



**Florida Job Growth Grant Fund
Public Infrastructure Grant Proposal**

Proposal Instructions: The Florida Job Growth Grant Fund Proposal (this document) must be completed by the governmental entity applying for the grant and signed by either the chief elected official, the administrator for the governmental entity or their designee. Please read the proposal carefully as some questions may require a separate narrative to be completed.

Governmental Entity Information

Name of Governmental Entity: City of Lakeland, Lakeland Linder Regional Airport

Government Federal Employer Identification Number ██████████

Contact Information:

Primary Contact Name: Eugene B. Conrad III

Title: Airport Director

Mailing Address: 3900 Don Emerson Drive, Suite 210
Lakeland Florida 33811

Phone Number: 863-834-3298

Email: eugene.conrad@lakelandgov.net

Public Infrastructure Grant Eligibility

Pursuant to section 288.101, F.S., the Florida Job Growth Grant Fund was created to promote economic opportunity by improving public infrastructure and enhancing workforce training. Eligible governmental entities that wish to access this grant fund must submit public infrastructure proposals that:

- Promote economic recovery in specific regions of the state, economic diversification or economic enhancement in a targeted industry. (View Florida's [Targeted Industries here.](#))
- Are not for the exclusive benefit of any single company, corporation or business entity.
- Are for infrastructure that is owned by the public and is for public use or predominately benefits the public.



1. Program Requirements:

Each proposal must include the following information describing how the project satisfies eligibility requirements listed on page 1.

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

Project Title - Development of an Intermodal Center at Lakeland Linder Regional Airport
See Attachment I.A.

- B. Is this infrastructure owned by the public?

Yes No

- C. Is this infrastructure for public use or does it predominately benefit the public?

Yes No

- D. Will the public infrastructure improvements be for the exclusive benefit of any single company, corporation or business entity?

Yes No

- E. Provide a detailed explanation of how the public infrastructure improvements will connect to a broader economic development vision for the community and benefit additional current or future businesses.

See Attachment IE



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

- Economic recovery in specific regions of the state;
- Economic diversification; or
- Economic enhancement of a Targeted Industry (View Florida's [Targeted Industries here.](#))
 - As part of this response, describe how the project will promote specific job growth. Include a description of the number of jobs that will be retained or created, the average wages of such jobs, and in which industry(ies) the jobs will be created using the North American Industry Classification System ([NAICS](#)) codes. Where applicable, you may list specific businesses that will retain or grow jobs or make capital investment.
 - Further, include the economic impact on the community, region, or state and the associated metrics used to measure the success of the proposed project.

See Attachment I.F.

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



2. Additional Information:

A. Is this project an expansion of an existing infrastructure project?

Yes No

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

Proposed Commencement Date of November 2017 - 365 days to complete

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

North of Runway 9-27; See Attachment II.C

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

Federal State County City Other _____

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

FAA and FDOT approvals, City of Lakeland permit, SWFWMD permit

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

Projects have already been discussed with FAA and FDOT and approvals have been obtained to proceed with development. Local permitting for the Hangar Construction would be accelerated and could be obtained within 30 days of the completion of the hangar plans. SWFWMD would take approximately 90 days to complete. An environmental assessment has already been completed and approved

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

The proposed site for all of improvements are owned by the City of Lakeland, Lakeland Linder Regional Airport. The improvements are already included in the Airport's Master Plan and have been approved in concept by the FAA, FDOT and City of Lakeland. The land is being used to support aviation activity which is the designation for the property use.



H. Will an amendment to the local comprehensive plan or a development order be required on the site of the proposed project or on adjacent property to accommodate the infrastructure and potential current or future job creation opportunities? If yes, please detail the timeline.

Yes No

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

I. Is the project ready to commence upon grant fund approval and contract execution? If no, please explain.

Yes No

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

J. Does this project have a local match amount?

Yes No

If yes, please describe the entity providing the match and the amount.

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

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

See Attachment II. K.



3. Program Budget

Estimated Costs and Sources of Funding: Include all applicable public infrastructure costs and other funding sources available to support the proposal.

A. Public Infrastructure Project Costs:

Construction	\$ 13,274,000		
Reconstruction	\$		
Design & Engineering	\$ 1,000,000		
Land Acquisition	\$		
Land Improvement	\$ 11,500,000		
Other	\$	Please Specify:	_____
Total Project Costs	\$ 25,774,000		

B. Other Public Infrastructure Project Funding Sources:

City/County	\$ 5,500,000		
Private Sources	\$ 774,000		
Other (grants, etc.)	\$ 5,500,000	Please Specify:	_____
Total Other Funding	\$ 11,774,000		
Total Amount Requested	\$ 14,000,000		

Note: The total amount requested must equal the difference between the public infrastructure project costs in 3.A. and the other public infrastructure project funding sources in 3.B.

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

See Attachment III.C.



4. Approvals and Authority

- A. If the governmental entity is awarded grant funds based on this proposal, what approvals must be obtained before it can execute a grant agreement with the Florida Department of Economic Opportunity (e.g., approval of a board, commission or council)?

The City of Lakeland Commissioners would need to approve the grant offer. They meet twice a month and would be able to approve the Grant Offer either at a regular meeting or a special session if required.

- B. If approval of a board, commission, council or other group is needed prior to execution of an agreement between the governmental entity and the Florida Department of Economic Opportunity:

- i. Provide the schedule of upcoming meetings for the group for a period of at least six months.

The commission meets on the first and third Monday of every month.

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

Special meetings can be held and typically scheduled with a week's notice.

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



I, the undersigned, do hereby certify that I have express authority to sign this proposal on behalf of the above-described governmental entity.

Name of Governmental Entity: City of Lakeland

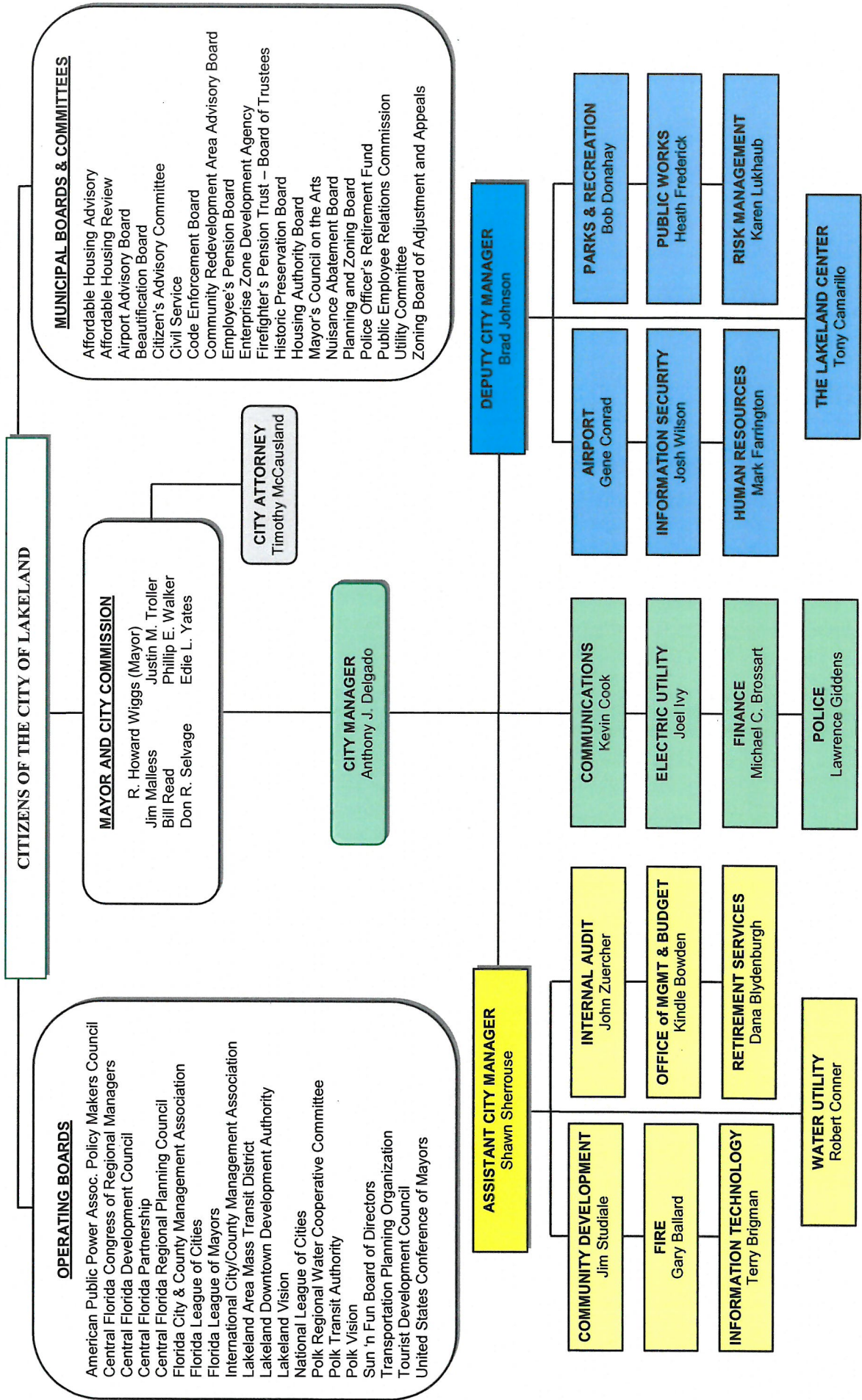
Name and Title of Authorized Representative: Anthony Delgado, City Manager

Representative Signature: 

Signature Date: 8/16/2017

CITY OF LAKELAND

**ORGANIZATION CHART
2016**



**ATTACHMENT TO FLORIDA JOB GROWTH GRANT FUND
PUBLIC INFRASTRUCTURE GRANT PROPOSAL
CITY OF LAKELAND, LINDER REGIONAL AIRPORT**

I - PROGRAM REQUIREMENTS

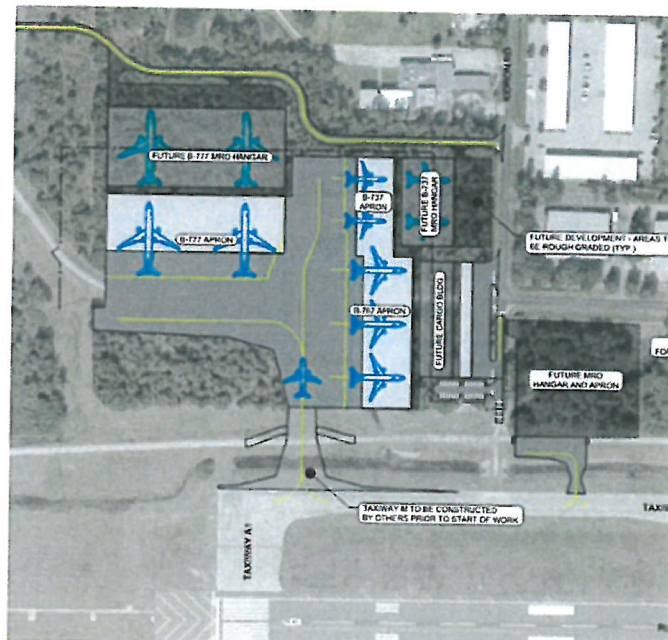
A. PROJECT TITLE AND DESCRIPTION OF INFRASTRUCTURE IMPROVEMENTS

The project, Development of an Intermodal Center at Lakeland Linder Regional Airport, will produce significant economic impacts for the Airport and Community. The added infrastructure requested to be funded under this grant program, will provide us with the capability of relocating a well-established Maintenance and Repair Overhaul Company (MRO) to the Airport and also enhance the planned cargo activity.

All of the infrastructure would be owned by the City of Lakeland. The overall projected cost of the project inclusive of site work, is \$26 million dollars. Phase I of the project is currently underway and Funding is currently being secured for this Phase. Phase I consists of the site work and construction of the pavement infrastructure. Design is at 90% completion with construction to be scheduled to commence in the fall, with vertical construction to follow under Phase II. The design and infrastructure costs for the site work, pavement and drainage costs for Phase I are estimated at \$11,774,000 (Exhibit A).

Funding for Phase II of this project is being requested under this grant proposal for both the construction of a 60,000 square foot hangar (\$12.6 million) and the purchase and installation of the Category II Instrument Landing System (\$1.4 million) estimated at \$1.4 million dollars. The Hangar facility will be leased to multiple parties over the life of the asset. The upgraded ILS will provide the necessary infrastructure to support Cargo operations.

Upon completion of Phase II, intermodal activity could commence and the MRO facility would be leased to a third party entity to provide the MRO services. There would be ample ramp area for other companies to construct additional facilities and invest in further hangar construction. This Intermodal Center will serve multiple companies and activities.



E. INFRASTRUCTURE IMPROVEMENTS AND THEIR IMPACTS

This project will leverage and capitalize on the investments that have already been made in both the Airport and the surrounding Highway infrastructure driving additional private investments and economic development in the area, both on and off Airport. The development of the 42 acre parcel owned by the Airport will add the necessary ramp and road infrastructure to support the MRO hangar construction and air to ground cargo transportation. The project creates the opportunity for intermodal connectivity which does not exist today. The two main highway arteries, I- 75 and I-4, connect the Region to the major markets throughout Florida and the Southeastern United States. Interstate 4 crosses the entire state east to west, and serves as the vital artery connecting markets. Lakeland Linder Regional is only 3.8 miles from access to I-4. From I-4, the Airport terminal can be accessed by taking the Polk Parkway (SR 570) to Airport Road.

The infrastructure and MRO facility will lead to further private investments and construction of additional facilities to move cargo which will have positive ripple effects on the distribution activity that is and continues to strengthen in this region. Having the infrastructure to receive cargo in a centrally located region will provide the cargo operators with financial advantages to further increase investments in the area as well as assist in relocating some ground cargo activity to a highway network with available capacity which can reduce strain on the already congested intermodal centers such as Tampa and Miami

Over the past five years there has been significant growth in the number of warehouses constructed in the immediate proximity of the Airport. Both Publix and Amazon are two of the prominent air cargo prospective users. Publix presently receives its perishables and flowers in Miami and then transports the goods to its facilities in Florida. Amazon has warehouses in Lakeland and also in Ruskin (approximately 20 miles from the Airport) and currently receives its shipments in Tampa. Lakeland would provide a closer convenient location to transport to its distribution centers, minimizing transportation time, costs and alleviating some traffic from the primary Airports. Growth in this area is expected to continue, driving land values up and increasing opportunities for further developments in the area.

The Airport is also located within Foreign-Trade Zone (FTZ) No. 79, which benefits firms in the Tampa Bay region and along the I-4 Corridor. With direct access to key markets including the Caribbean, Central America, South America, the FTZ provides preferential treatment on tariffs and taxes on the importation and exportation of merchandise to and from the United States. This benefits organizations involved in value-added processes for international importing/exporting, manufacturing, warehousing, and distribution activities.

The economic development within the Southwest area of the County, in which the Airport resides, is focused on distribution and intermodal transportation opportunities. The Airport is in the middle of this economic expansion and these additional infrastructure components will support the continued growth and economic expansion in the region opening up the Region to further activity with domestic and international cargo and MRO activity capitalizing on the investments and strategy that has already been put in place.

The Central Florida Regional Planning Council (CFRPC) just completed a Comprehensive Economic Development Strategy (CEDS) based on participation and input from both the public and private sectors, along with the communities of our region. The CEDS, is designed to guide economic growth by fostering a more stable and diversified economy, to assist in the creation of jobs, and thereby improve the quality of life in Desoto, Hardee, Highlands, Okeechobee, and Polk The report highlighted the importance of the Airport and that West Lakeland is home to a growing logistics industry with over 7 million square feet allocated for logistics businesses. The intermodal center will provide for shipment of products nationwide and globally further promoting growth in our community.

Also at the regional level, the Tampa Bay Regional Strategic Freight Plan identifies Drane Field Road and County Line Road as Regional Freight Mobility Corridors and the Airport is located within the West Lakeland-Plant City Logistics Cluster as identified in the Hillsborough-Polk Freight Logistics Zone plan developed by both Metropolitan/Transportation Planning Organizations with substantial involvement from both counties (Exhibits III-14, III-27). As the population and geographical center of Florida, the Tampa Bay/Interstate 4 Corridor is home to many industry clusters that are involved in the importation and exportation of goods utilizing air, rail, and trucking capabilities. The area is currently the 10th largest regional economy in the United States, with a GDP over \$300 billion.

F. ECONOMIC ENHANCEMENT OF A TARGETED INDUSTRY

The direct results *on airport* from the construction of the hangar and the ILS upgrade would foster job growth as well as private capital investments. The establishment of an MRO and benefits derived from the ILS Upgrade would generate approximately one hundred fifty high skilled high wage aviation mechanic positions, NAICS code 481, with an average wage of \$55,000. This would more than triple the number of A&P Mechanics that presently operate at the Airport, providing maintenance services on larger Group III aircraft. Additional employment to support cargo operations, also NAICS code 481, would create approximately twenty positions with an average wage of \$35,000 annually.

Off Airport employment would also increase to support the activity generated from MRO and cargo activity, with focus on the distribution of goods. It is difficult to estimate the number of positions that would be created off airport; however we would conservatively estimate that for every ten positions created on airport one position would be created off airport due to this increased activity

Beyond the direct job creation, additional private investments would occur on Airport for construction of the cargo warehouse as well as other smaller hangars to support Group III aircraft and corporate jets (GIV and 650). The investments would be approximately \$30 million dollars. The ripple effect on the surrounding distribution centers would also have a positive impact on furthering investment activity and construction generating further employment, both high skilled as well as lower skilled positions.

The Airport has been in contact with multiple MRO's including PEMCO a major player in the MRO community, as well as a major MRO Company outside the United States, on the possibility of expanding to Lakeland to support aircraft conversion projects. Other MRO Companies are also in discussions about the availability of Hangar space to accommodate their maintenance operations for expansion from both within and outside of Florida.

The Airport recently was successful in relocating the National Oceanic Atmospheric Administration Aircraft Operations Center (NOAA) to Lakeland, providing a specialized service across the United States providing weather reporting and warnings. Two of their aircraft, P-3's, are used to fly into the hurricanes to provide research data and updates on pending major storms. NOAA brought with them approximately 110 high skilled high wage positions and nine based aircraft. Ancillary businesses will also seek to expand in direct correlation to supporting NOAA and its operations.

II – ADDITIONAL INFORMATION

C. The project site is located at the northwest end of Runway 9-27. This site provides airside access to Runway 9-27 via Taxiways M and A; landside access is provided to Drane Field Rd. via Kidron Rd. and/or Kelvin Howard Rd. This portion of the airport is mostly undeveloped and allows for segregation of cargo and MRO activities from other airport operations. The surrounding off-airport property consists of industrial development that will be congruent with cargo and MRO operations. The site has been planned for the construction of multiple hangars and a cargo facility, as outlined in the EA and consistent with the approved airport layout plan (ALP). This project includes the construction of site infrastructure including clearing, earthwork, pavements, and utilities necessary to construct future facilities.

K- This project will have significant impacts for the local economy and will continue to support the growth in the Southwest Sector of the County, which is quickly undergoing major development in distribution and warehouse investments including Amazon, who located one of its distribution centers in a one million square foot warehouse in our Region with two other locations in neighboring counties. By investing in this project, we will provide the ramp/roadway connectivity to support an MRO and intermodal activity for distribution centers leveraging the overall highway infrastructure and furthering private investing and job creation.

The major shortfall that we are encountering is not the ability to grow jobs and expand rather it is with obtaining funding to permit the growth to occur. Approximately \$100 million dollars has been expended at the Airport over the past seven years through partnerships with FAA, FDOT, and Economic Development Programs and through the Airport assuming a fair amount of debt to advance the infrastructure. We have been creative in our efforts to bolster economic growth and our Economic Impact has increased from \$162 million in 2012 to \$284 million in 2014.

We have made significant strides in increasing job growth and driving economic impacts in the Region and both the private and public sector has placed significant emphasis on creating a diverse secondary educational system focusing on STEM programs. Areas of focus include aviation/aerospace, engineering, healthcare, finance, and technology fields

The educational platforms for aviation have been well established beginning in high school through the completion of a two or four year program earning an Associates or Bachelor's Degree in the aviation field. The four year public aerospace high school has nearly 400 students currently enrolled in four tracks: flight, engineering, avionics and A&P. The school also houses adult A&P training and certification programs. After high school, Polk State College is the only public university in Florida offering an Aerospace Program with a Bachelor's degree in Aerospace Sciences. Both of these programs operate on Airport grounds, permitting hands on experience that supplements their educational programs and provides them with actual experience in the field of study. Over 300 students are enrolled in their four degree programs:

- o AS Professional Pilot Science
- o AS Aerospace Administration
- o AS Aviation Maintenance Administration
- o BS Aerospace Sciences

Polk State College has also established partnerships with JetBlue, ExpressJet and the Airport that have led directly to employment opportunities for graduating students. Every Polk State Aerospace graduate to date is working in his/her field of study. It is imperative that we have the businesses within the community that can provide employment opportunities to retain these graduates and keep them employed in the County or within the State. Our future economic development depends on retaining higher skilled, higher wage positions in Florida.

We are ready to move forward: on the construction of the MRO Hangar and the upgrading of the ILS. The horizontal infrastructure design is 90% completed and funding is in place. The ramp and Taxiway connector into the MRO area will be ready to commence this fall. Marketing of the hangar is already in progress. The remaining component is funding for the Hangar and ILS to leverage federal funding into over 130 jobs.

III PROGRAM BUDGET

The total budget for the completion of the site work, ILS upgrade and construction of the MRO Hangar is \$25,774,000 consisting of \$11,774,000 for the site and pavement infrastructure, \$12,600,000 for the

60,000 square foot hangar facility and \$1,400,000 for the ILS Category II System. The total project will encompass 24 months with the project already into its fifth month, leaving sixteen months remaining on the forecasted project schedule. This time line is based on the assumption that project funding is obtained under this grant application in the amount of \$14,000,000.

The site work construction would commence around November 2017, with estimated project duration of nine months. The design of the Hangar facility would commence upon *grant offer* of the funds requested under this grant application. The design through bid phase for the Hangar would be expected to take five months with the construction duration of six months.

Based on the assumption that a grant offer was received by the end of the 2017 calendar year, the entire project would be completed by the end of November 2018. The major milestones of the project are as follows:

<u>Site Work Design and Construction</u>		<u>Target</u>	<u>Actual</u>
• Commence site work design for MRO and Cargo Intermodal Center		1/2017	1/2017
• 60% review of design plans		4/2017	4/2017
• 90% review of plans		7/2017	7/2017
• Bid documents issued for construction		9/2017	
• Construction commences		11/2017	
• Site work construction completed		7/2018	
<u>MRO Hangar Design and Construction</u>		<u>Target</u>	<u>Actual</u>
• Commence design of MRO Hangar		12/2017	
• 60% review of design plans		2/2018	
• 90% review of plans		4/2018	
• Bid documents issued for construction		5/2018	
• Construction commences		6/2018	
• Construction Completed		11/2018	
<u>Upgrade of ILS to Category II</u>		<u>Target</u>	<u>Actual</u>
• Equipment order placed		1/2018	
• Equipment installed and verified by FAA		9/2018	

The Funding Components and timing of receipt of funds for the project would be as follows:

Airport Funds	November 2017	\$ 2,000,000.00
	January 2018	2,000,000.00
	March 2018	1,500,000.00
Private Sources	May 2018	774,000.00
Grant – FDOT	March 2018	3,500,000.00
	July 2018	2,000,000.00
Requested Funds		
Job Growth Grant Fund		
	March 2018	1,000,000.00
	May 2018	4,000,000.00
	July 2018	6,000,000.00
	August 2018	2,000,000.00
	September 2018	1,000,000.00

Total Fund Sources

\$25,774,000.00

The Airport Funds of \$5,500,000 would be from additional debt that the Airport would be incurring as its share of the overall project. We have already applied for a State Infrastructure Bank Loan, and if not selected for this program, we would need to request a bond issuance through the City of Lakeland.

Discussions are underway with Polk County along with other Economic Development Agencies to solicit funding of \$774,000. If we are not able to achieve this targeted goal, we would need to request the City to provide an Internal Loan to the Airport or contribute funds directly due to the overall importance for the City, County, and adjacent Region.

The FDOT Aviation District has already issued a Grant Agreement with commitment to provide up to 50% of funds for the Phase I of the intermodal development project with reimbursements being programmed over multiple years. All of the funds received will be used towards the construction costs incurred in the intermodal development for the site work only.

The State requested investment of \$14 million under the Job Growth Grant Fund would be leveraged exponentially. It represents 54% of the project cost which will foster an additional private investment of approximately \$35 million for other facilities to be constructed. We are forecasting the total investment including costs reflected above, will produce an overall investment of over \$61 million. The funding requested from the Job Growth Grant Fund would represent 23% of the total forecasted investments inclusive of the private funds forecasted to be expended on construction of other hangar facilities.

EXHIBIT A

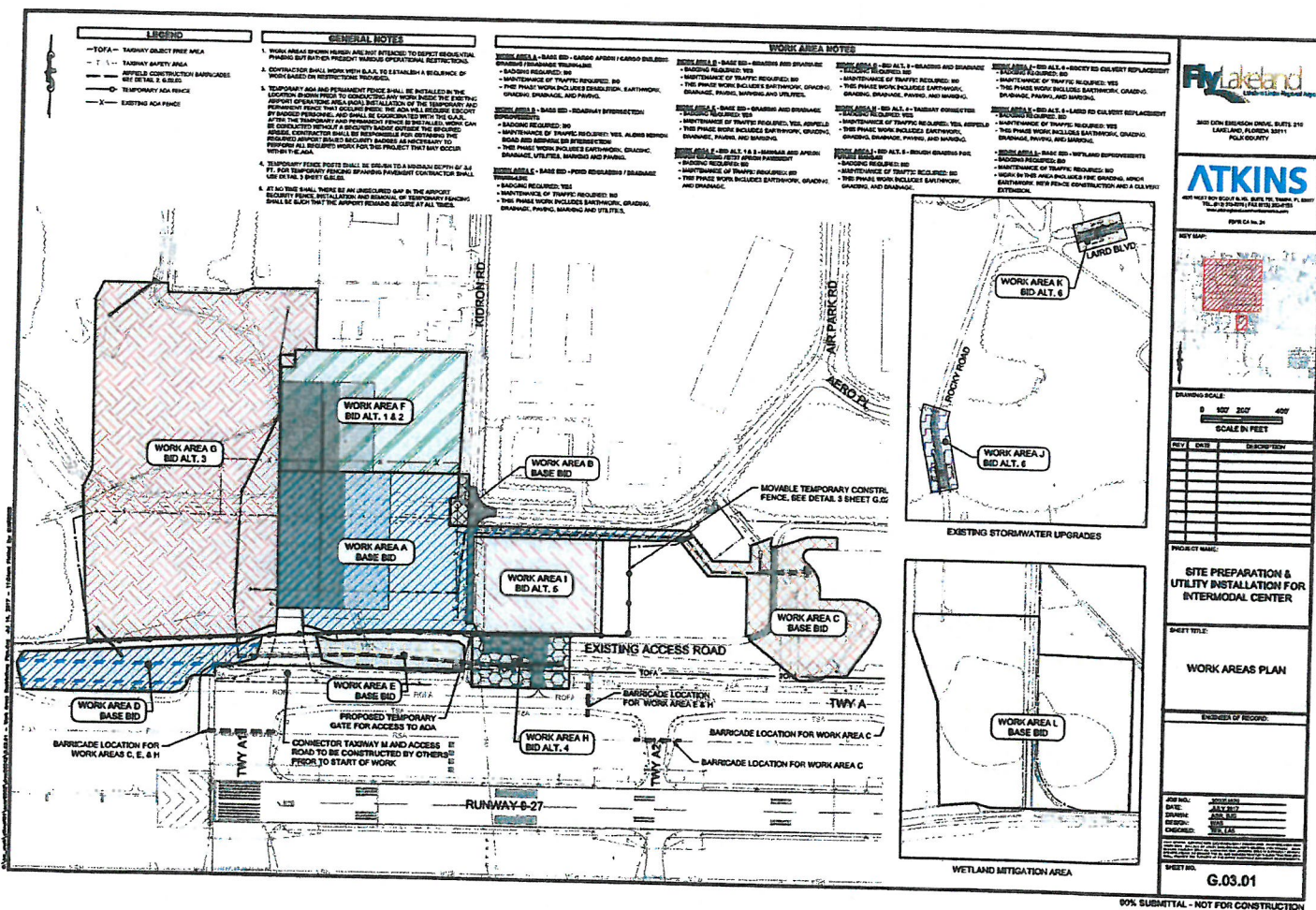
LAKELAND LINDER REGIONAL AIRPORT
SITE PREPARATION & UTILITY INSTALLATION FOR INTERMODAL CENTER
90% COST ESTIMATE
JULY 14, 2017

Base Bid	\$	6,748,164
Bid Alternate 1	\$	519,435
Bid Alternate 2	\$	1,538,817
Bid Alternate 3	\$	919,267
Bid Alternate 4	\$	432,716
Bid Alternate 5	\$	119,805
Bid Alternate 6	\$	260,986
Construction Total	\$	10,539,189
Electrical Allowance	\$	50,000
Fiber Optic Allowance	\$	100,000
Construction Admin	\$	368,872
Wetlands Planting	\$	16,500
Environmental	\$	138,910
Subtotal Costs	\$	11,213,471
5% Contingency	\$	560,674
Total Estimate	\$	11,774,145

NOTES AND ASSUMPTIONS:

1. Unit costs cover construction labor, materials, and construction equipment.
2. The estimator makes no guarantees regarding actual costs that will be received for bid.
3. Unit prices are based on bid prices received on other similar projects under a public bid.
4. All costs are expressed in 2017 dollars. No escalation factors have been applied.
5. Estimates assume the project will be competitively bid.

EXHIBIT A



80% SUBMITTAL - NOT FOR CONSTRUCTION

