



JAA

**Jacksonville
Aviation
Authority**

14201 Pecan Park Road
Jacksonville, Florida 32218

December 4, 2017

Florida Job Growth Grant Fund
Enterprise Florida
800 North Magnolia Avenue, Suite 1100
Orlando, Florida 32803

To whom it may concern,

On behalf of the Jacksonville Aviation Authority, please accept the enclosed infrastructure proposal and supplemental information as application for the Florida Job Growth Grant Fund. The infrastructure proposal includes the design and construction of an 8,600 linear foot utility corridor and roadway project on the east side of Cecil Airport. The total project budget is \$16.5M which includes \$1M in local funds, \$3.5M in FDOT intermodal funding, and \$12M from the Florida Job Growth Grant.

Thank you for your consideration and please do not hesitate to call me at (904) 741-2743 with any questions or requests for additional information.

Sincerely,

Kimberly Howard
Senior Manager of Planning
Jacksonville Aviation Authority

Enclosure: Florida Job Growth Infrastructure Proposal

**Florida Job Growth Grant Fund
Public Infrastructure Grant Proposal
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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: Jacksonville Aviation Authority

Government Federal Employer Identification Number: [REDACTED]

Contact Information:

Primary Contact Name: Kimberly Howard

Title: Senior Manager of Planning

Mailing Address: 14201 Pecan Park Rd
Jacksonville, FL 32218

Phone Number: 904.741.2743

Email: kimberly.howard@flyjacksonville.com

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.

Cecil East Side Utility Corridor and Roadway. Please see attached document for a details project description.

- 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.

Cecil Airport/Spaceport is one of the most successful conversions of an ex-military airfield in the country. The facility currently employs 2,471 people and the Florida Statewide Economic Impact Study Update, dated August 2014, states the total annual economic impact of Cecil Airport is \$720,506,000. Further infrastructure investment, specifically \$12M for the construction of the utility corridor and east side roadway, will facilitate expansion for existing aviation business and attract new aviation and aerospace businesses to the east side. Forecasted development along the east side of Cecil Airport will increase jobs by 153% and more than double the economic impact stated in 2014.



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.

See attached supplemental document.

See attached supplemental document.



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.

See attached supplemental document.

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

See attached supplemental document.

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

Federal State County City Other JEA

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

See attached supplemental document.

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?

See attached supplemental document.

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

The proposed site of the infrastructure improvements is currently zoned for Mixed Use and conforms to the future uses.



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.

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

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

See attached supplemental document.



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	\$ 15.5M		
Reconstruction	\$		
Design & Engineering	\$ 1M		
Land Acquisition	\$		
Land Improvement	\$		
Other	\$	Please Specify:	_____
Total Project Costs	\$ 16.5M		

B. Other Public Infrastructure Project Funding Sources:

City/County	\$		
Private Sources	\$ 1M		
Other (grants, etc.)	\$ 3.5M	Please Specify:	<u>FDOT Intermod</u>
Total Other Funding	\$ 4.5M		
Total Amount Requested	\$ 12M		

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.

See attached supplemental document.



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)?

Approval by Jacksonville Aviation Authority Board of Directors must be received prior to execution of the grant agreement with the Florida Department of Economic Opportunity. The Board meets bi-monthly, therefore scheduling should not be a constraint.

- 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.

January 22, 2018; March 26, 2018; May 21, 2018

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

Special meetings may be held with a minimum notice of 3 days.

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



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: Jacksonville Aviation Authority

Name and Title of Authorized Representative: Steve Grossman, Chief Executive Officer

Representative Signature: *Steve Grossman* Print, sign, scan and attach with form submission.

Signature Date: 11/17/17

Florida Job Growth Grant Fund
Public Infrastructure Grant Proposal
Supplemental Information

1. Program Requirements:

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

Cecil East Side Utility Corridor and Roadway

This project will provide utilities and primary roadway access along the east side of Cecil Airport. At this time, the project is being completed in two phases. The first phase is the design and construction of the utility corridor. The completed corridor will be 8,600 linear feet and provide fiber, electric, water, sewer, and fire suppression to the length of the east side of Cecil Airport, including the Spaceport. The second phase is the design and construction of the east side roadway. The completed roadway will provide public ground transportation connecting the highway and interstate system to the Spaceport and future eastside Aviation development.

The utility corridor project is underway. The design of the 8,600 linear utility corridor is complete and the construction timeline is contingent upon available funding. The total utility project cost is \$8,500,000, which includes \$4.5M for the entire project design and construction of the first 4,600 linear feet, and \$4M for the construction of the remaining 4,000 linear feet. To date, the utility project has received \$2.5M in FDOT Intermodal funding, matching \$625,000 in local funds, for a total available project budget of \$3.125M. It is expected an additional \$1M in FY18 FDOT Intermodal funds, matching \$250,000 in local funds, will become available to complete funding for the first 4,600 linear feet. The construction cost of the remaining 4,000 linear of the utility corridor, \$4M, is included for consideration in this application.

The east side roadway project includes the design, necessary environmental and wetland mitigation, required storm water infrastructure, and the ultimate construction of 8,600 linear feet of paved access road to accommodate heavy duty traffic. The roadway will be 24' wide and maintain a 50-foot right of way with curbing and gutter. The total eastside roadway project cost is \$8M, which includes \$500,000 for design and permitting, and \$7.5M for construction. The complete design and construction cost of the roadway is included for consideration in this application.

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

The proposed infrastructure improvement, the utility corridor and east side roadway, will promote economic enhancement of a targeted industry by opening the east side of Cecil Airport for aviation and aerospace industry development. Specifically, access and utility infrastructure along the east side will facilitate expansion of existing maintenance repair and overhaul, and aircraft and aircraft part manufacturing tenants at Cecil Airport as well as attract new aerospace and commercial space tenants. Furthermore, the corridor will provide necessary ground transportation access and fire suppression infrastructure for launch site operations at Cecil Spaceport.

In consideration of the existing 185 acres of aviation development along the west side of Cecil Airport and a conservative expectation of 350 acres of new aviation and aerospace development on the east side, a positive ratio of 1.53 (350 acres/185 acres) is applied to current employment data to estimate new job creation and average wages. Under the prescribed assumptions, the proposed public infrastructure improvements will result in the creation of 3,780 new jobs with an average wage, including a reasonable

monetary burden calculation for benefits, of \$26 an hour or approximately \$54,000 a year. The expected aggregate annual salary of the 3,780 new jobs is approximately \$178M.

The *Florida Statewide Economic Impact Study Update*, dated August 2014, states the total annual economic impact of Cecil Airport is \$720,506,000. The reported number is based on a total direct and indirect employment of 6,974 jobs, direct impacts of \$424,511,000, indirect impacts of \$2,684,000, and multiplier impacts of \$293,311,000. In consideration of the current Cecil Airport employee count of 2,471 employees, the annual total can be described as an economic impact of \$291,585 per employee. Given the job creation estimate of 3,780 new jobs, the proposed infrastructure improvement will result in additional economic impact of \$1,102,191,300, increasing the total annual economic impact of Cecil Airport to \$1,822,697,300.

2. Additional Information

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

The Jacksonville Aviation Authority has established projects and sufficient budget authority to accommodate project commencement upon receipt of funding. The utility corridor design is complete and the first 4,600 linear feet of the project has been advertised for bid. The construction of the first 4,600 linear feet will be complete in 115 days and is not contingent upon funding from the Florida Job Growth Grant Fund.

The design of the eastside roadway will begin upon receipt of the Florida Job Growth Grant funding. The project design and permitting timeline is 12 months. Once complete, the eastside roadway and the remaining 4,000 linear feet of the utility corridor will be advertised and bid. The timeline for advertisement, bid and award is 4 months. The construction timeline for the eastside roadway and remaining utility corridor is 14 months. The two phases of the project, utility corridor and eastside roadway, will be completed within 30 months of commencement.

C. What is the location of the public infrastructure?

The proposed public infrastructure will be constructed on the northeast side of Cecil Airport. The utility corridor and eastside roadway began its connection at the intersection of 103rd St and Approach Rd, and will ultimately terminate at the Cecil Spaceport operations area.



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

The utility and roadway extension will be permitted through the following agencies:

1. City of Jacksonville – Review of development standards for roadway, drainage and flood plain management.
2. St Johns River Water Management District (SJRWMD) – Review and approval of drainage, stormwater management facilities and wetland impacts/mitigation.
3. JEA – Review and approval of water, wastewater and electric infrastructure. Florida Department of Environmental Protection (FDEP) will also need to review the proposed water main.
4. FEMA – Review and approval of proposed flood plain modifications.

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

The project has been broken into multiple phases. Phase 1 includes 4,600 linear feet of the Utility Corridor, as highlighted in light blue. The required permits including, City of Jacksonville, JEA and SJRWMD, have been acquired for this phase of the project. No FEMA permitting is required for this phase. Phase 2 includes the remaining 4,000 linear feet of utilities along with an 8,600 linear foot extension of the 24 foot wide roadway. The utilities are currently under design. The roadway has been conceptually designed as part of the utility extension project. The permits for the final utility and roadway extension have not been secured. Below is a list of permits and anticipated timeframe for completion:

Final Utility and Roadway Extension:

1. City of Jacksonville – 10 Set Approval – 3 months
2. St Johns River Water Management District – Stormwater & Wetland Permitting – 6 months
3. JEA – Water, Sanitary Sewer and Electrical – 6 months
4. FDEP – Water – 2 months
5. FEMA – Flood Plain Impacts & Mitigation – Conditional Letter of Map Revision – 6 months

Many of these permits can run concurrently. The total permitting timeline should be 9 months.

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

Generation Orbit (GO) is an aerospace company developing a dedicated nanosatellite launch system, utilizing horizontal launch facilities. Since GO's inception in 2011, the Jacksonville Aviation Authority has worked to advance its relationship with GO and secure them as the first commercial space operator at Cecil Spaceport. GO has completed several tests and is scheduled to begin operations at Cecil Spaceport in February 2018.

To accommodate the new tenant, the Authority completed construction of the spaceport operations ramp and purchased a fabric hangar to be relocated to the spaceport operations area. The hangar will serve as aircraft storage. Prior to relocation, a hangar foundation, parking area, and electric connectivity to the site will be constructed. Fire Code-NFPA-1 requires fire hydrant access for the hangar. Given the closest hydrant is 13,000 feet away from the new hangar location, and two compressed air fire protection portable foam carts will be collocated with the hangar, a variance from Fire Code-NFPA-1 was issued on September 27, 2017.

The variance was granted on a temporary basis and will expire on September 27, 2019. If the variance expires before permanent fire suppression infrastructure is in place, spaceport operations requiring use

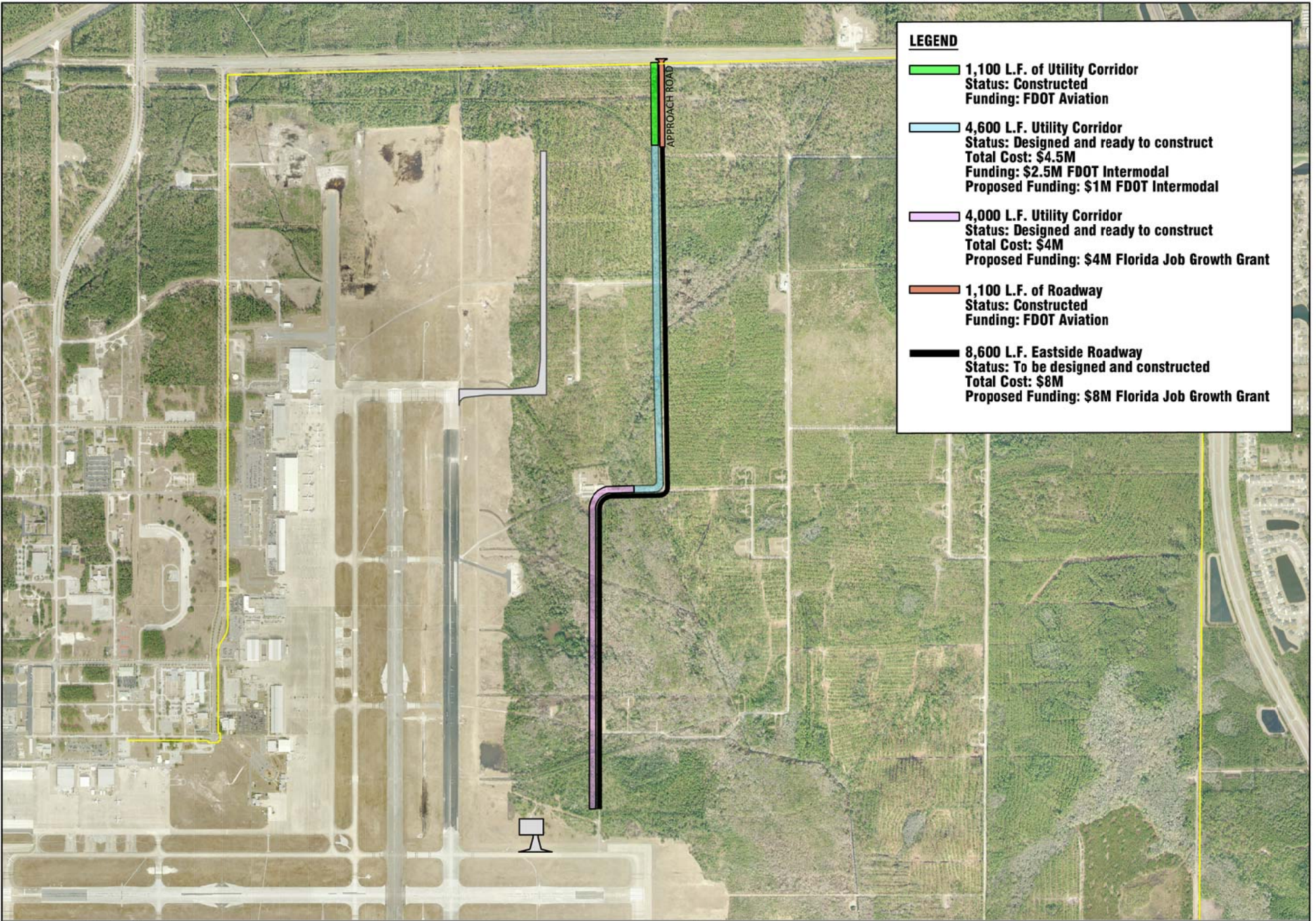
of the hangar will cease. In consideration of the variance timeline, the Authority hopes to receive funding and move forward with the proposed infrastructure project without delay.

3. Program Budget

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

The Jacksonville Aviation Authority established capital projects and budgets for spaceport infrastructure and the utility corridor with the approved FY16 capital budget. Additional budget for the Utility Corridor project is included in the approved FY17 capital budget for a total project budget of \$9.975M. At this time, the Authority has sufficient budget authority to complete first phase of the proposed infrastructure project, design and construction of the utility corridor, and design of the second phase, design and construct east side roadway.

The balance of the budget required to complete the second phase of the project, design and construct east side roadway, is programmed in FY19 of the Authority's capital improvement plan and will be approved with the FY19 capital budget for total project budget of \$16.5M. The prescribed timeline for the second phase of the project coordinates with the proposed budget timeline illustrated in the grant application.



LEGEND

- 1,100 L.F. of Utility Corridor**
 Status: **Constructed**
 Funding: **FDOT Aviation**

- 4,600 L.F. Utility Corridor**
 Status: **Designed and ready to construct**
 Total Cost: **\$4.5M**
 Funding: **\$2.5M FDOT Intermodal**
 Proposed Funding: **\$1M FDOT Intermodal**

- 4,000 L.F. Utility Corridor**
 Status: **Designed and ready to construct**
 Total Cost: **\$4M**
 Proposed Funding: **\$4M Florida Job Growth Grant**

- 1,100 L.F. of Roadway**
 Status: **Constructed**
 Funding: **FDOT Aviation**

- 8,600 L.F. Eastside Roadway**
 Status: **To be designed and constructed**
 Total Cost: **\$8M**
 Proposed Funding: **\$8M Florida Job Growth Grant**



CECIL AIR & SPACEPORT
JACKSONVILLE, FLORIDA

PUBLIC INFRASTRUCTURE
GRANT PROPOSAL

CECIL EASTSIDE UTILITY CORRIDOR
AND ROADWAY



JAA

**Jacksonville
Aviation
Authority**

14201 Pecan Park Road
Jacksonville, Florida 32218

Certification of Recording Secretary

I, **Melissa Marcha'-Lee**, as the recording secretary for the Jacksonville Aviation Authority, hereby certify that the **Approval of Delegation of Authority Policy**, attached hereto as Exhibit 1, is a true and correct copy from the official records of the Authority, and was approved by the Board at the regular meeting on February 28, 2011.

May 23, 2012
Date

Melissa Marcha'-Lee
Melissa Marcha'-Lee
Recording Secretary
Jacksonville Aviation Authority

- emailed to Chip Mont
- original sent to John
5-23-12
m



**SUBMISSION
FOR
BOARD APPROVAL**

SUBJECT: Approval of Delegation of Authority Policy
COST: Not Applicable **BUDGETED:** Not Applicable
SOURCE OF FUNDS: Not Applicable

BACKGROUND:

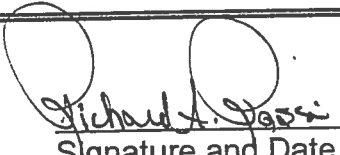


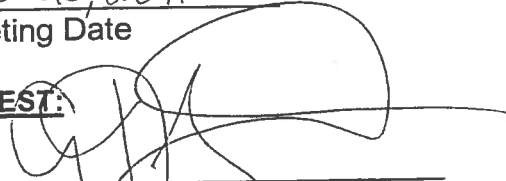

When the Jacksonville Aviation Authority ("Authority") and the Jacksonville Port Authority were split into two separate organizations, the Authority initially adopted the existing Port policies. The Authority is in the process of reviewing its policies to ensure they are applicable to Authority issues and the Authority's business operations.

In reviewing the Authority delegation policy several inconsistencies were noted and several areas were not addressed. The Authority seeks to enact a delegation policy that addresses its business issues and to cure any inconsistencies.

A copy of the proposed Delegation of Authority Policy is attached.

RECOMMENDATION:

Management recommends that the Board of Directors approve the Delegation of Authority Policy and authorize the Executive Director/CEO to execute any and all documents necessary to implement this action.

<u>RECOMMENDED FOR APPROVAL:</u>	
Richard Rossi Chief Financial Officer	 2/11/11 Signature and Date
<u>SUBMITTED FOR APPROVAL:</u>	
Steven Grossman CEO/Executive Director	 2/28/11 Signature and Date
<u>BOARD APPROVAL:</u>	
Feb. 28, 2011 Meeting Date	 Melissa Marcha'-Lee/Recording Secretary
<u>ATTEST:</u> 	 Ernie Isaac, Chairman
A. L. Kelly, Secretary	

DELEGATION OF AUTHORITY POLICY

Policy: The Jacksonville Aviation Authority ("Authority") hereby delegates to the Chief Executive Officer/Executive Director ("CEO") the authority to perform the functions set forth herein, provided they are carried out in accordance with the Authority Charter, applicable laws, rules, regulations and in accordance with bond covenants. The CEO may delegate the authority contained herein to a designee, as long as such delegation is contained in writing and is not prohibited herein.

1. **Purpose:** This Policy governs the Delegation of Authority by the Jacksonville Aviation Authority ("Authority") Board of Directors ("Board") to the CEO.
2. **Ordinance Code, City of Jacksonville:** If any section herein conflicts with the Ordinance Code of the City of Jacksonville, the Ordinance Code shall prevail.
3. **Prior Practice and Policies:** This policy supersedes and replaces all prior Authority policies and practices on delegation of authority, including but not limited to the Delegation of Authority policy statement number 16 dated March 25, 1997 adopted by the Authority Board of Directors on September 28, 2001; Standard Practice number 216A effective January 23, 1998 and all revisions and modifications thereto.
4. **Definitions:**
 - a. **Annual Audit.** Examination of the Authority's accounting records by an independent certified public accountant to form an audit opinion.
 - b. **Annual Budget.** A detailed projection of income and expenditures that are expected to be received and paid over the fiscal year commencing October 1st and ending September 30th.
 - c. **Authority.** The Jacksonville Aviation Authority
 - d. **CEO.** The Executive Director/Chief Operating Officer of the Authority.
 - e. **Capital Budget.** A detailed plan for investment in long term assets such as buildings, plant and equipment
 - f. **Charter.** Chapter 2001-319, Laws of State of Florida establishing the Jacksonville Aviation Authority as an independent Authority.
 - g. **City Council.** Elected city council of the City of Jacksonville, Duval County, Florida.
 - h. **Contingency Fund.** Cash budgeted in the Annual Budget for emergencies of unexpected outflows of funds.
 - i. **Minimum Standards.** Board approved requirements that prospective tenants must meet in order to locate and operate a business at Authority airports.
 - j. **Office of General Counsel.** Legal department under the City of Jacksonville Charter that provides legal services to all entities of the consolidated government, including the Authority.
 - k. **Operating Budget.** Detailed projection of all estimated income and expenses based on forecasted operating revenue during the fiscal year commencing October 1st and ending September 30th.
 - l. **Purchasing Code.** Rules and regulations that govern the process under which the Authority obtains goods and services.
 - m. **Rules and Regulations.** Prescribed legal guides for conduct and action governing aviation activities at the Authority.
5. **Approval Required:** Board or CEO approval required for actions shown on attached chart.
6. **Contracts/Purchase Orders/Change Orders**
 - a. To advertise for bids, proposals, or qualifications for construction, repair, maintenance, goods or services in accordance with the Charter provisions, the Procurement Code and all laws, as may be reasonably required for the operation of the Authority, and to

make awards as required.

- b. To enter into contracts for construction, repairs, services or work of any nature where the total cost, value or amount of these contracts is within the Board approved Operating Budget or the applicable line-item in the Capital Budget.
 - c. Contracts for services up to a five (5) year term provided the contract is subject to annual budgetary appropriations.
 - d. To Purchase or approve the purchase of supplies, materials, equipment, machinery, or services and to make other expenditures where the total cost of such purchase or expenditure is within the board approved operating budget or applicable line item.
 - e. To approve any contract, purchase order, change order or other expenditure that is within the Board approved Operating Budget or the applicable line item in the Capital Budget and which does not exceed a total cost of \$250,000.
7. **Budgeted Expenditures** Once the Annual Budget has been approved by the Board and the City Council, the CEO is authorized to proceed with projects and expenditures contained therein, in accordance with the JAA Charter, applicable laws, rules, and regulations and in accordance with bond covenants.
 8. **Emergency Expenditures & Sole Source Expenditures**. The CEO is authorized to make expenditures in an emergency situation, in order to address unforeseen issues which threaten life or property, in the amount of \$500,000.
 9. **Grant Agreements** The CEO is authorized to accept grants, gifts, donations and contributions from any source when Board approval is not required by the grantor, and when there is no commitment required by the Authority that is not within the CEO signing authority for expenditures not in the budget.
 10. **Travel**. The CEO is authorized to approve travel, consistent with the travel policy of the Authority, provided all such expenditures are within the Board approved Operating Budget.
 11. **Rates, Fees and Charges**. The CEO is authorized to establish and revise rates, fees and charges for all airport activities.
 12. **Settlement of Claims and Litigation and Write Offs of Uncollectible Accounts**. The CEO is authorized to initiate lawsuits as required to protect the interests of the Authority and establish payment plans for delinquent debts and accounts.
 13. **Standard Operating Policy**. Once the Board establishes a Policy, the CEO may establish Standard Operating Procedures to implement the policy, and provide direction to the staff.
 14. **Reports to the Board**. The following actions shall be reported to the Board in a written report each March and September:
 - a. All Budget transfers, Operating Budget in excess of \$100,000.
 - b. All Contingency Fund transfers in excess of \$100,000.
 - c. All Emergency expenditures in excess of \$250,000.
 - d. All Settlements of claim, litigation or write off of account that exceed \$50,000.

JACKSONVILLE AVIATION AUTHORITY DELEGATION OF AUTHORITY		APPROVAL REQUIRED	
		Board	CEO
1	Signatory Airline Agreements	X	
2	Airport Rules & Regulations	X	
3	Annual Audit	X	
4	Annual Budget	X	
5	Assignments, leases, operating agreements, commercial permits, concession agreements & other agreements a. Term greater than six (6) years, including extensions. b. Amendments to original agreements with term greater than six (6) years. c. Term less than six (6) years, including extensions d. Amendments to original agreements with term less than six (6) years.	X X	X X
6	Aviation Minimum Standards	X	
7	Budget transfers, Capital Budget a. Existing capital projects greater than \$250,000 b. Existing capital projects less than \$250,000 c. New Capital Projects, not budgeted, less than \$250,000 d. New Capital projects, not budgeted, greater than \$250,000	X	X X
8	Budget transfers, Operating Budget a. Greater than \$250,000 b. Less than \$250,000	X	X
9	CEO employment and compensation	X	
10	Collective bargaining agreements	X	X
11	Contingency fund transfers.		
12	Contracts for services, including consultants a. Term greater than five years b. Term less than five years	X	X
13	General policies of Authority	X	
14	Investment policy (including amendments/modifications)	X	
16	Personnel, including hiring, termination, demotion, transfer of personnel, establishment of and changes to salary ranges, job titles and job descriptions		X

No.	JACKSONVILLE AVIATION AUTHORITY DELEGATION OF AUTHORITY	APPROVAL REQUIRED	
		Board	CEO
17	Purchase/acquisition of real property, improved & unimproved, including easements a. In excess of \$100,000 per parcel b. Multiple parcels, total transaction greater than \$100,000 c. Less than \$100,000 per parcel	X X	X X
18	Rates, fees and charges.	X	
19	Sales of real property		
20	Settlement of claims and litigation, including attorney fees and costs a. Greater than \$150,000 b. Less than \$150,000	X	X
21	Severance payments Up to four (4) months salary per individual, total not to exceed \$25,000 per individual (\$25,000 computation does not include unused annual leave or other benefits due individual)		X
22	Surplus property and equipment. To establish procedures for sale of surplus property		X
23	Travel 1. CEO, domestic and international Travel, approved by Board Chairman or Vice-Chairman 2. Staff, international travel	X	X

BEFORE THE BUILDING CODES ADJUSTMENT BOARD
OF THE CITY OF JACKSONVILLE, FLORIDA

ORDER GRANTING TEMPORARY VARIANCE

Docket #V-17-47 was heard by the Building Codes Adjustment Boards (BCAB) on September 14; after due notice to the Appellant.


Todd Lindner and David Lambert represented the Appellant. Captain James Groff represented the Fire Department.

Based upon the evidence and sworn testimony received, the Board finds the following facts:

1. That the property in question, 13509 Scout Road, Jacksonville, Florida, is owned by Jacksonville Aviation Authority.
2. That the variance request is sought from: Fire Code – NFPA-1.
3. That the reason appeal is being sought: The nearest fire hydrant to the proposed aircraft hangar location is 13,000 feet away. Constructing a waterline to service a fire hydrant is cost-prohibitive.
4. That the variance being requested: To allow for two compressed air fire protection portable foam carts in lieu of a fire hydrant .
5. That the applicant's interest in this variance is: To allow for the relocation of a temporary fabric hangar to the Eastside of Cecil Airport.
6. That the City of Jacksonville position is: The City had no objection to the variance being granted with the following conditions: The variance is granted on a temporary basis – no longer than two years; with the understanding that the hangar is purely for storage of aircraft only; and there is a 75-foot buffer around the hangar.
7. The Board determined: that based on the testimony and evidence presented, a temporary variance should be granted with the following conditions: the hangar is purely for storage of aircraft only; and there will be a 75-foot buffer around the hangar. The board voted to grant the variance with the previously mentioned conditions.

IN CONSIDERATION, IT IS ORDERED: the temporary variance is GRANTED; MOTION CARRIED UNANAMOUSLY (8-0).

DONE AND ORDERED BY THE BUILDING CODES ADJUSTMENT BOARD THIS 14th DAY OF September, 2017.


Fred DeWitt, Chair

I, Kimberly Phillips, hereby certify that a copy of this Order was mailed to: Jacksonville Aviation Authority c/o Derek Powder at 14201 Reagan Park Road Jacksonville, FL 32218; Larry Elkins P.E. 12740 Gran Bay Parkway, Ste. 2110, Jacksonville, FL 32258 this 14th day of September 2017


Kimberly Phillips, Administrative Aide

1 of 1
Docket #V-17-47