



Board of County Commissioners

State of Florida

May 22, 2018

Honorable Don Gaetz, Chairman
Triumph Gulf Coast, Inc.
Attn: Susan Skelton, Executive Director
P.O. Box 12007
Tallahassee, FL 32317

RE: Okaloosa County and City of Crestview Project Application – Southwestern Crestview Bypass and Rasberry Road Connector (Pre-application #45 and #46)

Dear Mr. President:

Please find the enclosed application for the above project. This project has been approved by the Board of County Commissioners (Board) and the City of Crestview City Council (Council) for official submission to Triumph Gulf Coast, Inc. and is hereby presented for your consideration. As you know, and will see by our accompanying joint resolution and those from local communities offering their support, this is the county's top and most urgent project. We understand that any agreement by Triumph Gulf Coast to fund this request may take precedence over all others, and we stand in agreement.

Recognizing Triumph's goal to leverage available funds for transformational projects within impacted communities, the County is providing this project submission as the follow-up for the initial pre-applications previously approved. Having carefully evaluated the benefits to the local economy and already having expended or committed County or City funds of \$37,966,000 plus United States Department of Transportation Federal Highway Administration and Florida Department of Transportation funds of \$96,953,000, the Triumph match of \$64,100,000 requested will finish out the project to completion.

Thank you in advance for your consideration of the above-mentioned project. Should you have any questions or need further information, please contact Jane Evans, Grants and RESTORE Manager at (850)651-7521 or jevans@myokaloosa.com.

Sincerely,

A handwritten signature in black ink, appearing to read "Graham W. Fountain".

Commissioner Graham W. Fountain
Chairman

RESOLUTION 18-17

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DESTIN, FLORIDA; MAKING VARIOUS LEGISLATIVE FINDINGS; RECOGNIZING THE NEED FOR THE CONSTRUCTION OF THE SOUTHWESTERN CRESTVIEW BYPASS AND RASBERRY ROAD CONNECTOR PROJECT; SUPPORTING THE JOINT APPLICATION OF THE CITY OF CRESTVIEW AND OKALOOSA COUNTY TO TRIUMPH GULF COAST, INC. FOR THE FUNDING OF THE PROJECT; PROVIDING FOR TRANSMISSION AND AN EFFECTIVE DATE.

WHEREAS, Highway 85 from the City of Crestview south to the cities of Niceville, Valparaiso, Shalimar, Fort Walton Beach and Destin is the primary thoroughfare for the motoring public to travel north and south through the Eglin Air Force Base reservation; and

WHEREAS, Highway 85 provides the most significant transportation route for residents and visitors traveling from the north Okaloosa County area to the various municipalities within the southern parts of the County and is the County's only designated hurricane or disaster evacuation route (north and south); and

WHEREAS, the traffic congestion on Highway 85 has reached its maximum limits, numbering over 52,000 cars traversing the roadway daily, and causing the Florida Department of Transportation (FDOT) to declare the highway up to the intersection of Interstate 10 a "failed transportation system" in the state; and

WHEREAS, the traffic congestion along this corridor has caused commercial and industrial ventures to seek other locations for their businesses, and has adversely impacted on the operation and readiness of the United States Air Force due to traffic build ups on Highway South 85, which has resulted in the inability to transport fuel and service vehicles on and off of Duke Field and the 7th Special Forces, impacted timely staff responses on emergency call and resulted in extended driving commutes for military personnel; and

WHEREAS, the Okaloosa County Board of County Commissioners and the City Council of Crestview (Council) are submitting a joint application to the Board of Directors of Triumph Gulf Coast, Inc. to obtain funding to construct the "Southwestern Crestview Bypass and Rasberry Road Connector Project" which will provide essential relief to the congestion on Highway 85 and transform the transportation network in the north area of Okaloosa County; and

WHEREAS, the construction of the Southwestern Crestview Bypass and Rasberry Road Connector Project will provide significant benefits not only to the north

areas of the County but also the City of Destin and other municipalities within the southern area.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DESTIN AS FOLLOWS:

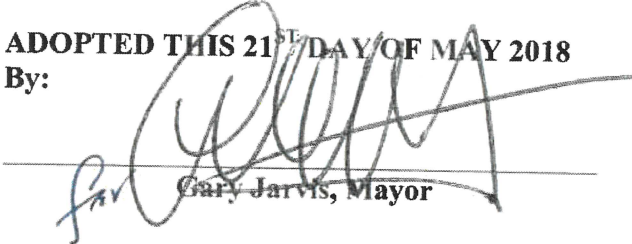
SECTION 1. RECITALS. The above recitals are true and correct and are hereby incorporated herein by reference.

SECTION 2. SUPPORT OF THE PROJECT. The City Council of the City of Destin, Florida supports the application of the City of Crestview and Okaloosa County for the funding of the Southwestern Crestview Bypass and Raspberry Road Connector Project and encourages the Board of Directors of Triumph Gulf Coast, Inc. to support this historic and transformational project with funding.

SECTION 3. TRANSMISSION AND EFFECTIVE DATE. The City Council hereby directs the transmission of a certified copy of this Resolution to the Triumph Gulf Coast, Inc. Board of Directors, the City of Crestview and Okaloosa County. This Resolution shall be effective upon adoption.

ADOPTED THIS 21ST DAY OF MAY 2018


By:



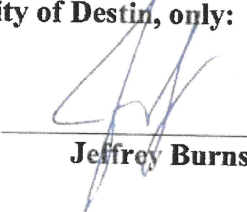
Gary Jarvis, Mayor

ATTEST:

Approved as to form and legal sufficiency for the City of Destin, only:



Rey Bailey, City Clerk



Jeffrey Burns, City Attorney

I hereby certify this is a
true and correct copy as is on
file with my office.



Rey Bailey, City Clerk, Destin, FL

RESOLUTION NO. 18-05-01

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NICEVILLE, FLORIDA; MAKING VARIOUS LEGISLATIVE FINDINGS; RECOGNIZING THE NEED FOR THE CONSTRUCTION OF THE SOUTHWESTERN CRESTVIEW BYPASS AND RASPBERRY ROAD CONNECTOR PROJECT; SUPPORTING THE JOINT APPLICATION OF THE CITY OF CRESTVIEW AND OKALOOSA COUNTY TO TRIUMPH GULF COAST, INC. FOR THE FUNDING OF THE PROJECT; PROVIDING FOR TRANSMISSION AND AN EFFECTIVE DATE.

WHEREAS, Highway 85 from the City of Crestview south to the cities of Niceville, Valparaiso, Shalimar, Fort Walton Beach and Destin is the primary thoroughfare for the motoring public to travel north and south through the Eglin Air Force Base reservation; and

WHEREAS, Highway 85 provides the most significant transportation route for residents and visitors traveling from the north Okaloosa County area to the various municipalities within the southern parts of the County and is the County's only designated hurricane or disaster evacuation route (north and south); and

WHEREAS, the traffic congestion on Highway 85 has reached its maximum limits, numbering over 52,000 cars traversing the roadway daily, and causing the Florida Department of Transportation (FDOT) to declare the highway up to the intersection of Interstate 10 a "failed transportation system" in the state; and

WHEREAS, the traffic congestion along this corridor has caused commercial and industrial ventures to seek other locations for their businesses, and has adversely impacted on the operation and readiness of the United States Air Force due to traffic build ups on Highway South 85, which has resulted in the inability to transport fuel and service vehicles on and off of Duke Field and the 7th Special Forces, impacted timely staff responses on emergency call and resulted in extended driving commutes for military personnel; and

WHEREAS, the Okaloosa County Board of County Commissioners and the City Council of Crestview (Council) are submitting a joint application to the Board of Directors of Triumph Gulf Coast, Inc. to obtain funding to construct the "Southeastern Crestview Bypass and Raspberry Road Connector Project" which will provide essential relief to the congestion on Highway 85 and transform the transportation network in the north area of Okaloosa County; and

WHEREAS, the construction of the Southeastern Crestview Bypass and Raspberry Road Connector Project will provide significant benefits not only to the north areas of the County but also the City of Niceville and other municipalities within the southern area.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NICEVILLE AS FOLLOWS:


SECTION 1. RECITALS. The above recitals are true and correct and are hereby incorporated herein by reference.

SECTION 2. SUPPORT OF THE PROJECT. The City Council of the City of Niceville, Florida supports the application of the City of Crestview and Okaloosa County for the funding of the Southeastern Crestview Bypass and Raspberry Road Connector Project and encourages the Board of Directors of Triumph Gulf Coast, Inc. to support this historic and transformational project with funding.

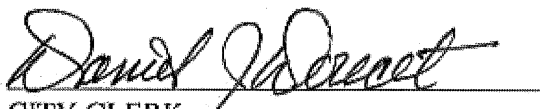
SECTION 3. TRANSMISSION AND EFFECTIVE DATE. The City Council hereby directs the transmission of a certified copy of this Resolution to the Triumph Gulf Coast, Inc. Board of Directors, the City of Crestview and Okaloosa County. This Resolution shall be effective upon adoption.

ADOPTED in Regular Session this 8th day of May, 2018.

**THE CITY COUNCIL OF THE
CITY OF NICEVILLE, FLORIDA**


MAYOR

ATTEST:


CITY CLERK



May 16, 2018

Commissioner Graham Fountain, Chairman, Okaloosa County Board of County Commissioners
Councilman J.B. Whitten, President, Crestview City Council

Dear Chairman Fountain and President Whitten:

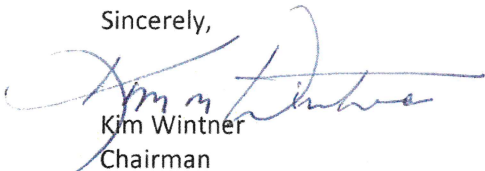
The Economic Development Council of Okaloosa County is pleased to submit this letter of support for joint efforts undertaken by the Okaloosa County Board of County Commissioners and the Crestview City Council to relieve the long-standing and debilitating traffic congestion on SR 85. As you both know, excessive traffic congestion such as what is routinely experienced on SR 85 has a myriad of negative economic impacts. Examples of these include:

- Excessive commute times for employees, impacting both employee recruitment and retention
- Unnecessary delays in the shipment of inbound and outbound materials, supplies and product
- Negative impacts on businesses that depend on foot traffic
- A less than inviting experience for visitors, potentially impacting sales tax / bed tax revenue

In addition, and of particular note, is the significant strain that SR 85 gridlock is placing on our vital military missions at the 7th Special Forces, Duke Field, Camp Rudder, Hurlburt Field and Eglin Air Force Base. With these installations and missions generating a combined \$9.7 billion annual economic impact and providing some 72,000 local jobs, the steps you are taking to resolve SR 85 congestion are absolutely vital to not only our national security, but also to our community's economic future.

The EDC recognizes that the multi-phased, multi-pronged strategies currently being developed by the Okaloosa County Board of County Commissioners and the City of Crestview are complex and costly. However, like both of you, we also understand that the alternative of "doing nothing" will be even more costly to our community in the long run. As we readily acknowledge the impact of SR 85 gridlock to our local and regional economy, please know that we stand in full support of any and all reasonable strategies you jointly identify to solve these considerable challenges.

Sincerely,


Kim Wintner
Chairman
EDC of Okaloosa County


Nathan Sparks, CECD
Executive Director
EDC of Okaloosa County

CC: Okaloosa County Board of County Commissioners
Crestview City Council
Mr. John Hofstad, Okaloosa County Administrator
Ms. Elizabeth Roy, Crestview City Clerk



GREATER FORT WALTON BEACH CHAMBER OF COMMERCE

34 Miracle Strip Parkway, S.E. • P.O. Box 640
Fort Walton Beach, FL 32549
Office: 850-244-8191 • Fax: 850-244-1935
www.fwbchamber.com

"Building Bridges for our Community"

May 8, 2018

Nick Chubb

2018 Chair of the Board
Cabinets RRR Us

Matt Turpin

2019 Chair-Elect
Carr, Riggs & Ingram, LLC

Bill Roberts

Immediate Past Chair
Barnes Insurance and Financial
Services

Tammy McGaughy

Treasurer
Warren Averett, LLC.

Stephen Smith

Section Chair - Professional
Development
The Petermann Agency

Mark Hamrick

Section Chair - Community
Business Interiors

Vince Mayfield

Section Chair - Business to
Business
Bit-Wizards

Oxana Solovieva

Section Chair - Networking
OxanaSol Commercial Real
Estate

2018 Board of Directors:

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C LeDon Anchors*
Charlotte Bergman
Cliff Long*
Diane Winnemuller
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Kathy Houchins*
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Patricia Payne
Pam Woodall
Steve Baxter
Tracy Stage
Vicki Tarro
*Life Director

Congressman Matt Gaetz

Senator George Gainer

Rep Mel Ponder

Okaloosa County Board of County Commissioners

City of Crestview Mayor Cadle

To Our Esteemed Elected Officials:

On behalf of the Greater Fort Walton Beach Chamber of Commerce Board of Directors, we share our resounding support of your collaborative effort to add another interstate exchange at I-10 & Antioch Road/PJ Adams Parkway and construct a 4-lane bypass connecting south Hwy 85 and West Hwy 90 in Crestview.

We understand how this project—in the north part of the county—will benefit all the activities down here in the south part of the county!

This project will:

*Improve traffic congestion and quality of life for all employees who live in mid and north county communities, and commute to the south county;

*Support the military community who is also negatively impacted both moving employees, and quickly fulfilling essential missions, due to traffic back-ups;

*Improve safety and hurricane evacuation routes;

*More efficiently allow our visitors to quickly and smoothly arrive to their final destinations on the coast.

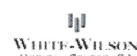
We stand by ready to assist in any way. We could not be more proud of this collaborative spirit as we all work together to move Okaloosa County forward.

Please keep up the good work,

Nick Chubb
2018 Chair of The Board

Ted Corcoran
President/CEO

2018 Sponsors





**TRIUMPH GULF COAST, INC.
FUNDING PROPOSAL**

**SOUTHWESTERN CRESTVIEW BYPASS AND
RASBERRY ROAD CONNECTOR**

(Reference: #45 and #46 Pre-applications)

**Application submitted by
Okaloosa County Board of County Commissioners
and City of Crestview City Council**

May 2018

Applicant Information

1. Name of Entity/Organization: Okaloosa County Board of County Commissioners and City of Crestview City Council

2. Background of Applicant Individual/Entity/Organization:

Okaloosa became the 52nd county in Florida on September 7, 1915 and was created from part of Santa Rosa and Walton Counties. The purpose of Okaloosa County Government is to be responsive to citizens in providing an appropriate level of accessible services on a cost-effective basis. Critical County values include the following: continual improvement of infrastructure; health, safety, and well-being of the citizens; preservation of natural resources; responsible economic development; leadership; and stewardship.

Retrieved from <https://www.co.okaloosa.fl.us/>

The City of Crestview received its charter from the Florida Legislature and was officially incorporated in 1916. Crestview's name was chosen because it is located on the peak of a long woodland range between the Yellow and Shoal Rivers, which flow almost parallel on the east and west side of the city. After Okaloosa County was formed by the State Legislature in 1915, from portions of western Walton County and eastern Santa Rosa County, Crestview became the County Seat in 1917 and remains so today.

Retrieved from <https://www.cityofcrestview.org/257/History>

3. Federal Employer Identification Number: County - 59-6000765 City - 59-6000295

4. Contact Information:

Primary Contact Information:	<u>Jane Evans</u>
Title:	<u>Grants & RESTORE Manager</u>
Mailing Address:	<u>1250 North Eglin Parkway, Suite 102</u> <u>Shalimar, FL 32579</u>
Phone:	<u>850-651-7521</u>
Email:	jevans@myokaloosa.com
Website:	www.myokaloosa.com

5. Total amount of funding requested from Triumph Gulf Coast: **\$64.1 Million**

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

Yes

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

For the Southwestern Bypass, the FDOT and Okaloosa County have worked jointly on funding the Project Development and Environment (PD&E) studies and design (from SR 85 to I-10, one-half of the Bypass) which are complete. In addition, Right-of-Way (ROW) acquisition is in progress for the Bypass from SR 85 to I-10, funded by Federal Local Agency Program (LAP) funding and State Transportation Regional Incentive Program (TRIP) funding with County match. The project has been divided into phases: with four phases covering SR 85 to I-10; the proposed interchange at I-10; and Phase V, a four-lane highway from I-10 to Highway 90. Construction funding is in place for Phases I-III of the project; however, no funds for construction have been identified for Phase IV and westerly to Highway 90. The Florida Legislature approved \$1,750,000 in funding for construction of Phase IV in 2017; however, the project was line-item vetoed and no funding for construction will be received from this funding source. In addition, the City of Crestview has also applied for funding for the Raspberry Road Connector through the Florida Legislature with no funds committed or received.

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

The Comprehensive Annual Financial Reports (CAFR) are found at the Okaloosa County website, <http://www.co.okaloosa.fl.us/bcc/budget>.

The City of Crestview Budget Manual for Fiscal Year 2017-18 is found at the City website: <https://www.cityofcrestview.org/DocumentCenter/View/759>

8. 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?

No

Eligibility

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

☒ Public infrastructure projects for construction, expansion, or maintenance which are shown to enhance economic recovery, diversification, and enhancement 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.

a. Project Title:

Southwestern Crestview Bypass and Raspberry Road Connector

Note: Okaloosa County and the City of Crestview would like to combine two pre-applications that were submitted on November 13, 2017 by the County, and additionally were invited to continue with full applications based on the February 7, 2018 Triumph Gulf Coast, Inc. formal letter. The two pre-applications are P.J. Adams Parkway Phase IV (#45) and Raspberry Road Connector (#46).

b. Project Manager:

Project Manager

Scott Bitterman
County Engineer – Public Works Engineering
Okaloosa County
850.423.4863
sbitterman@myokaloosa.com

City of Crestview Liaison

Wayne Steele
Public Services Director
City of Crestview
850.682.6132
steele@cityofcrestview.org

c. Project Description & Location:

Okaloosa County, the City of Crestview and the State of Florida are collectively working to improve the transportation network in northern Okaloosa County to address drastic traffic issues and concerns. A bypass is desperately needed around Crestview to divert traffic from State Road (SR) 85 to areas in and around Crestview to the west. State Road 85 is a Strategic Intermodal System (SIS) roadway and a primary commuter route to multiple military bases and tourist destinations. During the afternoons of Monday through Friday, commuter traffic regularly backs up over six miles along SR 85 from north of Interstate 10 (I-10) to Duke Field. The delays are often much longer when the snarls are exacerbated by traffic crashes along the single corridor (SR 85) leading from south to north County. SR 85 currently provides the only means of ingress/egress to I-10 in the Crestview area. P.J. Adams Parkway, an overcapacity two lane road, provides the only other Crestview option for crossing I-10 (with no interchange at their intersection). Those seeking access to the western and northwestern reaches of the County (and millions of tourists from throughout the Southeastern US via I-65 and I-10 heading to and from the beaches) are forced into this heavily congested chokepoint.

A route to more expediently move traffic from south SR 85 to US Hwy 90 west of Crestview at Old Bethel Road, utilizing a newly four-lane P.J. Adams Parkway, a newly constructed Southwestern Crestview Bypass Road, and an improved Raspberry Road, has been identified and deemed feasible for this purpose. In addition to relieving the afternoon commuter congestion coming from SR 85, this project would allow residents on the west side of the north county area to access the commercial areas in Crestview without accessing SR 85 or crossing I-10. Such a connection would be beneficial to all area citizens and visitors by reducing the amount of traffic and delays on both SR 85 and P.J. Adams Parkway.

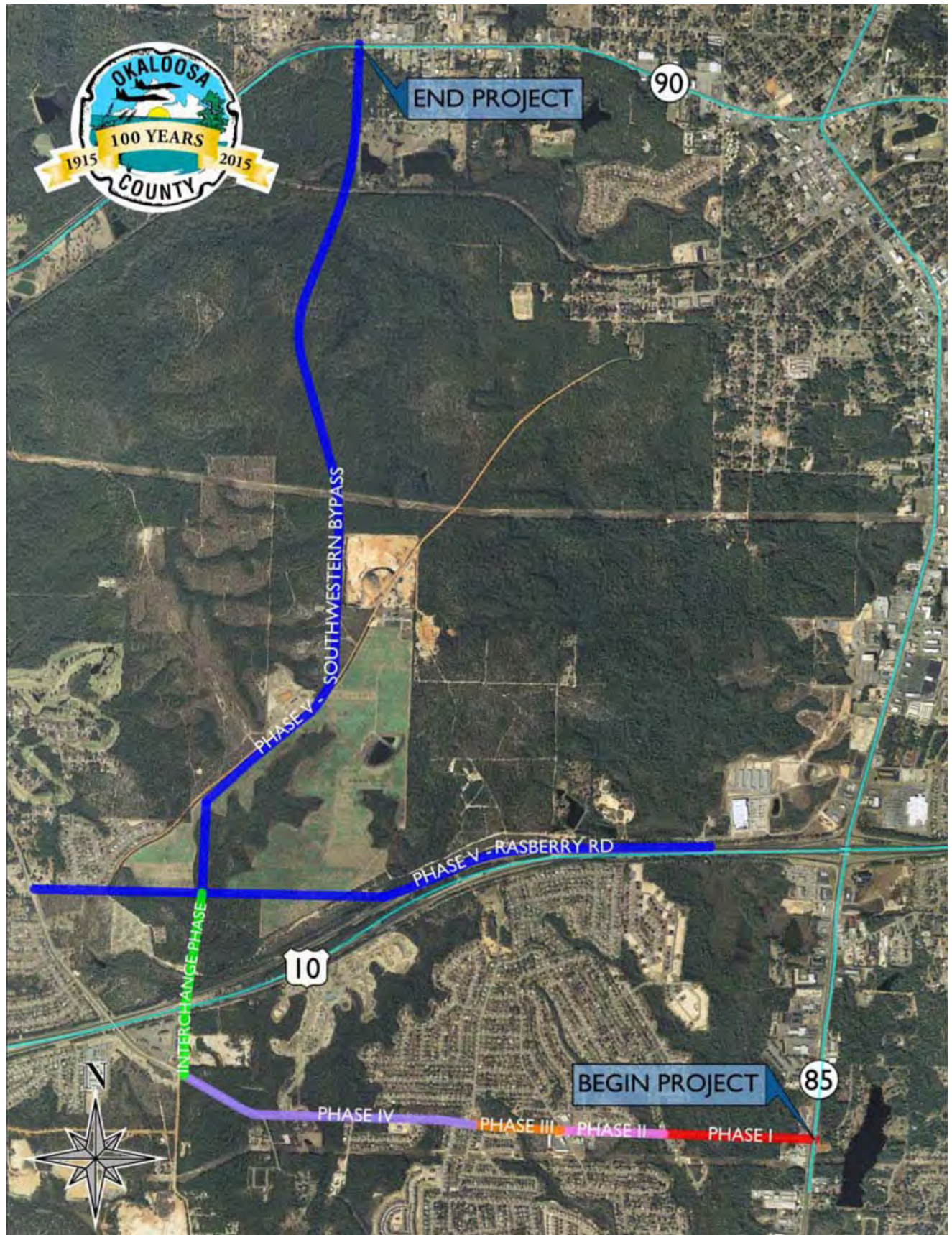
The multi-segmented improvements of P.J. Adams Parkway are the first phases of the Southwestern Crestview Bypass and Raspberry Road Connector project that will widen and expand existing P.J. Adams Parkway from a two-lane undivided roadway to a four-lane divided urban collector. Commencement of construction on the first phases of these improvements is imminent. Increasing capacity on P.J. Adams Parkway will encourage more traffic to divert from SR 85, which is currently operating far above capacity. According to FDOT, SR 85 had an annual average daily traffic (AADT) volume of 52,000 vehicles per day just south of I-10 in 2017. In comparison, I-10 had an AADT of only 20,500 just east of SR 85 during the same period.

In addition, in 2016, the City of Crestview and Okaloosa County signed a Memorandum of Understanding to facilitate the development of a concept for the improvement of Raspberry Road (an unimproved City street). The City and the County agreed to share staff resources to assist in the defining of a preferred alignment for Raspberry Road, to secure necessary right-of-way and to identify potential funding sources for the project. To complete the remainder of the bypassing of Crestview, FDOT has committed to construct a new interchange on I-10 just east of the existing intersection with Antioch Road, and Okaloosa County will construct the new Southwestern Bypass Road that will close the connection to US Hwy 90 west of the City of Crestview.

Beyond the needs of north County locals and commuters, SR 85 is the sole hurricane evacuation route utilized by Okaloosa County citizens, the military installations (due to their proximity to the Gulf of Mexico) and over four million tourists each year. Currently there is grave concern that evacuations can't be accomplished timely and effectively in preparation for a serious weather event. The proposed roadway improvement project will provide increased capacity to move motorists out of the area more quickly and potentially prevent loss of life. In addition, the increased transportation capacity will facilitate easier access to the area for our military and public safety personnel that will be critical to citizen protection, while providing supplies and recovery after a catastrophic weather event.

Military mission capability is directly and adversely impacted by the congestion in the proposed project area. The access roads to Duke Field and the 7th Special Forces Group fall within the peak congestion area. These facilities have a reputation for responding to worldwide contingencies on very short notice. In general, the operational and readiness issues our US DOD bases are experiencing due to the extreme traffic congestion on SR 85 is of equally paramount importance to the economy of both Okaloosa County and the City of Crestview. Duke Field, the 7th Special Forces Cantonment and the US Army Ranger Camp are unable to move fuel and service vehicles in and out of their facilities during extended periods each day. In addition, all bases throughout the area cannot depend on timely staff responses on emergency call back events and are experiencing unacceptably long commute times for military and civilian personnel living in the north end of the county. Crestview and the north county area offer highly desirable and affordable housing options for military and civilian support personnel employed at south county military facilities. Local military leaders have expressed concern regarding extended length duty days caused by increased personnel commute times. See the attached March 30, 2018 letter from Brigadier General Evan C. Dertien outlining the 96th Test Wing's concerns with the existing traffic conditions.

This funding request will open approximately 300 acres within the City of Crestview for commercial economic development as well as 1,800 acres for residential development. Additionally, it will provide acceleration of critically needed transportation improvements.



d. Economic Recovery, Diversification and Enhancement Description:

The City of Crestview, Okaloosa County's seat, has experienced rapid economic growth, becoming the largest municipality in Okaloosa County in 2010. With growth have come more people, more businesses, and ultimately, more vehicles to place stress on area road infrastructure. From an economic development aspect, congestion may be a good indicator of active and vibrant urban places. However, congestion is generally a negative as it means access is impeded. In the case of business, unreasonable travel times resulting from inefficient and overburdened transportation systems can serve as a significant deterrent to business attraction. To most businesses, time is money. As such, the unforeseen time that critical goods, supplies and people are spending in transit can – and does – cause significant challenges to time dependent businesses.

The EDC of Okaloosa County continues to compete for large scale manufacturing and distribution projects which generally run 12 to 24-hour shifts. The current gridlock for those traveling north on SR 85 in the late afternoon could have implications on north county businesses hiring employees for evening shifts. In addition, miles of congested traffic can easily be construed by CEOs and decision makers that are scouting the community for potential locations as an indicator that the community is unable to devise effective solutions to solve such obvious challenges impacting its businesses and overall citizenry. It also becomes a Quality of Life issue. As the City of Crestview and north Okaloosa County grow and traffic continues to build, relieving traffic pressure will address the Quality of Life issues and workforce problems when the community is recruiting economic development prospects.

Economic Recovery

Currently, the eight industries below account for 56,308 total jobs, which represent 52% of Okaloosa County's total private sector employment. Based on data provided by the University of West Florida's Haas Center, the total employment represented by these eight employment sectors is anticipated to grow by 6% - from 56,308 to 59,498 - over the next ten years, representing expected growth of 3,190 jobs.

Description	2018 # Jobs	% of Okaloosa Employment
Services	27,782	25.72%
Retail Trade	12,454	11.53%
Finance, Insurance and Real Estate	5,289	4.90%
Construction	5,239	4.85%
Manufacturing	2,925	2.71%
Transportation and Warehousing	1,324	1.23%
Wholesale Trade	1,146	1.06%
Agriculture, Forestry, Fishing and Hunting	149	0.14%
	56,308	52.14%

The proposed Southwestern Crestview Bypass and Raspberry Road Connector Project will influence economic recovery by further facilitating the lateral flow of commerce in a post-recession economy. The project will promote economic diversification via additional industries and income sources that are not directly related to each other. In addition, it will add economic diversification via jobs in highway construction, home building and commercial construction in combination with traditional industries such as agriculture/fishing, service, retail trade and wholesale trade.

Congestion on a major artery like Highway 85 can stymie economic growth, as businesses that are consistently impacted by the inefficient flow of product, employees and customers are – at a minimum – unable to achieve optimal growth. As a result, many are then placed at risk of closure/failure. Some, wishing to “get ahead” of the negative impact resulting from transportation inefficiencies will opt to relocate to communities where transportation challenges have either been successfully mitigated or are non-existent.

Just as congestion can stymie economic growth, the introduction of well-configured and efficient transportation solutions designed to resolve impediments can accelerate economic growth. Referring back to the data provided by the UWF Haas Center, it should be noted that certain higher wage Okaloosa County industries (including manufacturing) are projected to lose employment over the next five to ten years. Recognizing the direct linkage that exists between efficient transportation systems and manufacturing, in particular, it is easy to ascertain that the current daily bottleneck on SR 85 is a significant factor in the projected downturn of this high wage employment sector. In the same regard, if congestion is alleviated, the trend could very well be reversed for this sector, while other sectors where growth is currently projected could see that growth accelerated. Bottom line, while the net effect of the UWF Haas projections for the next ten years is 3,190 jobs today, the contemplated SR 85 improvements will support job creation over and above these projections.

In addition to private sector sustainment and growth, another vital consideration is the monumental economic value of the military to Okaloosa County and this sector’s reliance on – and expectation of – efficient transportation systems. According to the 2017 Florida Defense Factbook, Okaloosa County enjoys a \$9.7 billion economic impact including approximately 72,000 jobs attributed to missions housed at Eglin AFB, Hurlburt Field, Duke Field and the 7th Special Forces. The growing congestion on SR 85 is now a heightened concern to installation command, as the resulting travel delays have considerable negative implications for mission readiness. This is especially noteworthy considering the military’s significant economic value to Okaloosa County and the community’s clear desire to sustain and protect these missions from downsizing / future BRAC actions. Certainly, transportation efficiencies directly impacting mission readiness can easily place Okaloosa’s military installations – and their staggering economic contributions – at future risk.

Diversification

With locational advantages already proven to be of considerable value to the manufacturing sector, the 300 acres of commercial property and surrounding properties that will be open for development along the newly constructed Raspberry Road Corridor fronting I-10 between two interchanges (with direct access to US 90 also), present a compelling opportunity to accommodate large scale, high value economic development projects – opportunities that stand to be effectively unlocked with the construction of the bypass project.

The state and specifically, Northwest Florida, has placed an increased emphasis on the manufacturing industry as a targeted sector for economic diversification. In fact, manufacturing employment percentages in Florida (3.9%) and the region (3.3%) currently lag the nation as a whole – where manufacturing represents 7.9% of overall employment. For an area heavily dependent on military and tourism employment, this lack of economic diversity was glaringly apparent in the wake of the Deepwater Horizon Oil Spill in 2010 followed by defense Sequestration in 2013 for an area heavily dependent on military and tourism. The need to diversify the economy continues to be a priority of Okaloosa County and its neighbors. In fact, the Economic Development Council (EDC) of Okaloosa County submitted four manufacturing-related applications to the Industry Recruitment Retention and Expansion Fund (an initiative created by Senator Don Gaetz, which set aside \$30 million for economic development projects within the eight disproportionately affected counties over three years).

According to the Manufacturing Institute, manufacturing's multiplier effect is stronger than that of other sectors. The backward linkage (or multiplier effect) shows that "Every dollar in final sales of manufactured products supports \$1.33 in output from other sectors—this is the largest multiplier of any sector. Manufacturing plants, therefore, have a powerful and positive impact on economic development."

The positive impact of manufacturing jobs is also illustrated in the Northwest Florida Forward Strategic and Technical Reports authored by TIP Strategies and spearheaded by Florida's Great Northwest. According to Policom Corporation, 500 manufacturing jobs create another 1,938 jobs in the restaurant, healthcare, retail, real estate, finance and construction industries.

Enhancement

In a 2006 study, the US DOT estimated that congestion is costing the United States \$200 Billion per year in lost time and revenue. Daily congestion costs additional fuel, wear and tear on vehicles and leads to frustrated workers. The congestion on SR 85 directly impacts decisions on where to locate new businesses or when to expand existing businesses throughout the county. Studies have shown that most workers are willing to experience some delay during daily commutes, about five minutes of delay per one-way commute. Delays above five minutes lead to slowed job growth as workers' quality of life is impacted and they desire additional compensation for the delay¹.

¹Source found in this link: <http://journals.sagepub.com/doi/abs/10.1177/0042098013505883>

Employees commuting to Crestview from Eglin Air Force Base and south Okaloosa County commonly experience extended commute times of one and a half hours in what would otherwise be a thirty minute commute. The daily congestion is greatly exacerbated when collisions occur, particularly those that require any kind of lane closure. These delays often stretch into hours. Recent accident records show that the number of collisions is steadily increasing on SR 85 throughout the Crestview area and accidents anywhere from Airport Road south negatively (and quickly) affect the afternoon traffic on SR 85 crossing the Shoal River into north County. During the last three years, SR 85 had the following

number of crashes between Airport Road (the final traffic signal on the north side of Crestview) and the southern flyover of SR 123 (leaving south County):

- 2015 - 364 Crashes
- 2016 - 332 Crashes
- 2017 - 512 Crashes

Overall, accidents have increased along this critical traffic pipeline by 54% in the last year and 41% over the three-year period.

e. Proposed Project Timeline:

	Bypass Phases I-III	Bypass Phase IV	Bypass Phase V	Rasberry Phase V
Begin Design	Complete	Complete	2019	2018
ROW Acquisition	Complete	2018	2020	2019
Begin Construction	2018	2019	2022	2020
Complete Construction	2019	2020	2025	2021

f. Disproportionately Affected Counties:

Okaloosa, Santa Rosa, Walton

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

The Southwestern Crestview Bypass and Rasberry Road Connector project will allow transformational expansion of development in and around Crestview and provide another access to Interstate 10 which is a major route for east/west commerce. The ability to expand development near the Interstate will allow opportunity for commercial and manufacturing commerce development that will be supported year-round, not limited to seasonal spikes. Development can be based on non-seasonal needs, therefore transforming our economy to a more sustainable year-round platform. It is estimated that at minimum, 300 acres of commercial property and 1,800 acres of residential property will be opened for development with the construction of this integral project.

The relief of the extreme traffic congestion along SR 85 in the afternoons will have direct positive impacts to both neighboring Santa Rosa and Walton Counties. When frequent crashes occur along US 98 (another serious traffic bottleneck) between Fort Walton Beach and Navarre/Gulf Breeze, many vehicles divert onto SR 85 to complete their commute into Santa Rosa County via I-10. The additional vehicles exacerbate the SR 85 pileup, adding to the misery of all. In addition, south County commuters have grown wise to the potential of crashes on SR 85, checking their traffic apps for commuting advice as they depart their workplaces. If the severity of the delay warrants, they are

directed onto SR 285 through Walton County to I-10 which drastically increases the traffic count on this rural two-lane road through Eglin AFB, adversely impacting the commute of residents who use this route on a routine basis.

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

A PD&E Study is complete for the Southwestern Bypass. Phases I through IV have been designed and funds are available for Right-of-Way (ROW) acquisition. In addition, construction funds for Phases I through III have been secured. The interchange phase will be funded by FDOT. The Okaloosa-Walton TPO has the Southwestern Bypass and Raspberry Road in the Long-Range Transportation Plan.

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

Long term impacts will be measured by the effects of the improvements on traffic. Capacity, or the amount of traffic, moving across and accessing I-10 in Crestview will be measured before and after the project. In addition, the amount of delay per vehicle on SR 85 will be measured before and after the improvements and compared to a no-build condition.

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 new Southwestern Crestview Bypass Road (which will include the expanded P.J. Adams Parkway) will be a County maintained road. Raspberry Road will remain a City maintained road once improved. Each municipal entity will maintain their respective roads under their ongoing Operation and Maintenance (O&M) budgets into the future.

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

The deliverables for this proposed project will be sections of improved or new roads that will be available to the traveling public on the following schedule:

	Bypass Phases I-III	Bypass Phase IV	Bypass Phase V	Raspberry Phase V
Begin Design	Complete	Complete	2019	2018
ROW Acquisition	Complete	2018	2020	2019
Begin Construction	2018	2019	2022	2020
Complete Construction	2019	2020	2025	2021

Priorities

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

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

This project, which is proposed for Triumph funding will meet many priorities outlined by Triumph Gulf Coast, Inc.

- Local match for the project is provided by the City/County, as well as partial funding programmed by FDOT/FHWA for corridor improvements. The remainder of the funding, less than 33%, is being requested from Triumph Gulf Coast, Inc.
- This is a public infrastructure project in which Triumph funding is being sought for partial design and construction. This project will drastically enhance not only economic recovery of the entire County by allowing more growth, but by improving the physical resiliency of the region while drastically improving traffic flow from south to north County.
- While this grant request is not directly from a tourism entity, this project is supported heavily by the tourism industry because of its impact on the private sector industry sectors directly related to tourism throughout the region.
- This project will generate maximum economic benefits as shown in the economic data throughout this application. The reaches of this project extend far beyond the initial construction period, and thus throughout the region. The County and the City will experience economic benefits for many years to come from the drastically improved traffic flow as well as the development potential of the 300 acres of commercial property and 1,800 acres of residential property that will be opened with the construction of the bypass network of roads.
- The increase to household income will be realized in the discretionary disposable income to residents, predominantly those who are of the workforce age.

- This project is directly tied to one of the region's most prominent industries, the military. Many of the people who are stuck in the current traffic nightmare are military personnel and civilian support staff. This project is heavily supported by the military installations not only for traffic flow and mission readiness but because it complies with the military's purpose and does not encourage encroachment on or around the base.
- This project is supported by practically every entity and organization in the region. The Northwest Florida Transportation Corridor Authority has adopted this project as a Top 5 Need of the region. The Okaloosa-Walton TPO has identified this project as a priority and continues to stress its importance to all agencies. The City of Crestview, Okaloosa County, FDOT and Eglin AFB all recognize and understand the importance of and strongly support this project being completed.
- The benefit to the environment can be seen in the direct reduction of CO₂ releases into the atmosphere from drastically reduced idling times of thousands of vehicles on a daily basis. This will not only reduce the amount of emissions but will also improve the overall health of the residents who travel and live along this corridor.
- Outcome measures have been identified and can be tracked.
- This project is the highest project priority of all entities involved.

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

The Okaloosa County BCC has regularly endorsed this project and approved it for grant funding. Specifically, on November 13th, 2017, the BCC approved this project to be submitted to Triumph Gulf Coast, Inc. For the reasons explained above, it is the highest priority of the BCC and will meet many discretionary priorities outlined by Triumph Gulf Coast, Inc.

The City of Crestview and Okaloosa County entered a Memorandum of Understanding to cooperate on the improvement of Raspberry Road as a connector Road in 2016. On March 12, 2018, the City Council approved a letter of support for the joint application to Triumph Gulf Coast Inc. for the Southwestern Crestview Bypass and Raspberry Road Connector project including the commitment of \$500,000 of the City's local option gas tax funding for the project.

- This project is considered transformational for the future of the Northwest Florida region by all entities involved. Its impacts are real and will be realized and enjoyed for many years to come.
- This project will also promote net-new jobs in the private sector. In addition, with completion of this project the County will realize increased worker production having a direct correlation to an increase in the County's GDP.

- This project aligns with the Northwest Florida FORWARD plan as follows:
 - *“3.5 ... For the region to keep growing, it must continue to improve and expand its road infrastructure. The need for improved mobility options and expanded access to key economic centers was one of the most consistently cited challenges by regional stakeholders. For example, improving mobility along U.S. Highway 98 for commercial traffic, especially in summer months during the height of tourism season, is of particular need. In addition, some outlying rural areas would benefit from enhanced access to I-10, especially those seeking to attract industrial employers to their business parks.*
 - *3.5.3 - Continue implementing the Northwest Florida Transportation Corridor Authority 2013 Master Plan.”*
- By completing this project, the impact will be realized not only locally but regionally and nationally.
- After project completion, there is assurance that existing organizations will ensure the roadway is maintained and improved upon. FDOT and the City/County have funds programmed for matching funds, and it will be their responsibility to maintain the roadway once completed.
- Funding leveraged for this project is derived from other governmental agencies being FDOT/FHWA, Okaloosa County and the City of Crestview.
- The support for this project is monumental. The Okaloosa-Walton TPO and the Northwest Florida Transportation Corridor Authority have made this project a top need in both of their project lists. In addition, the attached Joint Resolution of the Board of Okaloosa County Commissioners and the City Council of Crestview, adopted on May 1, 2018, identified this project as the top infrastructure project for Triumph funding for Okaloosa County. Furthermore, the City of Niceville adopted a Resolution in support of the Southwest Crestview Bypass in their May 8, 2018 Council meeting.
- Once completed, the roadway will alleviate significant amounts of traffic congestion and thus allow the region to build capacity for economic growth both directly and indirectly.
- The benefits to the environment will be the direct reduction of CO₂ emissions and an increase in health, while maintaining a focus on business.

4. In which of the eight disproportionately affected county/counties is the proposed project or program located?

Okaloosa County

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, Okaloosa 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, Okaloosa County Board of County Commissioners' approved this project to be submitted to Triumph Gulf Coast Inc. on November 13th, 2017.

In addition, the City of Crestview and Okaloosa County entered the attached Memorandum of Understanding to cooperate on the improvement of Raspberry Road as a connector Road in March 2016. On March 12, 2018, the City Council approved the attached letter of support for the joint application to Triumph Gulf Coast Inc. for the Southwestern Crestview Bypass and Raspberry Road Connector project including the commitment of \$500,000 of the City's local option gas tax funding for the project. Also, the attached Joint Resolution of the Board of Okaloosa County Commissioners and the City Council of Crestview, adopted on May 1, 2018, identified this project as the top infrastructure project for Triumph funding for Okaloosa County and provided for joint commitments in funding partnerships

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.?

Okaloosa County Board of County Commissioner's approval and City of Crestview City Council's approval through publicly held Board and Council Meetings.

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.

Regular County Commission Board Meetings occur every 1st and 3rd Tuesday of each month. Currently scheduled meetings are as follows. For further meeting dates please refer to the following website: <http://okaloosacountyfl.iqm2.com/Citizens/Calendar.aspx>

June 5, 2018
June 19, 2018
July 10, 2018

July 17, 2018
August 7, 2018
August 21, 2018

September 4, 2018
September 18, 2018

Regular City Council Meetings occur every 2nd and 4th Monday of each month. Currently scheduled meetings are as follows. For further meeting dates please refer to the following website: <https://www.cityofcrestview.org/calendar.aspx?CID=28>.

May 28, 2018	July 23, 2018	September 24, 2018
June 11, 2018	August 13, 2018	October 8, 2018
June 25, 2018	August 27, 2018	October 22, 2018
July 7, 2018	September 10, 2018	

- b. State whether that group can hold special meetings, and if so, upon how many days' notice.

Yes, with 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.

	Bypass Phases I-III	Bypass Phase IV	Bypass Phase V	Rasberry Phase V
Begin Design	Complete	Complete	2019	2018
ROW Acquisition	Complete	2018	2020	2019
Begin Construction	2018	2019	2022	2020
Complete Construction	2019	2020	2025	2021

Funding and Budget

1. Identify the amount of funding sought from Triumph Gulf Coast, Inc. and the time period over which funding is requested.

2019 - \$8,000,000 for Construction of Phase IV
 2019 - \$5,100,000 for Design of Phase V
 2020 - \$7,000,000 for Construction of Phase V - Rasberry Road
 2022 - \$44,000,000 for Construction of Phase V – Southwestern Bypass

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.)

The requested funding of \$64,100,000 is 32.2% of the total project cost of \$199,019,000 for the complete Southwestern Bypass Project, \$37,966,000 of which will be provided by Okaloosa County and the City of Crestview. In addition, \$96,953,000 will be funded by the FDOT and FHWA.

3. Please describe the types and number of jobs expected from the proposed project or program and the expected average wage.

The following table forecasts changes in the top eight private sector industries in Okaloosa County if none of the proposed improvements are made.

Five and Ten-Year Changes in Private Sector Industries in Okaloosa County							
Description	2018 Jobs	2023 Jobs	2028 Jobs	2018-23 Change	2018-23 % Change	2018-28 Change	2018-28 % Change
Agriculture, Forestry, Fishing & Hunting	149	152	154	3	2%	5	3%
Construction	5,239	5,291	5,351	52	1%	112	2%
Manufacturing	2,925	2,677	2,495	(248)	(8%)	(430)	(15%)
Wholesale Trade	1,146	1,185	1,210	39	3%	64	6%
Retail Trade	12,454	12,739	12,912	285	2%	458	4%
Transportation and Warehousing	1,324	1,377	1,393	53	4%	69	5%
Finance, Insurance and Real Estate	5,289	5,089	4,938	(200)	(4%)	(351)	(7%)
Services (except Public Administration)	27,782	29,841	31,045	2,059	7%	3,263	12%
	56,308	58,351	59,498	2,043	4%	3,190	6%
Source: UWF Haas Center, EMSI, Florida Department of Economic Opportunity							

Just as congestion can stymie economic growth, the introduction of well-configured and efficient transportation solutions designed to resolve impediments can accelerate economic growth. Referring back to the data provided by the UWF Haas Center, it should be noted that certain higher wage Okaloosa County industries (including manufacturing) are projected to lose employment over the next five to ten years. Recognizing the direct linkage that exists between efficient transportation systems and manufacturing, in particular, it is easy to ascertain that the current daily bottleneck on SR 85 is a significant factor in the projected downturn of this high wage employment sector. In the same regard, if congestion is alleviated, the trend could very well be reversed for this sector, while other sectors where growth is currently projected could see that growth accelerated. Bottom line, while the net effect of the UWF Haas projections for the next ten years is 3,190 jobs today, the contemplated SR 85 improvements will support job creation over and above these projections.

Five Year and Ten Year Average Wage Estimates for Major Cities in Okaloosa County					
Major Cities in Okaloosa County	Average Salary	% Change for Trends in Wages from Q1 2017 to Q1 2018	Trends in Wages for Q1 2022	Trends in Wages for Q1 2027	Projected % Change in Wages 2017 to 2027
Crestview	\$37,414	2.5%	\$43,373	\$47,893	21.88
Fort Walton	\$44,626	2.5%	\$50,490	\$59,974	25.59
Niceville	\$41,110	2.5%	\$46,512	\$55,248	25.59
Destin	\$41,311	2.5%	\$46,740	\$52,882	21.88
Mary Esther	\$32,401	2.5%	\$36,659	\$41,476	21.88
Valparaiso	\$41,107	2.5%	\$46,509	\$55,244	25.59
Shalimar	\$59,622	2.5%	\$67,457	\$76,321	21.88
Data Source: U.S Department of Labor 2018					

Based on data analysis from the U.S. Department of Labor, the proposed project is anticipated to impact the above top seven cities in Okaloosa County by the following trends;

Cities anticipated with highest levels of wage increases from year 2017 to 2027 are Crestview at 21.88%, Fort Walton Beach at 25.59%, Niceville at 25.59% and Valparaiso at 25.59%

Note: Economic information contained throughout this application was obtained from the Okaloosa County Economic Development Council (EDC), the UWF Haas Center and the Northwest Florida Regional Planning Council (NFRPC).

4. Does the potential award supplement but not supplant existing funding sources? If yes, describe how the potential award supplements existing funding sources.

There are no funds available in Okaloosa County or the City of Crestview's Capital Improvement Plans to complete the entirety of the proposed project into the foreseeable future. The grant funds will supplement the \$134,919,000 that the County, City, FDOT and FHWA has previously expended on or have committed to the 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:

PD&E Study	\$2,849,000
Design & Engineering	\$19,145,000
Right-of-Way Acquisition	\$39,601,000
Construction	\$137,424,000
Total Project Costs:	\$199,019,000

b. Other Project Funding Sources:

Okaloosa County/City	\$37,966,000
FDOT/FHWA	\$96,953,000
Total Other Funding:	\$134,919,000

Total Amount Requested: \$64,100,000

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

Funding for the City/County and FDOT/FHWA portions are budgeted and planned through the Okaloosa-Walton Transportation Planning Organization (TPO). However, the Long-Range Transportation Plan only includes funding for the interchange sometime before the year 2040, with no definitive commitment date. In addition, the 2040 Long-Range Transportation Plan does not include any construction funding for Phase V of the Southwest Bypass and Raspberry Road. The City and County intend to use a sales tax ballot initiative in November 2018 to fund \$27,500,000 towards the design of and ROW acquisition for Phase V of the Southwestern Bypass and Raspberry Road. Traffic flow around Crestview will improve if Triumph funding is obtained and the Southwestern Bypass and Raspberry Road are constructed. The Interchange Phase will further complement the improvements and FDOT could accelerate this phase to meet the connecting roadways. A detailed budget with existing and proposed funding of each phase by each entity is enclosed below.

Southwestern Bypass	FDOT/FHWA	County/City	Triumph Request
Phase I			
PD&E	\$18,000	\$18,000	\$0
Design	\$163,000	\$163,000	\$0
ROW	\$800,000	\$800,000	\$0
Construction	\$835,000	\$2,065,000	\$0
Phase II			
PD&E	\$17,000	\$17,000	\$0
Design	\$125,000	\$125,000	\$0
ROW	\$500,000	\$500,000	\$0
Construction	\$2,824,000	\$0	\$0
Phase III			
PD&E	\$24,000	\$24,000	\$0
Design	\$328,000	\$113,000	\$0
ROW	\$1,501,000	\$0	\$0
Construction	\$3,800,000	\$0	\$0
Phase IV			
PD&E	\$471,000	\$471,000	\$0
Design	\$500,000	\$500,000	\$0
ROW	\$3,400,000	\$1,350,000	\$0
Construction	\$0	\$0	\$8,000,000
Interchange Phase			
PD&E	\$1,249,000	\$0	\$0
Design	\$8,508,000	\$0	\$0
ROW	\$1,400,000	\$1,350,000	\$0
Construction	\$68,900,000	\$0	\$0
Phase V			
PD&E	\$270,000	\$270,000	\$0
Design	\$1,320,000	\$2,200,000	\$5,100,000
ROW	\$0	\$28,000,000	\$0
Construction	\$0	\$0	\$51,000,000
Total By Funding Source	\$96,953,000	\$37,966,000	\$64,100,000
		SW Bypass Project Total	\$199,019,000

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 ☐ No

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 ☐ No

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 ☐ No

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

☒ Yes ☐ No

ADDENDUM FOR INFRASTRUCTURE PROPOSALS:

1. Program Requirements

a. Is the infrastructure owned by the public?

Yes

b. Is the infrastructure for public use or does it predominately benefit the public?

Yes

c. Will the public infrastructure improvements be for the exclusive benefit of any single company, corporation or business entity?

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.

Public infrastructure improvements such as the Southwestern Bypass and Raspberry Road Connector Project in Crestview will connect to a broader economic development vision for the community and benefit additional current and future business through the following;

- **Direct user benefits** that are attributable to active use of the Project. Those benefits are directly associated changes in consumer welfare affected by changes in service accessibility.
 - **Economic activity benefits** related to changes in output, productivity and employment that are affected by the introduction of this transportation system to the area.
 - **Indirect benefits** of the jobs and productivity and the induced benefits of the second round of spending that comes from the wages and revenue being spent on additional goods and services.
- 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.

Project: Southwestern Crestview Bypass and Raspberry Road Connector - Crestview, FL			
ECONOMIC IMPACT ANALYSIS RESULTS			
METRIC	MEDIAN	LOW	HIGH
Total Benefits	\$1,110.6	\$61.1	\$2,049.4
<i>Travel Time Savings</i>	\$1,103.1	\$975.2	\$1,233.9
<i>Vehicle Operating Cost Savings</i>	\$15.4	\$1,044.5	\$930.4
<i>Emissions Costs Savings</i>	\$7.3	\$2.0	\$32.4
<i>Accident Cost Savings</i>	\$1.9	\$0.6	\$3.4
Total Costs	\$93.1	\$64.1	\$110.9
Net Present Value	\$1,645.0	\$3,202.0	\$2,964.8
Benefit Cost Ratio	\$10.1	\$0.5	\$19.8
Internal Rate of Return	\$53.4	\$0.7	\$151.9
All dollars are shown in millions of 2016 dollars			

Benefit impacts for this project are as follows:

- **Transportation System Performance** via accessible and more robust roadway systems

- **Benefit-Cost & Cost Effectiveness** via shorter travel times into and through Crestview, lower travel costs, lower traffic congestion and higher safety and accessibility
- **Regional Economic Development** via short-term employment, employment shifts, induced development and fiscal impacts
- **Livability** via shorter commutes, less fiscal impacts on residents' fuel consumptions, and health/environmental improvements due to lower CO² emissions from idling and congestion.

Return on Investment with Respect to Tax Base

Project: Southwestern Crestview Bypass and Raspberry Road Connector Crestview, FL		
ROI with Respect to Taxes / Revenue		
Categories	Taxes/Revenue collected	ROI
Ad Valorem taxes 2017	\$53,474,071	0.8
Fuel tax 2017	\$7,663,295	0.12
Tourist Division taxes 2017	\$1,568,000	0.02
Okaloosa County Taxes 2017	\$79,363,866	1.2
Okaloosa County Revenue 2017	\$369,208,773	5.8

Return on Investment (ROI) for the Southwestern Crestview Bypass and Raspberry Road Connector Project near Crestview was evaluated for efficiency relative to the Okaloosa County Tax base. Trend analysis reveals the investment cost to this project yields a return of 1.2 against the tax base and a moderate return of 5.8 against revenue generated.

Project: Southwestern Crestview Bypass and Raspberry Road Connector Crestview, FL			
Economic Impact Analysis Results			
EMPLOYMENT JOB YEARS	CAPITAL EXPENDITURE IMPACT	O & M EXPENDITURE	ECONOMIC DEVELOPMENT
\$18,379	\$183.5	\$3.2	\$4,704
All dollars are shown in millions of 2017 dollars			

- **Economic Recovery**

The proposed Southwestern Crestview Bypass and Raspberry Road Connector Project near Crestview will promote a positive influence on the business cycle following a recession, during which an economy can have regains and the ability to exceed peak employment and output levels achieved prior to a downturn.

- **Economic Diversification**

The proposed Southwestern Crestview Bypass and Raspberry Road Connector Project near Crestview will promote economic diversification via additional industries' income sources that are not directly related to each other. The project will add economic diversification via jobs in highway construction, home building and commercial construction in combination with traditional industries in agriculture/fishing, service, retail trade and wholesale trade.

- **Enhancement of the disproportionately affected counties**

The proposed Southwestern Crestview Bypass and Raspberry Road Connector Project near Crestview will promote the enhancement of the disproportionately affected counties by supporting efforts that will provide for ongoing and long-term economic recovery from the Deepwater Horizon Oil Spill via this two-fold economic development and infrastructure project.

- **Enhancement of Targeted Industries**

The proposed Southwest Crestview Bypass and Raspberry Road Connector Project near Crestview will promote the enhancement of the following industries in Okaloosa County:

- Construction (SIC 1517)
- Transportation and Communications (SIC 4049)
- Wholesale Trade (SIC 5051)
- Retail Trade (SIC 5259)
- Finance, Insurance and Real Estate (SIC 6069)
- Services (SIC 7089)
- Agricultural, Forestry, Fishing (SIC Range 0109)
- Manufacturing (SIC Range 2039)

2. Additional Information

a. Is this project an expansion of existing infrastructure project?

Yes

b. Provide the proposed beginning commencement date and number of days required to complete construction of the infrastructure project.

- August 2018 - Construction of Phases I-III complete within 550 calendar days
- July 2019 - Construction of Phase IV complete within 365 calendar days
- July 2020 - Construction of Phase V- Raspberry Road complete within 365 calendar days
- July 2022 - Construction of Phase V- Southwestern Bypass complete within 1,095 calendar days.

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

The Southwestern Crestview Bypass includes portions of existing P.J. Adams Parkway, Antioch Road and Arena Road, which run between SR 85 and US 90. Raspberry Road is an unimproved City of Crestview Road. When completed, Raspberry Road will run between Antioch Road and SR 85 just north of and parallel to I-10.

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

Okaloosa County will maintain the Southwestern Bypass (including the expanded P.J. Adams Pkwy), FDOT will maintain the interchange with I-10 and the City of Crestview will maintain Rasberry Road.

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

Permits are necessary from the United States Army Corps of Engineers, Florida Department of Environmental Protection and Northwest Florida Water Management District.

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 these permits be prioritized?

Permit acquisitions are in progress for Phases I, II, and III. The projected date for securing said permits is August 2018. Permits will be secured for the Interchange, Phases IV and V (Southwestern Crestview Bypass and Rasberry Road) after funding is finalized and design is complete.

- 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?

N/A for roadways

- 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.

No

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

Yes

- Okaloosa County/City of Crestview - \$37,966,000
- FDOT/FHWA - \$96,953,000
- Details broken out in more detail in main body of application packet above

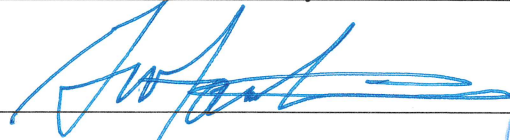
I, the undersigned, do hereby certify that I have express authority to sign this proposal on my behalf or on behalf of the above-described entity, organization, or governmental entity:

Name of Applicant: Okaloosa County Board of County Commissioners

Name and Title of Authorized Representative: Commissioner Graham W. Fountain
Chairman
Okaloosa Board of County Commissioners

Representative Signature: _____

Signature Date: _____


5/15/18

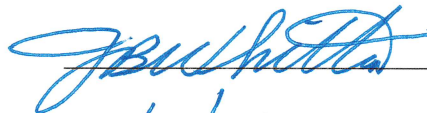


Name of Applicant: City of Crestview City Council

Name and Title of Authorized Representative: Councilman JB Whitten
Chairman
Crestview City Council

Representative Signature: _____

Signature Date: _____


5/26/18



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 96TH TEST WING (AFMC)
EGLIN AIR FORCE BASE FLORIDA

MAR 30 2018

Brigadier General Evan C. Dertien
Commander, 96th Test Wing
101 West D Avenue, Suite 118
Eglin AFB FL 32542-5495

Commissioner Graham Fountain
Chairman, Okaloosa Board of County Commissioners
1250 North Eglin Parkway, Suite 100
Shalimar FL 32514

Dear Commissioner Fountain

Thank you for your request for information on Eglin's mission, our growth, and the impact on the community.

Perhaps the number one issue plaguing the Eglin workforce is the increased traffic congestion into Crestview. While the increase in traffic congestion associated with the population growth is understandable, traffic has grown such that it impacts the quality of life of base employees, our ability to recruit new civilian employees, and has a direct impact on the military mission. Even with the recent improvements to this roadway, including new intersection configurations at both the north and south ends of SR 123 as well as the Air Force-funded overpass (77th Special Forces Way/McWhorter Avenue), traffic issues continue. Currently, evening traffic going to Crestview backs up past the Duke/7 SFG exit impacting our ability to deliver supplies to these mission locations during peak traffic times. Eglin's key weapons' research and development mission continues to grow, as does the capacity of many of our mission partners. This mission growth translates to additional personnel, which will continue to exacerbate traffic as a significant portion of Eglin's workforce lives north of the Range in and around the Crestview area. I know there are no easy solutions to the current issues, but appreciate any actions that can help alleviate this congestion.

Should you have any further questions regarding this matter, please contact Mr. Jeff Fanto, Chief of Portfolio Optimization, 96 CEG/CENP, (850) 882-8036, jeffrey.fanto@us.af.mil, or Mr. Tom Tolbert, Community Planner, 96 CEG/CENPL, (850) 882-6993, robert.tolbert.2@us.af.mil.

Sincerely

EVAN C. DERTIEN
Brigadier General, USAF

MEMORANDUM OF UNDERSTANDING

This MEMORANDUM OF UNDERSTANDING ("MOU"), entered into this 14 day of March, 2016, by and between the BOARD OF COUNTY COMMISSIONERS OF OKALOOSA COUNTY, whose address is 302 North Wilson Street, Suite 302, Crestview, Florida 32536 (the "County"), and the CITY COUNCIL OF THE CITY OF CRESTVIEW, FLORIDA, whose address is 198 North Wilson Street, Crestview, Florida 32536 (the "City").

WHEREAS, this Agreement is entered into under the authority granted to the City and the County; and

WHEREAS, the City and the County are collectively working toward establishing improvements to the transportation network within the City and the northern Okaloosa County area to address traffic issues and concerns; and

WHEREAS, the improvement of the Arena Road-Raspberry Road segments will create an east-west connection north of I-10, that would relieve congestion on P. J. Adams Parkway and State Road 85 (from I-10 to P. J. Adams Parkway); and

WHEREAS, the improvement of the Arena Road-Raspberry Road segments would create a connection road to State Road 85 to Antioch Road; and

WHEREAS, the City and the County seek to enter into this MOU for the purpose of establishing a cooperative process to develop a concept for the improvement of the Arena Road-Raspberry Road segments and potentially the construction of these areas.

NOW THEREFORE, the City and the County do agree as follows:


1. The above recitals are true and incorporated herein as if they were set forth in their entirety.

2. To facilitate the development of a concept for the improvement of the Arena Road-Raspberry Road segments, the City and the County agree to share staff resources to assist in the defining of a preferred alignment for the segments, to secure necessary right-of-way and to identify potential funding sources for the project.

3. This MOU may be expanded to incorporate other aspects of the construction of the Arena Road-Raspberry Road segments and further enhance the traffic transportation network in the City and the northern Okaloosa County area.

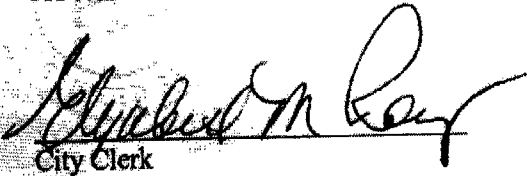
4. This MOU shall be effective upon adoption.

CITY OF CRESTVIEW



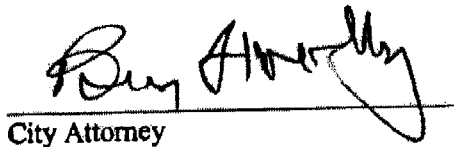
David Cadle
Mayor
DATE: 3-16-16

ATTEST:



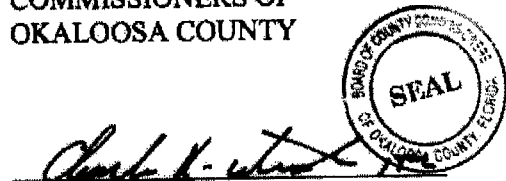
City Clerk

APPROVED AS TO FORM:

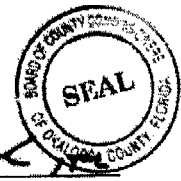


City Attorney

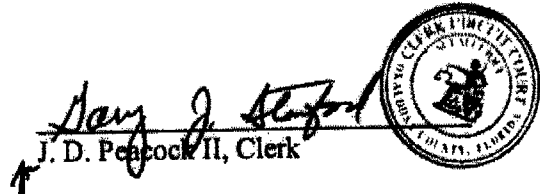
BOARD OF COUNTY
COMMISSIONERS OF
OKALOOSA COUNTY



Charles K. Windes, Jr.
Chairman
DATE: 2/18/16



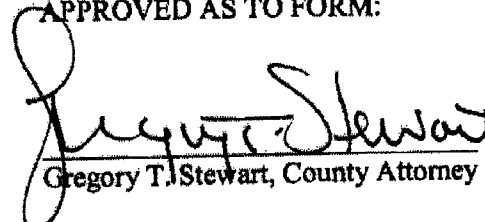
ATTEST:



J. D. Peacock II, Clerk



APPROVED AS TO FORM:



Gregory T. Stewart, County Attorney



City of Crestview

Office of the City Clerk

P. O. Box 1209, Crestview, Florida 32536
Phone # (850) 682-1560 Fax # (850) 682-8077
Email: cityclerk@cityofcrestview.org

Honorable Graham W. Fountain
Chairman, Okaloosa County Board of County Commissioners

As you know, The City of Crestview and Okaloosa County are collectively working to improve the transportation network in northern Okaloosa County to address traffic issues and concerns. The City and County signed a Memorandum of Understanding in 2016 to jointly work on the Raspberry Road connection, that would allow residents on the west side of the County to access the commercial areas in Crestview without driving on Highway 85 and without crossing Interstate 10. Such a connection would be beneficial to all area Citizens and visitors by reducing the amount of traffic and delay on Highway 85, and by opening new areas within the City for development. The MOU between the City of Crestview and Okaloosa County established a cooperative process to share staff resources to define alignments, secure right-of-way, and identify potential funding sources.

The City of Crestview is aware that our joint pre-application to the Triumph Board for Raspberry Road was accepted and we were invited to submit a full application. The City is very much in favor of continuing our cooperative process on this project and wishes to continue being Okaloosa County's partner and Co-applicant for the full Triumph Raspberry Road application. The City is committing to contribute \$500,000 in future local option gas tax funds for the construction of Raspberry Road if the project is funded by the Triumph Board. Any funding, of course, is subject to the availability of the funds being received from the State of Florida.

Sincerely,

JB Whitten, Chairman, Crestview City Council

Elizabeth Roy, City Clerk

**JOINT RESOLUTION OF THE BOARD OF OKALOOSA COUNTY COMMISSIONERS
AND THE CITY COUNCIL OF CRESTVIEW, FLORIDA**

A JOINT RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF OKALOOSA COUNTY, FLORIDA AND THE CITY COUNCIL OF CRESTVIEW, FLORIDA, RECOGNIZING THE TRAFFIC CRISIS ON HIGHWAY 85 SOUTH IN AND AROUND THE CITY OF CRESTVIEW AS THE NUMBER ONE PUBLIC SAFETY, ECONOMIC, AND QUALITY OF LIFE CHALLENGE IN THE COUNTY; ADOPTING THE SOUTHWEST CRESTVIEW BYPASS AND RASBERRY ROAD CONNECTOR AS TOP INFRASTRUCTURE PROJECT FOR TRIUMPH FUNDING FOR OKALOOSA COUNTY; PROVIDING FOR JOINT APPLICATION FOR TRIUMPH GULFCOAST, INC. BOARD FUNDING AND LOCAL GOVERNMENT COMMITMENTS IN FUNDING PARTNERSHIPS.

WHEREAS, the Okaloosa County Board of County Commissioners (Board) and the City Council of Crestview (Council) have joined together in one accord recognizing the traffic crisis involving Highway 85 South in and out of the City of Crestview, extending from State Road 123 (Cut-off) past Duke Field heading into Crestview as the county's top traffic challenge involving public safety, economic development and impairment, and quality of life for the county's citizens and visitors; and

WHEREAS, the Board and Council are aware the traffic congestion on Highway 85 has reached its maximum limits, numbering over 52,000 cars traversing the roadway daily, and causing the Florida Department of Transportation (FDOT) to declare the highway up to the intersection of Interstate 10 a "failed transportation system" in the state; with traffic crashes and injuries along the corridor at an all-time high; and secondary crashes, incidences of road-rage and other acts of lawlessness posing additional safety risks; and

WHEREAS, Highway 85 from Crestview south to the cities of Niceville, Shalimar, Ft. Walton Beach, and Destin is the only thoroughfare for the motoring public to travel north and south through the Eglin AFB reservation; provides the sole transportation system for moving people and goods, public and private sector; and is the county's only designated hurricane or disaster evacuation route (north and south); and remains the only access route for the county's approximately 3 million tourists entering north Okaloosa County heading south to the coast; and

WHEREAS, traffic congestion and long wait periods along this corridor has caused commercial and industrial ventures to seek other locations for their companies, and the United States Military is experiencing operational and readiness issues due to traffic build ups on Highway South 85, which include the inability to transport fuel and service vehicles on and off Duke Field and the 7th Special Forces, and ensure timely staff responses on emergency call backs, and causing extended driving commutes for military personnel living in the north end of the county; and

WHEREAS, this traffic crisis has been in the making, with no real solutions for over 25 years and has come to a critical juncture, with one (1) roadway servicing a community of over 200,000 full-time residents, demands swift and decisive action by city, county, state, and federal authorities in dedicating funding and policy implementation to provide traffic relief on Highway South 85 in and around the city of Crestview, through a series of new highway capacity projects to include a circular bypass around the city

and added lane capacity for the movement of vehicular traffic north and south through the Eglin AFB Reservation; and a project meeting desired goals and objectives has been identified for a total project cost of 199,019,000 dollars; and

WHEREAS, the project will have broad reaching benefits in economic growth, personal cost savings of monies and time, providing new taxable commercial and residential development along certain segments of the project, enhance military readiness and provide benefits for increased mission assignments on base, and reduce dangerous traffic conditions for the motoring public; and

WHEREAS, the Board and Council have joined together in petitioning the Triumph Gulf Coast, Inc. Board of Directors to make a historic and transformational investment in becoming partners in providing much needed relief by approving BP settlement funds, pursuant to Chapter 288, Florida Statutes, that will fund 32.21% of the costs for the "Southwestern Crestview Bypass and Raspberry Road Connector" project, which the Board finds to be the single most important, critical and valuable use of Triumph funds over the next five years for the benefit of Okaloosa County, consisting of a route to more expediently move traffic from south SR 85 to US Hwy 90 west of Crestview at Old Bethel Road, utilizing a newly four-laned PJ Adams Parkway, a newly constructed Southwestern Crestview Bypass Road and an improved Raspberry Road at the cost of 64,100,000 dollars over project term; consisting of the four-lane construction of P.J. Adams Parkway and a new four-lane highway circling the South-West side of Crestview up to the intersection of US Highway 90 West and Old Bethel Road, with the remainder of the costs being borne by the Florida Department of Transportation, Okaloosa County, and the City of Crestview, and in doing so, move the project up to a completion date of no more than 5 years from the approval of the funding and the letting of the first construction contract by the parties hereto:

NOW THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Okaloosa County and the City Council of Crestview, Florida, pledge to move forward with this resolution, the project application, and any additional agreements required by Triumph Gulf Coast, Inc. in good faith in the execution of this historical transportation infrastructure project.

The Board and Council further resolves as follows:

1. The above recitals are correct.
2. The Board and the Council, collectively, adopt this project as their number one (1) project for Triumph Gulf Coast, Inc. Okaloosa County funding.
3. The Board, with the Council's support, will move forward with a ½ cent sales tax referendum to be placed on the November county-wide ballot.
4. If the ½ cent sales tax is approved, the Board and the Council pledge to commit infrastructure funding from the proceeds to ensure the total required county and city project match is met over the life of the five (5) year project completion.
5. The Board agrees to contribute 29,966,000 dollars for the total project cost from the new local option sales tax revenues (if passed), TIFF proceeds, and local option gas taxes.
6. The Council agrees to contribute new local option sales tax revenue (if passed), in the amount of approximately 8,000,000 dollars and in-kind contributions of donated right-of-way for the project.
7. The Board and Council pledge their diligent advocacy in the approval to advance work program dollars from the Florida Department of Transportation 5 year work program in the amount of 96,953,000 dollars and ensure the new Interstate-10 interchange/overpass is completed within the

five (5) year project period, to include obtaining advocacy of the Okaloosa County legislative delegation.

8. A copy of this resolution shall be provided to the Okaloosa County Clerk of Court, the City Clerk of Crestview, Florida, and the Chairman of the Triumph Gulf Coast Board.
9. This Resolution shall be effective upon adoption.

DULY ADOPTED BY OKALOOSA COUNTY ON this 1st day of May, 2018.

DULY ADOPTED BY THE CITY OF CRESTVIEW ON this 30th day of April, 2018.

BOARD OF COUNTY COMMISSIONERS
OKALOOSA COUNTY, FLORIDA

BY: _____

Graham W. Fountain, Chairman

ATTEST:

BY: _____

J. D. Peacock, II, Clerk

CITY COUNCIL OF CRESTVIEW
CRESTVIEW FLORIDA

BY: _____

JB Whitten, Council President

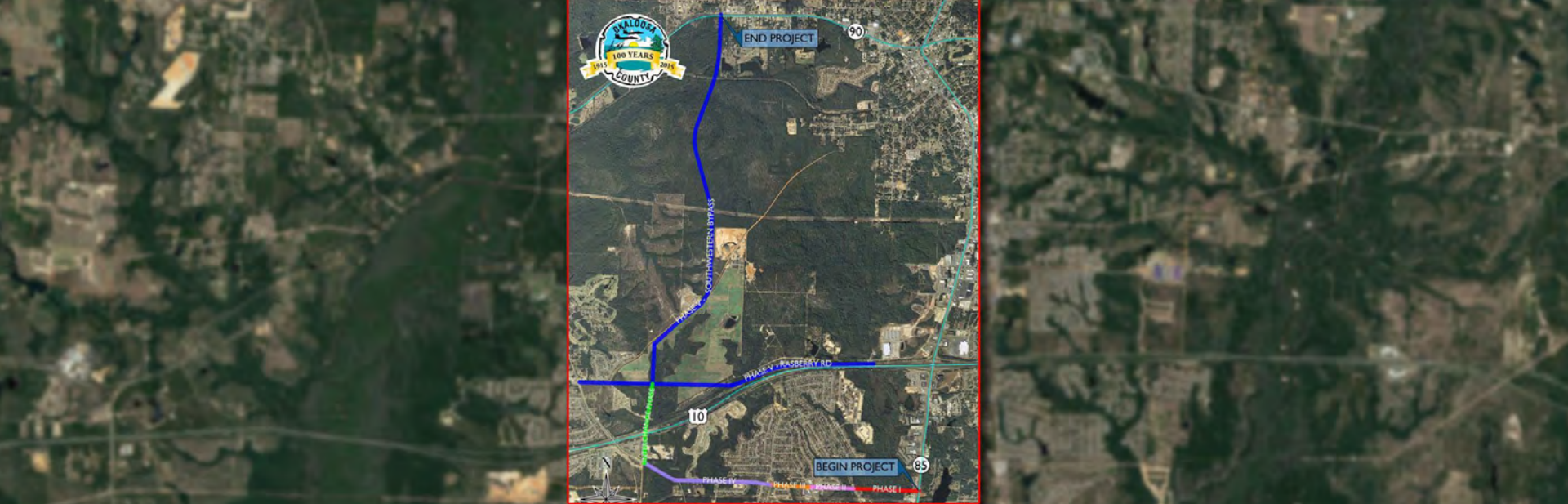
BY: _____

Elizabeth Roy, City Clerk

AS TO FORM:

Greg Stewart, County Attorney

Ben Holley, City Attorney



TRIUMPH GULF COAST, INC. TRUST FUND APPLICATION FOR FUNDS SOUTHWESTERN CRESTVIEW BYPASS AND RASBERRY ROAD CONNECTOR

Okaloosa County, the City of Crestview and the State of Florida are collectively working to improve the transportation network in northern Okaloosa County to address drastic traffic issues and concerns. A bypass is desperately needed around Crestview to divert traffic from State Road (SR) 85 to areas in and around Crestview to the west. State Road 85 is a Strategic Intermodal System (SIS) roadway and a primary commuter route to multiple military bases and tourist destinations.



END PROJECT

90

PROJECT OVERVIEW

SOUTHWESTERN BYPASS

PHASE V

PHASE V - RASBERRY RD

10

INTERCHANGE PHASE

BEGIN PROJECT

85

PHASE IV

PHASE III

PHASE II

PHASE I





THE INVESTMENT WILL RELIEVE TRAFFIC CONGESTION

The proposed improvements have been identified and deemed feasible for significantly reducing congestion along SR 85. The improvements would also allow residents on the west side of the north county area to access the commercial areas in Crestview without accessing SR 85 or crossing I-10. Such a connection would be beneficial to all area citizens and visitors by reducing the amount of traffic and delays on both SR 85 and P.J. Adams Parkway.





THE INVESTMENT WILL IMPROVE MILITARY MISSION READINESS

Military mission capability is directly and adversely impacted by the congestion in the proposed project area. Bases throughout the area cannot depend on timely staff responses on emergency call back events and are experiencing unacceptably long commute times for military and civilian personnel living in the north end of the county. Local military leaders have expressed concern regarding extended length duty days caused by increased personnel commute times.





THE INVESTMENT WILL IMPROVE HURRICANE EVACUATIONS

State Road 85 is the sole hurricane evacuation route available for Okaloosa County citizens, the military installations and over four million tourists each year. Currently there is grave concern that evacuations can't be accomplished timely and effectively. The proposed roadway improvement project will provide increased capacity to move motorists out of the area more quickly and potentially prevent loss of life.





THE INVESTMENT WILL INFLUENCE ECONOMIC RECOVERY

Just as congestion can stymie economic growth, the introduction of well-configured and efficient transportation solutions designed to resolve impediments can accelerate economic growth. Recognizing the direct linkage that exists between efficient transportation systems and commerce, particularly manufacturing, it is easy to ascertain that eliminating the current daily bottleneck on SR 85 will support job creation over and above current projected levels.



BIG BANG FOR TRIUMPH BUCKS

