

**HEARING OF THE HOUSE COMMITTEE ON
OVERSIGHT AND GOVERNMENT REFORM**

Subcommittee on Government Operations

“Transitioning Unneeded Federal Property at John F. Kennedy Space Center”

February 10, 2014

Testimony by Jim Kuzma

Senior Vice President & Chief Operating Officer of Space Florida

Thank you Chairman Mica, Ranking Member Connolly, and members of the Subcommittee on Government Operations for the opportunity today to discuss a State perspective regarding federal property that has supported the nation’s space program but now lies underutilized or not needed for NASA’s mission.

Thank you Rep. Posey, of the House Committee on Science, Space, and Technology, and its Space Subcommittee, for your presence here today and for your strong interest in this subject.

The Congress has provided clear direction to NASA, as well as to other federal agencies, to reduce their facilities and real property footprint to be consistent with their defined missions and the limitations of federal budget resources.

In addressing what we believe has been and still needs to be done to meet this objective, I first want to acknowledge the efforts and progress that NASA, and in

particular Kennedy Space Center (KSC), has made to transition unneeded and underutilized federal launch and launch-related property. I likewise wish to acknowledge the positive efforts of the U.S. Air Force to transition its unneeded and underutilized assets at the Cape Canaveral Air Force Station (CCAFS) adjacent to KSC, along with their work to address outdated and inefficient rules and procedures, and continuing efforts to optimize the use of Eastern Range.

There are some very good people doing their very best to navigate solutions through a very complex ocean of government property law, regulation, and an ill-defined bureaucratic process.

Framing the Issue: A State Perspective

Change is hard, but change is imperative to face an industry and global marketplace that is rapidly evolving. Many other countries are challenging the U.S. for leadership in the expanding economic frontier of space. A transportation network that enables cost-efficient and reliable access to that frontier is crucial to U.S. competitiveness. We are all aware of the significant progress that overseas competitors have achieved, and their current dominance of market share for launch services.

There are, however, encouraging trends. In U.S. companies like SpaceX, Blue Origin, and XCOR, we are seeing the strength of American entrepreneurship, and the resilience of our capacity to invent and innovate. We are seeing that private capital is building new American rocket engines, new American launch vehicles, and with the

assistance of state space authorities, new American launch sites and modernized facilities.

What to do with the unneeded federal property assets at the Kennedy Space Center is a matter of utmost importance to the future of U.S. competitiveness in this industry. The 140,000 acres that comprises KSC was acquired by the government in the 1960s to support the nation's space program, and more specifically for programs like Apollo and Space Shuttle which no longer exist. But federal property assets that are not needed, or are underutilized in light of new NASA mission requirements and constrained federal budgets, are still needed by the nation as a crucial component of the U.S. space transportation system.

We urge the subcommittee to view the disposition of unneeded and underutilized federal property at KSC from that perspective. We believe the State together with our industry partners can help define the right approach to achieve both goals – a reduction in the NASA footprint and facilities budget, and a transition of assets to State and industry ownership and operation as capabilities of a shared national resource.

Florida's capability and experience to assist this effort

Space Florida serves as the State's spaceport authority and its single focal point for enabling the growth of the U.S. space and aerospace industry to benefit the economy of both our state and our nation. Space Florida has been given broad statutory authorities that include the powers to finance, own, develop, and operate launch facilities and

ranges, reentry sites, and the full range of capabilities needed to support the evolving space transportation and advanced aerospace systems.

We have gained extensive experience in facilitating with our industry partners the effective retooling of former NASA and Defense Department assets at both KSC and CCAFS. We have developed and operate new capabilities on previously underutilized or unneeded property.

An Opportunity to Expand the Role of the States

Florida has been a leader in planning and enabling the integration of space transportation into the fabric of our nation's transportation system and mainstream economy. But we are certainly not alone. Our colleagues in Virginia, Alaska, and California have likewise demonstrated a willingness to assume responsibility for former federal assets and rebuild them as non-federal elements of U.S. space transportation development and operations.

Congress has embraced a role for the states in helping to promote and facilitate the nation's space transportation infrastructure. In the Commercial Space Launch Act (CSLA), Congress found that "the participation of State government in encouraging and facilitating private sector involvement in space-related activity, particularly through the establishment of a space transportation-related infrastructure...is in the national interest and is of significant public benefit."

In March 2013, the Senate unanimously passed a "Sense of the Senate" as part of the FY 2014 Budget Resolution that NASA should pursue opportunities for streamlined sale

or lease of property and facilities, including the “expedited conveyance or transfer to a State or political subdivision, municipality, instrumentality of a State, or Department of Transportation-licensed launch site operators for the promotion of commercial or scientific space activity and for developing and operating space launch facilities.”

As a member organization of the Commercial Spaceflight Federation, we are working with our colleagues to offer suggestions to the Space Subcommittee for updates to the CSLA that would enhance the effectiveness of state participation in meeting these national goals and streamline the transfer of unneeded federal property.

Some examples of how Florida has already engaged in property transfer

Through a combination of State funding and Space Florida’s special district financing powers, Florida has provided more than \$500 million to transition underutilized or unneeded property at KSC and Cape Canaveral Air Force Station. Some notable investments are those that enabled re-development of the Air Force’s Evolved Expendable Launch Vehicle (EELV) launch infrastructure; the re-purposing and reconstruction of Complex 40, once a Titan launch pad, for its reuse in commercial services supporting International Space Station resupply. We funded, built, and now operate the Space Life Sciences Laboratory and Exploration Park at KSC, which are supporting government and commercial utilization of the International Space Station (ISS), and we built the only hangar facility at the Shuttle Landing Facility in anticipation of the needs for new uses and users after the Shuttle retirement.

More recently, Space Florida assumed full responsibility for the re-fitting, maintenance, and operation of a former Shuttle processing hangar, Orbiter Processing Facility 3 (OPF-3), and two associated facilities no longer needed by NASA.

Through those efforts, the government shed its cost liability for a vacant facility it had targeted to demolish, and at no cost to NASA, the former Shuttle facilities will now house the planned commercial crew assembly and processing operations by Boeing.

Current Initiatives that can help pave the way forward

Space Florida is now focused on the establishment of State-facilitated, State-managed commercial space transportation capabilities utilizing other unneeded KSC property. These capabilities are being pursued to address the U.S. industry need for both vertical and horizontal launch facilities that can effectively compete internationally for commercial space transportation services.

The two components of this initiative are the proposed Shiloh launch complex, which would be located on 200 acres of KSC's property near its northern boundary, and the former Shuttle Landing Facility, which we have proposed be turned over to the State for development and operation as a Horizontal Launch and Landing Facility enabling next generation space and advanced aerospace platforms.

State vision for transition of the SLF as an unneeded NASA asset

The State's vision is for commercial operation by Space Florida and its partners. The former SLF would be operated under Federal Aviation Administration (FAA) spaceport licensing and regulatory authority, as a unique, shared-use facility that would allow

privately-operated flight systems to meet the diverse needs of government and commercial customers. Through cooperative partnering and coordinated operations with the U.S. Air Force and Federal Aviation Administration, our goal is to enable reliable access to a controlled airspace environment ideally suited to evolve spaceflight and aerospace transportation management.

Users of this Horizontal Launch and Landing Facility (HLLF) would include companies such as XCOR, Virgin Galactic, Sierra Nevada, Stratolaunch, as well as government programs and projects. Their customers would include federal agencies, commercial spacecraft providers, aerospace platform operators, research organizations, and private individuals who want to experience spaceflight. All would benefit from the State's creation of an operating environment favorable to investment, innovation, and the evolution of ever-more cost effective systems and services.

In September 2012, Space Florida submitted to NASA and the Department of Transportation a request for conveyance of property required for the proposed Shiloh launch complex, and for the appropriate acreage and existing improvements of the former Shuttle Landing Facility. In addition, we responded to the NASA request for parties willing to take over the operation and maintenance of the former Shuttle runway.

Based on a NASA evaluation of responses to its request, Space Florida was officially notified and selected to enter negotiations for an agreement to transfer the SLF asset to Space Florida. We have since shared with NASA a number of concepts, approaches, and proposed specific terms and conditions that we believe are important to achieve a

viable transition of the facility and its successful utilization by both government and commercial customers through a sustainable business model.

NASA has been formulating its thoughts and is finalizing a draft agreement document we expect to soon see. We have had productive dialogue and information exchanges, and we look forward to the NASA proposal and reaching a mutually beneficial partnering arrangement.

I will highlight a few key points that are of critical importance to the State to define that mutually beneficial partnership and support growing the commercial space industry:

1. Space Florida needs the freedom to manage and operate the facility in accordance with FAA spaceport license requirements and other applicable FAA standards. We propose to fully conform to Occupational Safety and Health Administration (OSHA), Environmental Protection Agency (EPA), and other applicable federal laws and regulations, but ask that the jurisdiction and laws of Florida apply to the land and facilities we become responsible for. We seek to manage the facility, to the greatest degree possible, administratively independent of the NASA field installation policies, procedures, and oversight control.
2. As responsible stewards of Florida taxpayer resources, we seek a reasonable opportunity to achieve a sustainable, self-supporting business model by establishing a commercial operating environment that allows us to effectively compete for and competitively service the specialized users we seek to attract.

Other states and nations are vying for this industry and Florida hopes to not be disadvantaged by the location of its spaceport site on federally-owned land.

3. Florida needs clear rights to develop, improve, and sustain the infrastructure – doing so in an environmentally-responsible way – for as long as the State may need the capability to support the industry and its users. The capital improvements and operating investment requirement for Space Florida and its industry partners will be substantial, and there should be an opportunity for return on that investment and security in the long-term opportunity for sustained operations.

Commercial Vertical Launch Facilities

With regard to the proposed Shiloh launch complex, we have requested that NASA return to State control a 200-acre parcel of land that is part of the 14,800 acres at the northern portion of KSC. It is Space Florida's goal to provide launch site options to commercial launch providers on land, which is not under the jurisdiction of a federal installation or federal range. The need for such an option by the industry has been articulated by U.S. companies such as SpaceX, which are investigating alternative sites in Texas, Georgia, and elsewhere in addition to ours here in Florida. The capability of commercial launch providers to operate independently from a federal installation and range, at a site where they are in control of their own fate in meeting schedule commitments to their non-federal customers, is paramount in the U.S. regaining lost market share in the satellite market, and in the emerging markets for commercial human spaceflight and other non-government markets.

We have proposed to NASA a fair-market-based land transaction to transfer title of approximately 200 acres to the State of Florida. NASA has not yet formally addressed how and on what terms it would transfer the requested property to State control, but it agreed to cooperate with the FAA on an Environmental Impact Statement to evaluate the potential impacts of the proposed vertical launch facilities.

The land we have proposed for the commercial launch site is a tract of former citrus groves in what was the community of Shiloh prior to the government's taking of the land in 1964 for the U.S. space program. One proposed launch pad would be situated in Volusia County and the other a mile and a half south in Brevard. We look forward to working with the FAA to assist with a thorough evaluation of all environmental issues and concerns, and subsequently working with the government to negotiate an appropriate land agreement should the FAA decide our launch site application can proceed.

It is the State's perspective that NASA has no definable need for this land, and that its transfer to the State for development as a commercial launch site would be appropriate to the reason the government acquired it. Further, we believe our proposed use is compatible with the long-standing conservation uses that have been established through NASA's management agreement with the U.S. Fish and Wildlife Service and National Park Service.

Nature and space have co-existed well together over the past 50 years, where the balance of land use has been only a bit more than 5% for the built environment supporting space operations, and nearly 95% remaining for conservation areas,

including portions of the Banana River, Indian River, and Mosquito Lagoon. The proposed activities of Space Florida would bring little change to this ratio.

What are some of the greatest challenges?

One year ago this week, the NASA Inspector General (IG) released an audit report and findings regarding challenges to NASA efforts in reducing unneeded infrastructure and facilities. We concur with many of the IG's observations. In particular, we agree with the IG that the agency's "culture and business practices" have been a significant impediment to the timely and effective disposition of unneeded and underutilized assets.

The IG identified a "keep it in case you need it" approach as among the agency's response to uncertain requirements, and a NASA culture and governance structure that has "blurred the lines of authority and limited NASA's ability to assess infrastructure needs from an overarching Agency perspective."

What are some of the possible solutions?

Some of the best success, and best practices, in government disposal of unneeded federal property can be found in the Base Realignment and Closure principles and outcomes.

Consider some of the successful federal transfers of former defense facilities such as airfields and seaports. The General Services Administration (GSA) has delegated federal transfer authority in some of these applications of what is known as a Public Benefit Conveyance to place economically important transportation assets in the hands of a state or local entity for their sustainment and use as part of the nation's

transportation network. Some great examples may be found in California's Mojave Spaceport and Civilian Aerospace Test Center, Cecil Spaceport in Jacksonville, and the Ellington Field Airport in Houston, which is actively seeking to become licensed as a horizontal spaceport. All of those examples are former military air facilities that were transferred to local government/special district ownership. All have been success stories economically.

I would further point out that Ellington Field, owned and operated by the City of Houston, hosts and accommodates critical NASA and Air National Guard functions and aircraft.

It seems the time is right for this type of federal land disposition approach to be examined for launch and launch-related property no longer needed for a NASA program but still of importance to the nation's space industrial base. Why not view spaceports similarly to the way the federal government has viewed air bases, and seaports?

I also recommend you encourage and facilitate the willingness of state spaceport authorities to assume responsibility for and ownership liability for unneeded federal assets by improving the direction and tools provided to the Secretary of Transportation to implement the CSLA.

Finally, the land comprising KSC should be viewed as a critical site in the nation's space transportation industrial base. Florida is committed to working with the federal government to seek ways to both reduce federal property liability and improve utilization of the land for its intended purpose. This can be done without compromising the overall

balance of land uses, with sustained stewardship of the environment, and without compromising NASA's ability to perform its current or future missions.

Conclusion

I thank you again for requesting a Florida perspective on the matter we are discussing today. Having identified a number of areas of concern from a State perspective, I again want to acknowledge and thank those in NASA and the U.S. Air Force that have worked so patiently with the State to identify opportunities and mechanisms to achieve our respective goals.

I look forward to continuing to be a resource to the committee, your staff, and the Florida delegation whenever needed. I will be pleased to answer any questions you may have of me today.

Jim Kuzma



Senior Vice President and Chief Operating Officer

Jim Kuzma joined Space Florida in 2012 and currently serves as Senior Vice President and Chief Operating Officer for the agency. In this role, Jim handles operations and client fulfillment functions, including Space Florida's increasing responsibilities for aerospace facilities and infrastructure, spaceport operations, technology advancement, talent supply- chain initiatives and education programs.

Jim has more than 20 years of experience in the U.S. Navy and most recently served as the commanding officer of the Naval Ordnance Test Unit (NOTU) based in Cape Canaveral, Florida. He has also served as a division chief for the U.S. Strategic Command (Joint Functional Component Command for Intelligence, Reconnaissance and Surveillance) in Washington D.C., and as deputy director of operations for Submarine Forces out of Norfolk, Virginia.



Jim's decorations from his naval service include a Bronze Star, Legion of Merit, Defense Meritorious Service Medals and various unit and service awards.

A graduate of the United States Naval Academy, Jim holds a Bachelor of Science degree in Mechanical Engineering, a Master of Science in Engineering Management from the Catholic University of America and a Master of Science in National Resource Strategy from the Industrial College of the Armed Forces.

Committee on Oversight and Government Reform
Witness Disclosure Requirement – “Truth in Testimony”
Required by House Rule XI, Clause 2(g)(5)

Name: Jim Kuzma

1. Please list any federal grants or contracts (including subgrants or subcontracts) you have received since October 1, 2011. Include the source and amount of each grant or contract.

n/a

2. Please list any entity you are testifying on behalf of and briefly describe your relationship with these entities.

Space Florida - Senior Vice President and Chief Operating Officer

3. Please list any federal grants or contracts (including subgrants or subcontracts) received since October 1, 2010, by the entity(ies) you listed above. Include the source and amount of each grant or contract.

Please see attachment for more information.

I certify that the above information is true and correct.

Signature:



Date:

7 FEB 2014

TRUTH IN TESTIMONY ATTACHMENT

SPACE FLORIDA - CONTRACTS LOG Federal Agreements October 2010 to Present

Contract Number	Effective Date	Termination Date	Status	Parties to Agreement with Space Florida	Type of Agreement	Contract Value (+ = income) (- = outlay)	Description	Notes
SF Federal Grant Awards October 2010 to Present								
11-023-A04	7/1/2010	5/31/2014	Open	NASA LC-36, 46 Award Grant # NNX10AH23G	Award	\$ 1,100,000.00	LC-36, 46 Grant	
11-090	1/5/2011	1/4/2016	Open	DoD Spaceports 3 Award # FA8818-11-D-0025	Indefinite Quantity Contract	\$ 29,999.00	Spaceport 3 Award; Delivery Order #01- Logistics Strategy Plan for Spaceports 3	
12-059-A02	10/1/2011	9/30/2014	Open	EDA - Space Coast Clean Energy Cluster Award # 04-69-06595-A02	Award	\$ 1,000,000.00	Workforce Development Effort Grant \$1M-SF to provide 250k.	
13-004	10/1/2011	9/30/2015	Open	DoL ETA - Job Innovation Accelerator Challenge Grant #: JA-22450-11-60-A-12	Award	\$ 998,300.00	American Competitiveness and Workforce Investment Act of 1998 Development Effort-Grant	
SF Federal Land Use and other Federal Agreements								
95-001	6/3/1994	5/31/2014	Open	State of Florida Armory Board	Use Permit- Camp Blanding	\$ -	Land Use Permit with National Guard for Camp Blanding Facility	See Amendment #03 Sections 3, 4 and 5 for fees
98-015	12/11/1997	60 Day Notice	Open	NASA KCA-1487	Use Permit- RLV Hangar	\$ -	Use Permit for RLV Hangar Facility	Charges applicable under 10-015. See Notes.
04-005	2/8/2001	2/7/2031	Open	NASA KCA-1683	Use Permit- SLSL	\$ -	Use Permit for SLSL Facility	See Section 10 of Use Permit
08-006-A01	5/1/2007	4/30/2013	Open	45th Space Wing Department of the Air Force SPCCAN-2-07-0042	License Bldg 90326 Amendment #01	\$ -	License for CCAFS Campus-Bldg. 90326-License No.: SPCCAN-2-07-0042. 45th SW is working extension.	\$32K per year plus direct costs
08-084	3/1/2008	2/28/2013	Open	45th Space Wing Department of the Air Force SPCCAN-2-08-0032	License Bldg 90327	\$ -	License SOCC-SPCCAN-2-08-0032. 45th SW is working extension.	SF responsible for all direct costs.
09-031	11/15/2009	11/14/2014	Open	45th Space Wing SPCCAN-2-10-0054	License LC-36	\$ -	License for LC-36 SPCCAN-2-10-0054	SF responsible for all direct costs.
09-040	1/1/2009	12/31/2068	Open	NASA - EUL Exploration Park KCA-4222	Enhanced Use Lease (EUL)	\$ -	Exploration Park Property Lease Agreement	See Article 3 of EUL. SF in kind consideration applicable to rent payment is \$6,887,396.
09-058	9/15/2009	9/14/2014	Open	Air Force SPCCAN 2-10-0046 LC-46	License LC-46	\$ -	Air Force License for LC-46, Amendment to extend POP.	SF responsible for all direct costs.
10-015-Rev D	1/22/2010	5/22/2014	Open	NASA J6-2466 Hangar KCA-4256, Rev D	Interagency Space Act Agreement	\$ -	Space Act Agreement for J6-2466 (RLV) Hangar, amend Term	SF responsible for 1/3 utilities and insurance. NASA responsible for 2/3 utilities and O&M.
11-024 Mod 1	7/1/2010	6/30/2015	Open	LSO License LC-46	Launch Site Operator License	\$ -	LC-46 Operators License	SF responsible for all direct costs.

TRUTH IN TESTIMONY ATTACHMENT

Contract Number	Effective Date	Termination Date	Status	Parties to Agreement with Space Florida	Type of Agreement	Contract Value (+ = income) (- = outlay)	Description	Notes
11-159	6/27/2011	6/26/2016	Open	NASA KCA-4318, Rev Basic	Interagency Space Act Agreement	\$ -	NASA Co-op Master Planning & Enabling/Improved Spaceport Infrastructure	No charges to date. Cost reimbursement plus applicable NASA CMO fees.
12-040	10/6/2011	6/1/2027	Open - supersedes 11-176	NASA KCA-4311 - Rev Basic (OPF 3)	Use Permit	\$ -	Use Permit OPF 3	See Article 5 of Use Permit
12-041	11/28/2011	11/27/2016	Open - supersedes 11-176	NASA KCA-4341 - Rev Basic (OPF 3)	Reimbursable Space Act Agreement	\$ -	Services, Commodities, Utilities for OPF 3	See Article 5 of RSAA
12-042	6/1/2011	5/31/2016	Open - supersedes 11-160	45th Space Wing License SAB (Satellite Assembly Bldg)	License SAB	\$ -	License to SAB, Bldg 49904, License #USAF-SPC-CAN 2-12-008	SF responsible for all direct costs.
12-066	10/1/2011	9/30/2016	Open	NASA- RSAA - Exploration Park KCA-4339, Rev Basic	Reimbursable Space Act Agreement	\$ -	Services, Commodities, Utilities for SL&L and Exploration Park	See Article 5 of RSAA
12-140	6/8/2012	6/7/2017	Open supersedes 08-005	Department of the Air Force	Space Operations Support Agreement	\$ -	Space Operations Support Agreement	See Article XI of SOSA
13-027-A02	10/1/2012	3/31/2014	Open - supersedes 12-020	NASA SL&L Lease KCA-4366, Rev B	Lease Agreement	\$ -	NASA's lease of space at SL&L	See Section 3 of Lease Agreement
13-056	10/22/2012	9/14/2014	Open <i>re-numbered from 08-017, 05-019, 10-038</i>	NAVY-LC-46	MOA	\$ -	LC-46 Navy Memorandum of Agreement regarding property	See Section 5 of MOA
14-003	7/10/2013	30 days notice	Open	FAA	MOU	\$ -	Framework for FAA to prepare an EIS for Project Shiloh	No cost
14-012	10/1/2013	09/30/2014 (A) 12/1/2014 (B)	Open	NASA SL&L Lease KCA-4406, Rev Basic	Lease Agreement	\$ -	NASA's lease of space at SL&L; ACF	See Section 3 of Lease Agreement
14-052	10/1/2013	6/30/2014	Open Supersedes 12-122	Air Force	ROE	\$ -	Air Force ROE: Area 57 & Bldg 36009 (SLC-17)	SF responsible for all direct costs.
SPACE FLORIDA - CONTRACTS LOG Federal Agreements October 2010 to Present-Closed/Completed								
11-027 Rev Ba	10/1/2010	9/30/2011	Closed	NASA SL&L Lease KCA-4285, Rev Basic	Lease Agreement	\$ 1,150,000.00	Lease Agreement	Closed-Entered into after October 2010-new lease agreement for premises. See 13-027 and 14-012 for FY 14.

TRUTH IN TESTIMONY ATTACHMENT

Contract Number	Effective Date	Termination Date	Status	Parties to Agreement with Space Florida	Type of Agreement	Contract Value (+ = income) (- = outlay)	Description	Notes
11-033	12/2/2010	12/1/2012	Closed	NASA Comm Crew Veh Assem 4289, Rev Basic KCA-	Interagency Space Act Agreement	\$ (100,000.00)	Space Act Agreement (including Annex 1 and 2) for Comm Crew Vehicle Process and modeling studies (Project Syros and ATK Modeling Studies performed)	Efforts Complete
11-095	5/5/2011	5/4/2012	Closed	USAF A (CRADA) (Eisenhower) 11-143-AFA-01	CRADA	\$ (75,000.00)	States Space Workshop and National Forum	Efforts Complete. Total paid \$66K.
11-160	3/15/2011	9/14/2011	Closed superseded by 12-042	45th Space Wing ROE SAB (Satellite Assembly Bldg)	ROE (temp)	\$ -	Temporary ROE to SAB, Bldg 49904	Closed-Entered into License for the Premises under SF Contract #12-042
11-194	10/18/2011	12/18/2012*	Closed	NASA	Space Act Agreement	\$ -	Nano-Satellite Launch Challenge in 2012	Effort terminated by NASA on 12/18/12
12-020	10/1/2011	9/30/2012	Closed	NASA SLSL Lease KCA-4335, Rev Basic	Lease Agreement	\$ 1,009,286.09	Lease of space at SLSL	Closed-Entered into after October 2010-new lease agreement for premises. See 13-027.
12-122	1/15/2012	3/15/2013	Closed Superseded by 14-052	Air Force	ROE	\$ -	Air Force ROE: Area 57 & Bldg 36009 (SLC-17)	Closed-Entered into new ROE for premises. See 14-052
13-032	5/12/2012	10/14/2012	Closed	United States Air Force	ROE; LC-47	\$ -	LC-47 Right of Entry to allow for removal of personal property	Closed-SF
13-042	3/27/2012	6/30/2013	Closed	EDA - Repurposing of the SLSL Award # 04-79-06615	Award	\$ 330,000.00	Repurposing Study for the Space Life Science Lab. Grant for \$350K required \$150K SF Contribution.	Closed-Effort complete for \$480K. EDA Award Total was \$330K and SF cost share was \$150K.