



2018-2019 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. If additional space is needed, attach a word document with your entire answer.

Governmental Entity Information

Name of Governmental Entity: Jacksonville Port Authority

Government Federal Employer Identification Number [REDACTED]

Primary Contact Name: James Bennett

Title: Senior Director, Engineering & Construction

Mailing Address: Jacksonville Port Authority

2831 Talleyrand Avenue, Jacksonville, FL 32206

Phone Number: 904-357-3001

Email: james.bennett@jaxport.com

Secondary Contact Name: David Stubbs

Title: Director, Properties & Environmental Compliance

Phone Number: 904-357-3082

Public Infrastructure Grant Eligibility

Pursuant to section 228.101, F.S., the Florida Job Growth Grant Fund was created to promote economic opportunity by improving public infrastructure and enhancing workforce training. Eligible 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:

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

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

A. Provide a detailed description of the public infrastructure improvements.

Construct a two-lane overpass over Heckscher Drive, connecting two non-contiguous Jaxport properties that are vital to expanding the Port's auto processing, warehousing and other developments

B. Provide location of public infrastructure, including physical address and county of project.

Intersection of Blount Island Boulevard and Heckscher Drive at Jaxport's Blount Island Marine Terminal, 9620 Dave Rawls Blvd., Jacksonville, FL 32226. Duval County.

C. Is this infrastructure currently owned by the public? Yes No

If no, is there a current option to purchase or right of way provided to the County?

D. Provide current property owner.

Jacksonville Port Authority

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

Yes No

The Jacksonville Port Authority, a government agency, will use this infrastructure.

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

Yes No

The improvement allows the connection and expansion of a marine terminal to connect to development areas for warehousing, automobile processing, break bulk facilities, and other Jaxport operating areas.

G. 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](#)).
 - o Describe how the project will promote specific job growth. Include the number of jobs that will be retained or created, and in which industry(ies) the new net jobs will be created using the North American Industry Classification System ([NAICS](#)) codes. Where applicable, you may list specific businesses that will retain or create jobs or make capital investment.
 - o 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 response.

2. Additional Information:

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

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

Commence construction approximately 15 months after receiving funding. Approximate construction time is 24 months.

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

City of Jacksonville Construction Permit.

Florida Department of Environmental Protection Environmental Resource Permit.

USACE Environmental Resource Permit.

Various FDOT Permits expected:

Access/Driveway; Drainage; Road Closure; Guide Signs; Highway Landscaping; Utility

- C. 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?

Permits not yet secured. Anticipate 12 months to obtain permits. Permit application anticipated 9 months after receiving funding.

- D. 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?

See attached.

- E. 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

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

Yes No

Jaxport will being the design within three months of receiving funding. Permitting will follow immediately.

- G. Does this project have a local match amount? Yes No

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

JAXPORT will self-fund the the project amount remaining after application of Grant monies.

- H. Provide any additional information or attachments to be considered for this proposal. Maps and other supporting documents are encouraged.

The following supporting documents are attached:

1. Graphic showing the project location.
2. Graphic depicting the proposed overpass over Heckscher Drive.

3. Program Budget

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

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

1.) **Total Amount Requested** \$ 27,410,000
 Florida Job Growth Grant Fund

A. Other Workforce Training Project Funding Sources:

City/County \$ 0

Private Sources \$ 0

Other (grants, etc.) \$ 0

Total Other Funding \$ 0

Please Specify: _____

B. Public Infrastructure Project Funding Sources:

Construction \$ 23,100,000

Reconstruction \$

Design & Engineering \$ 2,310,000

Land Acquisition \$

Land Improvement \$

Other \$ 2,000,000

Total Project Costs \$ 27,410,000

Please Specify: Mitigation

Note: The total amount requested must equal the difference between the workforce training project costs in 3. and the other Public infrastructure project funding sources in 2.

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

JAXPORT continues to work with local representatives (City) and the state to identify the necessary funding resources for this economic development project.

4. Approvals and Authority

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

- 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)?

Approval of Jaxport Board of Directors after which Jaxport CEO, Eric Green, will be authorized to sign a grant agreement.

If board authorization is not required, who is authorized to sign?

- 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.
 - ii. State whether entity is willing and able to hold special meetings, and if so, upon how many days' notice.
 - i. Jaxport's Board of Directors meets every month.
 - ii. Jaxport is willing and able to hold special meetings following statutory 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 entity and to the best of my knowledge, that all data and information submitted in proposal is truthful and accurate and no material fact has been omitted.

Name of Governmental Entity: Jacksonville Port Authority

Name and Title of Authorized Representative: Eric Green, Chief Executive Officer

Representative Signature: 

Signature Date: 11/14/18

The BLOUNT ISLAND SEAPORT ACCESS PROJECT (BISAP) will connect JAXPORT's Blount Island Marine Terminal to four million square feet of new warehouse/distribution center space and more than 200 acres of new auto processing areas thereby promoting the economic enhancement of the following qualified targeted industries:

1. Manufacturing
2. Other Manufacturing including automotive and marine
3. Global logistics
4. Homeland Security / Defense including military vehicles and cargoes

JAXPORT is geographically and logistically centered on the southeast coast offering auto manufacturers an ideal port option to export U.S. built vehicles from the eastern half of the US and be a strategic port for imports to serve the growing Florida and southeastern U.S. markets.

JAXPORT is currently the nation's No. 2 vehicle-handling port by volume and is working to expand its capacity by 25 percent to meet increasing demand for auto processing services. JAXPORT is home to three auto processors: AMPORTS, Wallenius Wilhelmsen Logistics, and Southeast Toyota Distributors. The Port offers global service from 13 of the world's leading roll-on/roll-off auto carriers, with service across the primary east/west trade lanes of Asia, North America, and Europe. Service is expanding from Mexico as production expands in the region. Central and South America, the Caribbean, Africa, the Middle East, and Oceania are also accessed through JAXPORT with direct services.

The Northeast Florida Regional Council estimates that the redevelopment of the former St. Johns River Power Park property (facilitated by BISAP) will have a substantial impact on the economy by adding 4,640 new permanent jobs at buildout by 2028. Additional regional impacts include adding more than \$724 million to Gross County Product (GCP) and increasing personal disposable income by over \$287 million. Of the jobs created, 3,680 are permanent direct jobs within the following industry sectors and NAICS codes:

1. 483 Water Transportation, including 111 Deep Sea Freight Transportation of cargo to or from foreign ports;
2. 484 Truck Transportation, including 1 General Freight trucking within a combination of network activities including terminal operations;
3. 493 Warehousing and Storage; and
4. 236220 Commercial and Industrial Building Construction for short-term construction of fly-over, warehousing facilities, and asphalt.

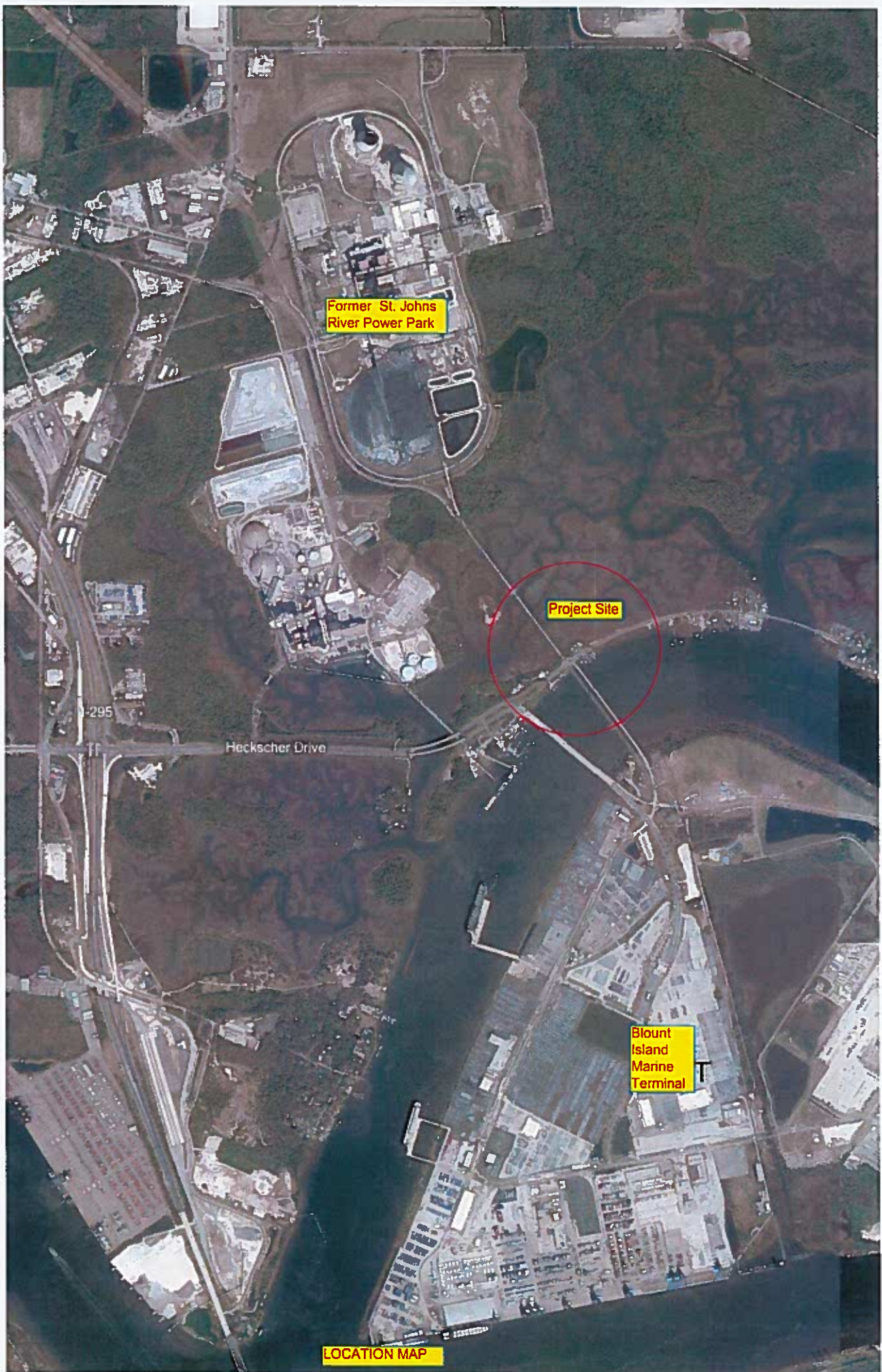
The major benefit of the BISAP is the economic opportunity created and a significant return on investment for Enterprise Florida. This economic returns of this new public infrastructure includes:

1. Short-term and long-term jobs created or retained.
2. Direct, indirect, and induced gains in government revenues.
3. Capital investment by specific private sector businesses.

The BISAP project connects to the region's broader economic vision established by the City of Jacksonville's Office of Economic Development (OED): grow economic based jobs – those that generate goods and services exported outside of the community to bring new dollars into the region. OED identified the Logistics & Distribution sector as a targeted industry and named JAXPORT as the primary

engine affecting Gross County Product. JAXPORT is a large generator of jobs and a key element in the decision for a growing number of companies expanding or moving into to the region. Since many of JAXPORT's terminals are located in or adjacent to the community's economically distressed areas, many community redevelopment efforts encourage companies to locate to these areas. These increases in demand, which will drive our growth of exports and imports, will result in the following benefits to Florida:

1. Help Florida compete in a global economy as trade continues to increase on the East Coast due to the Panama Canal expansion as well as the growing use of the Suez Canal.
2. Protect Jacksonville's standing as a top-ranking auto processing port.
3. Reduce wear and tear on interstates. Studies estimate the wear and tear caused by each truck to be the equivalent of 7,000 cars.
4. Reduce CO2 emissions, as cargo stays on the water longer and the use of environmentally friendly energy like liquefied natural gas grows.



Former St. Johns
River Power Park

Project Site

Blount
Island
Marine
Terminal

295

Heckscher Drive

LOCATION MAP

JACKSONVILLE PORT AUTHORITY
APPROVAL AUTHORITY MATRIX

| Int. | Delegated To: | Initiate Contracts/Purchase Orders/Change Orders/PM's Service Purchase Orders/Budget Transfers (1) | | | | | | | | | | Other | | | | |
|------|---------------|--|---------------|---------|-----------|-------------------|----------------------------------|--|-----------------|----------------|-------------------------|------------------|------------|---------------------|--|--|
| | | Execute Leases & Other Use Agreements (1) | Advisoria (2) | Capital | Operating | Change Orders (3) | Progress Payments & Releases (4) | Settle Claims Litigation Write-offs & Customer Adjustments | Revs. & Charges | Execute Orders | Documents & Reports (5) | Staffing Actions | Travel (6) | Business Promotions | | |
| 1 | EO | 5 Years | Full | 500 | 500 | 500 | Full | 100 | Full | Full | Full | Full | Full | Full | | |
| 2 | NO | - | Full | 50 | 25 | 50 | Full | 50 | Full | - | Full | - | Full | 1 | | |
| 3 | FW | - | Full | 50 | 25 | 250 | Full | 50 | Full | - | Full | - | Full | 0.5 | | |
| 4 | BM | - | Full | 50 | 25 | 250 | Full | - | Full | - | Full | - | Full | 0.5 | | |
| 5 | LW | - | - | - | 25 | 25 | Full | - | Full | - | Full | - | Full | 0.5 | | |
| 6 | JO | - | - | - | 25 | 25 | Full | - | Full | - | Full | - | Full | 0.5 | | |
| 7 | JB | - | - | 50 | 25 | 100 | Full | - | Full | - | Full | - | Full | 0.5 | | |
| 8 | NR | - | - | - | 25 | 25 | Full | - | Full | - | Full | - | Full | 0.5 | | |
| 9 | JG | - | - | 12 | 25 | 12 | Full | 5 | Full | - | Full | - | Full | 0.5 | | |
| 10 | MG | - | - | 12 | 12 | 25 | Full | - | Full | - | - | - | - | 0.5 | | |
| 11 | CB | - | - | 8 | 9 | 9 | Full | - | Full | - | - | - | - | 0.5 | | |
| 12 | MM | - | - | 12 | 25 | 12 | Full | 5 | Full | - | Full | - | Full | 0.5 | | |
| 13 | DM | - | - | 12 | 12 | 12 | Full | 10 | Full | - | - | - | - | 0.5 | | |
| 14 | RP | - | - | - | 6 | 6 | Full | - | Full | - | - | - | - | 0.5 | | |
| 15 | TB | - | - | 6 | 6 | 6 | Full | - | Full | - | Full | - | Full | 0.5 | | |
| 16 | DS | - | - | - | 6 | 6 | Full | - | Full | - | Full | - | Full | 0.5 | | |
| 17 | SJ | - | - | 6 | 6 | 6 | Full | - | Full | - | Full | - | Full | 0.5 | | |
| 18 | VW | - | - | - | 6 | 6 | Full | - | Full | - | Full | - | Full | 0.5 | | |
| 19 | RR | - | - | - | 6 | 6 | Full | 6 | Full | - | - | - | - | - | | |
| 20 | CC | - | - | - | 6 | 6 | Full | - | Full | - | - | - | - | - | | |
| 21 | SKNP | - | - | 9 | 9 | 6 | Full | 5 | Full | - | - | - | - | - | | |
| 22 | DB/MB | - | - | 8 | 9 | 5 | Full | 5 | Full | - | - | - | - | - | | |
| 23 | JS/MS | - | - | - | 3 | 3 | Full | 3 | Full | - | - | - | - | - | | |
| 24 | RD | - | - | - | 3 | 3 | Full | 3 | Full | - | - | - | - | - | | |

FOOTNOTES

Approval Authority Matrix
To be read in conjunction with JPA Policy No. 39 and Delegation of Signing Authority Policy No. 51
(Dollars in Thousands)

- (1) The Chief Executive Officer has full authority to execute lease agreements up-to 5 years or less.
- (2) After approval, advertisements must be placed by the Purchasing Department or the Engineering Departments consistent with Charter Provisions (Section 10) and Procedure GOP 1215 "Procurement Code for the Jacksonville Port Authority.
- (3) Provides for the approval of any change order, either positive or negative, to a Capital or Maintenance Project contract or SPO that was approved by either the Board, Chief Executive Officer, or his delegates where the cumulative value (excluding Board approved contingencies/change orders) of all positive change orders or the cumulative value of all negative change orders does not exceed the delegate's signing authority and are within budget. (Positive and negative change orders are to be considered separately and not netted together). **The savings from material quantity variances and tax saving purchase orders are to be excluded, when determining the cumulative value of all positive and negative change orders.** For authority regarding Tax Savings Purchase Orders, see item 8 below. Any other change orders are authorized only to the extent that the original contract and all positive change orders in the aggregate do not exceed the delegate's signing authority and are within budget.
- (4) Refers to transactions previously approved by the Board, Chief Executive Officer or other authorized person.
- (5) Provides for authorization to make informational filings required by city, state and federal government agencies and to make the related payments when the operating budget provided another signature is not required by such agency.
- (6) Refers to travel expenses outside of Duval County (DED103).
- (7) Operating and Capital
The Chief Executive Officer and Chief Financial Officer have full authority to make transfers within the Board approved Operating and Capital Budget. Refer to Procedure BUD527 "Transfer Project Cost" for further detail. In addition, if the Capital Budget transfer is creating a new capital project greater than \$1,000,000 that did not exist on the original submitted capital budget, Board Approval is required. All Operating and Capital Purchases over \$500,000 require Board Approval.
The Chief Executive Officer has full authority for emergency expenditures provided that it is reported to the Board at its next regularly scheduled meeting.
- (8) Provides for full authority to issue Tax Savings Purchase Orders in accordance with Procedure PUR226, Sales Tax Exemption - Construction Purchasing Procedures and Tax Savings Contract Change Order(s) in accordance with the applicable Construction Agreement.

Chief Executive Officer Approval: 

Date: 10-10-18

**Delegation of Signing Authority Matrix
Effective - October 10, 2018**

| | | |
|----|-------------------|--|
| 1 | Eric Green | Chief Executive Officer |
| 2 | Kristen DeMarco | Chief Commercial Officer |
| 3 | Frederick Wong | Chief Operating Officer |
| 4 | Beth McCague | Chief Financial Officer |
| 5 | Linda Williams | Chief, Administrator and Corporate Performance |
| 6 | Justin Damiano | Director Government & Community Affairs |
| 7 | James Bennett, PE | Senior Director Engineering & Construction |
| 8 | Nancy Rubin | Senior Director Communications |
| 9 | Jacqueline Glass | Director Procurement Services |
| 10 | Marv Grieve | Director Project Management |
| 11 | Cliff Baker | Director Engineering & Construction |
| 12 | Mike McClung | Director Finance |
| 13 | Doug Menefee | Director Terminal |
| 14 | Robert Peek | Director Marketing |
| 15 | Tammy Brown | Director Public Safety |
| 16 | David Stubbs | Director Properties & Environmental Compliance |
| 17 | Steve Johnstone | Director Information Technology |
| 18 | Valerie Witt | Director Human Resources |
| 19 | Retta Rogers | Manager Procurement Services |
| 20 | Chris Crouch | Manager Risk Management |
| 21 | Steve Kapuska | Manager Terminal Operations, BIMT |
| | Ken Page | Manager Terminal Operations, TMT |
| 22 | David Barber | Manager Equipment, TMT |
| | Mike Becker | Manager Equipment, BIMT |
| 23 | John Schnippert | Manager Public Safety, Operations |
| | Mark Baughman | Manager Public Safety, Administration |
| 24 | Rebecca Dicks | Senior Executive Assistant and Board Liaison |