



Florida Job Growth Grant Fund Public Infrastructure Grant Proposal

Proposal Instructions: The Florida Job Growth Grant Fund Proposal (this document) must be completed by the governmental entity applying for the grant and signed by either the chief elected official, the administrator for the governmental entity or their designee. Please read the proposal carefully as some questions may require a separate narrative to be completed.

Governmental Entity Information

Name of Governmental Entity: St. Lucie County Board of County Commissioners

Government Federal Employer Identification Number: [REDACTED]

Contact Information:

Primary Contact Name: Nicole Fogarty

Title: Legislative Affairs Manager

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Fort Pierce, FL 34982-

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Public Infrastructure Grant Eligibility

Pursuant to section 288.101, F.S., the Florida Job Growth Grant Fund was created to promote economic opportunity by improving public infrastructure and enhancing workforce training. Eligible governmental entities that wish to access this grant fund must submit public infrastructure proposals that:

- Promote economic recovery in specific regions of the state, economic diversification or economic enhancement in a targeted industry. (View Florida's [Targeted Industries here.](#))
- Are not for the exclusive benefit of any single company, corporation or business entity.
- Are for infrastructure that is owned by the public and is for public use or predominately benefits the public.



1. Program Requirements:

Each proposal must include the following information describing how the project satisfies eligibility requirements listed on page 1.

- A. Provide the title and a detailed description of the public infrastructure improvements.

Treasure Coast International Airport MRO/Onsite Hangar Facility

- B. Is this infrastructure owned by the public?

Yes No

- C. Is this infrastructure for public use or does it predominately benefit the public?

Yes No

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

Yes No

- E. 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 or future businesses.

This airport project benefits the region that expands well beyond St. Lucie County. Treasure Coast International Airport (TCIA) is centrally located in the state of Florida, near access to other international airports and airlines such as Orlando, Melbourne, Fort Lauderdale, West Palm Beach, Tampa, and Miami. TCIA is a dedicated commercial manufacturing, repair, overhaul (MRO) facility. It is owned and operated by the St. Lucie County County Board of County Commissioners.

As a dedicated regional hub for the area's airline industry MRO, TCIA services primarily commercial flights. This expanding MRO market includes engine overhaul, airframe maintenance, line maintenance, modifications, and components. This also includes plane inspections, parts replacements, repairs, and preventative maintenance. In addition, line maintenance is conducted between operations and often does not require that an aircraft be taken out of service. Modification work can include passenger-to-cargo aircraft conversion, painting, product upgrades and systems installations.



TCIA also recognizes the importance of Aviation Maintenance Training (AMT) in concert with the expansion of its MRO capabilities. To that end the proposed improvements will also provide onsite training for AMT students attending aviation college's certified A&P training program located at TCIA.

TCIA is one of the largest airports in acreage within the State of Florida. With over 3,800 acres, it is larger than West Palm Beach, Ft. Lauderdale, or Miami airports. TCIA is also strategically located seven miles from Florida's Turnpike, three miles from I-95 and five miles from the Port of Fort Pierce. This places it strategically between Vero Beach and West Palm Beach cities with access to highways, rail, or port.

There are approximately 1,300 jobs on site at TCIA, with an annual payroll of \$50 million, generating \$155 million in annual economic activity. Over 160,000 operations per year take place and 22,000 clear customs every year. TCIA is designated as an active Foreign Trade Zone and FTZ #218 is located on the airport property. While in close proximity to highway and port access and a bustling hub of economic activity, it's important to note that there have been zero noise complaints at TCIA.



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

- Economic recovery in specific regions of the state;
- Economic diversification; or
- Economic enhancement of a Targeted Industry (View Florida's [Targeted Industries here.](#))
 - o As part of this response, describe how the project will promote specific job growth. Include a description of the number of jobs that will be retained or created, the average wages of such jobs, and in which industry(ies) the jobs will be created using the North American Industry Classification System ([NAICS](#)) codes. Where applicable, you may list specific businesses that will retain or grow jobs or make capital investment.
 - o Further, include the economic impact on the community, region, or state and the associated metrics used to measure the success of the proposed project.

Between 2000 and 2010, St. Lucie County was one of the fastest growing counties in the United States with a total population increase of more than 80,000 during those years. While the housing crisis and economic downturn have had a severe impact on the economy of St. Lucie County, the county has maintained a strong focus on economic development. The St. Lucie County Board of County Commissioners work hard to recruit new businesses and assist existing businesses to expand their operations.

St. Lucie County's growth rate in wages has been among the slowest in the nation. The population keeps rising, yet the average wage continues to decline compared to the national average. In an independent economic study done by Policom Corporation (February 2016), the County's major city, Port St. Lucie, ranked 164th largest in population as a Metropolitan Area and 372nd in Annual Wages. However, the city was at 319 among 381 areas for economic strength. Reasons for this is believed to stem from the area's boom-and-bust of the last 15 years, a rapid growth then a rapid decline in the economy. The county's workforce is abundant with most living within the Treasure Coast region. Unemployment has been historically high, when compared to the rest of the country and the state of Florida.

TCIA expansion project as well as our partnership with the local job training dedicated to Aviation Maintenance Training (AMT) would attract new companies to the region,



rendering significant economic benefits. Higher-paying jobs for a trained workforce from our partnership with AMT, and other economic output in the form of income and local spending would boost new growth in the region.

Jobs created by MROs are typically higher-paying, with an average wage of \$53,700 (Florida TaxWatch, July 2014). The commercial activities at the MRO facility are anticipated to sustain a total of 200 total jobs (including induced job creation), and with an annual payroll averaging \$10 million.

The proposed \$8 million MRO hangar will be approximately 30,000 to 50,000 square feet, which equates to a utilization rate of between 150 and 200 employees. The economic impact during the construction phase of the new hangar is anticipated to total \$10.85 million, sustaining 55 jobs. Once the hangar is completed and the construction impacts have ended, one or more MRO's will occupy the facility. These MRO's will create and sustain operational jobs and economic output as well as provide on the job training for the Aviation Maintenance Training (AMT) students and it could lead to immediate hire upon graduation.

Treasure Coast International Airport (TCIA) has a number of aviation industry and MRO firms located on the premises. TCIA's hangar expansion project would open up more career opportunities for the graduates of the training program. In addition, other aviation repair companies are at the airport. These include aviation MRO firms in aircraft construction and design. There are charter flight and aircraft management, commercial operations, aircraft painting, aircraft salvaging, flight schools, plane rentals, avionics, ground equipment and repair. As a note: Missionary Flights International also flies out of the TCIA and maintains its plane, a DC3, for operating and supporting Christian missions in the Caribbean.



2. Additional Information:

- A. Is this project an expansion of an existing infrastructure project?

Yes No

- B. Provide the proposed commencement date and number of days required to complete construction of the public infrastructure project.

January 2018 Commence Design; July 2018 Issue Permit; June 2019 Construction Operation

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

Jet Center Drive, Treasure Coast International Airport

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

Federal State County City Other _____

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

St. Lucie County Building Permit and Site Plan Review, Federal Aviation Administration Site Review and Permit Approval, Army Corps of Engineers (ACOE) Nationwide Permit, South Florida Water Management District (SFWMD) Environmental Resource Permit (ERP), Florida Fish and Wildlife Conservation Commission (FWC) Conservation Gopher Tortoise Permit.

- F. 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?

The St. Lucie County Building Permit and Site Review will be expedited by the County Building Department. The Army Corps of Engineers Nationwide Permit and South Florida Water Management Environmental Resource Permit once submitted will take 3 to 6 months to process. The Federal Aviation Administration Site Review and Permit Approval is executed once construction is at 90%.



G. What is the future land use and zoning designation on the proposed site of the infrastructure improvements, and will the improvements conform to those uses?

The current site for the proposed hangar is located directly on airport property, so the designated land use and zoning is for aviation industrial use.



H. 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

I. Is the project ready to commence upon grant fund approval and contract execution? If no, please explain.

Yes No

J. Does this project have a local match amount?

Yes No

If yes, please describe the entity providing the match and the amount.

St. Lucie County Board of County Commissioners

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

Please see attached.



3. Program Budget

Estimated Costs and Sources of Funding: Include all applicable public infrastructure costs and other funding sources available to support the proposal.

A. Public Infrastructure Project Costs:

Construction	\$ 7,500,000	
Reconstruction	\$	
Design & Engineering	\$ 500,000	
Land Acquisition	\$	
Land Improvement	\$	
Other	\$	Please Specify: _____
Total Project Costs	\$ 8,000,000	

B. Other Public Infrastructure Project Funding Sources:

City/County	\$ 2,000,000	
Private Sources	\$	
Other (grants, etc.)	\$	Please Specify: _____
Total Other Funding	\$ 2,000,000	



Total Amount Requested \$ 6,000,000

Note: The total amount requested must equal the difference between the public infrastructure project costs in 3.A. and the other public infrastructure 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.

Design and Engineering for the projected is estimated to be \$500,000, which will include, architectural design and hangar layout drawings, mechanical, electrical and plumbing design, project topographic survey and utility designations. As well as permitting and inspections.

Construction costs are estimated to be \$7,500,000 which will include site work as well as the construction of a pre-engineered metal building per the Florida Building Code requirements will be a continuous framed structure with either a center ridge or single sloped with external columns and rafters. Steel shall consist of primary and secondary framing members, and all bracing per the associated wind load requirements. Roof shall include a standing seam type application and panel wall system shall be a heavy gauge Galvalume® type material with multiple sections of architectural features common to commercial facilities for public use. Accessory amenities such as windows, doors, louvers, skylights, insulation, and appurtenances shall be included in the design for energy efficiency and building configuration. Exterior coverings such as stucco, paint, architectural features shall also be included. The concrete foundation shall incorporate normal foundation areas along with structural footers per design, and the hanger section shall be suitable for commercial aircraft applications. The hanger section shall include all associated electrical, mechanical, lighting, bi-fold type automated doors and, man-doors as necessary throughout facility. Interior office space is to include HVAC, electrical, wall coverings, floor coverings, ceiling, lighting, and communication infrastructure.

4. Approvals and Authority

- A. If the governmental entity is awarded grant funds based on this proposal, what approvals must be obtained before it can execute a grant agreement with the Florida Department of Economic Opportunity (e.g., approval of a board, commission or



council)?

St. Lucie County Board of County Commissioners

B. If approval of a board, commission, council or other group is needed prior to execution of an agreement between the governmental entity and the Florida Department of Economic Opportunity:

- i. Provide the schedule of upcoming meetings for the group for a period of at least six months.

August 1 and 5, September 5 and 19, October 3 and 17, November 7 and 21,
December 5 and 19, January 2 and 16

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

Yes, the Board will need to notify the public at least 3 days prior to the meeting

C. Attach evidence that the undersigned has all necessary authority to execute this proposal on behalf of the governmental entity. 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.



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

St. Lucie County Board of County Commissioners
Name of Governmental Entity: _____

Howard Tipton, County Administrator
Name and Title of Authorized Representative: _____

Representative Signature: _____

Signature Date: _____