



850.623.0174 ■ www.SantaRosaEDO.com ■ 6491 Caroline Street, Suite 4 ■ Milton, Florida 32570-4592

April 13, 2018

Senator Don Gaetz, Chairman
Speaker Allan Bense
Mr. Stan W. Connally, Jr.
Mr. Stephen Riggs, IV
Triumph Gulf Coast, Inc.
P.O. Box 12007
Tallahassee, FL 32317

Mr. Ben Lee
Mr. Jason Shoaf
Dr. Pam Dana

Re: Whiting Aviation Park Triumph Application

Dear Chairman Gaetz and Triumph Board Members:

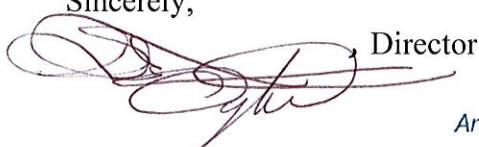
The Santa Rosa County BOCC is honored to present the full Triumph Application for the proposed infrastructure improvements to the Whiting Aviation Park. The Whiting Aviation Park (WAP), which is owned by Santa Rosa County, is a 267-acre industrial zoned parcel located adjacent to NAS Whiting Field. WAP is unique due to the many assets realized through a joint limited use agreement between Santa Rosa County and the Department of the Navy. The agreement is a first of its kind with allows "through the fence access" giving private companies the ability to use the 6,000-linear foot runway with air traffic control. The value of the limited use agreement to the community is incalculable, however the results of a fully operational air park would be *transformational*.

The BOCC of Santa Rosa County is seeking \$8,523,655 for the development of approximately 40 acres within the Whiting Aviation Park. Our dedication toward the project is clear, as we have already invested \$1,556,600 in WAP, and offer an additional \$1,794,720 as cash match toward the project. The development will be used to design and construct the infrastructure to accommodate helicopter maintenance, repair, overhaul (MRO) and other helo support operations.

Based upon the Northwest Florida Forward plan from Florida's Great Northwest and the most recent Economic Development Strategic Plan for Santa Rosa County, our key assets of retired military personal, proximity to large aircraft assembly operations, and multiple training programs relating to aviation and support services show that aviation and aerospace is a key sector for the Florida Panhandle. The development of the Whiting Aviation Park will provide transformational results not only to Santa Rosa County but throughout Northwest Florida. The Economic Development Office of Santa Rosa is currently working with two companies that have explored interest into Whiting Aviation Park, however for either project to move forward infrastructure into the park is required.

See the attached documents for the full application request for the Triumph Funds, and please contact me anytime at 850.791.0195 or Shannon@santarosa.fl.gov if you have any questions or comments.

Sincerely,

 Director

An Office of the Santa Rosa Board of County Commissioners.



Application for Triumph Funding
Submitted by the Santa Rosa County
Board of County Commissioners



Sam Parker, District 1
Robert A. "Bob" Cole, District 2
W. D. "Don" Salter, District 3
Rob Williamson, District 4
R. Lane Lynchard, District 5

Triumph Gulf Coast, Inc. Trust Fund Application for Funds

Proposal Instructions: The Triumph Gulf Coast, Inc. Trust Fund Grant Application (this document) must be completed by the entity applying for the grant and signed, as applicable, by either the individual applying for funds, an individual authorized to bind the entity applying for funds, a chief elected official, the administrator for the governmental entity or their designee. Please read the Application carefully as some questions may require a separate narrative to be completed. In addition, please complete all Addendums that may be applicable to the proposed project or program.

Triumph Gulf Coast, Inc. will make awards from available funds to projects or programs that meet the priorities for economic recovery, diversification, and enhancement of the disproportionately affected counties. Triumph Gulf Coast, Inc. may make awards for:

- Ad valorem tax rate reduction within disproportionately affected counties;
- Local match requirements of s. 288.0655 for projects in the disproportionately affected counties;
- Public infrastructure projects for construction, expansion, or maintenance which are shown to enhance economic recovery, diversification, and enhancement of the disproportionately affected counties;
- Grants to local governments in the disproportionately affected counties to establish and maintain equipment and trained personnel for local action plans of response to respond to disasters, such as plans created for the Coastal Impacts Assistance Program;
- Grants to support programs that prepare students for future occupations and careers at K-20 institutions that have campuses in the disproportionately affected counties. Eligible programs include those that increase students' technology skills and knowledge; encourage industry certifications; provide rigorous, alternative pathways for students to meet high school graduation requirements; strengthen career readiness initiatives; fund high-demand programs of emphasis at the bachelor's and master's level designated by the Board of Governors; and, similar to or the same as talent retention programs created by the Chancellor of the State University System and the Commission of Education; encourage students with interest or aptitude for science, technology, engineering, mathematics, and medical disciplines to pursue postsecondary education at a state university or a Florida College System institution within the disproportionately affected counties;
- Grants to support programs that provide participants in the disproportionately affected counties with transferable, sustainable workforce skills that are not confined to a single employer; and
- Grants to the tourism entity created under s. 288.1226 for the purpose of advertising and promoting tourism and Fresh From Florida, and grants to promote workforce and infrastructure, on behalf of all of the disproportionately affected counties.

Pursuant to Florida Law, Triumph Gulf Coast, Inc. will provide priority consideration to Applications for projects or programs that:

- Generate maximum estimated economic benefits, based on tools and models not generally employed by economic input-output analyses, including cost-benefit, return-on-investment, or dynamic scoring techniques to determine how the long-term economic growth potential of the disproportionately affected counties may be enhanced by the investment.
- Increase household income in the disproportionately affected counties above national average household income.
- Leverage or further enhance key regional assets, including educational institutions, research facilities, and military bases.
- Partner with local governments to provide funds, infrastructure, land, or other assistance for the project.
- Benefit the environment, in addition to the economy.
- Provide outcome measures.
- Partner with K-20 educational institutions or school districts located within the disproportionately affected counties as of January 1, 2017.
- Are recommended by the board of county commissioners of the county in which the project or program will be located.
- Partner with convention and visitor bureaus, tourist development councils, or chambers of commerce located within the disproportionately affected counties.

Additionally, the Board of Triumph Gulf Coast, Inc. may provide discretionary priority to consideration of Applications for projects and programs that:

- Are considered transformational for the future of the Northwest Florida region.
- May be consummated quickly and efficiently.
- Promote net-new jobs in the private sector with an income above regional average household income.
- Align with Northwest Florida FORWARD, the regional strategic initiative for Northwest Florida economic transformation.
- Create net-new jobs in targeted industries to include: aerospace and defense, financial services/shared services, water transportation, artificial intelligence, cybersecurity, information technology, manufacturing, and robotics.
- Promote industry cluster impact for unique targeted industries.
- Create net-new jobs with wages above national average wage (*e.g.*, similar to EFI QTI program, measured on graduated scale).
- Are located in Rural Area of Opportunity as defined by the State of Florida (DEO).
- Provide a wider regional impact versus solely local impact.
- Align with other similar programs across the regions for greater regional impact, and not be duplicative of other existing projects or programs.
- Enhance research and innovative technologies in the region.
- Enhance a targeted industry cluster or create a Center of Excellence unique to Northwest Florida.

- Create a unique asset in the region that can be leveraged for regional growth of targeted industries.
- Demonstrate long-term financial sustainability following Triumph Gulf Coast, Inc. funding.
- Leverage funding from other government and private entity sources.
- Provide local investment and spending.
- Are supported by more than one governmental entity and/or private sector companies, in particular proposed projects or programs supported by more than one county in the region.
- Provide clear performance metrics over duration of project or program.
- Include deliverables-based payment system dependent upon achievement of interim performance metrics.
- Provide capacity building support for regional economic growth.
- Are environmentally conscious and business focused.
- Include Applicant and selected partners/vendors located in Northwest Florida.

Applications will be evaluated and scored based on compliance with the statutory requirements of the Triumph Gulf Coast legislation, including but not limited to the priorities identified therein and the geographic region served by the proposed project or program.

Applicant Information

Name of Individual (if applying in individual capacity): _____

Name of Entity/Organization: Santa Rosa County Board of County Commissioners

Background of Applicant Individual/Entity/Organization: Santa Rosa County is a unit of government established by Florida Law.

Federal Employer Identification Number: 59-6000842

Contact Information:

Primary Contact Information: Shannon Ogletree

Title: Director, Santa Rosa Economic Development Office (EDO)

Mailing Address: 6491 Caroline Street, Suite 4
Milton, Florida 32570

Phone: 850-623-0174

Email: shannon@santarosa.fl.gov

Website: www.santarosaedo.com

Identify any co-applicants, partners, or other entities or organizations that will have a role in the proposed project or program and such partners proposed roles.

The United States Navy has a fundamental role since the Whiting Aviation Park, adjacent to Naval Air Station Whiting Field (NASWF), would not be possible without the Limited Access Use Agreement (LAUA) between the Navy and Santa Rosa County to allow civilian tenants of the Whiting Aviation Park (excluding general aviation) access to the NASWF taxiways, runways, and airfield operations including air traffic control. For this submission, taxiways and runways on the military airfield will not be needed because the proposed project is to develop the first 40 acres of the 267 - acre park to accommodate maintenance, repair and overhaul (MRO) of helicopters.

Total amount of funding requested from Triumph Gulf Coast: \$8,523,655

Has the applicant in the past requested or applied for funds for all or part of the proposed project/program?

☒ Yes ☐ No

If yes, please provide detailed information concerning the prior request for funding, including:

- the date the request/application for funding was made;
- the source to which the request/application for funding was made,
- the results of the request/application for funding, and
- projected or realized results and/or outcomes from prior funding.

[Please see Attachment 1: Prior Request for Funding](#)

Describe the financial status of the applicant and any co-applicants or partners:

[The most recent audit of the county's financial status showed the county as financially sound. The audit was performed on the Consolidated Annual Financial Report for Period Ending September 30, 2017 by Warren Averitt CPAs and Advisors, whose findings were in a letter signed March 9, 2018. Please see Attachment 2 Financial Status and Statement from the report.](#)

In a separate attachment, please provide financial statements or information that details the financial status of the applicant and any co-applicants or partners.

[Please see the county's financial statement on pages 2 - 5 of Attachment 2.](#)

Has the applicant or any co-applicants, partners or any associated or affiliated entities or individuals filed for bankruptcy in the last ten (10) years?

☐ Yes ☒ No

If yes, please identify the entity or individual that filed for bankruptcy and the date of filing.

Eligibility

Pursuant to Section 288.8017, Triumph Gulf Coast, Inc. was created to make awards from available funds to projects or programs that meet the priorities for economic recovery, diversification, and enhancement of the disproportionately affected counties. The disproportionately affected counties are: Bay County, Escambia County, Franklin County, Gulf County, Okaloosa County, Santa Rosa County, Walton County, or Wakulla County. *See*, Section 288.08012.

1. From the choices below, please check the box that describes the purpose of the proposed project or program (check all that apply):

- ☐ Ad valorem tax rate reduction within disproportionately affected counties;
- ☐ Local match requirements of s. 288.0655 for projects in the disproportionately affected counties;
- ☒ Public infrastructure projects for construction, expansion, or maintenance which are shown to enhance economic recovery, diversification, and enhancement of the disproportionately affected counties;
- ☐ Grants to local governments in the disproportionately affected counties to establish and maintain equipment and trained personnel for local action plans of response to respond to disasters, such as plans created for the Coastal Impacts Assistance Program;
- ☐ Grants to support programs that prepare students for future occupations and careers at K-20 institutions that have campuses in the disproportionately affected counties. Eligible programs include those that increase students' technology skills and knowledge; encourage industry certifications; provide rigorous, alternative pathways for students to meet high school graduation requirements; strengthen career readiness initiatives; fund high-demand programs of emphasis at the bachelor's and master's level designated by the Board of Governors; and, similar to or the same as talent retention programs created by the Chancellor of the State University System and the Commission of Education, encourage students with interest or aptitude for science, technology, engineering, mathematics, and medical disciplines to pursue postsecondary education at a state university or a Florida College System institution within the disproportionately affected counties;
- ☐ Grants to support programs that provide participants in the disproportionately affected counties with transferable, sustainable workforce skills that are not confined to a single employer; and
- ☐ Grants to the tourism entity created under s. 288.1226 for the purpose of advertising and promoting tourism and Fresh From Florida, and grants to promote workforce and infrastructure, on behalf of all of the disproportionately affected counties.

2. Provide the title and a detailed description of the proposed project or program, including the location of the proposed project or program, a detailed description of, and quantitative evidence demonstrating how the proposed project or program will promote economic recovery, diversification, and enhancement of the disproportionately affected counties, a proposed timeline for the proposed project or program, and the disproportionately affected counties that will be impacted by the proposed project or program.

Please see Attachment 3.

(If additional space is needed, please attach a Word document with your entire answer.)

3. Explain how the proposed project or program is considered transformational and how it will effect the disproportionately affected counties in the next ten (10) years.

Please see Attachment 4.

4. Describe data or information available to demonstrate the viability of the proposed project or program.

Please see Attachment 5.

5. Describe how the impacts to the disproportionately affected counties will be measured long term.

The impacts would be measured long term by reviewing the following indicators over a ten-year period: (1) number of jobs, (2) average wage, and (3) amount of capital investment.

6. Describe how the proposed project or program is sustainable. (Note: Sustainable means how the proposed project or program will remain financially viable and continue to perform in the long-term after Triumph Gulf Coast, Inc. funding.)

The Triumph funding will be used to design and construct the infrastructure needed for the first 40 acres of the Whiting Aviation Park - to accommodate helicopter maintenance, repair, and overhaul (MRO) and simulation training. Two prospective businesses have inquired, spurring the county to change its plans from infrastructure development of the first 100 acres to 40 acres, in order to take advantage of the opportunity. Once the infrastructure is in place, it will be maintained by the county. Based on the identification of the aerospace and defense industry as a target cluster industry in the region, as shown in Attachment 5, the outlook for growth within the park is highly promising.

7. Describe how the deliverables for the proposed project or program will be measured.

County Grants, Engineering, and Santa Rosa EDO have an established track record of measuring deliverables for infrastructure projects. They will be measured according to the specifications detailed in the bid packages and contracts. An engineering firm will be hired to provide construction engineering and inspection (CEI) services.

1. Please check the box if the proposed project or program will meet any of the following priorities (check all that apply):

☒ Generate maximum estimated economic benefits, based on tools and models not generally employed by economic input-output analyses, including cost-benefit, return-on-investment, or dynamic scoring techniques to determine how the long-term economic growth potential of the disproportionately affected counties may be enhanced by the investment.

☒ Increase household income in the disproportionately affected counties above national average household income.

☒ Leverage or further enhance key regional assets, including educational institutions, research facilities, and military bases.

Partner with local governments to provide funds, infrastructure, land, or other assistance for the project.

Benefit the environment, in addition to the economy.

☒ Provide outcome measures.

Partner with K-20 educational institutions or school districts located within the disproportionately affected counties as of January 1, 2017.

☒ Are recommended by the board of county commissioners of the county in which the project or program will be located.

Partner with convention and visitor bureaus, tourist development councils, or chambers of commerce located within the disproportionately affected counties.

2. Please explain how the proposed project meets the priorities identified above.

Generate maximum estimated economic benefits, based on tools and models not generally employed by economic input-output analyses, including cost-benefit, return-on-investment, or dynamic scoring techniques to determine how the long-term economic growth potential of the disproportionately affected counties may be enhanced by the investment.

The University of West Florida Haas Center for Business Research and Economic Development analyzed the long-term economic growth potential in 2016. Please see Attachment 5 for an explanation of the estimated \$143.53 million impact over 9 years based on 100 jobs manufacturing jobs created at Whiting Aviation Park at an average wage of \$50,000.

Increase household income in the disproportionately affected counties above national average household income.

Potential tenants interested in the park currently are offering jobs at \$70,000 average wage. The US mean (average) household income is \$77,866, according to the US Census 2016 American Community Survey. In a household with two workers, the \$70,000 wage of one worker would result in an increase above the national average household income.

Leverage or further enhance key regional assets, including educational institutions, research facilities, and military bases.

The project will enhance NASWF because the industrial land use is compatible with the mission of NASWF, reducing the land around the base available for land uses that are not compatible. In fact, the project may prove to be more cost effective for military training operations since helicopters will not have to fly or be transported to another location, thus reducing their down time.

Provide outcome measures.

The outcome measures will be a review of the following indicators: (1) number of jobs (2) average wage, (3) amount of capital investment.

Are recommended by the board of county commissioners of the county in which the project or program will be located.

The project application was approved by the Santa Rosa Board of County Commissioners at their regular meeting on April 12, 2018.

3. Please explain how the proposed project or program meets the discretionary priorities identified by the Board.

Please see Attachment 6.

4. In which of the eight disproportionately affected county/counties is the proposed project or program located? (Circle all that apply)

Escambia **Santa Rosa** Okaloosa Walton Bay Gulf Franklin Wakulla

5. Was this proposed project or program on a list of proposed projects and programs submitted to Triumph Gulf Coast, Inc., by one (or more) of the eight disproportionately affected Counties as a project and program located within its county?

Yes, Santa Rosa County.

6. Does the Board of County Commissioners for each County listed in response to question 5, above, recommend this project or program to Triumph?

Yes

**Please attach proof of recommendation(s) from each County identified.

Please see Attachment 7: April 12, 2018 BOCC Regular Meeting Agenda.

Approvals and Authority

1. If the Applicant is awarded grant funds based on this proposal, what approvals must be obtained before Applicant can execute an agreement with Triumph Gulf Coast, Inc.?

If awarded, the County Attorney will review the agreement and it will be on the agenda of a BOCC meeting for the Board to authorize the Chairman to sign the agreement. No other approvals are needed.

2. If approval of a board, commission, council or other group is needed prior to execution of an agreement between the entity and Triumph Gulf Coast:
 - A. Provide the schedule of upcoming meetings for the group for a period of at least six months.
 - B. State whether that group can hold special meetings, and if so, upon how many days' notice.

Please see Attachment 8 Schedule of BOCC meetings. In addition, the BOCC can hold special meetings with generally 7 days notice.

3. Describe the timeline for the proposed project or program if an award of funding is approved, including milestones that will be achieved following an award through completion of the proposed project or program.

Please see Attachment 9 Timeline

4. Attach evidence that the undersigned has all necessary authority to execute this proposal on behalf of the entity applying for funding. This evidence may take a variety of forms, including but not limited to: a delegation of authority, citation to relevant laws or codes, policy documents, etc. In addition, please attach any support letters from partners. Please see Attachment 10 BOCC Authority and the letter dated May 29, 2009 from the US Navy authorizing a limited access use agreement with Santa Rosa County. The fully executed agreement dated July 23, 2009 is at Attachment 14, the last attachment of the application.

Funding and Budget:

Pursuant to Section 288.8017, awards may not be used to finance 100 percent of any project or program. An awardee may not receive all of the funds available in any given year.

1. Identify the amount of funding sought from Triumph Gulf Coast, Inc. and the time period over which funding is requested.
\$8,523,655 is requested from Triumph over three years. For this project, the county will provide \$1,794,720 cash match.
2. What percentage of total program or project costs does the requested award from Triumph Gulf Coast, Inc. represent? (Please note that an award of funding will be for a defined monetary amount and will not be based on percentage of projected project costs.)
Please see Attachment 11 which shows the requested award as 72% of the total expenditures on the Whiting Aviation Park including the proposed 40-acre project. Santa Rosa County's match is 28%.
3. Please describe the types and number of jobs expected from the proposed project or program and the expected average wage.
Two current interested parties considering the Whiting Aviation Park would have a total of 100 - 200 employees with an average wage of \$70,000 and a capital investment of at least \$136 million. The types of jobs would be NAICS Code 611512 Flight Training and Code 4881 Other Support Activities for Air Transportation.
4. Does the potential award supplement but not supplant existing funding sources? If yes, describe how the potential award supplements existing funding sources.
Yes, the award does not supplant existing funding sources because no other funds have been identified at this point. It does supplement the county expenditures to date, which total \$1,396,600 not including the \$1,794,720 match for this 40-acre project.
5. Please provide a Project/Program Budget. Include all applicable costs and other funding sources available to support the proposal.

A. Project/Program Costs:

Example Costs (Note: Not exhaustive list of possible Cost categories.)

Construction	\$ <u>6,852,500</u>
Reconstruction	\$ <u>0</u>
Design & Engineering	\$ <u>1,200,000</u>
Land Acquisition	\$ <u>0</u>
Land Improvement	\$ <u>920,000</u>
Equipment	\$ <u>0</u>
Supplies	\$ <u>0</u>
Salaries	\$ <u>0</u>

Other (specify) 15% Contingency \$ 1,345,875

Total Project Costs: \$ 10,318,375

B. Other Project Funding Sources:

Example Funding Sources (Note: Not an exhaustive list of possible Funding Sources.)

City/County \$ 1,794,940

Private Sources \$ _____

Other (e.g., grants, etc.) \$ _____

Total Other Funding \$ 1,794,940

Total Amount Requested: \$ 8,525.875

Note: The total amount requested must equal the difference between the costs in 3A. and the other project funding sources in 3.B.

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

After the Board of County Commissioners approves the agreement with Triumph, a budget amendment will be on the agenda at the next regular commission meeting, usually held twice monthly. The budget amendment will recognize the Triumph award and designate a county account(s) as source for the match. Currently the source of the match is anticipated to be as follows:

\$250,000 from Defense Reserve Fund
\$775,000 from Economic Development Franchise Fee (EDFF)
\$769,720 from General Reserve Balance or borrow against
future EDFF
\$1,794,720 Total Match

Applicant understands that the Triumph Gulf Coast, Inc. statute requires that the award contract must include provisions requiring a performance report on the contracted activities, must account for the proper use of funds provided under the contract, and must include provisions for recovery of awards in the event the award was based upon fraudulent information or the awardee is not meeting the performance requirements of the award.

Yes

Applicant understands that awardees must regularly report to Triumph Gulf Coast, Inc. the expenditure of funds and the status of the project or program on a schedule determined by Triumph Gulf Coast, Inc.

Yes

Applicant acknowledges that Applicant and any co-Applicants will make books and records and other financial data available to Triumph Gulf Coast, Inc. as necessary to measure and confirm performance metrics and deliverables.

Yes

Applicant acknowledges that Triumph Gulf Coast, Inc. reserves the right to request additional information from Applicant concerning the proposed project or program.

Yes

ADDENDUM FOR INFRASTRUCTURE PROPOSALS:

1. Program Requirements

- A. Is the infrastructure owned by the public?
☒ Yes ☐ No
- B. Is the infrastructure for public use or does it predominately benefit the public?
☒ Yes ☐ No
- C. Will the public infrastructure improvements be for the exclusive benefit of any single company, corporation or business entity?
☐ Yes ☒ No
- D. Provide a detailed explanation of how the public infrastructure improvements will connect to a broader economic development vision for the community and benefit additional current and future businesses.

Please see Attachment 12 Connection to Economic Development Vision.

- E. Provide a detailed description of, and quantitative evidence demonstrating how the proposed public infrastructure project will promote:
- Economic recovery,
 - Economic Diversification,
 - Enhancement of the disproportionately affected counties,
 - Enhancement of a Targeted Industry.

Please see Attachment 13 Economic Recovery, Diversification, Enhancement of Disproportionately Affected Counties, and Enhancement of a Targeted Industry.

2. Additional Information

- A. Is this project an expansion of existing infrastructure project?
☐ Yes ☒ No
- B. Provide the proposed beginning commencement date and number of days required to complete construction of the infrastructure project.

If the project was awarded on June 1, 2018, the project would be completed within 36 months: design and permitting six months, construction procurement three months and construction up to 27 months.

- C. What is the location of the public infrastructure? (Provide the road number, if applicable.)

Adjacent to the southern airfield of NAS Whiting Field, north of the City of Milton in Santa Rosa County. Street location is County Road 87A (Marty Martin Way, formerly East Gate Road).

- D. Who is responsible for maintenance and upkeep? (Indicate if more than one are applicable.)

Santa Rosa County Board of County Commissioners

- E. What permits are necessary for the infrastructure project?

NFWMD stormwater, wetlands, FDEP potable water and sewer, SRC land use and stormwater

Detail whether required permits have been secured, and if not, detail the timeline for securing these permits. Additionally, if any required permits are local permits, will they be prioritized?

Permits have not been secured. Local permits will be pursued vigorously.

- F. What is the future land use and zoning designation on the proposed site of the Infrastructure improvement, and will the improvements conform to those uses?

Future land use is Industrial. Zoning designation is M2 General Industrial District which allows heavy manufacturing. Improvements will conform to the uses.

- G. Will an amendment to the local comprehensive plan or a development order be required on the site of the proposed project or on adjacent property to accommodate the infrastructure and potential current or future job creation opportunities? If yes, please detail the timeline

☒ Yes ☒ No

An amendment to the comprehensive plan is not required. A development order is required.

- H. Does this project have a local match amount? If yes, please describe the entity providing the match and the amount.

☒ Yes ☐ No

Santa Rosa County Board of County Commissioners is providing the local match of \$1,794,720.

- I. Provide any additional information or attachments to be considered for this proposal.

Attachment 14 is the fully executed Limited Access Use Agreement between the US Navy and Santa Rosa County approved by the BOCC on July 23, 2009. This agreement made possible the development of the Whiting Aviation Park.

I, the undersigned, do hereby certify that I have express authority to sign this proposal on my behalf or on behalf of the above-described entity, organization, or governmental entity:

Name of Applicant: Santa Rosa County Board of County Commissioners

Name and Title of Authorized Representative: Robert A. "Bob" Cole, Chairman

Representative Signature: 

Signature Date: April 12, 2018

10/13/2017 FINAL

Attachment 1
Prior Requests for Funding

Enterprise Florida Defense Infrastructure Grants (DIG) and Defense Reinvestment Grants (DRG):

Team Santa Rosa, the earlier name for the Santa Rosa Economic Development Office (EDO), applied for and received several DRG and DIG awards for design of road improvements outside the proposed Whiting Aviation Park, for conceptual design of the park and for development of a master plan.

Florida Defense Support Task Force (FDSTF) Grant:

An application was submitted for security fencing between the proposed air park and NAS Whiting Field. It was funded and the fence has been installed.

Legislative Priorities:

The County regularly includes the Whiting Aviation Park on its list of legislative priorities.

Attachment 2
Financial Status and Statement

As management of Santa Rosa County (County), we offer readers of the County's financial statements this narrative overview and analysis of the financial activities of the County for the fiscal year ended September 30, 2017. We encourage readers to consider the information presented here in conjunction with additional information that we have furnished in our letter of transmittal, which can be found on pages 1-4 of this report.

FINANCIAL HIGHLIGHTS

- The assets and deferred outflows of resources of the County exceeded its liabilities and deferred inflows at the close of the most recent fiscal year by \$186,791,951 (*net position*). Of this amount, \$14,477,768 represents unrestricted net position, which may be used to meet the government's ongoing obligations to citizens and creditors.
- The County's total net position increased by \$7,898,290; governmental activities increased by \$3,677,188 and business-type activities increased by \$4,221,102. The increase in total net position was primarily due to the revenues from the Local Option Sales Tax collections which were approved by the Citizens of Santa Rosa County in November 2016 and increased revenues in the Landfill fund generated by a rate increase that was implemented midway through the prior year and increased traffic.
- At the close of the current fiscal year, the County governmental funds reported combined fund balances of \$77,058,504, an increase of \$9,316,874 in comparison with the prior year. Approximately 43% of this amount (\$32,765,298) is available for spending at the government's discretion (*unassigned fund balance*).
- At the end of the current fiscal year, unrestricted fund balance (the total of the committed, assigned, and unassigned components of fund balance) for the governmental funds were \$58,191,114, or approximately 76% of total general fund expenditures.
- The County's total outstanding long-term notes decreased by \$1,906,768 during the current fiscal year due to normal debt service principal reductions.

OVERVIEW OF THE FINANCIAL STATEMENTS

The County's basic financial statements consist of three components; 1) *Government-wide financial statements*, 2) *Fund financial statements*, and 3) *Notes to the financial statements*. This report also includes supplementary information intended to furnish additional detail to support the basic financial statements themselves.

Government-wide financial statements

The *Government-wide financial statements* are designed to provide readers with a broad overview of the County's finances, in a manner similar to a private-sector business.

The *statement of net position* presents financial information on all of the County's assets, liabilities and deferred inflows/outflows of resources, with the difference reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the County is improving or deteriorating.

The *statement of activities* presents information showing how the County's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported for some items that will only result in cash flows in future fiscal periods (e.g., uncollected taxes and earned but unused vacation leave).

Santa Rosa County, Florida

STATEMENT OF NET POSITION

September 30, 2017

ASSETS	Governmental Activities	Business-type Activities	Total
Cash and cash equivalents	\$ 80,466,289	\$ 12,373,597	\$ 92,839,886
Investments	1,366,047	10,035,008	11,401,055
Receivables, net	9,285,819	1,183,930	10,469,749
Inventory	427,233	--	427,233
Prepaid expenses	183,121	10,850	193,971
Capital assets, net			
Nondepreciable	20,242,178	2,260,847	22,503,025
Depreciable	123,869,902	14,667,592	138,537,494
Total assets	<u>235,840,589</u>	<u>40,531,824</u>	<u>276,372,413</u>
DEFERRED OUTFLOWS OF RESOURCES			
Deferred outflows on pension	25,850,084	630,919	26,481,003
Deferred outflows on health insurance subsidy	2,423,751	85,207	2,508,958
Total deferred outflows of resources	<u>28,273,835</u>	<u>716,126</u>	<u>28,989,961</u>
LIABILITIES			
Accounts payable	4,823,209	689,083	5,512,292
Accrued wages payable	1,522,292	56,763	1,579,055
Interest payable	67,377	--	67,377
Due to other governments	933,079	1,730	934,809
Deposits	317,686	74,990	392,676
Unearned revenue	211,972	--	211,972
Noncurrent liabilities			
Due within one year	6,090,604	735,323	6,825,927
Due in more than one year	84,800,572	13,014,279	97,814,851
Total liabilities	<u>98,766,791</u>	<u>14,572,168</u>	<u>113,338,959</u>
DEFERRED INFLOWS OF RESOURCES			
Deferred inflows on pension	3,510,889	88,629	3,599,518
Deferred inflows on health insurance subsidy	1,572,029	59,917	1,631,946
Total deferred inflows of resources	<u>5,082,918</u>	<u>148,546</u>	<u>5,231,464</u>

Continued ...

The accompanying notes are an integral part of these financial statements.

Santa Rosa County, Florida

STATEMENT OF NET POSITION (Continued)

September 30, 2017

NET POSITION	Governmental Activities	Business-type Activities	Total
Net investment in capital assets	138,455,253	14,825,920	153,281,173
Restricted for:			
Landfill closure	--	775,974	775,974
Communications	1,403,428	--	1,403,428
Boating improvement	490,514	--	490,514
Domestic violence	178,902	--	178,902
Voter education	2,748	--	2,748
Pollworker recruitment	1,887	--	1,887
Federal elections	8,384	--	8,384
Partners for pets	68,479	--	68,479
Navarre Beach Bridge maintenance	313,705	--	313,705
Infrastructure development	5,438,384	--	5,438,384
Law Enforcement Trust Fund	101,466	--	101,466
Crime prevention	430,875	--	430,875
Mosquito control	41,294	--	41,294
Federal and state grants	1,588,741	--	1,588,741
Enhanced 911 system	750,985	--	750,985
Tourist development	2,602,497	--	2,602,497
State Housing Improvement Program	799,102	--	799,102
Flood Mitigation	1,044,519	--	1,044,519
Road and sewer construction	568,454	--	568,454
Canal maintance	97,789	--	97,789
Street lighting	116,577	--	116,577
Beach restoration	18,374	--	18,374
State court operations	46,606	--	46,606
Court equipment and technology	671,740	--	671,740
Records modernization trust fund	559,971	--	559,971
Law enforcement training	55,200	--	55,200
Inmate welfare purchases	856,415	--	856,415
Unrestricted	3,552,426	10,925,342	14,477,768
Total net position	<u>\$ 160,264,715</u>	<u>\$ 26,527,236</u>	<u>\$ 186,791,951</u>

The accompanying notes are an integral part of these financial statements.

Santa Rosa County, Florida

STATEMENT OF ACTIVITIES

Year ended September 30, 2017

Functions/Programs:	Expenses	Program Revenues			Net (Expense) Revenue and Changes in Net Assets		
		Charges for	Operating	Capital	Governmental	Business-	Total
		Services	Grants and	Grants and	Activities	type	
			Contributions	Contributions		Activities	
Governmental activities:							
General government	\$ 37,736,557	\$ 21,197,919	\$ 629,711	\$ --	\$ (15,908,927)		\$ (15,908,927)
Public safety	52,450,324	6,896,820	889,022	400,346	(44,264,136)		(44,264,136)
Physical environment	2,998,450	4,905,470	218,104	130,655	2,255,779		2,255,779
Transportation	18,934,986	89,554	219,977	--	(18,625,455)		(18,625,455)
Economic environment	4,199,034	--	317,895	288,577	(3,592,562)		(3,592,562)
Human services	5,057,580	40,752	1,147,684	--	(3,869,144)		(3,869,144)
Culture and recreation	4,936,499	494,202	259,768	--	(4,182,529)		(4,182,529)
Interest on long-term debt	142,439	--	--	--	(142,439)		(142,439)
Total governmental activities	126,455,869	33,624,717	3,682,161	819,578	(88,329,413)		(88,329,413)
Business-type activities:							
Navarre Beach water and sewer	2,189,343	2,163,525	--	--		\$ (25,818)	(25,818)
Peter Prince Airport	1,693,305	297,426	--	1,080,363		(315,516)	(315,516)
Landfill	4,696,122	9,503,609	--	--		4,807,487	4,807,487
Total business-type activities	8,578,770	11,964,560	--	1,080,363		4,466,153	4,466,153
Total	135,034,639	45,589,277	3,682,161	1,899,941	(88,329,413)	4,466,153	(83,863,260)
General revenues:							
Taxes							
Property taxes					49,696,435	--	49,696,435
Sales, use and fuel taxes					15,431,701	--	15,431,701
Communication services taxes					1,179,568	--	1,179,568
Grants and contributions not restricted to specific programs					15,654,670	--	15,654,670
Unrestricted investment earnings					539,578	139,703	679,281
Miscellaneous					8,988,712	61,301	9,050,013
Gain on sale of assets					--	69,882	69,882
Transfers					515,937	(515,937)	--
Total general revenues and transfers					92,006,601	(245,051)	91,761,550
Change in net position					3,677,188	4,221,102	7,898,290
Net position - beginning					156,587,527	22,306,134	178,893,661
Net position - ending					\$ 160,264,715	\$ 26,527,236	\$ 186,791,951

The accompanying notes are an integral part of these financial statements.

Santa Rosa County, Florida

**BALANCE SHEET
GOVERNMENTAL FUNDS**

September 30, 2017

ASSETS	General	Road and Bridge	Local Option Sales Tax	Other Governmental Funds	Total Governmental Funds
Cash and cash equivalents	\$ 40,260,419	\$ 8,140,589	\$ 3,522,367	\$ 21,646,518	\$ 73,569,893
Investments	721,972	--	--	--	721,972
Receivables, net of uncollectibles					
Accounts	119,296	26,787	--	682,433	828,516
Leases - current	273,188	--	--	--	273,188
Notes	436,375	--	--	--	436,375
Due from other governments	4,245,408	1,263,171	548,711	1,630,426	7,687,716
Due from other funds	630,308	--	--	36,047	666,355
Inventory	72,278	354,955	--	--	427,233
Prepaid expenditures	183,121	--	--	--	183,121
Total assets	<u>\$ 46,942,365</u>	<u>\$ 9,785,502</u>	<u>\$ 4,071,078</u>	<u>\$ 23,995,424</u>	<u>\$ 84,794,369</u>
LIABILITIES, DEFERRED INFLOWS AND FUND BALANCES					
Liabilities:					
Accounts payable	\$ 1,938,332	\$ 307,248	\$ 12,130	\$ 1,395,476	\$ 3,653,186
Accrued wages payable	1,272,519	131,983	--	112,710	1,517,212
Deposits	317,686	--	--	--	317,686
Unearned revenue	143,409	--	--	68,563	211,972
Due to other funds	724	--	--	665,631	666,355
Due to other governments	473,369	--	--	459,710	933,079
Total liabilities	<u>4,146,039</u>	<u>439,231</u>	<u>12,130</u>	<u>2,702,090</u>	<u>7,299,490</u>
Deferred inflows of resources:					
Deferred inflows of resources related to note receivable	<u>436,375</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>436,375</u>
Combined liabilities and deferred inflows of resources	4,582,414	439,231	12,130	2,702,090	7,735,865
Fund balances:					
Nonspendable	255,399	354,955	--	--	610,354
Restricted	2,154,342	313,705	4,058,948	11,730,041	18,257,036
Committed	3,600,551	--	--	9,236,431	12,836,982
Assigned	2,797,226	8,677,611	--	1,113,997	12,588,834
Unassigned	<u>33,552,433</u>	<u>--</u>	<u>--</u>	<u>(787,135)</u>	<u>32,765,298</u>
Total fund balances	<u>42,359,951</u>	<u>9,346,271</u>	<u>4,058,948</u>	<u>21,293,334</u>	<u>77,058,504</u>
Total liabilities and fund balances	<u>\$ 46,942,365</u>	<u>\$ 9,785,502</u>	<u>\$ 4,071,078</u>	<u>\$ 23,995,424</u>	<u>\$ 84,794,369</u>

The accompanying notes are an integral part of these financial statements.

Attachment 3 Project Description

1. **Title:** Whiting Aviation Park Infrastructure: Design, Engineering Plans and Construction of the Initial 40 Acres
2. **Description:** The project is to develop infrastructure of the initial 40 acres of the proposed Whiting Field Aviation Park for helicopter maintenance, repair, and overhaul. The overall 267-acre park, when completed, will accommodate both helicopter and fixed wing aircraft. Recently, an opportunity arose to provide support for Naval Air Station Whiting Field (NASWF) helicopters that does not require access to the south runway of the existing military airfields. Therefore, the initial ask in the pre-application of \$13.4 million to develop 100 acres has been reduced to \$8.5 million for 40 acres.
3. **Location:** Adjacent to the southern airfield of NASWF, north of the City of Milton in Santa Rosa County. Street location is County Road 87A (Marty Martin Way, formerly East Gate Road). State Road 87 lies to the west of NASWF and the proposed project. The 267-acre aviation park is outlined in red in the photo below:



4. **How the proposed project promotes economic recovery, diversification and enhancement of the disproportionately affected counties:**
 - a. Economic Recovery: The Santa Rosa Board of County Commissioners has worked for years to bring higher paying jobs to the County. One of the most telling statistics of the county can be seen on the Northwest Florida FORWARD County Snapshots. The net inflow/outflow of commuters is extremely out of Santa Rosa County, which means workers are commuting outside the county to higher paying jobs. They are commuting to the metropolitan core areas of Pensacola or Fort Walton Beach or to Crestview. The downturn of the economy in 2008 and the Deepwater Horizon Oil Spill in 2010 both hit the county's economy very hard (unemployment rose from 2.8 in 2006 to 9.5 in 2010) because of the reliance on growth in the construction/housing industry and tourism for jobs and revenues. Years later, the choice among better paying jobs in the county is still

limited. As of 2016 according to the Northwest Florida Forward County Snapshots, a publication of Florida's Great Northwest, the top five industry sectors by employment are, in order, elementary and secondary schools, limited service restaurants, full service restaurants, the federal government including military, and local government. Missing from the list are manufacturing/industrial and tech employment. Motivated to bring in better paying jobs, over fifteen years ago the County began negotiations with the U. S. Navy for shared use of the NAS Whiting Field airfield with the purpose of creating an adjacent air industrial park. A limited access use agreement was signed with the Navy in 2009, the first of its kind in Naval history. The County purchased 267 acres adjacent to the airfield and developed a master plan. The timing is perfect for Santa Rosa to take advantage of the growth in the aviation industry along the Gulf Coast. One prospect, recently lost due to lack of infrastructure would have brought 100+ jobs at an average annual wage of \$50,000, with a \$27 million capital investment and yearly economic impact of \$13.8 million. An analysis by the University of West Florida Haas Center for Business Research and Economic Development shows the economic impact of jobs in the aerospace industry. If 100 jobs were created at Whiting Aviation Park with a \$50,000 average wage, the economic impact over 9 years, 2017 – 2025, would be \$143.53 million. Two aerospace companies are very interested in locating at the Whiting Aviation Park, so the opportunity to apply for Triumph funds is very timely.

- b. Diversification: It is intended that the aviation park attract not only military business but also civilian commercial business. NAS Whiting Field has been one of the legs of the economy of Santa Rosa County for some time, but military missions can change. Santa Rosa County has also relied heavily upon tourism and agriculture, both of which are subject to unpredicted devastating events that can wipe out expected revenues, such as the Deepwater Horizon Oil Spill and weather conditions. Development of the aerospace industry will not only diversify the economy but would also provide stability as the need increases globally for air travel and air service such as cargo operations.
 - c. Enhancement of Disproportionately Affected Counties: Santa Rosa County and the region of disproportionately affected counties will be enhanced:
 - i. Aerospace employment will bring jobs with higher pay.
 - ii. Aligns with the Northwest Florida FORWARD regional strategic initiative of the aerospace and defense cluster as a targeted industry with a strong outlook for growth.
 - iii. Will create net new jobs in a targeted industry.
 - iv. Provides a wider regional impact as evidenced by the U.S. Cluster Mapping Project, Institute for Strategy and Competitiveness, Harvard Business School, which shows Northwest Florida as a cluster for the aerospace and defense industry along with nearby counties in Alabama.
 - v. Enhances a targeted industry cluster by making more aviation industrial space available adjacent to an existing airfield.
5. **Proposed timeline**: Design, engineering and construction can be completed within 36 months.
6. **Disproportionately affected counties impacted by the proposed project**: Escambia, Santa Rosa, and Okaloosa Counties since Santa Rosa County lies within two metropolitan statistical areas (MSAs): Fort Walton Beach to the east and Pensacola to the west.

Attachment 4 Transformational and Ten-Year Effect

Describe how the proposed project is considered transformational and how it will affect the disproportionately affected counties in the next 10 years.

Transformational

The Gulf Coast Counties on both sides of Santa Rosa County are transforming, and Santa Rosa County can be a part of that transformation with development of the Whiting Aviation Park (WAP). The selection of Mobile, Alabama as the assembly plant for Airbus opened the eyes of the world to the advantages of locating along the northern Gulf Coast. At least one well-established aerospace company in Mobile recently found expansion at Brookley Field, where Airbus is located, to be limited and looked for another location to grow its maintenance, repair and overhaul (MRO) operations. VT Mobile Aerospace Engineering (VTMAE) chose Pensacola International Airport for its new 173,000 square feet MRO hangar currently under construction. It will serve commercial and cargo aircraft. The \$46M facility is scheduled to open May 2018. When completed, it will accommodate either two Boeing 777 aircraft, four Boeing 757s or six Airbus A-320s. Below is a rendering of the new hangar:



In a broadcast on October 27, 2017, WUWF Radio in Pensacola quoted VTMAE President Bill Hafner explaining the reason for the expansion into Florida: “We shopped all around the Tri-State area for expansion. We’re somewhat landlocked in Mobile; there’s a lot of other activity at that airport [Brookley Field]. We wanted to find something within a reasonable distance. Pensacola was very attractive. But it was the amount of interest by the community, and

especially the educational systems.” VTMAE will employ 150 at start-up and ramp up to as high as 400. Average starting salary will be \$41,000.

Meanwhile, on the eastern side of Santa Rosa County at the Crestview Bob Sikes Airport, the aviation industry has been growing since the 1960s. In 1963, Fairchild Industries opened its Crestview facility with two hangars. It specialized in military aircraft modifications and maintenance but eventually grew to include civilian aircraft. Now owned by L3 Technologies with headquarters in New York, L3 Crestview Aerospace has 553,000 square feet of manufacturing, hangar and administrative facilities. It can accommodate a wide variety of military and civilian aircraft and employs approximately 1,000. According to the Okaloosa County Economic Development website, former Governor Jeb Bush praised the Okaloosa Industrial Air Park (at Bob Sikes Airport) as “One of the best examples of a true aviation, aerospace and defense cluster development in the State of Florida.” In its brochure, L3 draws attention to its proximity to Eglin Air Force Base, Hurlburt Field, Duke Field, Naval Air Station Whiting Field, Fort Rucker, Pensacola Naval Air Station, and the Naval Support Activity in Panama City. So, no doubt the Gulf Coast is transforming with the growth of the aerospace industry, partly fueled by the proximity to military installations. Now is the time for Santa Rosa to join in the transformation.

Effect on Disproportionately Affected Counties in Next Ten Years

In 2016, the Santa Rosa Economic Development Office (EDO) requested a brief economic analysis of the impact of five industry projects locating within Santa Rosa County from the University of West Florida Haas Center for Business Research and Economic Development. One analysis requested was for an industry creating 100 jobs at the Whiting Aviation Park. Below are the results:

Whiting Aviation Park: 100 Jobs, \$50,000 average wage in the manufacturing industry

Category	Units	2017	2018	2019	2020	2021	2022	2023	2024	2025
Direct Employment		100	100	100	100	100	100	100	100	100
Additional Employment		81	96	105	107	106	103	100	97	94
Economic Impact	Millions of Current Dollars	13.68	14.75	15.53	16.01	16.28	16.54	16.74	16.92	17.10
Income Increase	Millions of Current Dollars	5.75	6.57	7.90	9.03	10.10	11.19	12.24	13.27	14.31

Job Creation Impact Over 9 Years: \$143.53 million

The projections were generated using the Regional Economic Model, Inc. model REMI PI+ Version 2.1.1. and based on actual projects that considered Santa Rosa County in the past. Two current projects considering the Whiting Aviation Park would have a total of 100 - 200 employees with an average wage of \$70,000 and a capital investment of at least \$136 million.

It is safe to estimate the economic impact the of the proposed project over the next 10 years would be as a minimum \$143.5 million.

Attachment 5

Viability of the Whiting Aviation Park

Describe the data or information available to demonstrate the viability of the proposed project.

In 2017, Florida's Great Northwest published Northwest Florida Forward: A Regional Strategy for Economic Transformation. In it, TIP Strategies and the Haas Center identified five industries as target industry clusters that "will transform the region if successfully developed through business recruitment, retention, expansion and entrepreneurial support." One of the target industry clusters was Aerospace and Defense, along with Financial Services, Water Transportation, Cybersecurity and Advanced Manufacturing. Northwest Florida Forward was published as three reports: strategy, technical and county snap shots. On page 72 of the strategy report a discussion begins of Florida (and Northwest Florida's) attractiveness to the aerospace and defense industry.

This target capitalizes on the growth of aerospace manufacturing in the southern US, solidified by Airbus's selection of Mobile as the site for a new A320 assembly facility. Data compiled by the Pew Charitable Trusts indicates that southern states have captured an increasing share of aerospace employment in recent years (Aerospace Manufacturing Takes Off in Southern States, April 2, 2014). Factors cited by the analysis include lower labor costs and strong incentives, particularly with regard to training packages. Pew points out these factors also explain the expansion of the automotive industry in southern states, which has similar site selection requirements.

*According to AIA data, Florida is one of the five states accounting for more than one-half the total aerospace and defense employment in the US. The others are Washington, California, Texas, and Michigan. In a separate analysis, the AIA lists Florida as the tenth largest state in terms of aerospace and defense export gains between 2010 and 2015. The state is also well positioned to capture future growth. For the second year in a row, **Florida ranked first in PwC's 2015 Aerospace Manufacturing Attractiveness Rankings report**. The state received its highest rank on the industry size component, which considers 'existing suppliers and supply/growth of workforce including available aerospace technicians, engineers, mechanics.' Florida also scored well on the educational attainment component of the index, suggesting an ability to meet the industry's need for a highly skilled workforce.*

Below is data from Figure 11 of the report: 2015 Aerospace Manufacturing Attractiveness Rankings
50-State Analysis Prepared by PwC

State	Overall Rank	Index Component Rankings			
		Tax	Operating Costs	Industry Size	Education
Florida	1	14	21	5	12
Michigan	2	10	25	3	18
Ohio	3	26	18	1	17
Utah	4	5	29	7	22
Virginia	5	6	34	19	5
Georgia	6	8	31	11	16
New York	7	20	28	17	1
Texas	8	39	16	4	9
Missouri	9	4	7	34	24
North Carolina	10	25	9	22	15

Authors of Florida Forward added, “The 13-county Northwest Florida region has a number of strategic assets that support the Aerospace and Defense cluster’s expansion. These include a dense, multi-modal transportation network; proximity to several military installations; targeted tax incentives; major employers; and industry-specific training programs and R&D.”

We can also add that Santa Rosa County Board of County Commissioners passed a set of guidelines on May 13, 2010 that serve as an incentive by reducing the cost per acre for property within the Whiting Aviation Park. It reduces the base price by a point system based on number of employees at the proposed facility, number of jobs associated with new or expanding businesses in the region, and status as a defense contractor.

Page 72 of the [NWFL Forward](#) report lists key site location factors of the aerospace and defense industry:

- ✓ Good truck access
- ✓ Easy access
- ✓ Reliable and redundant electric service
- ✓ Low start-up costs
- ✓ A plan from the community for recruiting and training top-level production and scientific talent
- ✓ Strong education system
- ✓ Attractive tax structure

No doubt Santa Rosa County would score high, with the possible exception of a plan for recruiting and training production and scientific talent. However, talent is available as shown by the presence of companies such as App River and Avalex in the County, combined with the Institute for Human and Machine Cognition (IHMC) in nearby Pensacola and the largest concentration in the nation of military retirees here within U.S. Congressional District 1.

Overall, the identification of the Aerospace and Defense Target Cluster and data to back up its potential success make the Whiting Aviation Park a very viable project. Please see the next page, Figure 12, from the [NWFL Forward](#) Strategy Report which lists the assets of the region to the aerospace and defense industry.

FIGURE 12. STRATEGIC ASSETS: AEROSPACE AND DEFENSE



Source: TIP Strategies research

Attachment 6 Discretionary Priorities

Describe how the Whiting Aviation Park project meets the discretionary priorities identified by the Board.

The discretionary priorities and responses are listed below:

- 1. Are considered transformational for the future of the Northwest Florida region.** Northwest Florida Forward, a publication of Florida Northwest, describes the aerospace and defense cluster as a target industry cluster that “will transform the region if successfully developed through business recruitment, expansion and entrepreneurial support.” Please see Attachment 4 for further explanation of how Whiting Aviation Park is part of the transformation now underway in Northwest Florida.
- 2. May be consummated quickly and efficiently.** Design and construction can be completed within three years, which includes time for procurement of contractors and to close out the grant.
- 3. Promote net-new jobs in the private sector with an income above regional average household income.** According to the 2016 US Census American Community Survey the Santa Rosa mean (average) household income is \$76,378, and two interested parties in projects on the first 40 acres would bring a total of 100 – 200 employees, with an average wage of \$70,000. The \$70,000 wage of one worker in the household would increase the average household income above \$76,378 if another source of income existed.
- 5. Align with Northwest Florida Forward, the regional strategic initiative for Northwest Florida economic transformation.** The Whiting Aviation Park falls under Aerospace and Defense Target Industry, one of five cluster industries identified in Northwest Florida as transformative. Please see Attachments 4 and 5 for specific references to Northwest Florida Forward.
- 6. Create net-new jobs in targeted industries to include: aerospace and defense, financial services/shared services, water transportation, artificial intelligence, cybersecurity, information technology, manufacturing and robotics.** The development of infrastructure for the Whiting Aviation Park project will allow creation of 100 – 200 net-new jobs to the region (estimated for the first 40 acres) in the targeted industry of aerospace and defense. Additional jobs are anticipated as more tenants locate on the remaining 200 + acres.
- 7. Promote industry cluster impact for unique targeted industries.** The Whiting Aviation Park project falls under the Aerospace and Defense Target Industry Cluster. Please see Attachments 4 and 5 for specific references to Northwest Florida Forward.
- 8. Create net-new jobs with wages above the national average wage (e.g. similar to EFI QTI program, measured on a graduated scale).** According to the US Census 2016 American Community Survey, the mean (average) earnings for individual workers in the US are \$60,920. In Santa Rosa County, the mean earnings for individual workers are \$56,541, below the national average. New aerospace jobs with average wage of \$70,000 would have a positive impact since median earnings are only \$31,333.
- 9. Are located in a Rural Area of Opportunity as defined by the State of Florida (DEO)?** No.

10. Provide a wider regional impact versus solely local impact. The job creation at the Whiting Aviation Park will have a regional impact because residents of Escambia, Santa Rosa and Okaloosa Counties commute between the three counties for work. Northwest Florida Forward: A Regional Strategy for Economic Transformation on page 4 of the strategy report says: “Escambia, Okaloosa, Walton and Bay Counties experience a net in-flow of workers. The remaining nine counties [including Santa Rosa] each have a net out-flow. Twenty one percent of the region’s workers commuted more than 50 miles to work in 2014 compared to only 13% in 2006. Labor is largely drawn towards three areas within the 13-county region: Pensacola, Fort Walton Beach, and Panama City. Santa Rosa County lies within two metropolitan statistical areas (MSAs): Pensacola and Fort Walton Beach.” New jobs in Santa Rosa County impact the region similar to the impact of Navy Federal Credit Union jobs in Escambia County.

11. Align with other similar programs across the regions for greater regional impact, and not be duplicative of other existing projects or programs. Please see Attachment 4 to show how the Whiting Aviation Park is a project that fits with the transformation underway in the Panhandle with the new VT-MAE aircraft maintenance, modification and repair plant in Pensacola and the continuing growth of the aerospace industry in Crestview. Attachment 5 also explains how the future of the aerospace and industry cluster looks very promising in Northwest Florida.

12. Enhance research and innovative technologies in the region. The Whiting Aviation Park is not intended as a research facility, but rather logistical and training support.

13. Enhance a targeted industry cluster or create a Center of Excellence unique to Northwest Florida. The Whiting Aviation Park will certainly enhance the aerospace and defense industry cluster as shown in Attachments 4 and 5.

14. Create a unique asset in the region that can be leveraged for regional growth of targeted industries. Whiting Aviation Park is a unique asset in the region in that the US Navy is allowing limited access to its airfields for civilian tenants operating from the Aviation Park. The Aviation Park offers a unique opportunity for aerospace and defense companies to be positioned at the back gate of the busiest airport in the world. No one else in the region has a similar arrangement with the Navy. Indeed, it was the first of its kind in the Navy. This arrangement could open the door for new opportunities with the Navy that are not currently known.

15. Demonstrate long-term financial sustainability following Triumph Gulf Coast, Inc. funding. The Whiting Aviation Park is expected to continue to attract new tenants as demonstrated in Attachment 5 Viability. The aviation industry overall is growing and the South is attracting a significant share. Florida ranks as #1 of all 50 states as attractive to the aviation industry.

16. Leverage funding from other government and private entity sources. Santa Rosa County will provide \$1,794,720 in matching funds for the infrastructure. The contribution of the Navy, allowing use of its airfield, is very significant. Tenants will make the capital investment to build facilities.

17. Provide local investment and spending. The project will provide local investment and spending beginning with the contacting of engineering firms for design, construction and construction engineering services (CEI) for the infrastructure. Local investment will continue as tenants build their facilities and proceed with their operations. Attachment 4 shows the economic impact for 9 years, totaling \$143.5 as estimated by the University of West Florida Haas Center for Business Research and Economic Development.

18. Are supported by more than one governmental entity and/or private sector companies, proposed projects or program supported by more than one county in the region. This application is supported by the US Navy through the limited access use agreement (LAUA) allowing use of its airfield by tenants of the Aviation Park, excluding general aviation.

19. Provide clear performance metrics over duration of the project or program. The performance metrics for the Whiting Aviation Park tenants will be (1) number of jobs, (2) average wage, and (3) amount of capital investment. The performance metrics for the project to construct the infrastructure for the park will be how the engineering firms procured for construction meet the specifications of the bid package and contract. An engineering firm will be contracted to provide construction engineering and inspection (CEI) services and will report to the county engineer.

20. Include deliverables-based payment system dependent upon achievement of interim performance metrics. Invoices from the engineering firms and contractor will be processed in accordance with Santa Rosa County procedures.

20. Provide capacity-building support for regional economic growth. The project will add to the capacity of the aerospace and defense industry cluster, which is one of the five targeted industries transforming Northwest Florida.

21. Are environmentally conscious and business focused. The project will be permitted by the appropriate government agencies and comply with all environmental regulations. The business focus is on the aerospace and defense industry.

Attachment 7



Commissioner Regular

Thursday, April 12, 2018 - 9:00 AM

Santa Rosa County Administrative Center Board Room, 6495 Caroline Street, Milton

9:00 AM Call to Order - Chairman: Cole

Prayer - Pastor Emeritus Fred Rogers, Milton First Assembly of God

Pledge of Allegiance

Approval of Minutes

Approval of the Minutes of the February 22, 2018 Special Meeting and the March 15, 2018 Regular and Special Meetings

Approval of Agenda

Proclamations

- **Fair Housing Week**

9:30 AM Public Hearings

- **Proposed vacation of a portion of Autumn Trace as requested by Philip Foss and Henri Escuriex, DMV, P.A.**

Consent Agenda

Administrative Committee

1) Event Requests

Recommend approval of the following small event requests:

1. Pirates on the Panhandle's request to utilize the Sand Crab pavilion for the 2nd Annual Pirate Plunge scheduled for January 1, 2019 from 11:00 am to 4:00 pm.
2. Bible Way Baptist Church's request to utilize the Courthouse lawn for the National Day of Prayer scheduled for Thursday, May 3, 2018 at noon. In case of rain, the use of Courtroom 100 is requested.

Consent Agenda – Continued

2) Alcohol Variance Requests

Recommend approval of the following alcohol variance requests:

1. Michelle Nichols' request to serve alcohol at the Burchett/Nichols Wedding scheduled for July 7, 2018 from 2:00 pm to 8:00 pm at the Bagdad Community Center.
2. Kayla Allison's request to serve alcohol at the Allison/Baker Wedding scheduled for September 9, 2018 from 1:00 pm to 5:00 pm at the Tiger Point Community Center.

3) Surplus Property Items

Recommend approval of declaration as surplus property items from various departments in the county as recommended by the Clerk of Courts.

4) LETF Application - White Rose Luncheon

Recommend approval of request from the Sheriff's Office to use the LETF (Law Enforcement Trust Fund) in the amount of \$1,000 in support of the White Rose Luncheon for Survivors.

5) Jail Geothermal/HVAC Engineering & Design – Scope of Services and Fee Proposal

Recommend approval of the scope of services and fee proposal for Image Engineering Group (IEG) for the design of a Geothermal HVAC replacement system for the county jail facility.

6) Capital Equipment - PARA (Sportsplex)

Recommend approval of an addendum to the Management Agreement with Pace Athletic & Recreation Association to address transfer of capital equipment from the County to Pace Athletic & Recreation Association.

7) HMGP Grant Modifications - Time Extension

Recommend approval of modifications for three Hazard Mitigation Grant Program (HMGP) agreements extending the period of performance for project completion.

8) NRDA Artificial Reef Project - Recommendation of Nearshore Fish/Dive Reef Construction

Contract Recommend approval of recommendation to award a contract in the amount of \$1,224,200 to Walter Marine for deployment of the nearshore/fish dive reef site (SR-27) fully funded with NRDA grant funds.

9) Triumph Application Submittals

Recommend approval of submittal of Whiting Aviation Park Application and NW FL Industrial Park at I-10 Application to Triumph Gulf Coast, Inc.

10) Renewal of Agreement for Maintenance of Navarre Splash Pad

Recommend approval of renewal of contract for maintenance of Navarre Park Splash Pad.

11) Crystal Creek Subdivision Entrance Sign

Recommend approval for Public Works to dispose of the entrance sign into Crystal Creek subdivision within a two week time period.

Consent Agenda – Continued

12) Bear Issues

Recommend approval for staff to coordinate with FWC for additional information on black bear population issues as requested by the Chairman.

Budget and Financial Management

1) Bid Action

Recommend approval of the following regarding Chumuckla Park restrooms:

1. Award the Chumuckla Park Restrooms rehabilitation contract to the lowest responsive, responsible bidder meeting specifications: Patterson Quality Construction.
2. Budget Amendment 2018-160 in the amount of \$30,920.00 from District 3 Recreation funds.

2) Budget Amendment 2018-145

Recommend approval of Budget Amendment 2018-145 in the amount of \$39,000 to fund an agreement with NextSite to provide research, marketing and consulting services for the retail industry from Electric Franchise Fee Reserves as approved at the March 15, 2018 meeting.

3) Budget Amendment 2018-146

Recommend approval of Budget Amendment 2018-146 in the amount of \$17,500 to transfer funds from the General Fund to the Fire District MSBU Fund for Government Services Group, Inc. (GSG) as the consultant for the fire assessment study for the Navarre Beach District as approved at the March 15, 2018 meeting. MSBU funds to reimburse the General Fund.

4) Budget Amendment 2018-147

Recommend approval of Budget Amendment 2018-147 in the amount of \$156,991 to transfer funds from the General Fund to the Fire District MSBU Fund for to purchase a 2018 Quick Attack Vehicle mounted on a Dodge 5500 4x4, 4 door chassis based on Houston-Galveston Area Council (H-GAC) Contract FS 12-17 to Sunbelt Fire for the Berrydale VFD as approved at the March 15, 2018 meeting. MSBU funds to reimburse the General Fund.

5) Budget Amendment 2018-148

Recommend approval of Budget Amendment 2018-148 in the amount of \$525,250 recognizing FY18 funding from Florida Housing Finance Corporation (FHFC) 2nd allocation (total 17/18 projected FY funding \$739,445) and request allocation to housing cost center.

6) Budget Amendment 2018-149

Recommend approval of Budget Amendment 2018-149 in the amount of \$125,000 to fund professional planning services for the District IV Master Plan provided by Matrix Design Group as approved at the July 27, 2017 meeting. Funding is to be an amount not to exceed \$125,000 as follows: \$65,000 from District 4 Recreation Funds and \$60,000 from Reserve for Contingencies.

7) Budget Amendment 2018-150

Recommend approval of Budget Amendment 2018-150 in the amount of \$5,303 to carry forward funds received from the sale of horses and allocate for expenditure in the Animal Services Department.

Consent Agenda – Continued

8) Budget Amendment 2018-151

Recommend approval of Budget Amendment 2018-151 in the amount of \$2,500 to transfer funds from District 1 Recreation Funds to the Parks Department in the General Fund for 8 additional portable toilets for the Santa Rosa Sportsplex.

9) Budget Amendment 2018-152

Recommend approval of Budget Amendment 2018-152 in the amount of \$76,577 to transfer funds from LOST to reimburse the Road & Bridge Fund for the Sweet Bay Bridge project.

10) Budget Amendment 2018-153

Recommend approval of Budget Amendment 2018-153 in the amount of \$42,500 to transfer funds from the General Fund to the Fire District MSBU Fund for Government Services Group, Inc. (GSG) as the consultant for the fire assessment study for the nine (9) unincorporated fire districts as approved at the March 15, 2018 meeting. MSBU funds to reimburse the General Fund.

11) Budget Amendment 2018-154

Recommend approval of Budget Amendment 2018-154 in the amount of \$4,410 transferring funds from District 5 Recreation Funds to the Parks Department to add three (3) additional Gulf Power security lights and six (6) months energy fee for the Woodlawn Beach Boat Ramp.

12) Budget Amendment 2018-155

Recommend approval of Budget Amendment 2018-155 in the amount of \$127,950 to return a portion of the excess fees generated from the Clerk of the Court to fund court salary pay increases as approved at the July 13, 2017 meeting.

13) Budget Amendment 2018-156

Recommend approval of Budget Amendment 2018-156 in the amount of \$8,497 to purchase one (1) zero-turn mower for (PARA) Pace Athletic & Recreation Association. The mower purchased by the County is a donation to PARA from District 1 Rec Fund.

14) Budget Amendment 2018-157

Recommend approval to correct Budget Amendment 2018-141 transferring back funds previously transferred to the General Fund for the purchase of one (1) zero turn mower for the Futbol Club of Santa Rosa, Inc. The mower purchased by the County is a **donation** to the Futbol Club specified in the Agreement Addendum dated January 25, 2018. The donation is split equally between Districts 1 and 3 rec funds.

15) Holley Navarre Seniors Association

Recommend approval of the following regarding Holley Navarre Seniors Association:

1. Budget Amendment 2018-158 in the amount of \$5,000 to provide financial assistance to the Holley Navarre Seniors Association from the District 4 Recreation Fund for use in helping restore the facility to be safer and more energy efficient.
2. Public Assistance Agreement for Holley Navarre Seniors Association.

Consent Agenda – Continued

16) Budget Amendment 2018-159

Recommend approval of Budget Amendment 2018-159 in the amount of \$304,794 to establish the budget for the design and permitting of storm water drainage improvements in Metron Estates from Road & Bridge drainage reserves as approved at the March 15, 2018 meeting.

17) Budget Amendment 2018-161

Recommend approval of Budget Amendment 2018-161 in the amount of \$36,248 to replace the NVR for the courthouse.

18) Check Register

Recommend approval of check register.

Economic Development Committee

1) Purchase of 2 Aquatic Beach Wheelchairs

Recommend approval of purchase of two Aquatic Beach Wheelchairs funding in the amount of \$2,698.20.

2) Navarre Beach Sports & Recreation, LLC Volleyball Complex

Recommend approval of Navarre Beach Sports & Recreation, LLC Professional Volleyball Complex funding in the amount of \$15,000.

Engineer's Report

1) Geosyntec Task Order No. GEO17-001

Recommend approval of the Amendment to the Geosyntec Consultant's Task Order GEO17-001 for additional funding to providing information to the Florida Department of Environmental Protection (FDEP) on the design, permitting and operations engineering services related to the Central Landfill Phase V Expansion in the amount of \$34,700 for additional engineering services. Task Order original cost \$578,495, amendment \$34,700, for a total Phase V Expansion cost of \$613,195.

2) Waving of tipping fees for the Great American Clean-up

Recommend approval of the waiving tipping fees for "The Great American Clean-Up" organized by the Santa Rosa Clean Community System.

3) LEAD Academy Stormwater Hold Harmless Agreement

Recommend approval and execution of the Hold Harmless Agreement.

4) Sunset Pines Subdivision – Variance for Low Pressure Sewer

Recommend approval of variance for the installation of low pressure sewer within the proposed subdivision.

Consent Agenda – Continued

5) Sunset Pines Subdivision – Preliminary Plat

Recommend approval of Preliminary Plat for Sunset Pines, a 30-lot subdivision, a portion of Section 20, Township 2 South, Range 27 West, Santa Rosa County, Florida. (District 5) Location: 0.6 more or less, North on Bergren Road from Gulf Breeze Parkway, property on West side of Bergren Road.

6) Stephen's Landing – Variance for Low Pressure Sewer

Recommend approval of variance for the installation of low pressure sewer within the proposed subdivision

7) Stephen's Landing – Preliminary Plat

Recommend approval of Preliminary Plat for Stephens Landing, a 16-lot subdivision, a portion of Section 1, Township 2 South, Range 27 West, Santa Rosa County, Florida. (District 4) Location: 0.1 miles, more or less, Southwest on Nelson Street from Highway 87, property on North side of Nelson Street.

8) Stephens Landing – Construction Plans

Recommend approval of Construction Plans for Stephens Landing, a 16-lot subdivision, a portion of Section 1, Township 2 South, Range 27 West, Santa Rosa County, Florida. (District 4) Location: 0.1 miles, more or less, Southwest on Nelson Street from Highway 87, property on North side of Nelson Street.

9) Cambridge Park – Construction Plans

Recommend approval of Construction Plans for Cambridge Park, a 68-lot subdivision, a portion of Section 21, Township 2 South, Range 27 West, Santa Rosa County, Florida. (District 5) Location: 5 miles, more or less, West on Gulf Breeze Parkway from Highway 87 South, property on the North side of Gulf Breeze Parkway.

Public Services Committee

1) Subordination Request for 7252 Putter Ln, Milton

Recommend approval of the SHIP mortgage subordination request for property located at 7252 Putter Lane, Milton. Agreement is consistent with Board policy.

2) Resolution to Adopt Comprehensive Emergency Management Plan

Recommend approval to adopt Santa Rosa County Comprehensive Emergency Management Plan (CEMP) by resolution as approved by the state. Updated information includes most recent disasters and incidents, demographics and minor changes.

Public Works Committee

1) DOC Contract Renewal WS986

Recommend approval to renew Work Squad contract WS986, with the Department of Corrections for three (3) additional years. The contract is for three (3) corrections officers in the amount of \$172,491.00/year.

Consent Agenda – Continued

2) Avalon Beach Erosion Control

Recommend approval of the Avalon Beach Subdivision Roadway Stabilization, Erosion Control and Monitoring Plan and implementation of proposed erosion control protective measures as described in it the amount of \$68,000 with funding from the Road and Bridge Reserves.

3) Mower Purchase For PARA

Recommend approval of the purchase of one (1) 2018 John Deere model Z930M zero turn mower for Pace Athletic & Recreation Association from Smith Tractor Company, Inc. in the amount of \$8,497.00 based on comparison shopping. Funding to be split evenly between District 1 and District 3 Recreation Funds.

4) Chumuckla Community Center Roof Repairs

Recommend approval of roof repairs for the Chumuckla Community Center by Edwards Roofing Co., Inc. in the amount of \$11,916.00 based on comparison shopping. Funding will be from the Parks Department's Repair and Maintenance budget line.

5) Traffic Signal Maintenance Agreement

Recommend approval of Exhibit "A" of the Florida Department of Transportation Traffic Signal Maintenance and Compensation Agreement.

6) Primary Road Resurfacing Recommendations

Recommend approval to resurface the following primary roads in the amount of \$1,562,000 with budgeted funding from gas tax proceeds.

• Delmonte Street	\$194,000
• Morristown Road (Hwy.4 to Dykestown Road)	\$414,100
• Country Mill Road (Hwy. 4 to 9225 feet south)	\$305,300
• Woodlawn Beach Road	\$136,000
• Hwy. 182 (west of Chumuckla Hwy.)	\$360,000
• Andorra Street	\$152,600

Regular Agenda

Administrative Committee - Cole & Parker

1) Meeting List

Meetings below are held in the Board Room of the Santa Rosa County Administrative Center unless otherwise noted:

- | | | |
|--------------------------------------------------------------------|----------|------------|
| • Local Option Sales Tax Committee | April 17 | 9:00 a.m. |
| • Public Safety Coordinating Council Meeting | April 18 | 11:30 a.m. |
| ◦ Sheriff's Dept. Training Room, 5755 E. Milton Road, Milton | | |
| • Aviation Advisory Committee | April 18 | 5:00 p.m. |
| • Commission Committee | April 23 | 9:00 a.m. |
| • Bagdad Architectural Advisory Board | April 25 | 8:30 a.m. |
| ◦ Public Services Conference Room, 6051 Old Bagdad Highway, Milton | | |
| • Parks and Recreation | April 25 | 5:30 p.m. |
| • Commission Regular | April 26 | 9:00 a.m. |
| • Local Mitigation Strategy Task Force | April 26 | 1:30 p.m. |
| ◦ Public Services Conference Room, 6051 Old Bagdad Highway, Milton | | |
| • Commission Special – Rezoning Meeting | April 26 | 6:00 p.m. |

Economic Development Committee - Cole & Salter

No Agenda Items.

Engineer's Report

No Agenda Items.

Public Service's Committee - Williamson & Lynchard

No Agenda Items.

Public Works Committee - Salter & Williamson

No Agenda Items.

Budget & Financial Management Committee - Lynchard & Parker

No Agenda Items.

County Administrator

County Attorney

Public Forum

Attachment 8

Commission Meetings

All Board of County Commission Meetings are held at the County Administrative Center, Commissioner's Board Room, 6495 Caroline Street, Milton, Florida, unless otherwise indicated by asterisks.

Committee meetings – 9:00 a.m.

January 8, 2018
January 22, 2018
February 5, 2018
February 19, 2018
March 12, 2018
April 9, 2018
April 23, 2018
May 7, 2018
May 21, 2018
June 11, 2018
July 9, 2018
July 23, 2018
August 6, 2018
August 20, 2018
September 10, 2018
September 24, 2018
October 8, 2018
October 22, 2018
November 5, 2018
December 10, 2018

Regular meetings – 9:00 a.m.

January 11, 2018
January 25, 2018
February 8, 2018 ***
February 22, 2018
March 15, 2018
April 12, 2018
April 26, 2018
May 10, 2018 ***
May 24, 2018
June 14, 2018
July 12, 2018
July 26, 2018
August 9, 2018 ***
August 23, 2018
September 13, 2018
September 27, 2018
October 11, 2018
October 25, 2018
November 8, 2018 ***
December 13, 2018

Rezoning meetings – 6:00 p.m.

January 25, 2018
February 22, 2018
March 15, 2018
April 26, 2018
May 24, 2018
July 26, 2018
August 23, 2018
September 27, 2018
October 25, 2018
December 13, 2018

Budget meetings

June 5, 2018 @ 1:30 p.m.
July 17, 2018 @ 9:00 a.m.
July 17, 2018 @ 1:30 p.m.
August 21, 2018 @ 6:00 p.m.
September 4, 2018 @ 6:00 p.m.
September 18, 2018 @ 6:00 p.m.

Additional Scheduled Meetings

Joint Meeting with School Board – Thursday, February 15, 2018 at 1:30 p.m.
Board Planning Workshop – Tuesday, February 13, 2018 at 9:00 a.m.

*** located at Tiger Point Community Center, 1370 Tiger Park Lane, Gulf Breeze

Attachment 9 Timeline

The following timeline is for infrastructure design and construction of the first 40 acres of the Whiting Aviation Park from announcement of the award. The project includes lot clearing and grading, installation of sanitary sewer, a lift station, electrical upgrades, gas, stormwater collection and management systems, roadway and a 2000 square feet asphalt patch.

	Action	Time
	<ul style="list-style-type: none"> • BOCC approval and full execution of agreement with Triumph • Development of RFQ for design and CEI services • Receive and review proposals • Develop recommendation to BOCC • Submit scope/request for fee proposal • Develop contract for CEI and design services • BOCC contract approval • Budget amendment approval 	4 months
	Design and permitting <ul style="list-style-type: none"> • Data collection and analysis • Engineering design development • 30% plans design review • 60% plans design review • 90% plans design review • 100% plans design plans review and construction estimate • Permit application submittal and approval 	6 months
	Construction procurement <ul style="list-style-type: none"> • Development of bid package for construction contractor(s) • Advertisement of construction bids • Pre-bid meeting • Bid opening • Development of recommendation to BOCC • BOCC approval • Contract development • Issuance of notice to proceed (NTP) • Issuance of press release 	3 months
	Construction <ul style="list-style-type: none"> • Construction commencement • Processing payments • Construction inspection • Construction completion • Final inspection 	21 months
	Grant close out <ul style="list-style-type: none"> • Final payment • Final reimbursement request and report 	2 months
	TOTAL TIME	36 months

Attachment 10 BOCC Authority and Navy Letter of Approval to
Execute Limited Access Use Agreement

RESOLUTION NO. 2014 - 42

A RESOLUTION AMENDING THE RESOLUTION ESTABLISHING THE ORGANIZATIONAL PROCEDURES TO BE FOLLOWED BY THE BOARD OF COUNTY COMMISSIONERS IN THE CONDUCT OF THE BUSINESS OF SAID BOARD; PROVIDING FOR THE CHAIRMAN OR VICE CHAIRMAN TO EXECUTE ALL DOCUMENTS APPROVED IN AN OFFICIAL MEETING OF THE BOARD; AMENDING RESOLUTION 97-44.

**BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF
SANTA ROSA COUNTY, FLORIDA:**

Santa Rosa County Resolution No. 97-44, paragraph 2 is hereby amended to read as follows:

2. The Board shall reorganize and elect a Chairman and a Vice-Chairman at an organizational meeting to be held on the third Tuesday of each November, provided, however, that in a non election year said reorganization shall take place at a meeting held in November; and the commissioners so elected shall take office immediately upon election and serve for a period of one year. The Chairman or in his absence the Vice-Chairman is authorized to execute all documents approved in an official meeting of the Board.

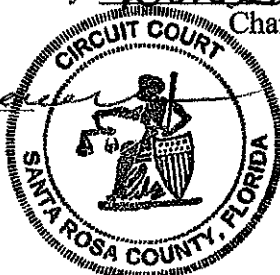
PASSED AND ADOPTED by the Board of County Commissioners of Santa Rosa County, Florida, this 11th day of December 2014, by a vote of 5 yeas and 0 nays and 0 absent.

**BOARD OF COUNTY COMMISSIONERS
SANTA ROSA COUNTY, FLORIDA**

ATTEST:

David C. Spencer
Clerk of Court

By: Don Salter
Chairman



Special Meeting
Board Reorganization
November 9, 2017
Gulf Breeze, Florida

The Board of County Commissioners of Santa Rosa County, Florida, met in Special Session on the above date with the following members present: Chairman Rob Williamson, Sam Parker, Robert "Bob" Cole, Don Salter and Lane Lynchard. Also present was the County Engineer (Roger Blaylock), Public Works Director (Stephen Furman), Clerk of Court, General Counsel (Jason English), Administrative Assistant (Emily Spencer), County Administrator (Tony Gomillion), Assistant County Administrator (Dan Schebler) and Budget Director (Jayne Bell). Williamson called the meeting to order immediately following the Regular Commission meeting at the Tiger Point Community Center, Gulf Breeze, Florida.

Nomination/Election of Chairman

Lynchard moved to nominate Cole as Chairman. Salter seconded and the motion passed unanimously.

Williamson passed the gavel to Chairman Cole.

Nomination/Election of Vice-Chairman

Salter moved to nominate Parker as Vice Chairman. Lynchard seconded and the motion passed unanimously.

Other Discussion

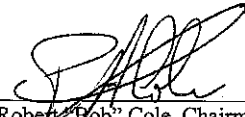
Cole thanked the Board for their confidence in him as chairperson for 2018, he thanked the voters of Santa Rosa County for the privilege of representing each of them and he thanked the staff for their hard work in providing the Board with accurate and documented information needed to conduct county business. He further discussed his goals for the upcoming year.


Parker said he appreciates the vote of confidence by his fellow Board members to allow him this opportunity.

Adjournment

There being no further business to come before the Board at this time, the meeting adjourned.

BOARD OF COUNTY COMMISSIONERS
SANTA ROSA COUNTY, FLORIDA


By: Robert "Bob" Cole, Chairman


Attest: Donald [Signature] Clerk of Court



DEPARTMENT OF THE NAVY

NAVAL FACILITIES ENGINEERING COMMAND
WASHINGTON NAVY YARD
1322 PATTERSON AVENUE SE SUITE 1000
WASHINGTON DC 20374-5065

IN REPLY REFER TO

MAY 29 2009

From: Commander, Naval Facilities Engineering Command
To: Commanding Officer, Naval Facilities Engineering
Command, Southeast

Subj: LIMITED-ACCESS USE AGREEMENT BETWEEN THE UNITED
STATES OF AMERICA AND SANTA ROSA COUNTY, FLORIDA, FOR
NAVAL AIR STATION WHITING FIELD

Encl: (1) ASN(I&E), Acting, approval ltr of 26 May 09

The Assistant Secretary of the Navy, Installations and
Environment (Acting), has approved your request to execute a
limited-access use agreement with Santa Rosa County for
runways and taxiways at Naval Air Station Whiting Field,
Florida. The approval letter is at enclosure (1).

for *James F. Perry*
E.F. Hubbard
Assistant Commander for
Asset Management

Enclosure



DEPARTMENT OF THE NAVY

NAVAL FACILITIES ENGINEERING COMMAND
WASHINGTON NAVY YARD
1322 PATTERSON AVENUE SE SUITE 1000
WASHINGTON DC 20374-5065

IN REPLY REFER TO

6 April 2009

MEMORANDUM FOR THE ASSISTANT SECRETARY OF THE NAVY (INSTALLATIONS AND ENVIRONMENT)

Via: Deputy Assistant Secretary of the Navy
(Installations and Facilities)

Subject: PROPOSED LIMITED-ACCESS USE AGREEMENT BETWEEN THE
UNITED STATES OF AMERICA AND SANTA ROSA COUNTY,
FLORIDA, FOR RUNWAYS AND TAXIWAYS AT SOUTH FIELD,
NAVAL AIR STATION WHITING FIELD, FLORIDA

Ref: (a) SECNAVINST 3770.2A

Encl: (1) NAVFAC SE ltr 11011 OPG4TM Ser 09-032 of 21 Jan 09,
w/Encls
(2) CNRSE 1st End 11000 Ser N321/2504 of 21 Jan 09
(3) CNIC 2nd End 11011 Ser N4/9U44775 of 18 Mar 09
(4) Background Information
(5) Proposed Limited-Access Use Agreement

1. By enclosure (1), NAVFAC Southeast requests approval to execute a limited-access use agreement between the United States of America and Santa Rosa County, Florida, that would allow the County to use taxiways and runways located at South Field, Naval Air Station Whiting Field (NASWF). Enclosures (2) and (3) provide the endorsements of CNRSE and CNIC, respectively.

2. Santa Rosa County initially requested use of NASWF facilities in 2003 and DASN(I&F) granted conceptual approval pending the completion of due diligence under the National Environmental Policy Act. Background information is provided at enclosure (4). Evaluation of the proposed action has resulted in a categorical exclusion.

3. Reference (a) governs the joint civil and military use of Navy and Marine Corps aviation facilities and the requirements to permit such use have been met:

(a) The arrangement will be mutually beneficial to NASWF and Santa Rosa County.

Subject: PROPOSED LIMITED-ACCESS USE AGREEMENT BETWEEN THE
UNITED STATES OF AMERICA AND SANTA ROSA COUNTY,
FLORIDA, FOR RUNWAYS AND TAXIWAYS AT SOUTH FIELD,
NAVAL AIR STATION WHITING FIELD, FLORIDA

(b) The security of military operations, facilities, or equipment will not be compromised.

(c) Military flight operations will not be substantially impaired. The aviation park adjacent to NASWF that the County intends to build will provide an excellent buffer against encroachment. In addition, the County will grant the Navy a restrictive easement over 30 County-owned acres in the clear zone of runway 05.

(d) Air safety will not be degraded. NASWF will control all civil and military traffic.

(e) There is no other alternative. The County had planned to extend the runway at Peter Prince Airport southeast of NASWF, which would have seriously encroached on military operations. Under the proposed agreement, the County will not pursue or approve any extension.

(f) Santa Rosa County is an authorized local government agency.

4. In addition, the County will fund all costs to construct a taxiway between the Aviation Park and NASWF. Both the types of civil aircraft and the number of operations that may be allowed will be controlled in the proposed agreement (enclosure (5)).

5. In accordance with reference (a), request your approval to execute the proposed agreement. Command counsel concurs in this recommendation.



E. F. Hubbard
Assistant Commander
for Asset Management

Approve  MAY 26 2009

Disapprove _____

Other _____

Attachment 11
Matching Funds

For 40-acre project:

Triumph Request	8,523,655	82.6%
County Match	1,794,720	17.4%
Total Project	10,318,375	100.0%

Triumph match as a percentage of overall expenditures on Whiting Aviation Park:

Project	Expense	Percent
Property Acquisition 267 acres	946,600	
Master Plan	250,000	
Security Fencing (\$200K county and \$160K FDSTF grant)	360,000	
Sub total	1,556,600	
Triumph Request	8,523,655	72%
County Match to Triumph Request	1,794,720	
Total expenditures on air park with 40 acre project	11,874,975	100%

The second table shows the Triumph request as a percentage of the overall expenditures to date, with the proposed infrastructure project on the first 40 acres.

Attachment 12 Connection to Broader Economic Vision

Provide a detailed explanation of how the public infrastructure improvements will connect to a broader economic development vision for the community and benefit additional current and future businesses.

The infrastructure improvements connect to a broader economic development vision for the community in two ways: (1) first as an economic development vision planned for Santa Rosa County since the early 2000's with development of the Better Santa Rosa Plan and (2) as an economic development vision for Northwest Florida with publication of Northwest Florida Forward: A Regional Strategy for Economic Transformation. Key events happened during those times that led to the development of the Whiting Aviation Park.

Better Santa Rosa Plan

In the early 2000's, the County developed a Better Santa Rosa Plan, a strategic vision of where the county wanted to go and how to get there. Under Objective IV. 4 Foster the Creation and Continued Health of Local Business and Industrial Parks, Action Step IV.4 B was "Recruit Targeted Businesses Such as Aviation, Small Manufacturing, and Assembly into Business Parks: This action includes a marketing effort budget in FY 02-03 for Team Santa Rosa," [then the economic development office for Santa Rosa County].

Key events that happened within the decade were the county's purchase of the two parcels totaling 267 acres adjacent to NAS Whiting Field near the east gate in 2001 and 2003 and signing of the Limited Access Use Agreement (LAUA) with the U.S. Navy in 2009. The land was at the ideal location for access to the base. Meanwhile, the county had been negotiating with the Navy for ten years for the agreement which allows civilian tenants of the Whiting Aviation Park to use the Whiting Field airfield and air traffic control, with the exclusion of general aviation. Maintenance, repair and overhaul (MRO) facilities can use the airfield. The value of use of an airfield is extremely significant.

Northwest Florida Forward

Fast forward to 2017 when Florida's Great Northwest published NWFL Forward which named the aerospace and defense industry as one of the five targeted industry clusters that, given the right conditions, could transform Northwest Florida (see page 12 from the strategy report attached). As pointed out earlier in this application, the aviation industry is already transforming Northwest Florida. Key events were the location of an Airbus assembly plant in Mobile, which drew the attention of the world to the Gulf Coast, and VT-Mobile Aerospace Engineering (VT-MAE) now poised to open a new MRO facility at the Pensacola Airport in nearby Escambia County. To the east, in Okaloosa County, first Fairchild Industries and now L3 Technologies has grown to 553,00 square feet of manufacturing, hangar and administrative facilities beginning in the 1960's. Much of the aviation industry growth in Crestview is credited to the proximity to military bases. NWFL Forward cites the proximity to military bases as an asset of this area. The Whiting Aviation Park itself **will** benefit from its proximity to NAS Whiting Field if Triumph awards the application and the county can install the infrastructure to attract clients now interested.

Benefit to Current and Future Businesses

The outlook for future business related to aviation is very bright as shown in Attachment 5 Viability of the Proposed Project since Florida is ranked #1 among all states by the Pew Charitable Trust in attractiveness to the aviation industry. In 2016, the economic impact was estimated by the University of West Florida Hass Center as \$143.53 million over 9 years based on 100 jobs created initially at \$50,000 average wage in the Whiting Aviation Park. Those included additional employment created by spending effects of the directly employed workers. Overall, the aviation park would have a very positive effect on current and future businesses.

OVERVIEW OF TARGET INDUSTRY CLUSTERS

TIP Strategies and the Haas Center sought to identify target industry clusters for Northwest Florida that will transform the region if successfully developed through business recruitment, retention, expansion, and entrepreneurial support. These recommendations, however, should not be viewed as the only viable industries in the region for attraction and development. Some counties and communities offer competitive advantages to specific sectors that may not be part of these recommendations. However, based on regional industry and occupational data, national and regional trends, as well as the consulting team's experience in identifying target industries for markets nationwide, the following regional targets are recommended for inclusion in the regional strategy.

- **Aerospace and Defense** is the region's deepest and most diverse cluster. While Aerospace employment has declined in the region in recent years, Northwest Florida's proximity to five major Aerospace OEM Assembly facilities as well as new commercial aerospace developments in the four-state region present opportunities for renewed growth.
- **Financial Services** plays an essential role in the economy as it interacts with virtually all other clusters via the banking industry. The recent and projected growth of the cluster in the region is being driven by the ongoing expansion of Navy Federal Credit Union in Escambia County. In addition to employing thousands of residents, the sector serves as an essential support service for other industries and contributes significantly to the regional economy.
- **Water Transportation** is poised for healthy growth in the region largely due the success of Eastern Shipbuilding in winning the significant U.S. Coast Guard Cutter shipbuilding contract. Targeting the shipbuilding supply chain presents opportunities for additional cluster growth in the region beyond Bay County.
- **Cybersecurity** is not considered a traditional cluster, yet presents promising high-wage growth opportunities due to unique assets and new supporting programs in the region.
- **Advanced Manufacturing** is an important target for growth as it impacts many other clusters and offers high-wage employment growth for all areas of the region. Since advanced manufacturing is an activity that cannot easily be grouped by industry codes for analysis purposes, it was not included in the target industry cluster profiles. Strategies and actions for promoting the growth of Advanced Manufacturing in the region are still included in the plan.

Finally, a region can be home to a cluster that is experiencing overall decline and, through spillover effects, can negatively impact an entire regional or state economy. The concentration of the U.S. auto industry in Michigan is such an example. The goal of the regional strategy, therefore, should not be solely to support a fixed number of clusters, but to foster a dynamic economy that can support a variety of industries, especially those that Northwest Florida is uniquely positioned to nurture.

Attachment 13

Economic Recovery, Economic Diversification, Enhancement of Disproportionately Affected Counties and Enhancement of a Targeted Industry

Provide a detailed description of, and quantitative evidence demonstrating how the proposed public infrastructure project will promote:

(Quantitative evidence underlined or attached)

Economic Recovery

The Santa Rosa Board of County Commissioners has worked for years to bring higher paying jobs to the County. One of the most telling statistics of the county can be seen on the [Northwest Florida FORWARD County Snapshots](#). The net inflow/outflow of commuters is extremely out of Santa Rosa County, which means workers are commuting outside the county to higher paying jobs. They are commuting to the metropolitan core areas of Pensacola or Fort Walton Beach or to Crestview. The downturn of the economy in 2008 and the Deepwater Horizon Oil Spill in 2010 both hit the county's economy very hard (unemployment rose from 2.8 in 2006 to 9.5 in 2010) because of the reliance on growth in the construction/housing industry and tourism for jobs and revenues. Years later, the choice among better paying jobs in the county is still limited. As of 2016 according to the County Snapshots, the top five industry sectors by employment are, in order, elementary and secondary schools, limited service restaurants, full service restaurants, the federal government including military, and local government. Missing from the list are manufacturing/industrial and tech employment. Motivated to bring in better paying jobs, over fifteen years ago the County began negotiations with the U. S. Navy for shared use of the NAS Whiting Field airfield with the purpose of creating an adjacent air industrial park. A limited access use agreement was signed with the Navy in 2009, the first of its kind in Naval history. The County purchased 267 acres adjacent to the airfield and developed a master plan. The timing is perfect for Santa Rosa to take advantage of the growth in the aviation industry along the Gulf Coast. One prospect, recently lost due to lack of infrastructure would have brought 100+ jobs at an average annual wage of \$50,000, with a \$27 million capital investment and yearly economic impact of \$13.8 million. An analysis by the University of West Florida Haas Center for Business Research and Economic Development shows the economic impact of jobs in the aerospace industry. If 100 jobs were created at WAP with a \$50,000 average wage, the economic impact over 9 years, 2017 – 2025, would be \$143.53 million. An aerospace companies is currently interested.

Diversification

It is intended that the aviation park attract not only military business but also civilian commercial business. NAS Whiting Field has been one of the legs of the economy of Santa Rosa County for some time. Military missions are subject to change, even though Santa Rosa County has partnered successfully with the Navy to protect 2,233 acres from encroachment through a combination of state Defense Infrastructure Grant (DIG) funding and Navy readiness funding. Santa Rosa County has also relied heavily upon tourism and agriculture, both of which are subject to unpredicted devastating events that can wipe out expected revenues, such as the Deepwater Horizon Oil Spill and weather conditions. Development of the aerospace industry will not only diversify the economy but would also provide stability as the need increases for air travel and air service such as cargo operations. According to the Santa Rosa County EDO website, Santa Rosa County's top five employees by establishment type are shown in the table on the next page.

The table below shows the top five categories of jobs held by Santa Rosa County residents. It can readily be seen that government and school employment is top-heavy, with restaurants ranking second.

Top Five Total Employees by Establishment Type
North American Industry Classification System (NAICS)
Source: Santa Rosa County Economic Development Office Website

Employer	Employees
Government	3,513
Restaurants	3,176
Primary and Secondary Education	2,629
Health and Medical Services	2,482
Hospitals	2,028

When government, restaurants, and education are the top jobs held by residents in a county, the need exists for diversification of jobs in other sectors that can provide equal or better pay, training, benefits, and opportunities for upward mobility. Santa Rosa's strength and challenges arise from its location: it lies between the core cities of two MSA's: Pensacola to the west and Fort Walton Beach to the east. A strength is that Santa Rosa's excellent public school system, low crime, recreational opportunities for residents of all ages, and low cost of living attract workers from Escambia and Okaloosa Counties to make their homes in Santa Rosa County. A challenge is that the lack of jobs within the county results in pockets of poverty especially within the central sections of the county. Triumph funding will help with diversification into the commercial aviation industry, with the development of the Whiting Aviation Park, complemented by the attraction of a skilled and educated labor force of former military and military spouses, an asset of U.S. Congressional District 1.

Enhancement of Disproportionately Affected Counties

Santa Rosa County and the region of disproportionately affected counties will be enhanced:

- Aerospace employment will bring jobs with higher pay.
- Aligns with the Northwest Florida FORWARD regional strategic initiative of the aerospace and defense cluster as a targeted industry with a strong outlook for growth.
- Will create net new jobs in a targeted industry.
- Provides a wider regional impact as evidenced by the U.S. Cluster Mapping Project, Institute for Strategy and Competitiveness, Harvard Business School, which shows Northwest Florida as a cluster for the aerospace and defense industry along with nearby counties in Alabama.
- Enhances a targeted industry cluster by making more aviation industrial space available with access to a runway.

Evidence that aviation-related jobs will bring higher pay is in the prospects now for the Whiting Aviation Park. Two interested clients can bring a total of 100 – 200 jobs at an average wage of \$70,000 when the US Census American Community Survey for Santa Rosa County 2016 reports the mean earnings for workers as \$60,920 (with median as \$31,333). The Haas Center in its 2016 analysis of 100 jobs created at Whiting Aviation Park estimates an economic impact of \$143 million over 9 years, using the REMI model. (Please see attached).

Enhancement of a Targeted Industry

The Whiting Aviation Park is a one-of-a-kind asset like no other in the United States. Through a unique partnership with the Department of the Navy, Santa Rosa County developed a limited access use agreement to allow future tenants of the Whiting Aviation park through the fence access to the 6,000 linear foot runway with control tower capability. The Whiting Aviation Park is 267 acres of heavy industrial zone property that is publicly owned by Santa Rosa County. The development of the aviation park will allow the county to continue to further cement Florida's dominance in the aviation/aerospace sector. The infrastructure build-out will attract numerous aviation companies that will want to locate in Santa Rosa County FL based upon the seven military bases nearby including the world's largest Air Force base that encompasses three counties in NW Florida and NAS Whiting Field with is the busiest airport in the world with more 'touch and gos' than Chicago O'Hare or Atlanta International Airports.

Perhaps the best quantitative evidence for Whiting Aviation Park's enhancement of the aerospace defense industry cluster is Florida's attractiveness to the aviation industry. Florida ranks as number 1 among all states according to the Pew Charitable Trust, based on several criteria evaluated including tax advantages, operating costs, industry size and education. Please see the attached page 73 from NWFL Forward strategy report. The Whiting Aviation Park will add to the aerospace/defense cluster on the Gulf Coast.

The Gulf Coast Counties on both sides of Santa Rosa County are transforming, and Santa Rosa County can be a part of that transformation with development of the Whiting Aviation Park. The selection of Mobile, Alabama as the assembly plant for Airbus opened the eyes of the world to the advantages of locating along the northern Gulf Coast. At least one well-established aerospace company in Mobile recently found expansion at Brookley Field, where Airbus is located, to be limited and looked for another location to grow its aerospace maintenance, repair and overhaul (MRO) capacity. VT Mobile Aerospace Engineering (VTMAE) chose Pensacola International Airport for its new 173,000 square feet MRO hangar currently under construction. It will serve commercial and cargo aircraft. The \$46M facility is scheduled to open May 2018. When completed, it will accommodate either two Boeing 777 aircraft, four Boeing 757s or six Airbus A-320s. Below is a rendering of the new hangar:



In a broadcast on October 27, 2017, WUWF Radio in Pensacola quoted VTMAE President Bill Hafner explaining the reason for the expansion into Florida: "We shopped all around the Tri-State area for expansion. We're somewhat landlocked in Mobile; there's a lot of other activity at that airport [Brookley Field]. We wanted to find something within a reasonable distance. Pensacola was very attractive. But it was the amount of interest by the community, and especially the educational systems." VTMAE will employ 150 at start-up and ramp up to as high as 400. Average starting salary will be \$41,000.

Meanwhile, on the eastern side of Santa Rosa County at the Crestview Bob Sikes Airport, the aviation industry has been growing since the 1960s. In 1963, Fairchild Industries opened its Crestview facility with two hangars. It specialized in military aircraft modifications and maintenance but eventually grew to include civilian aircraft. Now owned by L3 Technologies with headquarters in New York, L3 Crestview

Aerospace has 553,000 square feet of manufacturing, hangar and administrative facilities. It can accommodate a wide variety of military and civilian aircraft and employs approximately 1,000. According to the Okaloosa County Economic Development website, former Governor Jeb Bush praised the Okaloosa Industrial Air Park (at Bob Sikes Airport) as “One of the best examples of a true aviation, aerospace and defense cluster development in the State of Florida.” In its brochure, L3 draws attention to its proximity to Eglin Air Force Base, Hurlburt Field, Duke Field, Naval Air Station Whiting Field, Fort Rucker, Pensacola Naval Air Station, and the Naval Support Activity in Panama City. So, no doubt the Gulf Coast is transforming with the growth of the aerospace industry, partly fueled by the proximity to military installations.

HAAS CENTER



INNOVATIVE RESEARCH • INTELLIGENT SOLUTIONS
A Center of the University of West Florida

Economic Impact Analysis

The Santa Rosa County Economic Development Office (EDO) has requested a brief economic impact analysis of five industry projects locating within Santa Rosa County. Information on each project was provided by the EDO and each project's specifics was run through an econometric simulation model in order to determine the impact on the county should the projects locate there. Results, with the continuing effects of the newly created jobs, are provided below. A list of modeling assumptions, a description of the model used and definitions of terms can be found after the project results tables.

Results

Whiting Aviation Park - Project E: 100 Jobs, \$50,000 Average Wage, Manufacturing Industry

Category	Units	2017	2018	2019	2020	2021	2022	2023	2024	2025
Direct Employment		100	100	100	100	100	100	100	100	100
Additional Employment		81	96	105	107	106	103	100	97	94
Economic Impact	Millions of Current Dollars	13.68	14.75	15.53	16.01	16.28	16.54	16.74	16.92	17.10
Income Increase	Millions of Current Dollars	5.75	6.57	7.90	9.03	10.10	11.19	12.24	13.27	14.31

Job creation impact over 9 years: \$143.53 million

Modeling Assumptions:

All employment commenced in 2016 and is maintained for 8 additional years

Model impacts occurred from 2017 through 2025.

REMI model

Econometric simulation models combine the sector detail and geography detail of input/output models but provide for functioning economic linkages between sectors and regions over time. The current study uses REMI PI+ Version 2.1.1 (Regional Economic Models Inc.), in a 67 region structural econometric model of the state of Florida. It incorporates the basic input/output linkages, but also uses econometrically estimated county-specific parameters, for example, interregional migration in response to changes in economic opportunities, in generating impact results. Because of these between-sector linkages, the model incorporates general equilibrium tendencies as the economy responds to shocks over time. That is, changes in spending in a region affect not just conditions in that market, but also in other markets within the region (economists term this a "general equilibrium") and outside the region (via trade and also via migration in response to changes in economic opportunities). This describes the phenomenon whereby, for example, a new financial services back office call center opens in a county,

Economic Impact Analysis - Whiting Aviation Park

and bank managers throughout the county find they have to give staff a raise in order to keep them from leaving to take a job at the new call center. A traditional input-output model description of the economic impact would have held everything else fixed (including bank wages across the county) and simply documented the employment and job creation effects resulting directly at the new call center and indirectly via businesses in its supply chain, as well as household spending induced by the new income flows.

A simulation model such as REMI captures not only the spending effects flowing from the call center and its local suppliers and employees and owners, but also the spillover effects into other markets as wages and prices change due to competition for the same employees and other resources. These effects are the general equilibrium (equilibrium across all markets simultaneously) tendencies of the model. It also simulates the adjustment path over time of these market responses, using historical parameters estimated specifically for that county (the dynamic component).

Glossary of terms

Analysis of economic impact. The assessment of a change in overall economic activity that occurs as a result of a corresponding change in one or more components economic activities, such as the addition of new businesses and jobs.

Employment. Employment comprises estimates of the number of jobs, full-time plus part-time, by place of work. Full-time and part-time jobs are counted at equal weight. Employees, sole proprietors, and active partners are included, but unpaid family workers and volunteers are not included.

Multiplier. The multiplier is the ratio of the change in equilibrium divided by the original change in spending that causes the change. Each industry that produces goods and services generates demands for other goods and services. These demands ripple through the economy, multiplying the original economic impact.

Income. Income received by persons from all sources. It includes income received from employment or investments as well as government or employer transfer payments.

Transfer payment. A payment of money for which no money, good, or service is received in exchange. Examples include social security, old age or disability pensions, student grants, unemployment compensation, etc.

FIGURE 11. 2015 AEROSPACE MANUFACTURING ATTRACTIVENESS RANKINGS
50-STATE ANALYSIS PREPARED BY PWC

STATE	OVERALL RANK	INDEX COMPONENT RANKINGS			
		<i>Tax</i>	<i>Operating costs</i>	<i>Industry size</i>	<i>Education</i>
Florida	1	14	21	5	12
Michigan	2	10	25	3	18
Ohio	3	26	18	1	17
Utah	4	5	29	7	22
Virginia	5	6	34	19	5
Georgia	6	8	31	11	16
New York	7	20	28	17	1
Texas	8	39	16	4	9
Missouri	9	4	7	34	24
North Carolina	10	25	9	22	15

Source: PwC analyzed the relative ‘aerospace industry attractiveness’ of the US in a state-by state comparison. The study produced an overall ‘attractiveness ranking index’ using a weighted average of the following major elements: taxes, operating costs (industry and overall wage rates, business climate, energy costs), industry size (existing suppliers and supply/growth of workforce including available aerospace technicians, engineers, mechanics), and educational attainment.

The 13-county Northwest Florida region has a number of strategic assets that support the Aerospace and Defense cluster’s expansion. These include a dense, multimodal transportation network; proximity to several military installations; targeted tax incentives; major employers; and industry-specific training programs and R&D.

Attachment 14

**LIMITED-ACCESS USE AGREEMENT
BETWEEN
THE UNITED STATES NAVY
AND
SANTA ROSA COUNTY FLORIDA**

This Limited-Access Use Agreement is made and entered into by and between the Secretary of the Navy, for and on behalf of the United States of America ("Government") and Santa Rosa County, Florida ("County"), a governmental agency and political subdivision of the State of Florida, and as such, is eligible to serve as the sponsor of an Aviation Park.

RECITALS

- A. The Government owns and operates the runways and taxiways (collectively "Flying Facilities") located at South Field, Naval Air Station Whiting Field, Milton, Florida ("NASWF").
- B. The County desires to use the Flying Facilities at NASWF for Civil Aircraft operations, i.e. Manufacture, Maintenance, Repair and Overhaul (MMRO) type aviation activities in connection with the Aviation Commerce Park, its customers and/or its tenants/subtenants in the conduct of commerce on a Limited-Access Use basis with military aircraft, not to include commercial passenger and or cargo carriers.
- C. The Government considers that this Agreement will be in the public interest, and is agreeable to Limited-Access Use of the Flying Facilities with Civil Aircraft (excluding general aviation) at NASWF with prior base approval.
- D. Except as contained in paragraph 1g below, this Agreement neither addresses nor commits any Government real property or other facilities that may be required for exclusive use by the County to support either the present or future civil aviation operations or activities in connection with this Limited-Access Use.
- E. The real property and other facilities needed to support civil aviation operations are already available to the County.
- F. During the Initial Term of the Limited Access-Use Agreement or extension/renewal of the Agreement, the County will not pursue or approve any extension to the runway at Peter Prince Airport.

AGREEMENT

1. LIMITED-ACCESS USE

- a. The Government hereby authorizes the County to permit Civil Aircraft equipped with two-way radios capable of communicating with the NASWF Control Tower to Limited-Access Use of the Flying Facilities at NASWF, subject to the terms and conditions set forth in the Operational Agreement, hereto attached as Exhibit "A", developed by both parties, and those Federal Aviation Regulations (FAR) applicable to Civil Aircraft operations. Civil aircraft operations are limited to 75 per day. An operation is defined as a landing or a takeoff.
- b. Civil Aircraft using the Flying Facilities must comply with the requirements of (a) SECNAVINST 3770.1C, "Use of Department of the Navy Aviation Facilities by other than United States Department of Defense Aircraft."
- c. Civil Aircraft using the Flying Facilities of NASWF under the authority of this Agreement shall be allowed to use them for landings, takeoffs, and ground movements of aircraft and will normally park only on County owned property. Civil aircraft operations will not be allowed if they substantially impair military flight operations.

- d. Civil and Government-owned aircraft operating in support of official government business will have priority over Civil Aircraft operating pursuant to this Agreement.
- e. All ground and air movements of Civil Aircraft using the Flying Facilities of NASWF under this Agreement and movements of all other vehicles across the Government runways or taxiways, will be controlled by the NASWF Control Tower. Civil Aircraft operations and related activities will coincide with the NASWF Control Tower hours of operation.
- f. Civil Aircraft may not use the Flying Facilities for training, e.g. Government-owned airfield pavements made available for Civil Aircraft use under this Agreement shall be for use on an "as is, where is" basis.
- g. The County shall be responsible for constructing the taxiway required to connect the County-owned property to the NASWF Flying Facilities at no expense to the Government. Prior to commencement of any construction on Government property by the County, the Government will grant an easement for access which will allow any such construction. The County will be solely responsible for maintenance and repairs of this County-owned taxiway, lighting and other appurtenances. The Government shall have unencumbered access to all taxiways on Government-owned property. At termination of this Agreement the taxiway will either become Government property or removed at the County's expense, at the sole discretion of the Government.
- h. Dust or any other erosion or nuisance that is created by, or arises out of, activities or operations by Civil Aircraft using the Flying Facilities of NASWF under this Agreement shall be corrected by the County, at no expense to the Government, using standard engineering methods and procedures.
- i. Coordination with the NASWF Public Works Officer is required for planning and construction of new structures or exterior alteration of existing structures that are owned or leased by the County
- j. The County shall at all times during the existence of this Agreement promptly observe and comply, at its sole cost and expense, with the provisions of all Federal, State, interstate, and local laws, rules, regulations, orders, ordinances, and other governmental standards and requirements which may be applicable to the County's Limited-Access Use of the Flying Facilities of NASWF for Civil Aircraft operations and its activities under or pursuant to this Agreement, and particularly those provisions concerning noise, hazardous and solid waste management and disposal, hazardous materials management, and occupational safety and health, whether the same now are in force, or that may at any time in the future be enacted or directed.
- k. The County shall implement any noise or other mitigation plans associated with use of the Flying Facilities of NASWF, at no expense to the Government, pursuant to the requirements of (a) the NASWF Air Installation Compatible Use Zone (AICUZ) study as it presently exists or may be updated in the future, (b) the October 2001 Environmental Assessment (JPAT), (c) environmental impact statements, and (d) any other environmental assessments, including supplements, that are applicable to Civil Aircraft operations at NASWF. Updates to the AICUZ study required solely to address Civil Aircraft operations must be accomplished at no expense to the Government.
- l. The County shall oversee the security program in accordance with FAA regulations and all other instructions concerning the security program.
- m. The County shall neither transfer nor assign this Agreement without the prior written consent of the Government.

2. PAYMENT

In consideration for the use of the Flying Facilities, County agrees to provide payment at a rate of \$1.50 per 1,000 pounds or any portion thereof with a minimum of \$20.00 per each landing to commence on the effective date and to be paid quarterly, in arrears, to the Government, or to such other person, firm or place as Government may, from time to time, designate in writing, in accordance with Exhibit "B", at least thirty (30)

days in advance of any payment date by notice given in accordance with Paragraph 11 below. In addition, the County agrees to grant a restrictive easement to limit any use incompatible with the mission of the NASWF over the approximate 32 acres within the Aviation Park that falls within the Navy's clear zone area.

3. SERVICES

The County shall be responsible for providing services, fuel, maintenance, and emergency repairs for Civil Aircraft using the Flying Facilities of NASWF under this Agreement at no cost to the Government. If Government assistance is required to repair an aircraft, the County shall reimburse the Government for all expenses of such services, as outlined in Exhibit "B". These charges are in addition to the payment fee specified in Paragraph 2.

4. FIRE PROTECTION AND CRASH RESCUE

- a. The Government maintains the level of fire fighting, crash and rescue capability required to support the military mission at NASWF. The Government agrees to respond to fire, crash and rescue emergencies involving Civil Aircraft outside the hangars or other structures within the limits of its existing capabilities, equipment, and available personnel, only at the request of the County, and subject to subparagraphs b, c, and d below. Government fire fighting, crash and rescue equipment and personnel shall not be routinely located in the airfield movement area during non-emergency landings by Civil Aircraft.
- b. The County shall purchase and be responsible for portable fire extinguishing equipment required by FARS and National Fire Codes (NFC), used for stand-by when aircraft engines are started or for other fires that may occur on the ramp or on ramp equipment.
- c. The County agrees to release, acquit, and forever discharge the Government, its officers, agents, and employees from all liability arising out of or connected with the use of or failure to supply in individual cases, Government fire fighting and or crash and rescue equipment or personnel for fire control and crash and rescue activities pursuant to this Agreement. The County further agrees to indemnify, defend, and hold harmless the Government, its officers, agents, and employees against any and all claims, of whatever description, arising out of or connected with such use of, or failure to supply Government fire fighting and or crash and rescue equipment or personnel.
- d. The County will reimburse the Government, as outlined in Exhibit "B", for all expenses incurred by the Government for fire fighting and or crash and rescue materials expended in connection with providing such service to Civil Aircraft. The Government may, at its option, with concurrence of the National Transportation Safety Board, remove crashed Civil Aircraft from Government-owned pavements or property and shall follow existing Government directives and or instructions in recovering the cost of such removal.
- e. Failure to comply with the above conditions upon reasonable notice to cure or termination of this Agreement under the provisions of Paragraph 10 may result in termination of fire protection and crash and rescue response by the Government.
- f. The Government commitment to assist the County with fire protection shall continue only so long as a fire fighting and crash and rescue organization is authorized for military operations at NASWF. The Government shall have no obligation to maintain or provide a fire fighting and crash and rescue organization, or fire fighting and crash and rescue equipment, or to provide any increase in fire fighting and crash and rescue equipment or personnel, or to conduct training or inspections for purposes of assisting the County with fire protection.

5. ELECTROMAGNETIC RADIATION EMISSION

The County agrees that no equipment shall be operated or be permitted to operate in or on the County airport facilities which would produce in, on, or over NASWF any radio signal or any other electromagnetic radiation

which, in the opinion of the Commanding Officer, NASWF would interfere with any air navigation or communication facility or equipment.

6. CUSTOMS, IMMIGRATION, AGRICULTURE, AND PUBLIC HEALTH INSPECTION

The County shall be responsible for compliance with all applicable customs, immigration, agriculture, and public health laws and regulations. The County shall also be responsible for paying fees, charges for overtime services, and for all other costs connected with the administration of such laws and regulations. Procedures for ensuring compliance with such laws and regulations shall be as mutually agreed to by the Commanding Officer, NASWF and the County.

7. BASE CLOSURE

The County understands and agrees that it bears the risk for all investments related to its airport operations and that the Government does not guarantee nor promise that the Government will retain NASWF or maintain any Government operations on the land now known as NASWF for the full term of this Agreement. That in the event the Government terminates use of NASWF as a military installation, and for as long as the Government retains title to the property, use of the landing areas, runways and taxiways and necessary appurtenances by Civil Aircraft will be permitted, provided the County will assume responsibility for control and maintenance of these facilities under a lease from the Government at fair market value provided by cash or in-kind consideration as determined by the Secretary of the Navy or his designee, and provided such lease is authorized by then existing law. Any such lease will provide for a term renewable at the option of the Government, until disposal can be effected under then existing property disposal laws or until reactivation of the installation for military purposes takes place.

8. LIABILITY AND INSURANCE

- a. The County will assume all risk of loss or damage to property or injury to or death of persons by reason of Civil Aircraft use of the Flying Facilities of NASWF under this Agreement, including but not limited to, risks connected with the provision of services or goods by the Government to the County or to any user under this Agreement. The Government is not responsible for the security of or damage to aircraft while on property owned or controlled by the Government. The County further agrees to indemnify and hold harmless the Government against, and to defend at County expense, all claims for loss, damage, injury, or death sustained by any individual or corporation or other entity and arising out of the use of the Flying Facilities of NASWF and or the provision of services or goods by the Government to the County or to any user, whether the claims be based in whole, or in part, on the negligence or fault of the Government or its contractors or any of their officers, agents, and employees, or based on any receipt of strict or absolute liability, or otherwise.
- b. The County will carry a policy of liability and indemnity insurance satisfactory to the Government, naming the United States of America as an additional insured party, to protect the United States against any of the aforesaid losses and or liability, in the sum of not less than one million dollars (\$1,000,000) bodily injury and property damage combined for any one accident. The County shall provide the Government with a certificate of insurance evidencing such coverage. A new certificate must be provided on the occasion of policy renewal or change in coverage. All policies shall provide that (1) no cancellation, reduction in amount or material change in coverage thereof shall be effective until at least thirty (30) days after receipt of notice of such cancellation, reduction, or change by the installation Commander at NASWF, (2) any losses shall be payable notwithstanding any act or failure to act or negligence of the County or the Government or any other person, and (3) the insurer shall have no right of subrogation against the United States.
- c. Civil Aircraft "not officially" connected with the Aviation Commerce Park desiring use of NASWF will be required to obtain an approved Civil Landing Permit and submit a Certificate of Insurance and Hold Harmless Agreement in accordance with SECNAVINST 3770.1C. The County shall be responsible for obtaining required Permits, Certificates of Insurance, and Hold Harmless Agreement documentation for all

scheduled Aviation Commerce Park aircraft in accordance with SECNAVINST 3770.1C. Insurance must be obtained with a company acceptable to the Government and in the type and minimum limits required.

9. TERM OF AGREEMENT

This Agreement shall become effective immediately and shall remain in force and effect for a term of 30 years, beginning on 31 July 2009, unless otherwise renegotiated or terminated under the provisions of Paragraph 7 above.

10. MODIFICATION AND TERMINATION

- a. If significant change in circumstances or conditions relevant to this Agreement should occur, the Government and the County may enter into negotiations to revise the provisions of this Agreement, including financial and insurance provisions, upon sixty (60) days written notice to the other party. Any such revision or modification of this Agreement shall require the written mutual agreement and signatures of both parties. Unless such agreement is reached, the existing Agreement shall continue in full force and effect, subject to termination or suspension under this section.
- b. Notwithstanding any other provision of this Agreement, the Government may terminate this Agreement: (1) at any time after a written determination of the Secretary of the Navy that paramount military necessity requires termination of Civil Aircraft use of the Flying Facilities of NASWF, by giving ninety (90) days written notice to the County; or (2) at any time during any national emergency, present or future, declared by the President or the Congress of the United States; or (3) in the event that the County ceases operation of the Civil Aircraft operations and activities at NASWF for a period of one (1) year; or (4) in the event that the County violates any of the terms and conditions of this Agreement and the violation continues and persists for thirty (30) days after written notification to cure such violation. In addition to the above rights to terminate this Agreement, the Government may at any time suspend this Agreement if violations of its terms and conditions by the County create a significant danger to safety, public health, or the environment at NASWF.
- c. The failure of either the Government or the County to insist, in any one or more instances, upon the strict performance of any of the terms, conditions, or provisions of this Agreement shall not be construed as a waiver or relinquishment of the right to the future performance of any such terms, conditions, or provisions. No provision of this Agreement shall be deemed to have been waived by either party unless such waiver is in writing signed by such party.

11. NOTICES

- a. No notice, order, direction, determination, requirement, consent, or approval under this Agreement shall be of any effect unless it is in writing and addressed as provided herein.
- b. Written communication to the County shall be delivered or mailed to the County addressed:

Chief Administrative Officer (CAO)
Santa Rosa County
6495 Caroline Street
Milton, FL 32570

- c. Written communication to the Government shall be delivered or mailed to the Government addressed:

Naval Air Station Whiting Field
Public Works Officer
7183 Langley Street
Milton, FL 32570-6105

12. DISPUTES

- a. This Agreement is subject to the provisions of the Contract Disputes Act of 1978, as amended, (41 U.S.C. 601-613), the "Act".
- b. Except as provided in the Act, all disputes arising under or relating to this Agreement shall be resolved under this clause and the provisions of the Act.
- c. "Claim", as used in this clause, means a written demand or written assertion by the County or the Government seeking, as a matter of right, the payment of money in a sum certain, the adjustment or interpretation of Agreement terms, or other relief arising under or relating to this Agreement. A claim arising under this Agreement, unlike a claim relating to this Agreement, is a claim that can be resolved under an Agreement clause that provides for the relief sought by the claimant. However, a written demand or written assertion by the County seeking the payment of money exceeding \$100,000 is not a claim under the Act until certified as required by subparagraph 12.d(2) below. A voucher, invoice, or other routine request for payment that is not in dispute is not a claim under the Act. The request may be converted to a claim under the Act, by complying with the submission and certification requirements of this clause, if it is disputed either as to liability or amount or is not acted upon in a reasonable time.
- d. (1) A claim by the County shall be made in writing and submitted within six (6) years after accrual of the claim to the Commanding Officer, Naval Facilities Engineering Command Southeast for a written decision. A claim by the Government against the County shall be subject to a written decision by the Commanding Officer, Naval Facilities Engineering Command Southeast.
- (2) County shall provide the certification stated in subparagraph (2) (b) (ii) immediately below, when submitting any claim:
 - (a) Exceeding \$100,000; or
 - (b) Regardless of the amount claimed, when using:
 - (i) Arbitration conducted pursuant to 5 U.S.C. 575-580; or
 - (ii) Any other alternative means of dispute resolution (ADR) technique that the agency elects to handle in accordance with the Administrative Dispute Resolution Act (ADRA)

"I certify that the claim is made in good faith; that the supporting data is accurate and complete to the best of the County's knowledge and belief; that the amount requested accurately reflects what the County believes the Government is liable; and that I am duly authorized to certify the claim on behalf of the County."
- (3) The certification requirement does not apply to issues in controversy that have not been submitted as all or part of a claim.
- (4) The certification may be executed by any person duly authorized to bind the County with respect to the claim.
- e. For County claims of \$100,000 or less, the Navy Region South East Real Estate Contracting Officer, must, if requested in writing by the County, render a decision within sixty (60) days of the request. For County-certified claims over \$100,000, the Commanding Officer, Naval Facilities Engineering Command Southeast must, within sixty (60) days decide the claim or notify the County of the date by which the decision will be made. The decision of the Commanding Officer, Naval Facilities Engineering Command Southeast shall be final unless the County appeals or files a suit as provided in the Act.
- f. At the time a claim by the County is submitted to the Commanding Officer, Naval Facilities Engineering Command Southeast, or a claim by the Government is presented to the County, the parties, by mutual

consent, may agree to use alternative means of dispute resolution. When using arbitration conducted pursuant to 5 U.S.C. 575-580 or when using any other ADR techniques that the agency elects to handle in accordance with ADRA, any claim, regardless of amount, shall be accompanied by the certification described in paragraph 12.d(2)(b)(ii) above and executed in accordance with paragraph 12.d(4) above.

- g. The Government shall pay interest on the amount found due and unpaid by the Government from (1) the date the Commanding Officer, Naval Facilities Engineering Command Southeast received the claim (properly certified if required), or (2) the date payment otherwise would be due, if that date is later, until the date of payment. With regard to claims having defective certifications, as defined in (FAR) 48 CFR 33.201, interest shall be paid from the date the Commanding Officer, Naval Facilities Engineering Command Southeast initially receives the claim. Simple interest on claims shall be paid at the rate, fixed by the Secretary of the Treasury, as provided in the Act, which is applicable to the period during which the Commanding Officer, Naval Facilities Engineering Command Southeast receives the claim and then at the rate applicable for each six (6) month period as fixed by the Secretary of the Treasury during the pendency of the claim.
- h. Notwithstanding anything herein to the contrary, the County shall proceed diligently with the performance of the Agreement, pending final resolution of any request for relief, claim, appeal, or action arising under the Agreement, and comply with any decision of the Commanding Officer, Naval Facilities Engineering Command Southeast.

IN WITNESS WHEREOF, the respective duly authorized representatives of the parties hereto have executed this Agreement on the date set forth below opposite their respective signatures.

In the presence of:

THM2
Timothy H. McQuillen

Date: 8/6/09

UNITED STATES OF AMERICA

By: [Signature]
 Real Estate Contracting Officer

In the presence of:

Date: _____

SANTA ROSA COUNTY

By: Don Salter
 Chairman, Santa Rosa County Board of
 County Commissioners



ATTEST: Mary M. Johnson
 Mary M. Johnson, Clerk of Court

EXHIBIT "A"

OPERATING AGREEMENT

Effective: TBD

SUBJECT: AVIATION COMMERCE PARK OPERATING PROCEDURES

1. **PURPOSE.** This agreement establishes procedures in support of the Limited-Access Use Agreement N6450-09-RP-00031 dated 31 July 2009 for the authorization, scheduling, control, and use of Naval Air Station Whiting Field (NASWF) Flying Facilities. This agreement is supplemental to FAAH 7110.65 and SECNAV 3770.1
2. **SCOPE.** This letter outlines the procedures to be used in the schedule and operation of Civil air operations (i.e. Manufacture, Maintenance, Repair, and Overhaul (MMRO)) type aviation activities in conjunction with military aircraft.
3. **RESPONSIBILITIES.** Santa Rosa County (SRC) and Commanding Officer, NASWF is responsible for ensuring compliance with the procedures set forth in this agreement.
4. **GENERAL.** This Letter of Procedure is not intended to cover every contingency that may arise nor every rule of safety and good practice. Deviation from procedures contained herein is authorized for immediate safety considerations and in other instances where prior coordination is accomplished which clearly defines responsibility and accountability.
 - a. SRC shall assign an Airfield Manager, here after known as "Manager", who will serve as their designated representative in coordinating Aviation Commerce Park activities with NASWF Base Operations.
 - b. The Manager shall be on-site during hours of operation and have contact capability with NASWF Tower, Fire, and Base Operations personnel.
 - c. Use of NASWF Flying Facilities shall coincide with NASWF Control Tower hours of operation NASWF hours of operation are subject to change on short notice due to operational commitments, exercises, emergencies, and holidays.
 - d. Civil Aircraft shall not use NASWF Flying Facilities for flight training.
 - e. The Manager shall be familiar with NASWF Flying Facility capabilities and act as liaison in coordinating any limiting factors that may affect Aviation Commerce Park activities (i.e. Weight Bearing Capacities, Instrument Procedures, emergency services, fuel, etc.) to pilots requesting/conducting operations. NASWF Operations Duty Office will coordinate facility changes/hazards that may affect operations.
 - f. All aviation operations shall be under positive control of NASWF Control Tower. NASWF Control Tower personnel will be the clearing authority for issuance of clearances, instructions and information to aircraft and vehicular traffic operating on

runways, taxiways, and other designated areas of the airfield and to aircraft operating in Class C airspace.

g. Weather service is available Monday through Friday from 0630-Field Closure. Weather personnel are “not authorized” to conduct verbal briefings to satisfy flight plan filing requirements. It is incumbent upon the pilot to obtain a weather briefing to meet flight plan processing requirements.

h. Automatic terminal information service is provided at North Airport on 290.325 MHZ and South Airport on 273.575 MHZ. This service provides routine information, wind, visibility, present weather obstruction to visibility, sky condition, temperature/dew point, altimeter, remarks, sea level pressure, active runway, type recovery, departure, and other pertinent information considered significant by the NASWF tower personnel.

4. **PROCEDURES.**

a. **Scheduling.**

- (1) The Manager shall be responsible for coordinating Aviation Commerce Park activities to NASWF Base Operations/Control Tower as appropriate.
- (2) “Prior Permission Requirement” (PPR) is mandatory to file into NASWF Flying Facilities. The Manager shall ensure PPRs are obtained, normally 24 hours prior to scheduled landings.

b. **Arrivals.**

- (1) All aircraft arriving at NASWF South Field (KNDZ) shall be under positive control.
- (2) Runway 32 at NASWF KNDZ is the designated “primary” instrument runway. This runway should be utilized to the maximum extent possible.
- (3) NASWF has several instrument approaches to South Field. These approaches are listed in DOD FLIP charts. These charts/approaches will be made available to the Manager for information and briefing purposes. Aircraft are vectored in the pattern by Pensacola Regional Approach Control to intercept final approach course.

c. **Taxi Procedures.**

Pilots shall obtain approval from NASWF KNDZ Ground Control for gate opening and taxi instructions to assigned runway.

d. Flight Plan Procedures.

- (1) Flight planning facility services are available at NASWF KNDZ. If desired, the Manager shall coordinate with NASWF Base Operations to affect flight plan processing.
- (2) When NASWF Flight Planning Services are “not utilized” the Manager will ensure that flight plan information (i.e. call sign, route of flight, estimated time of departure, etc.) is coordinated with NASWF Base Operations personnel prior to aircraft taxi/movement.

e. Departure Procedures.

All aircraft shall depart on an Instrument Flight Rule flight plan to the maximum extent practical.

f. Ground Movement.

Prior to operating a vehicle on any runway, taxiway, aircraft parking ramp or tow-way on NASWF property, approval must be obtained from the Operations Duty Officer.

g. Emergency Procedures.

(1) Because of the infinite variety of possible emergency situations, specific procedures cannot be prescribed. It is expected that the pilots conducting routine operation activities have been briefed on NASWF’s type operations, basic course rules, and airport layout.

(2) NASWF ODO will coordinate and or advise the Manager during actual emergencies that may or may not affect normal operations. During emergencies NASWF Fire Department will be the authority in responding to and securing the event.

h. Loss of Communications (NORDO)

In the event an aircraft experiences lost communications, they will execute the published missed approach/climb-out. FAR 91 rules shall be complied with during communication failures.

i. Weather Minimums.

The following weather criteria shall be adhered to when conducting all flight operations. The final authority to conduct or continue flight operations rests with the Pilot-in-Command.

(1) Weather minimums will be dependent upon Class aircraft and as outlined in the FAA Handbook 7110.65.

(2) The Manager shall maintain weather status and updates.

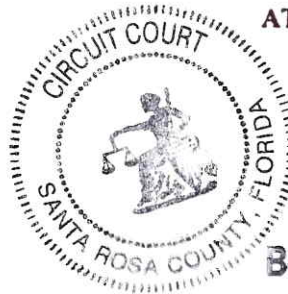
IN WITNESS WHEREOF, the respective duly authorized representatives of the parties hereto have executed this Agreement on the date set forth below opposite their respective signatures.

NAS WHITING FIELD

By: *E. L. Sadsad* *CPT, USN*
Enrique. L. Sadsad
Commanding Officer
Naval Air Station Whiting Field

SANTA ROSA COUNTY

By: *Don Salter*
Chairman, Santa Rosa County
Board of County Commissioners



ATTEST: *Mary M. Johnson*
Mary M. Johnson, Clerk of Court

BCC Approved 07/23/2009

Exhibit "B"

As stated in the Agreement, the County will be responsible for certain payments associated with landing fees, services, fire protection and crash rescue, and other related activities, as needed. The reimbursement of those costs will be in accordance with this Exhibit.

1. PAYMENT OF LANDING FEES AND REIMBURSEMENT OF DIRECT COSTS

a. The County shall pay the Government for costs associated with:

- i. landing fees as discussed in Paragraph 2 of the Agreement;
- ii. operation and maintenance of the Flying Facilities;
- iii. reimbursement of Services provided by the Government in accordance with Paragraph 3 of the Agreement;
- iv. reimbursement of Fire Protection and Crash Rescue in accordance with Paragraph 4 of the Agreement; and
- v. any other related activities for which the Government may, from time to time, perform on behalf of the County.

b. Payment for the County's share of operation and maintenance type expenses shall be determined based on an actual percentage of County's use of the Flying Facilities during a specified time. The County contribution for operation and maintenance costs will be a direct ratio of their total number of operations versus the Government's total number of operations during a specific timeframe, to begin with the County's first operation at the Flying Facilities. Prior to award of any contract utilizing County's direct cost payments, the Government and County shall determine the amount to be contributed by each party towards the impending contract. Reimbursement of Landing Fees (item 3.a.i.) shall be in accordance with Paragraph 3 of the Agreement. Reimbursement of Services (item 3.a.iii.), Fire Protection and Crash Rescue (3.a.iv.), and any other related activities (3.a.v.) shall be for the exact cost of performance.

c. Payment of direct cost expenses is to be paid quarterly and is due in arrears, no later than 10 calendar days after the end of each quarter. Payment for these direct costs shall be made in cash and deposited into an escrow account maintained by the County, in accordance with this Exhibit, for future projects connected with the operation and maintenance of the Flying Facilities.

2. Upon termination of this Agreement, a final accounting will be performed and the balance of any payments accrued and still payable to the Government will be due on demand. Notwithstanding termination, the Government reserves the right to have a final accounting at any time during the course of the Agreement and request that the value of

any payments accrued up to that date and not already contractually obligated to any specific project or service to be performed, be paid in cash to the Government on demand. Upon termination, at Government's option, County shall complete any work or service already contracted for or if otherwise directed by Government, terminate any contract and pay all accrued rent in cash.

3. The terms of consideration, whether the landing fees or direct costs shall be renegotiated prior to the renewal of this Agreement.