



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 North Port

Government Federal Employer Identification Number: 59-6072227

Contact Information:

Primary Contact Name: Ben Newman

Title: Projects Engineer

Mailing Address: 1100 North Chamberlain Boulevard
North Port, FL. 34286

Phone Number: 941-240-8320

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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 Attachment 1, 1A for detailed description of project

- 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 1, 1E/F for detailed discussion on the beneficial linkage of the proposed infrastructure project and existing and future businesses.

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 1, 1E./F. for detailed discussion on the linkage of the City of North Port's proposed infrastructure project with the economic recovery and diversification of the City's business sector.

N/A

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.

See Attachment 1, 2B for project commencement date.

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

See Attachment 1, 2C. for description of project limits and Attachment 3 (Vicinity Map).

- 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 Attachment 1, 2E required and acquired permits.

- 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?

Environmental Resource Permit #43042413.000 has been issued by the Southwest Florida Water Management District. No other permits are required.

- 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 land use category is "Activity Center" and the proposed linear parking project is accessory to, and complements the mixed professional and commercial uses permitted in this land use designation.



- 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.

The City of North Port is providing the match (\$465,600); the proposed project is an approved and funded CIP project contingent on additional State funding (\$424,400).

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

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

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	\$ 850,000	
Reconstruction	\$ -0-	
Design & Engineering	\$ 35,600	
Land Acquisition	\$ -0-	
Land Improvement	\$ -0-	
Other	\$ -0-	Please Specify: _____
Total Project Costs	\$ 885,600	

B. Other Public Infrastructure Project Funding Sources:

City/County	\$ 461,200*	
Private Sources	\$ -0-	
Other (grants, etc.)	\$ -0-	Please Specify: _____
Total Other Funding	\$ 461,200	
Total Amount Requested	\$ 424,400	

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 has committed these funds through an identified and approved Capital Improvement Program project (see Attachment 1, 3C - CIP Project Sheet).



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)?

Approval by City Commission

- 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.

Not applicable

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

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

- 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 North Port

Name and Title of Authorized Representative: Peter D. Lear, CPA, CGMA

Representative Signature: Print, sign, scan and attach with form submission.

Signature Date: _____

ATTACHMENT 1

FLORIDA DEPARTMENT OF ECONOMIC OPPORTUNITY FLORIDA JOB GROWTH GRANT FUND PUBLIC INFORMATION GRANT PROPOSAL

1A. Project Title - US 41 Linear Parking Project

Construction of 91 angled parking spaces along the south access road of US 41 between Bolander Terrace and Almonte Terrace, including landscaping and stormwater modifications. Parking spaces are strategically located to target established commercial development demonstrating a need for additional parking (See Attachment 2).

1E/F. Prior to its incorporation in 1959, the City of North Port was part of a larger General Development Corporation platted residential community known as "North Port Charlotte" which encompassed lands in both Sarasota and Charlotte Counties. The initial platting focused retail/commercial uses primarily in Charlotte County population center. That portion of the plat, that was to become the City of North Port, relied on existing retail, commercial uses found along the US-41 corridor.

From the time of its incorporation until the mid-1980's the City was basically a bedroom community that served as a workforce provider for the greater Sarasota-Manatee-Charlotte-Lee county region. As such early commercial/retail uses were limited to small 'mom and pop' operations along the US-41 corridor, and located either in a disjointed strip developments or individual parcels. Consequently, this growth pattern of linear, small parcel development along the US-41 corridor has led to development problems. These problems include but are not limited to:

- 1) Existing development with insufficient area for on-site parking, stormwater retention or landscaping
- 2) Undersized or lack of potable and waste water infrastructure
- 3) Inefficient access management and on-site traffic management

Starting in the mid-1980's until the present the City of North Port there has undertaken a concentrated effort to develop its economy through the diversification of its tax base from a predominately residential to a mixed base of residential, commercial, industrial and institutional land uses. Through the City's comprehensive planning effort and local, regional and state partnerships the City has balanced the ratio of land uses and has attained a basic level of infrastructure (e.g. schools, police and fire stations, water and sewer plants, roads, etc.); however, the City has an area of 104 square miles with a build out of only 28±%. The provision and retrofitting infrastructure is still a major need and driver of its economic health.

As indicated earlier the US-41 corridor in North Port has been traditionally its retail corridor where iconic and legacy small businesses have begun and thrived. In recent years the collection of small stores and offices have been joined by regional and national retailers, professional and office-

based businesses such as health care, finance, banking, and accounting, as well as personal and professional services support firms.

The Great Recession took its toll on the US-41 businesses and in fact, some of the older buildings that have been built since the 1950s to 1970s HAVE started to exhibit visible wear and tear. The maintenance and rehabilitation of these small retail and office locations along the US-41 corridor is very important. This is evidenced by the City's Economic Development Element which acknowledges small business revitalization and retention as vital components to the City's overall economic development strategy. Moreover, the City has allocated \$300,000 of City CDBG funds into a US 41 Façade Improvement Program. With North Port's economy gaining ground from the macroeconomic recovery and benefitting from the City's other economic development initiatives, the US-41 corridor is growing and keeping pace with the City's current 3.3% annual population growth rate. The City's efforts to retain and grow our small to medium retail and professional businesses is coming to fruition as shown in the in rapidly decreasing vacancy rate (83% in 2006 to 24% in 2017) in this sector (Source: Sarasota Economic Development Corporation, Real Estate Roundtable Group).

With the tremendous growth of the City, both in number of residents (178 in 1960 to 64,274 in 2016) and number of businesses (9 in 1959 to 3,785 in 2015), it is important to maintain viable locational options for start-up and small and medium businesses. For older venues parking has become a key factor in the success of small and medium businesses. The City's push to provide the linear parking amenity to supplement the existing parking spaces is an excellent example of how local government can support a growing local economy by ensuring its long-term viability.

- 2B. Bidding phase of project initiated within one week of grant award. Construction contract is 120 calendar days.
- 2C. Project limits along southerly access road of US41, between Bolander Terrace and Almonte Terrace.
- 2E. An Environmental Resource Permit application was submitted for the project regarding stormwater treatment and storage. No other permits are anticipated for the project.
- 4B.ii. The Commission could hold a special meeting, but with the regular meeting schedule it will not be necessary.

ATTACHMENT 2

CIP PROJECT PAGE

Transportation

PROJECT TITLE: Tamiami Trail Parking Areas

PROJECT CODE: R16TTP

PROJECT TYPE: New X Improvement Replacement /Renovation

PRIORITY: High X Medium Low

BID DATE: November-16

CONSTRUCTION START DATE: March-17

EXPECTED COMPLETION DATE: March-18

CITY VALUE(s):

Encourage economic growth & community prosperity

Ensure a safe community

STRATEGIC GOAL(s):

Alive Activity Centers

Maintained/Upgraded/Expanded City Infrastructure

CATEGORY:

Public Works-Transportation

PROJECT DESCRIPTION AND JUSTIFICATION

This project is for the construction of a series of linear parking spaces along the Tamiami Trail frontage road south of US 41 between Bolander Terrace and North Port Boulevard, and between Landover Terrace and Almonte Terrace. It is anticipated to provide angle parking similar to the angle parking on the north side of US 41, west of Pan American Boulevard.



For illustrative purposes only

OPERATING BUDGET IMPACT

Additional maintenance costs to include litter pick up and landscape maintenance. Periodically, the parking stripes will need repainted and asphalt repairs made.

TOTAL ESTIMATED COST: \$ 461,200

Capital Improvement Element of Comprehensive Plan

Part of Capital Improvement Element (CIE)

Project to go to DEO

Proportionate Fair Share shown

Level of Service (LOS) Restored

Consistent with MPO long-range plan

Meets FS 163.3164

Carryover

Cumulative Project Budget at 10/01/16	Cumulative Project Expenditures	Current YTD Encumbrances	Current Remaining Balance	Estimated Carryover at 09/30/17
\$ 461,200	\$ (30,989)	\$ (4,884)	\$ 425,327	\$ 430,211

Funding Source	Prior Years	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	5 Yr Total	FY 22-27
306-Surtax	\$ 461,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL FUNDING	\$ 461,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Expenditure Type	Prior Years	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	5 Yr Total	FY 22-27
Planning & Design	\$ 35,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	425,600	-	-	-	-	-	-	-
TOTAL COST	\$ 461,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Operating Impacts	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	5 Yr Total	FY 22-27
Repairs & Maintenance	\$ 500	\$ 530	\$ 550	\$ 580	\$ 3,000	\$ 5,160	
TOTAL OPERATING IMPACTS	\$ 500	\$ 530	\$ 550	\$ 580	\$ 3,000	\$ 5,160	\$ -

Project Vicinity Map

