



## **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: Canaveral Port Authority

Government Federal Employer Identification Number: [REDACTED]

#### Contact Information:

Primary Contact Name: Connie Taylor

Title: Assistant Director, Grants

Mailing Address: 445 Challenger Road, Suite 301; Cape Canaveral, FL 32920-4100

Phone Number: 321-394-3246

Email: ctaylor@portcanaveral.com

### **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.

See attached document.

---

- 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 attached document.

---

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 attached document.

---

See attached document.

## 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.

October 25, 2017, Final completion will require 545 days (18 months)

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

Portions of SR-528 and SR-401 along with on-port roadways such as Charles Rowland.

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

Federal  State  County  City  Other PortCanaveral

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

The projects are design/build and will require final FDOT and FDEP (stormwater) 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?

Conceptual permitting discussions have been held with the agencies. Final permits from FDOT and FDEP (stormwater only) are anticipated to be issued within the next few months.

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?

There are currently no zoning designations for these areas, uses are compatible with the future land use plans at Port Canaveral.



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

N/A

---

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

Yes  No

N/A

---

J. Does this project have a local match amount?

Yes  No

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

From Port Canaveral's operating revenues, the Port will match 25 percent of the total project cost.

---

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

See attached exhibits of the proposed improvements.

---



### 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               | \$ 9,399,335         |                 |                      |
| Reconstruction             | \$                   |                 |                      |
| Design & Engineering       | \$ 1,594,000         |                 |                      |
| Land Acquisition           | \$                   |                 |                      |
| Land Improvement           | \$                   |                 |                      |
| Other                      | \$ 1,006,665         | Please Specify: | <u>See attached.</u> |
| <b>Total Project Costs</b> | <b>\$ 12,000,000</b> |                 |                      |

B. Other Public Infrastructure Project Funding Sources:

|                               |                     |                 |                      |
|-------------------------------|---------------------|-----------------|----------------------|
| City/County                   | \$                  |                 |                      |
| Private Sources               | \$                  |                 |                      |
| Other (grants, etc.)          | \$ 3,755,000        | Please Specify: | <u>See attached.</u> |
| <b>Total Other Funding</b>    | <b>\$ 3,755,000</b> |                 |                      |
| <b>Total Amount Requested</b> | <b>\$ 8,245,000</b> |                 |                      |

**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 attached document.

---



#### 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 Port will need a board resolution prior to executing the grant agreement. Both the resolution and grant agreement will be signed by the Commission Chairman or the Vice Chairman.

---

- 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.

See attached document.

---

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

See attached document.

---

- 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: Canaveral Port Authority

Name and Title of Authorized Representative: Captain John W. Murray, CEO

Representative Signature: Please see attached.

Signature Date: Please see attached.

## **FL Job Growth Grant Canaveral Port Authority**

**Section 1.A.** Provide the title and a detailed description of the public infrastructure improvements.

The proposed Port Canaveral Road Access to Cruise and Cargo Terminals is a \$12 million project estimated to have a total overall economic impact of \$101 million and will create 1,146 jobs. The total funding requested by this application is \$8.245 million. Florida Department of Transportation (FDOT) is very aware of the importance of SR 401 for the Cape Canaveral Air Force Station and Port Canaveral operations that include the new container/multipurpose terminal, major cruise terminals and the substantial tanker and cargo truck traffic related to the petroleum terminal. These infrastructure improvements will economically help businesses in adjacent and surrounding areas, including all of Greater Orlando/Central Florida region, and promote increased trade and tourism between Port Canaveral and major cities such as Tampa, Jacksonville, and Miami -- all within a less than four-hour drive of Port Canaveral. This project ties in with recent FDOT studies and review of SR528 and SR401, as meeting the Governor's mission to make Florida the best destination for businesses. This project will specifically include:

- 1) Increase in roadway capacity for Northside Cargo roads.
- 2) Revisions to the North Side Cruise Roadway Network are ready for design/build release.
- 3) New signalization at the existing intersection of Payne Way and SR401 will improve public safety and access with better control of turning movements by fuel tanker and other cargo truck traffic from the Port's main north side cargo entrance.
- 4) A port-wide Way-Finding and Signage project is in pre-construction services under design completion and ready to go to construction this fall.

**Section 1.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.

There are on average 90,000 people per day visiting, cruising, working and accessing facilities in Port Canaveral. A recent traffic study (Signal Warrant Analysis) of the SR401 and Payne Way intersection at Port Canaveral revealed the total number of vehicles in that area alone on one day was 7,425. The day chosen to study did not reflect typical cruise ship traffic activity in the Port. On an average basis, the number of vehicles passing that location is 12,800. These numbers are only averages, based on studies and statistics, and are extremely conservative. The average number of people transiting Port Proper is estimate at 20,000,000 annually. The current and projected growth at Port Canaveral -- cruise ship passenger movements, cargo loads/offloads, commercial space increased tempo, recreation visitors -- is a documented economic boost for the entire area, county, and

Central Florida region. It supports the need for improved roadway and signage, not only for the continued economic growth in this region, but for the public's safety and security. Port Canaveral's road infrastructure project for cruise and cargo will facilitate job growth in the community and improve the following:

1) The north side cargo road improvements are expected to significantly increase import and export cargo volumes to the region, which translate into increased truck trips using these local terminal roadways. These roads support public and private entities engaged in petroleum, aerospace and other industries and businesses located at the Port.

2) The Port is supporting the newest generation of mega-cruise ships with 6,000 passengers and 2,000 crew. Roadway network improvements are required to support the heavy passenger vehicle volumes, as well as increased ground transportation and ship support traffic.

3) The Port shares SR 401 with military and civilian entities including, Seaport Canaveral, SpaceX, U.S. Air Force, Kennedy Space Center, Space Florida, U.S. Navy's Naval Ordnance Test Unit (NOTU), U.S. Coast Guard, U.S. Customs & Border Patrol, Brevard County Law Enforcement (BCSO) and Cape Canaveral Fire and Rescue Department emergency vehicles. Improved signaling at SR401 & Payne Way is necessary to better control traffic, facilitate safe turning movements of fuel tankers and cargo trucks and will aid in alleviating congestion on SR401. Florida Department of Transportation (FDOT) is very aware of the importance of SR401 for the Cape Canaveral Air Force Station and Port Canaveral operations that include the new container/multipurpose terminal, major cruise terminals and the substantial tanker and cargo truck traffic related to the petroleum terminal.

4) The Wayfinding Project is essential to safely move vehicle traffic by orienting drivers and emergency response vehicles to help navigate between port destinations and ensure driver understanding of roadways for safety purposes.

These infrastructure improvements will relieve congestion, improve safety, expand the efficiency and capacity of existing roads and will economically help businesses in adjacent and surrounding areas of Port Canaveral, including all of Greater Orlando/Central Florida region.

**Section 1.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.

Total overall economic impact of \$101 million and have a creation of 1,146 jobs.

Detail Employment/Job Creation Annual Impact:

Direct and Induced (New): 999

Direct and Induced (Retained): 838

Indirect: 147

Construction: 186

Estimated Annualized Average Wages (excluding benefits) of new jobs: \$44,418

Direct Income resulted in personal & wage salary earnings: \$25,318,000

Economic Impact of Project (beyond jobs and wages)

In-state Impact/Total Impact: \$100,884,000

The above job numbers and economic impact are based on the methodological approach used by Martin Associates.

Based on the NAICS codes, among the industries where jobs will be created are the following: 1) 488310 - Port and Harbor Operations; 2) 488320 - Navigational Services to Shipping; 3) 488320 - Marine Cargo Handling; 4) 237310 - Highway, Street & Bridge Construction; 5) 334511 - Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrument Manufacturing

The proposed project will promote economic enhancement throughout multi-industries such as: aerospace, energy distribution, tourism, cargo and military. Specific businesses at the Port that will retain and grow jobs or will make capital investments namely:

1) Seaport Canaveral - Distributes 40% of the transportation fuels for entire Central Florida; 100% of jet fuel for international flights into/out of Orlando International Airport; recently invested \$2 million to expand their truck loading facility.

2) SpaceX Corporation- East Coast operations facility located at the north side of Port Canaveral, along SR401. Operations process, refurbish and store rocket boosters for commercial launches from Kennedy Space Center. SpaceX will build an adjacent hangar on an additional 4-acre parcel leased from Port. In addition to SpaceX, the Port is also in discussions with other commercial space companies with similar operational needs.

3) Military - U.S. Coast Guard (located inside the Port), and all the military facilities located outside of the Port, all require access and daily use of SR401 to travel to and from their facilities.

4) Cargo operations and commercial facilities including, Morton Salt, Gulftainer, Hanson Slag, Ambassador Services, etc.

5) Tourism drivers such as, Disney Cruise Line, Norwegian Cruise Line, Royal Caribbean Cruise Lines, Carnival Cruises, local hotels, restaurants and retail shops within the Port or immediately adjacent to the Port area.

**Section 2.B.** Provide the proposed commencement date and number of days required to complete construction of the public infrastructure project.

October 25, 2017, Final completion will require 545 days (18 months)

**Section 2.C.** What is the location of the public infrastructure? (Provide the road number, if applicable.)

Portions of SR-528 and SR-401 along with on-port roadways such as Charles Rowland.

**Section 2.E.** What permits are necessary for the public infrastructure project?

The projects are design/build and will require final FDOT and FDEP (stormwater) permit.

**Section 3.A.** Public Infrastructure Project Costs:

Please Specify: Design costs incurred to date.

**Section 3.B.** Public Infrastructure Project Costs:

Please Specify: Amount includes:

1) \$2,748,335 - 25% match based on \$10,993,335 which is net of total project cost less Other (Design cost incurred to date).

2) \$1,006,665 - Other - Design costs incurred to date.

**Section 3.C.** Provide a detailed budget narrative, including the timing and steps necessary to obtain the funding and any other pertinent budget-related information.

There are 4 components to this project and costs which totals to \$12M:

- 1) North side Cargo road improvements - \$1.5M
- 2) North side Cruise Roadway Network - \$8M
- 3) Signalization at SR401 and Payne Way - \$500K
- 4) Port-wide Wayfinding - \$2M

For this project, the Port has already invested \$1,006,665 for design costs. The design and permitting is still in progress and should be completed by the end of this year. In addition to the \$1M design costs, the Port plans to match 25% of the remaining \$10,995,030 which amounts to \$2,748,758. This \$2.7M match will be derived from the Port's operating revenues. This project is part of the Port's 5-year planned capital budget. In addition, the Port has already expended \$1.4M for repairs and preventive maintenance to the SR401 Overpass Bridge and other traffic improvements, such as message boards, additional pavement and pavement markings which is part of the Cruise Roadway Network.

**Section 4.B.i.** Provide the schedule of upcoming meetings for the group for a period of at least six months.

For calendar year 2017, Commission meeting schedule: 08/23/2017, 09/28/2017, 10/25/2017, 11/29/2017, 01/24/2018.

**Section 4.B.ii.** State whether that group can hold special meetings, and if so, upon how many days' notice.

Yes, the commission can hold special meeting with at least 14 days' notice prior to the special meeting day