



## **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 Kissimmee

Government Federal Employer Identification Number: [REDACTED]

### Contact Information:

Primary Contact Name: Randy Schrader

Title: Project Manager

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Kissimmee, FL 34741

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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.

Project Title: Shingle Creek Regional Trail

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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.

The Shingle Creek Regional Trail (SCRT) is a multi-use recreational trail being developed through cooperation between all levels of government. The project is a partnership between the local governments of the City of Kissimmee, Osceola County, the City of Orlando, and Orange County. Regional and state entities including MetroPlan Orlando, South Florida Water Management District, FDEP and FDOT are all participating partners. When fully constructed, it will span 32 miles through one of Florida’s most traveled urbanized areas. The trail will become part of an extensive trail network that extends from Kissimmee to Wekiva Springs State Park, and from Orlando to Mascotte. In its entirety, it will serve as a key north-south connector in a larger regional trail network that includes the West Orange Trail, South Lake Trail, Cross Seminole Trail, and Seminole Wekiva Trail. The trail will also connection to the State’s recently created Coast-to-Coast Connector. Completing the SCRT will significantly increase transportation options for bikers and pedestrians in urban Central Florida. It will connect thousands of residents from several counties to commercial, education and recreation areas. The proposed project is the critical link between two counties and will serve a main transportation corridor for access to jobs and workforce training.

The Shingle Creek Regional Trail project will have a significant economic impact on the region. The trail corridor will provide immediate job creation as a result of the scope of the construction. It is anticipated that many of the construction jobs will be offered by local companies and held by those living in the central Florida area. The significant investment needed to complete the project will impact all levels of the local economy.

While the immediate economic benefit is sizable, the long-term impacts will be far greater. The Orlando area is one of the largest regional growth centers in the United States. The Orlando



MSA was ranked #4 in the nation in 2015. To meet the needs of the expanding workforce the 32 miles of trails will provide access to commercial and commerce hubs, schools, hospitals and major residential developments. The SCRT directly connects to the following:

- Downtown Kissimmee Business District
- Kissimmee Regional Airport and Commerce Park
- Kissimmee Medical Arts District
- Kissimmee Lakefront
- Osceola County Welcome Center
- Flora Ridge Development
- Multiple public elementary, middle and high schools

The Flora Ridge Development includes over 2,000 single family homes, 1,600 multi-family residences and 600 hotel rooms. The area also has 1,400,000 SF of retail, 700,000 SF of office space and 400,000 SF of industrial uses.

The trail will increase employment opportunities for thousands of residents that are transportation disadvantaged. Many taking advantage of the new trail do not have access to an automobile and will need the trail to get to existing jobs and start new jobs and apply and interview for future employment. The project will also increase access to public transportation, providing location along the trail where the regional commuter systems can be utilized. A person living in Mascotte can use the trail to travel to the nearby bus stop and/or SunRail and commute to a job at the theme parks or as far away as Sanford.

Increasing demand for roadway infrastructure to accommodate vehicles has placed severe strain on transportation infrastructure in many cities. Urban traffic congestion is one of the major issues that many communities in the United States face on a daily basis. The City of Kissimmee is no exception. To deal with the increasing demand on the transportation system, most cities are moving towards implementing an interconnected multimodal transportation network where the trips on the roadway network get distributed among the different transportation modes. Toward this end, Kissimmee has adopted a Multimodal Transportation District (MMTD). In a truly multimodal system, shorter automobile trips are substituted by walking or bicycling trips, and public transit has much higher utilization than it currently does. Walking and bicycling may also be utilized as a means for increasing access to transit. Improvements to multimodal corridors such as the Shingle Creek Regional Trail will improve transportation options for an entire region, relieve congestion along the tourist corridor, provide safe routes to citizens who rely on alternative modes of travel, and bring new economies to the community.

One of the main transportation goals in the Transportation Element of the City's Comprehensive Plan includes planning for a safe, convenient, and energy efficient multimodal transportation system and providing a bicycle and pedestrian friendly community for residents and visitors. Multimodal transportation system planning includes developing, programming, and providing for the infrastructure needs of users of all modes of transportation. In Kissimmee, these modes include: walking, bicycling, transit, and automobile. Kissimmee has a significant bicycling and pedestrian community that uses bicycles for commuting, shopping, and recreational purposes. A significant amount of bicycling and pedestrian activities are associated with residential neighborhoods, the downtown business district, and other commercial areas in the City. The development of the proposed project and SCRT will allow these goals to be met and enhance the growing regional multi-modal transportation system.



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

- i. Economic recovery in specific regions of the state;
- ii. Economic diversification; or
- iii. Economic enhancement of a Targeted Industry (View Florida's [Targeted Industries here.](#))
  1. 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.
  2. Further, include the economic impact on the community, region, or state and the associated metrics used to measure the success of the proposed project.

The project will provide direct access to employment at several growing economic centers along the corridor including the Kissimmee Gateway Airport project. The City has completed a Strategic Plan for the Airport that focuses on transforming the facility into a skilled employment center. The airport and surrounding commerce areas will provide hundreds of employment opportunities in aviation, technology and manufacturing fields. The City has already begun redevelopment efforts enhancing infrastructure such as roads and utilities to prepare for the implementation of the plan.

A major component of the Kissimmee Gateway Airport Project is the development of educational and workforce training facilities. The first step in becoming a hub for aviation training is the expansion of Aviator College to the site. The campus will serve as an extension to the college's main campus in Fort Pierce with a focus on airframe and power plant mechanics certification. The location was ideal for the School because of the central location, proximity to transportation options and the size and make-up of the potential pool of students.

Completed in 2015 the College brought 60 full-time jobs at an average wage \$40,000. The College will provide training for jobs within the field of aviation mechanics, from general maintenance, repair and inspection of aircraft to mechanics in specific systems. Salaries in this field have an annual wage of \$57, 610, according to the U.S. Bureau of Labor Statistics, which is \$24,330 more than Osceola County's average annual wage of \$33,280. The City believes that success of the school will lead to the establishment of a regional aviation training hub. The completion of the trail will allow the facilities to be accessible by foot and bicycle from not only Kissimmee but greater Osceola County and parts of Orange County.

Another major employment center the trail project will provide is access to the Kissimmee Medical Arts Center. The City of Kissimmee has recently launched a Medical Arts District economic development initiative based on the anchor tenants Florida Hospital and Osceola Regional Hospital. The city's Medical Arts District project aims to create a medical hub between Florida Hospital Kissimmee and Osceola Regional Medical Center, which are 1.5 miles apart. Currently in the 1.5 square mile district there are



150 medical related companies that comprise 4000 employees.

In addition to allowing its current 4000 employees transportation alternatives. The District is poised for significant growth. There currently are 158 vacant parcels, or 130 acres, within the designated district zones. As this land is developed into new medical facilities and offices new jobs will follow, both high paying skilled positions and support personnel. The regional trail corridor will provide a safe and affordable method for all those working within the District.

The creation of economic growth by the project will not be solely the result of providing access to employment and workforce training. The regional trail itself will have an economic impact through ecotourism. Globally adventure tourism is valued at \$263 billion, making it one of the fastest growing categories of tourism that attracts high value customers, supports local economies, and encourages sustainable practices. Approximately 15 percent of U.S. travelers are considered ecotourists.

Trails in Florida have proven to be successful economic engines. An estimated 38.3 billion dollars each year in trail related spending occurs in Florida. The regional trails which will connect to the SCRT serve as a model for the project. The West Orange, Little Econ and Cady Way trails in Orange County supported 516 jobs and had an economic impact of \$42.6 million in 2010, according to a study conducted by the East Central Florida Regional Planning Council. Another similar economic comparison can be made from success of the West Orange Trail running through downtown Winter Garden. The trail has produced 5 million dollars in economic impact including supporting 61 jobs. The completion of the Shingle Creek Regional Trail is anticipated to have a similar impact on downtown Kissimmee.

To confirm the relationship between trails and economic growth the East Coast Regional Planning Council partnered with Florida Department of Environmental Protection's Office of Greenway and Trails to determine business activity and consumer spending related to trail use in Orange County. Using an REMI Policy Insight Model the Council was able to obtain that the County trails supported 516 jobs and 42.6 million dollars in sales or output.



**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.

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

The project is located near the northern boundary of the City of Kissimmee. The project area will be along Osceola Parkway (SR 535) and the Osceola/Orange County boundary. A map of the project location is attached.

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

D.  Federal  State  **County**  City  Other\_\_\_\_\_

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

The project will require a modification to an existing SFWMD, City Building Permit, Osceola Express Authority ROW Utilization

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?

The SFMWD has been obtained but will need to be modified. The remaining permits are being initiated. If needed the City and County permits can be expedited to start construction.

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 project site will be constructed partially in area with a FLU of Recreation. The remaining portion of the project will occur within a FLU designation of Mixed-Use (MU-FR). The project conforms to acceptable uses within these designations.

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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

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

Yes       No

The project design and engineering has been completed. The permitting process is being initiating. The construction of the project can begin within the next 4-6 months. This includes finalizing permitting and completing the bidding process.

J. Does this project have a local match amount?

Yes       No

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

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

Attached to the application are



### 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	\$ 17,608,881	
Reconstruction	\$	
Design & Engineering	\$ \$800,000	
Land Acquisition	\$	
Land Improvement	\$	
Other	\$	Please Specify: _____
<b>Total Project Costs</b>	<b>\$ 18,408,881</b>	

**B. Other Public Infrastructure Project Funding Sources:**

City/County	\$	
Private Sources	\$	
Other (grants, etc.)	\$ 800,000	Please Specify: FDOT LAP FUNDING -
<b>Total Other Funding</b>	<b>\$ 0.00</b>	Design/Engineering
<b>Total Amount Requested</b>	<b>\$ 17,608,881</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.**

The City of Kissimmee is requesting \$17,608,881 to construct the proposed project. The funding will be used to engage a contractor to complete the described project activities. Once funding is obtained the City will use in-house staff to competitively bid the project, select a contractor and begun construction.

The design and engineering for the project was funded by the Florida Department of Environmental through a Local Partnership Agreement. The Department funded approximately \$800,000 for the completion of design and permitting.



#### 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 Kissimmee City Commission would be required to approved the grant agreement. The Commission meets twice a month (1st and 3rd Monday). A schedule of the meetings through the end of 2017 is attached.

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- 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.

A schedule of the upcoming meetings is attached.

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

The City Commission can hold a special meeting with a minimum of 3 business days. The City will hold a special meeting if needed to approve the grant agreement.

- 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 Kissimmee

Name and Title of Authorized Representative: Mike Steigerwald

Representative Signature: \_\_\_\_\_

Signature Date: \_\_\_\_\_