



**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: Bradford County Board of County Commissioners

Government Federal Employer Identification Number: [REDACTED]

Contact Information:

Primary Contact Name: Brad Carter

Title: County Manager

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

Phone Number: 904/966-6327

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Public Infrastructure Grant Eligibility

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

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



1. Program Requirements:

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

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

Please see attached Word Document and related Attachments

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- 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.

Please see attached Word Document and related Attachments.



- 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.

Please see attached Word Document and related Attachments

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



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.

Please see attached Word Document and related attachments.

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

Please see attached Word Document and related attachments.

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?

Please see attached Word Document and related attachments.

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?

Please see attached Word Document and related attachments.

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?

Please see attached Word Document and related attachments..



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

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

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

Yes No

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

J. Does this project have a local match amount?

Yes No

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

Please see attached Word Document and related Attachments

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

Please see attached Word Document and related Attachments



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	\$ 2,050,000		
Reconstruction	\$		
Design & Engineering	\$ 125,000		
Land Acquisition	\$ -0-	Publicly owned	
Land Improvement	\$ 125,000		
Other	\$	Please Specify:	_____
Total Project Costs	\$ 4,634,000		

B. Other Public Infrastructure Project Funding Sources:

City/County	\$ 544,000		
Private Sources	\$ 480,000	MHD-ROCKLAND	
Other (grants, etc.)	\$ 1,300,000	Please Specify:	FDOT
Total Other Funding	\$ 4,289,000		
Total Amount Requested	\$ 2,300,00		

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.

Please see attachment Word Document Narrative and related attachments.



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)?

The Bradford County BCC has authorized the submittal of this grant (please see the Resolution in Attachment D). The BOCC is prepared to execute the contract once reviewed in conjunction with DEO and the County legal counsel recommendation.

- 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.

BOCC monthly meetings occur the 1st Mon at 9:00 am, & 3rd Thur at 6:00 pm.

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

Yes. Ideally would prefer a week's notice.

- C. Attach evidence that the undersigned has all necessary authority to execute this proposal on behalf of the governmental entity. This evidence may take a variety of forms, including but not limited to: a delegation of authority, citation to relevant laws or codes, policy documents, etc.



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

Name of Governmental Entity: Bradford County Board of County Commissioners

Name and Title of Authorized Representative: Daniel Riddick, BOCC Chair

Representative Signature: *Daniel Riddick*

Signature Date: 09-05-2017

1. Program Requirements

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

Title: Retention and Expansion of Economic Development Opportunities at Keystone Heights Airport, Bradford County and Clay County through Broadband and Road Access Improvements

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. 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. 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 both comprising 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. 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 two 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 (**Please See Attachment A: Map Insert #1 - Depicting the proposed access road which will open up a vast area of land 1,300 acres which will be available for economic development projects and opportunities**).

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 (**Please See Attachment A: Map Insert 2--Depicting the Fiber Conduit Installation**). 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 (**Please see Attachment A for Detailed Support Letter from MHD Rockland**).

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 (**Please see Attachment A: Map Insert 3, Future Land Use Map**).

- 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 and incentive for 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. 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 Attachment B which includes a letter of explanation 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.

A defined Return on Investment (ROI) for the project is difficult considering the expansive opportunities provided through increasing the access to developable properties/sites (over 1,300 acres). However, if you consider the expansion plans of MHD Rockland including the investment in Hangar space and office space (in excess of \$1.4 million), the anticipated 15-20 jobs from the expansions and the high-wage salaries they garner, and anticipated significant development along the access road, and it is substantial. For example, if we project 2-3 new aviation-based, and/or manufacturing-based companies that generate 50 jobs over the next 2-3 years, in addition to Rockland's definitive expansion plans, you could see just on an employment basis, and annual employment impact of \$2,250,000. This is based on the lowest projected salaries (\$45,000) multiplied by a conservative 50 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. Perhaps as important is the diversification of the local tax base(s) and the indirect jobs and economic activity this project will generate.