

Proposal SBD  
**INF-05573**

Edit Critical Data [Redacted]

Name of Entity: Santa Rosa County BOCC [Redacted] Record Type: Public Infrastructure Proposal Status: Proposed Contact: Shannon Ogletree...

Details SBD Processing Related

Entity Information

Owner: Shannon Ogletree [Redacted]

Proposal Name: INF-05573

Name of Entity: Santa Rosa County BOCC

FEIN: [Redacted]

Contact: Shannon Ogletree [Redacted]

Secondary Contact Name: Karen Spayd

Second Contact Title: Grants Coordinator

Second Contact Phone: 850-623-0174 (tel:850-623-0174)

[Redacted]

County: Santa Rosa [Redacted]

RAO: No

Permits Secured: No

Program Requirements

Detailed Description: Please see Attachment A.

Location: Please see Attachment A.

Public Owned: Yes

Option to Purchase

Property Owner: Please see Attachment A.

Future Land & Zoning: Please see Attachment A.

Program Specifics

Project Ready to Commence: Yes

Proposal Status: Proposed

Stage: Proposed

Public Use or Benefit Public: Yes

Single Entity: No

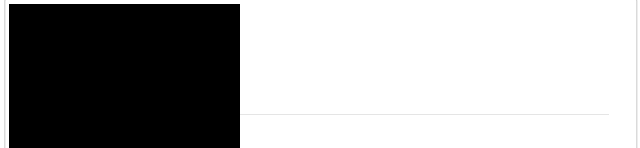
Description of Econ Benefits: Please see Attachment A.

Permits Needed: Please see Attachment A.

Upload Files

Previously Uploaded

- BOCC's Authority + US Navy's Authorization-Attachment J - BOCC Authority and Letter of Support from Navy.pdf
- Table of Contents-Grant Proposal - Table of Contents for Attachments.pdf
- US Navy - Limited Access Use Agreement-Attachment I - Limited Access Use Agreement.pdf
- US Navy - Record of Categorical Exclusion-Attachment G - Categorical Exclusion.pdf
- undefinedAttachment A - Grant Proposal Narrative.pdf
- undefinedAttachment B - Economic Impact.pdf
- undefinedAttachment C - Page 72 of NWFL Forward Strategic Report.pdf
- undefinedAttachment D - Page 68 of NWFL Forward Strategy Report.pdf
- undefinedAttachment E - Broader Economic Development Vision.pdf
- undefinedAttachment F - Timeline.pdf
- undefinedAttachment H - Ongoing Coordination and Support for Taxiway Project.pdf
- undefinedAttachment K - Estimated Costs.pdf
- axiway Diagram.pdf



Project Not Ready To Commence Details

Proposed start Date  
7/11/2024

Proposed duration  
900

Project Local Match  
Yes

Project Local Match Details  
Please see Attachment A.

Program Budget

Requested Total  
\$4,200,000.00

Source - City / County  
\$900,000.00

Source - Private  
\$0.00

Source - Other  
\$4,400,000.00

Source - Other Details  
Triumph Gulf Coast

Source - Total  
\$5,300,000

Detailed Budget Narrative  
Please see Attachment A.

Approvals and Authority

Authorized signatory on Board's behalf  
n/a

Approvals Needed  
Please see Attachment A.

Meeting Schedule  
Please see Attachment A.

Meeting Notice Days  
Please see Attachment A.

Authority Proof

Award Year Information

FY22

FY23

FY24

Created By  
Shannon Ogletree 5/1/2023 3:34 PM

Record Type  
Public Infrastructure

Permits Details  
Please see Attachment A.

Amendment Needed  
Yes

Amendment Needed Details  
Please see Attachment A.

Cost - Construction  
\$8,400,000.00

Cost - Reconstruction  
\$0.00

Cost - Design and Engineering  
\$1,100,000.00

Cost - Land Acquisition  
\$0.00

Cost - Land Improvement  
\$0.00

Cost - Other  
\$0.00

Cost - Other Details  
n/a

Cost - Total  
\$9,500,000

Attestation Name of Entity  
Santa Rosa County BOCC

Attestation Name and Title of Auth Rep  
Colten Wright, BOCC Chair

Attestation Representative Signature  
Colten Wright

Attestation Signature Date  
5/1/2023

FY25

FY26

Last Modified By  
Shannon Ogletree 5/1/2023 5:28 PM

## ATTACHMENT A

Santa Rosa County Board of County Commissioners  
2022-2023 Florida Job Growth Grant Fund  
Public Infrastructure Grant Proposal

### 1. Program Requirements

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

The Whiting Aviation Project is a 2,800 linear foot taxiway (approx.) and helipad public infrastructure improvement that will bring to fruition a strategic partnership with the U.S. Navy and actualization of the first of its kind limited use agreement that allows civilian company tenants of Whiting Aviation Industrial Park use of the runway and control tower at NAS Whiting Field. This partnership will continue to further protect and support NAS Whiting Field and the men and women who work and provide for their families while protecting our freedom and democracy, while improving the aviation business infrastructure needs of defense related companies that support NAS Whiting Field.

In 2019 Santa Rosa County was awarded a Triumph grant in the amount of \$8.5 million to construct infrastructure on the first 68 acres of Whiting Aviation Park. With this transformational investment by Triumph, the Santa Rosa Economic Development Office was able to work with Leonardo Helicopters to establish a presence in Northwest Florida. After the site-construction began at the aviation park, Leonardo announced that they would construct an approx. 100,000+ sq. ft. facility at Whiting Aviation Park. The facility along with tooling will represent a \$50+ million capital investment into the State of Florida.

This project proposes to construct a helipad and taxiway connecting the aviation park to the runway on NAS Whiting Field. All improvements would be owned and maintained by a public entity. The project will promote a viable and sustainable aviation business environment in Northwest Florida and will enhance opportunities for small and minority businesses that are looking to further expand into supporting our nation's military.

With the addition of the taxiway and apron to connect NAS Whiting Field to the Whiting Aviation Park companies such as Leonardo could continue to grow in Florida providing high-wage jobs not only to our citizens but additionally to those who served in our nation's military.

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

Whiting Aviation Park is located adjacent to the southern airfield of NAS Whiting Field, north of the City of Milton in Santa Rosa County. Street location is County Road 87A (Marty Martin Way).

Parcel ID: 01-2N-28-0000-00200-0000

*C. Is this infrastructure currently owned by the public?*

Yes.

*D. Provide current property owner.*

Santa Rosa County Board of County Commissioners (BOCC)

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

Yes, the taxiway would predominately benefit the public by its usage of business owners providing jobs within Whiting Aviation Park, thus resulting in economic stimulus within Santa Rosa County.

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

No, the proposed taxiway would be for the benefit of any current and future business owners within Whiting Aviation Park.

*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*
  - *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 view Attachment B for the details on the economic impact of the proposed taxiway and Attachment E for the connection to the broader economic development vision for the community.

## **2. Additional Information:**

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

Target number of days required would be 1080 days (approximately 36 months). Please view Attachment F for a detailed timeline.

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

The U.S. Navy has been an enthusiastic partner in this endeavor and detailed coordination is on-going. The proposed taxiway has been granted a Categorical Exclusion (CATEX) from detailed environmental analysis, meaning a NEPA analysis is not required. Please view Attachment G for details on the CATEX.

*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?*

Permits are in the process of being secured. Local permits are being pursued vigorously. The timeline in Attachment F shows where the securing of permits would fall.

*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?*

Future land use is Industrial. Zoning designation is M2 General Industrial District. Improvements will conform to the uses.

*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.*

An amendment to the comprehensive plan is not required. A development order is required, the timing of which is included within the timeline in Attachment F.

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

Yes, the project would be ready to commence upon grant fund approval and contract execution.

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

Yes; the match will come from the Economic Development Agency and Defense Community Infrastructure Pilot Program, which will amount to half of the projected cost detailed in the budget.

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

Attachment H is an email from Mr. Randy Roy, Community Planning Liaison Officer at NAS Whiting Field, evidencing ongoing coordination and support for the taxiway project.

Attachment I is the fully executed Limited Access Use Agreement between the US Navy and Santa Rosa County approved by the BOCC on July 23, 2009. This agreement made possible the development of the Whiting Aviation Park.

Attachment L is a map of the location where the taxiway would be constructed.

### **3. Program Budget**

Please refer to the original proposal document for the outline of the amount requested, funding, and costs.

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

After the Santa Rosa County Board of County Commissioners approves the agreement with Triumph Gulf Coast, a budget amendment will be on the agenda at the next regular commission meeting, usually held twice monthly.

Attachment K details the estimated cost of construction and engineering for the proposed taxiway.

#### **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)?*

If awarded, the County Attorney will review the agreement and it will be on the agenda of a BOCC meeting for the Board to authorize the Chairman to sign the agreement. No other approvals are needed.

*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.*

The BOCC meets twice monthly and can hold special meetings with generally 7 days' 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.*

Please see Attachment J for the BOCC's Authority and the letter dated May 29, 2009 from the U.S. Navy authorizing a limited access use agreement with Santa Rosa County. The fully executed agreement dated July 23, 2009 is in Attachment I.

## ATTACHMENT B

### **Economic Recovery, Economic Diversification, and Enhancement of a Targeted Industry**

*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.*

*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.*

*(Quantitative evidence underlined or attached)*

#### **Recovery:**

Santa Rosa County's Board of County Commissioners has sought for years to attract higher paying jobs to the county. The reasoning for this can be partially derived from a crucial statistic provided through the County Snapshots provided by Northwest Florida Forward: net inflow/outflow for commuting trends. Between 2002 and 2014, the net flow has been negative, indicating that more people have been commuting to jobs out of the county, primarily located in the metropolitan core areas of Pensacola, Fort Walton Beach, or Crestview.

Furthermore, the Deepwater Horizon Oil Spill had a massive impact on the economy in Santa Rosa County. Due to a heavy reliance on the housing and tourism industries, Santa Rosa County saw unemployment rise from 2.8% in 2006 to 9.5% in 2010. Given the heavy military presence and continued attraction of veterans to our county, the solution became clear to begin focusing on expanding the job industry in related sectors: aviation and aerospace. This led to the county beginning negotiations with the U.S. Navy over fifteen years ago to procure a usage agreement of the airfield at NAS Whiting Field and begin development on the adjacent land to produce Whiting Aviation Park.

#### **Diversification:**

Santa Rosa's County heavily depends on the military, tourism, and agriculture. All of these are prone to unpredicted devastating events that can wipe out expected revenues such as the Deepwater Horizon Oil Spill, weather conditions, base realignments, or pandemics. The aviation and aerospace industries are not as susceptible to these kinds of situations, thus this project will contribute to both diversification and stabilization of the economy.

#### **Enhancement of a Targeted Industry:**

Given the limited access use agreement in place, the primary targeted industries would be aviation and aerospace. Access to an airfield is highly valuable to prospective companies that can uniquely take advantage of it compared to other locations that are unlikely able to provide the same resources. As such, Whiting Aviation Park is poised to be an extremely valuable asset to both the county and the state of Florida by a) allowing the continued establishment of Florida's dominance in the aviation and aerospace industry and b) stimulating the local economy in Santa Rosa County with high paying jobs provided by tenants of the park. Attachment C provides a more detailed look at what exactly causes Florida to be the number one state for the industry.

The potential of Whiting Aviation Park can be proven by considering the recent history of the Gulf Coast counties. Fairchild Industries in 1963 opened a facility in Crestview specializing in military aircraft modifications and maintenance, which has since turned into a massive operation under Crestview Aerospace involving manufacturing, hangar, and administrative facilities. Around 2012, Airbus chose Mobile, Alabama as the home of a new aircraft assembly plant and nearly 1,000 jobs, which opened the eyes of the world in more recent times to the advantages of locating along the northern Gulf Coast. VT Mobile Aerospace Engineering finalized a lease agreement with the City of Pensacola in 2014, and later in 2018, they opened a maintenance, repair, and overhaul hangar at Pensacola International Airport, which created 400 jobs between various mechanical and technical roles.

**Specific Job Growth:**

Leonardo is currently set to be the first tenant of Whiting Aviation Park. They were awarded a contract from the Navy to construct 130 training helicopters. This contract, along with future business operations, is set to open 100 new aviation jobs with an average salary of \$70,000 and provide \$10,000,000 in capital investment. Leonardo is just the beginning, and as we partner with more companies to move into Whiting Aviation Park, we will be able to continue growing the number of new jobs in the aviation and aerospace industries.

Most of the NAICS codes for the aviation industry will fall between the 334- and 336- prefixes. Specific NAICS codes can be found in **Attachment D** in Figure 7.



**FIGURE 10. TOP 10 METROS: AEROSPACE AND DEFENSE (CONTINUED)**  
RANKED BY RELATIVE CONCENTRATION OF EMPLOYMENT (US=1.00)

METROPOLITAN AREA	LOCATION QUOTIENT (US = 1.00)	2015 JOBS	CHANGE FROM 2009	ESTABLISHMENTS	EARNINGS PER JOB
Ozark, AL	38.28	3,105	-500	5	\$99,398
Wichita, KS	24.12	28,758	-7,059	139	\$93,967
Savannah, GA	14.34	9,910	+2,986	18	\$118,827
Cedar Rapids, IA	12.53	7,880	-722	3	\$130,719
Arkansas City-Winfield, KS	11.74	686	-113	2	\$106,462
Troy, AL	11.47	653	-125	3	\$100,591
Milledgeville, GA	11.18	839	+243	1	\$73,475
Seattle-Tacoma-Bellevue, WA	10.90	92,810	+10,121	161	\$131,187
Jamestown, ND	9.97	520	+34	1	\$65,957
Binghamton, NY	9.11	3,900	-1,716	6	\$120,573

Source: EMSI 2016.4 – QCEW Employees, Non-QCEW Employees, and Self-Employed

## RATIONALE & NICHES

This target capitalizes on the growth of aerospace manufacturing in the southern US, solidified by Airbus’s selection of Mobile as the site for a new A320 assembly facility. Data compiled by The Pew Charitable Trusts indicates that southern states have captured an increasing share of aerospace employment in recent years (*Aerospace Manufacturing Takes Off in Southern States*, April 2, 2014). Factors cited by the analysis include lower labor costs and strong incentives, particularly with regard to training packages. Pew points out these factors also explain the expansion of the automotive industry in southern states, which has similar site selection requirements.

According to AIA data, Florida is one of five states accounting for more than one-half of total aerospace and defense employment in the US. The others are Washington, California, Texas, and Michigan. In a separate analysis, the AIA lists Florida as the tenth largest state in terms of aerospace and defense export gains between 2010 and 2015. The state is also well positioned to capture future growth. For the second year in a row, Florida ranked first in PwC’s *2015 Aerospace Manufacturing Attractiveness Rankings* report. The state received its highest rank on the industry size component, which considers “existing suppliers and supply/growth of workforce including available aerospace technicians, engineers, mechanics.” Florida also scored well on the educational attainment component of the index, suggesting an ability to meet the industry’s need for a highly skilled workforce.

### KEY SITE LOCATION FACTORS:

- Good truck access
- Easy access (not more than 45 to 60 minutes) to multimodal logistics networks
- Reliable and redundant electric service
- Low startup costs
- A plan from the community for recruiting and training top-level production and scientific talent
- Strong education system
- Attractive tax structure

Source: GLDP Partners

## AEROSPACE AND DEFENSE

### DEFINITION

The Aerospace and Defense cluster consists of companies involved in the production of civilian and military aircraft (including engines, aircraft parts, and equipment), as well as spacecraft and guided missile systems and closely related industries, such as the production of instrumentation and measurement equipment. Figure 7 lists the NAICS codes associated with this cluster as defined and provides an overview of employment trends in the region, state, and the US. In addition, this cluster encompasses a number of technologies that are not well defined by the industrial classification system. Most notable in light of the region's assets is the growth in robotics and unmanned vehicles.

**FIGURE 6. REGIONAL SNAPSHOT**  
AEROSPACE AND DEFENSE CLUSTER

Employment	1,865
Recent trends (%)	40%
LQ	1.05
Establishments	33
Earnings/Job	\$97,009
Relative Earnings/Job (US=1.00)	0.80

**FIGURE 7. EMPLOYMENT OVERVIEW: AEROSPACE AND DEFENSE**

NAICS CODE	DESCRIPTION	2015 JOBS			RECENT TRENDS (2009 TO 2015)			10-YEAR FORECAST (2016-2026)		
		Number	% of Cluster	LQ US=1.00	Total Change	Region % Chg.	US % Chg.	Total Change	Region % Chg.	US % Chg.
336413	Other Aircraft Parts and Auxiliary Equipment Manufacturing	686	37%	2.19	-215	-24%	9%	168	27%	12%
336419	Other Guided Missile and Space Vehicle Parts and Auxiliary Equipment Manufacturing	379	20%	23.77	-235	-38%	-37%	-115	-31%	-28%
336415	Guided Missile and Space Vehicle Propulsion Unit and Propulsion Unit Parts Mfg.	238	13%	8.43	-454	-66%	-34%	-219	-92%	-32%
334511	Search, Detection, Navigation, Guidance, Aeronautical/Nautical System and Instrument Mfg.	228	12%	0.63	-250	-52%	-17%	-164	-56%	-12%
336411	Aircraft Manufacturing	221	12%	0.33	-115	-34%	0%	76	36%	2%
336412	Aircraft Engine and Engine Parts Manufacturing	83	4%	0.36	22	36%	-5%	-57	-64%	-5%
336414	Guided Missile and Space Vehicle Manufacturing	29	2%	0.18	-12	-29%	1%	20	83%	7%
<b>Cluster Total</b>		<b>1,865</b>	<b>100%</b>	<b>1.05</b>	<b>-1,258</b>	<b>-40%</b>	<b>-5%</b>	<b>-291</b>	<b>-16%</b>	<b>0%</b>

Source: EMSI 2016.4 – QCEW Employees, Non-QCEW Employees, and Self-Employed; Haas Center.

Note: Cluster definition based on the US Benchmark Cluster Definitions prepared by Harvard Business School's Institute for Strategy and Competitiveness in partnership with the US Department of Commerce and US Economic Development Administration.

## ATTACHMENT E

### Broader Economic Development Vision

*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 continued investment in Whiting Aviation Park is an embodiment of the economic development vision seen by Santa Rosa County, Florida's Great Northwest, and the University of West Florida.

In the early 2000's, the "Better Santa Rosa Plan" was developed for determining where the county wanted to go and how to get there. Under a key objective, "Foster the Creation and Continued Health of Local Business and Industrial Parks", there was an action step that was "Recruit Targeted Businesses Such as Aviation, Small Manufacturing, and Assembly into the Business Parks." To execute upon this action, the county began with the purchase of two parcels adjacent to NAS Whiting Field, totaling 267 acres. Negotiations were underway during this time that led to the limited access use agreement that is in place today. The goal was to not only develop a new industrial park, but tailor the available features to entice aviation and aerospace companies, which access to the airfield at NAS Whiting Field would achieve.

Meanwhile, Florida's Great Northwest and the University of West Florida began a venture into determining the path that could lead to the region's economic transformation. After a few years of research, workshops, meetings, and interviews, they published the first iteration of the Northwest Florida FORWARD Strategic Plan. In that plan, they identified five target industry clusters that could transform Northwest Florida. One of those industry clusters was aerospace and defense.

The aviation industry has already seen major growth in the region thanks to events such as Airbus opening their assembly plant in Mobile and VT-Mobile Aerospace Engineering establishing their maintenance, repair, and operations campus at Pensacola International Airport. With Leonardo winning the federal contract to replace the fleet of aging trainer helicopters, combined with their plans to open a facility in Whiting Aviation Park, will be another key moment to join the historic list of Northwest Florida's triumphs. Whiting Aviation Park will continue to provide the opportunity for growth of the aerospace and defense industry as more companies see the benefits of situating themselves in the center of military activity and the valuable local resources they can tap into for their company's needs.

Construction of the taxiway will be what finalizes the meaning behind Whiting Aviation Park's name, and it will also be the realization of more than 20 years of planning and collaboration between Santa Rosa County, the United States Navy, and Triumph Gulf Coast. Having access to a runway is a crucial component in the ability to attract companies within the aerospace and defense industry. As such, this taxiway will solidify that selling point and ultimately lead to an enormous potential of growth in Santa Rosa County's economy as more companies find their way towards residing in Whiting Aviation Park.

## ATTACHMENT F

### Timeline

The following timeline is for taxiway design and construction.

Action	Time
<ul style="list-style-type: none"> <li>• BOCC approval and full execution of agreement with Triumph</li> <li>• Development of RFQ for design and CEI services</li> <li>• Receive and review proposals</li> <li>• Develop recommendation to BOCC</li> <li>• Submit scope/request for fee proposal</li> <li>• Develop contract for CEI and design services</li> <li>• BOCC contract approval</li> <li>• Budget amendment approval</li> </ul>	4 months
<p><b>Design and Permitting</b></p> <ul style="list-style-type: none"> <li>• Data collection and analysis</li> <li>• Engineering design development</li> <li>• 30% plans design review</li> <li>• 60% plans design review</li> <li>• 90% plans design review</li> <li>• 100% plans design plans review and construction estimate</li> <li>• Permit application submittal and approval</li> </ul>	6 months
<p><b>Construction Procurement</b></p> <ul style="list-style-type: none"> <li>• Development of bid package for construction contractor(s)</li> <li>• Advertisement of construction bids</li> <li>• Pre-bid meeting</li> <li>• Bid opening</li> <li>• Development of recommendation to BOCC</li> <li>• BOCC approval</li> <li>• Contract development</li> <li>• Issuance of notice to proceed (NTP)</li> <li>• Issuance of press release</li> </ul>	3 months
<p><b>Construction</b></p> <ul style="list-style-type: none"> <li>• Construction commencement</li> <li>• Processing payments</li> <li>• Construction inspection</li> <li>• Construction completion</li> <li>• Final inspection</li> </ul>	21 months
<p><b>Grant Close Out</b></p> <ul style="list-style-type: none"> <li>• Final payment</li> <li>• Final reimbursement request and report</li> </ul>	2 months
<b>TOTAL TIME</b>	36 months

**UNITED STATES NAVY  
RECORD OF CATEGORICAL EXCLUSION**

Limited-Access Use Agreement between the Navy and Santa Rosa County for  
Naval Air Station Whiting Field

**PROPOSED ACTION:**

The Navy proposes to enter into a Limited-Access Use Agreement with Santa Rosa County (SRC) allowing civilian aircraft access to Naval Air Station Whiting Field's (NASWF) South Field. SRC plans to construct an Aviation Park adjacent to NASWF on approximately 218-acres (attachment 1). One taxiway will be constructed on Navy land by SRC to connect the Aviation Park to NASWF's South Field. The Limited-Access Use Agreement would allow access to NASWF for approximately 75 daily flights by Aviation Park tenant aircraft.

The proposed action was developed after SRC proposed to extend the runways at nearby Peter Prince Airport. The extensions at Peter Prince would have encroached on NASWF airspace, increasing the risk of mid-air collisions. The proposed Aviation Park would be a mutually beneficial action. NASWF would be able to protect the base from encroachment in the proposed action area as well as avoid airspace conflicts. In addition to the aviation park area, the County has purchased 30 acres at the end of Runway 05 and will provide the Navy with an easement to prohibit construction on this property.

Aircraft types will depend on Aviation Park tenants, but will most likely be small commercial aircraft, i.e. Manufacture, Maintenance, Repair and Overhaul type aviation activities. The aviation activities will be on a Limited-Access Use basis with military aircraft, not to include commercial passenger and or cargo carriers.

**SUMMARY OF ENVIRONMENTAL IMPACTS**

A small wetland area (attachment 2) exists in the area of the proposed taxiway. This area would be avoided during construction. No impacts to wetlands would occur under the proposed action.

No direct impacts to prehistoric or historic resources, historical buildings, structures or historical markers are anticipated. According to the Florida State Historic Preservation Officer, NASWF has little or no potential for significant prehistoric or historic archaeological remains. NASWF has undertaken archaeological surveys in high potential areas, but these studies have found no cultural materials.

A noise analysis of the proposed action was conducted using current flight operations with the addition of civilian aircraft. There will be an increased affected area in the contours for South Field where the added operations will take place. Noise greater than or equal to 65 dB will be isolated around the runways; remaining within NAS Whiting Field base boundaries. The proposed action will not result in a significant noise impact.

Solid and hazardous wastes are regulated in Florida by a combination of mandated laws promulgated by the United States Environmental Protection Agency (USEPA), the Florida Department of Environmental Protection (FDEP), and the Florida State Emergency Response Commission (FSERC). A search was conducted on the USEPA's Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS). CERCLIS contains information on hazardous waste sites, potential hazardous waste sites, and

remedial activities, including superfund sites that are on the National Priorities List (NPL) or being considered for the NPL. The NASWF Complex was listed as a superfund site in May 1994. There are two Operable Units (OU) within the proposed taxiway corridor, OU 9-Site 10 and OU-19-Site 31. Substances that were identified/detected at OU 9 include two Volatile Organic Compounds (VOCs), 18 Semivolatile Organic Compounds (SVOCs), 10 Pesticides and Polychlorinated Biphenyls (PCBs), 21 inorganic constituents, total Recoverable Petroleum Hydrocarbons (TRPH), and Cyanide in surface soil. Additionally, five VOCs, eight SVOCs, five Pesticides and PCBs, 22 inorganics constituents and Cyanide were detected in the subsurface soil. A Record of Decision (ROD) was signed in September 2007 for OU 9 with the final action consisting of Land Use Controls (LUCs). The LUCs at OU 9 consist of a prohibition of future residential development, a prohibition of excavation and/or removal of soil off site, maintenance of the existing soil cover and warning signs posted. OU 19 consists of two old sludge drying beds that when tested contained no constituents that exceeded FDEP or USEPA risk-based screening values for residential land use. According to the Record of Decision, signed in September 2002, the proposed remedy for Site 31 (OU 19) is "No Further Action for Surface and Subsurface Soil".

On 24 September 2008, this project was brought before the NASWF Installation Restoration Partnering Group, consisting of representatives from the USEPA, the State of Florida Department of Environmental Protection (FDEP), restoration contractors, and the Navy. During the meeting, the USEPA and the Florida DEP granted preliminary approval for the project with the understanding that no soil would be removed from the site and construction would consist of adding fill, grading and capping with an asphalt or concrete taxiway. USEPA and Florida DEP requested review of final construction drawings prior to initiation of any construction. During construction typical Best Management Practices will be used to mitigate any migration or exposure (e.g., silt barriers, wetting of soil during construction).

Scoping letters were sent to local, state and federal agencies (attachment 3), detailing the proposed action and requesting input on the project. The received letters are shown in attachment 4.

**CATEGORICAL EXCLUSIONS-EXCEPTIONAL SITUATIONS:**

The proposed action would not fall into one of the following extraordinary circumstances, as listed in Paragraph 5-51a of OPNAVINST 5090.1C dtd 30 October 2007.

- (1) Would adversely affect public health or safety;
- (2) Involves effects on the human environment that are highly uncertain, involve unique or unknown risks, or that are scientifically controversial;
- (3) Establishes precedents or makes decisions in principle for future actions with significant effects;
- (4) Threatens a violation of Federal, State, or local law or requirements imposed for protection of the environment;
- (5) Involves an action that, as determined in coordination with the appropriate resource agency, may:

- (a) Have an adverse effect on Federally-listed endangered/threatened species or marine mammals;
- (b) Have an adverse effect on coral reefs or on Federally-designated wilderness areas, wildlife refuges, marine sanctuaries, or parklands;
- (c) Adversely affect the size, function or biological value of wetlands and is not covered by a nation-wide or regional permit;
- (d) Have an adverse effect on archaeological resources or resources (including but not limited to ships, aircraft, vessels and equipment) listed or determined eligible for listing in the National Register of Historic Places; or
- (e) Result in an uncontrolled or unpermitted release of hazardous substances or require a conformity determination under standards of the Clean Air Act General Conformity Rule.

**APPLICABLE CATEGORICAL EXCLUSIONS:**

The proposed action, when maintained within the defined scope, is suitable for categorical exclusion from the preparation of additional NEPA documentation. The Use Agreement between the Navy and Santa Rosa County is considered an out-grant. Land use would not change and air operations would continue at NASWF's South Field. Any construction over the installation restoration sites will be protective in nature, capping the pollutant. The additional air operations will constitute a low-to-moderate increase in total air operations at the station. The following categorical exclusion is appropriate for this proposed action:

"Renewals and/or initial real estate in grants and out grants involving existing facilities and land wherein use does not change significantly (e.g., leasing of federally-owned or privately-owned housing or office space, and agricultural out leases." (OPNAVINST 5090.1c, Chapter 5, Table 5.1).

The Navy has determined that the proposed action will not have a significant effect on the human environment individually or cumulatively, under normal circumstances, and therefore neither an Environmental Assessment nor an Environmental Impact Statement is required.

Approved:                     *E. S. G. J.*                     CAPT, USN Date: 7 Nov 2002

Title:            *NAS WHITING FIELD COMMANDING OFFICER*

Attachment: (1) Proposed Site Drawing  
(2) Wetland Location  
(3) List of recipients for scoping letters  
(4) Received scoping letters



**From:** [Roy, Randy R CIV USN NAVFAC SE JAX FL \(USA\)](#)  
**To:** [Erica Grancagnolo](#); [Shannon Ogletree](#)  
**Subject:** GRANT APPLICATION  
**Date:** Wednesday, April 7, 2021 12:27:35 PM

---

Erica & Shannon,

First, thank you for the tremendous collaboration in your efforts to secure funding with respect to a compatible land use project located immediately adjacent to Naval Air Station Whiting Field. As you well know, this project and the associated Limited-Access Use Agreement signed by ASN (EI&E) enables the collective efforts of the Navy and County to enable the use of Naval Air Station Whiting Field South Field runways and the construction of an adjoining taxiway-type infrastructure onboard the installation to allow a transit capability into the county's "Aviation Park." We look forward to continued discussions with engineering and subject matter experts (County & Navy) as this project continues to mature in providing a "win-win" – compatible development our military mission training and county economic opportunities/goals.

v/r

Randy Roy  
Community Planning Liaison Officer  
7550 USS ESSEX Street  
Milton, Florida 32570  
NAS Whiting Field  
850-665-6132   
DSN 868 

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**LIMITED-ACCESS USE AGREEMENT  
BETWEEN  
THE UNITED STATES NAVY  
AND  
SANTA ROSA COUNTY FLORIDA**

This Limited-Access Use Agreement is made and entered into by and between the Secretary of the Navy, for and on behalf of the United States of America ("Government") and Santa Rosa County, Florida ("County"), a governmental agency and political subdivision of the State of Florida, and as such, is eligible to serve as the sponsor of an Aviation Park.

RECITALS

- A. The Government owns and operates the runways and taxiways (collectively "Flying Facilities") located at South Field, Naval Air Station Whiting Field, Milton, Florida ("NASWF").
- B. The County desires to use the Flying Facilities at NASWF for Civil Aircraft operations, i.e. Manufacture, Maintenance, Repair and Overhaul (MMRO) type aviation activities in connection with the Aviation Commerce Park, its customers and/or its tenants/subtenants in the conduct of commerce on a Limited-Access Use basis with military aircraft, not to include commercial passenger and or cargo carriers.
- C. The Government considers that this Agreement will be in the public interest, and is agreeable to Limited-Access Use of the Flying Facilities with Civil Aircraft (excluding general aviation) at NASWF with prior base approval.
- D. Except as contained in paragraph 1g below, this Agreement neither addresses nor commits any Government real property or other facilities that may be required for exclusive use by the County to support either the present or future civil aviation operations or activities in connection with this Limited-Access Use.
- E. The real property and other facilities needed to support civil aviation operations are already available to the County.
- F. During the Initial Term of the Limited Access-Use Agreement or extension/renewal of the Agreement, the County will not pursue or approve any extension to the runway at Peter Prince Airport.

AGREEMENT

1. LIMITED-ACCESS USE

- a. The Government hereby authorizes the County to permit Civil Aircraft equipped with two-way radios capable of communicating with the NASWF Control Tower to Limited-Access Use of the Flying Facilities at NASWF, subject to the terms and conditions set forth in the Operational Agreement, hereto attached as Exhibit "A", developed by both parties, and those Federal Aviation Regulations (FAR) applicable to Civil Aircraft operations. Civil aircraft operations are limited to 75 per day. An operation is defined as a landing or a takeoff.
- b. Civil Aircraft using the Flying Facilities must comply with the requirements of (a) SECNAVINST 3770.1C, "Use of Department of the Navy Aviation Facilities by other than United States Department of Defense Aircraft."
- c. Civil Aircraft using the Flying Facilities of NASWF under the authority of this Agreement shall be allowed to use them for landings, takeoffs, and ground movements of aircraft and will normally park only on County owned property. Civil aircraft operations will not be allowed if they substantially impair military flight operations.

- d. Civil and Government-owned aircraft operating in support of official government business will have priority over Civil Aircraft operating pursuant to this Agreement.
  - e. All ground and air movements of Civil Aircraft using the Flying Facilities of NASWF under this Agreement and movements of all other vehicles across the Government runways or taxiways, will be controlled by the NASWF Control Tower. Civil Aircraft operations and related activities will coincide with the NASWF Control Tower hours of operation.
  - f. Civil Aircraft may not use the Flying Facilities for training, e.g. Government-owned airfield pavements made available for Civil Aircraft use under this Agreement shall be for use on an “as is, where is” basis.
  - g. The County shall be responsible for constructing the taxiway required to connect the County-owned property to the NASWF Flying Facilities at no expense to the Government. Prior to commencement of any construction on Government property by the County, the Government will grant an easement for access which will allow any such construction. The County will be solely responsible for maintenance and repairs of this County-owned taxiway, lighting and other appurtenances. The Government shall have unencumbered access to all taxiways on Government-owned property. At termination of this Agreement the taxiway will either become Government property or removed at the County’s expense, at the sole discretion of the Government.
  - h. Dust or any other erosion or nuisance that is created by, or arises out of, activities or operations by Civil Aircraft using the Flying Facilities of NASWF under this Agreement shall be corrected by the County, at no expense to the Government, using standard engineering methods and procedures.
  - i. Coordination with the NASWF Public Works Officer is required for planning and construction of new structures or exterior alteration of existing structures that are owned or leased by the County
  - j. The County shall at all times during the existence of this Agreement promptly observe and comply, at its sole cost and expense, with the provisions of all Federal, State, interstate, and local laws, rules, regulations, orders, ordinances, and other governmental standards and requirements which may be applicable to the County’s Limited-Access Use of the Flying Facilities of NASWF for Civil Aircraft operations and its activities under or pursuant to this Agreement, and particularly those provisions concerning noise, hazardous and solid waste management and disposal, hazardous materials management, and occupational safety and health, whether the same now are in force, or that may at any time in the future be enacted or directed.
  - k. The County shall implement any noise or other mitigation plans associated with use of the Flying Facilities of NASWF, at no expense to the Government, pursuant to the requirements of (a) the NASWF Air Installation Compatible Use Zone (AICUZ) study as it presently exists or may be updated in the future, (b) the October 2001 Environmental Assessment (JPAT), (c) environmental impact statements, and (d) any other environmental assessments, including supplements, that are applicable to Civil Aircraft operations at NASWF. Updates to the AICUZ study required solely to address Civil Aircraft operations must be accomplished at no expense to the Government.
  - l. The County shall oversee the security program in accordance with FAA regulations and all other instructions concerning the security program.
  - m. The County shall neither transfer nor assign this Agreement without the prior written consent of the Government.
2. PAYMENT

In consideration for the use of the Flying Facilities, County agrees to provide payment at a rate of \$1.50 per 1,000 pounds or any portion thereof with a minimum of \$20.00 per each landing to commence on the effective date and to be paid quarterly, in arrears, to the Government, or to such other person, firm or place as Government may, from time to time, designate in writing, in accordance with Exhibit “B”, at least thirty (30)

days in advance of any payment date by notice given in accordance with Paragraph 11 below. In addition, the County agrees to grant a restrictive easement to limit any use incompatible with the mission of the NASWF over the approximate 32 acres within the Aviation Park that falls within the Navy's clear zone area.

### 3. SERVICES

The County shall be responsible for providing services, fuel, maintenance, and emergency repairs for Civil Aircraft using the Flying Facilities of NASWF under this Agreement at no cost to the Government. If Government assistance is required to repair an aircraft, the County shall reimburse the Government for all expenses of such services, as outlined in Exhibit "B". These charges are in addition to the payment fee specified in Paragraph 2.

### 4. FIRE PROTECTION AND CRASH RESCUE

- a. The Government maintains the level of fire fighting, crash and rescue capability required to support the military mission at NASWF. The Government agrees to respond to fire, crash and rescue emergencies involving Civil Aircraft outside the hangars or other structures within the limits of its existing capabilities, equipment, and available personnel, only at the request of the County, and subject to subparagraphs b, c, and d below. Government fire fighting, crash and rescue equipment and personnel shall not be routinely located in the airfield movement area during non-emergency landings by Civil Aircraft.
- b. The County shall purchase and be responsible for portable fire extinguishing equipment required by FARS and National Fire Codes (NFC), used for stand-by when aircraft engines are started or for other fires that may occur on the ramp or on ramp equipment.
- c. The County agrees to release, acquit, and forever discharge the Government, its officers, agents, and employees from all liability arising out of or connected with the use of or failure to supply in individual cases, Government fire fighting and or crash and rescue equipment or personnel for fire control and crash and rescue activities pursuant to this Agreement. The County further agrees to indemnify, defend, and hold harmless the Government, its officers, agents, and employees against any and all claims, of whatever description, arising out of or connected with such use of, or failure to supply Government fire fighting and or crash and rescue equipment or personnel.
- d. The County will reimburse the Government, as outlined in Exhibit "B", for all expenses incurred by the Government for fire fighting and or crash and rescue materials expended in connection with providing such service to Civil Aircraft. The Government may, at its option, with concurrence of the National Transportation Safety Board, remove crashed Civil Aircraft from Government-owned pavements or property and shall follow existing Government directives and or instructions in recovering the cost of such removal.
- e. Failure to comply with the above conditions upon reasonable notice to cure or termination of this Agreement under the provisions of Paragraph 10 may result in termination of fire protection and crash and rescue response by the Government.
- f. The Government commitment to assist the County with fire protection shall continue only so long as a fire fighting and crash and rescue organization is authorized for military operations at NASWF. The Government shall have no obligation to maintain or provide a fire fighting and crash and rescue organization, or fire fighting and crash and rescue equipment, or to provide any increase in fire fighting and crash and rescue equipment or personnel, or to conduct training or inspections for purposes of assisting the County with fire protection.

### 5. ELECTROMAGNETIC RADIATION EMISSION

The County agrees that no equipment shall be operated or be permitted to operate in or on the County airport facilities which would produce in, on, or over NASWF any radio signal or any other electromagnetic radiation

which, in the opinion of the Commanding Officer, NASWF would interfere with any air navigation or communication facility or equipment.

6. CUSTOMS, IMMIGRATION, AGRICULTURE, AND PUBLIC HEALTH INSPECTION

The County shall be responsible for compliance with all applicable customs, immigration, agriculture, and public health laws and regulations. The County shall also be responsible for paying fees, charges for overtime services, and for all other costs connected with the administration of such laws and regulations. Procedures for ensuring compliance with such laws and regulations shall be as mutually agreed to by the Commanding Officer, NASWF and the County.

7. BASE CLOSURE

The County understands and agrees that it bears the risk for all investments related to its airport operations and that the Government does not guarantee nor promise that the Government will retain NASWF or maintain any Government operations on the land now known as NASWF for the full term of this Agreement. That in the event the Government terminates use of NASWF as a military installation, and for as long as the Government retains title to the property, use of the landing areas, runways and taxiways and necessary appurtenances by Civil Aircraft will be permitted, provided the County will assume responsibility for control and maintenance of these facilities under a lease from the Government at fair market value provided by cash or in-kind consideration as determined by the Secretary of the Navy or his designee, and provided such lease is authorized by then existing law. Any such lease will provide for a term renewable at the option of the Government, until disposal can be effected under then existing property disposal laws or until reactivation of the installation for military purposes takes place.

8. LIABILITY AND INSURANCE

- a. The County will assume all risk of loss or damage to property or injury to or death of persons by reason of Civil Aircraft use of the Flying Facilities of NASWF under this Agreement, including but not limited to, risks connected with the provision of services or goods by the Government to the County or to any user under this Agreement. The Government is not responsible for the security of or damage to aircraft while on property owned or controlled by the Government. The County further agrees to indemnify and hold harmless the Government against, and to defend at County expense, all claims for loss, damage, injury, or death sustained by any individual or corporation or other entity and arising out of the use of the Flying Facilities of NASWF and or the provision of services or goods by the Government to the County or to any user, whether the claims be based in whole, or in part, on the negligence or fault of the Government or its contractors or any of their officers, agents, and employees, or based on any receipt of strict or absolute liability, or otherwise.
- b. The County will carry a policy of liability and indemnity insurance satisfactory to the Government, naming the United States of America as an additional insured party, to protect the United States against any of the aforesaid losses and or liability, in the sum of not less than one million dollars (\$1,000,000) bodily injury and property damage combined for any one accident. The County shall provide the Government with a certificate of insurance evidencing such coverage. A new certificate must be provided on the occasion of policy renewal or change in coverage. All policies shall provide that (1) no cancellation, reduction in amount or material change in coverage thereof shall be effective until at least thirty (30) days after receipt of notice of such cancellation, reduction, or change by the installation Commander at NASWF, (2) any losses shall be payable notwithstanding any act or failure to act or negligence of the County or the Government or any other person, and (3) the insurer shall have no right of subrogation against the United States.
- c. Civil Aircraft "not officially" connected with the Aviation Commerce Park desiring use of NASWF will be required to obtain an approved Civil Landing Permit and submit a Certificate of Insurance and Hold Harmless Agreement in accordance with SECNAVINST 3770.1C. The County shall be responsible for obtaining required Permits, Certificates of Insurance, and Hold Harmless Agreement documentation for all

scheduled Aviation Commerce Park aircraft in accordance with SECNAVINST 3770.1C. Insurance must be obtained with a company acceptable to the Government and in the type and minimum limits required.

9. TERM OF AGREEMENT

This Agreement shall become effective immediately and shall remain in force and effect for a term of 30 years, beginning on 31 July 2009, unless otherwise renegotiated or terminated under the provisions of Paragraph 7 above.

10. MODIFICATION AND TERMINATION

- a. If significant change in circumstances or conditions relevant to this Agreement should occur, the Government and the County may enter into negotiations to revise the provisions of this Agreement, including financial and insurance provisions, upon sixty (60) days written notice to the other party. Any such revision or modification of this Agreement shall require the written mutual agreement and signatures of both parties. Unless such agreement is reached, the existing Agreement shall continue in full force and effect, subject to termination or suspension under this section.
- b. Notwithstanding any other provision of this Agreement, the Government may terminate this Agreement: (1) at any time after a written determination of the Secretary of the Navy that paramount military necessity requires termination of Civil Aircraft use of the Flying Facilities of NASWF, by giving ninety (90) days written notice to the County; or (2) at any time during any national emergency, present or future, declared by the President or the Congress of the United States; or (3) in the event that the County ceases operation of the Civil Aircraft operations and activities at NASWF for a period of one (1) year; or (4) in the event that the County violates any of the terms and conditions of this Agreement and the violation continues and persists for thirty (30) days after written notification to cure such violation. In addition to the above rights to terminate this Agreement, the Government may at any time suspend this Agreement if violations of its terms and conditions by the County create a significant danger to safety, public health, or the environment at NASWF.
- c. The failure of either the Government or the County to insist, in any one or more instances, upon the strict performance of any of the terms, conditions, or provisions of this Agreement shall not be construed as a waiver or relinquishment of the right to the future performance of any such terms, conditions, or provisions. No provision of this Agreement shall be deemed to have been waived by either party unless such waiver is in writing signed by such party.

11. NOTICES

- a. No notice, order, direction, determination, requirement, consent, or approval under this Agreement shall be of any effect unless it is in writing and addressed as provided herein.
- b. Written communication to the County shall be delivered or mailed to the County addressed:

Chief Administrative Officer (CAO)  
Santa Rosa County  
6495 Caroline Street  
Milton, FL 32570

- c. Written communication to the Government shall be delivered or mailed to the Government addressed:

Naval Air Station Whiting Field  
Public Works Officer  
7183 Langley Street  
Milton, FL 32570-6105

12. DISPUTES

- a. This Agreement is subject to the provisions of the Contract Disputes Act of 1978, as amended, (41 U.S.C. 601-613), the "Act".
  - b. Except as provided in the Act, all disputes arising under or relating to this Agreement shall be resolved under this clause and the provisions of the Act.
  - c. "Claim", as used in this clause, means a written demand or written assertion by the County or the Government seeking, as a matter of right, the payment of money in a sum certain, the adjustment or interpretation of Agreement terms, or other relief arising under or relating to this Agreement. A claim arising under this Agreement, unlike a claim relating to this Agreement, is a claim that can be resolved under an Agreement clause that provides for the relief sought by the claimant. However, a written demand or written assertion by the County seeking the payment of money exceeding \$100,000 is not a claim under the Act until certified as required by subparagraph 12.d(2) below. A voucher, invoice, or other routine request for payment that is not in dispute is not a claim under the Act. The request may be converted to a claim under the Act, by complying with the submission and certification requirements of this clause, if it is disputed either as to liability or amount or is not acted upon in a reasonable time.
  - d. (1) A claim by the County shall be made in writing and submitted within six (6) years after accrual of the claim to the Commanding Officer, Naval Facilities Engineering Command Southeast for a written decision. A claim by the Government against the County shall be subject to a written decision by the Commanding Officer, Naval Facilities Engineering Command Southeast.  
  
(2) County shall provide the certification stated in subparagraph (2) (b) (ii) immediately below, when submitting any claim:
    - (a) Exceeding \$100,000; or
    - (b) Regardless of the amount claimed, when using:
      - (i) Arbitration conducted pursuant to 5 U.S.C. 575-580; or
      - (ii) Any other alternative means of dispute resolution (ADR) technique that the agency elects to handle in accordance with the Administrative Dispute Resolution Act (ADRA)

"I certify that the claim is made in good faith; that the supporting data is accurate and complete to the best of the County's knowledge and belief; that the amount requested accurately reflects what the County believes the Government is liable; and that I am duly authorized to certify the claim on behalf of the County."
  - (3) The certification requirement does not apply to issues in controversy that have not been submitted as all or part of a claim.
  - (4) The certification may be executed by any person duly authorized to bind the County with respect to the claim.
- e. For County claims of \$100,000 or less, the Navy Region South East Real Estate Contracting Officer, must, if requested in writing by the County, render a decision within sixty (60) days of the request. For County-certified claims over \$100,000, the Commanding Officer, Naval Facilities Engineering Command Southeast must, within sixty (60) days decide the claim or notify the County of the date by which the decision will be made. The decision of the Commanding Officer, Naval Facilities Engineering Command Southeast shall be final unless the County appeals or files a suit as provided in the Act.
- f. At the time a claim by the County is submitted to the Commanding Officer, Naval Facilities Engineering Command Southeast, or a claim by the Government is presented to the County, the parties, by mutual

consent, may agree to use alternative means of dispute resolution. When using arbitration conducted pursuant to 5 U.S.C. 575-580 or when using any other ADR techniques that the agency elects to handle in accordance with ADRA, any claim, regardless of amount, shall be accompanied by the certification described in paragraph 12.d(2)(b)(ii) above and executed in accordance with paragraph 12.d(4) above.

- g. The Government shall pay interest on the amount found due and unpaid by the Government from (1) the date the Commanding Officer, Naval Facilities Engineering Command Southeast received the claim (properly certified if required), or (2) the date payment otherwise would be due, if that date is later, until the date of payment. With regard to claims having defective certifications, as defined in (FAR) 48 CFR 33.201, interest shall be paid from the date the Commanding Officer, Naval Facilities Engineering Command Southeast initially receives the claim. Simple interest on claims shall be paid at the rate, fixed by the Secretary of the Treasury, as provided in the Act, which is applicable to the period during which the Commanding Officer, Naval Facilities Engineering Command Southeast receives the claim and then at the rate applicable for each six (6) month period as fixed by the Secretary of the Treasury during the pendency of the claim.
- h. Notwithstanding anything herein to the contrary, the County shall proceed diligently with the performance of the Agreement, pending final resolution of any request for relief, claim, appeal, or action arising under the Agreement, and comply with any decision of the Commanding Officer, Naval Facilities Engineering Command Southeast.

IN WITNESS WHEREOF, the respective duly authorized representatives of the parties hereto have executed this Agreement on the date set forth below opposite their respective signatures.

In the presence of:

THM  
Timothy H. McQuillen

Date: 8/6/09

UNITED STATES OF AMERICA

By: [Signature]  
Real Estate Contracting Officer

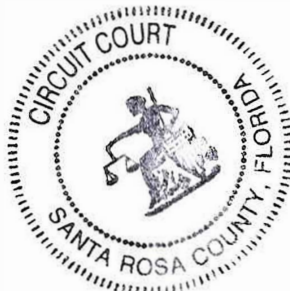
In the presence of:

\_\_\_\_\_  
\_\_\_\_\_

Date: \_\_\_\_\_

SANTA ROSA COUNTY

By: [Signature]  
Chairman, Santa Rosa County Board of  
County Commissioners



ATTEST: [Signature]  
Mary M. Johnson, Clerk of Court

**EXHIBIT “A”  
OPERATING AGREEMENT**

**Effective: TBD**

**SUBJECT: AVIATION COMMERCE PARK OPERATING PROCEDURES**

1. **PURPOSE.** This agreement establishes procedures in support of the Limited-Access Use Agreement N6450-09-RP-00031 dated 31 July 2009 for the authorization, scheduling, control, and use of Naval Air Station Whiting Field (NASWF) Flying Facilities. This agreement is supplemental to FAAH 7110.65 and SECNAV 3770.1
2. **SCOPE.** This letter outlines the procedures to be used in the schedule and operation of Civil air operations (i.e. Manufacture, Maintenance, Repair, and Overhaul (MMRO)) type aviation activities in conjunction with military aircraft.
3. **RESPONSIBILITIES.** Santa Rosa County (SRC) and Commanding Officer, NASWF is responsible for ensuring compliance with the procedures set forth in this agreement.
4. **GENERAL.** This Letter of Procedure is not intended to cover every contingency that may arise nor every rule of safety and good practice. Deviation from procedures contained herein is authorized for immediate safety considerations and in other instances where prior coordination is accomplished which clearly defines responsibility and accountability.
  - a. SRC shall assign an Airfield Manager, here after known as “Manager”, who will serve as their designated representative in coordinating Aviation Commerce Park activities with NASWF Base Operations.
  - b. The Manager shall be on-site during hours of operation and have contact capability with NASWF Tower, Fire, and Base Operations personnel.
  - c. Use of NASWF Flying Facilities shall coincide with NASWF Control Tower hours of operation NASWF hours of operation are subject to change on short notice due to operational commitments, exercises, emergencies, and holidays.
  - d. Civil Aircraft shall not use NASWF Flying Facilities for flight training.
  - e. The Manager shall be familiar with NASWF Flying Facility capabilities and act as liaison in coordinating any limiting factors that may affect Aviation Commerce Park activities (i.e. Weight Bearing Capacities, Instrument Procedures, emergency services, fuel, etc.) to pilots requesting/conducting operations. NASWF Operations Duty Office will coordinate facility changes/hazards that may affect operations.
  - f. All aviation operations shall be under positive control of NASWF Control Tower. NASWF Control Tower personnel will be the clearing authority for issuance of clearances, instructions and information to aircraft and vehicular traffic operating on



runways, taxiways, and other designated areas of the airfield and to aircraft operating in Class C airspace.

g. Weather service is available Monday through Friday from 0630-Field Closure. Weather personnel are “not authorized” to conduct verbal briefings to satisfy flight plan filing requirements. It is incumbent upon the pilot to obtain a weather briefing to meet flight plan processing requirements.

h. Automatic terminal information service is provided at North Airport on 290.325 MHZ and South Airport on 273.575 MHZ. This service provides routine information, wind, visibility, present weather obstruction to visibility, sky condition, temperature/dew point, altimeter, remarks, sea level pressure, active runway, type recovery, departure, and other pertinent information considered significant by the NASWF tower personnel.

#### 4. **PROCEDURES.**

##### a. **Scheduling.**

- (1) The Manager shall be responsible for coordinating Aviation Commerce Park activities to NASWF Base Operations/Control Tower as appropriate.
- (2) “Prior Permission Requirement” (PPR) is mandatory to file into NASWF Flying Facilities. The Manager shall ensure PPRs are obtained, normally 24 hours prior to scheduled landings.

##### b. **Arrivals.**

- (1) All aircraft arriving at NASWF South Field (KNDZ) shall be under positive control.
- (2) Runway 32 at NASWF KNDZ is the designated “primary” instrument runway. This runway should be utilized to the maximum extent possible.
- (3) NASWF has several instrument approaches to South Field. These approaches are listed in DOD FLIP charts. These charts/approaches will be made available to the Manager for information and briefing purposes. Aircraft are vectored in the pattern by Pensacola Regional Approach Control to intercept final approach course.

##### c. **Taxi Procedures.**

Pilots shall obtain approval from NASWF KNDZ Ground Control for gate opening and taxi instructions to assigned runway.

**d. Flight Plan Procedures.**

- (1) Flight planning facility services are available at NASWF KNDZ. If desired, the Manager shall coordinate with NASWF Base Operations to affect flight plan processing.
- (2) When NASWF Flight Planning Services are “not utilized” the Manager will ensure that flight plan information (i.e. call sign, route of flight, estimated time of departure, etc.) is coordinated with NASWF Base Operations personnel prior to aircraft taxi/movement.

**e. Departure Procedures.**

All aircraft shall depart on an Instrument Flight Rule flight plan to the maximum extent practical.

**f. Ground Movement.**

Prior to operating a vehicle on any runway, taxiway, aircraft parking ramp or tow-way on NASWF property, approval must be obtained from the Operations Duty Officer.

**g. Emergency Procedures.**

(1) Because of the infinite variety of possible emergency situations, specific procedures cannot be prescribed. It is expected that the pilots conducting routine operation activities have been briefed on NASWF’s type operations, basic course rules, and airport layout.

(2) NASWF ODO will coordinate and or advise the Manager during actual emergencies that may or may not affect normal operations. During emergencies NASWF Fire Department will be the authority in responding to and securing the event.

**h. Loss of Communications (NORDO)**

In the event an aircraft experiences lost communications, they will execute the published missed approach/climb-out. FAR 91 rules shall be complied with during communication failures.

**i. Weather Minimums.**

The following weather criteria shall be adhered to when conducting all flight operations. The final authority to conduct or continue flight operations rests with the Pilot-in-Command.

(1) Weather minimums will be dependent upon Class aircraft and as outlined in the FAA Handbook 7110.65.

(2) The Manager shall maintain weather status and updates.

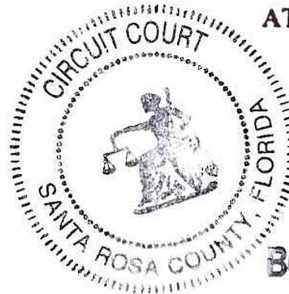
IN WITNESS WHEREOF, the respective duly authorized representatives of the parties hereto have executed this Agreement on the date set forth below opposite their respective signatures.

**NAS WHITING FIELD**

By: *E. L. Sadsad* *CAPT, USN*  
Enrique. L. Sadsad  
Commanding Officer  
Naval Air Station Whiting Field

**SANTA ROSA COUNTY**

By: *Don Salter*  
Chairman, Santa Rosa County  
Board of County Commissioners



ATTEST: *Mary M. Johnson*  
Mary M. Johnson, Clerk of Court

**BCC Approved** 07/23/2009

## Exhibit "B"

As stated in the Agreement, the County will be responsible for certain payments associated with landing fees, services, fire protection and crash rescue, and other related activities, as needed. The reimbursement of those costs will be in accordance with this Exhibit.

### 1. PAYMENT OF LANDING FEES AND REIMBURSEMENT OF DIRECT COSTS

a. The County shall pay the Government for costs associated with:

- i. landing fees as discussed in Paragraph 2 of the Agreement;
- ii. operation and maintenance of the Flying Facilities;
- iii. reimbursement of Services provided by the Government in accordance with Paragraph 3 of the Agreement;
- iv. reimbursement of Fire Protection and Crash Rescue in accordance with Paragraph 4 of the Agreement; and
- v. any other related activities for which the Government may, from time to time, perform on behalf of the County.

b. Payment for the County's share of operation and maintenance type expenses shall be determined based on an actual percentage of County's use of the Flying Facilities during a specified time. The County contribution for operation and maintenance costs will be a direct ratio of their total number of operations versus the Government's total number of operations during a specific timeframe, to begin with the County's first operation at the Flying Facilities. Prior to award of any contract utilizing County's direct cost payments, the Government and County shall determine the amount to be contributed by each party towards the impending contract. Reimbursement of Landing Fees (item 3.a.i.) shall be in accordance with Paragraph 3 of the Agreement. Reimbursement of Services (item 3.a.iii.), Fire Protection and Crash Rescue (3.a.iv.), and any other related activities (3.a.v.) shall be for the exact cost of performance.

c. Payment of direct cost expenses is to be paid quarterly and is due in arrears, no later than 10 calendar days after the end of each quarter. Payment for these direct costs shall be made in cash and deposited into an escrow account maintained by the County, in accordance with this Exhibit, for future projects connected with the operation and maintenance of the Flying Facilities.

2. Upon termination of this Agreement, a final accounting will be performed and the balance of any payments accrued and still payable to the Government will be due on demand. Notwithstanding termination, the Government reserves the right to have a final accounting at any time during the course of the Agreement and request that the value of

any payments accrued up to that date and not already contractually obligated to any specific project or service to be performed, be paid in cash to the Government on demand. Upon termination, at Government's option, County shall complete any work or service already contracted for or if otherwise directed by Government, terminate any contract and pay all accrued rent in cash.

3. The terms of consideration, whether the landing fees or direct costs shall be renegotiated prior to the renewal of this Agreement.

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.

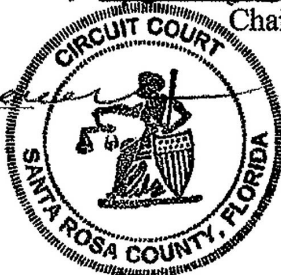
**PASSED AND ADOPTED** by the Board of County Commissioners of Santa Rosa County, Florida, this 11<sup>th</sup> day of December 2014, by a vote of 5 yeas and 0 nays and 0 absent.

**BOARD OF COUNTY COMMISSIONERS  
SANTA ROSA COUNTY, FLORIDA**

By: Don Salter  
Chairman

ATTEST:

Daniel C. Spivey  
Clerk of Court



Special Meeting  
Board Reorganization  
November 17, 2020

The Board of Commissioners of Santa Rosa County, Florida, met in Special Session on the above date with the following members present: Robert "Bob" Cole, Sam Parker and David "Dave" Piech. Also present were County Administrator (Dan Schebler), County Attorney (Roy Andrews), Clerk of Court (Donald Spencer) and Deputy Clerk to the Board (Amanda Pierce). Cole called the meeting to order at 9:00 a.m. in the Board Meeting Room at the Santa Rosa County Administrative Complex. The meeting was opened in prayer by Commissioner Parker. Those in attendance joined in the Pledge of Allegiance.

Administration of Oath of Office

District One Commissioner (Sam Parker), District Three Commissioner (James Calkins), District Five Commissioner (Colten Wright) were administered the Oath of Office by the Honorable Robert Hilliard.

Nomination/Election of Chairman

**Cole moved without objection to nominate Piech as Chairman for 2021.**

Cole passed the gavel to Piech.

Nomination/Election of Vice Chairman

**Parker moved without objection to nominate Cole as Vice-Chairman for 2021.**

Other Discussion

Parker thanked everyone that came out today. He thanked God for giving him the vision and provision to do this. Parker thanked the citizens who trusted him. He thanked staff, his dad, his wife and his boys.

Calkins thanked his wife Mariya. He said there is a conservative mandate. Calkins said the Pro-Life sanctuary passed in every precinct in the county. He said President Donald Trump won every precinct in the county by a landslide. Calkins said he would like to implement a conservative low tax agenda, honor the military and invest in infrastructure. He thanked the Board and the citizens who put him on the Board.

Wright thanked his wife and his daughters. He thanked the citizens and military. Wright said he wants to make sure he serves with dignity and respect and looks forward to making an impact.

Cole said his wife Sheila has gone through this for 18 years and that support is needed.

Piech thanked the staff and Judge Hilliard. He said thanked his wife, sister and brother-in-law for being there for him.

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: David C. Piech, Chairman

  
Attest: Donald C. Spencer, Clerk of Court



DEPARTMENT OF THE NAVY

NAVAL FACILITIES ENGINEERING COMMAND  
WASHINGTON NAVY YARD  
1322 PATTERSON AVENUE SE SUITE 1000  
WASHINGTON DC 20374-5065

IN REPLY REFER TO

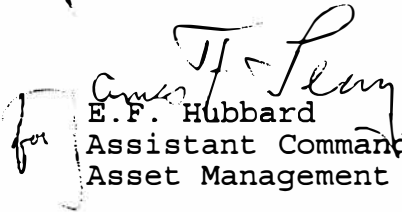
MAY 29 2009

From: Commander, Naval Facilities Engineering Command  
To: Commanding Officer, Naval Facilities Engineering  
Command, Southeast

Subj: LIMITED-ACCESS USE AGREEMENT BETWEEN THE UNITED  
STATES OF AMERICA AND SANTA ROSA COUNTY, FLORIDA, FOR  
NAVAL AIR STATION WHITING FIELD

Encl: (1) ASN(I&E), Acting, approval ltr of 26 May 09

The Assistant Secretary of the Navy, Installations and Environment (Acting), has approved your request to execute a limited-access use agreement with Santa Rosa County for runways and taxiways at Naval Air Station Whiting Field, Florida. The approval letter is at enclosure (1).

*for*   
E.F. Hubbard  
Assistant Commander for  
Asset Management

Enclosure





DEPARTMENT OF THE NAVY

NAVAL FACILITIES ENGINEERING COMMAND  
WASHINGTON NAVY YARD  
1322 PATTERSON AVENUE SE SUITE 1000  
WASHINGTON DC 20374-5065

IN REPLY REFER TO

6 April 2009

MEMORANDUM FOR THE ASSISTANT SECRETARY OF THE NAVY  
(INSTALLATIONS AND ENVIRONMENT)

Via: Deputy Assistant Secretary of the Navy  
(Installations and Facilities)

Subject: PROPOSED LIMITED-ACCESS USE AGREEMENT BETWEEN THE  
UNITED STATES OF AMERICA AND SANTA ROSA COUNTY,  
FLORIDA, FOR RUNWAYS AND TAXIWAYS AT SOUTH FIELD,  
NAVAL AIR STATION WHITING FIELD, FLORIDA

Ref: (a) SECNAVINST 3770.2A

Encl: (1) NAVFAC SE ltr 11011 OPG4TM Ser 09-032 of 21 Jan 09,  
w/Encls  
(2) CNRSE 1<sup>st</sup> End 11000 Ser N321/2504 of 21 Jan 09  
(3) CNIC 2<sup>nd</sup> End 11011 Ser N4/9U44775 of 18 Mar 09  
(4) Background Information  
(5) Proposed Limited-Access Use Agreement

1. By enclosure (1), NAVFAC Southeast requests approval to execute a limited-access use agreement between the United States of America and Santa Rosa County, Florida, that would allow the County to use taxiways and runways located at South Field, Naval Air Station Whiting Field (NASWF). Enclosures (2) and (3) provide the endorsements of CNRSE and CNIC, respectively.

2. Santa Rosa County initially requested use of NASWF facilities in 2003 and DASN(I&F) granted conceptual approval pending the completion of due diligence under the National Environmental Policy Act. Background information is provided at enclosure (4). Evaluation of the proposed action has resulted in a categorical exclusion.

3. Reference (a) governs the joint civil and military use of Navy and Marine Corps aviation facilities and the requirements to permit such use have been met:

(a) The arrangement will be mutually beneficial to NASWF and Santa Rosa County.

Subject: PROPOSED LIMITED-ACCESS USE AGREEMENT BETWEEN THE UNITED STATES OF AMERICA AND SANTA ROSA COUNTY, FLORIDA, FOR RUNWAYS AND TAXIWAYS AT SOUTH FIELD, NAVAL AIR STATION WHITING FIELD, FLORIDA

(b) The security of military operations, facilities, or equipment will not be compromised.

(c) Military flight operations will not be substantially impaired. The aviation park adjacent to NASWF that the County intends to build will provide an excellent buffer against encroachment. In addition, the County will grant the Navy a restrictive easement over 30 County-owned acres in the clear zone of runway 05.

(d) Air safety will not be degraded. NASWF will control all civil and military traffic.

(e) There is no other alternative. The County had planned to extend the runway at Peter Prince Airport southeast of NASWF, which would have seriously encroached on military operations. Under the proposed agreement, the County will not pursue or approve any extension.

(f) Santa Rosa County is an authorized local government agency.

4. In addition, the County will fund all costs to construct a taxiway between the Aviation Park and NASWF. Both the types of civil aircraft and the number of operations that may be allowed will be controlled in the proposed agreement (enclosure (5)).

5. In accordance with reference (a), request your approval to execute the proposed agreement. Command counsel concurs in this recommendation.



E. F. Hubbard  
Assistant Commander  
for Asset Management

Approve                                          MAY 26 2009

Disapprove \_\_\_\_\_

Other \_\_\_\_\_

Summary Taxiway Costs	
Taxiway Yankee Rehabilitation	\$292,053
New Taxiway from Existing Taxiway Y to Property Line	\$6,943,351
New Taxiway from Property Line to New Apron	\$1,694,519
Outfall Ditch	\$581,145
<b>Total Taxiway Costs</b>	<b>\$9,511,067</b>

Summary Taxiway Construction Costs	
Taxiway Y - Rehab	\$0
New Taxiway to WAP	\$6,144,558
New Taxiway to Apron	\$1,499,574
Outfall Ditch	\$496,705
<b>Total Construction Cost</b>	<b>\$8,140,837</b>

Engineering Costs	
Taxiway Design, Permitting and Bidding	\$701,089
Construction Admin & Oversight	\$419,523
<b>Total Engineering Costs</b>	<b>\$1,120,612</b>

**Taxiway Yankee Rehabilitation (Minor widening of Taxiway Y at the proposed intersection)**

Taxiway Shoulder Pavement Construction				
Stabilized Subgrade (12") (Shoulder)	SY	3,743	\$ 4.50	\$ 16,845.00
P-211 Limerock Base (6")	SY	3,743	\$ 14.00	\$ 52,406.67
P-401 Asphalt Taxiway (2")	TON	412	\$ 125.00	\$ 51,470.83
P-602 Emulsified Asphalt Prime Coat	GAL	1,497	\$ 2.50	\$ 3,743.33
P-603 Tack Coat	GAL	374	\$ 2.50	\$ 935.83
Airfield Pavement Markings Yellow, with Type III Glass Beads	SF	2250	\$ 3.00	\$ 6,750.00
Airfield Pavement Markings Black, No Type III Glass Beads	SF	2500	\$ 2.00	\$ 5,000.00
Temporary Pollution, Erosion, and Siltation Control	LS	1	\$ 30,000.00	\$ 30,000.00
Sodding and Seeding Allowance	LS	1	\$ 40,000.00	\$ 40,000.00

Subtotal Construction \$207,151.67

Mobilization (8%)	\$16,572.13
Safety, Security, & Traffic Control (2.5%)	\$5,178.79
Contingency (10%)	\$20,715.17
<b>Total Construction Cost</b>	<b>\$249,617.76</b>

Professional Design, Permitting and Bidding (12%)	\$29,954.13
Construction Admin & Oversight (5%)	\$12,480.89
<b>Total Project Cost</b>	<b>\$292,052.78</b>

**Airside Development - Taxiway Connector to Property Line (NASWF)**

P-151 Clearing and Grubbing	AC	19.6	\$ 7,500.00	\$ 147,000.00
Site Earthwork				
P-152 Excavation	CY	281,450	\$ 10.00	\$ 2,814,500.00
Taxiway Pavement Construction				
Stabilized Subgrade (12") (Taxiway)	SY	16,247	\$ 4.50	\$ 73,110.50
P-211 Limerock Base (8")	SY	16,247	\$ 18.00	\$ 292,442.00
P-401 Asphalt Taxiway (4")	TON	3,574	\$ 125.00	\$ 446,786.39
P-602 Emulsified Asphalt Prime Coat	GAL	6,499	\$ 2.50	\$ 16,246.78
P-603 Tack Coat	GAL	1,625	\$ 2.50	\$ 4,061.69
Taxiway Shoulder Pavement Construction				
Stabilized Subgrade (12") (Shoulder)	SY	12,236	\$ 4.50	\$ 55,064.00
P-211 Limerock Base (6")	SY	12,236	\$ 14.00	\$ 171,310.22
P-401 Asphalt Taxiway (2")	TON	1,346	\$ 125.00	\$ 168,251.11
P-602 Emulsified Asphalt Prime Coat	GAL	4,895	\$ 2.50	\$ 12,236.44
P-603 Tack Coat	GAL	1,224	\$ 2.50	\$ 3,059.11
Airfield Pavement Markings, Yellow, with Type III Glass Beads	SF	2,150	\$ 3.00	\$ 6,450.00
Airfield Pavement Markings Black, No Type III Glass Beads	SF	4,300	\$ 2.00	\$ 8,600.00
F-161 Gate & Electrical Controls	LS	1	\$200,000.00	\$ 200,000.00
F-161 Fencing	LF	150	\$22.00	\$ 3,300.00
C-102 Temporary Pollution, Erosion and Siltation Control	LS	1	\$ 50,000.00	\$ 50,000.00
Drainage System Allowance (D-701,D-702, D-751, D-752, D-754)	LS	1	\$ 350,000.00	\$ 350,000.00
Perimeter Access Road Adjustment	LS	1	\$ 100,000.00	\$ 100,000.00
T-904 Sodding	SY	22,100	\$ 4.00	\$ 88,400.00
T-901 Seeding	SY	44,200	\$ 2.00	\$ 88,400.00

Subtotal Construction \$ 5,099,218.25

C-105 Mobilization (8%) \$407,937.46  
 Safety, Security, & Traffic Control (2.5%) \$127,480.46  
 Contingency (10%) \$509,921.83  
**Total Construction Cost \$6,144,557.99**

Professional Design, Permitting & Bidding Fees (8%) \$491,564.64  
 Construction Admin and Oversight Fees (5%) \$307,227.90  
**Total Project Cost \$6,943,350.53**

**Airside Development - within Santa Rosa County Property (WAP Phase I)**

P-151 Clearing and Grubbing	AC	0.5	\$ 12,500.00	\$ 6,250.00
Site Earthwork				
P-152 Excavation	CY	34,000	\$ 9.00	\$ 306,000.00
Taxiway Pavement Construction				
Stabilized Subgrade (12")	SY	5,278	\$ 4.50	\$ 23,751.00
P-211 Limerock Base (8")	SY	5,278	\$ 21.00	\$ 110,838.00
P-401 Asphalt Taxiway (4")	TON	1,960	\$ 120.00	\$ 235,200.00
P-602 Emulsified Asphalt Prime Coat	GAL	2,111	\$ 2.50	\$ 5,278.00
P-603 Tack Coat	GAL	528	\$ 2.50	\$ 1,319.50
Taxiway Shoulder Pavement Construction				
Stabilized Subgrade (12") (Shoulder)	SY	4,222	\$ 4.50	\$ 18,999.00
P-211 Limerock Base (6")	SY	4,222	\$ 14.00	\$ 59,108.00
P-401 Asphalt Taxiway (2")	TON	750	\$ 120.00	\$ 90,000.00
P-602 Emulsified Asphalt Prime Coat	GAL	2,500	\$ 2.50	\$ 6,250.00
P-603 Tack Coat	GAL	422	\$ 2.50	\$ 1,055.50
Airfield Pavement Markings, Yellow, with Type III Glass Beads	SF	750	\$ 3.00	\$ 5,000.00
Airfield Pavement Markings Black, No Type III Glass Beads	SF	1,500	\$ 2.00	\$ 6,000.00
C -102, Temporary Pollution, Erosion and Siltation Control	LS	1	\$ 40,000.00	\$ 40,000.00
Drainage System Allowance (D-701,D-702, D-751, D-752, D-754)	LS	1	\$ 125,000.00	\$ 125,000.00
48" RCP (Primary Drainage Trunk Line)	LF	1,000	\$ 260.00	\$ 260,000.00
T-904 Sodding	SY	12,300	\$ 4.00	\$ 49,200.00
T-901 Seeding	SY	7,000	\$ 2.00	\$ 14,000.00

Subtotal Construction \$ 1,363,249.00

Mobilization (5%) \$68,162.45

Contingency (5%) \$68,162.45

Total Construction Cost \$1,499,573.90

Professional Design, Permitting & Bidding Fees (8%) \$119,965.91

Construction Admin & Oversight Fees (5%) \$74,978.70

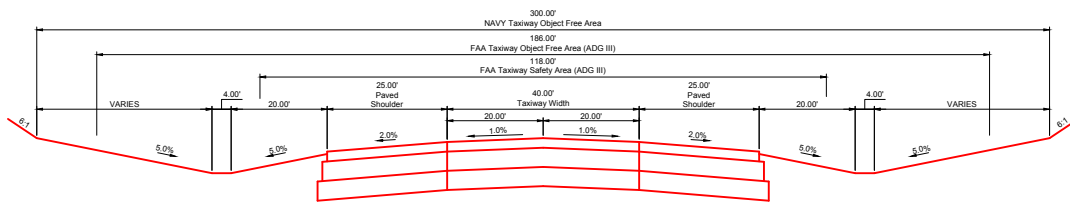
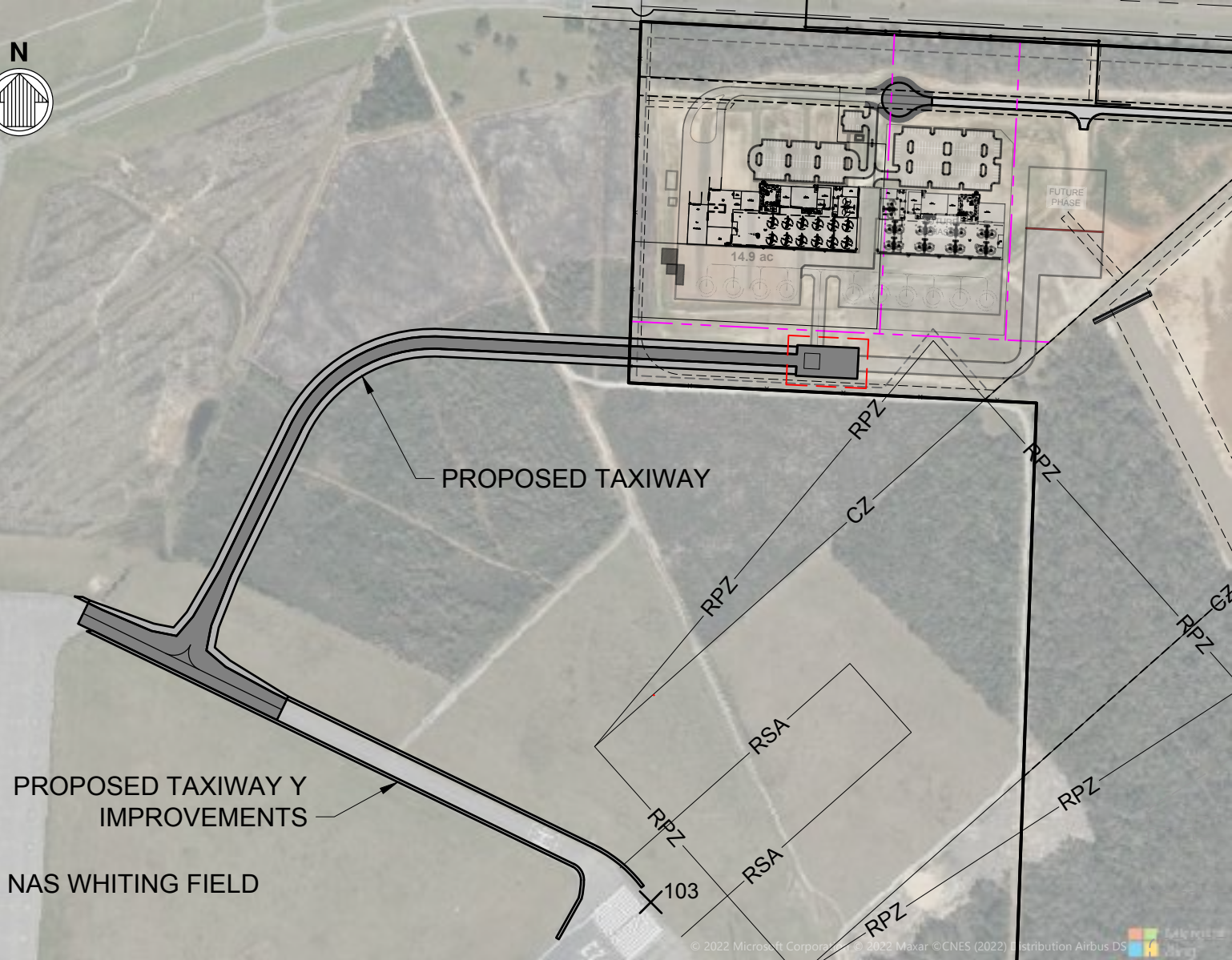
Total Project Cost \$1,694,518.51

**Taxiway Drainage Outfall Ditch**

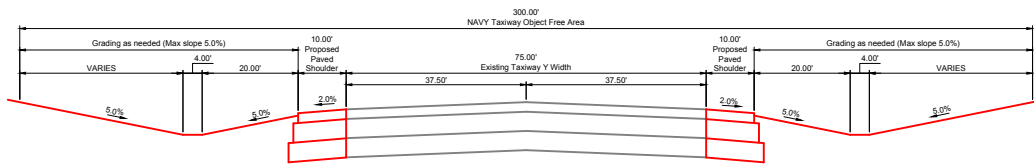
Clearing and Grubbing	AC	3.5	\$ 9,000.00	\$ 31,500.00
Site Earthwork				
Excavation	CY	24,000	\$ 9.00	\$ 216,000.00
Temporary Pollution, Erosion and Siltation Control	LS	1	\$ 20,000.00	\$ 20,000.00
Pond outfall structure to NAS Concrete ditch	LS	1	\$ 22,000.00	\$ 22,000.00
Drainage ditch system allowance (Rip-Rap or wier)	LS	1	\$ 35,000.00	\$ 35,000.00
Filter Sand (Chimney)	CY	250	\$ 25.00	\$ 6,250.00
Fencing	LF	1,400	\$ 28.00	\$ 39,200.00
Pond Gate	EA	1	\$ 3,000.00	\$ 3,000.00
Sodding	SY	15,800	\$ 4.50	\$ 71,100.00
Seeding	SY	3,000	\$ 2.50	\$ 7,500.00

Subtotal Construction	\$ 451,550.00
Mobilization (5%)	\$22,577.50
Contingency (5%)	\$22,577.50
<b>Total Construction Cost</b>	<b>\$496,705.00</b>

Professional Design, Permitting & Bidding Fees (12%)	\$59,604.60
Construction Admin & Oversight Fees (5%)	\$24,835.25
<b>Total Project Cost</b>	<b>\$581,144.85</b>



PROPOSED TAXIWAY TO WHITING AVIATION PARK



PROPOSED TAXIWAY Y IMPROVEMENTS