

RESOLUTION NO 2026 – 124

CITY OF LAKE CITY, FLORIDA

A RESOLUTION OF THE CITY OF LAKE CITY, FLORIDA APPROVING THAT CERTAIN APPLICATION FOR FUNDS FROM THE UNITED STATES DEPARTMENT OF COMMERCE ECONOMIC DEVELOPMENT ADMINISTRATION FOR INFRASTRUCTURE IMPROVEMENTS TO HANGARS AT THE LAKE CITY GATEWAY AIRPORT; MAKING CERTAIN FINDINGS OF FACT IN SUPPORT OF THE CITY APPLYING FOR SUCH GRANT FUNDS; RECOGNIZING SAID GRANT REQUIRES A FUNDING MATCH FROM THE CITY IN THE AMOUNT OF ONE MILLION FIVE HUNDRED THOUSAND DOLLARS (\$1,500,000); DIRECTING THE CITY'S FINANCE DEPARTMENT TO EARMARK AND SET ASIDE FUNDS IN THE AMOUNT OF ONE MILLION FIVE HUNDRED THOUSAND DOLLARS (\$1,500,000) AS THE CITY'S REQUIRED MATCHING FUNDS; RECOGNIZING AAR AIRFRAME MRO – LAKE CITY HAS COMMITTED TO FULFILL THE CITY'S OBLIGATION TO PROVIDE SAID MATCHING FUNDS; DIRECTING THE CITY'S FINANCE DEPARTMENT TO DE-OBLIGATE THE CITY'S EARMARKED MATCHING FUNDS UPON RECEIPT OF MATCHING FUNDS TO BE PROVIDED BY AAR AIRFRAME MRO – LAKE CITY; RECOGNIZING THE AUTHORITY OF THE MAYOR TO EXECUTE AND BIND THE CITY TO SAID AGREEMENT; DIRECTING THE MAYOR TO EXECUTE AND BIND THE CITY TO SAID AGREEMENT; REPEALING ALL PRIOR RESOLUTIONS IN CONFLICT; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Lake City (the "City") by and through the Lake City Gateway Airport (the "Airport") desires to apply for funds through the United States Department of Commerce Economic Development Administration (the "Agency") Infrastructure Grant Program (the "Grant Program") in the amount of \$5,999,993.00. (the "Grant Funds"); and

WHEREAS, the Airport will use the Grant Funds for improvements to the roofs of certain hangars (the "Project"); and

WHEREAS, particularly, upon approval, the Grant Funds will be used to cover the cost of said repairs, as detailed in the quote provided in the grant application (the "Application") attached hereto; and

WHEREAS, the Grant Program requires the City to provide matching funds in the amount of \$1,500,000.00 (the "Matching Funds"); and

WHEREAS, AAR Airframe MRO – Lake City ("AAR") by its letter to the City dated July 6, 2026 (the "AAR Letter") has committed to provide to the City the City's required Matching Funds; and

WHEREAS, the City desires to accept the AAR Letter as a commitment by AAR to be responsible for the City's obligation to provide the Matching Funds; and

WHEREAS, notwithstanding AAR's commitment to be responsible for the City's obligation to provide the Matching Funds, the City remains liable to the Agency for providing the Matching Funds in the event AAR is unable to provide same; and

WHEREAS, it is prudent that the City earmark and set aside the Matching Funds until such time as the City receives funds from AAR in fulfillment of AAR's commitment pursuant to the AAR Letter; and

WHEREAS, applying for the Grant Funds and accepting the AAR Letter as a commitment by AAR to be responsible for the City's obligation to provide the Matching Funds, while also earmarking and setting aside the Matching Funds in the event AAR is unable to fulfill its commitment to provide funds to the City in the amount of the Matching Funds is in the public interest and in the interests of the City; now therefore

BE IT RESOLVED by the City Council of the City of Lake City, Florida:

1. Applying for the Grant Funds and accepting the AAR Letter as a commitment by AAR to be responsible for the City's obligation to provide the Matching Funds, while also earmarking and setting aside the Matching Funds in the event AAR is unable to fulfill its commitment to provide funds to the City in the amount of the Matching Funds is in the public or community interest and for public welfare; and
2. In furtherance thereof, applying to the Grant Program for an award of the Grant Funds should be and is approved by the City Council of the City of Lake City; and
3. In furtherance thereof, the City accepts AAR's commitment, as set forth in the AAR Letter, to provide to the City funds equal to the amount of the Matching Funds; and
4. In furtherance thereof, setting aside and earmarking the Matching Funds in furtherance of funding the Project is in the public interest and in the interests of the City; and
5. In furtherance thereof, the City's finance department is directed to set aside and earmark the Matching Funds for use as the City's required funding match pursuant to the terms of the Grant Program in the event AAR is unable to fulfill its commitment to provide funds to the City in the amount of the Matching Funds; and
6. In furtherance thereof, the City's finance department is directed to de-obligate the Matching Funds set aside pursuant to the foregoing paragraph upon fulfillment of AAR's commitment

to provide funds to the City in the amount of the Matching Funds as set forth in the AAR Letter; and

7. The Mayor of the City of Lake City is the officer of the City duly designated by the City's Code of Ordinances to enforce such rules and regulations as are adopted by the City Council of the City of Lake City; and
8. The Mayor of the City of Lake City is authorized to execute on behalf of and bind the City to the terms of the Application; and
9. The Mayor of the City of Lake City is directed to execute on behalf of and bind the City to the terms of the Application; and
10. This resolution shall become effective and enforceable upon final passage by the City Council of the City of Lake City.

APPROVED AND ADOPTED, by an affirmative vote of a majority of a quorum present of the City Council of the City of Lake City, Florida, at a regular meeting, this ____ day of September, 2026.

BY THE MAYOR OF THE CITY OF LAKE CITY,
FLORIDA

Noah E. Walker, Mayor

ATTEST, BY THE CLERK OF THE CITY COUNCIL
OF THE CITY OF LAKE CITY, FLORIDA:

Audrey Sikes, City Clerk

APPROVED AS TO FORM AND LEGALITY:

Clay Martin, City Attorney



ED-900 – General Application for EDA Programs

This form is required for application to EDA grant programs, consistent with the requirements outlined in each program Notice of Funding Opportunity (NOFO). **Applicants are strongly encouraged to clearly and concisely respond to each answer in the space provided. Applicants should not provide additional documents or narratives without prior written approval from EDA.**

A. Applicant Information

A.1. Please identify all applicants for this project.

The Lead Applicant is the party who is responsible for handling disbursements of funds and reporting to EDA.

Please note: Active registration with the System for Award Management (SAM) is required of all EDA applicants and awardees at www.SAM.gov. Please list the relevant Commercial and Government Entity CAGE Code and SAM expiration data for all applicants and co-applicants (if any) in the table below.

	Name	SAM.gov CAGE Code	SAM.gov Registration Expiration Date	Fiscal Year End Date (mm/dd)
Lead Applicant	City of Lake City		10/17/2026	09/30
Co-Applicant 1				
Co-Applicant 2				
Co-Applicant 3				
Co-Applicant 4				
Co-Applicant 5				

Agency Disclosure Notice: This information collection is authorized by OMB control #0610-0094. Public reporting burden for this collection of information is estimated to average 17.1 hours per response for non-construction projects and 43 hours per response for construction projects, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to U.S. Department of Commerce, Economic Development Administration at jknott@eda.gov. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

B. Scope of Work

B.1. Describe the scope of work for the proposed EDA investment, including a list of project tasks to be undertaken.

List the specific tasks/activities that will be undertaken as a result of this investment.

Applicants for construction assistance should also include a statement of project components, including whether the proposed project involves the construction of a new facility (or facilities) or the expansion, renovation, or replacement of an existing facility or facilities. Applicants should also describe the proposed project components in terms of dimensions, capacities, quantities, square footage, etc. and should verify the description aligns with the engineering description provided in the preliminary engineering report, the environmental narrative, and other application materials.

Applicants for Partnership Planning Assistance should provide a narrative on the economic development activities that will be undertaken, which must include managing and maintaining the Comprehensive Economic Development Strategy (CEDS) process.

Applicants for Short Term Planning Assistance or Local Technical Assistance should provide a narrative explaining how the proposed scope of work will enhance economic development planning capacity of the identified region. Applicants should include information regarding any relationship or collaboration with other public and private entities, and should explain how the strategy will expand the capacity of public officials and economic development organizations to work effectively with employers and enable the region to plan and coordinate the use of available resources to support economic recovery and the development of a regional economy and/or develop innovative approaches to economic revitalization in the region.

Applicants for State Planning Assistance should provide a narrative outlining the proposed scope of work for the project, including the relationship to any existing CEDS or similar planning processes, and the goals and objectives of the proposed project.

Applicants for a Revolving Loan Fund (RLF) should clearly define the service area of the proposed Revolving Loan Fund, the types and size of loans anticipated to be made under the RLF and the focus area of the RLF (if any). Applicants should describe how the RLF will be designed to make loans to businesses that cannot otherwise obtain traditional bank financing. Applicants should describe what (if any) technical assistance will be provided for loan applicants/borrowers and explain how quickly grant funds are expected to be deployed (i.e. lent) to potential borrowers.

The proposed EDA investment will support the renovation and replacement of critical public industrial facilities through the installation of new hurricane-rated roofing systems on four aging aircraft maintenance hangars within the City-owned, 114-acre aviation industrial complex leased to AAR. These hangars, constructed in the 1960s, have experienced decades of wear and repeated hurricane damage, resulting in severe roof deterioration and end-of-life conditions. The project constitutes the replacement and renovation of existing facilities.

1. Pre-construction Activities - Engineering design and technical specifications for each of the four hangars will be finalized. The City will conduct competitive procurement for roofing contractors and will complete all required environmental review compliance and associated permitting actions necessary before construction can begin. Structural inspections will confirm load capacity and identify areas requiring reinforcement. Crews will then remove damaged roofing components, insulation, and any compromised structural elements in preparation for full roof replacement. This phase ensures that all underlying conditions are addressed before new systems are installed. Roof demolition and surface preparation will follow, involving the safe removal and disposal of the original 1960s roof assemblies. Structural steel decking and trusses will be prepared to receive the new system, with repairs or replacements as needed where age or storm damage has weakened existing components.

2. Construction Activities - Installation of new hurricane-rated roofing systems designed to meet current Florida Building Code standards. Work will include installing new structural decking where required, adding wind-rated insulation and waterproofing systems, and completing installation of durable metal roofing assemblies capable of withstanding severe weather events. These improvements will restore structural integrity while significantly improving resilience and operational reliability. Guttering, drainage, and water intrusion controls will be installed to improve long-term performance and reduce future maintenance needs. Contractors will replace or modernize drainage systems and ensure all transitions between roof and wall assemblies are fully sealed and weatherproofed.

3. Engineering & Inspection Activities - Quality assurance activities will occur throughout installation. On-site inspections will verify compliance with engineered specifications, followed by post-installation structural certification and final commissioning before turnover to facility operators. The project will conclude with a formal closeout phase that includes final inspections, documentation, warranties, and submission of all required EDA compliance and completion certifications.

The four Hangars have the following square footage:

Hangar 3 - 106,500 sq. ft.

Hangar 5 - 84,330 sq. ft.

Hangar 6 - 84,057 sq. ft.

Hangar 9 - 77,519 sq. ft.

B.2. Describe the specific deliverables/outcomes that the project will produce and the primary beneficiaries or audience of those deliverables. Please note that deliverables are defined as the specific outcomes that will come from the project and differ from information on project tasks/activities requested in B.1. Project tasks/activities requested in B.1 should be reported as process steps that will be achieved to reach the final project while deliverables/outcomes detailed in B.2 are the final product produced.

The proposed project will produce several measurable and tangible deliverables that directly result from the replacement and renovation of roofing systems on the existing aircraft maintenance hangars within the City-owned aviation industrial complex. These deliverables represent the final outcomes of the work, distinct from the process-based tasks described in Section B.1.

The primary deliverable will be the successful installation of new hurricane-rated roofing systems on the designated aircraft maintenance hangars. These modern roofing systems will include updated structural decking where required, new wind-rated insulation, waterproofing layers, and metal roofing assemblies designed to meet current Florida Building Code hurricane resilience standards.

Completing these installations will restore full structural integrity to facilities that have reached end-of-life conditions due to decades of wear and repeated hurricane damage.

In addition to the roofing systems, the project will deliver fully upgraded guttering, drainage, and water intrusion control systems for each hangar. These improvements will reduce long-term water infiltration risks and enhance the overall durability and functional safety of the buildings. All transitions between roof and wall systems will be sealed and weatherproofed, ensuring a comprehensive enhancement of the hangars' protective envelopes.

The project will also produce formal post-construction certifications and quality assurance documentation, including on-site inspection reports, structural certifications, warranties, and all required EDA closeout and compliance materials. These deliverables verify that the work meets engineering specifications and regulatory standards and that the renovated facilities are safe, resilient, and ready for continued industrial use.

The primary beneficiaries of these deliverables are the businesses and workforce utilizing the City-owned aviation complex, including AAR, which leases and operates within the facility. By restoring these hangars, ranging in size from 77,519 to 106,500 square feet, the project ensures continuity of operations within a critical regional aerospace and maintenance hub. Enhanced structural reliability and storm resilience directly support sustained employment, economic activity, and industrial productivity across the 114-acre complex.

Overall, the project will produce fully modernized, storm-resilient hangar facilities that protect existing economic assets, strengthen regional disaster resilience, and ensure safe, functional infrastructure for current and future aviation maintenance operations.

B.3. Identify the proposed time schedule for the project, including specific project milestones.

During Months 1 through 3, the project team will complete the final engineering design and technical specifications for each hangar, while simultaneously beginning environmental review compliance and required permitting. Competitive procurement preparation will also be initiated during this period to ensure a seamless transition into the solicitation phase. These first three months consolidate the original design, procurement initiation, and early permitting activities into a unified design and permitting period.

Months 4 and 5 will focus on completing all permitting processes, securing FAA airfield clearances, and finalizing building permit approvals. During this same period, the City will conduct its formal solicitation of bids, manage contractor inquiries, and award the construction contract in accordance with EDA procurement requirements. Structural inspections needed to confirm load capacities and identify any necessary reinforcements will be integrated into pre-award and early mobilization activities.

Construction will occur during Months 6 through 11 and will follow a phased approach that allows the MRO facility to remain operational. Initial work will include the removal of damaged roofing components, insulation, and compromised sections, followed by preparation of the structural steel decking and trusses. Once demolition and surface preparation are complete, contractors will proceed with installing new structural decking where required, applying wind-rated insulation and waterproofing systems, and beginning installation of hurricane-rated metal roofing assemblies that meet current Florida Building Code standards. As each hangar progresses through the roofing phase, crews will install new guttering, drainage improvements, and water intrusion control systems, followed by sealing and weatherproofing all transitions between roof and wall systems.

Months 12 and 13 will be dedicated to engineering verification, quality assurance, and closeout activities. This includes ongoing on-site inspections to confirm compliance with engineering specifications, completion of post-installation structural certifications, final commissioning, turnover to facility operators, and preparation of all required documentation, warranties, and EDA closeout materials.

Milestones:

Design: Month 3

Permitting: Month 5

Solicitation of Bids & Contract Award: Month 7

Construction: Month 13

B.4. Describe how the proposed project aligns with one or more of EDA's investment priorities. Current EDA investment priorities are available at <https://www.eda.gov/about/investment-priorities/>. Applicants must identify all relevant investment priorities with which the project aligns with and describe how the project advances each relevant priority (ies).

The aircraft maintenance hangars, located at the Lake City Gateway Airport, are core components of the City's industrial infrastructure and are essential to the continued operation of the region's aviation industry. Replacement of the failing roofing systems restores the safety and functionality of decades-old public assets, allowing the aviation complex to maintain operations and support economic activity. Modernizing industrial facilities of this scale is vital to sustaining the region's infrastructure backbone.

2. Workforce

The aviation industrial complex supports major aircraft maintenance, repair, and overhaul (MRO) operations, an industry that employs a large workforce of skilled technicians. By restoring the structural integrity of the hangars, the project ensures that AAR and related aviation businesses can continue operating without interruption. Protecting the hangars ranging from 77,519 to over 106,000 square feet safeguards existing skilled jobs and supports long-term workforce stability in a high-wage sector central to the region's economy.

3. Innovation and Entrepreneurship

The proposed investment strengthens the region's innovation capacity by ensuring that the aviation industrial complex, home to large-scale aircraft maintenance and repair operations, remains a reliable platform for technologically advanced aerospace activity. By replacing the aging, storm-damaged roofing systems on the City-owned hangars with modern, hurricane-rated assemblies, the project preserves essential industrial space that supports sophisticated aircraft maintenance processes requiring precision, safety, and compliance with current standards. These infrastructure upgrades enable the continued use of the hangars for high-skill, technology-driven work and position the complex to support future entrepreneurial growth in the aviation sector by providing durable, resilient facilities suitable for advanced aerospace innovation.

4. Economic Recovery Resilience

The project directly addresses repeated hurricane impacts that have caused severe deterioration of the hangar roofs. The installation of hurricane-rated metal roofing systems, structural decking, wind-rated insulation, waterproofing, and enhanced drainage significantly increases the resilience of these public industrial facilities. These improvements ensure continuity of operations following severe weather events and reduce the economic disruptions that have historically resulted from storm-related damage. Renovating these existing industrial facilities directly benefits the regional economy by supporting long-term economic productivity within the 114-acre complex, preserving the major employment center, and ensuring that this critical aviation hub continues contributing to economic growth. The project leverages existing assets to generate durable community benefits and protect vital facilities.

5. Manufacturing

Aircraft maintenance is a technologically advanced, globally competitive industry. Ensuring that these hangars meet current structural, safety, and wind-resistance standards enables AAR and other tenants to continue operating in compliance with aviation industry requirements. Without these upgrades, the deteriorating conditions threaten operational certification and competitiveness. The project strengthens the region's position as a hub for aerospace services.

Summary

By strengthening critical infrastructure, enhancing resilience, preserving high-skill aviation jobs, supporting competitiveness in a technology-driven industry, and advancing economic development, the project substantially advances EDA's key Investment Priorities while addressing immediate public infrastructure needs.

C. Project Region

C.1. Project Location

Project location is the physical location where the project work occurs. Project location information helps EDA conduct application reviews and map projects. Providing complete and accurate information is important to the application review process. For revolving loan funds (RLF), the project location is the RLF lending area.

C.1.a. For construction projects, identify the physical location of construction. Include as much geographical information as possible including street address (or close approximation), census tract(s), county(ies), and state(s). If more than one census tract applies, please identify all census tracts where the project will be located.

Example 1 (single location project such as a Water Tower, workforce training center or incubator): 1234 Daisy St., Census Tract: 53123456789, County: Adams County, State: WA

Example 2 (multi location project that does not have a defined address, such as a water or sewer line or access road): Pump at Intersection of Hwy 70 and Route 24, 500 linear feet of sewer at Mockingbird Lane, Census Tract: 53123456789, 53123456790, 53123456791, State: WA

South side of the Lake City Gateway Airport (LCQ)., 102 SE Academic Ave, Lake City, Florida, 32025, Census Tract: 12023110300, Columbia County

C.1.b. For planning, technical assistance, revolving loan funds or other non-construction projects, identify the primary location(s) where the work will be conducted. Include as much geographical information as possible including census tract(s), county(ies), and state(s). If more than one census tract applies, please identify all census tracts where the project will be located. If all census tracts in a county apply, include "All Census Tracts" after the county name. For Revolving Loan Fund applications, please describe the proposed geographic lending area.

Example 1 (single location project such as feasibility study or economic impact study where the project location is the location where analysis is being performed): 1234 Daisy St., Census Tract: 53123456789, County: Adams County, State: WA

Example 2 (multi-location project such as a Partnership Planning grant, regional resilience project, or other regional project): County Robeson (All Census Tracts), Bladen (All Census Tracts), Columbus (all Census tracts), state NC

Example 3 (multi location project that is a statewide project): State of NC (All counties and Census Tracts)

C.2. Estimated Area of Impact

The estimated area of impact for your project is the area expected to benefit directly from the proposed EDA project. For construction projects, area of impact could include the commuting shed where potential employees may reside. For non-construction projects the area of impact could include the geographic scope where the work will occur and where the output of the work will be utilized. Defining the area of impact helps EDA to assess the economic benefits of projects and the merits of applications. Providing complete and accurate information is critical to the application review process.

List all census tracts, counties, and state where the project benefit will occur. If all census tracts in a county apply, include "All Census Tracts" after the county name.

Example 1 (single location project such as feasibility study or economic impact study where the project location is the location where analysis is being performed but the impact is two counties that serve as the commuting area and economic engine for the location of the project): 1234 Daisy St., Census Tract:, County: Benton and Grant County, State: WA

Example 2 (multi-location project such as a Partnership Planning grant, regional resilience project, or other regional project): project performed by entity located in Raleigh, NC for statewide project: State of NC (All counties and Census Tracts)

Example 3 (a multi-location project could cross state boundaries): State of WA (All counties and Census Tracts), Nez Perce County (Idaho), and Multnomah County (Oregon).

This project will directly impact the Lake City Airport. It will have regional economic impacts primarily in Columbia County Florida., Lake City, Florida, 32025, Columbia County(All Census Tracts)

D. Economic Development Needs

D.1. Current Economic Conditions - Area of Impact. Briefly describe the economic conditions of the estimated area of impact with a focus on available data describing the level of distress, if applicable. This should also include a concise overview of the economic development needs, area's workforce, industry clusters, main economic drivers, challenges, and assets. Describe the economic adjustment problems or economic dislocations the area is experiencing (or is likely to experience in the next 24 months). Relevant data may be drawn from the regional CEDS, <https://eda.gov/resources/tools/>, as well as other sources. You'll be asked to provide more details about this in Section H. For revolving loan fund applications, please include information on borrowers and industry sectors that the loan fund is anticipated to target.

Current Economic Conditions (Area of Impact)

The area of impact for this project includes Columbia County, Florida, and the broader North Central Florida aviation and industrial labor shed centered on the Lake City Gateway Airport (ZIP 32025). The county's economy is fundamentally rural and exhibits a goods-producing orientation stronger than both state and national averages, driven by manufacturing, construction, transportation, and logistics. Major employment sectors include Wholesale/Retail (22%), Healthcare (20%), Leisure/Hospitality (15%), Manufacturing (9.4%), Construction (9.3%), Professional & Business Services (7.4%), and Transportation (5.8%). The region's Comprehensive Economic Development Strategy (CEDS) identifies airport facilities and related public infrastructure as priority investments essential for competitiveness and resilience.

Economic Conditions and Distress Indicators

Columbia County has a modest but growing economic base, reflected in its \$3.40 billion all industry GDP in 2023. Median household income remains below the Florida state median, and per capita income is similarly lower than statewide levels, consistent with the county's designation as a rural lower-income area. Recent labor market fluctuations further illustrate economic vulnerability: following repeated hurricane seasons, the county's unemployment rate rose to approximately 5.1% (August 2025), above pre-storm levels, while labor force participation continues to lag behind state averages. These trends indicate structural workforce challenges compounded by storm-related disruptions.

Key Economic Drivers and Assets

One of the county's most significant economic anchors is the City-owned Lake City Gateway Airport and the 114-acre AAR Maintenance, Repair, and Overhaul (MRO) campus situated on its grounds. This facility represents the largest private employer in Columbia County, supporting approximately 650 direct jobs, including high-wage technical positions and a Registered Apprenticeship Program that enrolls 75...90 apprentices annually. The MRO also accounts for roughly half of all transportation employment in the county, making it a disproportionately important driver of household income, workforce development, and long-term fiscal stability.

Because of this concentration, the county faces heightened economic exposure when critical airport infrastructure is compromised. The aviation complex's success is foundational not only to local employment but also to the region's manufacturing, supply-chain, retail, hospitality, and service sectors, all of which depend on the stability and throughput of AAR's operations.

Economic Adjustment Problems and Near-Term Risks (Next 24 Months)

The region is currently facing acute infrastructure-related economic disruptions. Repeated hurricane events revealed end-of-life roof failures on multiple hangars, including a recent structural failure at Hangar Zero. These conditions have produced water intrusion, temporary bay closures, safety

concerns, and reduced operational throughput across the MRO campus. The resulting disruptions adversely affect production schedules, job stability, and apprenticeship training capacity. Without timely replacement of these deteriorated hangar roofs, the county is likely to experience escalating economic impacts over the next 24 months, including:

Partial or prolonged capacity reductions at the AAR MRO facility, the county's largest private employer

Potential layoffs or hiring freezes affecting hundreds of skilled workers

Decreased apprenticeship enrollment and reduced workforce pipeline development

Revenue and employment losses cascading through local industries, including retail, hospitality, transportation, and regional suppliers

Rising short-term unemployment and reduced household spending, consistent with recent upward movement in the LAUS unemployment data

If roofs are not replaced, the region faces partial or prolonged capacity reductions at its largest private employer, potential layoffs or hiring freezes, reduced apprenticeship throughput, and negative multipliers across retail, hospitality, and local manufacturing suppliers. Addressing the structural deficiencies at the airport is therefore essential to stabilizing employment, supporting workforce development, and preventing broader economic dislocation throughout Columbia County and the surrounding labor shed.

EXHIBIT TO RESOLUTION

D.2. Explain how the proposed EDA investment addresses the economic development needs identified in D.1. For revolving loan fund projects, please explain the need for capital in the area.

The proposed EDA investment directly addresses the most critical economic vulnerability facing Columbia County and the surrounding aviation-focused labor-shed: the structural failure and end-of-life condition of the roofing systems on four operating hangars within the City-owned MRO campus. Because this single industrial complex anchors roughly 650 direct high-skill jobs, supports a regional apprenticeship pipeline, and drives significant downstream economic activity, stabilizing its operating environment is essential to preventing near-term economic disruption and long-term structural decline. The investment provides targeted, high-impact mitigation through the following outcomes:

1. Restoring operational capacity and continuity

Replacing the aging, storm-damaged roofs with modern, hurricane-rated systems eliminates weather-related bay closures and protects production continuity. Restored reliability enables the MRO to maintain its throughput of approximately 150 aircraft annually, preserving roughly 650 direct jobs and sustaining the 75...90 apprentices who enter the workforce pipeline each year. The primary outcome is stabilization of both employment and industrial output.

2. Reducing concentration risk and preventing downstream economic dislocation

Because the MRO represents the county's largest private employer and a disproportionately large share of transportation-sector jobs, facility disruptions have immediate and cascading regional impacts. Hardening the hangars lowers the probability of operational shutdowns that would otherwise trigger layoffs, reductions in supplier demand, and declines in local retail and service-sector spending. The investment prevents a localized infrastructure failure from producing broader, multi-sector economic harm.

3. Improving workforce and training resilience

Reliable, weather-resistant facilities ensure uninterrupted apprenticeship and on-the-job training, essential in a rural county where high-skill career pathways are limited. Protecting instructional and work environments supports labor force participation, maintains talent pipelines, and preserves long-term economic mobility for residents.

4. Strengthening regional competitiveness and supporting future industry expansion

Code-compliant, resilient hangars increase the MRO's competitiveness in securing and retaining aircraft maintenance contracts. These improvements also support incremental expansion opportunities, including higher-value manufacturing activity such as precision parts machining or component refurbishment, which can generate additional full-time positions and diversify the region's industrial base.

Collectively, the investment addresses the most urgent infrastructure, workforce, and economic resilience needs identified in the region's CEDS. By stabilizing the county's central economic asset, the project prevents a near-term disruption from escalating into sustained structural decline and positions Columbia County for durable, long-term economic growth.

D.3. Does the project align with the regional Comprehensive Economic Development Strategy (CEDS)? Except for grants to fund developing, updating or refining a CEDS as described in 13 C.F.R. § 303.7, the project must be consistent with the CEDS for the area in which the project will be located, unless EDA approves an alternative strategy. Information on the CEDS can be obtained at <http://www.statsamerica.org/ceds/Default.aspx>.

☒

Yes

If Yes, what is the CEDS your project aligns with?

The North-Central Florida CEDS identifies transportation infrastructure and airport facilities among priority project areas.

☐

No

If No, then please attach an alternate strategic planning document with which the project aligns:

Add Attachment

Delete Attachment

View Attachment

☐

N/A – Not Applicable

D.4. How does the proposed project align with the regional CEDS (and for revolving loan fund projects, how does the proposed project align with the applicable RLF Plan)? Applicants should identify the specific CEDS strategy(s) that the project helps advance and explain how the project supports the identified goal(s).

The proposed project directly advances several priority strategies identified in the region's Comprehensive Economic Development Strategy (CEDS), particularly those related to critical infrastructure investment, cluster resilience, disaster preparedness, workforce development, and economic diversification. By replacing the deteriorated roofing systems on seven aircraft maintenance hangars within the 114-acre MRO campus, the project delivers concrete, measurable outcomes that align with and operationalize core CEDS objectives.

1. Investing in Critical Transportation and Industrial Infrastructure

The regional CEDS identifies airport assets and freight-related infrastructure as essential drivers of economic competitiveness and trade. Replacing the storm-damaged roofs strengthens a major transportation and industrial asset that underpins aviation maintenance operations, supports regional supply chains, and anchors employment in a rural county. The improvements ensure the long-term viability of a facility explicitly recognized in the CEDS as a priority for infrastructure investment.

2. Preserving and Growing Goods-Producing Clusters

The CEDS emphasizes the importance of sustaining and expanding regional manufacturing, transportation, and logistics clusters. The City-owned MRO campus represents the county's largest goods-producing and export-oriented employer. By stabilizing its physical infrastructure, the project safeguards hundreds of high-skill jobs, maintains the county's largest transportation employment base, and creates conditions that enable future cluster growth, such as opportunities for machining, component fabrication, and other value-added aerospace manufacturing activities.

3. Enhancing Regional Resilience and Disaster Preparedness

Strengthening resilience to hurricanes and severe weather is a central CEDS priority. Installing hurricane-rated roofing systems, improving structural decking, and hardening drainage and waterproofing systems directly reduces vulnerability to storm disruptions and shortens post disaster recovery time. These improvements protect a vital economic asset and ensure continuity of operations within a sector that has historically suffered from weather-related interruptions, thereby fulfilling the CEDS objective of building durable, climate-resilient infrastructure.

4. Supporting Workforce Development and Training Pathways

Workforce readiness and access to high-skilled career pathways are major CEDS focus areas. The MRO campus hosts the region's Registered Apprenticeship Program and sustained on-the-job training pipelines that prepare 75 to 90 apprentices annually for in-demand aviation maintenance careers. Ensuring facilities remain safe, functional, and operational protects training continuity, supports rural workforce participation, and preserves long-term opportunities for residents seeking high-wage technical jobs.

Overall Alignment with CEDS Goals

Taken together, the roof replacements advance the regional CEDS by protecting critical infrastructure, strengthening a cornerstone goods-producing cluster, enhancing disaster resilience, and supporting workforce pipelines essential to long-term economic diversification. The project prevents immediate operational risks from escalating into long-term structural decline and ensures that one of the region's most important industrial assets remains stable, competitive, and aligned with the CEDS vision for sustainable economic growth.

D.5. Attach a letter from the organization responsible for the CEDS indicating how the proposed project aligns with the CEDS. If the estimated impact area is not covered by a CEDS, attach a letter of support from the organization responsible for the alternative planning document.

City of Lake City.05.28.26.ltr.pdf

Add Attachment

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EXHIBIT TO RESOLUTION

E. Economic Impact of the Project

E.1. Provide a clear and compelling justification for the long-term potential economic impact of the proposed project, through anticipated job creation or retention, private investment leveraging, number of businesses or collaborations supported, or other appropriate measures. All job and private investment estimates should reflect the anticipated impact within nine years of the potential EDA investment and applicants should provide documentation or third-party data to substantiate claims.

For RLF applications, applicants should clearly define lending and technical assistance (if applicable) impacts expected, including targeted borrowers and industry sectors, and should describe the applicant's plan for ensuring sustainability of RLF lending into perpetuity, including information on other lending programs that may be leveraged to subsidize operational costs through economies of scale and loan pricing, and other relevant factors.

The proposed EDA investment to replace roofing systems on four aircraft maintenance hangars will generate significant long-term economic benefits for Columbia County and the North Central Florida region. The project ensures the continued operation, safety, and competitiveness of the county's largest private employer and a critical public industrial asset.

Job Retention and Workforce Continuity

The investment directly supports the retention of approximately 650 high-skill FTE positions at the MRO campus and preserves a Registered Apprenticeship Program that trains 75 to 90 apprentices annually, ensuring a sustained pipeline of aviation and manufacturing technicians. These roles represent the area's highest wage employment opportunities and anchor economic activity throughout the region.

Private Investment Leveraging

AAR will provide the required non-federal match and continues to invest in facility operations and capital improvements, demonstrating a long-term commitment to the site. The project reduces operational risk, thereby encouraging additional private investment over the nine-year impact horizon.

Industry Stability and Business Support

The MRO facility accounts for half of the county's transportation employment and supports a broad network of local suppliers, subcontractors, and service firms. By preventing disruptions caused by roof failures, the project safeguards regional supply chains and enables targeted expansion opportunities, including aircraft parts manufacturing and machining, anticipated to create 125 additional FTE positions as conditions stabilize.

Long-Term Economic Output and Resilience

The facility has historically generated more than \$2.4 billion in revenue, \$1 billion in wages, and \$162 million in employee benefits, underscoring its long-term economic value. Strengthening the hangars with hurricane-rated systems reduces vulnerability to severe weather events, ensuring operational continuity and protecting economic stability in a designated Rural Area of Opportunity.

Summary of Nine-Year Outcomes:

Retention of 650 direct jobs and stabilization of thousands of indirect jobs

Continued training of 75...90 apprentices per year

Leveraged private capital investment

125 projected new FTEs through expansion

Protection of a major regional economic engine and high-wage employment base

Reduced storm-related risk and strengthened long-term resilience

The project provides a well-substantiated, high-value economic return by retaining critical employment, leveraging private investment, supporting key industry clusters, and enhancing the region's long-term resilience and competitiveness.

E.2. Does the proposed project have one or more committed beneficiaries? A committed beneficiary is defined as a specific business that is expected to create or retain jobs and/or invest private funds as a result of the proposed project.

- ☒ Yes
- ☐ No, Go to E.5

E.3. Beneficiaries of the project

If applicants have identified specific private sector employers that are expected to create and/or save jobs as a result of the project, applicants should list those beneficiaries in the table provided below.

All job and private investment estimates should reflect the anticipated impact within nine years of the potential EDA investment. Jobs should be reported as full-time equivalents (FTEs) and should be attributable to the proposed EDA investment. Private investment reflects the amount of funds expected to be invested in the business as a result of the project.

Applicants should identify the North American Industry Classification System (NAICS) code for the major industry category of the beneficiary company (see <https://www.census.gov/naics/> for a searchable list).

Form ED-900B must be completed and signed by an authorized representative of each beneficiary that expects to create and/or save 15 or more jobs as a result of the project.

Beneficiary Name	NAICS Code	Main product or service produced by beneficiary	Estimated Jobs Created	Estimated Jobs Retained	Estimated Private Investment
AAR	488190	Maintenance Repair and	125	525	\$20,000,000.00
Total			125	525	\$20,000,000.00

E.4. Do all "Other Parties" (as listed in question E.3.), i.e., businesses that estimate they will create and/or save 15 or more jobs as a result of the EDA project, understand and agree to comply with all applicable civil rights requirements listed in 13 C.F.R. § 302.20, including the requirement to provide signed assurances of compliance (Form ED-900B)?

☐ Not Applicable (No Other Parties Identified) ☒ Yes ☐ No (explain below)

E.5. Please identify the total estimated jobs expected to be created and retained and the amount of private investment expected to be generated by this project. If your project is not expected to generate/retain jobs or attract private investment please enter 0 for each category in the table below.

Estimated Jobs Created	Estimated Jobs Retained	Estimated Private Investment
125	525	\$20,000,000.00

E.6. Please identify the source(s) of the jobs and private investment estimates provided above in E.5 (check as many as apply):

- ☒ Signed Beneficiary forms (Form ED-900B)
- ☐ Letters from Beneficiaries of the Project
- ☐ Input/Output Model (e.g. IMPLAN, REMI)
- ☐ Other Method (specify below)

F. Capacity and Administration

F.1. List and describe the strategic partners and organizations that will be engaged in this project

Describe any third-party organizations, including governmental agencies, that will be directly engaged in supporting the proposed project, and explain how each partner will be engaged in the project.

For revolving loan fund applications, please include any RLF supporting partners, such as banks, other economic development lenders, and business support entities that will be engaged in supporting the RLF.

AAR is the primary strategic partner for this project and the tenant of the City-owned, 114-acre aviation MRO complex at the Lake City Gateway Airport. As the operator of the Maintenance, Repair, and Overhaul (MRO) facility, AAR is the largest private employer in Columbia County, capable of supporting approximately 650 direct high-skill jobs and accounting for roughly half of the county's transportation employment. AAR also administers the region's Registered Apprenticeship Program, training 75...90 apprentices annually and supplying the skilled workforce required for aviation maintenance and advanced manufacturing.

AAR will be directly engaged throughout the project by providing the required non-federal match, coordinating maintenance and operational scheduling during construction, and supporting contractor access to the seven hangars undergoing roof replacement. The company's continued operational commitment and capital investment ensure that the improved facilities will be fully utilized, thereby maximizing the long-term impact of the EDA investment on regional employment, workforce development, and industrial competitiveness.

F.2. Applicant's organizational capability

Briefly describe your organization's capability to administer, implement, and maintain the project, including prior experience with federal awards. List any awards received from EDA in the last five years, along with the relevant federal award ID numbers, if known.

For Revolving Loan Fund applications, please include a list of other lending programs that your organization currently operates, its approximate size, source of capitalization, and the general target(s) of each fund, if any. Revolving loan fund applicants should also explain their capacity to operate a public lending program, to manage lending activities, and to create networks between the business community and other financial providers. RLF applicants should also describe any other lending programs managed by the applicant, and describe the applicant's ability to sustain the RLF lending into perpetuity (which could include other lending programs that subsidize operational costs through economies of scale and loan pricing – interest and fee income).

The City possesses the organizational capacity, staffing structure, and administrative experience necessary to successfully manage, implement, and maintain the proposed EDA-funded project. The City currently manages approximately 20 active grants totaling \$20,315,906.80, including two Federal Aviation Administration grants totaling \$777,218 for critical airfield infrastructure improvements to repair an airport taxiway. This portfolio demonstrates the City's established capability to administer complex, multi-phase projects involving federal compliance, construction oversight, financial management, and long-term reporting requirements.

Grant administration is supported by a six-person Finance Department that includes a dedicated Grant Program Specialist responsible for federal grant compliance, financial tracking, performance reporting, and coordination across departments. This structure ensures proper segregation of duties, robust internal controls, and reliable fiscal stewardship of federal resources. The City also maintains a two-person Procurement Department that oversees competitive solicitations, bid evaluations, contract awards, and procurement documentation in full compliance with federal procurement standards, including 2 CFR Part 200.

Together, these teams provide a comprehensive administrative framework capable of supporting the full lifecycle of an EDA investment, from project initiation and procurement through construction, reporting, and long-term maintenance. The City has a proven record of successfully executing federally funded infrastructure projects and meeting all associated compliance requirements. While the City has not received an EDA award within the past five years, its extensive experience with other federal programs, including FAA grants and state-funded public infrastructure projects, demonstrates strong readiness to manage the proposed EDA investment effectively and in full accordance with federal guidelines.

G. Budget and Match Information

G.1. Are all non-EDA funds committed to the project, available as needed, and not conditioned or encumbered in any way that would preclude their use for the project?

☒ Yes

☐ No (explain below)

G.1.a. Identify the source, nature and amount of all non-EDA funds. Applicants should identify the source, nature and amount of all non-EDA funds, including in-kind contributions (non-cash contributions may include space, equipment, services, or assumptions of debt). Explain the status of all funding commitments, including the date the funds will be available from each source, and describe any conditions or restrictions on the use of such funds. If in-kind contributions are included, explain the basis on which they are valued, and describe the source, amount and any terms and conditions of the funding, and when the funding will be available for use by the applicant.

Source	Amount	Date Available	Type	Restriction/Comments
AAR Corp	\$1,500,000.00	07/01/2026	Cash	Contingent upon acceptance of the EDA grant award.

G.1.b. Do you plan to seek other federal financial assistance as part of or in connection with this project, including federal funds passed through by state governments or other entities? If so, identify the source, amount, timing of funding availability, and whether the funds are subject to any restrictions relevant to the project.

Revolving loan fund applicants should specify any other federal loan funds they administer, including source, amount, and focus.

☐ Yes (explain below) ☒ No

G.1.c. Attach documentation confirming all non-EDA funding is available, committed, and unencumbered. Documentation is required from all sources of match. For example, if bonds are contemplated as match, counsel opinion of the applicant's bonding authority and eligibility of the bonds for use as match, along with full disclosure of the type of bonds and the schedule of the applicant's intended bond issue, are required.

Match Letter - AAR.pdf

Add Attachment

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G.1.d. This question should only be completed for construction projects.

Attach a budget narrative with a breakdown for each "cost classification" line item included on the SF-424C and its associated tasks. The budget narrative must include both EDA and non-EDA funds and be consistent with the detailed construction cost estimate in the preliminary engineering report.

City of Lake City - Budget Narrative.pdf

Add Attachment

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G.1.e. This question should only be completed for design and engineering assistance only projects.

Attach a budget narrative with a breakdown for each "cost classification" line item included on the SF-424C and its associated tasks. The budget narrative must include both EDA and non-EDA funds.

Add Attachment

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G.1.f. The following questions should only be completed for non-construction projects.

Attach a budget narrative with a breakdown for each “cost classification” line item included on the Form SF-424A and its associated tasks. The budget narrative must include both EDA and non-EDA funds and be consistent with the detailed construction cost estimate in the preliminary engineering report.

[Add Attachment](#)[Delete Attachment](#)[View Attachment](#)

G.1.f.1. Is your organization seeking indirect costs on your non-construction project?

☐ Yes☒ No

G.1.f.2. Is your organization requesting the de minimis indirect cost rate on your non-construction project in accordance with Uniform Guidance at § 200.414.

☐ Yes☒ No

If indirect costs are requested as part of the budget, attach a copy of your organization’s current federal negotiated indirect cost rate agreement or other indirect cost documentation as permitted under the applicable NOFO.

[Add Attachment](#)[Delete Attachment](#)[View Attachment](#)

G.2. Justification for sole source procurement

Will you contract work to complete part or all of this project?

☒ Yes☐ No

If yes, will contracts be awarded by competitive bid?

☒ Yes☐ No

Provide a justification for contracts that will not be awarded competitively.

G.3. Equipment

Will any funds be used to purchase equipment? (Per 2 CFR § 200.33 equipment is defined as tangible personal property (including information technology systems) having a useful life of more than one year and a per-unit acquisition cost greater than \$5,000).

☐ Yes ☒ No

If yes, will project funding be used to install the equipment?

☐ Yes ☐ No

Will the applicant provide EDA a security interest in the significant items of tangible personal property acquired or improved with EDA investment assistance? (For more information, see 13 C.F.R. 314.9).

☐ Yes

☐ No (explain below)

Attach a list of equipment to be purchased, including unit price, quantity, description, purpose, and estimated useful life.

Add Attachment

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G.4. Business Incubators and Accelerators

Does the applicant intend to construct or renovate a business incubator, accelerator, commercialization center, or similar project?

☐ Yes

☒ No

If Yes, please attach a feasibility study demonstrating the need for the Project and an operational plan based on the industry best practices demonstrating the plan for ongoing successful operations. See the applicable

NOFO for additional information and guidance.

Add Attachment

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H. Regional Eligibility

H.1. Explain how the estimated area of impact defined in section C.2 above meets EDA's distress criteria as defined in the applicable NOFO. EDA will review and evaluate documentation submitted by the applicant to verify eligibility.

Columbia County, Florida, meets the EDA distress criteria under the FY25 Disaster Supplemental NOFO based on both its federal disaster designation and its measurable economic distress following repeated natural disasters in 2023 and 2024 for hurricanes Idalia, Helene, and Debby. The County is included in a FEMA major disaster declaration for hurricane-related impacts during the eligible period, satisfying the NOFO requirement that a project be located in, primarily serve, or demonstrably benefit an area designated for public assistance under the Stafford Act. This establishes the County's eligibility for consideration under the Disaster Supplemental program. In addition to meeting the disaster designation criterion, Columbia County demonstrates clear signs of economic distress in alignment with the NOFO's definition of "economic recovery resilience," which emphasizes regions experiencing adverse changes in economic conditions attributable to natural disasters. The County's economy is rural, lower income relative to Florida averages, and heavily concentrated in goods-producing sectors, including manufacturing, transportation, and aviation maintenance, which increases its vulnerability to disaster-related disruptions. Median household and per capita incomes are approximately 85% of the Florida state average, according to the US Census Bureau ACS data, and labor force participation trails the Florida average. Following the series of hurricanes and severe storms affecting the region, the County's unemployment rate rose to approximately 5.4% in April 2026, 2% higher than pre-disaster levels and reflective of slowed economic activity and workforce instability. These indicators align with EDA's distress considerations related to unemployment, income levels, and structural workforce challenges. Further, the County's primary economic anchor, the City-owned aviation industrial complex and AAR MRO campus, has experienced significant operational disruptions due to storm damage, including roof damage, water intrusion, and reduced maintenance throughput. These impacts directly threaten approximately 650 high-skill jobs and the County's largest apprenticeship pipeline, heightening near-term and long-term economic risks. Because this single employer accounts for roughly half of the County's transportation sector employment, infrastructure degradation creates disproportionate regional effects, consistent with the NOFO's emphasis on communities facing severe and compounding impacts.

Given its FEMA disaster designation, below-average income and workforce indicators, increased unemployment following declared disaster events, and the documented economic harm resulting from storm-related infrastructure deterioration, Columbia County clearly meets the distress criteria established in the FY25 Disaster Supplemental NOFO. The area demonstrates both the required disaster eligibility and the economic conditions that warrant federal assistance to stabilize, recover, and strengthen long-term economic resilience.

H.2. Economic Distress

Public Works and Economic Adjustment Assistance projects must satisfy regional eligibility requirements (see the relevant NOFO for more details). This section will assist EDA in determining if the proposed project satisfies these eligibility requirements.

Planning and Technical Assistance applications: although meeting specific distress criteria is not a prerequisite for funding under these programs, the economic distress level of the region impacted by a project serves as the basis for establishing the EDA share of the total cost of the project and can inform competitiveness.

Check all that apply in establishing regional eligibility (see NOFO for more details):

- ☒ **Unemployment rate**
- ☒ **Per capita income**
- ☒ **Special need**, including:
 - ☐ Closure or restructuring of industries or the loss of a major employer, essential to the regional economy;
 - ☐ Substantial out-migration or population loss;
 - ☐ Underemployment; that is, employment of workers at less than full-time or at less skilled tasks than their training or abilities permit;
 - ☐ Military base closure or realignment, defense contractor reductions-in-force, or U.S. Department of Energy defense-related funding reductions;
 - ☒ Natural or other major disasters or emergencies;
 - ☐ Extraordinary depletion of natural resources or other impact attributable to a new or revised federal regulation or policy that will have a significant impact on a community's ability to prevent an extraordinary depletion of natural resources;
 - ☐ Negative effects of changing trade patterns; or
 - ☐ Other circumstances set forth in the applicable NOFO (please explain below).

H.3. Source of data provided for regional eligibility determination

Check the box denoting what data source you used to establish eligibility:

- ☐ The most recent ACS data published by the U.S. Census Bureau.
- ☐ The most recent Bureau of Labor Statistics Data.
- ☐ The most recent other federal data for the region in which the project is located (e.g., U.S. Census Bureau or the Bureaus of Economic Analysis, Labor Statistics, Indian Affairs, etc.).
- ☐ If no federal data are available, the most recent data available through the state government for the region in which the project is located.
- ☒ Other data to substantiate regional eligibility based on a "Special Need" as defined in 13 C.F.R. § 300.3.

EXHIBIT TO RESOLUTION

H.4. Substantial Direct Benefit

If the project does not meet any of the criteria above, is it located in an Economic Development District (EDD), and will it provide substantial direct benefit to residents of an area within that EDD that does meet the distress criteria?

☐ Yes

☐ No

Identify the Economic Development District (EDD) where the project will be located.

A project provides a “substantial direct benefit” if it provides significant employment opportunities for unemployed, underemployed or low-income residents of the identified area within the EDD that meet the distress criteria. Please explain how the proposed project will provide a substantial direct benefit to this distressed area within the identified EDD.

H.5. Location in a geographic area of distress

If the project is located in a region that overall does not meet any of the criteria above, is the project located in a defined geographic area that meets EDA's distress criteria for unemployment or per capita income? To qualify, a project must be physically located in a distressed area (for construction projects) or primarily intended to benefit the distressed area (for non-construction projects).

☐ Yes

☐ No

If yes, define the area of distress where the project will be located using Census tracts or other geographical designations (e.g., political subdivisions) and explain how the area meets the distress criteria for unemployment or per capita income. Identify the source of the data used to demonstrate distress.

I. Administrative Requirements

I.1. Civil rights

Do you understand and agree to comply with all applicable civil rights requirements (see 13 C.F.R. § 302.20)?

☒ Yes

☐ No (explain below)

I.2. Lobbying certifications

All applicants for federal financial assistance must certify that federal funds have not been used and will not be used for lobbying in connection with this request for federal financial assistance (Form CD-511). If non- federal funds have been or are planned to be used for lobbying in connection with this request for federal financial assistance, Form SF-LLL also must be completed. Applicants must comply with 13 C.F.R. § 302.10 regarding attorneys' and consultants' fees and the employment of expeditors. This regulation requires that applicants identify and disclose the amount of fees paid to anyone engaged to assist the applicant in obtaining assistance under the Public Works and Economic Development Act of 1965 (PWEDA), as amended.

Will you be able to comply with federal requirements regarding lobbying?

☒ Yes

☐ No (explain below)

I.3. Compliance with Executive Order 12372, State Single Point of Contact (SPOC)

Does the state in which the project will be located have a project review process that requires submission to a Single Point of Contact (SPOC)? A list of states that maintain a Single Point of Contact can be found at <https://www.whitehouse.gov/wp-content/uploads/2020/04/SPOC-4-13-20.pdf>.

☐ Yes

☐ No, go to question I.4

If Yes, does this request for EDA investment assistance require review by SPOC?

☐ Yes

☐ No (explain below)

If Yes, were SPOC comments/clearance received?

☐ Yes

Please attach the comments/clearance:

City of Lake City - SPOC Review.pdf

Add Attachment

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☐ No. The review period has expired and no comments were received.

☐ No. Comments have been requested but the review period has not yet expired.

Please attach evidence of your request for comments:

Add Attachment

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I.4. Single Audit Act Requirement

For organizations with fiscal years beginning before October 1, 2024, did your organization expend \$750,000 or more in federal funds during your previous fiscal year?

For organizations with fiscal years beginning on or after October 1, 2024 did your organization expend \$1,000,000 or more in federal funds?

☐ Yes ☐ No

If yes, what is the date of the last submission of the audit Federal Audit Clearinghouse?

06/25/2025

EXHIBIT TO RESOLUTION

If no, please attach your organization's most recent financial audit or financial statement.

Add Attachment

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J. Requirements for Non-Governmental Applicants (Excluding Public Universities and Certain District Organizations)

Non-governmental applicants (excluding public universities and certain district organizations) must also provide a copy of the following items, either using the Attachments form that is part of the application package in www.Grants.gov.

J.1. Non-profit organizations must provide a current certificate of good standing or equivalent from the State in which they are incorporated.

Add Attachment

Delete Attachment

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J.2. Non-profit organization applicants must provide their Articles of Incorporation and By-Laws. Non-profits with an active EDA grant must either provide a) a revised copy of their Articles of Incorporation or By-Laws if these have been amended or b) a statement certifying that there has been no change in the organization's Articles of Incorporation or By-Laws.

Add Attachment

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J.3. Non-profit organizations must provide a resolution passed by a general purpose political subdivision of a State (e.g., local government entity) or a letter signed by an authorized representative of a local government acknowledging that the applicant is acting in cooperation with officials of the political subdivision. EDA may waive this requirement for certain projects of significant regional or national scope (see 13 CFR § 301.2(b)).

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J.4. If applying for a construction or RLF investment, an applicant must afford the appropriate general purpose governmental authority a minimum of 15 days to review and comment on the proposed project (13 CFR § 302.9(a)).

Will the applicant be able to provide these comments?

☐

Yes

☐

Not applicable, because the applicant is not applying for a construction or RLF grant

☐

Not applicable, because this requirement has been satisfied under an existing RLF plan

☐

No, for another reason (explain below)

EXHIBIT TO RESOLUTION



ED-900C – EDA Application Supplement for Construction Programs

A. Metropolitan Area Review

A.1. Projects involving the development of hospitals, airports, libraries, water supply and distribution facilities, sewage and waste treatment works, highways, transportation facilities, water development, or land conservation within a metropolitan statistical area (MSA) require comments from the metropolitan area clearinghouse/agency. Does the proposed project involve any of the above identified developments within an MSA?

☐ Yes ☒ No

A.2. If Yes, please attach either:

- ☐ Comments from the responsible metropolitan area clearinghouse/agency and a statement that such comments have been considered; or
- ☐ An explanation as to why comments are not available; or
- ☐ A statement indicating the date the application was made available to the appropriate metropolitan area clearinghouse/agency and units of general local government for review and certifying that the application has been before the metropolitan area clearinghouse/agency for a period of 60 days without comments or recommendations.

Add Attachment

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B. District Organization Project Administration

B.1. Will the District Organization for the region in which the project will be located administer the project for the applicant?

☐ Yes ☒ No

B.2. If Yes, you must certify to all of the following and indicate your certification by checking each box:

- ☐ The administration of the project is beyond the capacity of the applicant's current staff and would require hiring additional staff or contracting for such services;
- ☐ No local organization/business exists that could administer the project in a more efficient or cost-effective manner than the District Organization; and
- ☐ The District Organization will administer the project without subcontracting the work.

B.3. If the project will be administered by the District Organization and you did not certify to all of the above, explain below.

C. Preliminary Engineering Report

To be considered for assistance, all construction and design applications must include a **Preliminary Engineering Report (PER)** that at a minimum provides the following information:

- C.1. Description of project components. Provide a general description of all project components involved in the project. Indicate whether the project involves the construction of new infrastructure or facilities or the renovation or replacement of existing ones. Describe each of the project components in terms of dimensions, quantities, capacities, square footage, etc.
- C.2. A statement verifying that the project components described in the engineering report are consistent with the EDA investment project description that is provided in Section B.2 of Form ED-900. Engineering reports that describe project components that are inconsistent with the EDA investment project description in Section B.2 of Form ED-900 will not be considered valid.
- C.3. Drawings showing the general layout and location of the existing site conditions and of the project components as well as location of any project beneficiary identified in Section B.9 of Form ED-900 that provide economic justification for the project, if any. Rough dimensions and quantities for major project components should be shown and labeled on the drawings. Drawings should clearly identify the project components that are being proposed. Applicants are encouraged to clarify such drawings, for example, through color coding, labeling, and other appropriate methods.
- C.4. A feasibility analysis for the constructability of the project. Include a review of the existing conditions and note particular features, alignments, and circumstances affecting construction of project components.
- C.5. The proposed method of construction. Indicate whether construction procurement will be done through competitive bid or other method. Indicate if any portion of the project is to be done by design/build, construction management at risk, the applicant's own forces, or a third-party construction manager. If an alternate construction procurement method (other than traditional design/bid/build with sealed competitive bid process) is proposed, a construction services procurement plan must be provided to EDA for approval in accordance with EDA's regulation at 13 C.F.R. § 305.6(a).
- C.6. The number of construction contracts anticipated. If multiple contracts are proposed, describe the project components included in each contract. If separate contracts are anticipated for demolition or site work, the budget information cost classification should reflect the estimated costs for these components. If project phasing is proposed, a project phasing request must be provided to EDA for approval per EDA's regulation at 13 C.F.R. § 305.9(a).
- C.7. A current detailed construction cost estimate for each of the project components. Show quantities, unit prices, and total costs and provide a basis for the determination of construction contingencies. The total of this estimate should match the construction line item of the SF-424C.
- C.8. Real property acquisition. If the budget includes costs for acquisition of real property, include a current fair market value appraisal completed by a certified appraiser for the property to be purchased.

- C.9. A list of all permits required for the proposed project and their current status. Identify all permits required; include the timeline to obtain the permits and discuss how the permitting relates to the overall project schedule. If the project crosses a railroad right-of-way or is within a railroad right-of-way, explain any permitting or approvals that may be required from the railroad or other authority and the timeframe for obtaining these permits or approvals.
- C.10. An overall estimated project schedule. This schedule should agree with the project schedule outlined in the ED-900. Include the number of months for each of the following:
- i. design period;
 - ii. period of time to obtain required permits;
 - iii. period of time to obtain any required easements or rights-of-way;
 - iv. solicitation of bids and awarding of contracts, and
 - v. construction period.
- C.11. Overall project budget breakdown. For each “cost classifications” line item that the applicant indicates will be included in the project budget on Form SF-424C, the applicant must provide a breakdown of the proposed project costs and tasks that is consistent with the detailed construction cost estimate for the project provided in the PER.

AAR Airframe ARO - PER - 06

Add Attachment

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D. Title Requirements

- D.1. Does the applicant currently hold title to all project facilities, underlying land, necessary easements, and rights-of-way required for the project?

☒ Yes (go to question D.2) ☐ No (explain below)

D.1.a. If No, does the applicant plan to obtain title?

☐ D.1.a.i. Yes

How and when will the applicant obtain title? (After answering, go to question D.2)

☐ D.1.a.ii. No

Please explain why not

D.1.b. If you indicated that the applicant does not currently have title and does not intend to obtain title, does the applicant hold a long-term lease or hold interest in project property for a period not less than the estimated useful life of the project?

☐ D.1.b.i. Yes. Go to question D.2

☐ D.1.b.ii. No. Please explain below how the applicant will satisfy EDA's title regulation at 13 C.F.R. § 314.7.

D.2. EDA regulations normally require recipients to provide a security interest and/or covenant of use in the real property or significant items of tangible personal property acquired or improved with EDA investment assistance (see 13 C.F.R. §§ 314.8 & 314.9). Will you be able to provide the required security interest?

☒ Yes ☐ No (explain how you will satisfy the requirements of 13 C.F.R. §§ 314.8 & 314.9)

D.3. Will real property or project facilities to be acquired or improved with EDA investment assistance, including any industrial or commercial park acreage, be mortgaged or used to collateralize any type of financing, including but not limited to bonds or tax credits, or is any real property to be used for the project currently mortgaged or being used as collateral?

☐ Yes (explain below) ☒ No

D.4. Describe any required State permits, easements, rights-of-way or leases necessary to construct, operate, and maintain the project.

The project potentially requires three permits: a Building Permit for the roof replacement issued by the City of Lake City or Columbia County Building Department, which typically takes 4-6 weeks to review and must be obtained before construction mobilization; an FAA Airfield Construction Clearance, required because the work occurs on hangars within a controlled airport environment, with an estimated review time of 3-6 weeks; and, if applicable, a Storm water or Environmental Permit from the Florida Department of Environmental Protection/County Environmental Division, which must be secured before any site disturbance and generally takes 2-4 weeks to process. These permits together ensure compliance with building, aviation, and environmental requirements for the EDA funded roof replacement project.

D.5. Describe any liens, mortgages, other encumbrances, reservations, reversionary interests or other restrictions on the applicant's interest in the property.

None.

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D.6. Is the project located on a military or Department of Energy installation that is closed or scheduled for closure or realignment?

☐ Yes ☒ No

D.7. Does the project involve construction within a railroad's right-of-way or over a railroad crossing?

☐ Yes (explain below) ☒ No

D.8. Does the project include construction of a highway owned by a State or local government (other than the applicant)?

☐ Yes (explain below) ☒ No

E. Sale or Lease

E.1. Does the applicant intend to sell, lease, transfer, dedicate or otherwise convey any interest in the project facilities, underlying land, or any land improved with EDA investment assistance?

☒ Yes (explain below) ☐ No

The property is currently leased, and this lease will continue into the future. The lease agreement will not expire until 2043.

E.2. Is the purpose of the project to construct facilities to serve an industrial or commercial park or sites owned by the applicant for sale or lease to private parties?

☐ No

☒ Yes

Identify the owners of the acreage, provide an estimate of the number of acres benefiting from the proposed investment and explain how EDA's requirements will continue to be met after any sale or lease.

The City of Lake City owns the 114 acre parcel. The recipient will continue to meet all EDA requirements in the event of any future sale or lease of the project property. Any transfer will be conducted in full compliance with EDA regulations, including securing prior written approval when required. All EDA conditions, such as maintaining the approved use of the facility, protecting the federal interest, and ensuring ongoing reporting and oversight, will remain in effect for the duration of the award's useful life. The recipient will ensure that any new owner or lessee fully understands and accepts these obligations so that the project continues to serve its intended public purpose without interruption.

Note: Applicants may be asked to provide documentation that EDA's requirements will continue to be met after the sale or lease of project property.

E.3. Is the purpose of the project to construct facilities to serve a privately owned industrial or commercial party or other privately owned sites for sale or lease?

☒ No

☐ Yes

If Yes, identify the owners of the acreage, estimate the number of acres benefiting from the proposed investment, and explain below how EDA's requirements will continue to be met after the sale or lease. Note that EDA may require that the private owner agree to certain restrictions on the use of the property and may require that those restrictions survive any sale or transfer of the property. In addition, EDA may require evidence that the private party has title to the park or site and may require the private party to provide other assurance that EDA determines are necessary to ensure that the property is used in a manner consistent with the project purpose. See 13 C.F.R. § 314.3(c) and § 314.7.

E.4. For privately owned land improved by the proposed project, is the private owner willing to enter into an agreement to limit the sale price of the improved land to its fair market value before the improvements for a reasonable period of time?

☐ Yes (explain below) ☒ No/Not applicable (no private owners)

E.5. Is the purpose of the project to construct, renovate or purchase a building?

☒ Yes (explain below) ☐ No

Four Aircraft hangars will be renovated with new roofs.

E.5.a. Will the building be leased in whole or in part?

☒ Yes (explain below) ☐ No

The entirety of all 4 hangars are currently leased by AAR Corp and will continue to be leased after project completion.

E.5.b. Is the purpose of the building to provide incubator space to new companies?

☐ Yes (explain below) ☒ No

E.5.c. Will there be limitations on the length of the lease term?

☒ Yes (explain below) ☐ No

The current lease can be extended until 2043.

E.5.d. Is the purpose of the project to provide building space to a single user or multiple users?

☐ Yes

☒ No

E.5.e. Explain below the terms of any proposed lease.

Beginning in 2023, the lease agreement has four 5-year periods where the tenant can choose to extend the lease. The fourth 5-year period ends in 2043.

F. State Historic Preservation Requirements

Have comments from the appropriate State Historic Preservation Officer (SHPO) already been received?

☒ Yes (attach comments)

☐ No

Florida SHPO.pdf

Add Attachment

Delete Attachment

View Attachment

Note: If comments have not already been received, the applicant will be required to submit materials to SHPO. Regardless of whether the applicant believes historic or archaeological artifacts are present, the applicant will be required work with its SHPO. Specific requirements for states' SHPOs can generally be found on their websites. Applicants can also request additional information from EDA Regional Offices.

Please note that the SHPO clearance process can be lengthy. When submitting this material to the SHPO, the applicant must request that the SHPO submit comments on the proposed project to the EDA Regional Office processing the application.

G. National Environmental Policy Act (NEPA) Requirements

G.1. Please attach an environmental narrative and applicant certification clause using the template found on www.eda.gov.

City of Lake City - Environ

Add Attachment

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Federal agencies are required by law to assess the expected environmental impacts associated with proposed federal actions. Depending on its analysis of information submitted by the applicant, EDA may request additional information to better understand the current environmental conditions and the project elements that will affect the environment.

Comprehensive information is required to complete an environmental review in accordance with NEPA. Information must be provided for the:

- (i) site where the proposed project facilities will be constructed and the surrounding areas affected by its operation; and
- (ii) areas to be affected by any primary beneficiaries of the project.
- (iii) The information submitted must be sufficient to evaluate all reasonable alternatives to the proposed project and the direct and indirect environmental impacts of the project, as well as the cumulative impacts on the environment as defined in the regulations for implementing the procedural provisions of NEPA. See 40 C.F.R. parts 1500-1508.

The level of detail should be commensurate with the complexity and size of the project and the magnitude of the expected impact. Previously completed environmental impact documentation (assessments, impact statements, etc.) for activities in the region in which the proposed project will be located may be used as documentation.

H. Business Incubators and Accelerators

Does the applicant intend to construct or renovate a business incubator, accelerator, commercialization center, or similar project?

☒ No

☐ Yes

Please attach a feasibility study demonstrating the need for the Project and an operational plan based on industry best practices demonstrating the Eligible Applicant's plan for ongoing successful operations. See the applicable NOFO for additional information and guidance.

Add Attachment

Delete Attachment

View Attachment

City of Lake City

Hurricane Resilient Airport MRO Infrastructure

EDA D25 - Implementation - Construction

Application ID - EDA-APP# 00015071

Budget Narrative

The total project cost is \$7,499,993, which is consistent with the amounts listed in Form SF-424 (question 18, line g) and Form SF-424C. The budget includes \$6,068,175 for construction activities, \$750,000 for engineering, design, permitting, and construction oversight, and \$681,818 for contingencies. All costs support the replacement of the existing, storm-damaged roof systems on four aircraft maintenance hangars within the City-owned, 114-acre aviation industrial complex leased to AAR.

Construction Costs - \$6,068,175

Construction costs include demolition and removal of the deteriorated 1960s roof assemblies; replacement of metal roof panels and deteriorated structural purlins; installation of new standing seam metal roofing systems designed to meet current Florida Building Code hurricane-resilience standards; installation of required waterproofing components, flashing, and trim; and replacement or upgrading of gutters, downspouts, and drainage systems. These costs also include labor, materials, equipment, mobilization, and project-required safety measures. Construction activities will be completed using a phased approach to minimize operational impacts at the active MRO facility. All work constitutes permanent capital improvements with an expected useful life of 30–40 years.

Engineering and Project Administration - \$750,000

Engineering costs include final design, preparation of bid-ready drawings and specifications, structural assessments, environmental and permitting coordination, construction administration, and on-site construction engineering inspections required to certify that the roof systems meet all structural, safety, and building code requirements. These services will support bid preparation, contractor solicitation, and full compliance with EDA design and construction standards. Engineering services will be procured in accordance with federal, state, and local procurement requirements.

Contingency - \$681,818

The contingency budget of \$681,818 provides a necessary financial buffer to cover unforeseen conditions or cost fluctuations that may arise during the roof replacement project. Given the age and deteriorated condition of the existing 1960s roof systems, unanticipated structural repairs, material cost escalations, or scheduling impacts may occur once demolition and construction activities begin. This contingency ensures the project can address these unexpected needs without compromising scope, quality, or compliance with Florida Building Code and EDA construction standards. Maintaining an adequate contingency is essential for safeguarding project continuity, mitigating risk, and ensuring successful and timely completion of the permanent capital improvements.

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Federal and Non-Federal Share

AAR will provide the required 20% non-federal match, which will be applied proportionally across both construction and engineering costs unless otherwise required to support the scheduling of project phases. AAR's match will support direct construction activities, engineering services, and related eligible project costs.

Subrecipient and Contractor Determinations

The City will administer the award directly and will not issue subawards. Contractors performing design, engineering, and construction services will be procured through competitive, sealed bidding consistent with 2 CFR Part 200 procurement standards. Contractors will be characterized as vendors/contractors rather than subrecipients, as they will be providing goods and services within the scope of the project rather than carrying out a programmatic portion of the federal award. Should the City determine that a subrecipient relationship is required for any component of the project, documentation and justification will be submitted to EDA for review and approval prior to execution.

Summary

The budget presented is reasonable, allowable, and fully aligned with EDA requirements. The combination of EDA funds and AAR's committed non-federal match will support the full replacement of the hangar roofing systems, ensure engineering oversight and code compliance, and restore long-term operational resilience for the region's largest aviation employer. The project budget supports all work necessary to deliver permanent, hurricane-resilient improvements that will protect critical public industrial facilities and strengthen the region's economic stability.

EXHIBIT TO RESOLUTION

City of Lake City

Hurricane Resilient Airport MRO Infrastructure

EDA D25 - Implementation - Construction

Application ID - EDA-APP# 00015071

Impact and Engagement Narrative

Section 1: Executive Summary

Project Title: Hurricane Resilient Airport MRO Infrastructure Project

The Lake City Hurricane-Resilient Airport MRO Infrastructure Project will restore and harden critical industrial infrastructure by replacing and renovating hurricane-damaged roofing systems on four aircraft maintenance hangars within the City-owned, 114-acre aviation industrial complex leased to AAR. Built in the 1960s, these hangars have suffered decades of deterioration and repeated storm impacts, resulting in severe roof damage, water intrusion risks, and end-of-life structural conditions that now threaten operational continuity and workforce stability. This project addresses these urgent vulnerabilities by installing modern, hurricane-rated roofing systems designed to meet current Florida Building Code standards and ensure long-term resilience.

The City's vision is to secure the long-term viability, safety, and resilience of the region's largest aviation maintenance employer by protecting the critical public facilities that underpin stable job retention, industrial productivity, and economic mobility. The mission is to restore full structural integrity to the hangars, safeguard year-round aircraft maintenance operations, and strengthen the region's ability to withstand and recover from future hurricanes. These improvements directly support business continuity, protect high-skill jobs, and sustain the city's expanding aerospace sector.

The project's goals include restoring hurricane resilience to the four aircraft maintenance hangars, reducing disaster-related operating risks, protecting and expanding aviation sector employment, and supporting regional economic recovery by ensuring that the complex remains fully functional and competitive. By eliminating weather-related bay closures and improving operational reliability, the project enables the MRO facility to maintain its throughput of approximately 150 aircraft annually and sustain its workforce pipeline of 75–90 apprentices each year.

The geographic region served includes the City of Lake City, Columbia County, and the surrounding North-Central Florida counties that rely on the aviation industrial complex for employment, industrial activity, supply-chain functions, and economic stability. Strengthening this facility will stabilize the economic foundation for a rural region that depends heavily on the aviation sector for high-skill career pathways, supplier activity, and long-term economic resilience.

EXHIBIT TO RESOLUTION

Section 2: Disaster Impact

The region relies heavily on the aviation maintenance, repair, and overhaul (MRO) operations housed within the City-owned, 114-acre aviation industrial complex. The MRO facility maintains a throughput of approximately 150 aircraft annually and supports roughly 650 direct high-skill jobs, along with a Registered Apprenticeship Program enrolling 75–90 apprentices each year. These positions constitute some of the county's highest-wage employment opportunities and form a core part of the local labor force and its mobility. The aviation sector, due to its size and concentration, plays an outsized role in supporting local service industries, retail establishments, suppliers, and other regional economic actors.

Hurricane Idalia in 2023, and hurricanes Debby and Helene in 2024 affected the region severely and compromised the economic foundation by accelerating the deterioration of the four 1960s-era hangar roofs at the Lake City Airport. Repeated storm impacts resulted in water intrusion, safety hazards, and weather-related bay closures. These disruptions undermine operational capacity, threaten the facility's ability to maintain its aircraft throughput levels, and creates significant risk for job losses at the county's single largest private employer. With 650 direct jobs and a pipeline of apprentices depending on the uninterrupted operation of the hangars, every instance of downtime reduced earnings, productivity, and workforce stability.

These disruptions also intensified concentration risk. Because the MRO represents a disproportionately large share of the regional transportation-sector workforce, any reduction in operational capacity generated immediate downstream impacts. Storm-related closures reduced demand for local suppliers, constrained subcontractors, and contributed to declines in regional consumer spending. Without restoring facility reliability, the region risked temporary or permanent job dislocation, weakening the broader economic ecosystem.

The hurricanes further jeopardized workforce development. Water-damaged and unsafe facilities interrupted apprenticeship and on-the-job training, creating challenges for sustaining a skilled labor pipeline in a rural county where high-skill career pathways are otherwise limited. Disruptions to training schedules and diminished operating capacity endangers long-term labor force participation and stifles opportunities for upward mobility.

Finally, storm-related damage to the hangars threatens the region's competitiveness in the aerospace maintenance industry. The lack of weather-resilient infrastructure placed the MRO at a disadvantage in securing and fulfilling maintenance contracts, especially compared to facilities in regions less vulnerable to weather-related disruptions. This further heightened the risk of contract loss, reduced production, and missed opportunities for future expansion such as precision machining or component refurbishment, activities that could otherwise create additional high-skill jobs and support long-term regional diversification.

In summary, the disasters produced both immediate and systemic economic impacts, it reduced operational capacity, increased the risk of job loss, constrained training pathways, weakened regional competitiveness, and had broad downstream commercial effects. Without targeted infrastructure investment, these impacts would compound, preventing the region from fully recovering and undermining prospects for future economic growth.

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Section 3: Project Impact

The proposed project will restore critical aviation infrastructure while positioning the region for economic growth that exceeds its pre-disaster trajectory. By replacing the failing, storm-damaged roofs on four aircraft maintenance hangars with hurricane-rated systems, the project directly strengthens the region's largest aviation maintenance operation and mitigates the most significant threat to its long-term stability.

The project supports the aviation maintenance, repair, and overhaul (MRO) sector, which anchors approximately 650 high-skill jobs and trains 75–90 apprentices each year. The installation of modern, hurricane-rated roofing systems will eliminate weather-related bay closures, restore the complex's ability to maintain its throughput of roughly 150 aircraft annually, and ensure continuity of operations across all maintenance lines. This restoration of structural reliability is essential to preserving existing employment, maintaining specialized workforce pipelines, and preventing broader economic instability in a rural county with limited high-wage industries.

The improvements directly address disaster-related damage by replacing deteriorated 1960s roof assemblies, repairing compromised structural components, and upgrading all drainage and water intrusion systems. These hardened facilities will significantly reduce storm vulnerability and protect the complex from future operational disruptions. The enhancements make the aviation industrial complex markedly more resilient to hurricanes and severe weather events, reducing long-term maintenance costs and ensuring uninterrupted aircraft maintenance capacity.

Importantly, the project not only restores pre-disaster conditions but also serves as a catalyst for expanded regional economic competitiveness. AAR has committed to investing approximately \$20 million in planned capital improvements following the hangar roof replacements. These private investments will build on the foundation established by the EDA-supported upgrades and enable the MRO to expand into higher-value activities such as precision machining, component refurbishment, and advanced manufacturing operations. This expansion potential is expected to generate additional full-time positions, broaden the region's industrial base, and enhance long-term economic resilience.

Collectively, the project sets the region on a trajectory to surpass pre-disaster economic performance by stabilizing existing jobs, ensuring operational continuity, supporting workforce advancement, and enabling new industry growth driven by AAR's post-repair capital investments. The outcome metrics proposed to measure project success include: number of hangars fully restored to hurricane-resilient standards; reduction in storm-related downtime; number of jobs retained; number of apprentices trained annually; annual aircraft throughput maintained or increased; and documentation of AAR's capital investments and resulting job creation or expansion activities.

Section 4: Engagement

The City engaged a wide range of stakeholders throughout the development of the project, including AAR leadership, facility engineers, workforce representatives, local economic council partners, business community members, and aviation industry stakeholders. Engagement activities included site inspections, facility planning meetings, and consultations with operations managers regarding operational risks and restoration priorities.

Stakeholder feedback emphasized urgent concerns regarding water intrusion, roof failure risks, safety hazards, and interruptions to aircraft maintenance operations. AAR and workforce representatives stressed that deteriorated hangar conditions were increasingly affecting productivity, contract reliability, and long-term operational planning. Economic development partners highlighted the importance of protecting high-wage aviation jobs and maintaining the region's industrial competitiveness.

Based on this input, the project design incorporated enhanced hurricane-resilient roofing materials, updated drainage systems, and structural reinforcements to address both immediate and long-term vulnerabilities. Stakeholder feedback guided decisions around construction phasing to minimize operational disruptions and informed project sequencing to avoid interfering with maintenance schedules.

Section 5: Commitments

The project includes commitments from the City's aviation industry partner and lease tenant AAR. AAR has provided a commitment to provide the 20% match to the City for the grant, they have demonstrated their intention to honor their ongoing lease commitment long-term, and to maintaining the improved facilities. The City has committed to managing all procurement, environmental review, and permitting requirements for the project.

These commitments demonstrate a strong private-sector investment in the long-term resilience and continued operation of the aviation industrial complex. In addition to the financial match, AAR will maintain the renovated facilities through ongoing operational oversight and routine maintenance. This includes ensuring that the new hurricane-rated roofing systems, drainage improvements, and structural enhancements remain in optimal condition throughout their lifecycle. AAR's commitment reflects its long-term stake in the region's economic stability and its reliance on safe, resilient hangar infrastructure to support aircraft maintenance operations, workforce development, and future industry growth. The City will continue to serve as owner and manager of the aviation industrial complex, coordinating with AAR to monitor facility conditions, address operational needs, and uphold all local compliance responsibilities. Full documentation for AAR's match commitment and maintenance responsibilities is included with the application.

Conclusion:

The proposed hangar roof replacement project represents a pivotal investment in the long-term economic strength, resilience, and competitiveness of the region's aviation sector. By restoring hurricane-damaged facilities that support more than 650 high-skill jobs and a robust apprenticeship pipeline, the project directly stabilizes the region's most important economic anchor while addressing vulnerabilities that have repeatedly disrupted operations and threatened long-term productivity. The installation of modern, hurricane-rated roofing systems will eliminate weather-related closures, safeguard critical infrastructure, and ensure that aircraft maintenance operations can continue reliably during and after severe weather events.

Beyond restoring pre-disaster conditions, the project positions the region for meaningful economic advancement. AAR's commitment to maintain the upgraded hangars and contribute the required 20 percent match underscores strong private-sector partnership and long-term operational confidence. Additionally, AAR's planned \$20 million in capital improvements following the roof replacements will further expand industrial capabilities, support higher-value activities, and create new opportunities for business growth and job creation. Together, these investments will elevate the region's competitiveness in the aerospace maintenance market and strengthen the foundation for continued economic diversification.

Through coordinated stakeholder engagement, data-driven planning, and targeted infrastructure improvements, this project ensures that the community will recover stronger than before, with enhanced resilience, greater economic opportunity, and a more sustainable future trajectory. The combined impact of EDA support, City leadership, and AAR's long-term commitments will deliver durable benefits that extend well beyond the project's completion and secure the region's position as a critical hub for aviation maintenance and skilled workforce development.

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City of Lake City

Hurricane Resilient Airport MRO Infrastructure

EDA D25 - Implementation - Construction

Application ID - EDA-APP# 00015071

Environmental Narrative

A. PROJECT DESCRIPTION

A.1 Beneficiaries

The proposed project will benefit existing businesses and economic activities located at the Lake City Gateway Airport. It will preserve the operations of AAR Corp., which is the largest private employer in Columbia County and the region's only major commercial aircraft maintenance operation. Protecting these facilities will support approximately 650 full-time equivalent positions in transportation and advanced manufacturing sectors. The project also supports about 15 additional on-site companies that provide customer representation, contract labor, parts supply, engineering, and regulatory compliance services, representing roughly 200 additional full-time equivalent positions tied directly to aircraft maintenance activities. It will help maintain regional supply chains involving construction, logistics, professional services, and manufacturing firms that rely on ongoing MRO operations, strengthening local economic stability in a rural area with a high concentration of goods-producing industries. The project also preserves the infrastructure needed to sustain AAR's Registered Apprenticeship Program, which enrolls 75 to 90 apprentices annually and provides access to skilled aviation careers. In addition, the improvements will enhance the competitiveness of the MRO campus for future aviation-related tenants and potential expansion activities expected to generate 125 new full-time positions. Finally, the project strengthens critical aviation infrastructure, reducing vulnerability to hurricanes and severe weather events and protecting regional employment and economic resilience.

A.2 Proposed Construction

The City of Lake City proposes to replace storm-damaged and end-of-life roofing systems on four existing aircraft maintenance hangars at the Lake City Gateway Airport in Columbia County, Florida. All work occurs within City-owned airport property on a 114-acre aviation industrial leasehold that has been in continuous use since the 1960s. The project includes roof replacement on Hangars 3, 5, 6, and 9 totaling approximately 352,406 square feet, with all work confined to existing building footprints on previously developed land and with no new construction or land-use changes. Activities include removal and disposal of old roofing materials, inspection and selective structural reinforcement, and installation of new Florida Building Code compliant metal roofing systems with insulation, waterproofing, flashing, and upgraded drainage. Construction staging and material storage will remain within existing paved apron areas. No trenching, excavation, or new ground disturbance will occur, resulting in zero acres of land disturbance. The anticipated schedule is 13 months, including design, permitting, mobilization,

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sequential roof replacement to maintain ongoing aircraft maintenance operations, inspections, and closeout. Routine maintenance after completion will not involve ground disturbance.

A.3 Need and Purpose

The proposed project aims to restore and harden critical publicly owned aviation infrastructure by replacing aging and storm-damaged roofing systems on four aircraft maintenance hangars at the Lake City Gateway Airport. These hangars support the county's largest private-sector employer and a key transportation and manufacturing industry cluster essential to economic stability and workforce retention in Columbia County. The need for the project stems from repeated hurricane impacts and the deteriorated condition of roofs originally constructed in the 1960s that have exceeded their functional lifespan. Ongoing water intrusion and structural degradation threaten operational continuity, worker safety, and regional economic resilience in a Rural Area of Opportunity. The project will restore pre-disaster operational capacity, improve resilience to future extreme weather events, and protect essential public assets without altering land use or expanding facility footprints.

A.4 Alternatives to the Proposed Project

The City of Lake City evaluated several alternatives to address damage and deterioration at the aircraft maintenance hangars. The No Action alternative, involving continued temporary repairs, would not restore operational reliability or reduce safety hazards and was rejected due to risks of operational disruption and job loss. Partial roof repairs would not correct structural deficiencies or meet current hurricane-resilience standards and were rejected because they fail to provide long-term reliability. Relocating operations or constructing new off-site facilities would create unnecessary costs, disrupt active maintenance operations, and result in additional environmental impacts and therefore did not meet the project's purpose and need. The preferred alternative is full roof replacement on the existing hangars, which restores pre-disaster capacity, strengthens resilience to future storms, and preserves approximately 650 direct jobs while remaining entirely within the existing airport footprint with no new ground disturbance and no impacts to wetlands or floodplains.

B. HISTORIC/ARCHEOLOGICAL RESOURCES

B. Historic and Archeological Resources

The proposed project will replace the roofs on four existing aircraft maintenance hangars at the Lake City Gateway Airport at 102 SE Academic Ave, Lake City, FL 32025. The Area of Potential Effect includes the footprints of the hangars and the adjacent operational areas where construction activities will occur, including staging, demolition, and roof replacement. Consultation with local and state authorities confirmed that no known historic or cultural resources are present within the Area of Potential Effect. The Florida State Historic Preservation Office reported that the Lake City Municipal Airport is neither listed on the National Register of Historic Places nor considered eligible for listing. The City of Lake City Growth Management Department confirmed that no historic properties exist within the airport boundaries and that the site is not located within a designated historic district. Based on these findings, the proposed project will have no effect on historic properties or cultural resources. Documentation from both SHPO and the City of Lake City confirming the absence of historic resources is included in the project attachments. The determination is that no historic properties or cultural resources are present within the Area of Potential Effect, and therefore no historic properties will be adversely affected by the proposed roof replacement activities.

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C. AFFECTED ENVIRONMENT

C.1 Affected Area

The project site is the City-owned Lake City Municipal Airport in Columbia County, Florida. The area is flat, entirely developed, and graded to support aviation operations, including paved aprons, taxiways, and existing hangars. The airport has served as a commercial and industrial aviation maintenance center since the 1960s, and the 114-acre leasehold remains central to the region's maintenance, repair, and overhaul activities. Native vegetation on the site is minimal and consists primarily of maintained turf, landscaping, and paved surfaces. No significant native vegetation will be removed as part of the project, and wildlife present consists of common species adapted to urban and airport conditions. There are no State or National Parks, National Wildlife Refuges, National Game Preserves, Wilderness Areas, Wild or Scenic Rivers, or other protected lands located on or near the project site. Direct effects are limited to temporary construction-related disturbance occurring on hangar rooftops and adjacent operational areas with no impacts anticipated to vegetation, wetlands, water bodies, or protected wildlife. Temporary increases in noise, dust, and activity will occur during the estimated eighteen-to-twenty-four-month construction period. Indirect effects are minimal because the project restores existing industrial capacity without changing land use, expanding operations, or altering surrounding undeveloped areas. Maintaining MRO operations at the airport supports regional economic development, workforce stability, and continuity of high-wage employment opportunities.

C.2 Coastal Zones

The Lake City Municipal Airport is not located within a designated coastal zone under the Coastal Zone Management Act, as confirmed by NOAA mapping and Florida's coastal boundary data. No beaches, dunes, shorelines, estuaries, or other coastal resources occur on or near the airport property. The project involves replacement of roofs on existing structures and does not include any activity involving construction over water or within navigable waters. No coastal zone impacts are anticipated because all activities occur on previously developed, land-based airport infrastructure.

C.3 Wetlands

The project site contains no jurisdictional wetlands, streams, or waters regulated under Section 404 of the Clean Water Act. The area consists entirely of impervious airport surfaces including hangars, taxiways, parking aprons, and support structures. Because no wetlands or waters of the United States are present within or adjacent to the project area, the project will not cause direct or indirect impacts to these resources. All work occurs on existing building footprints without grading, excavation, filling, or other ground disturbance. No mitigation or alternative wetland avoidance measures are required.

C.4 Floodplains

The proposed project is not located within a FEMA designated one-hundred-year or five-hundred-year floodplain, as confirmed by Flood Insurance Rate Map Panel 12027C0415D with an effective date of October 16, 2012. The hangar complex and surrounding paved surfaces are situated on elevated and previously developed areas of the airport property. No critical facilities are being newly introduced into flood-prone areas, and the project does not alter drainage patterns or increase on-site or off-site flood risk. The City of Lake City participates in the National Flood Insurance Program and remains in compliance with applicable federal and local floodplain management requirements.

C.5 Endangered Species

The project is located entirely within a developed aviation industrial site that contains no natural

EXHIBIT TO RESOLUTION

habitats. U.S. Fish and Wildlife Service IPaC review and county-level protected species listings indicate that no federally listed threatened, endangered, or candidate species or designated critical habitat occur within the project area or its immediate surroundings. Because the project consists solely of roof replacement on existing structures without any ground disturbance or alteration of natural areas, the potential for impacts to protected species is negligible. No Biological Assessment or effect determination is required at this time, and no consultation with the U.S. Fish and Wildlife Service or National Marine Fisheries Service has been initiated, although the project team will follow EDA direction if additional coordination becomes necessary.

C.6 Land Use and Zoning

The project area is located within the City of Lake City limits and is zoned for Public and Industrial Airport use. The site consists of a fully developed 114-acre aviation campus that supports maintenance, repair, and overhaul operations. Surrounding parcels contain aviation support facilities, airport operations areas, and light industrial uses. No residential, recreational, or agricultural land occurs within the immediate vicinity. No part of the project site or adjacent areas has been designated as prime or unique farmland under USDA criteria. Because the project involves renovation of existing structures without expansion into undeveloped land, it is fully consistent with the zoning designation and surrounding land uses.

C.7 Solid Waste Management

Operations at the airport's MRO facility generate approximately twelve to eighteen tons of solid waste per month. Waste streams include general commercial refuse and recyclable materials such as metals, cardboard, and paper. Waste is collected by WastePro, a permitted provider, and transported to Class I and Class III landfills serving Columbia County, which have sufficient remaining capacity to accommodate current and projected volumes. The proposed project does not increase facility capacity or waste generation beyond existing operational levels, and no new waste disposal infrastructure is required.

C.8 Hazardous and Toxic Substances

The primary facility operator, AAR Corp., manages hazardous materials under a Florida Large Quantity Generator identification and complies with all applicable federal and state regulations. Hazardous wastes are collected, stored, and transported by licensed contractors for off-site treatment or disposal within required timeframes. The roof replacement project does not introduce new hazardous or toxic substances beyond standard construction materials, which will be handled in accordance with OSHA and EPA requirements. A recent Phase I Environmental Site Assessment identified no recognized environmental conditions requiring remediation before construction. No known contamination areas will be disturbed by the project.

C.9 Water Resources

The airport leasehold is supplied with potable water by the City of Lake City municipal water system. No on-site groundwater wells are used, and the aquifer serving the region is not in overdraft or adjudication. Stormwater generated from the developed leasehold is managed through on-site retention ponds that ultimately discharge to Price Creek, which is not listed as impaired under EPA Section 303(d). The project does not introduce new discharges or alter stormwater patterns because roof footprints and drainage systems remain unchanged. Standard construction best management

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practices will be implemented to prevent erosion and sedimentation. The site is not located within a sole source aquifer recharge area.

C.10 Water Supply and Distribution

The municipal water system serving the airport complies with Safe Drinking Water Act standards and has adequate supply and distribution capacity to meet existing and future water demands. The facility currently uses approximately 191,000 gallons of water per month. The roof replacement project does not increase long-term water consumption because no new processes or water-intensive activities are added. Temporary construction water use will be minimal and managed efficiently to avoid strain on the municipal supply.

C.11 Wastewater Collection and Treatment

Wastewater from the site is managed under Industrial Wastewater Permit LC001090103-4. The on-site system has sufficient treatment and storage capacity and discharges to the municipal wastewater system at levels well within permitted limits. The municipal treatment plant has adequate capacity to accommodate both ongoing operations and temporary construction-related wastewater. No upgrades or additional wastewater infrastructure are required for the proposed project.

C.12 Environmental Justice

The proposed project will not result in disproportionate impacts on minority or low-income populations. Work occurs entirely within an established industrial aviation complex and involves renovation of existing structures without introducing new emissions, hazards, or land use changes. Construction impacts are temporary and controlled through standard mitigation measures. The project preserves existing employment and supports long-term economic stability within the region.

C.13 Transportation

The airport is served by U.S. Highway 90 and internal airport service roads that accommodate industrial and aviation-related traffic. The roof replacement project does not create permanent changes to traffic patterns. Construction-related vehicle activity will be temporary, limited to deliveries and contractor movements, and managed within on-site staging areas. No residential, institutional, or recreational areas will be affected. The project will not exceed roadway capacity or reduce levels of service.

C.14 Air Quality

Temporary air emissions associated with construction activities, including dust and equipment exhaust, will be minimized using standard best management practices. Operational emissions from the facility will remain consistent with existing permit conditions because no new industrial processes are introduced. The project location is not within a non-attainment area for any criteria pollutants, and local atmospheric conditions support adequate pollutant dispersal. No long-term air quality impacts are expected.

C.15 Noise

Construction activities will produce temporary noise confined to the immediate project area and limited to typical work hours. These noise levels will not exceed levels already common in an active aviation and industrial setting. The adjacent Florida Gateway College has long operated next to the airport and is accustomed to airport-related and construction-related noise. No long-term increases in ambient noise levels are anticipated once construction is complete.

EXHIBIT TO RESOLUTION

C.16 Permits

The project involves roof replacement on existing structures and requires standard local building and roofing permits, FAA Airfield Construction Clearance permit, and FDEP stormwater permit (if required), all of which will be obtained before construction. No other federal or state environmental permits are required because the project does not affect wetlands, floodplains, coastal zones, or navigable waters.

C.17 Public Notification and Controversy

The City of Lake City will provide formal public notice following award of the EDA grant during a publicly accessible City Council meeting. Project information will be available to residents and stakeholders through publicly posted meeting documentation. No objections or controversies have been raised regarding the project. If concerns arise, they will be addressed through established public engagement processes.

C.18 Cumulative Effects

Past, present, and reasonably foreseeable activities at the airport include MRO operations, prior storm-related repairs, ongoing maintenance, and planned future improvements such as replacement of Hangar Zero and potential expansion of light industrial activities. The proposed roof replacement project contributes positively to infrastructure reliability and operational stability without adding adverse environmental impacts. The project does not increase air emissions, noise, water use, or ecological impacts and supports regional economic resilience by preserving critical aviation infrastructure and associated employment. Overall, cumulative impacts are minimal and beneficial to long-term operational continuity and economic stability.

D. MITIGATION

Mitigation measures for the proposed project are designed to minimize temporary construction impacts and ensure that all work is completed in a safe, compliant manner. Construction noise will be reduced through careful sequencing and adherence to standard noise control practices such as limiting work to normal daytime hours and using properly maintained equipment with appropriate mufflers. Stormwater and water resource protection will be maintained through the continued use of existing retention ponds and the implementation of best management practices to control sediment and runoff during construction activities. Air quality impacts will be minimized through standard dust control methods and careful handling of materials, and no long-term increases in emissions are expected. Solid waste and hazardous materials generated during construction will be managed and disposed of in accordance with existing facility protocols, and ongoing recycling programs for metals, cardboard, and paper will continue without interruption. Construction-related traffic will be scheduled to minimize conflicts with peak aviation operations, and the completion of taxiway and apron improvements will support safe and efficient access to the hangars. Although no known historic or archaeological resources are present within the project area, any unexpected discoveries will be handled in coordination with the State Historic Preservation Office. The project is outside mapped one-hundred-year and five-hundred-year floodplains and contains no wetlands, and standard erosion and sediment controls will be applied to ensure that surrounding areas are not indirectly affected. No endangered species or critical habitat occur on-site, and the use of best management practices will avoid inadvertent impacts to wildlife. Worker and community safety will be ensured through compliance with OSHA standards, including the use of designated work zones, protective barriers, and safety signage to reduce risks to construction personnel and on-site contractors.

EXHIBIT TO RESOLUTION



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2009 NW 67th Place, Gainesville, FL 32653-1603 • 352.955.2200

May 28, 2026

Mr. Lee Mertins, Acting Regional Director
U.S. Economic Development Administration
401 Peachtree Street, NW Suite 1820
Atlanta, GA 30308-3510

Dear Lee:

The North Central Florida Regional Planning Council is pleased to submit this letter in support of the City of Lake City's proposal to replace the storm-damaged roofing systems on four aircraft maintenance hangars at the Lake City Gateway Airport through a U.S. Economic Development Administration Supplemental Disaster grant.

This project strengthens physical infrastructure while safeguarding the region's largest source of high-skill jobs and training pathways. A local registered apprenticeship program supports a continuous pipeline of skilled aviation technicians for the aviation industry housed at Lake City Gateway Airport. Hardening four hangars with hurricane-rated roofing addresses resiliency by reducing vulnerability to severe weather events and ensuring rapid recovery following storms.

The City's proposal aligns well with the North Central Florida Comprehensive Economic Development Strategy. In particular, the replacement of the storm-damaged roofing systems on four aircraft maintenance hangars at the Lake City Gateway Airport furthers the following goal of the Strategy.

GOAL7 - Modernize the region's transportation, telecommunications, energy, water and wastewater systems to meet future demand and respond to changing business needs.

GOAL 8 - Improve coordination of economic development, land use, infrastructure, water, energy, natural resources, workforce and community development decision-making and investments at the regional level.

Thank you very much for your consideration of this City of Lake City proposal. Should you have any questions concerning our support for the initiative, please do not hesitate to contact me at 352.339.2489.

Sincerely,

Scott R. Koons, AICP
Executive Director

EXHIBIT TO RESOLUTION

r:\eda\ceds\support letters\City of Lake City.05.28.26.ltr.docx

AAR Facility



EXHIBIT TO RESOLUTION

COLUMBIA COUNTY Property Appraiser

Parcel 01-4S-17-07466-002 <https://search.ccpafl.com/parcel/07466002174S01>

102 SE ACADEMIC AVE

Owners

CITY OF LAKE CITY (LEASED)
AERO CORPORATION (TIMCO)
102 SE ACADEMIC AVE
LAKE CITY, FL 32025

Legal Description

114.56 AC SEC 1-4S-17, AS PER LEASE FROM
CITY OF LAKE CITY,

Use: 8901: MUNICIPAL IMP- NON- EX

Subdivision: DIST 2



EXHIBIT TO RESOLUTION



June 11, 2026

Aaron Swanson
AAR Airframe MRO – Lake City
102 Academic Ave
Lake City, FL 32025

C4 Architecture, L.L.C.
135 W. Central Blvd.
Suite 400
Orlando, Florida 32801

p 407.363.6136
AR91246

**Re: Preliminary Engineering Report (PER)
AAR Hangar Roof Replacement – Hangars 3, 5, 6, & 9**

To Whom It May Concern:

AAR Airframe MRO has authorized C4 Architecture to provide this Preliminary Engineering Report (PER) in a format acceptable to EDA for the replacement of compromised and failing roof system. This narrative only applies to the requirements for the roof replacement and does not imply either the inclusion or exclusion of any items or services that may be required by the owner, owner's insurer, authority having jurisdiction, or any other entity.

Preliminary Engineering Report (PER)

C.1. Project Overview

Project Overview

The proposed project (the "Total Project") consists of a coordinated set of improvements to four existing aircraft hangars located at the City-owned airport facility: Hangar 3 (H3), Hangar 5 (H5), Hangar 6 (H6), and Hangar 9 (H9). The Total Project includes the replacement of obsolete roof systems including metal uninsulated roof panels and light gauge steel purlins. The project does not involve the construction of new facilities; all work is limited to the rehabilitation and modernization of existing infrastructure.

The Total Project is comprised of EDA-funded components and limited to the roof replacement components. The roof systems have exceeded their useful life and have sustained storm-related damage from multiple recent hurricane events.

EDA-Funded Project Components

EDA funding will be used exclusively for the replacement of roof systems on the following existing hangars:

- Hangar 3 (H3)
- Hangar 5 (H5)
- Hangar 6 (H6)
- Hangar 9 (H9)

The EDA-funded work includes demolition and disposal of existing roofing materials; replacement of deteriorated metal roof panels and steel purlins; and installation of new, code-compliant metal roof systems. The replacement roofs will be designed to meet current Florida Building Code. Replacement roof system will also be FM Approved and designed in strict accordance with guidelines as shown in RoofNav and the latest issues of FM Property Loss

EXHIBIT TO RESOLUTION

Prevention Data Sheets 1-28, Wind Design; 1-29, Roof Deck Securement and Above-Deck Roof Components; and 1-31, Panel Roof Systems. RoofNav can be accessed at www.RoofNav.com. A RoofNav Assembly Number can typically be obtained from a roofing manufacturer's sales representative.

Each hangar is a large-span aircraft storage structure with substantial roof area typical of aviation facilities. Based on existing facility records, the approximate roof areas are as follows: Hangar 3 (H3) – 106,500 square feet; Hangar 5 (H5) – 84,330 square feet; Hangar 6 (H6) – 84,057 square feet; and Hangar 9 (H9) – 77,519 square feet. Final dimensions and quantities will be verified during final design. The total EDA-funded roof replacement area across all five hangars is approximately 352,406 square feet. The new roof systems will include standing seam uninsulated metal panels, steel purlins, flashing, trim, fasteners, and related waterproofing components necessary to provide a complete, functional roof assembly. Metal gutters and downspouts, meeting required codes will also be provided. The roof replacement components are permanent capital improvements with an anticipated useful life of approximately 30 to 40 years, assuming routine maintenance. These components exceed EDA's minimum 20-year useful life requirement. These improvements will restore and enhance the resilience and long-term functionality of critical airport infrastructure that supports regional aviation and aerospace-related economic activity.

Components With Useful Life Less Than 20 Years

The EDA-funded components (roof systems) have useful lives exceeding 20 years. Certain ancillary components associated with the EDA-funded have shorter anticipated service lives, including:

- Roof sealants, gaskets, and minor waterproofing accessories: approximately 10–15 years

These shorter-life components are standard, replaceable elements that do not affect the long-term useful life of the primary roof and structural systems.

C.2. Statement

Consistency With EDA Investment Project Description (Form ED-900, Section B.2)

The project components described in this Preliminary Engineering Report are fully consistent with the EDA Investment Project Description provided in Section B.2 of Form ED-900. Both documents describe the same Total Project, consisting of the coordinated rehabilitation of existing airport hangar infrastructure through the replacement of obsolete roof systems on five existing hangars.

As described herein and in Form ED-900, EDA funding is limited exclusively to the roof replacement components, totaling approximately 352,406 square feet across Hangars 3, 5, 6, and 9.

No new construction is proposed, and no project components are included in either document that are not described consistently across the Preliminary Engineering Report and Form ED-900.

C.3. Drawings

Before the start of the project, bid drawings, including project scope, hangar size, removal and replacement of hangar roof systems, and structural engineering specifications will be provided.

C.4. Feasibility and Constructability Analysis

Existing Conditions

The project site consists of four existing aircraft hangars (Hangars 3, 5, 6, and 9) located within an active, City-owned airport facility. The hangars were originally constructed in the 1960s and are large-span steel-framed structures typical of aviation storage and maintenance uses. Existing roof systems have exceeded their intended useful life and exhibit chronic leakage, corrosion, and storm-related damage resulting from repeated hurricane events over the past several years.

The hangars are currently occupied and in active use by the airport tenant. Construction activities will therefore be performed in a controlled, phased manner to minimize disruption to airport operations and tenant activities.

Constructability and Site Constraints

The proposed roof replacement work is feasible and constructable using conventional construction methods appropriate for large-span standing seam metal roof systems installed on steel purlin-supported by existing steel truss girders. No unusual or experimental construction techniques are anticipated.

Key features and circumstances affecting constructability include:

- **Existing Roof and Structural System:** All four hangars are steel-framed structures with purlin-supported standing seam metal roof systems. This configuration is well suited to roof replacement using standard aviation hangar construction practices.
- **Active Airport Environment:** Construction will occur within a secure airside environment. Contractor access, staging, and material deliveries will be coordinated with airport operations to comply with security, safety, and FAA airfield requirements.
- **Phased Construction Approach:** Roof replacement will be performed one hangar at a time. Aircraft maintenance and tenant operations will be temporarily shifted among available hangars as work progresses, allowing airport operations to continue throughout construction.
- **Site Access and Staging:** The hangars are accessible on all sides via existing taxiways, aprons, and hangar access areas. Adequate space exists for crane placement, material staging, and construction equipment without requiring off-site staging or modifications to existing airfield infrastructure.
- **Large-Span and High Roof Elevations:** The hangars' clear-span design and roof heights will require cranes, lifts, and fall protection systems typical for aircraft hangar roof replacement projects.

- **Weather and Wind Exposure:** The project is located in a hurricane-prone coastal region. Construction sequencing and temporary weather protection measures will be incorporated to manage exposure during roof removal and installation.
- **Hazardous Materials:** No asbestos-containing roofing materials or hazardous building materials are known to be present, reducing construction risk and complexity.

Feasibility Determination

Based on the age, configuration, and condition of the existing hangars, the project is considered technically feasible and readily constructable. The proposed improvements rely on proven construction methods and readily available materials and equipment. No right-of-way acquisition, utility relocation, or off-site improvements are required to implement the project.

The project can be constructed within the existing hangar footprints and airport property limits, and no environmental, topographic, or alignment constraints have been identified that would preclude successful completion of the work.

C.5. Proposed Method of Construction and Procurement

Method of Construction

The project will be implemented using a traditional **design–bid–build** delivery method. Final design documents will be prepared prior to construction and will be used to solicit competitive bids from qualified contractors. Construction activities will include removal of existing roof systems, installation of new standing seam metal roof systems including metal roof panels and steel purlins.

Construction will be phased such that work is performed on one hangar at a time. This approach will allow ongoing aircraft maintenance and tenant operations to be temporarily shifted among available hangars, minimizing operational disruption at the active airport facility.

Procurement Method for EDA-Funded Components

Procurement for the EDA-funded roof replacement components will be conducted by Lake City, Florida (the City) in accordance with the City's adopted procurement policies and procedures. The City anticipates using a **sealed, competitive bidding process** consistent with traditional public-sector design–bid–build procurement.

The City's procurement procedures are intended to comply with applicable federal requirements, including EDA regulations at 13 C.F.R. Part 305, as well as all other applicable federal, state, and local procurement standards. EDA-funded construction contracts will be awarded based on competitive bids and will not involve sole-source procurement, design/build, construction manager at risk, or use of the City's own forces.

EDA Procurement Compliance

No alternate construction procurement methods are proposed for the EDA-funded portion of the project. Accordingly, a construction services procurement plan under 13 C.F.R. § 305.6(a) is not required for the EDA-funded work. Should the City propose any changes to the procurement method for EDA-funded components, such changes would be submitted to EDA for review and approval prior to implementation.

The City will maintain cost tracking and documentation to ensure that EDA-funded construction activities remain clearly delineated throughout project implementation.

C.6. Construction Contracts and Phasing

Number of Anticipated Contracts

The Total Project is anticipated to be implemented using the following contract:

1. EDA-Funded Roof Replacement Contract

- Scope: Removal and disposal of existing roof systems, including standing seam non insulated roof panels and steel purlins; and installation of new standing seam metal roof systems and steel purlins on Hangars 3, 5, 6, and 9. Demolition of existing roof components is included in this contract.
- Funding: EDA and Tenant match.

Project Phasing

Construction will be conducted on a **phased basis, one hangar at a time**, to allow ongoing aircraft maintenance and tenant operations to be temporarily shifted among available hangars. This approach minimizes operational disruption while ensuring safety and constructability. The phasing schedule is coordinated with airport operational requirements and satisfies the requirements of 13 C.F.R. § 305.9(a) for phased construction projects.

Cost Allocation and Compliance

Costs associated with the contract will be tracked and documented to maintain compliance with EDA requirements. This ensures clarity in funding, reporting, and audit compliance while enabling the Total Project to be implemented efficiently and effectively.

C.7. Preliminary Construction Cost Estimate

The following table presents a current, detailed preliminary construction cost estimate for each major project component. Quantities, unit prices, and total costs are provided for EDA-funded components. A construction contingency is included to account for uncertainties.

Hangar 3 - 106,500 SF

Component	Unit Price	Total Cost	Notes
Roof removal / demolition –	\$1.95/SF	\$ 207,449	EDA-funded & Tenant match
Roof installation labor –	\$5.45/SF	\$ 580,858	EDA-funded & Tenant match
Roof and purlin materials –	\$9.82/SF	\$1,045,545	EDA-funded & Tenant match

Hangar 5 - 84,330 SF

Component	Unit Price	Total Cost	Notes
Roof removal / demolition –	\$1.95/SF	\$ 164,265	EDA-funded & Tenant match
Roof installation labor –	\$5.45/SF	\$ 459,942	EDA-funded & Tenant match
Roof and purlin materials –	\$9.82/SF	\$ 827,895	EDA-funded & Tenant match

Hangar 6 - 84,057 SF

Component	Unit Price	Total Cost	Notes
Roof removal / demolition –	\$1.95/SF	\$ 163,733	EDA-funded & Tenant match
Roof installation labor –	\$5.45/SF	\$ 458,453	EDA-funded & Tenant match
Roof and purlin materials –	\$9.82/SF	\$ 825,215	EDA-funded & Tenant match

Hangar 9 - 77,519 SF

Component	Unit Price	Total Cost	Notes
Roof removal / demolition –	\$1.95/SF	\$ 150,998	EDA-funded & Tenant match
Roof installation labor –	\$5.45/SF	\$ 422,794	EDA-funded & Tenant match
Roof and purlin materials –	\$9.82/SF	\$ 761,029	EDA-funded & Tenant match

<u>Total</u>	<u>\$ 6,068,175</u>
Engineering/Supervision	\$ 750,000
<u>Sub-total</u>	<u>\$ 6,818,175</u>
Contingency - 10%	\$ 681,818
<u>Total Project Cost</u>	<u>\$ 7,499, 993</u>

Matches SF-424C
Construction line item

Basis for Contingency: A 10% contingency is included in the total of EDA-funded costs (\$681,818) to account for uncertainties associated with site conditions, and any unforeseen budget while accommodating minor scope adjustments identified during final design and bidding.

Notes: Quantities and unit prices are preliminary estimates based on contractor-provided pricing and standard industry costs. Final construction costs will be determined through competitive bidding and final design.

C.9. Permits Required

The project will require standard construction permits to implement roof replacement at the City-owned airport hangars. All permits will be obtained by the contractor prior to or during construction, as applicable, to ensure compliance with local, state, and federal regulations.

Anticipated Permits and Authorities

Permit/Approval	Issuing Authority	Status/Timeline	Notes
Building Permit – Roof Replacement	City of Lake City / Columbia County Building Department	To be obtained prior to construction mobilization; typical review 4–6 weeks	Required for EDA-funded roof replacement
FAA Airfield Construction Clearance	Federal Aviation Administration (placeholder)	To be obtained prior to construction mobilization; estimated 3–6 weeks	Required due to work on hangars within controlled airport environment
Stormwater/Environmental Permit (if required)	Florida Department of Environmental Protection / County Environmental Division (placeholder)	To be obtained prior to site disturbance; estimated 2–4 weeks	Standard environmental compliance for roof replacement

Permitting and Project Schedule

Permitting activities are anticipated to occur concurrently with final design and procurement phases. No long lead-time permits are expected, and the acquisition of all required permits is not anticipated to delay the overall project schedule. The phased construction plan (one hangar at a time) allows flexibility in scheduling permit-dependent activities without affecting ongoing airport operations.

All permit responsibilities will be managed by the contractor, with oversight from the City to ensure compliance with EDA and local regulations.

C.10. Overall Project Schedule

Project Phase	Estimated Duration	Notes
Design Period	3 months	Final design of roof replacement
Permitting	2 months	Includes building permits (City/County), FAA airfield clearance, and any environmental approvals. Permitting will occur concurrently with final design.
Easements/Rights-of-Way	0 months	All work is on City-owned airport property; no easements or rights-of-way are required.
Solicitation of Bids & Contract Award	2 months	City-managed competitive bidding for EDA-funded roof replacement;
Construction Period	6 months	Phased construction, one hangar at a time, including roof removal and roof installation. Phasing allows ongoing aircraft maintenance operations to continue.
Total Estimated Duration	13 months	Sum of design, permitting, bidding, and construction periods.

Notes:

- Durations are preliminary estimates and may be adjusted based on final design, contractor availability, and permitting timelines.
- Phased construction ensures no single-hangar outage will significantly disrupt airport operations.

The estimated project schedule presented above corresponds directly to the Project Schedule outlined in Section B.3 of Form ED-900. Each major phase, including design, permitting, solicitation of bids, and construction, has been assigned a reasonable duration based on standard industry practice, local permitting timelines, and the phased construction approach. The schedule ensures that EDA-funded roof replacement activities and ongoing airport operations are coordinated to minimize disruption. No easements or rights-of-way are required, and permitting activities are scheduled to occur concurrently with final design and procurement to maintain an efficient overall project timeline. This schedule represents the anticipated time to complete the Total Project from initiation of final design through the conclusion of construction.

C.11. Overall Project Budget Breakdown

Notes:

- Unit costs for demo, labor, and materials are based on contractor-provided pricing.
- Engineering, supervision, and permitting are shown as lump sums, separate from per-SF calculations, avoiding double counting.
- Contingency is calculated as 10% of the EDA-funded construction subtotal.
- Totals reconcile with SF-424C construction line item and the overall project budget.

C.11. Overall Project Budget Breakdown

SF-424C Hangar 3 - 106,500 SF

Component	Unit Price	Total Cost	Notes
Roof removal / demolition –	\$1.95/SF	\$ 207,449	EDA-funded & Tenant match
Roof installation labor –	\$5.45/SF	\$ 580,858	EDA-funded & Tenant match
Roof and purlin materials –	\$9.82/SF	\$1,045,545	EDA-funded & Tenant match

Hangar 5 - 84,330 SF

Component	Unit Price	Total Cost	Notes
Roof removal / demolition –	\$1.95/SF	\$ 164,265	EDA-funded & Tenant match
Roof installation labor –	\$5.45/SF	\$ 459,942	EDA-funded & Tenant match
Roof and purlin materials –	\$9.82/SF	\$ 827,895	EDA-funded & Tenant match

Hangar 6 - 84,057 SF

Component	Unit Price	Total Cost	Notes
Roof removal / demolition –	\$1.95/SF	\$ 163,733	EDA-funded & Tenant match
Roof installation labor –	\$5.45/SF	\$ 458,453	EDA-funded & Tenant match
Roof and purlin materials –	\$9.82/SF	\$ 825,215	EDA-funded & Tenant match

Hangar 9 - 77,519 SF

Component	Unit Price	Total Cost	Notes
Roof removal / demolition –	\$1.95/SF	\$ 150,998	EDA-funded & Tenant match
Roof installation labor –	\$5.45/SF	\$ 422,794	EDA-funded & Tenant match
Roof and purlin materials –	\$9.82/SF	\$ 761,029	EDA-funded & Tenant match

Total \$ 6,068,175

Engineering/Supervision \$ 750,000

Sub-total \$ 6,818,175

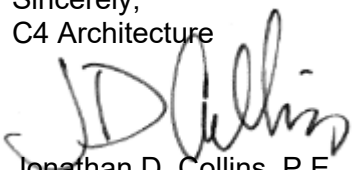
Contingency - 10% \$ 681,818

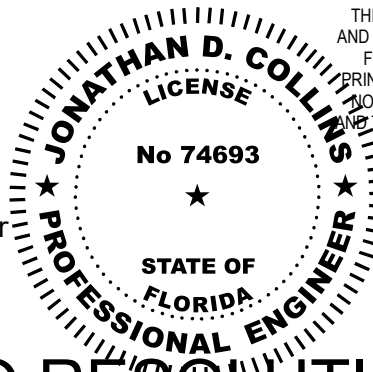
Total Project Cost **\$ 7,499, 993**

Matches SF-424C Construction line item

Please let us know if you have any questions concerning this report.

Sincerely,
C4 Architecture


Jonathan D. Collins, P.E.
Principal, Structural Engineer



THIS ITEM HAS BEEN DIGITALLY SIGNED
AND SEALED BY JONATHAN D. COLLINS, PE,
FL LICENSE NO. 74693 ON 06/11/2026.
PRINTED COPIES OF THIS DOCUMENT ARE
NOT CONSIDERED SIGNED AND SEALED
AND THE SIGNATURE MUST BE VERIFIED ON
ANY ELECTRONIC COPIES.

EXHIBIT TO RESOLUTION

Lake City Airport

EDA Grant

Hangar Roof Project

PER – Section C.3

EXHIBIT TO RESOLUTION

General Layout

Hangar 5

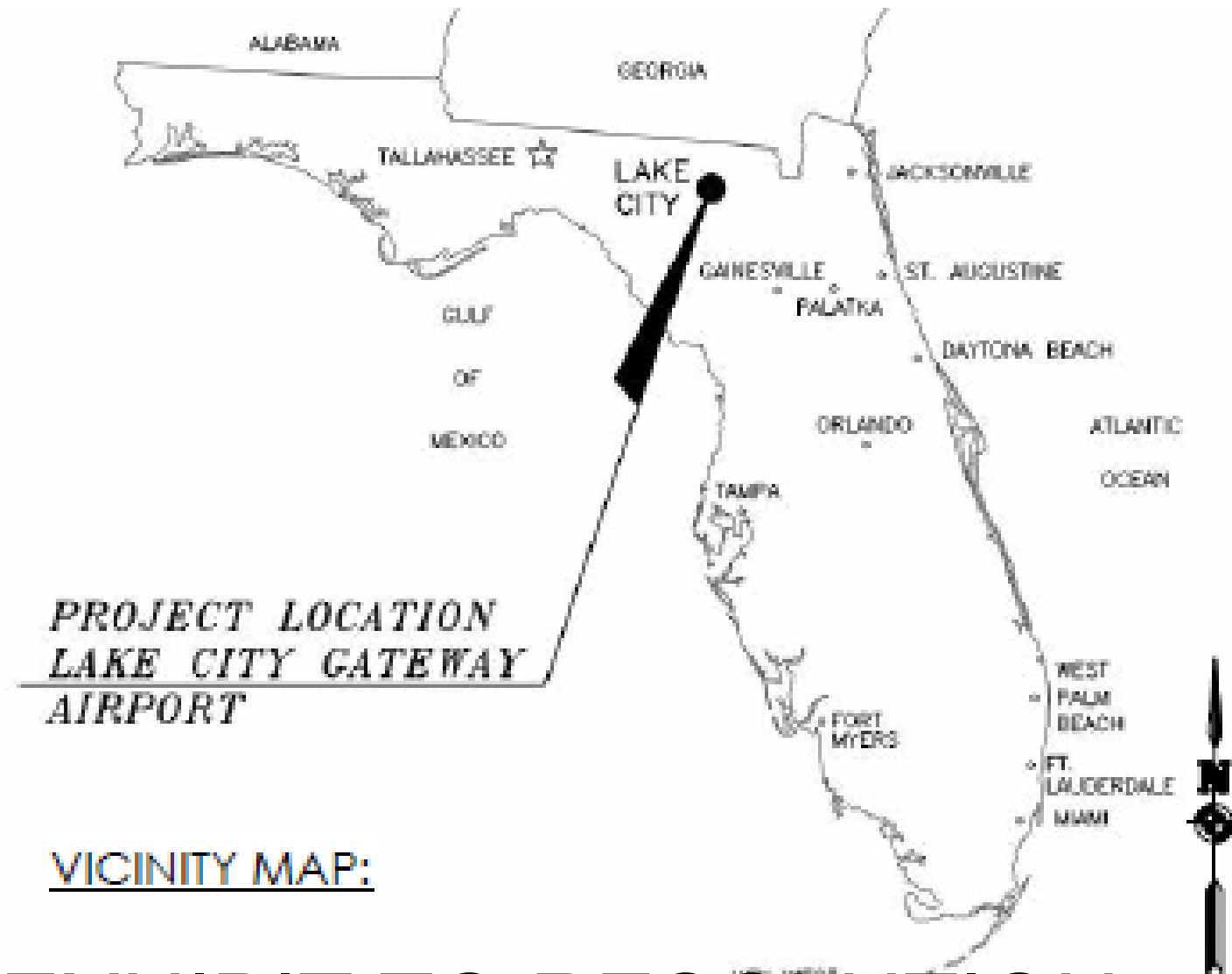
Hangar 6

Hangar 3

Hangar 9



Location



VICINITY MAP:

EXHIBIT TO RESOLUTION

Dimensions

Hangar 5
84,330 SF
~250' x 340'

Hangar 6
84,057 SF
~250' x 340'

Hangar 3
106,500 SF
~250' x 340'
+ 65' Nose Dock

Hangar 9
77,519 SF
~225' x 340'

EXHIBIT TO RESOLUTION





July 6, 2026

Mr. Don Rosenthal
City Manager
City of Lake City
205 N. Marion Avenue
Lake City, FL 32055

**Re: Commitment of Matching Funds – EDA Infrastructure Grant Application
(Lake City Gateway Airport)**

Dear Mr. Rosenthal,

On behalf of **AAR Airframe MRO – Lake City**, I am writing to formally express AAR's commitment to support the City of Lake City's application to the U.S. Department of Commerce, Economic Development Administration (EDA), for critical infrastructure improvements at the Lake City Gateway Airport.

The proposed project will replace the roof systems on five existing aircraft maintenance hangars—Hangars 3, 5, 6, and 9—totaling approximately **354,286 square feet** of facility space. These hangars are essential to AAR's Maintenance, Repair, and Overhaul (MRO) operations, providing the controlled indoor environment required to safely house aircraft, perform heavy maintenance checks, protect sensitive equipment, and maintain continuous production schedules. The integrity of these structures is critical to ensuring operational continuity, workforce stability, and the protection of high-value aviation assets in a region vulnerable to hurricane impacts. The proposed improvements will restore full weather protection, improve structural resilience, and significantly reduce operational disruptions caused by storm-related damage.

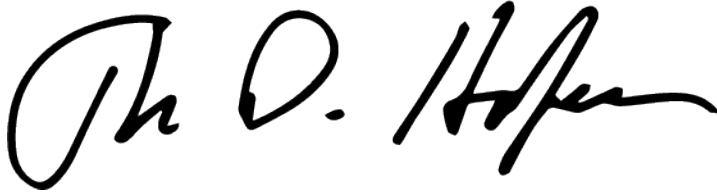
Upon award of EDA funds, AAR hereby **commits a matching share of \$1,500,000**, representing 20% of the total \$7,499,993 project cost. These matching funds are fully **dedicated to this project and will not be reallocated for any other purpose** during the period of performance. All committed funds will be **available as needed** to support project activities, and they are **free of any encumbrances, restrictions, or legal impediments that would prevent their use for eligible project expenses**. Furthermore, these funds have not been, and will not be, used to satisfy the matching requirements of any other financial assistance award, consistent with the requirements of 13 CFR § 301.5.

.

This investment reflects AAR's long-standing commitment to the Lake City facility and supports the continued viability of a site that has served as a cornerstone of the regional aviation economy for decades.

We appreciate the City's leadership in advancing this important project and respectfully support its consideration for EDA funding.

Sincerely,

A handwritten signature in black ink, reading "Th D. Hoferer". The signature is fluid and cursive, with the first name "Th" being particularly stylized.

Thomas D. Hoferer

SVP, Repair and Engineering
AAR Airframe MRO – Lake City