



2018-2019 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. If additional space is needed, attach a word document with your entire answer.

Governmental Entity Information TITLE: *Retention & Expansion of Economic Development Opportunities at Keystone Heights Airport, Bradford & Clay Counties through Broadband & Road Access Improvements*

Name of Governmental Entity: Bradford County Board of County Commissioners

Government Federal Employer Identification Number [REDACTED]

Primary Contact Name: Brad Carter

Title: County Manager

Mailing Address: P.O. Drawer B
Starke, FL 32091

Phone Number: 904.966.6327

Email: brad.carter@bradfordcountyfl.gov

Secondary Contact Name: Rachel Rhoden

Title: Assistant County Manager

Phone Number: 904.966.6327

Public Infrastructure Grant Eligibility

Pursuant to section 228.101, F.S., the Florida Job Growth Grant Fund was created to promote economic opportunity by improving public infrastructure and enhancing workforce training. Eligible 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:

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

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

A. Provide a detailed description of the public infrastructure improvements.

Please see Attachment: Page 2, Section 1-A "Detailed Description"

B. Provide location of public infrastructure, including physical address and county of project.

Please see Attachment: Page 2, Section 1-B "Public Infrastructure Location"

Keystone Heights Airport, 7100 Airport Road, Starke, FL 32091

C. Is this infrastructure currently owned by the public? Yes No

If no, is there a current option to purchase or right of way provided to the County?

D. Provide current property owner.

Bradford County

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

Yes No

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

Yes No

Attachment: Page 2, Section 1-A “Detailed Description”

The proposed public infrastructure improvements detailed in this grant application will provide a tremendous enhancement to a rural sub-region’s greatest asset—the Keystone Heights Airport (KHA). The KHA is uniquely positioned in that the airport campus covers two counties (Bradford and Clay counties) and one city (Keystone Heights); as a result, this project will directly benefit the job growth, local economies, and the residents of three communities. Moreover, there is an existing Interlocal Agreement among the three parties governing their relationships and responsibilities as they relate to the airport and its development; the parties are developing an updated Interlocal Agreement in response to this grant opportunity (please see attachments to this section). Bradford County is the actual applicant and is located within a Rural Area of Opportunity (RAO); additional partners for this application include Clay County and the City of Keystone Heights which both comprise significant portions of rural geography and similar economic metrics.

The project proposes to include two public infrastructure facility developments: (1) Development of an Access Road off the only airport entrance road and (2) Significant enhancement of Broadband through the installation of Fiber Optic facilities located directly on the airport. This project will enable existing airport-based businesses to benefit as well as enable a vast amount of highly developable land to be “opened-up” for business recruitment in at least three (3) Qualified Targeted Industries for the State of Florida including Aviation/Aerospace, InfoTech, and a range of potential Manufacturing and Advanced Manufacturing opportunities.

While a highly defined Return on Investment (ROI) for the overall project is difficult considering the expansive opportunities provided through increasing the access to developable properties/sites (over 1,300 acres), the project forecasts a minimum of 160 new jobs generating approximately an **annual employment impact** of \$7.2 million and a **capital investment projection** of approximately \$16.4 million over the next 3-4 years. Given the total grant application is for \$2.3 million dollars, the forecasted total employment and CAPEX ROI is anticipated to be 10:1. The project anticipates serving as a catalyst for a minimum of 3-4 new aviation-based, and/or manufacturing-based companies that will generate a minimum of 160 new jobs over the next 3-4 years, attracting a minimum of between \$15-20 million in new capital investment; in addition to three definitive expansion plans (described later in the grant), an annual employment impact of \$7,200,000 is anticipated. This is based on the lowest projected salaries (\$45,000) multiplied by a conservative 160 new jobs. This does not even take into account the revenue increases related to fuel, taxable property, sales taxes, etc. Moreover, substantial equipment, tools and other supplies will drive the ROI even higher. Another critical component to the economic impact is the diversification of the local tax base(s) and the indirect jobs and economic activity this project will generate.

As mentioned earlier, the project proposes to include two public infrastructure facility developments: (1) Development of an Access Road off the only airport entrance road and (2)

Significant enhancement of Broadband through the installation of Fiber Optic facilities located directly on the airport. The access road will provide the catalyst for opening up over 1,300 acres for private industrial, commercial, and manufacturing-based businesses/companies, most of which would target aviation-based companies including Maintenance, Repair, and Overhaul (MRO) companies, avionics companies, small and medium-size aerospace parts manufacturing and emerging technology instruments, etc. Jobs associated with these types of companies provide significantly higher wages than the average wage in either of the counties, or the City of Keystone Heights.

Moreover, the properties/sites the access road would “open up” for immediate development-potential are already zoned properly and are publicly owned insuring the ability to expedite local permitting, provide local incentives to prospective businesses when appropriate, and access additional state and federal infrastructure grants (e.g., CDBG, RIF, etc.) to leverage the investment made through this grant. There is already an existing 12-inch water line located within 2 miles of the airport site that could be extended to further enhance the growth potential of the airport site. In short, the potential to recruit additional businesses to the airport will be dramatically improved through this access road.

The second infrastructure facility is the installation of significantly enhanced Broadband that will enable the retention and expansion of existing businesses at the KHA and also increase the opportunities to recruit new business and industry. A major component of this project is the installation of broadband conduit which will run adjacent to all of the existing and proposed airport roads. One of the biggest deficiencies at the KHA, including many of the businesses located at the airport, is the lack of high-speed Internet and telecommunications connectivity. This is especially critical for aviation-based companies as well as for companies that have their Corporate and/or Operational Headquarters located in locations outside of Florida or in some cases, outside the United States. One such company is MHD Rockland, a 50-year experienced Canadian company that is a leader in aerospace distribution, logistics and stocking distributor of aircraft OEM parts. Rockland is projecting dramatic expansion of Hangar space to accommodate the housing of additional aircraft and to potentially relocate their international shipping portal to the KHA. In addition, Rockland is looking to develop a Repair Station to complement the Maintenance Facility. All of these expansions will require significant Broadband and High Speed Connectivity facilities. In all, the **potential** expansions are anticipated to create 15-20 jobs with a range of salaries from a high of \$150,000 per year to a minimum of \$45,000 per year. While this project investment will certainly go a long way in retaining and potentially expanding the impact of MHD Rockland, this company **will NOT be the sole benefactor of the grant** as the description of the ROI and job projections forecasts.

MHD Rockland, per their letter is also looking to engage in a Public/Private Partnership with the Keystone Airport and Bradford County to develop an airfield side multi-purpose building to house a fire station, EMS responders and a small portion to house significant IT equipment. This facility is expected to generate a private investment of \$400,000-500,000 to construct the

facility which will create additional jobs for support and operations of the new Fire/EMS Station.

The Airport currently has three (3) types of Land Use designations established in Bradford County, Florida which are conducive to diversified economic development:

- 1) Public (994 acres, more or less);
- 2) Commercial (20 acres, more or less);
- 3) Industrial (296 acres, more or less);

These three land uses offer a diverse range for any number of businesses to quickly “set up shop” and be prepared to start development knowing the proper zoning is already in place. Also, with the recent addition of a 12-inch water line approximately two (2) miles south of this Airport site, there is an indication of potential growth in this area.

A critical aspect to this proposal is the expressed, codified cooperation among the three governmental entities. There already exists an Inter-local Agreement between Bradford County and the City of Keystone Heights (owner of the airport) related to Land Use, Zoning and Development Issues (Inter-local Agreement follows). In addition, both parties are in the process of amending this Inter-local Agreement to address the issue of maintenance of the anticipated infrastructure derived from this grant (**Please see attached letter of explanation following this page from the Bradford County attorney, a copy of the current/existing Inter-Local Agreement, and a draft of the Proposed Amendment to the existing Inter-Local Agreement which is expected to be approved by both governing bodies within the next month**).

It is worth reiterating that both of these infrastructure components are needed and complement one another. Most important, while this investment will certainly go a long way in retaining and potentially expanding the impact of MHD Rockland, they **will NOT be the sole benefactor of the grant**. The access road will open up tremendous development potential for other aviation-based businesses to be recruited, including supply chain providers. The Broadband upgrades will also serve the needs of other existing businesses including the College of Missionary Aviation, the Florida International Rally and Motorsports Park, and a sky-diving school; these entities are discussed in detail later in the grant. The airport is also adjacent to an existing Residential Summer Camp (Camo Crystal Lake) as well as Bradford County and Clay County residential areas that will directly benefit from the enhanced Broadband facilities. Moreover, there are plans to locate an on-site, aviation training academy to compliment the aviation curriculum currently offered at Oakleaf High School encouraging career paths in aviation-based occupations and developing a pipeline of workforce talent for prospective businesses.

OFFICE OF THE COUNTY ATTORNEY
BRADFORD COUNTY, FLORIDA



WILLIAM E. SEXTON
COUNTY ATTORNEY

July 28, 2017

VIA ELECTRONIC AND U.S. MAIL

Jeff Hendry, Executive Director
North Florida Economic Development Partnership
3200 Commonwealth Boulevard, Suite 7
Tallahassee, Florida 32303

RE: Bradford County, Florida – Application for Public Infrastructure Grant
Interlocal Agreement with City of Keystone Heights, Florida

Dear Mr. Hendry:

I write as counsel for the Board of County Commissioners of Bradford County, Florida and on their behalf with regard to the above referenced matter.

In or about February of 2009, the Board of County Commissioners of Bradford County, Florida entered into an interlocal agreement with the City of Keystone Heights, Florida pursuant to the authority and requirement provided by Chapter 333, *Florida Statutes*, primarily to make arrangement for certain land use and zoning matters at the Keystone Airpark. A copy of that interlocal agreement accompanies this letter. In the near-decade since that time, the Board of County Commissioners of Bradford County, Florida has maintained a very positive working relationship with both the City of Keystone Heights, Florida and the Keystone Airpark Authority.

In the years since 2009, Bradford County has also regularly identified the Keystone Airpark as a major economic development asset for our county and the surrounding community. We have, however, heard from representatives of the Keystone Airpark Authority that a lack of sufficient broadband internet access is a limiting factor for significant economic development on the airpark site.

Following those discussions and after learning from NFEDP about the possibility of available funds for the improvement of internet connectivity at the Keystone Airpark through the Public Infrastructure Grant program, which is a part of the Florida Job Growth Grant Fund (Section 288.101, *Florida Statutes*), Bradford County has engaged with representatives of

Bradford County, Florida
Keystone Airport – Letter to Jeff Hendry
July 28, 2017
Page 2 of 2

both the City of Keystone Heights, Florida and the Keystone Airpark Authority to develop an application for said grant funds so as to make needed improvements at the Keystone Airpark.

In connection with that application, a revised interlocal agreement between the Board of County Commissioner of Bradford County, Florida and the City of Keystone Heights is necessary. We have developed the accompanying, draft, revised interlocal agreement which addresses matters related to the development of the improved infrastructure which may be developed using the grant funds. This draft, revised interlocal agreement is currently in the process of being approved by both the Board of County Commissioners of Bradford County, Florida and the City Commission of the City of Keystone Heights, Florida.

These materials are provided to you at your request and in conjunction with your assistance to Bradford County in our making application for the Public Infrastructure Grant funds.

As always, in the event that you have any additional questions or concerns regarding this matter, please do not hesitate to give me a call.

Sincerely,

A handwritten signature in blue ink, appearing to read 'William E. Sexton', written in a cursive style.

William E. Sexton

Attachments

cc: Board of County Commissioners
Brad Carter, County Manager,
Rachel Rhoden, Deputy County Manager
Randal Andrews, Zoning Director
Christopher Thurow, Information Technology Director
Scott Kornegay, City Manager, Keystone Heights
Maria Gall, Office Manager, Keystone Heights Airport

**INTERLOCAL AGREEMENT
BETWEEN
CITY OF KEYSTONE HEIGHTS AND
BRADFORD COUNTY CONCERNING
LAND USE, ZONING AND DEVELOPMENT ISSUES
FOR THAT PORTION OF KEYSTONE AIRPARK
LOCATED IN BRADFORD COUNTY**

This Interlocal Agreement is made and entered between the CITY OF KEYSTONE HEIGHTS, (hereafter, the "City"), and BRADFORD COUNTY, (hereafter, the "County") (jointly, the "parties hereto"), this 10th day of ~~January~~ February 2009.

WHEREAS, Section 163.01, Florida Statutes, authorizes local governments to enter into interlocal agreements providing for the joint exercise of any power, privilege or authority which the public agencies involved share in common and which each might exercise separately; and

WHEREAS, the City and the County desire to cooperate with respect to the decisions concerning land use, zoning and development issues at that portion of Keystone Airpark located in Bradford County; and

WHEREAS, this Agreement only concerns land use, zoning and development issues and does not concern any other regulatory issues; and

~~WHEREAS, this Agreement does not involve portions of the Keystone Airpark~~ not located in Bradford County; and

WHEREAS, the City and the County are required by Section 333.03(1)(b), Florida Statutes, to either: (1.) enter into an interlocal agreement in accordance with

Section 333.03(1)(b)(1), or (2.) by ordinance or resolution create a joint airport zoning board pursuant to Section 333.03(1)(b)(2); and

WHEREAS, the City and the County have determined that the requirements of Section 333.03(1)(b) can best be complied with by this Interlocal Agreement (hereafter, the "Agreement");

NOW, THEREFORE, in consideration of the foregoing, and the mutual promises as contained herein, the sufficiency of which are hereby acknowledged, the City and the County agree as follows:

1. Maintenance and Enforcement of Zoning Regulations – All land use, zoning and development activities within the geographical boundaries of that portion of the Keystone Airpark located in Bradford County shall be subject to the Comprehensive Plan Land Development Regulations (LDRs) and Zoning Code of Bradford County, Florida. The County shall enforce the LDRs and Zoning Code regarding the Airpark as they now exist in the Bradford County Land Development Code and as they may be hereafter amended or established from time to time.

2. Application by City for proposed Amendments - Any proposed amendments to the County's Comprehensive Plan, Land Development Regulations or Zoning Code that may directly or indirectly affect land use, zoning and development activities within the geographical boundaries of that portion of the Keystone Airpark located in Bradford County shall be acted upon by the County only when applied-for by the City based upon a majority vote of the City Council of the City of Keystone Heights, Florida.

3. Notification Provided to the City - The County shall, in writing, notify the City of each and every of the following:

A. Amendments - Any proposed amendments to the County's Comprehensive Plan, LDRs or Zoning Code that may directly or indirectly affect any property within the geographical boundaries of that portion of the Keystone Airpark located in Bradford County that are initiated by the County shall be disclosed to the City prior to the date set for the initial County Local Planning Agency public hearing to consider said Zoning Code or comprehensive Plan amendments.

B. Applications – Obstacle Hazards to Air Navigation - Any Application for development activity, including any building permit, development order, subdivision approval, rezoning, conditional use, comprehensive plan amendment, non-conforming petition, variance, or any other official action of the County that will have the effect of permitting the development or alteration of land or a structure (hereafter, "Application") for any property owned or controlled by any petitioner required to provide notice or prevent a hazard defined by Section 333.025, Florida Statutes, and/or Title 14, CFR, Parts 77.13, 77.17, 77.21, 77.23, 77.25, and 77.29, which include notice requirements and technical definitions for obstacles dangerous to air navigation, shall be disclosed to the City within ten (10) calendar days of the filing of such Application.

C. Applications – Education Facilities Near Airports - Any Application for a public or private educational facility within any area starting at any end of any Airport runway, extending five (5) miles along the runway extended center line and having a width of one-half the length of the runway, as defined by Section 333.03(3), Florida Statutes, shall be disclosed to the City within ten (10) calendar days of the filing of such Application.

D. Applications – Staff Discretion - Any Application for development activity that could reasonably be expected to have an impact on the Airport shall be disclosed to the City within ten (10) calendar days of the filing of such Application. Applications expected to have an impact on the Airport include, but are not limited to, any Application reflecting a potential hazard to air navigation or a potential land use that is incompatible with normal airport operations or endangers the public health, safety or welfare, as described in Section 333.03(2) and (3), Florida Statutes; any Application subject to Florida Department of Transportation (hereafter, "FDOT") Aviation or FAA permits or findings; and any Application for activities such as sanitary landfills, bird and other wildlife attractants, congregations of people, or emissions of light, smoke or other impairments to visibility.

E. Correspondence - The County shall copy the City with all correspondence to and from FAA and FDOT Aviation relating to operation, maintenance, planning, evaluation, reporting, permitting and/or construction at, or for, the Airpark which could reasonably be expected to affect the interests of the City.

4. Notification Provided to the County - The City shall, in writing, provide the County with each and every of the following:

A. Correspondence to and from FAA and FDOT - The City shall copy the County with all correspondence to and from FAA and FDOT Aviation relating to operation, maintenance, planning, evaluation, reporting, permitting and/or construction at, or for, the Airport which could reasonably be expected to affect the interests of the County.

B. Complaints Received - The City shall, on a quarterly basis, provide to the County a summary of the types and numbers of complaints received from citizens regarding Airport operations or activities (including the operation of aircraft), and shall also provide a summary of the City responses thereto. Written documentation of the complaints and the City responses thereto shall be provided to the County, upon request.

C. Airport Master Plan and/or Airport Layout Plan - In order to assist the County in land use planning as related to areas of the County affected by Airport operations, the City shall review the Airport Master Plan and/or Airport Layout Plan at least once every five (5) years to determine whether updates or amendments are needed. The County shall be allowed input and involvement concerning any such

updates or amendments. The City shall provide the County with copies of all correspondence concerning the Airport Master Plan and/or Airport Layout Plan, and shall provide the County with copies of all Airport Master Plan and/or Airport Layout Plan update or amendment drafts, upon request. The City shall provide copies to the County of the final version of any proposed amendments or updates to the Airport Master Plan and/or Airport Layout Plan no later than thirty (30) calendar days prior to the date set for the initial City public hearing to consider such amendments or updates. The City shall notify the County within (30) calendar days of when application is made for federal funding sought as a result of updates or amendments to the Airport Master Plan and/or Airport Layout Plan.

D. Change in Use, Activities or Operations - The City shall provide written notice to the County of any changes in Airport use, activities or operations which may reasonably be expected to have a material impact on adjacent and nearby land uses. Such notice shall be in writing and provided at least thirty (30) calendar days before the change is implemented.

E. Decisions or Actions by Keystone Airpark Authority - The City shall provide written notices to the County of any decision or action taken by the Keystone Airpark Authority which may reasonably be expected to have a material impact on adjacent and nearby land uses. Such notice shall be in writing and shall be provided in no less than thirty (30) days from the date the decision is made or the action is taken.

5. FDOT Obstruction Permits Required - The Airport Zoning Regulations shall continue to require that no development order be issued by the County for the construction or alteration of structures dangerous to air navigation or for structures

governed by Title 14, CFR, Part 77 unless a permit has first been obtained from FDOT Aviation (or FDOT Aviation confirms that no such permit is required).

6. Enforcement of Agreement - Each party hereto may enforce this Agreement by any legal means whatsoever.

7. Recording and Filing - This Agreement, and all future amendments hereto, if any, shall be recorded in the Public Records of Bradford County and Clay County, Florida, and filed with the FDOT Aviation, pursuant to Section 333.03(5), Florida Statutes. The County shall file its respective Airport Zoning Regulations (and all future amendments thereto) and related variances decisions with the FDOT Aviation, pursuant to Section 333.03(5), Florida Statutes.

8. Amendment and Termination of Agreement - This Agreement may be amended from time to time, as deemed desirable or necessary, and shall be amended, to the extent required by law; and shall continue until lawfully terminated by either party upon ninety (90) written notice to the other party.

9. Governing Statutes - Chapter 333, Florida Statutes, Airport Zoning, and Title 14, CFR, Part 77, Objects Affecting Navigable Airspace, subparts A, B, and C shall be utilized to clarify ambiguities, if any, with regard to relevant aspects of the Agreement, including its scope, use, obstruction standards and definitions. Future amendments to Chapter 333 or Part 77 may also be utilized to clarify ambiguities with respect to the interpretation of this Agreement.

10. Sovereign Immunity - The parties agree that nothing contained herein is intended to, nor shall be construed as, a waiver of the County's or City's rights and

immunities under the common law or Section 768.28, Florida Statutes, as might be amended from time to time.

11. Construction - The parties have participated jointly in the negotiation and drafting of this agreement. In the event an ambiguity or question of intent or interpretation arises, this Agreement shall construed as if drafted jointly by the parties and no presumption or burden of proof shall arise favoring or disfavoring any party by virtue of the authorship of any provision of this agreement.

12. Notice - Any official notice or correspondence, copy of correspondence, copy of Application, copy of Airport Master Plan and/or Airport Layout Plan amendment or update, copy of report, request for comment, or other written communication that is required by the terms of this Agreement by wither the City or the County shall be provided to the following:

To the County: Brad Carter, County Manager
Bradford County, Florida
Post Office Drawer B
Starke, Florida 32091

To the City: City Manager
City of Keystone Heights, Florida
Post Office Box 420
Keystone Heights, Florida 32656

13. Duration of Agreement - This agreement shall take effect immediately upon its execution by both parties and shall continue thereafter until terminated by one or both parties. Either party may terminate this agreement, without cause, with ninety (90) days written notice to the other party.

14. Revocation of Prior Agreements - All prior agreements between the parties to this agreement for purposes of regulating land use activities in the area of the

Keystone Airpark are hereby revoked. This agreement supersedes all agreements between the County, the City, and any other municipality in conflict herewith.

IN WITNESS WHEREOF, the parties hereto have made and executed this agreement in two (2) counterparts for the purposes herein expressed this 2nd day of ~~January~~ February 2009.

CITY OF KEYSTONE HEIGHTS

ATTEST: Karen Nelson

CITY COUNCIL
CITY OF KEYSTONE HEIGHTS, FLORIDA

CLERK, Karen Nelson

By: Frances Ricks
Frances Ricks

By: Mary Lou Hildreth
Mayor Mary Lou Hildreth

Dated this 16 day of January 2009.



Approved as to form and legal sufficiency:

[Signature]
ROBERT M. BRADLEY JR.

CITY ATTORNEY

BRADFORD COUNTY

ATTEST:

BOARD OF COUNTY COMMISSIONERS
BRADFORD COUNTY, FLORIDA

CLERK, Ray Norman

By: Ray Norman

By: Doyle Thomas
DOYLE THOMAS
CHAIRMAN

Dated this 2nd day of February ~~January~~ 2009.

Approved as to form and legal sufficiency:

TERENCE M. BROWN
COUNTY ATTORNEY

BOARD OF COUNTY COMMISSIONERS OF BRADFORD COUNTY, FLORIDA
AND
CITY OF KEYSTONE HEIGHTS, FLORIDA

INTERLOCAL AGREEMENT

THIS INTERLOCAL AGREEMENT is made and entered into this _____ day of _____ by and between the BOARD OF COUNTY COMMISSIONERS OF BRADFORD COUNTY, FLORIDA, a political subdivision of the State of Florida, whose address is 945 N. Temple Avenue, Starke, Florida 32091, and the CITY OF KEYSTONE HEIGHTS, FLORIDA, a Florida municipal corporation, whose address is 555 S. Lawrence Boulevard, Keystone Heights, Florida 32656.

WITNESSETH:

WHEREAS, Section 163.01, Florida Statutes, authorizes local governments to enter into interlocal agreements providing for the joint exercise of any power, privilege or authority which the public agencies involved share in common and which each might exercise separately; and

WHEREAS, there exists in northeast Florida a small, rural airport called the "Keystone Airpark;" and

WHEREAS, the Keystone Airpark exists on property which is owned by the City of Keystone Heights, Florida; and

WHEREAS, a portion of the Keystone Airpark property which is owned by the City of Keystone Heights, Florida lies within Bradford County, Florida; and

WHEREAS, the Board of County Commissioners of Bradford County, Florida and the City of Keystone Heights, Florida have a longstanding, positive relationship with regard to the regulation of the Keystone Airpark property and the airport operations which take place thereupon; and

WHEREAS, Section 333.03(1)(b), *Florida Statutes*, requires the Board of County Commissioners of Bradford County, Florida and the City of Keystone Heights, Florida to either (1) enter into an interlocal agreement in accordance with Section 333.03(1)(b)(1), *Florida Statutes*; or (2) by ordinance or resolution create a joint airport zoning board pursuant to Section 333.03(1)(b)(2), *Florida Statutes*; and

WHEREAS, the Board of County Commissioners of Bradford County, Florida and the City of Keystone Heights, Florida have previously determined that the requirements of Section 333.03(1)(b) can best be complied with by entry into an interlocal agreement; and

WHEREAS, in or about February of 2009, the Board of County Commissioners of Bradford County, Florida and the City of Keystone Heights, Florida entered into an interlocal agreement which specifically outlines the terms and conditions of their relationship with respect to the Keystone Airpark property and the airport operations which take place thereupon; and

WHEREAS, in the greater than eight years since that interlocal agreement was entered into, the circumstances underlying the relationship between the Board of County Commissioners of Bradford County, Florida and the City of Keystone Heights vis-à-vis the development of the Keystone Airpark property and the airport operations which take place thereupon have changed such that the parties now desire to revise that interlocal agreement; and

WHEREAS, in the greater than eight years since that interlocal agreement was entered into, representatives of the Keystone Airpark Authority have indicated to the Board of County Commissioners of Bradford County, Florida that future economic development at the Keystone Airpark is limited by a lack of significant broadband internet access for commercial operations at the Keystone Airpark; and

WHEREAS, in or about the summer of 2017, it came to the attention of the Board of County Commissioners of Bradford County, Florida, through its membership in the North Florida Economic

Development Partnership, that certain grant funds were available for infrastructure projects related to job growth and economic development; and

WHEREAS, this funding resource was approved by the Florida Legislature and is codified at Section 288.101, Florida Statutes, as the “Florida Job Growth Grant Fund” which is administered by the State of Florida, Department of Economic Opportunity and Enterprise Florida; and

WHEREAS, the Board of County Commissioners of Bradford County, Florida has engaged with representatives of the City of Keystone Heights, Florida and the Keystone Airpark Authority for the purpose of designing a proposal to obtain said grant funds with a goal of developing improved broadband utilities and infrastructure at the Keystone Airpark in Bradford County, Florida; and

WHEREAS, the Board of County Commissioners of Bradford County, Florida and the City of Keystone Heights, Florida desire to amend their previous interlocal agreement to better outline their relationship with respect to the Florida Job Growth Grant Fund application and the projects which may ensue following a successful grant application; and

WHEREAS, the Board of County Commissioners of Bradford County, Florida finds that entry into this revised interlocal agreement with the City of Keystone Heights, Florida, for the purpose of outlining their relationship as it pertains to (1) future land use and zoning matters at the Keystone Airpark; and (2) the development of utility and infrastructure projects related to economic development grant funds which are potentially available from the State of Florida, is in the best interest of Bradford County, Florida and its citizens.

WHEREAS, the City Commission of the City of Keystone Heights, Florida finds that entry into this revised interlocal agreement with the Board of County Commissioners of Bradford County, Florida, for the purpose of outlining their relationship as it pertains to (1) future land use and zoning matters at the Keystone Airpark; and (2) the development of utility and infrastructure projects related

to economic development grant funds which are potentially available from the State of Florida is in the best interest of the City of Keystone Heights, Florida and its citizens.

NOW THEREFORE, in consideration of the foregoing, the mutual promises and covenants contained herein, the sufficiency of said consideration being specifically acknowledged by the parties hereto, the BOARD OF COUNTY COMMISSIONERS OF BRADFORD COUNTY, FLORIDA, hereinafter referred to as "BRADFORD," and the CITY OF KEYSTONE HEIGHTS, FLORIDA, hereinafter referred to as "KEYSTONE," hereby agree as follows:

Section 1. Adoption and Incorporation of Recitals.

BRADFORD and KEYSTONE specifically adopt the above-referenced recitals and incorporate them herein as part and parcel of this interlocal agreement.

Section 2. Purpose and Authority for Agreement.

A. This interlocal agreement is entered into for the purpose of arranging the relationship between BRADFORD and KEYSTONE with respect to both (1) the airport land use and zoning requirements of Section 333, *Florida Statutes*; and (2) the development, installation and long-term maintenance of certain grant-funded utility and infrastructure improvements;

B. This interlocal agreement is entered into pursuant to the authority granted to BRADFORD and KEYSTONE by Section 163.01, *Florida Statutes*;

C. This interlocal agreement is further entered into pursuant to the authority granted to BRADFORD and KEYSTONE by Chapter 125, *Florida Statutes*, and Chapter 166, *Florida Statutes*, respectively;

D. This interlocal agreement is further entered into pursuant to the requirements and authority provided for in Chapter 333, *Florida Statutes*; and

E. Finally, this interlocal agreement is entered into so as to permit BRADFORD to make an application to the State of Florida, Department of Economic Opportunity, for public infrastructure grant funds administered in accordance with Section 288.101, *Florida Statutes*.

Section 3. Maintenance and Enforcement of Zoning Regulations.

A. All land use, zoning and development activities within the geographical boundaries of that portion of the Keystone Airpark located in Bradford County shall be subject to BRADFORD's Comprehensive Plan, Land Development Regulations and Zoning Code.

B. BRADFORD shall enforce BRADFORD's Land Development Regulations and Zoning Code regarding portion of the Keystone Airpark located in Bradford County as they now exist pursuant to BRADFORD's Land Development Regulations and as they may be hereafter amended or established from time to time.

Section 4. Application(s) by City of Keystone Heights.

Any proposed amendments to BRADFORD's Comprehensive Plan, Land Development Regulations or Zoning Code that may directly or indirectly affect land use, zoning and development activities within the geographic boundaries of that portion of the Keystone Airpark located in Bradford County shall be acted upon by BRADFORD only based upon an application submitted by KEYSTONE and based upon a majority vote of the City Council of KEYSTONE.

Section 5. Required Notification(s) by Board of County Commissioners.

A. Amendments to Comprehensive Plan and/or Land Development Regulations.

BRADFORD shall provide written notice to KEYSTONE of any and all proposed amendment(s) to BRADFORD's Comprehensive Plan, Land Development Regulations and/or Zoning Code which may directly or indirectly affect any property within the geographical boundaries of that portion of the Keystone Airpark located in Bradford County which are initiated by BRADFORD shall be disclosed to KEYSTONE prior to the date set for the initial public hearing by

BRADFORD's Local Planning Agency, Planning and Zoning Board and/or Board of Adjustment to consider said proposed amendment(s).

B. Applications for Obstacle Hazards to Air Navigation.

BRADFORD shall provide written notice to KEYSTONE of any and all application(s) for development activity, including any building permit, development order, subdivision approval, rezoning, conditional use, comprehensive plan amendment, non-conforming petition, variance, or any other official action of BRADFORD that will have the effect of permitting the development or alteration of land or a structure for any property owned or controlled by any petitioner required to provide notice or prevent a hazard defined by Section 333.025, *Florida Statutes*, and/or Title 14, *Code of Federal Regulations*, Parts 77.13, 77.17, 77.21, 77.23, 77.25, and 77.29, which include notice requirements and technical definitions for obstacles dangerous to air navigation, shall be disclosed to KEYSTONE within ten (10) calendar days of the filing of any such application.

C. Applications for Educational Facilities near the Keystone Airpark.

BRADFORD shall provide written notice to KEYSTONE of any and all application(s) for a public or private educational facility within any area starting at any end of any airport runway, extending five (5) miles along the runway extended center line and having a width of one-half the length of the runway, as defined by Section 333.03(3), *Florida Statutes*, and shall make said notice to KEYSTONE within ten (10) calendar days of the filing of any such application.

D. Applications which may be Acted upon through Staff Discretion.

BRADFORD shall provide written notice to KEYSTONE of any and all application(s) for development activity that could reasonably be expected to have an impact on the airport within ten (10) calendar days of the filing of such application. Applications expected to have an impact on the airport include, but are not limited to, any application reflecting a potential hazard to air navigation or a potential land use that is incompatible with normal airport operations or endangers the public health,

safety or welfare, as described in Section 333.03(2) and (3), *Florida Statutes*; any application subject to State of Florida, Department of Transportation, Aviation and Spaceports Office and/or United States of America, Federal Aviation Administration permits or findings; and any application for activities such as sanitary landfills, bird and other wildlife attractants, congregations of people, or emissions of light, smoke or other impairments to visibility.

E. Correspondence Relevant to the Keystone Airpark.

BRADFORD shall promptly provide KEYSTONE with copies of all correspondence to and from the State of Florida, Department of Transportation, Aviation and Spaceports Office and/or United States of America, Federal Aviation Administration relating to operation, maintenance, planning, evaluation, reporting, permitting and/or construction at, or for, the airpark which could reasonably be expected to affect the interests of KEYSTONE.

Section 6. Required Notifications by City of Keystone Heights.

A. Correspondence to and from the Florida Department of Transportation and the Federal Aviation Administration.

KEYSTONE shall promptly provide BRADFORD with copies of all correspondence to and from the State of Florida, Department of Transportation, Aviation and Spaceports Office and/or United States of America, Federal Aviation Administration relating to operation, maintenance, planning, evaluation, reporting, permitting and/or construction at, or for, the airpark which could reasonably be expected to affect the interests of BRADFORD.

B. Complaints Received by City of Keystone Heights, Florida.

KEYSTONE shall, on a quarterly basis, or upon a specific request by BRADFORD, provide to BRADFORD a summary of the types and numbers of complaints received from citizens regarding airport operations or activities, including the operation of aircraft, and shall also provide a summary of KEYSTONE's responses thereto.

C. Airport Master Plan and/or Airport Layout Plan.

- i. In order to assist BRADFORD in land use planning as related to areas of Bradford County affected by airport operations, KEYSTONE shall review the Airport Master Plan and/or Airport Layout Plan at least once every five (5) years to determine whether updates or amendments are needed.
- ii. BRADFORD shall be allowed input and involvement concerning any such updates or amendments. KEYSTONE shall provide BRADFORD with copies of all correspondence concerning the Airport Master Plan and/or Airport Layout Plan, and shall provide BRADFORD with copies of all Airport Master Plan and/or Airport Layout Plan update or amendment drafts, upon request.
- iii. KEYSTONE shall provide copies to BRADFORD of the final version of any proposed amendments or updates to the Airport Master Plan and/or Airport Layout Plan no later than thirty (30) calendar days prior to the date set for the initial KEYSTONE public hearing to consider such amendments or updates.
- iv. KEYSTONE shall notify BRADFORD within (30) calendar days of when application is made for federal funding sought as a result of updates or amendments to the Airport Master Plan and/or Airport Layout Plan.

D. Change in Use, Activities or Operations on Airport Property.

KEYSTONE shall provide written notice to BRADFORD, not less than thirty (30) calendar days prior to the implementation of any change, of any changes in airport use, activities or operations which may reasonably be expected to have a material impact on adjacent and nearby land uses.

E. Decisions or Actions by the Keystone Airpark Authority.

KEYSTONE shall provide written notice to BRADFORD, not greater than thirty (30) calendar days from the date of any decision or action, of any decision or action taken by the Keystone

Airpark Authority which may reasonably be expected to have a material impact on adjacent and nearby land uses.

Section 7. Requirement of Florida Department of Transportation Obstruction Permits.

All airport zoning regulations shall require that no development order be issued by BRADFORD for the construction or alteration of structures dangerous to air navigation or for structures governed by Title 14, Code of Federal Regulations, Part 77, unless a permit has first been obtained from the State of Florida, Department of Transportation, Aviation and Spaceports Office, or following certification by the same that no such permit is required.

Section 8. Application for Florida Job Growth Grant Funds.

In or about July of 2017 and pursuant to Section 288.01, *Florida Statutes*, the opportunity to obtain funding for a public infrastructure project from the State of Florida, Department of Economic Opportunity and Enterprise Florida became available to BRADFORD through the Florida Job Growth Grant Fund and through the cooperative efforts of BRADFORD, KEYSTONE, the Keystone Airpark Authority and the North Florida Economic Development Partnership, BRADFORD has applied for said grant funds, a copy of said grant application is attached hereto and incorporated herein by reference.

Section 9. Authority for Use of Florida Job Growth Grant Funds.

In the event that funding is awarded to BRADFORD in connection with the Florida Job Growth Grant described above and herein, KEYSTONE shall allow BRADFORD to utilize said funding for the purpose of designing, planning, developing, constructing and installing certain utility and infrastructure projects on that portion of the Keystone Airpark located in Bradford County and shall further provide BRADFORD any and all necessary assistance with respect to BRADFORD's utilization of said funds for that purpose.

Section 10. Use of Florida Job Growth Grant Funds.

In the event that funding is awarded to BRADFORD in connection with the Florida Job Growth Grant described above and herein, BRADFORD shall utilize said funding for the purpose of designing, planning, developing, constructing and installing certain utility and infrastructure projects on that portion of the Keystone Airpark located in Bradford County.

Section 11. Ownership of Grant Funded Utilities and Infrastructure.

In the event that funding is awarded to BRADFORD in connection with the Florida Job Growth Grant described above and herein, and further in the event that BRADFORD utilizes said funding for the purpose of designing, planning, developing, constructing and installing certain utility and infrastructure projects on that portion of the Keystone Airpark located in Bradford County, BRADFORD shall retain full and complete ownership of all utilities and infrastructure developed by BRADFORD with the funds obtained through the Florida Job Growth Grant.

Section 12. Operation and Maintenance of Grant Funded Utilities and Infrastructure.

In the event that funding is awarded to BRADFORD in connection with the Florida Job Growth Grant described above and herein, and further in the event that BRADFORD utilizes said funding for the purpose of designing, planning, developing, constructing and installing certain utility and infrastructure projects on that portion of the Keystone Airpark located in Bradford County, BRADFORD shall be responsible for the ongoing care, repair and maintenance of and to said utilities and infrastructure and shall so care for, repair and maintain said utilities and infrastructure in proper, working order at BRADFORD's sole cost and expense.

Section 13. Preservation of Sovereign Immunity.

BRADFORD and KEYSTONE agree that nothing contained herein is intended to, nor shall be construed as, a waiver of BRADFORD's nor KEYSTONE's rights and immunities under the common law or Section 768.28, *Florida Statutes*, as, from time-to-time, amended.

Section 14. Notice to the Parties.

Any official notice or correspondence, copy of correspondence, copy of Application, copy of Airport Master Plan and/or Airport Layout Plan amendment or update, copy of report, request for comment, or other written communication that is required by the terms of this Agreement by either the City or the County shall be provided to the following:

Notice to BRADFORD: County Manager
 Post Office Drawer B
 Starke, Florida 32091; and

Notice to KEYSTONE: City Manager
 Post Office Box 420
 Keystone Heights, Florida 32656.

Section 15. Duration of Agreement.

This agreement shall remain in full force and effect until such time as it is terminated by either BRADFORD or KEYSTONE.

Section 16. Termination of Agreement.

BRADFORD or KEYSTONE may terminate this agreement, with or without cause for so doing, by providing the other party with notice of their intent to do, provided that said notice shall be submitted in writing and not less than ninety (90) days prior to termination of the agreement.

Section 17. Amendments to Agreement.

This interlocal agreement may be amended from time to time, as deemed desirable or necessary by the parties, provided that any and all amendments to this agreement shall be made in writing and shall be approved by both BRADFORD and KEYSTONE.

Section 18. Revocation of Prior Agreements.

A. All prior agreements between BRADFORD and KEYSTONE for the purposes of regulating the Keystone Airpark property and the airport operations which take place thereupon,

including but not necessarily limited to land use and zoning activities on the Keystone Airpark property, are hereby revoked.

B. This interlocal agreement shall supersede any and all other agreements between BRADFORD and KEYSTONE to the extent of any conflict between said agreements which may exist.

Section 19. Construction and Interpretation of Agreement Provisions.

A. BRADFORD and KEYSTONE have participated jointly in the negotiation, development and preparation of this interlocal agreement.

B. In the event of any ambiguity or question of intent or interpretation, this agreement shall be construed as if drafted jointly by both BRADFORD and KEYSTONE and no presumption or burden of proof shall arise favoring or disfavoring either BRADFORD or KEYSTONE by virtue of the authorship of any provision of this agreement.

Section 20. Governing Statutes and Regulations for Agreement.

A. This interlocal agreement is adopted for the purposes and under the authority provided in Section 1 above;

B. Chapter 333, *Florida Statutes*, and Title 14, *Code of Federal Regulations*, Part 77, Objects Affecting Navigable Airspace, Subparts A, B and C, shall be utilized for the purpose of clarifying any ambiguities with regard to any relevant aspects of this interlocal agreement, including but not necessarily limited to its scope, use, obstruction standards and the definition of terms; and

C. Any future amendment(s) to Chapter 333, *Florida Statutes*, and Title 14, *Code of Federal Regulations*, Part 77, may also be utilized to clarify ambiguities with respect to the interpretation of this interlocal agreement.

Section 21. Enforcement of Agreement.

BRADFORD and KEYSTONE may enforce this interlocal agreement through any legal means they deem to be appropriate under the facts and circumstances.

Section 22. Recording and Filing of Agreement.

A. This interlocal agreement and any future amendments to this interlocal agreement shall be recorded in the official, public records of Bradford County, Florida, the City of Keystone Heights, Florida and Clay County, Florida.

B. This interlocal agreement and any future amendments to this interlocal agreement shall be provided to and filed with the State of Florida, Department of Transportation, Aviation and Spaceports Office and as otherwise required by Section 333.03, *Florida Statutes*.

C. BRADFORD shall file its respective airport zoning regulations and any future amendments to said regulations with the State of Florida, Department of Transportation, Aviation and Spaceports Office and as otherwise required by Section 333.03, *Florida Statutes*.

Section 23. Effective Date of Agreement.

This agreement shall be effective immediately upon approval of and entry by both BRADFORD and KEYSTONE.

The remainder of this page intentionally left blank.

IN WITNESS WHEREOF, the parties hereto have set their hands and seals, made and executed this agreement in two (2) counterparts for the purposes expressed herein:

BOARD OF COUNTY COMMISSIONERS OF
BRADFORD COUNTY, FLORIDA

By: DANIEL RIDDICK, as its
Chairman

DATE

ATTEST:

By: RAY NORMAN, as
Clerk to the Board

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

By: WILLIAM E. SEXTON, as
Bradford County Attorney

The remainder of this page intentionally left blank.

IN FURTHER WITNESS WHEREOF, the parties hereto have set their hands and seals,
made and executed this agreement in two (2) counterparts for the purposes expressed herein:

CITY OF KEYSTONE HEIGHTS, FLORIDA

By: TONY BROWN, as its
Mayor

DATE

ATTEST:

By: LYNN RUTKOWSKI, as
City Clerk

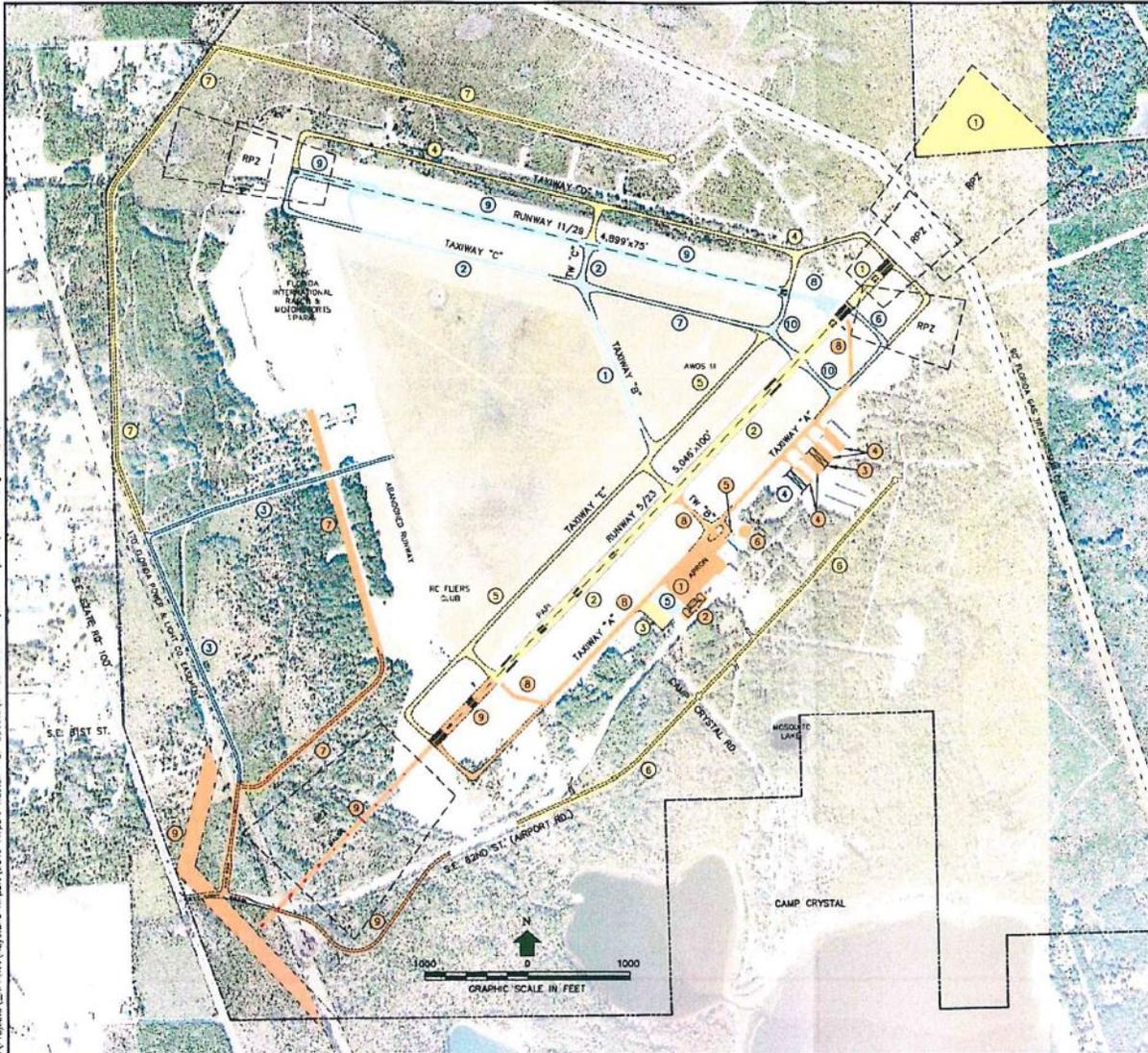
APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

By: RICHARD KOMANDO, as
City Attorney

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Attachment: Page 2, Section 1-B “Infrastructure Location”

- Map #1 - Airport
- Map #2 – Road Improvement
- Map #3 – Fiber Conduit Improvement
- Map #4 – Future Land Use Map



SHORT-TERM (0-5 YEARS) PROJECTS	
2015 PROJECTS	
PROJECT NO.	PROJECT NAME
1	REHABILITATE EXISTING CONCRETE APRON
2016 PROJECTS	
PROJECT NO.	PROJECT NAME
2	CONSTRUCT NEW TERMINAL BUILDING
2017 PROJECTS	
PROJECT NO.	PROJECT NAME
3	CONSTRUCT 10-UNIT T-HANGAR BUILDING
4	REHABILITATE EXISTING T-HANGAR TAXILANES
5	CONSTRUCT NEW APRON CONNECTOR AND RELOCATE SELF SERVE FUEL FACILITY
2018 PROJECTS	
PROJECT NO.	PROJECT NAME
6	EXPAND FUEL FARM (12,000 GALLON JET-A TANK)
7	DESIGN/CONSTRUCT NEW WEST SIDE AIRPORT ACCESS ROAD (PHASE 1)
2019 PROJECTS	
PROJECT NO.	PROJECT NAME
8	REHABILITATE TAXIWAY "A" AND TAXIWAY "B" CONNECTOR, EXTEND RUNWAY 5/23 AND TAXIWAY "A" 86' SOUTHWEST, INSTALL MALSR AND PRECISION MARKINGS ON RUNWAY 5, RELOCATE FP&L EASEMENT AND RELOCATE AIRPORT ROAD.
9	

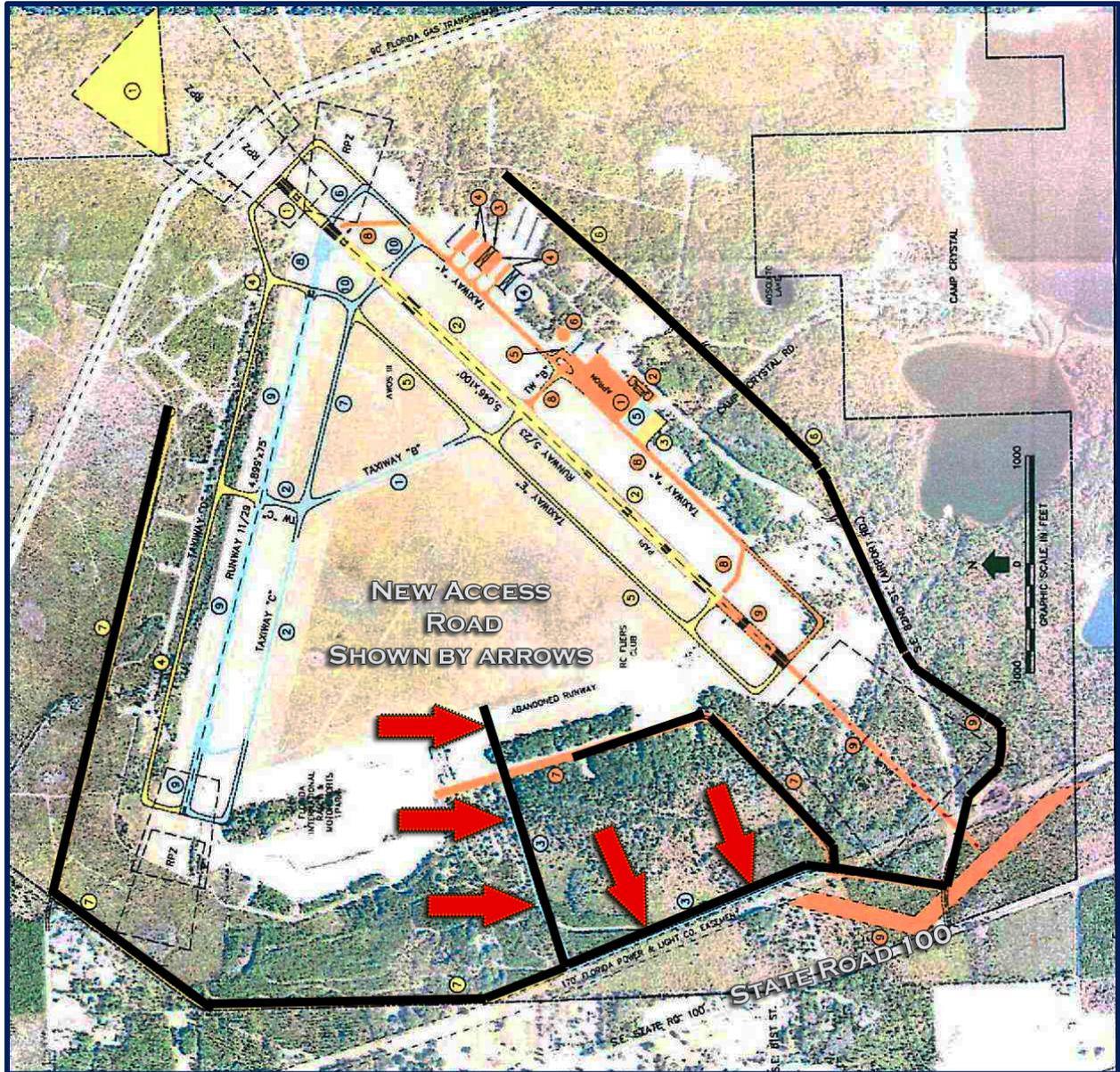
INTERMEDIATE-TERM (6-10 YEARS) PROJECTS	
2020 PROJECTS	
PROJECT NO.	PROJECT NAME
1	REHABILITATE TAXIWAY "B" (CONSTRUCTION)
2	REHABILITATE TAXIWAY "C" (CONSTRUCTION)
2021 PROJECTS	
PROJECT NO.	PROJECT NAME
3	DESIGN/CONSTRUCT NEW WEST SIDE AIRPORT ACCESS ROAD (PHASE 2)
2022 PROJECTS	
PROJECT NO.	PROJECT NAME
4	CONSTRUCT 10-UNIT T-HANGAR BUILDING
2023 PROJECTS	
PROJECT NO.	PROJECT NAME
5	TERMINAL APRON EXPANSION (PHASE 1)
2024 PROJECTS	
PROJECT NO.	PROJECT NAME
6	CONSTRUCT NEW TAXIWAY "A" CONNECTOR AT NORTHEAST END OF RUNWAY 5/23
7	CONSTRUCT TAXIWAY "C" EXTENSION
8	DECOUPLE RUNWAYS 11/29 AND 5/23
9	REHABILITATE RUNWAY 11/29 AND EXTEND 585' TO THE NORTHWEST
10	RECONSTRUCT NORTHEAST END RUNWAY 29 CONNECTOR TAXIWAY

LONG-TERM (11-20 YEARS) PROJECTS	
(A) AIRFIELD IMPROVEMENTS	
PROJECT NO.	PROJECT NAME
1	ACQUIRE AVIATION EASEMENT FOR RUNWAY 23 RP2 (PHASE 4)
2	REHABILITATE/STRENGTHEN RUNWAY 5/23, EXTEND RUNWAY 5/23 AND TAXIWAY "A" (TO NORTHEAST) INCLUDING MALSR, WTL, RLS'S AND PAPI'S (CONSTRUCTION) (PHASE 3)
3	TERMINAL APRON EXPANSION (PHASE 2)
4	TAXIWAY "D" CONSTRUCTION WITH CONNECTORS
5	TAXIWAY "E" CONSTRUCTION WITH CONNECTORS
(B) ROADWAY IMPROVEMENTS	
PROJECT NO.	PROJECT NAME
6	CONSTRUCT INTERNAL ACCESS ROAD (FROM SR 100)
7	DESIGN/CONSTRUCT NEW WEST SIDE AIRPORT ACCESS ROAD (PHASE 3)

MAP 1

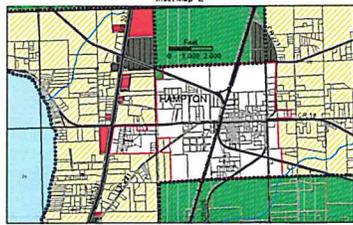
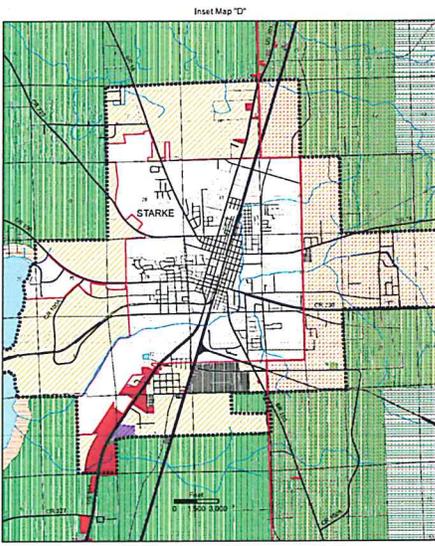
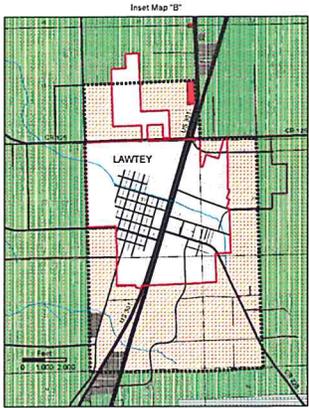
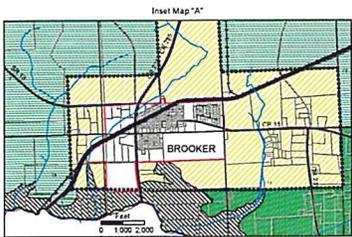
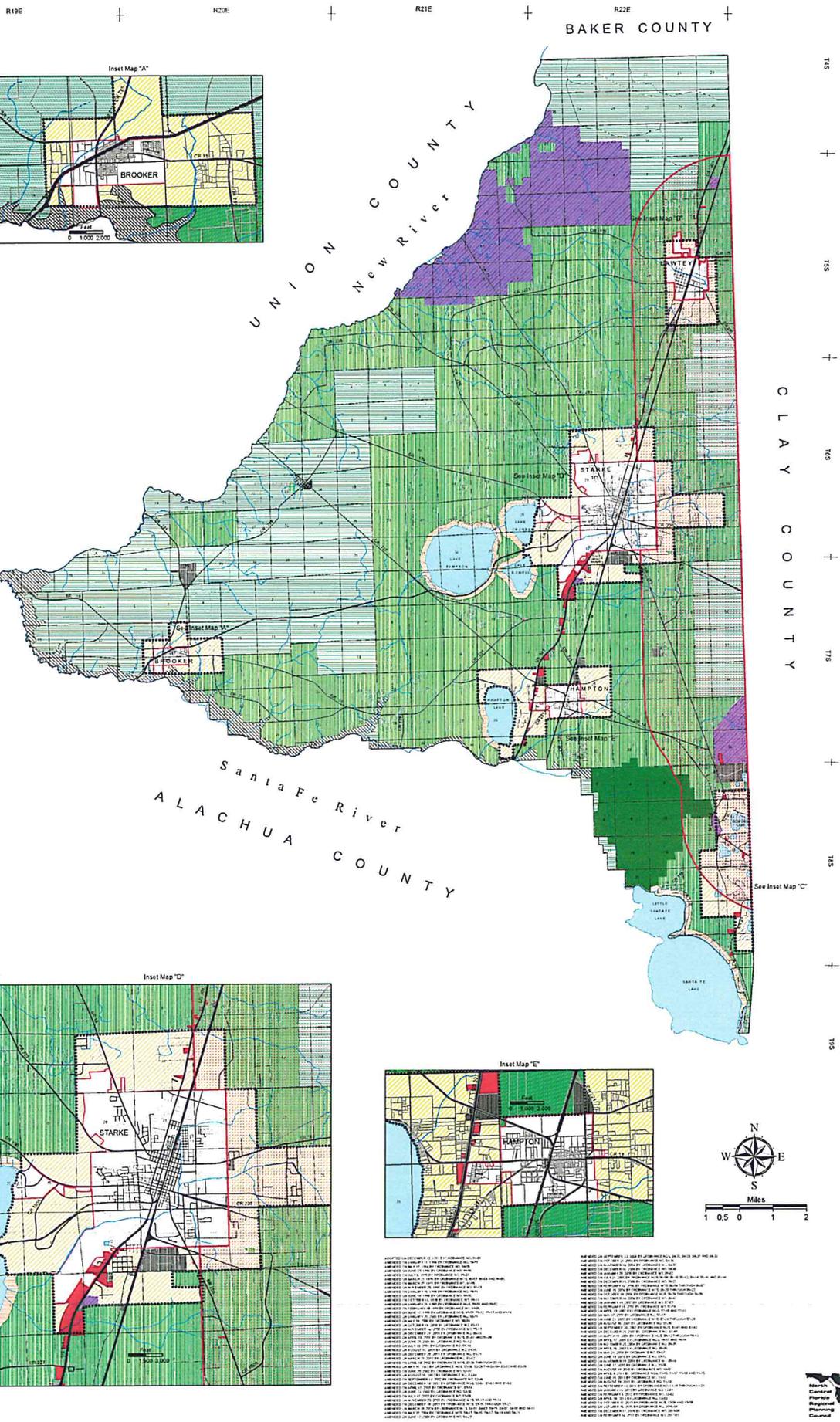
Bradford County Grant Map Insert #3

The attached map depicts the fiber conduit which will be installed adjacent to the existing and proposed roads.

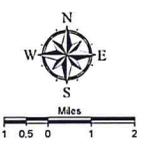


Bradford County

Future Land Use Plan Map 2021



- FUTURE LAND USE PLAN MAP CLASSIFICATIONS**
- Conservation
 - Public
 - Environmentally Sensitive Areas - 1 (≤ 1 d.u. per 40 acres) none
 - Environmentally Sensitive Areas - 2 (≤ 1 d.u. per 10 acres)
 - Agriculture - 1 (≤ 1 d.u. per 15 acres)
 - Agriculture - 2 (≤ 1 d.u. per 5 acres)
 - Residential Estate (≤ 1 d.u. per acre)
 - Residential Low Density (≤ 2.5 d.u. per acre)
 - Residential Moderate Density (≤ 4 d.u. per acre) none
 - Residential Medium Density (≤ 8 d.u. per acre) none
 - Residential High Density (≤ 20 d.u. per acre) none
 - Commercial
 - Industrial
- OTHER MAP FEATURES**
- County Boundary
 - Incorporated Area
 - Designated Urban Development Area
 - Camp Standing Military Zone
 - Lake
 - River or Stream
 - Railroad
- * Except as provided in Partly 1.2.2 of the County Comprehensive Plan.
 ** Landmarks unless noted by central shape and name which will appear on 25' units per acre.
 VVV\UM_21020\BRF014.dwg



G. 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](#)).
 - Describe how the project will promote specific job growth. Include the number of jobs that will be retained or created, and in which industry(ies) the new net jobs will be created using the North American Industry Classification System ([NAICS](#)) codes. Where applicable, you may list specific businesses that will retain or create jobs or make capital investment.
 - 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.

Please see Attachment: "Application Page 3 - G, Economic Benefits and NAICS"

2. Additional Information:

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

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

Please see Attachment: "Page 3, Section 2-A "Commencement Date & Days to Complete"

B. What permits are necessary for the public infrastructure project?

Please see Attachment: "Page 3, Section 2-B "Permits Required"

Attachment: Page 3, Section 1-G, “Economic Benefits and NAICS”

G. 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)**
-
- **Describe how the project will promote specific job growth. Include a description of the number of jobs that will be retained or created, and in which industry(ies) the new net jobs will be created using the North American Industry Classification System (NAICS) codes. Where applicable you may list specific businesses that will retain or create jobs or make capital investment.**

 - **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.**

Keystone Heights Airpark (KHA), one of Bradford County’s greatest assets, has no less than three growing businesses with successful records which will be listed in greater detail below. But first we need to address the diversification aspect of this project. KHA has been diligently making infrastructure improvements for years. Even during the recession, KHA continued to incrementally enhance infrastructure in support of these industries. The potential number of new job creation is impossible to capture due to the endless opportunities the new access road and broadband will bring to the newly accessible 1,300 + acres, plus the numerous types of jobs available in the aviation industry and how they can spin off into other industries such as race car engine mechanics. (Please see NAICS list that follows.) Aerospace and Aviation is one of Florida’s Target Industries which pays above average wages. The aviation retained and created jobs in this narrative have a range of \$45,000 to \$150,000.

The following details the retention and expansion opportunities from three specific companies located at the airport and also details the NAICS codes of potential jobs that could be generated from these companies as well as from new businesses that could be recruited to locate at the KHA should the infrastructure improvements be realized.

MHD-Rockland:

MHD-Rockland is planning to have P-3C Orion aircraft stationed at 42J. The aircraft are to be utilized for a United States Navy contract to conduct flight training for Foreign Military flight crews.

The current hanger at 7110 Airport Road that they have leased is used as the primary Maintenance Depot for eight AP-3C Orion aircraft. To-date, MHD-Rockland has invested approximately \$65,000 on improvements and updates to the existing building. M H D has also invested in securing a general contractor to plan the expansion of the facility by an additional 18,000 square feet of usable hanger, as well as finishing another 8,000 sq. ft. of office space, along with bringing the entire building up to current building code. The expected cost of the expansion will exceed \$1.4 Million.

MHD-Rockland has also completed the installation of AT&T Fiber Optic to the 7110 Airport Road Location. KHA has installed a 100/100 dedicated fiber optic line for use. The cost of the installation was approximately \$80,000.

As MHD awaits the final approval for the aircraft from the United States Department of State, they have completed the planning for the maintenance depot and personnel. They will be initially hiring six to seven personnel with salaries ranging from \$150,000 per year down to \$45,000.00 per year for the maintenance facility.

In addition to the Maintenance Facility, MHD-Rockland is also looking to relocate their international shipping portal from Crofton, Maryland to 42J. They have already begun the interview process and are expecting to initially hire four people with an average salary of \$45,000 per year. The facility will require between 12,000 and 20,000 square feet of warehouse / storage and office space with temperature and humidity control.

The last component of the expected expansion at 42J is the construction of an FAA approved Repair Station to complement the Maintenance Facility, and the company as a whole. The Repair Station will require a substantial facility investment, installation of hard items such as an OSHA Certified Paint Booth, expanding Electrical facilities, and greatly expanded environmental controls, not to mention several hundred thousand dollars on equipment and tools. The estimated cost is \$500,000. MHD-Rockland expects to have between four and six employees in the repair station with an average salary of \$50,000 per year, and require around 10,000 square feet for the facility.

In recent discussions, MHD-Rockland has discussed the possibility of entering into a Public-Private Partnership with the Keystone Airport in regard to an airfield side fire station. The primary reason this is of interest to MHD-Rockland is due to the difference in insurance pricing for the eight primary aircraft they will have on-site and in transit for training flights. They have discussed the building cost with a General Contractor and are looking at a \$400,000 investment in a building similar to the new fire station that Bradford County is having built on SR100. They are still awaiting the final cost differential from an aircraft insurer to review the ROI for such an

investment. If the ROI can be realized in a reasonable time frame, MHD-Rockland will pursue this joint venture. An added benefit to the new fire station is that a portion would be utilized to house the new high-speed IT equipment for the airport which would eliminate KHA from having to build a separate building.

The Florida International Rally & Motorsport (FIRM) Park

The FIRM is the premier action sports facility in Florida. They offer rally and road racing driver training, security and military tactical driver training, a full-service outdoor event facility and more. The FIRM employs approximately 10 full-time employees with the ability to contract for additional experts for training and special events.

International Security Academy is the number one choice for many government branches for ATV/UTV rider training, SUV performance-driving skills, challenging obstacle course driving practice, force-on-force and more.

[The International Security Academy \(ISA\)](#) has trained our nation's elite Special Operations Forces from all branches of military service, government agencies and private security firms. ISA staff has decades of experience in presenting a broad array of specialized training in rally driving, ATV riding, SUV and off-road vehicle dynamics along with extensive experience in firearms and combative training.

[The International Security Academy](#) utilizes the state-of-the-art facilities at The Florida International Rally and Motorsport Park (The FIRM) and the Keystone Heights Airpark, a certified Static and Free Fall Drop Zone, for its unique training and driving experience curriculum.

ISA provides high-performance instruction with unique driving experiences on The FIRM's more than 20 miles of multi-surface track, trail and road courses. Our facility is the only one of its kind that includes true European-style rally stages and custom designed training that can incorporate driving or riding on dirt, sand, and gravel as well as tarmac.

By combining the extensive military, security and driving experience of the International Security Academy with the extensive facilities at The FIRM, ISA is uniquely positioned to provide the multidisciplinary training and field experience that is essential to prepare teams for duty in the most difficult and challenging situations. Training is offered in both two-wheel drive and four-wheel drive vehicles with low and high centers of gravity as well as utilizing ATVs and LT-ATVs (side by sides) and dynamic shooting and combative packages.

ISA has past-performance experience training U.S. Military SOCOM units in all of these offerings and we can provide customized turn-key training packages based on client objectives. We can provide use of our facility for Full Mission Profile exercises including, but not limited to, food, vehicle and weapon caches with multiple waypoints, a configurable urban village (CUV) and live and simulated firing ranges.

What makes ISA so unique is our ability to provide training on a multitude of surfaces and in a variety of environments. Our facility provides tarmac, gravel, sand, dirt, densely forested areas, water crossings, difficult winching challenges and other obstacles, we also offer performance driving packages unmatched by any other facility in North America. This allows ISA to adapt the facility in a variety of configurations for tactical field training exercises and thus enhancing the Warfighter's tactical toolbox.

Most of our courses are multi-day courses designed around a specific deployment requirement. We offer training from a single, dynamic one-day course to multi-week long courses covering high-performance driving for the security professional. Topics include but are not limited to

- 2 to 1 instruction
- Customized day and night driver training
- Evasive driving techniques
- Vehicle dynamics with sedans, light trucks and SUVs
- Man down drills
- Classroom instruction
- Weapons experience
- Custom tailored training

The FIRM facilities include:

- 430 acres of action and motorsports
- Miles and miles of paved, gravel and off-road tracks
- Six rally course stages
- Supermoto track
- Half-mile paved karting road course
- Shooting center with ranges (pistol & carbine)
- Safari & obstacle courses
- 6,000 sq. ft race/tune shop
- Two student classrooms
- Private garages and storage

College of Missionary Aviation:

The College of Missionary Aviation provides high school graduates or equivalent, streamlined, professional and economical education and flight training that meets or exceeds the requirements of the FAA and faith-based mission organizations. There is a balanced focus on safety, professional standards as it relates to serving faith-based missions.

Besides training pilots to serve faith-based missions around the world, the College also trains Airframe and Powerplant students in conjunction with Harvest Aviation in Wachula, Florida. Harvest Aviation is a missionary organization that trains A&P students for missionary service

and also utilizes pilots to fly missionary flights around the Bahamas and the Caribbean. Harvest Aviation has agreed to pursue a remote A&P operation at KHA to recruit potential A&P students.

The management of the College of Missionary Aviation recognizes the need to expand their airport facilities to accommodate their growth of up to 100 students. They have requested leasing 3 additional properties for a term of 30 years. The College has made improvements to the airport property in excess of \$250,000 and are operating 9 aircraft with more to come. Two of those 9 aircraft are in rebuild and are expected to come online during 2018. The College has a 3-year plan for construction and infrastructure improvements totaling a \$1,000,000 to their leased airport property. The College estimates their economic impact by 2020 will be \$3 million.

Targeted NAICS Code positions related to industry and business targets include:

AIRCRAFT RELATED JOBS

[314999](#) **Aircraft** tie-down strap assemblies (except leather) manufacturing

[326211](#) **Aircraft** tire manufacturing

[331318](#) Automotive or **aircraft** wire and cable made in aluminum wire drawing plants

[331420](#) **Aircraft** and automotive wire or cable made from purchased copper in wire drawing plants

[331491](#) **Aircraft** and automotive wire and cable (except aluminum, copper) made from purchased nonferrous metals (except aluminum, copper) in wire drawing plants

[332312](#) Landing mats, **aircraft**, metal, manufacturing

[332510](#) **Aircraft** hardware, metal, manufacturing

[332912](#) Pneumatic **aircraft** subassemblies manufacturing

[332912](#) Hydraulic **aircraft** subassemblies manufacturing

[332912](#) Fluid power **aircraft** subassemblies manufacturing

[332994](#) **Aircraft** artillery manufacturing

[333611](#) Gas turbines (except **aircraft**) manufacturing

[333611](#) Turbines (except **aircraft**) manufacturing

[333612](#) Reduction gears and gear units (except **aircraft** power transmission equipment, automotive) manufacturing

[333612](#) Gears, power transmission (except **aircraft**, motor vehicle), manufacturing

[333613](#) Joints, universal (except **aircraft**, motor vehicle), manufacturing

[333613](#) Joints, swivel (except **aircraft**, motor vehicle), manufacturing

[333613](#) Ball joints (except **aircraft**, motor vehicle) manufacturing

[333613](#) Universal joints (except **aircraft**, motor vehicle) manufacturing

[333618](#) Internal combustion engines (except **aircraft**, nondiesel automotive, nondiesel truck) manufacturing

[333618](#) Gasoline engines (except **aircraft**, automotive, truck) manufacturing

[333618](#) Engines, internal combustion (except **aircraft**, nondiesel automotive), manufacturing

[333923](#) Hoists (except **aircraft** loading) manufacturing

[333924](#) **Aircraft** loading hoists manufacturing

[333924](#) **Aircraft** engine cradles manufacturing

[333924](#) Hoists, **aircraft** loading, manufacturing

[333999](#) **Aircraft** carrier catapults manufacturing

[334511](#) Wheel position indicators and transmitters, **aircraft**, manufacturing

[334511](#) **Aircraft** flight instruments (except engine instruments) manufacturing

[334514](#) Totalizing meters (except **aircraft**), consumption registering, manufacturing

[334519](#) Thermocouples (except industrial process, **aircraft** type, glass vacuum) manufacturing

[334519](#) **Aircraft** engine instruments manufacturing

[334519](#) Testers for checking hydraulic controls on **aircraft** manufacturing

[334519](#) Pressure and vacuum indicators, **aircraft** engine, manufacturing

[334519](#) Fuel totalizers, **aircraft** engine, manufacturing

[334519](#) Fuel system instruments, **aircraft**, manufacturing

[334519](#) Fuel mixture indicators, **aircraft** engine, manufacturing

[334519](#) Thrust power indicators, **aircraft** engine, manufacturing

[334519](#) Fuel densitometers, **aircraft** engine, manufacturing

[335312](#) Generators for storage battery chargers (except internal combustion engine and **aircraft**) manufacturing

[336320](#) **Aircraft** lighting fixtures manufacturing

[336360](#) Seat belts, motor vehicle and **aircraft**, manufacturing

[336360](#) **Aircraft** seats manufacturing

[336411](#) **Aircraft** conversions (i.e., major modifications to system)

[336411](#) Gliders (i.e., **aircraft**) manufacturing

[336411](#) Developing and producing prototypes for **aircraft**

[336411](#) Blimps (i.e., **aircraft**) manufacturing

[336411](#) **Aircraft** rebuilding (i.e., restoration to original design specifications)

[336411](#) Unmanned and robotic **aircraft** manufacturing

[336411](#) **Aircraft** overhauling

[336411](#) Ultra light **aircraft** manufacturing

[336411](#) **Aircraft** manufacturing

[336411](#) Target drones, **aircraft**, manufacturing

[336412](#) **Aircraft** turbines manufacturing

[336412](#) Internal combustion engines, **aircraft**, manufacturing

[336412](#) **Aircraft** engine rebuilding

[336412](#) Gasoline engines, **aircraft**, manufacturing

[336412](#) **Aircraft** engine overhauling

[336412](#) Gasoline engine parts (except carburetors, pistons, piston rings, valves), **aircraft**, manufacturing

[336412](#) **Aircraft** engine and engine parts (except carburetors, pistons, piston rings, valves) manufacturing

[336412](#) Gas turbines, **aircraft**, manufacturing

[336412](#) Engines and engine parts, **aircraft** (except carburetors, pistons, piston rings, valves), manufacturing

[336412](#) Rocket engines, **aircraft**, manufacturing

[336412](#) Developing and producing prototypes for **aircraft** engines and engine parts

[336412](#) Jet propulsion and internal combustion engines and parts, **aircraft**, manufacturing

[336413](#) **Aircraft** fuselage wing tail and similar assemblies manufacturing

[336413](#) Tow targets, **aircraft**, manufacturing

[336413](#) **Aircraft** control surface assemblies manufacturing

[336413](#) Targets, trailer type, **aircraft**, manufacturing

[336413](#) **Aircraft** brakes manufacturing

[336413](#) Joints, universal, **aircraft**, manufacturing

[336413](#) **Aircraft** auxiliary parts (e.g., crop dusting, external fuel tanks, inflight refueling equipment) manufacturing

[336413](#) Developing and producing prototypes for **aircraft** parts (except engines) and auxiliary equipment

[336413](#) **Aircraft** assemblies, subassemblies, and parts (except engines) manufacturing

[336413](#) **Aircraft** wheels manufacturing

[336413](#) **Aircraft** propellers and parts manufacturing

[336413](#) Universal joints, **aircraft**, manufacturing

[423690](#) Electronic **aircraft** instruments merchant wholesalers

[423830](#) Internal combustion engines (except **aircraft**, nondiesel automotive, nondiesel truck) merchant wholesalers

[423830](#) Engines, internal combustion (except **aircraft**, automotive), merchant wholesalers

[423860](#) **Aircraft** equipment and supplies merchant wholesalers

[423860](#) **Aircraft** engines and parts merchant wholesalers

[423860](#) Engines and parts, **aircraft**, merchant wholesalers

[423860](#) **Aircraft** merchant wholesalers

[424720](#) Fueling **aircraft** (except on contract basis), merchant wholesalers

[424720](#) Fuel, **aircraft**, merchant wholesalers (except bulk stations, terminals)

[441228](#) Used **aircraft** dealers

[441228](#) **Aircraft** dealers

[481211](#) **Aircraft** charter services, passenger

[481219](#) **Aircraft** charter services (i.e., general purpose **aircraft** used for a variety of specialty air and flying services)

[488119](#) Parking services, **aircraft**

[488119](#) Hangar rental, **aircraft**

[488119](#) **Aircraft** parking service

[488119](#) **Aircraft** hangar rental

[488190](#) Testing services, **aircraft**

[488190](#) **Aircraft** ferrying services

[488190](#) Maintenance and repair services, **aircraft** (except factory conversion, factory overhaul, factory rebuilding)

[488190](#) Inspection services, **aircraft**

[488190](#) Fueling **aircraft** on a contract or fee basis

[488190](#) **Aircraft** testing services

[488190](#) **Aircraft** maintenance and repair services (except factory conversion, factory overhaul, factory rebuilding)

[488190](#) **Aircraft** inspection services

[532411](#) **Aircraft** rental or leasing without operator

[561720](#) Janitorial services, **aircraft**

[561720](#) **Aircraft** janitorial services

[811420](#) **Aircraft** upholstery repair

[926120](#) **Aircraft** inspection, government

Attachment Page 3, Section 2-A “Commencement Date & Days to Complete

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

There are two infrastructure components to this application, a new airport access road and installation of fiber optic cable for enhanced broadband connectivity. Therefore, for ease of understanding, the proposed commencement date and number of days to complete construction for each activity have been categorized separately.

For each component the work can begin immediately upon confirmation of project being funded and/or formal execution of the grant between DEO and Bradford County. The design and construction timelines are:

NEW ACCESS ROAD

Development, Survey and Bidding of Engineering/Design of Access Road:

1. Survey - 3 months or approximately 90 days
2. Design - 4 months or approximately 120 days
3. Permitting - 3 months or approximately 90 days
4. Bidding - 2 months or approximately 60 days

Construction of Access Road

- 9 months or approximately 270 days

INSTALLATION OF FIBER OPTIC CONDUIT

Upon notice of award of grant and formal execution with DEO:

Development, Survey and Bidding of Engineering/Design of Fiber Optic Installation:

- Engineering for fiber conduits would take approximately two months. The installation of all conduit would be in parallel and part of the site (road) infrastructure improvements. Possibly even the same contractor. Permits are concurrent with site work, two months.
- Engineering by and for AT&T customers would be implemented on an as needed basis. AT&T has limited fiber infrastructure to the site presently. Activation of services would be as contracted with AT&T by each user. Quicker installations are made possible by having preinstalled conduits to all potential customer locations which will significantly reduce the costs. For broadband based economic development prospects, this would be considered a “Site Ready” incentive to locate there over a competing site without broadband availability.

Proposed multi-use Bradford County Fire and EMS facility would also house IT equipment in a small portion of the building.

Page 3, Section 2-B: “Permits Required”

The following permits are required for the public infrastructure:

- 1) Building and Electrical for Data/First Responder Building - 7 to 14 business days
- 2) Special Permit for Essential Services - Proposed Tower - 30 to 60 days
- 3) Site Plan and Development approval for proposed building - 7 to 14 business days
- 4) Site Plan and Development approval for “Access Road II” - 7 to 14 business days
- 5) Letter form Keystone Airpark Authority granting Bradford County the authority to build “New West Side Access Road” - 30 to 60 days
- 6) Bradford County Right of Way Utility permit - 7 to 14 business days
- 7) Permits for fiber optic conduit installation are concurrent with site work – 30 days

- C. 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?

Please see Attachment: "Page 4, Section 2-C "Permit Status"

- D. 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?

Please see Attachment: "Page 4, Section 2-D "Land Use & Zoning"

- E. 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

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

Yes No

- G. Does this project have a local match amount?

Yes No

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

Please see Attachment: Page 4, Section 2-G "Local Match"

- H. Provide any additional information or attachments to be considered for this proposal. Maps and other supporting documents are encouraged.

Please see Attachment: Page 4, Section H "Additional Information"

Page 4, Section 2-C “Permit Status”

Detail whether 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 required permits (detailed in items 1-7 above) have not yet been secured. There is a cost incurred to do the engineering, design and permitting fee by each permitting entity. Bradford County will submit all permits upon notification of the grant award and will expedite all local permit applications.

Through a pre-application permit meeting, St. Johns River Water Management District (SJRWMD) has verbally agreed to expedite the Stormwater Permit contingent on having a subsequent pre-application meeting with Bradford County and its permit application preparers.

Any required Local Permits will be given the highest priority and expedited. Where statutorily possible, the local permitting entity will waive fees.

Page 4, Section 2-D “Land Use & Zoning”

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 following are the current Land Use and Zoning designations for this proposed project:

- 1) Public (Land Use);
- 2) Agricultural-2 (Zoning)

The following proposed infrastructure improvements are considered a major capital improvement and are defined as Public Building and Facilities under the Bradford County Land Development Regulations (BCLDR) Book. Said improvements conform to and are a permitted use under the BCLDR.

- 1) West side airport access road;
- 2) Data/First Responders building;
- 3) Site Utilities Improvements;
- 4) Telecommunications and internet services.

Please see the following relevant pages of Bradford County’s Comprehensive Plan and Land Development Regulations related to the above land uses and Zoning.

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ARTICLE TWO.

DEFINITIONS, LOTS DIVIDED BY DISTRICT LINES, AND NONCONFORMING SITUATIONS

SECTION 2.1 DEFINITIONS, GENERAL

For the purpose of these land development regulations, certain terms or words used herein shall be interpreted as follows:

The word *person* includes a firm, association, organization, partnership, trust, company, or corporation as well as an individual.

The present tense includes the future tense, the singular number includes the plural, and the plural number includes the singular.

The word *shall* is mandatory, the word *may* is permissive.

The words *used* or *occupied* include the words *intended*, *designed*, or *arranged to be used or occupied*.

The word *lot* includes the words *plot*, *parcel*, *tract*, or *site*.

The word *structure* includes the word *building* as well as other things constructed or erected on the ground, attached to something having location on the ground, or requiring construction or erection on the ground. Among other things, structures include walls, buildings, fences, signs, and swimming pools.

The word *land* includes the words *water*, *marsh*, or *swamp*.

The word *abut* shall not include directly across from.

The words *Board of County Commissioners* means the Board of County Commissioners of Bradford County, Florida.

The word *County* means Bradford County, Florida.

Abandoned Motor Vehicle. Abandoned motor vehicle means one (1) that is in a state of disrepair and incapable of being moved under its own power.

Abutting or Adjacent Property. Abutting or adjacent property means property that is immediately adjacent to the property being considered under these land development regulations.

Access. Access means the primary means of ingress and egress to abutting property from a dedicated right-of-way.

Accessory Use or Structure. An accessory use or structure means a use or structure of a nature customarily incidental and subordinate to the principal use or structure and, unless otherwise provided, on the same premises. On the same premises with respect to accessory uses and structures shall be construed as meaning on the same lot or on a contiguous lot in the same ownership. Where a building is attached to the principal building, it shall be considered a part thereof, and not an accessory building.

Addition. Addition means any walled and roofed expansion to the perimeter of a building in which the addition is connected by a common load-bearing wall other than a fire wall. Any walled and roofed addition which is connected by a fire wall or is separated by an independent perimeter load bearing wall is new construction.

Administrator. Administrator means the Land Development Regulation Administrator designated by the Board of County Commissioners for the administration and enforcement of these land development regulations (see Land Development Regulation Administrator).

Adverse Effect. Adverse effect means increases in flood elevations on adjacent properties attributed to physical changes in the characteristics of the Official 100-Year Flood Area due to development.

Planning and Zoning Board. Planning and Zoning Board means the Planning and Zoning Board as herein provided for within these land development regulations.

Plumbing. Plumbing means the practice, materials, and fixtures used in the installation, maintenance, extension, and alteration of all piping, fixtures, appliances, and appurtenances in connection with any of the following: sanitary drainage or storm drainage facilities, the venting system and the public or private water supply systems, within or adjacent to any building structure, or conveyance; also the practice and materials used in the installation, maintenance, extension, or alteration of storm-water, liquid waste, or sewerage, and water supply systems of any premises to their connection with any point of public disposal or other acceptable terminal.

Plot. See *Lot*.

Poultry. Poultry means all domesticated birds that serve as a source of eggs or meat, including chickens, turkeys, ducks, ostriches, quail, pheasants and geese.

Premises. A premise means a lot, plot or parcel of land including the buildings of structures thereon.

Product Tight. Product tight means impervious to the hazardous material which is or could be contained so as to prevent the seepage of the hazardous material from the containment system. To be product tight, the containment system shall be made of a material that is not subject to physical or chemical deterioration by the hazardous material being contained.

Public Areas. Public areas mean unoccupied open spaces adjoining a building and on the same property, that is permanently maintained accessible to the Fire Department and free of all encumbrances that might interfere with its use by the Fire Department.

Public Buildings and Facilities. Public buildings and facilities means the use of land or structures by a municipal, county, State, or Federal governmental entity for a public service purpose. More specifically public facility means major capital improvements including but not limited to transportation, sanitary sewer, solid waste, drainage, potable water, educational, parks and recreation, and health systems and facilities. Essential services shall not be considered public buildings and facilities.

Reclamation. Reclamation means the reshaping of land disturbed or affected by an excavation operation to an appropriate contour considering the type of use prior to exaction, during excavation and planned use after reclamation, and the surrounding topography and shall include re-vegetation of lands in an approved manner.

Recreational Facility. Recreational facility means a component of a recreation site used by the public such as a trail, court, athletic field or swimming pool.

Recreational Uses. Recreational uses means activities within areas where recreation occurs.

Regulated materials. Regulated materials means the following:

1. Petroleum products, which include fuels (gasoline, diesel fuel, kerosene and mixtures of these products, lubricating oils, motor oils, hydraulic fluids and other similar products. This term does not include liquefied petroleum gas, American Society for Testing and Materials grade number 5 and number 6 residual oils, bunker C residual oils, intermediate fuel oils used for marine bunkering with a viscosity of 30 and higher and asphalt oils.
2. Substances listed by the Secretary of the Florida Department of Labor and Employment Security pursuant to Chapter 442, Florida Statutes, as amended (Occupational Health and Safety). This list, known as the Florida Substances List, is provided in Chapter 38F-41, Florida Administrative Code.
3. Substances listed by the Administrator of the United States Environmental Protection Agency pursuant to Section 102 of the Comprehensive Environmental Response, Compensation, and Liability Act of 1980, as amended. This list is provided in Title 40 (Protection of the Environment) of the Code of Federal Regulations, Part 302, Designation, Reportable Quantities and Notification.

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**Bradford County Land Development
Regulations Book
Section 4.5 Agricultural
Exhibit "B"**

SECTION 4.5 "A" AGRICULTURAL

4.5.1 DISTRICTS AND INTENT

The "A" Agricultural category includes two (2) zone districts: A-1 and A-2. Lands in the Agricultural-1 district are intended to provide for areas primarily consisting of agricultural and residential uses consistent with the areas as designated Rural within the County's Comprehensive Plan. The Agricultural-2 district is intended to provide for areas primarily consisting of agricultural and residential uses consistent with the Urban Development Areas as designated within the County's Comprehensive Plan.

4.5.2 PERMITTED PRINCIPAL USES AND STRUCTURES

In A-1 District:

1. All agricultural activities (but not including livestock or poultry slaughterhouses), including the raising of livestock and poultry, the production of dairy and poultry products, the cultivation of field crops and fruits and berries, forestry, in accordance with the Comprehensive Plan, apiculture, and similar uses; provided, that no structure used for or any commercial feed lot operation shall be located within three hundred (300) feet of any lot line, and no structure used for housing animals shall be located within one-hundred (100) feet of any lot line.
2. The processing, storage, and sale of agricultural products and commodities which are raised on the premises (but not including livestock or poultry slaughterhouses); provided, that no building used for these activities shall be located within three hundred (300) feet of any side or rear lot line.
3. Single family dwellings.
4. Mobile homes.
5. Plant nurseries and greenhouses.
6. Homes of six (6) or fewer residents which otherwise meet the definition of a "community residential home" (See Section 4.2).
7. Churches and other houses of worship.
8. Public or private schools offering curricula comparable to that of public schools, as conducted in accordance with the provisions of the County's Comprehensive Plan and Section 4.2, herein.

In A-2 District:

1. All agricultural activities (except intensive agricultural uses as defined in Section 2.1 herein), including the raising of livestock and poultry, the production of dairy and poultry products (but not including livestock or poultry slaughterhouses), the cultivation of field crops and fruits and berries, forestry, in accordance with the Comprehensive Plan, apiculture, and similar uses; provided, that no structure used for any commercial feed lot operation shall be located within three hundred (300) feet of any lot line, and no structure used for housing animals shall be located within one-hundred (100) feet of any lot line.
2. The processing, storage, and sale of agricultural products and commodities which are raised on the premises (but not including livestock or poultry slaughterhouses); provided, that no building used for these activities shall be located within one-hundred fifty (150) feet of any side or rear lot line.

4.5.5 SPECIAL EXCEPTIONS

(See also Articles 12 and 13)

In Agricultural-1 Districts:

1. The processing, storage, and sale of agricultural products and commodities which are not raised on the premises; provided, that no building used for these activities shall be located within three hundred (300) feet of any side or rear lot line.
2. Livestock auction arenas.
3. Livestock or poultry slaughterhouses; provided, that no building used for these activities shall be located within three hundred (300) feet of any lot line.
4. Sawmills and planing mills, and other similar wood product facilities; provided that no building used for these activities shall be located within three hundred (300) feet of any side or rear lot line.
5. Agricultural equipment and related machinery sales.
6. Agricultural feed and grain packaging, blending, storage, and sales.
7. Agricultural fertilizer storage and sales.
8. Agricultural fairs and fairground activities.
9. Recreational activities such as racetracks and speedways; golf courses; country clubs; tennis and racquet clubs; golf and archery ranges; rifle, shotgun, and pistol ranges; travel trailer parks or campgrounds, including day camps; hunting or fishing camps; and similar uses.
10. Riding or boarding stables; provided that no building used for housing of animals shall be located within three hundred (300) feet of any lot line.
11. Hospitals, sanitariums, nursing homes, and residential homes for the aged.
12. Commercial kennels, veterinary clinics, and animal shelters; provided, that no open runs or buildings used for housing of animals shall be located within three hundred (300) feet of any lot line.
13. Group living facilities.
14. Crematories.
15. Airplane landing fields.
16. Child care centers, provided:
 - a. No outdoor play activities shall be conducted before 8 a.m. or after 8 p.m. and
 - b. Provision is made for areas for off-street pick-up and drop-off of children.
17. Home occupations (See Section 4.2).
18. Public buildings and facilities, unless otherwise specified (See Section 4.2).
19. Private clubs and lodges.
20. Off-site signs (See also Section 4.2).
21. Solid waste facilities.
22. Group home care facilities.

23. Cemeteries and mausoleums.
24. Conference centers.
25. Small engine repair (not to exceed two thousand (2,000) square feet).
26. Automotive repair and repair of agricultural equipment (not to exceed two thousand five hundred (2,500) square feet).
27. Welding shop (not to exceed two thousand five hundred (2,500) square feet).
28. Intensive agriculture.
29. The keeping of exotic animals.
30. Bed and breakfast establishment.
31. Mobile home, manufactured home, or other similar structure for use as accessory structure, on parcels less than five (5) acres provided the following requirements are met:
 - a. Mobile home, manufactured home or similar structure shall be located in the rear yard at least fifty (50) feet from the side and rear property lines;
 - b. All Florida Building code requirements are met and a building permit is issued; and
 - c. No cooking facilities permitted in mobile home or manufactured home.
32. Guest house with separate utility meter from primary structure.
33. Mud Bogging (See Section 4.2.38 for additional regulations for mud bogging.)

In Agricultural-2 Districts:

1. Riding or boarding stables; provided that no building used for housing of animals shall be located within three hundred (300) feet of any lot line.
2. Hospitals, sanitariums, nursing homes, and residential homes for the aged.
3. Commercial kennels, veterinary clinics, and animal shelters; provided, that no open runs or buildings used for housing of animals shall be located within three hundred (300) feet of any lot line.
4. Group living facilities.
5. Crematories.
6. Airplane landing fields, and associated aeronautical related issues.
7. Child care centers, provided:
 - a. No outdoor play activities shall be conducted before 8 a.m. or after 8 p.m. and
 - b. Provision is made for areas for off-street pick-up and drop-off of children.
8. Home occupations (see Section 4.2).
9. Public buildings and facilities, unless otherwise specified (see section 4.2).
10. Private clubs and lodges.
11. Off-site signs (see also Section 4.2).
12. Solid waste facilities.

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April 17, 2014 by Ordinance No. 14-03

Request for temporary use permits as outlined in this section shall be submitted in writing on an approved form from the County Manager together with such reasonable costs, as the Board of County Commissioners may determine through action in setting fees as set forth in Article 1 of the Land Development Regulations.

Appropriate conditions and safeguards may be imposed by the County Manager upon approving a temporary use permit as outlined in this section and may include but not limited to reasonable time limits within which the conditions for which the temporary use permit is requested shall commence or terminate or both. Violations of such conditions or safeguards, where made a part of the terms under which the temporary use permit is granted, shall be deemed a violation of these Land Development Regulations and shall be deemed punishable as provided in Article 15 of these Land Development Regulations.

Any decision made by the County Manager, as outlined in this section, may be appealed to the Board of County Commissioners.

Decisions of the Board of County Commissioners as outlined in this section shall be final.

Temporary use permits granted by the County Manager as outlined in this section shall be valid, unless otherwise revoked for a period not to exceed twelve (12) months.

Requests for an extension beyond said twelve (12) month-period may be made in writing to the Board of County Commissioners.

SECTION 14.11 SPECIAL PERMITS FOR ESSENTIAL SERVICES

Certain uses are essential to providing service to a community and therefore require special permitting.

Essential services requiring a special permit to be approved by the Board of County Commissioners are: electrical transmission lines and substations, natural gas transmission lines, natural gas compressor stations and radio telecommunication and television antennae or towers, owned or operated by publicly regulated entities. The aforesaid essential services are a permitted use throughout the unincorporated area of the County upon obtaining approval of a special permit by the Board of County Commissioners.

All other essential services which do not require a special permit from the Board of County Commissioners are hereby defined to include and be limited to poles, wires (including electrical transmission and distribution lines, telephone lines and substations and cable television lines), mains (including water distribution lines and mains and natural gas distribution lines and mains), hydrants, drains, pipes, conduits, telephone booths, school bus shelters, bicycle racks, bus stop benches, newspaper delivery boxes, mail boxes, police or fire call boxes, traffic signals, and other similar structures.

In addition, where permanent structures are involved in providing essential services, such structures shall conform with the character of the district in which the property is located and to architectural and landscaping characteristics of the adjoining properties.

The criteria for the granting of special permits for essential services shall be limited to a showing of the need for such services in the requested location, that it is in the public interest that such special permits be granted, and that it is in compliance with the other provisions heretofore set out in this Section.

Further, all essential services requiring a special permit to be approved by the Board of County Commissioners shall conform the following criteria for approval: No essential service shall be sited within two hundred (200) feet of any single or multiple-family residence, group living facility, school or hospital, said distance to be measured from the centerline of the electrical or natural gas transmission lines, as constructed, or the fenced area of electrical stations. In addition, all radio and telecommunication towers shall also maintain the rated self-collapsing distance from any use listed above.

SECTION 14.12 SITE AND DEVELOPMENT PLAN APPROVAL

Where these land development regulations require site and development plan approval, the Board of County Commissioners shall approve all site and development plans as a condition precedent to the issuance of building permits by the Land Development Regulation Administrator.

14.12.1 Contents. The site and development plan required to be submitted by the requirements of these land development regulations shall include the following elements, where applicable:

1. Vicinity map - indicating general location of the site, abutting streets, existing utilities, complete legal description of property in question, and adjacent land use.
2. Site plan - including, but not limited to, the following:
 - a. Name, location, owner, and designer of the proposed development.
 - b. Present zoning for subject site.
 - c. Location of the site in relation to surrounding properties, including the means of ingress and egress to such properties and any screening or buffers on such properties.
 - d. Date, north arrow, and graphic scale not less than one (1) inch equal to fifty (50) feet.
 - e. Area and dimensions of site.
 - f. Location of all property lines, existing right-of-way approaches, sidewalks, curbs, and gutters.
 - g. Access to utilities and points of utility hook-up.
 - h. Location and dimensions of all existing and proposed parking areas and loading areas.
 - i. Location, size, and design of proposed landscaped areas (including existing trees and required landscaped buffer areas).
 - j. Location and size of any lakes, ponds, canals, or other waters and waterways.
 - k. Structures and major features fully dimensioned including setbacks, distances between structures, floor area, width of driveways, parking spaces, property or lot lines, and percent of property covered by structures.
 - l. Location of trash receptacles.
 - m. For multiple family, hotel, motel, and mobile home park site plans:
 - (1) Tabulation of gross acreage.
 - (2) Tabulation of density.
 - (3) Number of dwelling units proposed.

Attachment: Page 4, Section 1-H “Additional Information”

The Keystone Heights Airport is uniquely positioned in that the airport campus covers two counties (Bradford and Clay counties) and one city (Keystone Heights); as a result, this project will directly benefit the job growth, local economies, and the residents of three communities. In particular, this project will enable existing airport-based businesses to benefit as well as enable a vast amount of highly developable land to be “opened-up” for business recruitment in at least three (3) Qualified Targeted Industries for the State of Florida including Aviation/Aerospace, InfoTech, and a range of potential Manufacturing and Advanced Manufacturing opportunities.

Without these important infrastructure improvements, the hard fought-for investments Bradford County, Florida Department of Transportation, MHD Rockland, and others have made will not be completed for some time. The Florida Jobs Growth Grant Fund is a one-time opportunity to advance the completion of two very significant infrastructure projects that will make Bradford County competitive on several different levels. It will provide Broadband to business customers at the airport, incentivize prospects to locate there and enhance airport administration activities. Our community cannot emphasize enough how important this project is! Please give every consideration to funding the project request for \$2,300,000.

Additional Information and Documentation:

- Bradford County Board of County Commissioners Resolution 2017-27
- Keystone Airpark Authority Letter of Support
- City of Keystone Heights Letter of Support
- Camp Crystal Lake Letter of Support
- MHD-ROCKLAND Letter of Support



September 5, 2017

Florida Department of Economic Opportunity

Re: Florida Jobs Growth Grant Fund

Keystone Airpark Authority Broadband & New Access Road Project

On behalf of the Keystone Airpark Authority (KAA), commercial businesses and tenants at the Keystone airport, I am excited to share with you that we are 100% in favor of the infrastructure grant. The KAA is confident that having the resources in place included within this grant will provide an incentive for potential businesses to seriously consider starting or moving their companies to this area.

We realize the proposed infrastructure grant will facilitate not only the installation of high-speed and reliable communications resources for businesses but also a new access road to locations that are suitable for immediate development. This is a win-win for Bradford and Clay counties, City of Keystone Heights as well as the KAA, existing commercial business and tenants.

Special thanks to you and your staff for all of the work being done to make this grant a reality.

Sincerely,

David J. Kirkland

David J. Kirkland – Chairman

Keystone Airpark Authority



City of Keystone Heights

555 South Lawrence Blvd
Keystone Heights, Florida 32656
352.473.4807 Off 352.473.5101 Fax



July 27, 2017

TO: Florida Department of Economic Opportunity

FROM: City of Keystone Heights

RE: Letter of Support

The Keystone Heights Airpark Authority along with Bradford County, Clay County and the City of Keystone Heights are making application for the Florida Job Growth Grant Fund – Public Infrastructure Grant. The City of Keystone Heights would like to express its full support for the grant project. We believe the buildout of the fiber optic infrastructure at our airport will spur economic development and create jobs in our community.

The City of Keystone Heights will assist all parties in any way we are able. The city will also waive any and all city permit fees associated with any part of the project.

We appreciate your consideration and look forward to partnering with the Department of Economic Opportunity to carefully grow and manage our airport through the improvement of its infrastructure and accessibility.

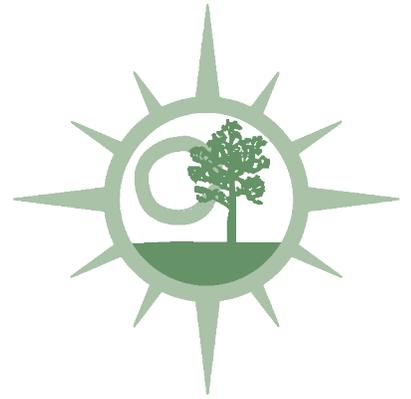
Very Respectfully,

Scott Kornegay, MPA

City Manager

Camp Crystal Lake

Scott Burton, Director



Dear Sirs,

I, Scott Burton, director of Camp Crystal Lake, Outdoor Education Center, believe the proposed extension of fiber optic service to the Keystone Heights airport would greatly benefit our camp and the surrounding community, and am writing to express my full support of this project.

We are a camp & outdoor education owned by a school board. We are the only one of our kind in the Southeast United States and only one of a very few in the world. We see approximately 6000 students a year from diverse socioeconomic backgrounds, as well as about 2000 of their parents. Our programming already includes many STEM activities, mostly focused on science, but having reliable, fast speed internet would allow us to extend our programming to include more of technology & engineering activities. The hard-wired service available to us is currently so unreliable, that we use 4G service and this can be challenging when we have any more than a few machines on the network at a time.

Please consider this request and support the extension of fiber optic service to the Keystone Heights airport.

Thank You!

Sincerely,

A handwritten signature in black ink that reads "Scott Burton". The signature is stylized and cursive.

Scott Burton
Director

MHD ROCKLAND

2111 Baldwin Ave., Suite B, Crofton MD 21114, USA | Tel: 410 451-0969 | Fax: 443 292-4093

Letter #27071701

Maria Gall
Keystone Heights Airport
7100 Airport Road
Starke, FL 32091
mgall@keystoneairport.com

RE: MHD-Rockland at Keystone Heights Airport

Ms. Gall,

As you know, MHD-Rockland is planning to have P-3C Orion aircraft stationed at 42J. The aircraft are to be utilized for a United States Navy contract to conduct flight training for Foreign Military flight crews.

The current hanger at 7110 Airport Road that we are leasing will be used as the primary Maintenance Depot for eight AP-3C Orion aircraft. To-date, MHD-Rockland has invested approximately \$65,000 on improvements and updates to the existing building. We have also invested in securing a general contractor that has the plans in place to expand the facility an additional 18,000 square feet of usable hanger, as well as finishing another 8,000 sq ft. of office space, along with bringing the entire building up to current building code. The expected cost of the expansion will exceed \$1.4 Million.

As you may also be aware, MHD-Rockland has also completed the installation of AT&T Fiber Optic to the 7110 Airport Road Location. We have installed a 100/100 dedicated fiber optic line for our use. The cost of the installation was approximately \$80,000.

As we await the final approval for the aircraft from the United States Department of State, we have completed the planning for the maintenance depot and personnel. We will be initially hiring six to seven initial personnel with salaries ranging from \$150,000 per year down to \$45,000.00 per year for the maintenance facility.

In addition to the Maintenance Facility, MHD-Rockland has is also looking to relocate our international shipping portal from Crofton, Maryland to 42J. We have already begun the interview process and are expecting to initially hire four people with an average salary of \$45,000 per year. The facility will require between 12,000 and 20,000 square feet of warehouse / storage and office space with temperature and humidity control.



MHD ROCKLAND

2111 Baldwin Ave., Suite B, Crofton MD 21114, USA | Tel: 410 451-0969 | Fax: 443 292-4093

The last component of the expected expansion at 42J is the construction of an FAA approved Repair Station to complement the Maintenance Facility, and the company as a whole. The Repair Station will require a substantial facility investment, installation of hard items such as OSHA Certified Paint Booth, expanding Electrical facilities, and greatly expanded environmental controls, not to mention several hundred thousand dollars on equipment and tools. MHD-Rockland would expect to have between four and six employees in the repair station with an average salary of \$50,000 per year, and require around 10,000 square feet for the facility.

In recent discussions, MHD-Rockland has discussed the possibility of entering into a Public-Private Partnership with the Keystone Airport in regard to an airfield side fire station. The primary reason this is of interest to MHD-Rockland is due to the difference in insurance pricing for the eight primary aircraft we will have on-site and in transit for training flights. We have discussed the building cost with our General Contractor and understand we are looking at a \$400,000 investment in a building similar to the new fire station that Bradford County is having built on SR100. We are still awaiting the final cost differential from our aircraft insurer to review the ROI for such an investment. If the ROI can be realized in a reasonable time frame, MHD-Rockland will pursue this joint venture.

If you have any further questions, or need clarification, please do not hesitate to ask.

Kind regards,



Todd Falconer
Senior Program Manager
MHD-Rockland
Todd.Falconer@MHDRockland.com



3. Program Budget

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

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

1.) **Total Amount Requested** \$ 2,300,000
 Florida Job Growth Grant Fund

A. Other Workforce Training Project Funding Sources:

City/County \$ 554,000
 Private Sources \$ 395,000

Other (grants, etc.) \$ 1,300,000
Total Other Funding \$ 2,249,000

Please Specify: FDOT

B. Public Infrastructure Project Funding Sources:

Construction \$ 2,050,000
 Reconstruction \$
 Design & Engineering \$ 125,000
 Land Acquisition \$ -0-
 Land Improvement \$ 125,000

Other \$
Total Project Costs \$ 4,549,000

Please Specify: _____

Note: The total amount requested must equal the difference between the workforce training project costs in 3. and the other Public infrastructure project funding sources in 2.

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

Please see Attachment: Page 6, Section 3-C "Budget Narrative"

4. Approvals and Authority

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

- 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)?

The Bradford County BOCC has authorized submittal of this grant and is prepared to execute the contract once reviewed by County Attorney.

If board authorization is not required, who is authorized to sign?

- 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.
- ii. State whether entity is willing and able to hold special meetings, and if so, upon how many days' notice.

BOCC meetings occur the 1st Monday & 3rd Thursday of the month. The BOCC is willing to hold a special meeting with at least 3 days notice in order to publicly notice 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.

Please see Attachment: Page 6, Section 4-C "Evidence of Authority"

Attachment: Page 6, Section 3-C “Budget Narrative”

This grant will provide vital infrastructure upgrades to the airpark at Keystone Heights. Keystone Heights Airport and Bradford County have worked toward these airport infrastructure improvements for almost 5 years by cobbling together whatever financial resources could be identified. The need for high-speed Internet connectivity was identified in 2012. It has taken time and a great deal resourcefulness to obtain funds for both Internet improvements and the new West Side Airport Access Road. Currently there is only one way in and one way out of Keystone Airport. This is extremely dangerous for emergency responders who may have to respond to fires, medical emergencies or terrorism. The Florida Department of Transportation has funded Phase I new Airport West Side Access Road which is depicted on Map 2 in orange. Phase II will complete the portion in light blue as well as the short yellow section which intersects with Hwy. 100 which will provide the much needed additional access to the airport.

High-speed Internet is no longer a luxury; it has become a necessity in today’s modern world of high-speed connectivity. Keystone Airport management and others have reported that calls from corporate prospects end once they are informed there is no high-speed Internet connectivity available. Although Bradford County has invested the following in Broadband, the actual conduit and connectors need to be installed along all of the new and existing airport access roads.

The following are Bradford County’s Broadband Investments which have already been obtained for a total of \$554,000:

- Fiber Ring in Starke providing access to all county and city agencies. \$ 84,000.00

- 3 data communications towers providing high speed connectivity to all three remote sectors in the county. These towers also provide signal amplification and digitized VHF signals for backhaul to our 911 center. Tower in Keystone Heights provides high speed access to county operation located on premise \$400,000.00.

- Partnered with Santa Fe College to provide tower and colocation space at Keystone Heights. This provides transport service of high speed Internet and data to the college’s three facilities in Starke. Santa Fe further utilizes our main Starke tower to distribute the data via wireless. This partnership has many in-kind benefits.

- High speed dual microwave connection from main tower in Starke to Ben Hill Griffin Stadium. This provides both primary and secondary high speed Internet connectivity. This connection is secured by both an Interlocal Agreement with the University of Florida as well as Bradford County being a full member in Florida LambdaRail. \$ 60,000.00 investment in equipment and \$ 10,000.00 in membership fee to Florida LambdaRail. Bradford County is the second county in the state to participate in LambdaRail, Palm Beach County being the first.

- ATT will be assisting with engineering design and will build out fiber at the airport as customer needs arise. This public/private initiative has in-kind benefits.

The new access road and Broadband will advance the opportunities for one of Bradford County’s biggest asset. This grant would facilitate the expansion, retention and recruitment of targeted aerospace industries at this facility as well as in this region. The grant would specifically address

telecommunications and Internet service infrastructure, and the vital new access road improvements. This is highly beneficial not only to the Keystone Heights Airport but to the surrounding areas as well. The availability for these integral improvements would also be a driving force in promoting peripheral growth. The Keystone Heights Airport currently leases property to various operations, The College of Missionary Aviation, The Florida International Rally and Motorsports Park and a sky diving school. The Airport is also adjacent to an existing Residential Summer Camp (Camp Crystal Lake) for the Children of Alachua County that could possibly benefit from this grant. These facilities provide for corporate retreats, educational symposiums, training events for youth and adults as well as many other important functions.

MHD – ROCKLAND

The major employer at Keystone Heights Airport is MHD-Rockland which has made a number of investments to support their expansion. Rockland invest \$65,000 for improvements and updates to their existing building. Their general contractor has planned an 18,000 sq. ft. new hangar at a cost of \$1,400,000. They have installed 100/100 dedicated fiber optic at a cost of \$80,000. And a second addition to the component of the expansion is a Repair Station at a cost of \$500,000. In order to cut their insurance costs they have a \$400,000 investment in a multi-purpose building for fire protection, EMS and a small portion to house IT equipment. MHD-Rockland has already invested or budgeted for the investment listed for a total of \$2,445,000.

The estimated total cost of this project is \$6,599,000. With this award of approximately \$2,300,000 plus the combination of private and public-sector funding of \$4,549,000, the total project is funded. Please see Section 3, page 6 of the application, Items A. & B. for the breakout of funding.

The Keystone Heights Airport is uniquely positioned in that the airport campus covers two counties (Bradford and Clay counties) and one city (Keystone Heights); as a result, this project will directly benefit the job growth, local economies, and the residents of three communities. In particular, this project will enable existing airport-based businesses to benefit as well as enable a vast amount of highly developable land to be “opened-up” for business recruitment in at least three (3) Qualified Targeted Industries for the State of Florida including Aviation/Aerospace, InfoTech, and a range of potential Manufacturing and Advanced Manufacturing opportunities.

The Florida Department of Transportation has already funded multi-year awards for the “New West Side Access Road” for a total sum of \$1,300,000.

Without these important infrastructure improvements, the hard fought-for investments Bradford County, Florida Department of Transportation, MHD Rockland, and others have made will not be completed for some time. The Florida Jobs Growth Grant Fund is a one-time opportunity to advance the completion of two very significant infrastructure projects that will make Bradford County competitive on several different levels. It will provide Broadband to business customers at the airport, incentivize prospects to locate there and enhance airport administration activities. Our community cannot emphasize enough how important this project is! Please give every consideration to funding the project request for \$2,300,000.

Bradford County's Contribution Itemized

Starke Fiber Ring	\$84,000
Keystone Heights 911 Tower	\$400,000
<u>High-speed connection to Lambda Rail</u>	<u>\$ 70,000</u>
Sub-Total	\$554,000

MHD-ROCKLAND Contribution Itemized

Building Improvements	\$ 65,000
<u>Fiber Optic Improvements</u>	<u>\$ 80,000</u>
Sub-Total	\$145,000

College of Missionary Aviation

<u>Improvements to Keystone Airport</u>	<u>\$250,000</u>
Sub-Total	\$250,000

Florida Department of Transportation

<u>Funded "New West Side Access Road"</u>	<u>\$1,300,000</u>
Sub-Total	\$1,300,000

OTHER FUNDING TOTAL	\$2,249,000
<u>FJGGF REQUEST</u>	<u>\$2,300,000</u>

TOTAL PROJECT COSTS	\$4,549,000
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Attachment: Page 6, Section 4-C “Evidence of Authority”

- Bradford County Board of County Commissioners Resolution 2017-27

RESOLUTION 2017 – 27

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF BRADFORD COUNTY, FLORIDA APPROVING A PUBLIC INFRASTRUCTURE GRANT PROPOSAL FOR THE FOR THE FLORIDA JOB GROWTH GRANT FUND; AUTHORIZING THE CHAIRMAN OF THE BOARD OF COUNTY COMMISSIONERS TO EXECUTE SAID APPLICATION; AUTHORIZING SUBMISSION OF SAID PUBLIC INFRASTRUCTURE GRANT PROPOSAL TO THE STATE OF FLORIDA, DEPARTMENT OF ECONOMIC OPPORTUNITY/ENTERPRISE FLORIDA; PROVIDING DIRECTION TO STAFF; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, during its 2017 special session, the Florida Legislature established and funded at \$85 million the Florida Job Growth Grant Fund, a flexible, transparent economic development program used to promote public infrastructure and individual job training so as to encourage Florida as a destination for new and expanding businesses; and

WHEREAS, in or about the summer of 2017, the Board of County Commissioners of Bradford County, Florida was contacted by our economic development consultant, North Florida Economic Development Partnership, about the possibility of making a proposal to the State of Florida, Department of Economic Opportunity/Enterprise Florida seeking funds from the Florida Job Growth Grant Fund for the purpose of providing infrastructure, including internet, support to the Keystone Airpark; and

WHEREAS, representatives of the Keystone Airpark previously engaged with Bradford County staff for the purpose of discussing opportunities to provide improved infrastructure, including the provision of improved internet access, at the airport site, particularly with respect to the positive impact that would have on economic development in that region of Bradford County; and

WHEREAS, the Board of County Commissioners of Bradford County, Florida has previously determined that the provision of improved internet connectivity to the area of Bradford County at

and around the Keystone Airpark would, in fact have a positive impact on economic development in that region and all of Bradford County; and

WHEREAS, the Board of County Commissioners of Bradford County, Florida has previously directed staff to pursue funding and other opportunities related to infrastructure improvements and economic development opportunities; and

WHEREAS, following the direction of the Board of County Commissioners of Bradford County, Florida, Bradford County staff has worked diligently with representatives of the Keystone Airpark to assist their efforts in promoting economic development within Bradford County; and

WHEREAS, through the coordinated efforts of the North Florida Economic Development Partnership team and Bradford County Staff, a full and complete Public Infrastructure Grant Proposal was developed for submission to the State of Florida, Department of Economic Opportunity/Enterprise Florida which seeks funding for infrastructure improvements at the Keystone Airpark which will enable the provision of new and improved infrastructure, including access to internet infrastructure, to new and expanding businesses in Bradford County; and

WHEREAS, the Public Infrastructure Grant Proposal which was prepared and which is approved by this resolution accomplishes the goals of the Board of County Commissioners of Bradford County, Florida as articulated elsewhere herein; and

WHEREAS, the Board of County Commissioners of Bradford County, Florida finds that the adoption of this resolution and the approval of the Public Infrastructure Grant Proposal together with the submission of the same to the State of Florida, Department of Economic Opportunity/Enterprise Florida is in the best interest of Bradford County, Florida and its citizens.

NOW THEREFORE be it resolved by the Board of County Commissioners of Bradford County, Florida as follows:

Section 1. Adoption and Incorporation of Recitals.

The Board of County Commissioners of Bradford County, Florida adopts the above-outlined recitals and incorporates them herein as part and parcel of this resolution.

Section 2. Purpose and Authority for Resolution.

This resolution is adopted for the purpose of approving the Public Infrastructure Grant Proposal from the Florida Job Growth Grant Fund, which is attached hereto as Exhibit "1" and which is incorporated herein by reference; authorizing the Chairman of the Board of County Commissioners to execute said application; and authorizing the submission of said application to the State of Florida, Department of Economic Opportunity/Enterprise Florida; and is adopted pursuant to the authority granted by Chapter 125, *Florida Statutes*.

Section 3. Approval of Public Infrastructure Grant Proposal.

The Board of County Commissioners of Bradford County, Florida hereby approves the Public Infrastructure Grant Proposal attached hereto as Exhibit "1."

Section 4. Authorization of the Chairman of the Board of County Commissioners to Execute Public Infrastructure Grant Proposal.

The Board of County Commissioners of Bradford County, Florida hereby authorizes its Chairman to execute the Public Infrastructure Grant Proposal document(s) as may be necessary to effectuate the submission of said proposal document(s) as provided for herein.

Section 5. Authorization to Submit Public Infrastructure Grant Proposal.

The Board of County Commissioners of Bradford County, Florida authorizes the submission of the attached Public Infrastructure Grant Proposal to the State of Florida, Department of Economic Opportunity/Enterprise Florida.

Section 6. Direction to Staff.

A. Staff is directed to take any and all necessary steps to ensure that the intent of the Board of County Commissioners of Bradford County, Florida, as expressed in this resolution, is effectuated and implemented.

B. Staff is further and specifically directed to make available to the Chairman of the Board of County Commissioners the necessary document(s) and/or paperwork for execution as directed herein.

C. Staff is further and specifically directed to, following execution by the Chairman of the Board of County Commissioners, to ensure that all necessary steps are taken to ensure that the Public Infrastructure Grant Proposal is properly submitted to the State of Florida, Department of Economic Opportunity/Enterprise Florida.

Section 7. Effective Date of Resolution.

This resolution shall be effective immediately upon adoption by the Board of County Commissioners of Bradford County, Florida.

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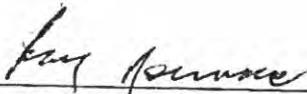
RESOLVED AND ADOPTED by the Board of County Commissioners of Bradford County,
Florida, with a quorum present and voting, this 5th day of September 2017.

BOARD OF COUNTY COMMISSIONERS OF
BRADFORD COUNTY, FLORIDA



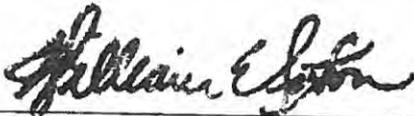
By: DANIEL RIDDICK, as its
Chairman

ATTEST:



By: RAY NORMAN, as
Clerk to the Board

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:



By: WILLIAM E. SEXTON, as
County Attorney

PUBLIC INFRASTRUCTURE GRANT PROPOSAL

I, the undersigned, do hereby certify that I have express authority to sign this proposal on behalf of the above-described entity and to the best of my knowledge, that all data and information submitted in proposal is truthful and accurate and no material fact has been omitted.

Name of Governmental Entity: Bradford County Board of County Commissioners

Name and Title of Authorized Representative: Ross Chandler, Chairman

Representative Signature: *Ross Chandler*

Signature Date: 7/19/18