

CAMDEN COUNTY, GA

Cities of Kingsland, St. Marys & Woodbine



From Submarines...
To Satellites

2015 Legislative Agenda
Washington, D. C.



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OVERVIEW: Legislative Agenda

- ✓ **OHIO REPLACEMENT PROGRAM:** The Ohio Replacement Program is the replacement of the aging Ohio class Trident submarines at NSBKB and Bangor, Washington. We are already two years late beginning the build and this will impact us later with a shortage of boats. The Navy is only building 12 to replace the 14. One reason for that is the nuclear cores will last 42 years without refueling (the life of the boat) so the new boats will not have to go to Norfolk after 20 years for two years of refueling.
- ✓ **INCREASED MISSIONS FOR NSBKB:** The location of new missions at Georgia's bases means a significant impact to the local and state economy as well as an untapped component of defense industry growth for Georgia. We ask that our legislators help us bring these and other defense industry opportunities to Camden County.
- ✓ **ARMY CORPS OF ENGINEERS WETLAND DELINEATION:** The U.S. Army Corps of Engineers Wetland Delineation 2010 Manual rules implementation is having an escalating negative impact on economic development. Return to the decision Congress previously made and mandate that EPA and USACOE use the 1987 Manual for delineation of wetlands. The 2010 Supplement increased federal jurisdiction beyond what Congress authorized.
- ✓ **IMPACT AID FUNDING:** Camden County relies on Impact Aid to insure children served by Camden County Schools are provided a quality education. Resources to match the commitment of the Navy and fulfill our obligation to all families in Camden County cannot exclude Impact Aid.
- ✓ **CONTINUE SUPPORT FOR CUMBERLAND ISLAND NATIONAL SEASHORE:** St. Marys, as the exclusive gateway to Cumberland Island National Seashore, considers seasonal flexing of park visitor volume to be in the best interest of Cumberland Island park visitors, the National Park Service and the City of St. Marys.
- ✓ **DEVELOPMENT OF A SPACEPORT:** Camden County *Georgia* provides an optimal launch site location with ready access to cutting-edge space research and technology. The Board of Commissioners are laser-focused on developing a public-private partnership that will make Spaceport Camden a reality.
- ✓ **SEQUESTRATION:** America needs the Congress to find a bipartisan solution to stop sequestration.
- ✓ **VIRGINIA PAYLOAD MODULE:** The VPM is a new design to add to attack submarines to make up for the loss of the SSGN's that are the oldest in the Ohio Class. The converted subs have the capacity for 154 tomahawk missiles that have proved invaluable to our military and this capacity will be lost when the boats are decommissioned. Even with the VPM the country will not have the strike capacity that SSGN brings. Hopefully we will have some of those boats at NSBKB.
- ✓ **SUPPORTING THE NUCLEAR TRIAD:** Each leg of the Triad is important: The Intercontinental Ballistic Missiles and the Bombers owned by the Air Force and the Strategic Missile Submarines make up the Triad. With the New Start Treaty the Navy will have 70% of the deterrent.
- ✓ **UNITED STATES COAST GUARD 2016 PRIORITIES:** The Maritime Force Protection Unit escorts the subs as they transit to submerge depths and this mission is paid for by the Navy. The Maritime Safety and Security Team is off base and subject to deactivation as funding for the Coast Guard decreases. This decrease is discussed in the paper with 40% of its acquisition budget reduced over the past four years leaving the service with antiquated ships and infrastructure.
- ✓ **UNITED STATES MARINE CORPS 2016 PRIORITIES:** Our Marine Corps Security Force Battalion is somewhat protected due to the strategic mission. However, there are many ways the battalion can be impacted by the national budget that again is inadequate.



ISSUE: Fund the Ohio Replacement Program (ORP)

THE ULTIMATE SAFEGUARD OF GLOBAL SECURITY

There is a significant impact on Naval Submarine Base Kings Bay (NSBKB) and the nation.

It is critical that we sustain our sea-based nuclear deterrent with the same level of at-sea presence as today. We must also remember the true meaning of deterrence: to keep others from using nuclear weapons against us or our allies. The ORP is the number one priority with the Navy. The deterrent fleet has gone from 41 to 18 to the current 14. The new SSBN will have a life span of 42 years without refueling thus the argument for the minimum number of 12 requested. However, looking into the future during certain years there will be a shortage of two boats. Even with these limited numbers there is discussion of building only 8 or 10.

SSBNs are critical to U.S. nuclear deterrence:

- This is the Chief of Naval Operation’s #1 priority.
- U.S. strategic deterrence promotes global stability. The SSBNs are the nations most secure and survivable nuclear deterrent and our friends and allies depend on the US to create stability.
- SSBNs carry over half of the U.S. operational nuclear deterrent weapons. Under the New Start Treaty that percentage will grow to 70%.
- To maintain an at-sea strategic deterrent the ORP must begin construction in 2021 and deliver on time with the capabilities necessary to guarantee its effectiveness. ORP is scheduled to be in service until 2080.

Delaying development would negatively impact a proven design-build approach:

- Achieve technology and affordability goals in construction and the ability to put the ships to sea on time.
- Any delay would also be critical to the design of the Common Missile Compartment that supports the start of the U.K. successor.
- There is NO margin to further extend current SSBNs or to delay the construction of the ORP.

The cost of the SSBN over its 42 years of life is less than 1% of defense spending.

OHIO REPLACEMENT PROGRAM (ORP) ESTIMATED TIME LINE (with the two year delay)

FY 2015-2017	Continued R&D funding
FY 2017	Advanced procurement of first ORP
FY 2017	Estimated date UK SSBN begins procurement
FY 2021	Latest start date for the lead ORP
FY 2021	Begin the build of replacements until 2035
FY 2025	UK SSBNs begin to retire
FY 2026	US SSBNs begin to retire



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At the same time we begin purchasing Ohio replacement ships in 2019, the Navy will be facing end of service life retirements on:

1. Los Angeles Class attack submarine fleet.
2. CG-47 Ticonderoga class guided missile cruisers.
3. DDG-51 Arleigh Burke class guided missile destroyers. (Note this was the replacement that originally competed for funding when we were lobbying for the SSGN. SSGN was approved and DDX was not.)
4. LDS 41
5. LDS 49 class dock landing ships

REQUEST

Support funding of \$1,221 million in FY15 for ORP design and R&D to support 2021 construction, mitigate risk to the industrial base and achieve the most efficient design process.

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ISSUE: TRIDENT II (D5) MISSILE

GEORGIA'S CRITICAL CONTRIBUTION TO THE U.S. STRATEGIC DETERRENT MISSION

The Strategic Weapons Facility Atlantic (SWFLANT) in Kings Bay, GA is one of only two home ports for the U.S. Navy's fleet of Ohio-class ballistic missile submarines (SSBNs). These stealthy submarines are armed with the formidable Trident II (D5) submarine launched ballistic missile (SLBM), ensuring that the U.S. maintains a highly survivable strategic deterrent well into the 21st century. The D5 missile enhances the U.S. nuclear triad by means of assured retaliation, thus providing no incentive for enemy first strike.

The highly talented government and industry workforce at SWFLANT is responsible for providing D5 missiles and strategic weapons systems (SWS) support to the U.S. Atlantic fleet of six Ohio-class SSBNs and to the four U.K. Vanguard-class SSBNs.

- The D5 missile has a remarkable mission success record with 155 successful flight tests since 1989, continuing a 26 year record of unmatched reliability and performance.
- The D5 Life Extension (LE) program is in progress to extend the service life of the D5 missile beyond its original design life of 25 years to 50 years to match the life of the Ohio-class submarine and enable it to serve as the initial baseline mission payload for the Ohio Replacement and U.K. Vanguard Class SSBNs scheduled to enter service in 2030 and 2028 respectively.
- The D5LE program includes the redesign of the guidance system and missile electronics as well as continued production of boost motors and post boost control system gas generators. All new life-extended components have been flight tested and IOC for the D5LE missile is scheduled in FY17. However, the Navy is evaluating and prioritizing many additional missile program elements for life extension to ensure an accurate and viable strategic deterrent through 2042.

SWFLANT ECONOMIC IMPACT:

- Government workforce includes:
 - 169 Civil Servants
 - 1,086 USN and USMC service members
- Industry workforce includes:
 - 682 on-site employees

REQUEST

Support the President's FY16 FBM budget request of \$ 1,099,064 million for procurement Trident II Mods and \$ 107,039 million for RDT&E.

BACKGROUND

D5 Age Management

The current D5 missile began production in 1988 and many missile components deployed in the fleet are at, or nearing the end of their original 25-year design life. D5 Age Management planning is underway to prioritize the refurbishment or replacement of aging missile program elements and utilize testing to mitigate risk until replacement is possible. Age replacement has begun with two missile avionics electronic packages, the Mk4A reentry body, the guidance system, and continued production of boost motors and Post Boost Control System gas generators. Starting in FY 2016, additional suppliers will begin to be re-qualified to produce replacements for aging components which have the potential to impact the safety of the current D5 inventory. This effort is essential to maintaining a safe D5 missile for initial deployment on the Ohio-class replacement submarine. However, many additional critical missile program elements are being evaluated and



prioritized for life extension or continued production to ensure an accurate and reliable strategic deterrent through 2042. Funding and support are essential to address these requirements.

Strategic Missile Industrial Base Viability and Sustainment

Three major factors have contributed to the weakening of the Strategic Missile Industrial Base in recent years. The first was the cancellation of the NASA Constellation program which had considerable impact on the viability of the Solid Rocket Motor Industrial Base; and precipitously increased the cost of each D5 missile due to the higher percentage of fixed costs being shouldered by the Navy. The second factor has been a decline in the knowledge base for SLBM development due to the lack of any significant strategic missile development work over the past 25 years (Navy and Air Force). The final factor has been the roll-off of specialized suppliers. As of 2015, only 40% of FBM suppliers remain in production. The majority of these suppliers are in low-rate production to address component age-out. Starting in FY 2016, additional suppliers will begin to be re-qualified to produce replacements for aging components which have the potential to impact the safety of the current D5 inventory. This effort is essential to maintaining a safe D5 missile for initial deployment on the Ohio-class replacement submarine. For these reasons, support for the program and support for the President's FY 2016 Budget are vital.

Support for SLBM Technology Applications Programs

Funding for the SLBM Technology Applications Programs was eliminated in the FY 2014 request, but has been reinstated in the FY 2016 with two new programs

- Multi-Star Enhanced Prelaunch (MEP) Program
- Systems Engineering Modeling and Simulation

Previous Applications Programs have enabled cost-saving improvements to D5 missile production, and developed technologies to reduce program risk and meet future capability needs. They have also provided the means to sustain critical engineering skills unique to SLBM design, production, and sustainment for over 20 years. The draw down in funding for these programs has led to an erosion of the knowledge base for these critical skills and technologies. It has been demonstrated that properly funded Applications Programs serve to reduce FBM program risk, across industry partners, by exercising SLBM engineering skills and the systems integration discipline of introducing technologies and capabilities for demonstration in large-scale ground and flight testing. Funding for Applications programs helps ensure that our workforce remains trained and skilled to support D5 Life Extension, and the Ohio Replacement Program.

Research, Development, Test & Evaluation

The FY 2016 request includes \$95.4M for the Joint Warhead Fuze Sustainment Program, \$9.0M for Technical Applications Programs, and \$2.6M for the Integrated Nuclear Weapons Security Sys Dev Program.

FY 2016 FUNDING REQUIREMENTS-Procurement

The FY 2016 request of \$1,099.064 million is required to continue procurement of TRIDENT II missiles and to support the on-going efforts to extend the life of the missiles to 2042. The request includes \$468.534 million for program and support costs, \$613.130 million for the D5LE program, and \$17.4 million for New START implementation.

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OPPORTUNITY: Increased Missions at NSBKB, Opportunities with related industry

Discussion

NSBKB was built for 10 Ohio Class ballistic missile submarines (SSBN). There are presently six SSBNs and two SSGNs assigned to Kings Bay. Once the SSGNs retire, the SSGNs will not be replaced. The strike capability currently provided by the SSGN will be replaced by the SSN's Virginia Payload Module. There is no discussion at this time on the location of these SSNs but, of course, will be as they are built. With the plans to reduce the SSBNs from 14 to 12 and further discussion from outside the Navy and defense community to further reduce the class to 8 or 10 this becomes a real issue for Kings Bay and the supporting community.

Camden County is proud of our long standing relationship with the Navy, Marine Corps and Coast Guard that call NSBKB home. We have worked hard to support the high quality of life that all of our residents enjoy, and thankfully embrace and truly appreciate the positive impact our Department of Defense (DOD) personnel (active duty, civilian and families) have in the life and fabric of our community, in our schools, our churches, and our neighborhoods.

As a "Duty Station of Choice," Kings Bay presents a very strong case for adding new mission activity from both DOD and other federal agencies. A strong argument could be made to consolidate support services from high cost areas to the relative low cost, high quality of life area of Camden County, GA. The cost of living in the Kings Bay area is lower than the national average. Kings Bay has received awards for their excellent retention rate.

There is area-wide community support for the base, active duty and civilian workforce, and their families. The community supports transformation of the base to a multi-use, multi-service installation. Community studies demonstrate that necessary infrastructure exists to accommodate all Navy expansion scenarios including: affordable housing, quality public education, post-secondary education, health services, and transportation.

With the presence of NSBKB, Camden represents a source of skilled and available transitioning military workforce base for Camden County and the state of Georgia. This talented workforce, longing to stay in a community like Camden County with high performing schools, great quality of life, and access to regional amenities, represent an underutilized asset in Georgia's targeting of new industry.

Several possible missions have been brought to our U. S. legislators' attention in the past few years. They have included:

- **Defense Contractors:** The community continues to actively pursue an increase of defense contractors in Camden County. We have worked with the Georgia Department of Economic Development and the Georgia Military Affairs Coordinating Committee to explore these opportunities.
- **Littoral Combat Ship:** In 2010 we presented a paper to then VCNO (now CNO) on the possibility of the location of training for the Littoral Combat Ship (LCS) scheduled to be home ported at Mayport. While we were not successful with the training facility, in March, 2013 we were listed as the alternate location for the Mission Module Readiness Center (MMRC). We request a status report of the MMRC and request that our legislators do everything possible to support the great opportunities for this mission at Kings Bay.
- **Special Operations Forces:** With the SOF mission on the SSGN and the unique location of Camden County (weather, rivers, ocean, swamp, Federal Law Enforcement Training Center, the Coast Guard's Maritime Safety and Security Team) we believe that these assignments create a critical operational relationship between NSBKB and the SOF community.
- **Unmanned systems:** The SSGN also brings great opportunities for UUVs and UAVs. With a vast percentage of the DOD budget dedicated to unmanned systems, we encourage associated research and development companies to relocate to Camden County. The SSGN submarines at Kings Bay are a critical platform for UUV deployment.
- **Training Range for Sonar Exercises:** The EIS has been completed for this site. The close proximity for the planned sonar testing range developing to the south of Camden County provides further opportunities.
- **Revisit the opportunities presented by the Navy for relocation of the Navy Expeditionary Command (NECC)'s Riverine Mission.** With the results of the JLUS and the state's interest in economic development with our military bases, there



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may be possibilities for relocating that mission to NSBKB. Our understanding that the decision to stay in the present location was due to lack of funds to move or to build new facilities.

- Joint commands: seek opportunities for hosting Army and Air Force Commands as well as increasing the Marine Corps and Coast Guard presence.
- Added to that is our potential for a Spaceport which could provide any number of missions and opportunities with our defense contractors.

Recommendation

The location of new missions at Georgia's bases means a significant impact to the local and state economy as well as an untapped component of defense industry growth for Georgia. We ask that our legislators help us bring these and other defense industry opportunities to Camden County.

We also have asked the Georgia Department of Economic Development in partnership with its military-community based allies around the State to consider new mission growth at Georgia military bases as a vital strategy to a comprehensive economic development effort. We also encourage the Department and its allies in developing a creative investment/incentive approach that will help foster these mission growth opportunities.

We encourage the state to use Camden as a "test case" for gaining a better understanding of the transitioning military workforce base that could mean Georgia would become an even bigger player in the defense industry sector.

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ISSUE: Army Corps of Engineers Wetland Delineation

Background

The United States Clean Water Act (CWA) was passed by Congress in 1972. The CWA required regulations to define wetlands. The CWA generally defined wetlands to include swamps, bogs, marshes or similar areas. The CWA also included provisions to protect these important environmental areas.

The US Army Corps of Engineers (COE) regulates federal wetlands, as outlined in the CWA. Since the passage of the CWA, US EPA and the COE have attempted, through policy decisions to define what jurisdiction the federal government has over waters of the United States, of which wetlands is a subset. This jurisdiction has expanded and contracted with several Supreme Court rulings.

The 2010 Regional Supplement was issued to address certain regional characteristics of land that the 1987 Corps of Engineers Wetland Delineation Manual did not address when defining jurisdiction across the United States. Implementation of the 2010 Regional Supplement in the past three years has significantly impacted land sales, values and usage and subsequent economic development opportunities along the Coastal Plain of GA and SC.

Discussion

In 2012, property owners began to seek extensions of delineations obtained before the recession. A noticeable trend in the new delineations was an increase in the amount of land considered “wetland” or Waters of the US, under federal jurisdiction. The COE indicated there were no changes to the delineation methods. The negative economic development impact of the COE action is escalating.

In order for land to be considered jurisdictional under federal rules, positive attributes in three areas – hydric soils, hydrophytic vegetation and wetland hydrology - must be present. Comparing the 1987 Manual to the 2010 Coastal Regional Supplement notes the following:

	<u>1987 Manual</u>	<u>2010 Supplement</u>
Hydric Soils	12 indicators	41 indicators
Hydrology	11 indicators	29 indicators
Vegetation	In 2012, 398 plants were changed from Upland to Wetland, while 21 species were changed from Wetland to Upland	

Camden County, GA was preparing an economic development property of approximately 293 acres. 81 acres were jurisdictional using the 1987 regulations. The required updated analysis using the 2010 supplement left only 59 acres capable of being developed. Those 59 acres were broken into three separate islands ending the economic development project.

Glynn County, GA lost a significant economic development project when a 1500-acre tract of land, thought to be about one third jurisdictional (Waters of the US) using the 1987 manual, was determined to be mostly jurisdictional with the 2010 Supplement. The solar farm developer could not make the project work. Because the land is flat, has hydric soils and slash pines it is now considered federal jurisdiction as Waters of the US, under the 2010 Supplement.

Bridlewood Farms is a subdivision development off of Givhans Road in Dorchester County near Ridgville, S.C. COE ruled that the JD had expired on the project and ordered a cease and desist order as it has determined that land previously determined to be highland is now defined as federal jurisdiction and Waters of the US under the 2010 Supplement. Project is in litigation between developer and COE/EPA.



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If the potential economic development impact of these changes is not apparent, the following chart is based on real property examples in the Coastal Plain of SC and GA.

State	County	Tract Size (acres)	Jurisdiction (acres) 1987 Manual	Jurisdiction (acres) 2010 Supplement	Change
GA	Chatham	7.48	1.47	5.66	285%
GA	Glynn	1500	Canceled	Project	0.00%
GA	Camden	293.0	81.0	234.0	189%
GA	Chatham	57.14	7.68	12.39	61%
GA	Chatham	14.1	0.49	11.9	2329%
GA	Chatham	7.8	1.31	2.27	73%
GA	Effingham	165.55	22.41	132.69	492%
SC	Berkeley	27	1.43	6.65	365%
SC	Berkeley	1300	355	450	27%
SC	Dorchester	855	140	229	64%
SC	Berkeley	21	1.88	8	326%

Congress required the COE to return to use of the 1987 manual when the 1989 version (which relied heavily on hydric soils) was issued and used in the field. The impacts of the 1989 manual were similar to what we see today and reflected in the above chart.

Recommendation

RESTORE ECONOMIC DEVELOPMENT OPPORTUNITIES ON THE GEORGIA COAST: Return to the decision Congress previously made and mandate that EPA and USACOE use the 1987 Manual for delineation of wetlands. The 2010 Supplement increased federal jurisdiction beyond what Congress authorized.

PROVIDE FOR LONG TERM PLANNING AND DEVELOPMENT OF THE GEORGIA COAST: Extend the effectiveness of delineations from five years to twenty years to support long term business growth practices.

RESTORE CONFIDENCE IN PROPERTY VALUATIONS: Property owners and municipalities rely on realistic valuations for planning and revenue. The current uncertainty over land usage will chill many development opportunities and confidence in revenue.

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ISSUE: Camden County Schools and Impact Aid Funding

Background

Camden County relies on Impact Aid to insure children served by Camden County Schools are provided a quality education. Resources to match the commitment of the Navy and fulfill our obligation to all families in Camden County cannot exclude Impact Aid which helps taxpayers shoulder the burden of tax exempt Federal Property. Impact Aid funding as a percentage of the amount Camden County Schools receives based on the funding formula has slowly decreased over the past five years.

Discussion

1) Funding - In Fiscal Year 2010 the district received 100% of the Impact Aid dollars calculated under the program's formula. In FY 2011 the percentage dropped slightly to 99%, to 96% in FY 2012, and to less than 90% in 2013 as a result of sequestration. Thanks to your support and others in Congress, the Budget Agreement of FY14 recouped dollars lost in FY 2013 and, although final funding levels for FY 2014 and FY 2015 have not yet been finalized, our final percentage payout as compared to the calculated maximum will be under 95%. The percentage drops could have been worse if not for the fact that the formula driving the program (national per pupil spending) has remained relatively flat over the past four years. Our concern, however, is that without even a modest increase in Impact Aid funding, the payout percentage the district will receive will begin to erode below 90%; which means we will be forced to cut programs as 1) it is difficult to generate increased local revenue when the Federal Government owns 69% of the land that makes up Camden County; and 2) our taxpayers, to maintain eligibility under the Heavily Impacted provision of the law, are already required to maintain a tax effort of no less than 95% of the state or comparable district average; a difficult task in its' own right. Any reduction in Impact Aid will exacerbate the effects of unprecedented funding shortfalls as a result of state and local economic challenges.

2) ESEA Reauthorization - The reauthorization of the Elementary and Secondary Education Act (ESEA) continues to be a matter of concern to the Camden County School District as Impact Aid (Title VIII) although not a part of the discussion over the Federal role in K-12 education, awaits a successful reauthorization. To improve the program and demonstrate its broad bipartisan support, the Impact Aid community has worked with Members of Congress to introduce a stand-alone Impact Aid reauthorization proposal (Local Taxpayer Relief Act) in both the House and Senate. This legislation includes provisions to insure Camden County has the necessary tax rate information from the Department of Education to maintain our eligibility in the Heavily Impacted provision, updates to taxing requirements to compensate LEA's for economic changes and a hold harmless provision better targeted toward districts that require financial stability when there are significant changes in their student numbers and program eligibility.

Recommendation

As for Fiscal Year 2016 funding, we recognize the efforts being made by Congress to control spending and reduce the deficit. We ask that Congress give serious consideration to providing the Impact Aid Program an increase that will, at a minimum, maintain the percentage payout at a level no less than 95% of our calculated "formula" payment. President Obama's budget calls for a \$3.6 billion increase for programs administered by the Department of Education of which he provides not one cent for Impact Aid. Level funding can no longer insure Camden County or the other federally connected school districts in Georgia can maintain the level of service to the children we serve.

At this point we do not know what the level of national per pupil spending, as calculated by the National Center for Education Statistics, will be that will determine the percentage payout in the 2015-2016 school year.



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We ask that the funding level for the Basic Support Program be increased to a level that will at a minimum bring the program up to ½ where it was in FY 2010. This will require an increase of slightly over 4%. See table below.

We also ask that you consider co-sponsoring the Local Taxpayer Relief Act – S. 658 introduced by Senators Thune (R-SD) and Hirono (D-HI); H.R. 1318 introduced by Reps Noem (R-SD), Dold (R-IL), Larsen (D-WA) and Takai (D-HI). Most of the proposed changes included in both S 658 and H.R. 1318 are included in H.R. 5, the Kline bill as reported out of the House Education and Workforce Committee and the Alexander draft in the Senate. We ask for your support to seek passage of an Impact Aid reauthorization either within the ESEA package or, should ESEA continue to be delayed yet again, support the passage of the Local Taxpayer Relief Act – the free standing Impact Aid reauthorization bill.

	2013	2014	2015	NAFIS '16 REQUEST	
Basic Support	\$1,093,203,000	\$1,151,233,000	\$1,151,233,000	\$1,197,233,000	+ 4%

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OPPORTUNITY: Support Cumberland Island National Seashore

Background

Cumberland Island National Seashore is St. Marys and Camden County's main attraction with over 43,000 visitors each year. St. Marys is the gateway to Cumberland Island which was reaffirmed in the September 2014 prospectus to Park Service Providers. St. Marys will continue to provide exclusive transportation access to Cumberland Island by boat. Visitors embark via the ferry from the St. Marys waterfront, which is mandated by contract with the National Park Service (NPS). Visitation to the island is capped at 300 visitors daily. The island could accommodate growth in the number of visitors per day with commensurate positive impact. As the host city to Cumberland Island, St. Marys continues to support and work closely with the NPS. Fernandina Florida and The East Coast Greenway Bike Trail Inc. are initiating joint efforts to create an Ad Hoc transportation arrangement to get bicycle riders from St. Marys to Fernandina.

Discussion

Visitation to Cumberland Island is defined by the park's 1984 General Management Plan (GMP), now 30 years old. In 2011 the island had 39,000 visitors. The 300 visitors a day limit was reached approximately 25 times in each of the last three years, a consistent trend, resulting in visitors being turned away. The carrying capacity of the Island can be augmented by increasing the number of ferry trips from St. Marys each day or changing the visitor count process to exclude campers in calculating the daily number of passengers allowed. An increase in visitors can only be done through updating the GMP. The NPS has finalized its Foundation Document. One of its top priorities is a Visitor Use Plan which is strongly supported by the community.

Recommendations

- Protect all aspects of the exclusivity of St. Marys as the Gateway to Cumberland Island.
- Support the East Coast Greenway Bike Trail's desire for connectivity of Georgia to Florida via an On-Demand/Ad Hoc boat connection between St. Marys and Fernandina.
- Advise the NPS that the Foundation Statement's Visitor Use Plan (VUP) should recommend that a flex schedule may be appropriate at heavy traffic times during the visitor year.
- Transportation: In August 2011 the Seashore began the congressionally mandated Lands and Legacy Tours of Cumberland Island. That service consists of offering two tours a day to the North End of Cumberland Island. The tours have been partially funded through a \$12 / \$15 transportation fee which only visitors who take the tour pay. Between 4,000 and 5,000 visitors per year have taken the tour.
- Increased Tourism: The above initiatives will result in greater tourism to the area, benefiting both Cumberland Island and the historic resources in St. Marys. Cumberland Island is the key-stone for the economy of downtown St. Marys. The loss of Durango Paper Mill's 900 jobs eight years ago has made St. Marys even more dependent on tourism. The City's Welcome Center has shown strong determination to keep investing in our waterfront as the Gateway to Cumberland Island.
- Cooperation: St. Marys Tourism office and the Cumberland Island Museum have begun a support program to allow the Museum to be open consistently over a six day week. The sharing of resources, docents and volunteers has made for a more available schedule for visitors and has enhanced the level of visitor experience in St. Marys.



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Additional Recommendations

1. Develop a new Visitor Use Plan (VUP) that will allow the Seashore to improve visitor services by allowing a modest flexing increase in the number of daily visitors to the Island by increasing the number of boat trips during seasonal peaks and/or excluding campers in the calculation of the number of visitors allowed each day.
2. Examine ways to enhance the new cooperative efforts of St. Marys and the NPS to offer more hours and days for visitors to experience the Cumberland Island Museum and the City of St. Marys.
3. Restore operational funding for Cumberland Island NS to allow for better resource protection and visitor services to the public.

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OPPORTUNITY: Development of a Spaceport in Camden County Georgia

NASA Moving Towards Privatization

The National Aeronautical and Space Administration (NASA) has adopted a strategic plan to guide its operations and investments from 2011 – 2021 and beyond. NASA Administrator Charles Bolden summarized the strategy by stating the “new direction extends the life of the International Space Station, supports the growing commercial space industry, and addresses important scientific challenges while continuing our commitment to robust human space exploration, science, and aeronautics programs.” (2011 Strategic Plan, NASA 2011, p. i) Two key initiatives in the strategic plan include: (Ibid, p. 5)



- Developing competitive opportunities for the commercial community to provide best value products and services to low Earth orbit and beyond.
- Facilitating the transfer of NASA technology and engage in partnerships with other government agencies, industry, and international entities to generate U.S. commercial activity and other public benefits.

As a result of this new direction, NASA has discontinued the shuttle program and have begun outsourcing low earth orbit activities to an emerging commercial space industry. As a result, a booming multi-billion dollar commercial space industry has been birthed. Georgia has an opportunity to tap into this growing sector of the aerospace market and attract commercial space companies to the state.

All low earth orbit rocket launches currently occur at federal ranges. The commercial space industry is seeking independent commercial launch sites away from federal ranges to facilitate their corporate activities.

Why Develop a Spaceport in Camden?

- ✓ **Large, Rural Site on the Atlantic Ocean Offers Safety, Security and the Ability to House Multiple Launch Operators in Efficient Flights to a Wide Range of Orbits**

The Camden County site can support the integration, test and launch operations of several vertical launch systems. The ready support of multiple launch operators on this site provides flexibility for a rapid succession of launches. The site, previously owned by Thiokol Chemical Corporation, was the former testing facility where the world’s most powerful rocket motor was test fired in the 1960’s.

Located on the Atlantic Ocean and surrounded by a large undeveloped buffer zone, this location provides a nearly unrestricted launch range for the launch of spacecraft to a wide range of orbits. With a range of launch azimuths five times that of the proposed Texas site, Camden County provides direct access to an orbital inclination range as large as any launch site in the United States. Orbital inclinations between 31° and 58° can be reached without the addition of costly propulsive maneuvers to change the orbital plane.

- ✓ **Southerly Location and Favorable Launch Azimuths Enable More Payload to Orbit**

Launches from Camden County have the capability to fly due east, maximizing the velocity boost from the rotation of the Earth and enabling more payload to reach orbit. The Camden County’s southerly location provides launch vehicles with an extra boost from the rotation of the Earth when reaching orbit. The Camden County latitude provides an 8% velocity advantage due to the Earth’s rotation relative to the Wallops Flight Facility and a 4% advantage relative to Vandenberg Air Force Base.

Combined with the wide range of favorable launch azimuths, this velocity advantage enables launch operators to deliver more payload mass to orbit. For example, for flights to the International Space Station, Camden County’s southerly location and favorable launch azimuth range allows rockets to deliver 1.8 times the payload to the International Space Station than launches from the proposed Texas site. Launches from Camden County to the International Space Station



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provide 2% more payload relative to flights from the Wallops Flight Facility. Located on the Georgia-Florida border, the latitude of the Camden County site provides an eastward velocity boost similar to (within 2%) that at the Kennedy Space Center.

✓ **Commercial Efficiency**

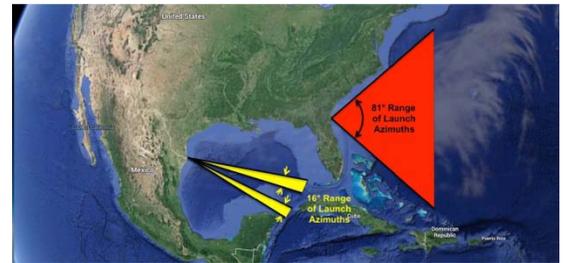
As a commercial property, the Camden County launch site eliminates the need for commercial space companies to sequence alongside governmental payloads or be saddled with the federal government regulation that exists at other launch sites. This gives launch operators the flexibility to launch when they want with little worry of conflicting launch range needs.

✓ **Nearby Rail, Barge and I-95 Access Simplifies Logistics and Reduces Cost**

As a former rocket test facility with roads, security fences, and supporting utilities, the Camden County site has significant existing infrastructure. Logistical support and supply chain costs are favorable through advantageous geographic features, including a location between Florida and Alabama, both with large existing space industries, on an ocean and near a major interstate freeway, I-95. Support for barge and train access is available at the site. Those elements arriving by ship can do so through the nearby ports of Brunswick and Savannah. A right to work state, Georgia is an ideal location for space-related companies seeking to hire skilled workers in manufacturing, operations, technology development and research. Georgia currently has more than 80,000 aerospace workers with continued growth provided by the state’s extensive set of technology-oriented colleges and universities.

✓ **Proximity to Cutting-Edge Space Technology and Research**

Located on the Georgia-Florida border, Camden County provides ready access to cutting-edge space research and technology. The Georgia Institute of Technology is a top tier research university with established space technology programs. Each year, Georgia Tech graduates more than 200 students with interests in space systems engineering and space science. Georgia Tech’s Center for Space Technology and Research brings together a wide range of space science, space technology and space research activities including efforts on the frontiers of astrophysics, Earth science, planetary science, robotics, space policy, space technology and space systems engineering.



Launch Site	Latitude	Range of Achievable Direct Orbit Inclinations	Free Boost Velocity
Camden County	30.8° N	31° - 58°	399 m/s
Kennedy Space Center	28.6° N	28° - 62	408 m/s
Proposed Texas Site	26.0° N	25° - 26° and 29° - 40°	418 m/s
Wallops Flight Facility	37.9° N	38° - 60°	366 m/s
Vandenberg AFB	34.7° N	51° - 145°	382 m/s

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CAMDEN COUNTY, GEORGIA

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ISSUE: Sequestration

AMERICA NEEDS THE CONGRESS TO FIND A BIPARTISAN SOLUTION TO STOP SEQUESTRATION.

Members of parties, policy experts, academics, and business leaders agree that sequestration is having a devastating impact on almost all aspects of American life: our national security, economic strength, education system, public health and safety, transportation security, and scientific investments will be undermined by these disastrous cuts.

Sequestration is having a devastating impact on the U.S. Navy, Marine Corps, and Coast Guard. It is adversely affecting our national security at a time when other nations are developing nuclear weapons and missiles, aggressively investing in their own sea services, and threatening to block straits essential to global trade. This is not the time to signal to our allies and our enemies that we are not willing to fulfill our global commitments. This is a time to compromise and stand together to assure our sea services remain strong.

Not only is our national security impacted, but freedom of the seas, economic strength, humanitarian assistance, and growth in technology depend on investment in the sea services. Without strong sea services, our nation will fall behind.

Although sequestration provides short term cuts and savings, delaying program acquisition will actually raise the total cost of programs in the long run. This will mire us deeper in a fiscal hole. Congress MUST look at the long-term impacts of these cuts.

Former Secretary of Defense Hagel has said, "Sequestration requires cuts so deep, so abrupt, so quickly, that we cannot shrink the size of our military fast enough. In the short-term, the only way to implement sequestration is to sharply reduce spending on readiness and modernization, which would almost certainly result in a hollow force – one that is not ready, that is not capable of fulfilling assigned missions. In the longer term, after trimming the military enough to restore readiness and modernization, the resulting force would be too small to fully execute the President's defense strategy."

REQUEST

FIND A WAY TO STOP SEQUESTRATION

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ISSUE: Fund the Virginia Payload Module (VPM)

PRESERVES CRITICAL UNDERSEA STRIKE CAPACITY THAT WILL BE LOST IN OUR SSGNS

The Virginia Payload Module (VPM) is a cost-effective way to preserve the U.S. critical undersea strike capacity. Nuclear-powered attack submarines (SSNs) and guided missile submarines (SSGNs) provide this capability using Tomahawk cruise missiles. When the last SSGN retires in 2028, the U.S. will lose 60 percent of its undersea strike capacity. Adding VPM to 20 planned future Virginia-class submarines will mitigate this drop in capacity, improve payload distribution across the force, and complicate adversary planning—all at a much lower cost than building replacement SSGNs.

The Navy has a critical need for undersea strike capability:

- Submarines can penetrate an adversary's defensive perimeter unseen and conduct offensive operations with disproportionate military effects.
- Undersea strike capability is important to the Joint Force. It may be the only strike available against air defenses to pave the way for follow-on forces.
- The capabilities delivered by undersea forces with their assured access are even more important as potential adversaries increasingly invest in anti-access and area denial (A2/AD) systems designed to destroy or impede our ships and aircraft.

VPM closes the undersea strike gap caused by SSGN retirement:

- All SSGNs will retire by 2028, reducing undersea strike capacity by 60 percent.
- Adding VPM to 20 planned Virginia-class submarines is the most cost-effective way to close the strike gap. It will provide over three times the firepower of current Virginia-class submarines for approximately a fifteen percent increase in the cost of each submarine.
- VPM development must continue in FY16 in order to incorporate the capability into Virginia-class submarines procured in FY19–23 (Block V) to prevent a lapse in undersea strike capability.
- VPM-equipped Virginia-class submarines maintain SSN performance to meet all existing missions.
- VPM capitalizes on the proven Virginia-class construction process.

The VPM design will include room to accommodate future payloads:

- Provides time sensitive strike capability.
- Can deploy Large Displacement Unmanned Undersea Vehicles, seabed sensors and other unmanned systems.
- Could replace Special Operating Force support capacity lost with the retirement of SSGNs.
- Open Architecture System Payloads—deploying existing Navy payloads from VPM with little modification—would enable submarines to hold more targets at risk from under the sea (e.g. aircraft, small fast ships, and land targets).

Request

SUPPORT FUNDING OF \$168 MILLION IN FY16 FOR DEVELOPMENT OF THE VIRGINIA PAYLOAD MODULE (VPM)

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SUPPORT: The Nuclear Triad

MAINTAINING A MODERN, SAFE, SECURE, EFFECTIVE AND STABILIZING NUCLEAR TRIAD

The U.S. must maintain a safe, secure and effective nuclear deterrent to assure its safety and security.

Defining a sufficient U.S. capability for nuclear deterrence, extended deterrence, and assurance cannot be arbitrary. It must be based on facts and analysis gained from experience with the new triad balance, the emerging behavior of our adversaries and the requirements of our allies. A rigorous analytical assessment does not allow for unfounded assumptions and arbitrary definitions of adversaries. Defining this capability must be within the context of maintaining the Nuclear Triad as defined in the Nuclear Posture Review.

The 2010 New Start treaty allows for a balance in America's strategic deterrent structure sufficient to deter our adversaries and assure our allies. This treaty results in our ballistic missile submarines covering 70% of our nuclear triad.

By any measure, the global strategic balance between the U.S. and Russia today represents significant, demonstrable, and cooperative arms control while continuing to deter aggression. The evolved composition of the U.S. Nuclear Triad is based on more than a half-century of measured, cooperative and successful global nuclear deterrence experience.

The current and planned U.S. Nuclear Triad takes into account both the expanding array and tactics of nuclear-pursuing countries as well as nuclear stockpile reductions and the risks associated with fewer types of weapons and delivery systems. America must avoid the tendency to understand the complexity and perishability of nuclear weapon systems and the specialized facilities, personnel, and expertise needed to properly sustain nuclear deterrence. Maintaining the evolved Triad still requires special expertise, facilities and equipment.

Senate ratification of the 2010 new START Treaty resulted in a commitment of \$185B over ten years for sustainment of weapons and delivery systems. We support the investments required to maintain a safe secure and effective nuclear deterrent now and in the future.

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SUPPORT: United States Coast Guard 2016 Priorities

THE UNITED STATES COAST GUARD: ENSURING THE SAFETY, SECURITY, AND STEWARDSHIP OF OUR NATION’S WATERS

The Coast Guard plays a critical role in protecting our nation’s waterways, ports, and citizens from emerging threats. Congress has expanded the roles of the Coast Guard to their limits and it is time to equip and fund them at reasonable levels. The Coast Guard had 11 statutory missions and its manning and equipment needs must be met to complete its missions. It is the only organization that is a military service, federal law enforcement agency, and our Nation’s lead maritime first responder with the mandate and bias to act. There is one additional mission that is a sole mission - The Maritime Force Protection Unit at Kings Bay and Bangor Naval Base protects the assets at both these bases. This is the only USCG mission paid for by the Navy. The other USCG mission in Camden County is the Maritime Safety and Security Team 91108. These teams were established after the 9/11 terrorists attacks in response to heightened security levels. In 2010 when the budget was cut \$300M these units were at risk. The Camden Partnership made 210 congressional visits to restore that budget. We are looking at the same cuts this year.

FY2016 Priorities: The Coast Guard has an aging fleet of cutters it is seeking to recapitalize, with many vessels averaging over forty years of service. Shore infrastructure is also suffering the impacts of aging: some shore infrastructure is 100-years old; as Commandant Zukunft remarked during the State of the Coast Guard, “We are conducting 21st Century operations from veritable museums.” Sequestration further degraded efforts to recapitalize the fleet and shore infrastructure in a responsible way and reduced operations to a level that impacted performance. Over the past four years, the service has lost 34% of its acquisition budget. The current Acquisition, Construction, and Improvements budget request does not fully support the Coast Guard’s needs and is \$200 million below enacted FY2015 levels.

- Requested procurement levels are not high enough; to reach the program of record’s goals, the acquisition, construction, and improvements (AC&I) budget should be funded at \$2 billion a year.
- Procure four Fast Response Cutters a year. Anything below four (the FY2015 budget requests two a year), causes the per-unit cost of the new ship to increase. The Fast Response Cutter program of record is for 58 ships to replace the 110-foot patrol boats.
- Make significant investments in Offshore Patrol Cutter fleet, sufficient to begin construction. This is the Commandant’s highest priority as most of the Medium Endurance Fleet is 50 years old
- Support increased recurring funding of not less than \$100 million per year for the repair, rehabilitation, and replacement of old shore infrastructure and command centers.
- Current funding rates exacerbate the problem: as the Coast Guard can only slowly procure new assets, it is forced to sustain older assets at an expensive rate.

REQUEST

Support a Coast Guard Acquisition, Construction, and Improvements budget of \$2B to fully recapitalize the fleet.

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Sara Fuentes, Navy League of the United States

SUPPORT: United States Marine Corps 2016 Priorities



The United States Marine Corps is vital to national security.

Kings Bay is home to the Marine Corps Security Force Battalion. Their mission is integral to national security as they protect some of our most valuable security assets. The proposed changes to end-strength and manning in the FY2016 budget request will impact the health and viability of the entire service. The amphibious force protects freedom of movement for sea trade, provides operational reach, and increased agility for the entire military. Because of its quick response time, the USMC prevents small incidents from becoming global crises as forward deployment gives national leaders time to create diplomatic solutions. The USMC shoulders the heavy responsibility of responding first to a variety of crises around the globe. The USMC cannot easily or readily absorb any additional budgetary reductions without significantly decrementing readiness, training, and preparedness. Major defense cuts will disproportionately hurt the USMC because of their size and reset needs.

Equipment Needs: Equipment usage rates in Iraq and Afghanistan were twelve times higher than in peacetime, which increased maintenance and replacement costs at a higher rate than planned. As the National Security Strategy rebalances towards the Pacific, the needs and demands on an amphibious force will increase.

- 17 amphibious ships are needed to deploy a Marine expeditionary brigade. USMC has a current inventory of 27 ships, which means the Marine Corps cannot launch two brigades at once in the event it was called upon to carry out simultaneous forceful-entry missions.
- Funds for improving upgrades to amphibious assault vehicles must be preserved as there have been delays to the new Amphibious Combat Vehicle concept due to technical challenges. Upgrading amphibious assault vehicles will bridge the gap to the Amphibious Combat Vehicle.

Personnel and Readiness Needs: Budget caps have forced disproportionate cuts to readiness and infrastructure needs, as those funds are easy to cut quickly. They FY2016 budget seeks to restore those funds. However, the Budget Control Act is forcing a personnel drawdown below recommended levels. Forced budget reductions with little time for planning or strategy result in bad policy and inadequate manning.

- Increase requested Operations & Maintenance funding level of \$7.2 billion to help restore readiness. This budget request is \$271 million below FY15 enacted. This request funds 91% of projected maintenance and 81% of facility sustainment models.
- The USMC 2010 Force Structure Review recommended an active force of 186,800 active duty Marines and a Reserve force of 39,200 Marines.
- Ensure a force size that supports at least a 1:2 deployment-to-dwell ratio. Current budget caps force the Marine Corps down to 175,000 active duty and 39,000 Marine Reservists over the next three years. This force structure would result in a 2- for-1 dwell time (recommended is 3-to-1 dwell for morale and training) and a force that if deployed to war, would be unable to return until the war was over.

REQUEST

Raise defense budget caps to support all the needs of the Marine Corps, including personnel, readiness, and equipment. Support aviation, ground systems, and operations & maintenance requests in the FY2016 budget. Support a Marine Corps end strength level of at least 184,000 active duty Marines and 39,200 Reservists.

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Sara Fuentes, Navy League of the United States



CAMDEN COUNTY, GEORGIA

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ISSUE: TECHNICAL TRAINING FOR CAMDEN'S WORKFORCE

(State of Georgia Issue: Provided For Your Information)

Aligning our goals

The citizens of Camden County would like to applaud Governor Nathan Deal, Commissioner Chris Carr, Commissioner Ron Jackson and now Commissioner Gretchen Corbin for the leadership and foresight they have demonstrated in launching the Governor's High Demand Career Initiative (HDCI). We too have heard the concerns of employers in key industries who find it difficult to fill skilled positions and need a solution to develop a steady, reliable pipeline of skilled workers to keep them and Georgia competitive on a global stage. Here in Camden we have a proud tradition of supporting our military and for that reason we were also pleased to see that the Defense industry was identified as a key sector of focus for the HDCI.

Current Industry – Current Need

We are home to Naval Submarine Base Kings Bay. The mission of these submarines has been identified as the Number One Strategic Priority of the Navy. There are only two places in the nation where this key mission is fulfilled and Camden County is proud that Georgia is one of those with the other being Bangor, Washington. Most people don't realize that there is large civilian workforce that keeps these highly advanced vessels in mission ready form. The 1,400 men and women of The Trident Refit Facility (TRF) have kept these submarines in action since 1985 and have become known as Georgia's Ship Yard to those who rely on their skill and expertise to keep these key components of our national security strategy ready to respond to the needs of the U.S. and the world.

Like other industries, TRF faces the same difficulty in finding workers with the skills needed to do the job. In the fall of 2014 Captain Larry Hill announced that he had approval to add 600 employees at TRF over the next two years. He shared that 25% to 30% of his current workforce is at retirement age and another 25% - 30% will be at retirement age in five years. He expects to hire 450 workers in the next 5 years for succession of these experienced employees and employees needed to add a third shift. The 600 workers needed by this, our largest civilian employer, means that we need to get started immediately to develop the workforce to fill this need. These are Georgia jobs with an average salary of \$55,000/year. These are Georgia tax payers with their children in Georgia schools buying goods and services in Georgia. It's imperative that we support this Georgia employer.

The Governor's HDCI report identified engineering, engineering techs and welders as three of the high demand careers Georgia needed to focus on. This is consistent with the needs of TRF. Most of the employees they need will fall into one of those categories. Currently there is no program in Camden to offer the training needed for engineers or welders. They are finding employees with these skill sets outside of our area, often from Florida, and according to TRF's leadership, these employees are likely to return to their homes outside of Georgia thereby making Camden a place where people get valuable experience that they take to our neighboring state to benefit their economy. We need a solution to train local citizens to meet the needs of this valuable industry partner and keep these jobs in Georgia.

Looking ahead to the needs of the future

The Department of Economic Development is actively engaged with helping to attract national companies to Camden County for the sole purpose of locating at what is projected to be Georgia's Spaceport. In a recent visit with one of these well established firms who is comparing us with locations in Florida and other states the company's representative said that if they choose Georgia they would bring approximately 400 manufacturing jobs averaging around \$70,000 per year in salary and most of these would be engineering tech positions. We need these jobs in Georgia and if we hope to compete with our neighbors to the south who recently pledged several million dollars to expand their space industries and attract these firms we need to show that we can deliver the skilled workers these companies are telling us they need.



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Camden’s Spaceport is much closer to reality with option agreements between property owners and Camden County being finalized now. We are no longer discussing “if” this will happen but “when”. We have been thrilled to see the demonstration of support from the Georgia Department of Economic Development, as we know they share the vision of Dr. Robert D Braun former NASA Chief Technologist. Dr. Braun, an American aerospace engineer, is the David and Andrew Lewis Professor of Space Technology at the Georgia Institute of Technology. During a recent visit to Camden, Dr. Braun stated that the Camden Spaceport would be the “turning point for Georgia” that would allow us to leverage the aerospace skills we are so good at for this new industry.

What this community has already invested

In previous conversations regarding a technical college in Camden we have been told that the community needed to demonstrate its commitment. We feel we have done that and more! The Gross family donated 27.72 acres to the State of Georgia to establish a technical college campus in Camden County. This is valuable property visible from I-95 and close to the entryway from Florida to Georgia and shows a tremendous commitment. In addition, the city of Kingsland has already invested \$500,000 toward infrastructure for this property. Camden has shown commitment.

What about the space at The College of Coastal Georgia?

We need to acknowledge this issue and clear up why this space will not work for the types of advanced technical training needed here in Camden. First, this campus was built in the middle of a residential neighborhood for liberal arts education. There is no space designed and engineered to hold heavy equipment or available power supply to run it. Second, to reengineer a portion of this campus to accommodate this type of equipment would render the space unusable for future liberal arts classes. This is not an investment the Board of Regents system is willing to make. Finally, while we do think this campus could be used for administrative and library space while lab classes are getting established at off campus locations, the ideal long-term solution is to have one comprehensive campus instead of requiring students to drive back and forth between several locations to pursue this valuable training.

Let’s partner to develop a new approach to Technical Education!

We’ve identified that we have a current defense industry that is in need of skilled workers to meet the demands of their mission. We’ve also discussed that companies working with project managers at the Department of Economic Development have told us they will need highly trained workers. Let’s show these industries that we can be responsive to their needs right now and at the same time develop a pipeline that ensures a reliable workforce in the future. Here’s what we propose.

Recommendations

- ✓ Immediately begin the design and engineering for The Georgia Maritime and Advanced Manufacturing Institute at Coastal Pines Technical College. The focus on the Aerospace and Defense Industries is to be located at the current donated site in Camden County.
 - This specialized campus will change the perception of technical education among prospective students and their families. It will be seen as a program they would be fortunate to attend and that they would strive toward during their high school years.
 - This will be a flagship program that demonstrates to the rest of the state and the nation that Georgia is committed to continuing to be the #1 state in the nation for business!

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CAMDEN COUNTY, GEORGIA

Cities of Kingsland, St. Marys & Woodbine

ISSUE: Camden County: America's First Coast Guard Community

After months of preparing the application for a "Coast Guard Community" (under the Coast Guard Cities program) and an 18 month approval process with both Capitol Hill and the United States Coast Guard headquarters, Camden County was approved in February, 2014 as the first United States Coast Guard Community in the Nation. This community is filled with pride and had two events to celebrate this designation.

YOU ARE NOW ENTERING AMERICA'S FIRST UNITED STATES COAST GUARD COMMUNITY



CAMDEN COUNTY

RECOMMENDATION: In recognition of this prestigious designation and the men and women who serve the United States Coast Guard in Camden County, we ask that the Georgia Department of Transportation work with this community on appropriate signage on I-95 as you approach Camden County.

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CAMDEN COUNTY, GEORGIA

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Georgia's Coastal Community of Choice

History

Camden County is located in the extreme southeast corner of Georgia. The county was originally formed on February 5, 1777 and is the second of 8 original counties formed in Georgia. Camden County is the seventh largest county in Georgia consisting of 613 square miles of land. The county is in the First U.S. Congressional District, the Third State Senatorial District and the 180th State House District.

There are 3 incorporated cities within Camden County, including Woodbine, Kingsland and St. Marys. Waverly, Tarboro, White Oak, Colesburg, Dover Bluff, and Harriett's Bluff are among the smaller communities located in the County that are not incorporated. The City of Woodbine became the county seat and the historic courthouse was erected in 1923. Camden County is also the site of Naval Submarine Base Kings Bay, home of the Trident Nuclear Submarine.

The county's major rivers are the Little Satilla, the Big Satilla, Crooked River, Cumberland River and the St. Marys River, along with smaller streams and inlets. The county also includes well-preserved Cumberland Island, which is mostly owned by the U.S. Department of the Interior. The island is accessible only by boat or plane.

Moving Camden Forward While Preserving Our Community Character

Camden County is truly "Georgia's Coastal Community of Choice."

The county's prime location along the Atlantic gives its citizens the attraction of a small, quaint coastal town. Camden County is best known for its rich history, natural scenic beauty and Southern hospitality. Work and leisure depend on the sea, the forests and the mild climate, which averages seventy degrees year round.

Fishing and boating on the county's waterways are exceptionally popular activities in which residents take part. Many other recreational opportunities exist throughout the county including several golf courses, parks, and trails. The Camden Community Recreation Center (CCRC) provides a variety of high quality leisure activities, services and facilities for the citizens of Camden County to enjoy and enhance their quality of life.

Interesting Facts about Camden County

- The median home cost in Camden County is \$129,300. Home appreciation the last year has been 0.90 percent.
- Compared to the rest of the country, Camden County's cost of living is 8.50% Lower than the U.S. average.
- The unemployment rate in Camden County is 6.80 % (U.S. avg. is 6.30%). Recent job growth is positive. Camden County jobs have increased by 1.60 percent.

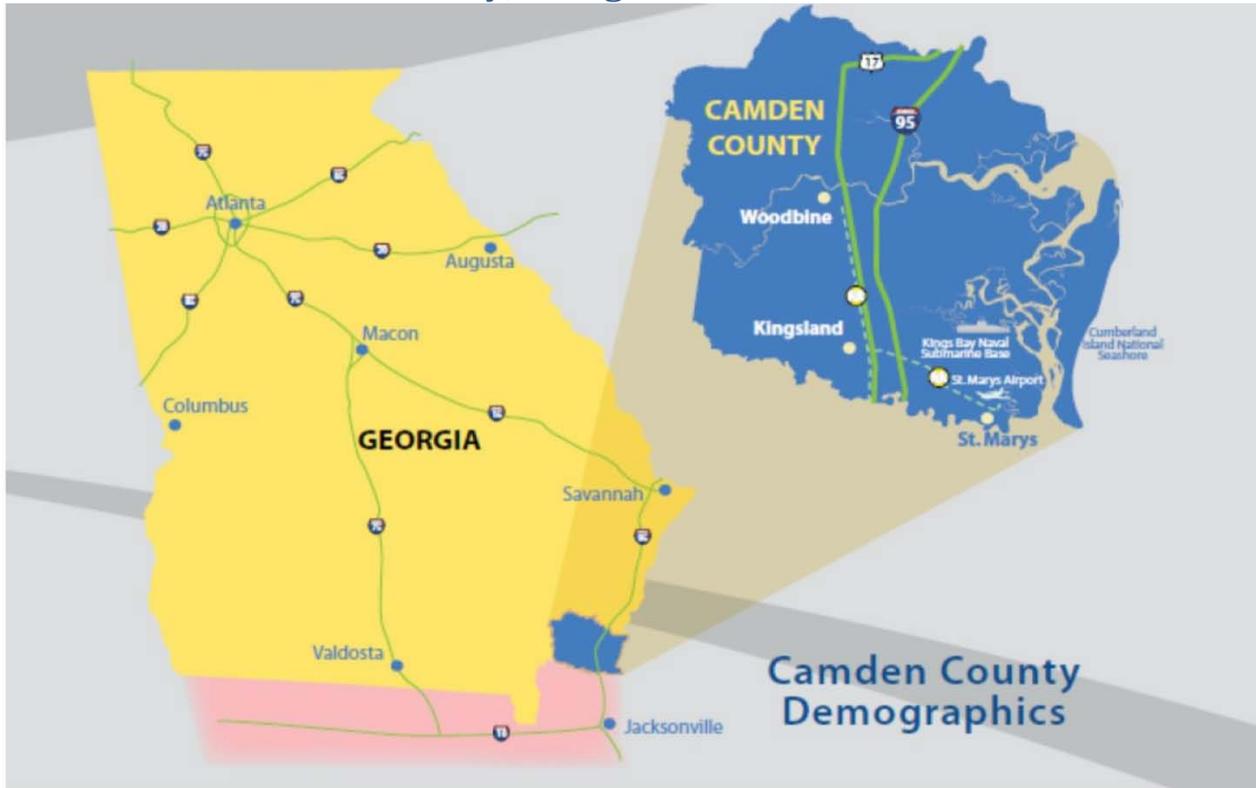




CAMDEN COUNTY, GEORGIA

Cities of Kingsland, St. Marys & Woodbine

DEMOGRAPHICS: Camden County, Georgia



POPULATION

Camden County	51,476
Kingsland	16,240
St. Marys	17,755
Woodbine	1,412

Source U.S. Census Bureau, 2013

AGE

Under age 5	7.7%
Ages 5-17	25.7%
Ages 18-64	55.8%
Age 65+	10.8

Source U.S. Census Bureau, 2013

EDUCATION

High School Graduate or Higher	92.7%
Bachelor's Degree or Higher	18.2%

Source U.S. Census Bureau, 2013

INCOME

Per Capita	\$22,701
Median Household Income	\$51,990

Source U.S. Census Bureau, 2009-13

GEOGRAPHY

Land Area	613.03 square miles
Person per square mile	82.4

*Camden County is the 7th largest county in Georgia in land area.
Source U.S. Census Bureau, 2010

Cost of Living	Camden, GA	United States
<u>Overall</u>	92	100
<u>Grocery</u>	101.6	100
<u>Health</u>	96	100
<u>Housing</u>	76	100
<u>Utilities</u>	100	100
<u>Transportation</u>	101	100
<u>Miscellaneous</u>	97	100

Our cost of living indices are based on a US average of 100. An amount below 100 means Camden County, GA is cheaper than the US average. A cost of living index above 100 means Camden County, GA is more expensive. Overall, Camden County GA cost of living is 91.50.



ECONOMIC IMPACT: Naval Submarine Base Kings Bay

FACTS

Economic impact through payroll (approx.): **\$600 million**

Economic impact through goods & service (installation only): **\$67.5 M**

Current personnel at NSB Kings Bay:

Active Duty – 5,244

Civilian Employees – 2,063

Contractor – 1,672

Total – 8,979

The economic impact each boat brings to the community is an **estimated payroll between 15 and 16 million.**

Annual economic impact through retired annuitants: **\$81.4 million**

Coast Guard Maritime Force Protection Unit Kings Bay

The annual economic impact is estimated to be **\$19,692,232.00**

Coast Guard Maritime Safety Security Team
The annual economic impact is estimated to be **\$8.6 million**



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COMMUNITY REPRESENTATION: Camden County, Georgia

Camden County Contact List

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