

Budget Detail Request - Fiscal Year 2016-17

Your request will not be officially submitted unless all questions and applicable sub parts are answered.

1. Title of Project: Pensacola International Airport Commerce Park
2. Date of Submission: 12/09/2015
3. House Member Sponsor(s): Clay Ingram

4. DETAILS OF AMOUNT REQUESTED:

- a. Has funding been provided in a previous state budget for this activity? Yes
If answer to 4a is ?NO? skip 4b and 4c and proceed to 4d
- b. What is the most recent fiscal year the project was funded? 2015-16
- c. Were the funds provided in the most recent fiscal year subsequently vetoed? Yes
- d. Complete the following Project Request Worksheet to develop your request (Note that Column E will be the total of Recurring funds requested and Column F will be the total Nonrecurring funds requested, the sum of which is the Total of the Funds you are requesting in Column G):

FY:	Input Prior Year Appropriation for this project for FY 2015-16 (If appropriated in FY 2015-16 enter the appropriated amount, even if vetoed.)			Develop New Funds Request for FY 2016-17 (If no new Recurring or Nonrecurring funding is requested, enter zeros.)			
	Column: A	B	C	D	E	F	G
Funds Description:	Prior Year Recurring Funds	Prior Year Nonrecurring Funds	Total Funds Appropriated (Recurring plus Nonrecurring: Column A + Column B)	Recurring Base Budget (Will equal non-vetoed amounts provided in Column A)	INCREASED or NEW Recurring Requested	TOTAL Nonrecurring Requested (Nonrecurring is one time funding & must be re-requested every year)	Total Funds Requested Over Base Funding (Recurring plus Nonrecurring: Column E + Column F)
Input Amounts:	0	4,000,000	4,000,000	0	0	3,085,087	3,085,087

- e. New Nonrecurring Funding Requested for FY 16-17 will be used for:
 Operating Expenses Fixed Capital Construction Other one-time costs
- f. New Recurring Funding Requested for FY 16-17 will be used for:
 Operating Expenses Fixed Capital Construction Other one-time costs

5. Requester:

- a. Name: Eric Olson
- b. Organization: City of Pensacola
- c. Email: eolson@cityofpensacola.com
- d. Phone #: (850)435-1696

6. Organization or Name of Entity Receiving Funds:

- a. Name: City of Pensacola
- b. County (County where funds are to be expended) Escambia
- c. Service Area (Counties being served by the service(s) provided with funding) Escambia

7. Write a project description that will serve as a stand-alone summary of the project for legislative review. The description should summarize the entire project's intended purpose, the purpose of the funds requested (if request is a sub-part of the entire project), and most importantly the detail on how the funds requested will be spent - for example how much will be spent on positions and associated salaries, specifics on capital costs, and detail of operational expenses. The summary must list what local, regional or statewide interests or areas are served. It should also document the need for the funds, the community support and expected results when applicable. Be sure to include the type and amount of services as well as the number of the specific target population that will be served (such as number of home health visits to X, # of elderly, # of school aged children to receive mentoring, # of violent crime victims to receive once a week counseling etc.)

Pensacola International Airport Commerce Park: Pensacola International Airport began a process to acquire property in the Campus/College Heights subdivisions (roughly of 67 acres) in the late 1990's for the following reasons: 1) Protection against incompatible land use: Given the proximity of the area to the airfield and the adjacent airfield operations, if the area were acquired by an outside entity, development could result in conflicts and constraints to airport activity. 2) Expansion of commercial aeronautical operations: The 1999 Master Plan identified a deficiency in the amount of space that the Airport had available for cargo operations, and determined that the land in this location would be ideal for this use. Given recent discussions with various cargo carriers, the need for additional space has become more evident. Some carriers are unable to provide service due to the unavailability of both ramp space and landside facilities. In addition to the need of space for expanded cargo operations, there is also a need for space on which to place commercial aeronautical activities that might not be compatible with operations on other quadrants of the airfield. Over the last several years, multiple entities have expressed an interest in placing larger aircraft maintenance operations on the facility but have been unable to do so given the lack of space. 3) Expansion of non-airline revenue sources: The 1999 Master Plan identified the need to acquire property on which the Airport could better diversify its non-airline revenue sources. In addition to determining that the land in question would be ideal for expanded cargo and other aeronautical operations, the Master Plan also determined the land could be used for the development of an Airport Commerce Park. Cost Breakdown: Funds will be used for property acquisition, seller relocation, consulting fees, demolition, and infrastructure. A list of the individual parcels to be acquired, along with the estimated total cost for the acquisition is attached. The cost includes: 1) Purchase price; 2) Title; 3) Recording fees; 4) Legal fees; 5) Survey fees; 6) Relocation allowance if warranted Pensacola International Airport generates an estimated annual economic impact of more than \$565 million, and directly or indirectly supports more than 5700 jobs. Completion of the Airport Commerce Park will both protect against incompatible uses nearby which could threaten existing jobs, and allow for the recruitment of aviation/aerospace sector businesses and other

business entities which could benefit from airport-adjacent facilities. The latter is especially important as in recent years, the central Gulf Coast has become an emerging center for aerospace industry activities, with companies such as Airbus and VT MAE locating in nearby Mobile, Alabama. The region's quality of life, low cost of living and doing business, and proximity to both the I-10 corridor and major military installations (and the corresponding workforce) makes it a natural choice for the industry. With no state income tax, Northwest Florida is especially well positioned to market itself to the growing sector, and in fact is already doing so, with VT MAE in the process of expanding its operations at Pensacola International Airport and creating an estimated 300 jobs. By increasing the leasable area adjacent to the Pensacola International Airport, hundreds if not thousands of jobs could potentially be created.

8. Provide the total cost of the project for FY 2016-17 from all sources of funding:

Federal: 0

State: 1,286,184 (Excluding the requested Total Amount in #4d, Column G)

Local: 428,728

Other: 0

9. Is this a multi-year project requiring funding from the state for more than one year?

No