System.Web.Mvc.HttpRequestExtensions.GetHttpMethodOverride(HttpRequestBase request) +154
System.Web.Mvc.AcceptVerbsAttribute.IsValidForRequest(controllerContext controllerContext, MethodInfo methodInfo) +47
System.Web.Mvc.ActionMethodSelectorBase.IsValidMethodSelector(ReadOnlyCollection`1 attributes, ControllerContext controllerContext, MethodInfo method)
System.Web.Mvc.ActionMethodSelectorBase.RunSelectionFilters(ControllerContext controllerContext, List`1 methodInfos) +213
System.Web.Mvc.ActionMethodSelectorBase.FindActionMethods(ControllerContext controllerContext, String actionName) +215
System.Web.Mvc.ActionMethodSelectorBase.FindActionMethod(ControllerContext controllerContext, String actionName) +38
System.Web.Mvc.Async.AsyncActionMethodSelector.FindAction(ControllerContext controllerContext, String actionName) +17
System.Web.Mvc.Async.ReflectedAsyncControllerDescriptor.FindAction(ControllerContext controllerContext, String actionName) +54
```

Retainage Invoice

VendorInvoiceDate: 01/09/2026

Vendor Name: Ashlee Corp Invoice No: 0000239466

Amount Earned: 0.00 Amount Retained: 100.00

Category: Engineering - Other Fee

PDF copy of Invoice:  016-2024-2.pdf

[View vendor invoice uploaded on 01/21/2026](#)  
PDF files only

Comments

Project:

**Project Amount**

Total: \$0.00

**INVOICE**

**ALABAMA DEPARTMENT OF TRANSPORTATION**

TENTATIVE F-25A

Aeronautics Bureau / 1409 Coliseum Boulevard / Montgomery, Alabama 36110

Airport Sponsor: City of Ashlee. FEIN Number: 12-3456789 Invoice Date: 006-2019-20  
 Address: 1409 Coliseum Blvd PO Box Invoice #: 006-2019-20  
 City: Denver, CO Alabama Zip Code: 80209 Invoice Period: 12/ 2025 - 12/ 2025  
 VC AD  
 FAA Project #: 3-01-0000-006-2019 Project Description: To show an example of retainage

FAA Grant Amt: \$500,000 State Grant Amt: \$49,149.00 Airport Sponsor Share: \$0.00

Account	Function	Object	Program	Project #	P/C		
4580	0199	0750	AEROF	100070888	2	Total Project Amount	\$491,486.00

**Current Claim for Payment**

Amount Earned	Percent Complete	Amount Retained	Amount Claimed This Period			AMOUNT DUE FOR PAYMENT		
			(Federal)	(State + Local)	(Total)	(Federal)	(State)	(Total)
\$0	100.00%	(\$100)	\$90	\$10	\$100	\$90	\$10	\$100

Explanation of Claim & Description of Work Completed:

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**Amount Previously Paid to Sponsor**

(Total)	(Federal)	(State)
\$491,486	\$442,337	\$49,149

**Status of Project Funds**

Amount Eamed	Amount Prev	Total Earned	Total Retainage	Amount Claimed this Project			Cumulative Percent	PROJECT GRANTS BALANCE		
				(Federal)	(State + Local)	(Total)		(Federal)	(State)	(Total)
Current	Earned	To Date	Withheld	(Federal)	(State + Local)	(Total)	Complete	(Federal)	(State)	(Total)
\$0	\$491,485	\$491,485	(\$100)	\$442,337	\$49,149	\$491,486	100%	\$0	\$0	\$0

**Detail Items**

[Back to Reimbursements](#)

Retainage Invoice

VendorInvoiceDate: 01/09/2026

Vendor Name: Ashlee Corp Invoice No: 0000239466

Amount Earned: 0.00 Amount Retained: -100.00

Category: Engineering - Other Fee

PDF copy of Invoice:  No file chosen

[View vendor invoice uploaded on 01/21/2026](#)  
PDF files only

Comments

Miscellaneous Payments Row: 1 of: 5 Jan-21-2026 8:26:42 am - Filtered = In Process

Document ID #	Doc Type	Org Code	Acct Month	Acct Year	Approval Status	Total Debits	Total Credits	Posted Date	Create Date	Xtrnl D
24G530415	VF	G53	9	2024	Posted	2,148.00	2,148.00	06/26/2024	06/24/2024	

General List Detail Approval Details Address Info P.O. Info Vendor Invc Info CPO Payment Info Contract Info

Line Nbr	Fy	Acct	AR	DS	RC	Func	Obj	Amount	Activity Dt	Gen Line
1	2024	4580				0599	0750	1,933.00	03/31/2024	N

Project Funding: AEROF 100077234 2 PO Line #: Event: Site:

County Nbr: Description

Bridge Nbr: FEDERAL 3-01-0092-022-2023

Equipment Nbr:

Unit: N/A Quantity: 0. Loc Org Id:

Vend Inv Id: 022-2023-5 Rev Source Nbr:

Vend Inv Ln #: 1 Tract: Parcel:

Vend Inv Date: 04/08/2024

CPO Number: Bureau: Contract Id: Seq No: Sup:

Miscellaneous Payments Row: 1 of: 5 Jan-21-2026 8:25:54 am - Filtered = In Process

Document ID #	Doc Type	Org Code	Acct Month	Acct Year	Approval Status	Total Debits	Total Credits	Posted Date	Create Date	Xtrnl D
24G530415	VF	G53	9	2024	Posted	2,148.00	2,148.00	06/26/2024	06/24/2024	

General List Detail Approval Details Address Info P.O. Info Vendor Invc Info CPO Payment Info Contract Info

Line	FY	Acct	AR	DS	RC	Func	Obj	Pgm Id	Project	PC	Evt	Site	CO	Rev	Actvy Dt	Amount	Gen
1	2024	4580				0599	0750	AEROF	100077234	2					03/31/24	\$1,933.00	N
2	2024	4580				0599	0750	AEROF	100077234	2					03/31/24	\$108.00	N
3	2024	4580				0599	0759	AEROF	100077234	2					03/31/24	\$107.00	N
4	2024	4580				0599	0759	AEROF	100077234	1					03/31/24	(\$107.00)	N
5	2024	5118				0000	0000								06/26/24	(\$2,041.00)	Y

Total Debits \$2,148.00 Total Credits (\$2,148.00)



DEPARTMENT OF TRANSPORTATION DELPHI UNITED STATES OF AMERICA iSupplier Portal

FAA/ISP Grantee User

Home Orders/Grants Invoices

Create Invoices View Invoices

Orders/Grants Lines to Invoice General Information Review and Submit

**Create Invoice: Purchase Orders** Cancel Step 1 of 4 Next

**Search**

Note that the search is case insensitive

Supplier: ALABAMA STATE OF

Grant Number/Federal Award ID  
Parent Award ID  
Award ID

Go Clear

Select Items: Add Items to Invoice List Show Avail Balances Only \*\*\*

PO Number	Award ID	Parent Award ID	Federal Award ID	Award Amount	Amount Previously Invoiced	Prepayments	Available Balance	Agency	Description
<input type="checkbox"/>									
<input type="checkbox"/>	SOG010113026		30101130262025	137,000.00	137,000.00	0.00	0.00	FEDERAL AVIATION ADMIN	Grant with 1 line(s) totalling \$ 137,000.00
<input type="checkbox"/>	SOG010113025		30101130252025	150,000.00	150,000.00	0.00	0.00	FEDERAL AVIATION ADMIN	Grant with 1 line(s) totalling \$ 150,000.00
<input type="checkbox"/>	SOG010113024		30101130242024	144,000.00	144,000.00	0.00	0.00	FEDERAL AVIATION ADMIN	Grant with 1 line(s) totalling \$ 144,000.00
<input type="checkbox"/>	SOG010113023		30101130232024	150,000.00	150,000.00	0.00	0.00	FEDERAL AVIATION ADMIN	Grant with 1 line(s) totalling \$ 150,000.00
<input type="checkbox"/>	SOG010113022		30101130222023	255,000.00	255,000.00	0.00	0.00	FEDERAL AVIATION ADMIN	Grant with 2 line(s) totalling \$ 255,000.00
<input type="checkbox"/>	SOG010113020		30101130202022	22,000.00	0.00	0.00	22,000.00	FEDERAL AVIATION ADMIN	Grant with 1 line(s) totalling \$ 22,000.00
<input type="checkbox"/>	SOG010112018		30101120182025	433,452.00	0.00	0.00	433,452.00	FEDERAL AVIATION ADMIN	Grant with 1 line(s) totalling \$ 433,452.00
<input type="checkbox"/>	SOG010112017		30101120172025	439,598.00	10,899.00	0.00	428,699.00	FEDERAL AVIATION ADMIN	Grant with 3 line(s) totalling \$ 439,598.00
<input type="checkbox"/>	SOG010112016		30101120162025	1,716,751.00	141,822.00	0.00	1,574,929.00	FEDERAL AVIATION ADMIN	Grant with 1 line(s) totalling \$ 1,716,751.00
<input type="checkbox"/>	SOG010112013		30101120132022	22,000.00	0.00	0.00	22,000.00	FEDERAL AVIATION ADMIN	Grant with 1 line(s) totalling \$ 22,000.00

04/14/2026

**ALABAMA DEPARTMENT OF TRANSPORTATION  
VENDOR PAYMENT HISTORY BY DATE**

Page 1 of 1

VEND CUST CD / AD ID: VS0123456789 AD0006  
 VENDOR NAME: City of Ashlee.  
 ADDRESS: 1409 Coliseum Blvd  
 DENVER, CO 80209-

FY	DOC NBR	INVOICE NBR	INVOICE DATE	AMOUNT	PO NBR	S T	VOUCHER NBR	POSTED DATE	WARRANT NBR	WARRANT DATE	CANCEL DATE
2022	VF 22G530082	006-2019-16	10/22/2026	\$12,000.00		P	216652052854	11/09/2021	10000000562	11/15/2021	
2022	VF 22G530127	006-2019-17	11/18/2026	\$28,500.00		P	220100000562	12/08/2021	110000000562	12/13/2021	
2022	VF 22G530211	006-2019-18	01/10/2026	\$18,815.00		P	220100000000	01/27/2022	01000000027	01/31/2022	
2022	VF 22G530298	006-2019-19	01/21/2026	\$7,982.00		P	220000000065	04/06/2022	04100000009	04/13/2022	
<b>TOTAL:</b>				\$67,297.00							
<b>GRAND TOTAL:</b>				\$67,297.00							

# Housekeeping

- ❖ The timeframe of processing a payment.
- ❖ Please encourage all the local governments that you work with to move to EFT.
  - ❖ Let Aeronautics know!
  - ❖ STAARS helpdesk number 334-353-9000
- ❖ Submit requests on ARGOS after closeout documents are sent to Program Managers.
- ❖ When possible, please combine payment requests.
- ❖ Retainage
  - ❖ It is not required to withhold retainage in ARGOS but you must keep up with it on the Consultant side.

If you are...	You will be required to submit...	Please follow these steps to complete the process...
<p><b>Adding OR Changing EFT information</b> on a STAARS VSS vendor account</p>	<p><b>One of the following:</b></p> <ul style="list-style-type: none"> <li>• A voided check for the bank account indicated on the EFT enrollment application. The check must have your organization’s name printed on it.</li> </ul> <p><b>OR</b></p> <ul style="list-style-type: none"> <li>• A letter (on letterhead) from your financial institution verifying the bank account ownership. The letter must include the vendor name, account number, and bank routing (ABA) number.</li> </ul> <p><b>OR</b></p> <ul style="list-style-type: none"> <li>• An account statement for the bank account indicated on the application.</li> </ul>	<ol style="list-style-type: none"> <li>1. Scan <u>one</u> of the required documents to an electronic PDF file. (See the options in the column to the left.)</li> <li>2. Make a note of your Vendor Code (displayed in STAARS VSS on the Account Information   Summary tab) to use in the next step.</li> <li>3. Create an email to send to the State Comptroller’s Office with the following information. This information will reduce potential delays.                     <p><b>To</b>     <a href="mailto:vendors@comptroller.alabama.gov">vendors@comptroller.alabama.gov</a></p> <p><b>Subject</b> <u>Change to account information – [add your Vendor Code]</u></p> <p><b>Attach</b>   the required verification document (see column to the left)</p> </li> <li>4. Confirm that you provided your Vendor Code in the Subject line and attached the required file.</li> <li>5. Send the email.</li> </ol>

ANY  
QUESTIONS  
?



Ashlee Foy  
Grants Manager

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334-242-6837

Daizha Morrison  
Accountant

morrisond@dot.state.al.us  
334-242-6859

**Runway-Ready  
RPR, Inspections  
& Engineering  
Compliance**



Taylor Janney, P.E.

# The Four C's of Partnering

Each project/grant is a partnership between the FAA, the Sponsor, ALDOT, and the Consultant

The Four C's of a Partnership

1. **Communication** is the foundation of a partnership. It is the free sharing of information and knowledge.
2. **Commitment** is a good faith pledge by all partners to do whatever each has resources to do.
3. **Coordination** is a sequenced plan of action, agreed to by all parties, delineating who will do what, when, and for what duration.
4. **Collaboration** is a spirit of willing cooperation and mutual respect that allows different entities to share a common vision to contribute to the process.

## The Four C's of Partnering



- Scoping Meeting
- Pre-Construction Meeting
- Final Inspection

# SCOPING MEETING

Scoping Meetings are required for projects utilizing State Funds.

What should be discussed at the scoping meeting?

- Project Scope
- Project schedule
- Project phasing (if applicable)
- Engineering Agreement Scope of Work
- Any State or Federal Requirements i.e. Environmental
- Project Expectations



**\*\*You should arrive well prepared with a clear understanding of the proposed scope; the scoping meeting should finalize the scope and resolve all outstanding questions.\*\***

# PRE-CONSTRUCTION MEETING

A Pre-construction meeting is your first and best **chance to manage expectations and clarify project goals**. This way you'll be able to identify potential conflicts and overly-vague specifications and get them resolved before you are forced into a change order or expensive rework.

## **MAKE SURE YOU HAVE AN AGENDA**

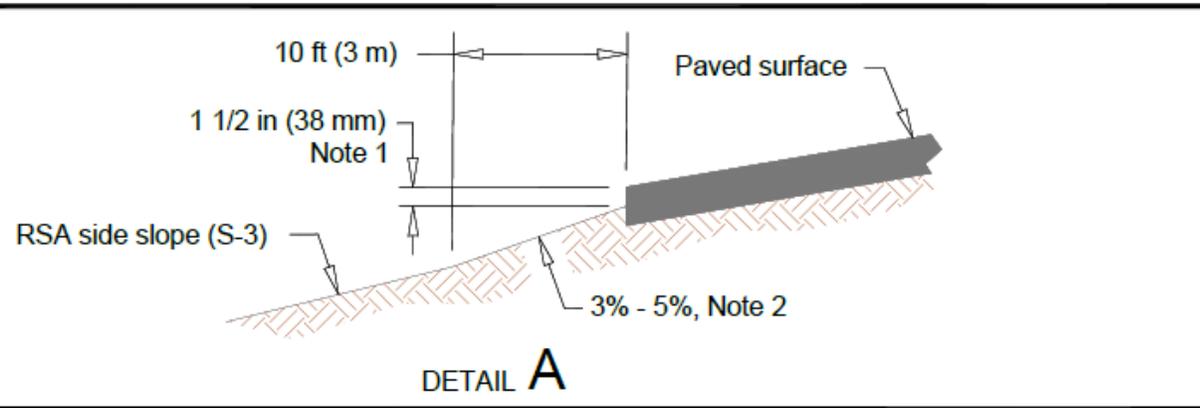
An agenda keeps the meeting on track and eliminates surprises.

## **Agenda Example:**

- Chain of command
- Quality control roles and responsibilities
- Introduction to the owner
- Document review
- Q&A

# FINAL INSPECTION

**Figure 3-33. Transverse Grade Limitations**



Note 1: Construct a 1.5 inch (38 mm) ±1/2 inch (13 mm) drop between paved and unpaved surfaces.

All parties involved (Sponsor, Engineer of Record, Architect, FAA, ALDOT Aeronautics, Contractor) should receive an invitation to the final construction inspection.

On Runway paving projects, ALDOT **must** inspect the runway prior to opening back up to traffic.

## ***Minimum Requirements for the Runway Safety Area:***

- ✈ **Public Use:** All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end or displaced threshold (if one exists). The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches (See Appendix I & II).

# State Grant Closeouts

## → ALDOT State Grant Closeout

→ Once the grant is 90% invoiced, we will email you a grant closeout checklist on what documents are required. Final reimbursements will be made once the closeout documents are received.

### ALDOT AERONAUTICS GRANT CLOSEOUT CHECKLIST FOR AIRPORT SPONSORS

Airport: \_\_\_\_\_

Grant No.: \_\_\_\_\_

Grant Description: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

<i>Documents Required</i>	<i>Required</i>	<i>Received</i>
Closeout Documentation Submittal Letter		
The Sponsor has submitted any applicable deliverable(s)		
Engineering Contract		
Engineering Estimate		
Bid Tabs		
Final Inspection Report		
Summary of Change Orders (if applicable)		
Summary of Test Results (if applicable)		
Exhibit "A" update (NPIAS Airports land acquisition projects only)		
Proof of title (land acquisition projects only)		
Settlement Statement (land acquisition projects only)		
As-built plans (if applicable)		
Final Invoices Submitted and Approved		
Sponsor Final Acceptance Letter		
Additional Requested Documents (list below if applicable)		

# Amendment Requests

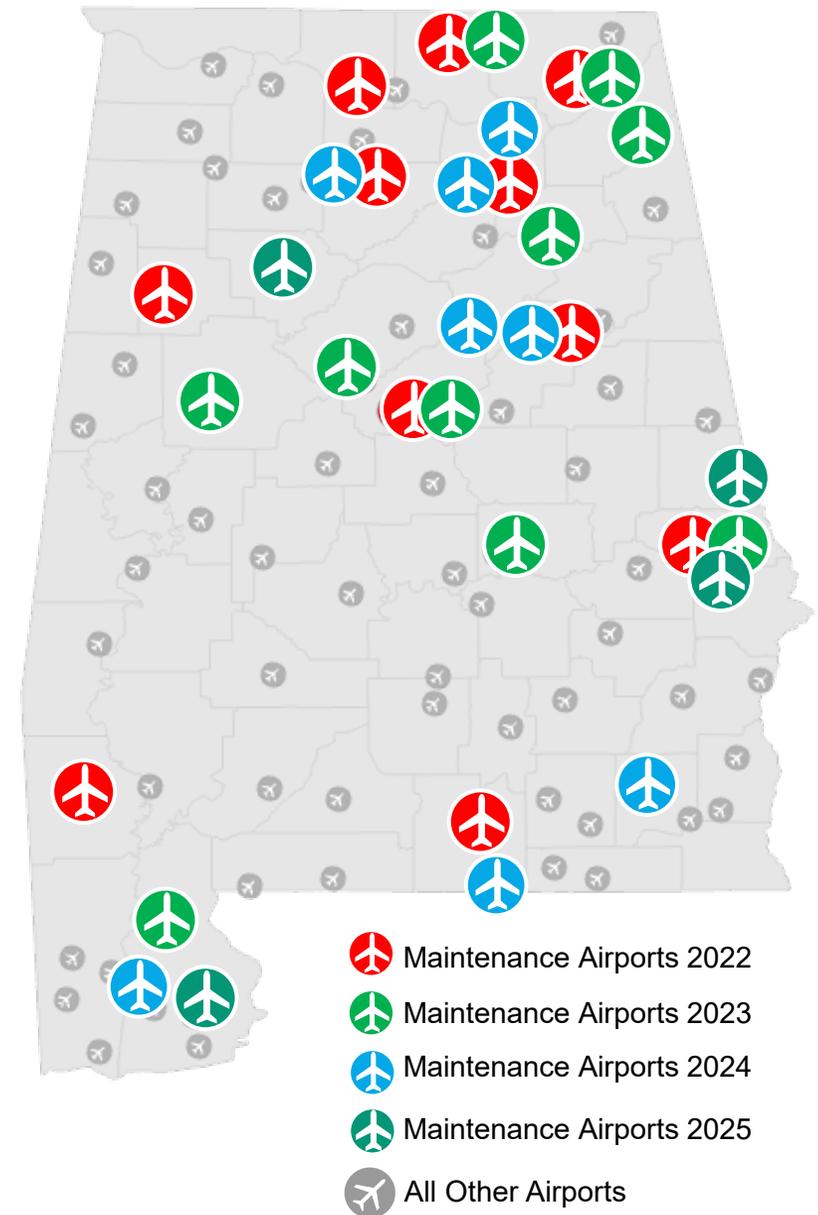
- ALDOT's goal is to help **fund** eligible amendment requests.
- Early and consistent **communication** during the project keeps both FAA and ALDOT informed and prepared for amendment requests at project closeout.
- Submit weekly construction reports throughout the project, rather than after completion.
- For significant change orders, **promptly notify** FAA and ALDOT and clearly explain the reason for the change.
- **Copy ALDOT** on all amendment requests; ALDOT will make every effort to align funding with the request.
- ALDOT **will not** participate in amendment requests if change orders were not communicated in advance or if funding was not requested

# Pavement Maintenance Program

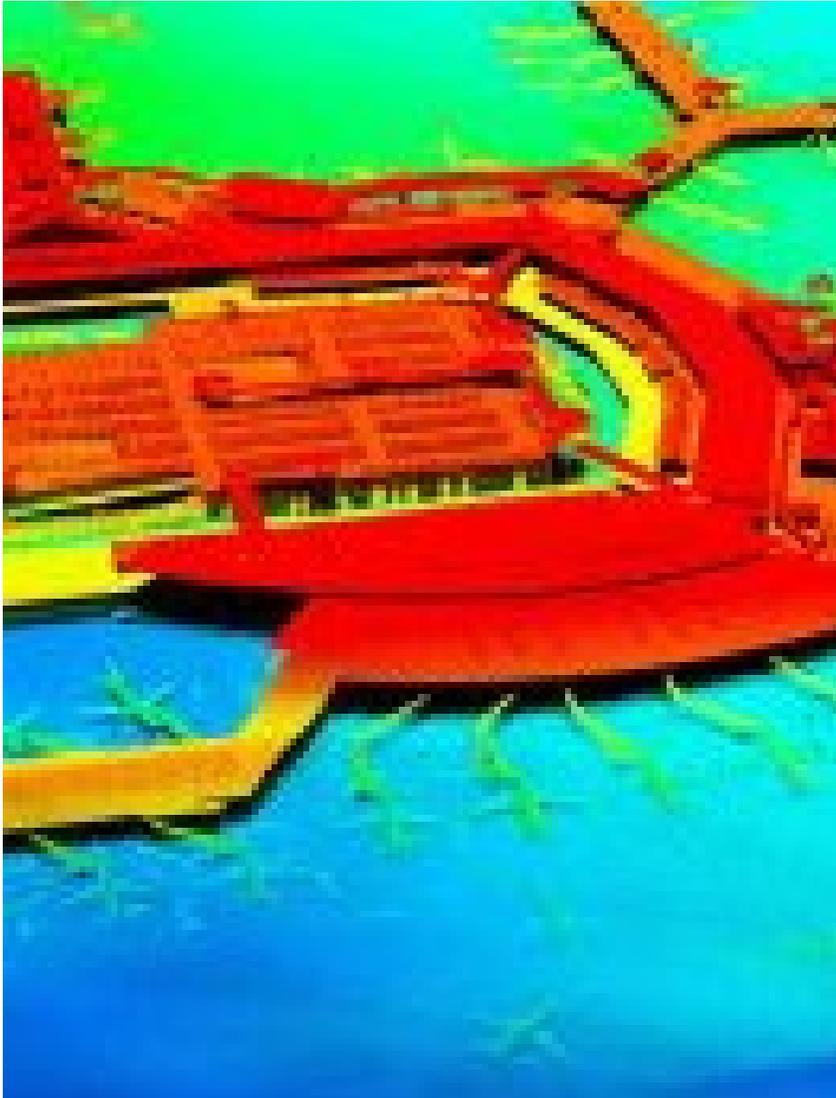
33 Total Projects at 25 Airports (33% of GA Airports)  
Totaling \$8.5 Million over 4 funding cycles

Spend \$1 on Pavement Maintenance and save \$4 on Pavement Rehabilitation and/or Reconstruction

- 2022 Pavement Maintenance Program saved ALDOT, FAA, & the Airport \$8.4 Million in deferred rehabilitation/reconstruction costs by extending the life of our pavements 7 to 10 years longer than without any maintenance.
- 2023 Pavement Maintenance Program saved ALDOT, FAA, & the Airport \$9.6 Million in deferred rehabilitation/reconstruction costs by extending the life of our pavements 7 to 10 years longer than without any maintenance.
- 2024 Pavement Maintenance Program saved ALDOT, FAA, & the Airport \$6.5 Million in deferred rehabilitation/reconstruction costs by extending the life of our pavements 7 to 10 years longer than without any maintenance.
- 2025 Pavement Maintenance Program saved ALDOT, FAA, & the Airport \$7.0 Million in deferred rehabilitation/reconstruction costs by extending the life of our pavements 7 to 10 years longer than without any maintenance.



# ALDOT LiDAR



- ALDOT has an extensive library of LiDAR for every county in the State
- To request this data, send me a georeferenced .DGN shape file
- For use on airport projects only

# Audit Review Requirements



## ALABAMA DEPARTMENT OF TRANSPORTATION

1409 Coliseum Boulevard  
Montgomery, Alabama 36110

Telephone: 334.242.6311



Kay Ivey  
Governor

John R. Cooper  
Transportation Director

May 5, 2025

To: Frank Farmer  
Aeronautics Bureau Chief

From: John R. Cooper  
Transportation Director

Subject: Pre-audit of Agreements

Effective immediately, the policy that requires a pre-audit of engineering agreements for the Aeronautics Bureau in the amount of \$50,000 or more has been revised to \$150,000.

This change supersedes the September 29, 2004 policy statement from Transportation Director D. J. McInnes. The revision is being made to account for the increase in the cost of the agreements due to inflation.

All other requirements related to the consultant engineering agreements remain unchanged.

JRC/jh

cc: Mr. Frank Farmer  
Mr. John Whiteside  
File

- ➔ Recommend separating agreements or clearly delineating tasks if multiple grants are anticipated for an airport. Example: Taxilanes and T-Hangar
- ➔ ALDOT review of the engineering agreement is required for state funding eligibility.
- ➔ All professional service fees for state and federal grants must be reviewed **prior to execution**.
- ➔ Projects seeking reimbursement with entitlement funds **must** have ALDOT-reviewed agreements.
- ➔ Agreements over **\$150,000** require audit by ALDOT's External Audit Section.
- ➔ Use certified labor rates and the most recent ALDOT-audited overhead rates.

# New RPR Requirements

FAA AC 150/5370-10H defines the Resident Project Representative (RPR) as:

“The individual, partnership, firm, or corporation duly authorized by the Owner to be responsible for all necessary **inspections, observations, tests, and/or observations of tests** of the contract work performed or being performed, or of the materials furnished or being furnished by the Contractor, and acting directly or through an authorized representative.”

Beginning with the 2026 grant cycle, projects using State funding with a total pavement construction contract value exceeding \$500,000 must have an RPR that has ALDOT Roadway Technician I Certification.

Equivalent certifications from other states or organizations will be reviewed on a case-by-case basis.

**\*\*Based on pre-applications, 14 projects will be affected\*\***

## Course Registration Requirements

- Minimum of **3 months work experience** in current classification
- Must hold a **current Radiation Safety certification**
- Radiation Safety course is a **prerequisite (\$325)**

## Course Overview

- **Duration:** 1.5 days (classroom instruction)
- **Purpose:** Provide entry-level technicians a basic understanding of asphalt paving projects with limited coverage specifications
- **Key Topics:**
  - 1) Basic road construction safety and plan reading
  - 2) Asphalt paving best practices
  - 3) Importance of density
  - 4) Identification and causes of segregation
  - 5) Use of nuclear (or non-nuclear) density gauges

## Fees & Registration

- **Fee:** \$550 per student
- **Written Retake Fee:** \$175 per student
- Registration fees **due at time of registration**
- Registration closes **two weeks before course start** or when class is full

## Contact Information

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# USDOT DBE IFR



- USDOT issued guidance with its October 3, 2025 Interim Final Rule (IFR) to revise the DBE and ACDBE programs following a federal court decision finding race- and sex-based presumptions of disadvantage unconstitutional.
- The guidance eliminates automatic presumptions and requires **individualized, case-by-case determinations** of social and economic disadvantage for all DBE/ACDBE applicants.
- Unified Certification Programs (UCPs) must **reevaluate all currently certified firms**, recertifying those that meet the new criteria and decertifying those that do not.
- Until reevaluations are complete, recipients **may not set new DBE/ACDBE goals or count participation** toward overall goals.
- The guidance is intended to ensure **constitutional compliance and nondiscriminatory implementation** of DOT-assisted DBE and ACDBE programs.

# IFR RFQ's



## 📌 Overall/Annual DBE Goals

- Recipients **do not need to update their current overall DBE goals** until after the Unified Certification Program (UCP) in their jurisdiction completes the reevaluation of DBE certifications under the new standards.
- Until that UCP reevaluation is complete:
  - 1) Recipients **are not required to update or establish new overall DBE goals** under 49 CFR § 26.45(h).
  - 2) **No DBE participation may be counted toward an overall goal**, even participation previously obtained through race- or gender-neutral means.

## 📌 Contract Goals

- Recipients **may not set any DBE contract goals** until the UCP in their jurisdiction has completed the reevaluation process described in 49 CFR § 26.111.
- This means **no new DBE contract goals** should be applied on future contracts during the reevaluation period.

## 📌 Counting DBE Participation

- While the UCP reevaluation is ongoing:
  - 1) **DBE participation cannot be counted** toward either contract goals or overall DBE goals.
  - 2) This counting suspension applies even for DBE participation achieved through race- or gender-neutral measures.



# Airport Inspection Program

*Noah Sowell*  
*Aeronautics Specialist*

# Airport Inspection Program



## *Emphasis on Licensure in 2026 and Beyond*

Strengthening regulatory compliance protects airport safety as well as developmental funding. When an airport fails to comply with FAA and ALDOT regulations (i.e., repetitive/unresolved violations), this directly impacts eligibility for funding.

## *Common Findings*

- Approach and Departure Path obstructions
- Safety Area and Primary Surface issues, predominantly objects of natural growth
- Damaged perimeter fencing, an increase in wildlife sightings on airfield

## *Important Reminders*

- Ensure BasedAircraft.com and AMPS are updated, as necessary
- Encourage airport managers to be vigilant, recognizing and reporting suspicious activity

...Questions?





*Wildlife*

Mark Bowron  
Aeronautics Specialist

# USDA

## What The USDA Can Do

- **Site Visit**- The visit lasts 24 hours, the USDA will send an agent to the airport who will conduct three wildlife checks during the day. This visit will tell the airport if a wildlife assessment is needed.
- **Wildlife Assessment**- Lasts one year, an agent will periodically check the wildlife throughout different seasons. At the end, the USDA will inform the airport what is needed to mitigate wildlife conflicts.

# Prevention

## What the airport can do

- Check Perimeter Fences Regularly.
- Keep animal Carcasses clear of Airport.
- Look for signs of wildlife such as droppings and nesting.
- Report bird strikes: [FAA Wildlife Strike Database](#)
  - Reporting strikes does not reflect negatively on airports.

USDA

*QUESTIONS?*