



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: Walton County BCC

Government Federal Employer Identification Number: [REDACTED]

Contact Information:

Primary Contact Name: Mac Carpenter

Title: Planning Director

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Santa Rosa Beach, FL 32459

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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 Additional Narrative Section 1.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 attached Additional Narrative Section 1.E.



- 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 Additional Narrative Section 1.F.



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.

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

US 331; US Hwy. 98 E/W ; CR30A in Walton County

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?

See attached Additional Narrative Section 2.E.

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?

Not applicable.

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?

Parking facilities only. Existing roadways will be used under Phase 2 deployment.

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

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

Yes No

J. Does this project have a local match amount?

Yes No

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

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

SEE ATTACHED 30A MOBILITY OVERVIEW



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	\$ 240,000		
Reconstruction	\$		
Design & Engineering	\$ 1,000,000		
Land Acquisition	\$		
Land Improvement	\$		
Other	\$ 720,000	Please Specify:	<u>Veh. leases, equi</u>
Total Project Costs	\$ 1,960,000		

B. Other Public Infrastructure Project Funding Sources:

City/County	\$		
Private Sources	\$		
Other (grants, etc.)	\$	Please Specify:	_____
Total Other Funding	\$		
Total Amount Requested	\$ 1,960,000		

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.

- Initial improvements at 3 park and ride locations, including minor infrastructure improvements and gravel parking facilities
- An “operations center” at each of the three sites to provide riders with information input and facilities while they wait for the shuttle.
- Use of on-demand Automated Vehicle shuttles including supporting IT services and operating expenses. Mobility Services may be a lease-based or a concessionaire approach to the equipment and the delivery of service.



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)?

TBD

- 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.

BCC meets second and fourth Tuesday of each month

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

A special meeting can be held at the discretion of the BCC

- 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: Walton County BCC

Name and Title of Authorized Representative: Stan Sunday, Deputy County Administrator

Representative Signature: 

Signature Date: 1/12/18

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Addition Narrative Too Large to Fit in Fillable Fields in the Application:

Section 1.A.

Walton County Transportation Innovation Program (WCTIP)/30 A Mobility, providing Phase 2 planning, design and execution of a multi-modal transit system composed of zero emissions, self-piloted/autonomous vehicles serving 30A tourism and workforce riders. Includes Park and Ride locations for daily commuters to CR30A from points north including Freeport and DeFuniak Springs in Walton County.

Section 1.E.

What began as a visionary solution to relieve traffic on Scenic Route/CR 30 A in South Walton has now evolved into a multi-modal transportation plan that includes moving visitors and daily commuters from north of the bay and from east and west of U S Highways 331 and 98. Dubbed the “30A Mobility Project”, and now a center-piece of Walton County’s economic development plan, called “One Walton,” this transit system will showcase multi-modal, zero-emissions vehicles with on-demand and auto-piloting features which are currently available and technologies that are still under development. Walton County will become a proving ground for the real world application of this cutting edge technology.

Americans are quickly evolving into a new relationship with the automobile and with transportation generally. The future will be one of shared transit options, driven (not driving) by autonomously piloted vehicles and wired to the network. Where they chose to live and work will only be limited by the transit options available to them and the communications architecture required for them to do their jobs and meet their quality of life expectations.

The Transportation Innovation Project includes the development of a Transportation Innovation Center as well as an R&D and testing platform to promote, develop and test advanced and sustainable transportation innovations. These include zero emission vehicles and related charging infrastructure, automated and on-demand transportation models and smart transportation communication infrastructure for automated parking solutions. This will engender a stronger regional profile for transportation innovations with a focus designed to attract corporate and start-up enterprises.

ATTACHMENTS

Section 1.F.

* Creation of as many as 50 high skill / high wage jobs as estimated by the ITIC in Greenville, S.C. our lead vehicle design and deployment partner. Jobs include vehicle technology design, manufacturing and operations management; electric charging infrastructure system design and maintenance; vehicle automation and communications (V2V, V2I) technology.

* Automotive OEM’s, information & communication technology companies, mobility service suppliers

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like vehicle operators and suppliers such as 3 D printing companies as well as VC-based spin-off/start-up companies are expressing an interest in being a part of the project.

* The need for highly trained professional to design, test, operate, optimize and maintain the transit system will open new educational opportunities for Walton County residents, their children and surrounding communities.

* Seaside Institute projects a 10-15% growth in service sector and food industry employment based on interviews with local employers.

* Safety and security will be improved by the reduction in vehicle traffic as visitors shift to park and ride and ride-hailing services.

* A reduction in traffic and the use of zero emissions vehicles will help protect Walton County's unique environment, including its rare dune lakes eco-system.

* WCTIP is being designed to be replicated elsewhere, expandable to the region, and a model for other high-density communities.

Section 2. E.

Phase 2 operations require no permits since roadways will not be altered to accommodate transit facilities or operations.