



**Florida Job Growth Grant Fund
Public Infrastructure Grant Proposal**

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

Governmental Entity Information

Name of Governmental Entity: Santa Rosa County

Government Federal Employer Identification Number: [REDACTED]

Contact Information:

Primary Contact Name: Shannon Ogletree

Title: Director

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

Phone Number: 850.623.0174

Email: shannon@santarosa.fl.gov

Public Infrastructure Grant Eligibility

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

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



1. Program Requirements:

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

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

"Development of Whiting Aviation Park Design and Engineering Plans and Construction of Phase One" -- the project is to develop the required design and engineering plans for WAP along with the construction of water/sewer/roads/taxiways/ramp for phase one.

- B. Is this infrastructure owned by the public?

Yes No

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

Yes No

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

Yes No

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

The Whiting Aviation Park is a one-of-the-kind asset like no other in the United States. Through a unique partnership with the Department of the Navy, Santa Rosa County developed a limited use agreement to allow future tenants of the Whiting Aviation Park through the fence access to the 6,000 linear foot runway with control tower capability. The Whiting Aviation Park is approximately 270 acres of heavy industrial zoned property that is publicly owned by Santa Rosa County. The development of the Aviation Park will allow us to continue to further cement Florida's dominance in the Aviation/Aerospace Sector. The infrastructure build-out of the Park will attract numerous aviation companies that will want to locate to Santa Rosa County, FL based upon the infrastructure assets. In Santa Rosa County and Northwest Florida, the area is home to seven military bases including the worlds largest Air Force Base that encompasses three countles in Northwest Florida, and NAS Whiting Field which is the busiest airport in the world with more "touch and gos" than Chicago O'Hare or Atlanta International Airport. (Continued - See Attachment 1E)

ATTACHMENT 1E – WHITING AVIATION PARK

The area is also home to more than 30,000 former military personnel, with technical skills and positive work ethics that many of the aviation and aerospace companies will be attracted to, due to the over 2,400 individuals separating from Northwest Florida bases every year. Based upon findings from the University of West Florida Haas Center, many of these personnel are highly trained technical individuals in the avionics technicians, pilots, mechanics, supervisors, computer operators, and network administrators. A second unique workforce asset is the trailing military spouses, based upon previous studies also completed by the Haas Center that over 80% of military spouses are wanting or needing to work, and approximately 26% are unemployed. With that over 32% of the military spouses have a BS/BA degree and approximately 12.5% of the military spouses hold occupational skills for Electrician/Electronics Avionics. Through these infrastructure improvements, we can continue to lure high wage, aviation jobs to the area where our former military and military spouses can find gainful employment.



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

The Whiting Aviation Industrial Park project will strengthen our economic diversification away from the current economic drivers of tourism and agriculture and assist in the focus enhancement of the Aviation/Aerospace Sector in Northwest Florida. Based upon our target industries within NAICS 33641 (Aerospace product and parts manufacturing) this sector has a tremendous impact on our local economy. An analysis from the University of West Florida Haas Center for Business Research and Economic Development, details the impact of the sector to Santa Rosa County. One recent project that was lost due to the lack of infrastructure was Project Lightning; an aviation company that was hiring 100+ employees, \$50,000 annual average wage, and a \$27 million

capital investment which would have a yearly economic impact of \$13.80 million. The Santa Rosa Economic Development Office is currently working on two aviation projects that would relocate to the Whiting Aviation Park if the infrastructure was in place. One example is, Project Flyboys an aviation project that would hire approximately 100 individuals with an average wage of \$65,000. Based upon REMIs multiplier of .53 the realized economic impact of the project would be a total of 153 estimated new jobs to the area, with a direct average annual impact over \$8,000,000.



2. Additional Information:

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

Yes No

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

Commencement will start upon approval. Construction will take 24 months.

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

Whiting Field Circle, Santa Rosa County, FL

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

Federal State County City Other _____

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

NWFWM stormwater, wetlands, FDEP potable water & sewer, SRC land use, strmwtr

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

Permits are not currently secured. It would take approximately 12 months to secure all permits.
Santa Rosa County has an expedited permitting process in place that gives priority to economic development projects.

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

The Whiting Aviation Park Industrial site is zoned for heavy industrial use, that will allow for operations of the various Aviation/Aerospace MRO and manufacturing tenants that have inquired about locating to the industrial park.



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

Yes No

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

Yes No

J. Does this project have a local match amount?

Yes No

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

As of August 1, 2017, a local match has not been allocated to the project, however this will be a priority project that will be seeking additional funding from Triumph Gulf Coast.

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

Attachments include: Economic Impact Analysis, Pricing Guidelines for Whiting Park, Executive summary of Master Plan, Map of Site and Whiting Aviation Park White Paper.



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A Center of the University of West Florida

Economic Impact Analysis

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

Results

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

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

Job creation impact over 9 years: \$143.53 million

Modeling Assumptions:

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

Model impacts occurred from 2017 through 2025.

REMI model

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

Attachment 2K – Economic Impact Analysis - Whiting Aviation Park

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

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

Glossary of terms

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

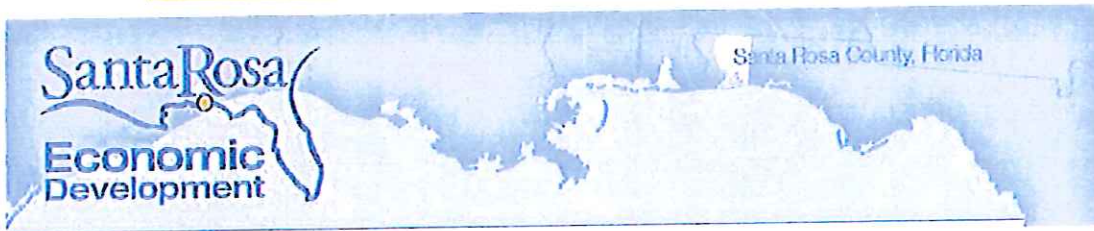
Employment. Employment comprises estimates of the number of jobs, full-time plus part-time, by place of work. Full-time and part-time jobs are counted at equal weight. Employees, sole proprietors, and active partners are included, but unpaid family workers and volunteers are not included.

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

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

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

Attachment 2K – Pricing Guidelines – Whiting Aviation Park



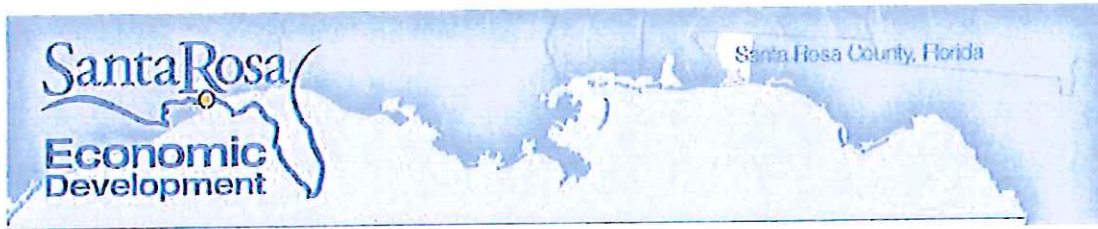
Criteria for Establishing a Price for County Owned Industrial Property Within the Whiting Aviation Park

The following set of guidelines was adopted by the Santa Rosa County Board of Commissioners on May 13, 2010 to provide Santa Rosa EDO with a rational, non-arbitrary, non-discriminating basis for determining a cost per acre for property within the Whiting Aviation Park. The point system below represents the discount from the base price of County owned industrial property as it relates to the economic impact the proposed business will have on the area.

1. Wage Rate for employees at proposed new Facility*	
From average to 15% above average	20
From greater than 15% to 25% above average	30
Greater than 25% above average	40
2. <u>Number of Jobs associated with new or expanding Business within Region</u>	
10 to 24	10
25 to 50	20
51 to 100	30
101 and up	40
3. <u>Are you a Defense Contractor</u> (Derive not less than 60 percent of its Florida gross receipts from United States Department of Defense or the United States Department of Homeland Security contracts or subcontracts in the applicant's last fiscal year and not less than an average of 60 percent over the five years preceding the date an application is submitted);	
No	0
Yes	20
	====
Maximum number of points	100

(If points associated with criteria 1, 2 and 3 are summed to 100 points, this will equate to 100% reduction in dollars per acre. If points associated with criteria 1, 2 and 3 are summed to 0 points. This will equate to 0% reduction in dollars per acre. It is also recommended that the County staff be responsible for recommending to the Board any additional criteria applicable on a case-by-case basis (i.e., maximum acreage

Attachment 2K – Pricing Guidelines – Whiting Aviation Park



per industry, deviation from the scale for sites on the rail spurs, is the prospect a "Target Market", is the prospect high tech low environmental impact, etc.))

With respect to new and expanding businesses proposing to be located on County owned property within the Whiting Aviation Park, the base rate for land shall range from \$35,000 to \$75,000 an acre depending on its location within the Park. If the parcel to be purchased is adjacent to Marty Martin Way, the base price shall be \$50,000 per acre. If the parcel is adjacent to or has direct access to the taxiway or public tarmac, the base price shall be \$75,000 per acre, all remaining parcels will have a base price of \$35,000 per acre. All County owned parcels within Whiting Aviation Park will be eligible for the same discounts as outlined above.

The businesses to be included in the Whiting Aviation Park shall be limited to those businesses which sell greater than 50% of their product or service outside the region (Okaloosa, Santa Rosa and Escambia Counties) or provide their product or service to local "industry", thereby bringing in new dollars to the County, unless by special exception by the Board of County Commission.

**Average wage rate is determined by Enterprise Florida's Annual Incentives Average Wage Requirements Information Sheet. Santa Rosa County's final wage rate is determined at time of closing.*

To be competitive in locating good businesses in the Park, there needs to be flexibility in these land costs. The flexibility should be related to the financial benefit the business has on the County. These guidelines provide a scale where the increase in points allows an increase reduction in land costs from the previously mentioned base value, and the points are accumulated based on capital expenditure, number of jobs and wage rate. This system provides a rational, nonarbitrary, nondiscriminating basis for determining a cost per acre for a prospect.

If the situation exists where a prospect has come to the County via a licensed Florida Real Estate Agent/Broker, the cost per acre will be determined as stated above and 5 % of the non-discounted price will be paid to the Agent/Broker. This commission will be paid by the seller/County and will be paid at the time of closing. The funds will come from the Economic Development Reserves in the Franchise Fee Fund.

Effective date: May 14, 2010 and subject to change by approval of Board of County Commissioners.

GOALS AND OBJECTIVES

Whiting Aviation Park, Santa Rosa County, Florida

1.1 INTRODUCTION AND OVERVIEW

1.1.1 Introduction

The Whiting Aviation Park (WAP or Airport) is an approximately 267-acre planned commercial/industrial park adjacent to South Field, Naval Air Station Whiting Field (NASWF) located north of the City of Milton in Santa Rosa County, Florida (County). The County recently executed a Limited-Access Use Agreement (LAUA) with the United States Navy (Navy) which enables future civilian tenants of the WAP to utilize airfield facilities. Santa Rosa County intends to develop the WAP to attract a mixture of aviation related commercial and industrial development as well as some non-aviation development.

Santa Rosa County previously prepared a preliminary master plan for the WAP. Since that time there has been interest from various prospective tenants and modification in the service the County wishes to offer at the park. The County now wishes to update the Airport's master plan and prepare documents that could later be used for design.

According to the LAUA with the Navy, the WAP will not be allowed to serve general aviation (GA) traffic. Any GA traffic in the County will continue to be served by Peter Prince Airport (2R4) which is owned and operated by Santa Rosa County. It is the desire of the County that the WAP and 2R4 facilities will be viewed as complementary but independent facilities.

1.1.2 Overview

This chapter provides general direction to the study with respect to the creation of concepts and plans for the development of the WAP. The general approach is to consider alternative development plans for the WAP, and identify a concept which best represents the County's ultimate development goal for the property. The proposed alternatives will address both airside and landside facilities, corporate/industrial aviation development, non-aviation development, and the role of WAP as it relates to NASWF and the County. Additionally, this master plan for WAP follows a specific strategic approach which seeks to provide planning and development guidance to satisfy civilian aviation demand and stimulate the local economy. Ultimately, the master plan will serve as a general guideline for development of the WAP, and to some extent future development of NASWF.

Some of the key issues, in no specific order, are as follows:

- Introducing civilian aircraft operations to a military facility.
- Reviewing general access requirements.
- Incorporating the interests of the public, county, companies, and government agencies in the planning process.
- Ensuring short-term actions and recommendations do not preclude long-term planning options.
- Being sensitive to the overall environmental characteristics and needs of the area surrounding the airport.
- Improving/expanding existing airfield facilities to meet the forecast civilian aviation demand.

The master plan will provide information and guidance to manage and develop facilities to meet the forecast growth for the next 20 years.

Attachment 2K - Executive Summary of Master Plan

The existing airfield facilities are owned and operated by the Navy. The scope of this master plan is to establish a 20-year development program for County owned property adjacent to the airfield. This relationship presents some unique conditions that must be evaluated.

Key conditions include:

- Adhering to the joint-use agreement between U.S. Navy and Santa Rosa County.
- Existing military aircraft operations.
- Identifying regional civilian aviation demand.
- Existing pavement condition, dimensions, and weight bearing capacity.
- Ensuring operational/procedural requirements on civilian aircraft are met at NASWF.

1.2 GOALS

The primary goal of the master plan is to provide a 20-year development program that will create a safe, efficient, economical, and environmentally responsible aviation industrial park which meets the development goals identified for the WAP as well as the economic goals established by the local community and region. Considering this master plan is being created assuming regular demand of civilian aircraft on the airside facilities of NASWF, development recommendations will be made for both airside and landside facilities which encompass lands owned by the Navy as well as Santa Rosa County.

Santa Rosa County is responsible for the funding for the WAP master plan. Coordination of this study with appropriate local, regional, and federal offices will be maintained throughout the preparation of the master plan. Input will be continually provided by the County, Navy, and participating consultants during development of specific analysis over the course of the overall study.

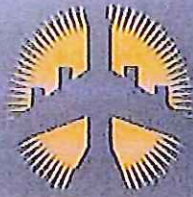
This master plan study is prepared in accordance with Federal Aviation Administration (FAA) Advisory Circulars AC 150/5070-6B, *Airport Master Plans*; AC 150/5300-13, *Airport Design*; Florida Department of Transportation (FDOT) *Guidebook for Airport Master Planning*; and other related federal and state standards. In addition, guidance will be incorporated from the FDOT Aviation Office, the Navy, and other concerned local government agencies.

The master plan provides an effective written and graphical representation of the ultimate development of the WAP and of required improvements to airside facilities of NASWF to support an influx of civilian aircraft operations. Further, the master plan will establish a schedule of priorities and phasing for the various proposed improvements. The master plan will provide information and guidance to manage and develop facilities to meet the forecast growth and stimulate business investment in the local economy over the next 20 years. Realistic master planning is a continuing and evolutionary process, typically due to the long lead times usually required for major airport or land development projects. Though many changes are likely to take place before facilities are designed, approved, and built to completion, a comprehensive master plan and approved Airport Layout Plan (ALP) are essential for an airport to qualify for and receive federal and/or state funding assistance, and will prove as an invaluable guide for management decisions and marketing of the WAP to potential tenants.

Attachment 2K - Map of Site - Whiting Aviation Park



Whiting Aviation Park
Santa Rosa County Florida



WHITING AVIATION PARK



The Whiting Aviation Park is an approximately 267-acre planned commercial/industrial park adjacent to South Field, Naval Air Station Whiting Field. The Park located in Santa Rosa County, Florida is five miles north of the City of Milton and 10 miles north of Interstate 10. The County recently executed a Limited-Access Use Agreement with the United States Navy which enables future civilian tenants of the Aviation Park to utilize airfield facilities. Santa Rosa County intends to develop the WAP to attract a mixture of aviation related commercial and industrial development as well as some non-aviation development. In 2011, Santa Rosa County received the Whiting Aviation Park Master Plan Update which provided information on various economic conditions along with the development phasing, cost estimates and capital improvement program.

Key Points on Whiting Aviation Park

- 267 acres of unimproved land located adjacent to NAS Whiting Field
- Limited-Access Use Agreement executed between U.S. Navy and Santa Rosa County, Florida
- LAUA allows up to 75 operations by civil aircraft per day
- WAP has access to two active bi-directional runways, Manufacturing, Maintenance, Repair, and Overhaul type aviation operations will be the primary target activity at the WAP



Demographic Points

- Over 8,400 employees in the manufacturing sector located within a 45 mile radius
- Within a 45 minute drive over 185k individuals in the labor force
- Median Annual wage for the Pensacola MSA \$36,174
- Median Annual Manufacturing wage for Pensacola MSA \$55,043
- Average Salary for Aircraft Mechanics and Service Technicians \$54,038
- Largest concentration of military retirees in the nation in U.S. FL Congressional District One

Sample of Potential Economic Impacts

- 200 jobs @ \$50,000 Average Wage creates \$218.8 million job creation impact over 8 years
- 110 jobs @ \$50,000 Average Wage creates \$122.7 million job creation impact over 8 years

Opportunity is Now

- With the location of major aviation manufactures to the south-east region aviation leads have increased, we need to capitalize on their supply chain
- Runway access will create new marketing opportunities and generate leads that will increase jobs in Florida

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Attachment 2K - Whiting Aviation Park White Paper

To start/complete the build-out of the Whiting Aviation Park, we realized the construction of the infrastructure must be completed in phases. The complete build-out of the Whiting Aviation Park is broken down into three-phases with Phase One listed below. The following chart shows the capital improvement program developed as part of the master plan update.

Phase One:

Projects Completed

Item	Cost
Security Fencing Project	\$362,748

Phase One Items to be Completed

Task Number	Item	Estimated Cost
1	Construction Plans	\$1,200,000
2	Access/Haul Route	\$465,117
3	South Entrance Road	\$3,619,231
4	Taxiway Yankee Improvements	\$650,487
5	Taxiway Connector to Property Line	\$1,045,763
6	Taxiway Connector from Property Line	\$1,111,611
7	Domestic & Fire Water Service	\$787,995
8	Sanitary Sewer	\$578,237
9	Electrical	\$1,495,000
10	Public Ramp Grading	\$2,636,290
11	Public Ramp Paving	\$1,566,513

Phase One	
Total	\$15,156,244

During development of the master plan, the Navy indicated their preference that the Taxiway Yankee Improvements be one of the first few projects constructed. With the Navy's recommendation in mind and in order to access the site and spur further development, the next project recommended for construction in the master plan is the Access/Haul Route and South Entrance Road. This project includes tree clearing, earthmoving, roadway construction/retention pond construction necessary to allow access for Taxiway Yankee and Taxiway Connector construction. This will also provide prospective tenants the ability to access the first developable site closest to the airfield.



3. Program Budget

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

A. Public Infrastructure Project Costs:

Construction	<u>\$ 0</u>	
Reconstruction	<u>\$ 0</u>	
Design & Engineering	<u>\$ 1,200,000</u>	
Land Acquisition	<u>\$ Publicly Owned</u>	
Land Improvement	<u>\$ 13,956,244</u>	
Other	<u>\$ 0</u>	Please Specify: _____
Total Project Costs	<u><u>\$ 15,156,244</u></u>	

B. Other Public Infrastructure Project Funding Sources:

City/County	<u>\$ 0</u>	
Private Sources	<u>\$ 0</u>	
Other (grants, etc.)	<u>\$ 0</u>	Please Specify: _____
Total Other Funding	<u><u>\$ 0</u></u>	
Total Amount Requested	<u><u>\$ 15,156,244</u></u>	

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

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

The scope of the project is based upon the award of the job growth fund grant through DEO, no other funding sources have been identified as a match.



4. Approvals and Authority

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

Unless otherwise authorized by formal Board action, Grant agreements must be approved by the Board of County Commissioners and signed by the Chairman or vice-chair in Chairman's absence.

- 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.

Sept 14 & 28, Oct 12 & 26 - meetings are generally held twice a month

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

The BOCC can hold special meetings, the notice is generally 7 days.

- 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.

Attachment 4C - Signature Authority

Special Meeting
Board Reorganization
November 15, 2016

The Board of County Commissioners of Santa Rosa County, Florida, met in Special Session on the above date with the following members present: Chairman Lane Lynchard, and members Sam Parker, Robert "Bob" Cole, Rob Williamson and Don Salter. Also present were Administrative Assistant (Emily Spencer), County Administrator (Tony Gomillion), County Attorney (Roy Andrews), County Engineer (Roger Blaylock) and Budget Director (Jayne Bell). The meeting was called to order at 9:00 a.m. and opened in prayer by Pastor Joey Rogers, Peace Assembly of God. Those in attendance joined in the pledge of allegiance to the flag.

Administration of Oath of Office

Sam Parker, Don Salter and Lane Lynchard were sworn into office by Honorable Robert Hilliard.

Nomination/Election of Chairman for 2016/2017

~~Cole nominated Williamson as Chairman. Salter moved to close nominations. Lynchard~~

~~moved approval without objection of Williamson as Chairman.~~

~~Lynchard said, at this time, he will pass the gavel to Williamson as the current Chairman~~

of the Board.

Williamson asked if the Board members would like to address the public.

Parker thanked everyone for being here this morning. He said he is extremely humbled and thankful for this opportunity. Parker said many in the crowd supported him with trust, help, encouragement and prayers. He said he is excited about the opportunity to work with other commissioners, businesses and citizens.

Salter said he has had the honor and privilege of serving Santa Rosa County for 16 years. He said the county has faced many obstacles but it is still strong. Salter said he has had strong family support and he thanks everyone for their support over the years.

Lynchard said 2016 was a pivotal year for the county. He said the county and the Board have been well served by Gomillion. Lynchard said one of the goals this year was to shift burden from property owners. He said with the help of residents and businesses the county is headed in that direction. Lynchard said the Local Option Sales Tax will start to show results next year. He said the county has the most talented and focused staff in every department.

Attachment 4C - Signature Authority

Williamson said it is good to have Parker on the Board and have the Board at full strength.

Cole said it is an honor to serve with Parker. He said he hopes the Board can move the county forward. Cole said he considers it an honor to serve the citizens of the county and work with the Board and constitutional officers.

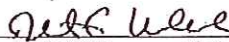
Nomination/Election of Vice-Chairman of 2016/2017

Salter nominated Cole as Vice Chairman. Williamson moved to close nominations. Salter moved approval without objection of Cole as Vice Chairman.

Adjournment

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

BOARD OF COUNTY COMMISSIONERS
SANTA ROSA COUNTY, FLORIDA


By: Rob Williamson, Chairman


Attest: Don Spencer, Clerk of Court



Attachment 4C - Signature Authority

RESOLUTION NO. 2014 - 42

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

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

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

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

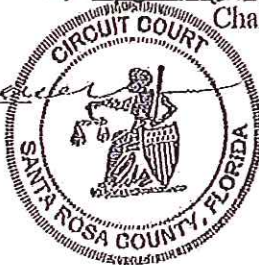
PASSED AND ADOPTED by the Board of County Commissioners of Santa Rosa County, Florida, this 11th day of December 2014, by a vote of 5 yeas and 0 nays and 0 absent.

BOARD OF COUNTY COMMISSIONERS
SANTA ROSA COUNTY, FLORIDA

By: Don Salter
Chairman

ATTEST:

Daniel Spencer
Clerk of Court





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

Name of Governmental Entity: Santa Rosa County Board of County Commissioners

Name and Title of Authorized Representative: _____

Representative Signature: *[Handwritten Signature]*

Signature Date: _____

ATTEST: *[Handwritten Signature]*
Donald C. Spencer, Clerk of Court

The seal of the Circuit Court of Santa Rosa County, Florida, is circular. It features a central figure of a person holding a scale of justice, surrounded by the text 'CIRCUIT COURT' at the top and 'SANTA ROSA COUNTY, FL' at the bottom.