

Triumph Gulf Coast, Inc. Application for Funds

July 2019

***** IMPORTANT *****

Required for ALL Projects in Bay, Franklin, Gulf and Wakulla Counties

Hurricane Michael Application Addendum

For ALL regular project applications not yet approved by the Triumph Gulf Coast Board in Bay, Franklin, Gulf and Wakulla counties:

Please provide documentation of support or continued support for the proposal as a component of the county's post-Hurricane Michael recovery efforts made by the Board of County Commissioners (for each Hurricane Michael impacted county included in the project) on a date after October 10, 2018.

Triumph Gulf Coast, Inc. Trust Fund Application for Funds

Proposal Instructions: The Triumph Gulf Coast, Inc. Trust Fund Grant Application (this document) must be completed by the entity applying for the grant and signed, as applicable, by either the individual applying for funds, an individual authorized to bind the entity applying for funds, a chief elected official, the administrator for the governmental entity or their designee. Please read the Application carefully as some questions may require a separate narrative to be completed. In addition, please complete all Addendums that may be applicable to the proposed project or program.

Triumph Gulf Coast, Inc. will make awards from available funds to projects or programs that meet the priorities for economic recovery, diversification, and enhancement of the disproportionately affected counties. Triumph Gulf Coast, Inc. may make awards for:

- Ad valorem tax rate reduction within disproportionately affected counties;
- Local match requirements of s. 288.0655 for projects in the disproportionately affected counties;
- Public infrastructure projects for construction, expansion, or maintenance which are shown to enhance economic recovery, diversification, and enhancement of the disproportionately affected counties;
- Grants to local governments in the disproportionately affected counties to establish and maintain equipment and trained personnel for local action plans of response to respond to disasters, such as plans created for the Coastal Impacts Assistance Program;
- Grants to support programs that prepare students for future occupations and careers at K-20 institutions that have campuses in the disproportionately affected counties. Eligible programs include those that increase students' technology skills and knowledge; encourage industry certifications; provide rigorous, alternative pathways for students to meet high school graduation requirements; strengthen career readiness initiatives; fund high-demand programs of emphasis at the bachelor's and master's level designated by the Board of Governors; and, similar to or the same as talent retention programs created by the Chancellor of the State University System and the Commission of Education; encourage students with interest or aptitude for science, technology, engineering, mathematics, and medical disciplines to pursue postsecondary education at a state university or a Florida College System institution within the disproportionately affected counties;
- Grants to support programs that provide participants in the disproportionately affected counties with transferable, sustainable workforce skills that are not confined to a single employer; and
- Grants to the tourism entity created under s. 288.1226 for the purpose of advertising and promoting tourism and Fresh From Florida, and grants to promote workforce and infrastructure, on behalf of all of the disproportionately affected counties.

Pursuant to Florida Law, Triumph Gulf Coast, Inc. will provide priority consideration to Applications for projects or programs that:

- Generate maximum estimated economic benefits, based on tools and models not generally employed by economic input-output analyses, including cost-benefit, return-on-investment, or dynamic scoring techniques to determine how the long-term economic growth potential of the disproportionately affected counties may be enhanced by the investment.
- Increase household income in the disproportionately affected counties above national average household income.
- Leverage or further enhance key regional assets, including educational institutions, research facilities, and military bases.
- Partner with local governments to provide funds, infrastructure, land, or other assistance for the project.
- Benefit the environment, in addition to the economy.
- Provide outcome measures.
- Partner with K-20 educational institutions or school districts located within the disproportionately affected counties as of January 1, 2017.
- Are recommended by the board of county commissioners of the county in which the project or program will be located.
- Partner with convention and visitor bureaus, tourist development councils, or chambers of commerce located within the disproportionately affected counties.

Additionally, the Board of Triumph Gulf Coast, Inc. may provide discretionary priority to consideration of Applications for projects and programs that:

- Are considered transformational for the future of the Northwest Florida region.
- May be consummated quickly and efficiently.
- Promote net-new jobs in the private sector with an income above regional average household income.
- Align with Northwest Florida FORWARD, the regional strategic initiative for Northwest Florida economic transformation.
- Create net-new jobs in targeted industries to include: aerospace and defense, financial services/shared services, water transportation, artificial intelligence, cybersecurity, information technology, manufacturing, and robotics.
- Promote industry cluster impact for unique targeted industries.
- Create net-new jobs with wages above national average wage (*e.g.*, similar to EFI QTI program, measured on graduated scale).
- Are located in Rural Area of Opportunity as defined by the State of Florida (DEO).
- Provide a wider regional impact versus solely local impact.
- Align with other similar programs across the regions for greater regional impact, and not be duplicative of other existing projects or programs.
- Enhance research and innovative technologies in the region.
- Enhance a targeted industry cluster or create a Center of Excellence unique to Northwest Florida.
- Create a unique asset in the region that can be leveraged for regional growth of targeted industries.

- Demonstrate long-term financial sustainability following Triumph Gulf Coast, Inc. funding.
- Leverage funding from other government and private entity sources.
- Provide local investment and spending.
- Are supported by more than one governmental entity and/or private sector companies, in particular proposed projects or programs supported by more than one county in the region.
- Provide clear performance metrics over duration of project or program.
- Include deliverables-based payment system dependent upon achievement of interim performance metrics.
- Provide capacity building support for regional economic growth.
- Are environmentally conscious and business focused.
- Include Applicant and selected partners/vendors located in Northwest Florida.

Applications will be evaluated and scored based on compliance with the statutory requirements of the Triumph Gulf Coast legislation, including but not limited to the priorities identified therein and the geographic region served by the proposed project or program.

Applicant Information

Name of Individual (if applying in individual capacity): _____

Name of Entity/Organization: Franklin County Board of County Commissioners

Background of Applicant Individual/Entity/Organization: Local Government that owns the airport.

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

Federal Employer Identification Number: 59-600-612

Contact Information:

Primary Contact Information: Alan C. Pierce

Title: RESTORE Coordinator

Mailing Address: 34 Forbes Street

Apalachicola, Florida 32320

Phone: 850-653-5727

Email: alanp@franklincountyflorida.com

Website: Franklincountyflorida.com

Identify any co-applicants, partners, or other entities or organizations that will have a role in the proposed project or program and such partners proposed roles.

Centric Aviation, LLC (FBO @ Apalachicola Regional - Cleve Randolph Field)

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

Total amount of funding requested from Triumph Gulf Coast: \$1,084,000.00

Has the applicant in the past requested or applied for funds for all or part of the proposed project/program?

☐ Yes ☒ No

If yes, please provide detailed information concerning the prior request for funding, including:

- the date the request/application for funding was made;
- the source to which the request/application for funding was made,
- the results of the request/application for funding, and
- projected or realized results and/or outcomes from prior funding.

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

Describe the financial status of the applicant and any co-applicants or partners:

Franklin County Board of County Commissioners is solvent, and has no long term debt. Franklin County will own all of the improvements made under this application. Centric Aviation, LLC (FBO) is a partner and is also solvent with no long term debt.

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

In a separate attachment, please provide financial statements or information that details the financial status of the applicant and any co-applicants or partners.

See Attachment A for financial information on co-applicant, Centric Aviation, LLC.

Has the applicant or any co-applicants, partners or any associated or affiliated entities or individuals filed for bankruptcy in the last ten (10) years?

☐ Yes ☒ No

If yes, please identify the entity or individual that filed for bankruptcy and the date of filing.

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

Eligibility

Pursuant to Section 288.8017, Triumph Gulf Coast, Inc. was created to make awards from available funds to projects or programs that meet the priorities for economic recovery, diversification, and enhancement of the disproportionately affected counties. The disproportionately affected counties are: Bay County, Escambia County, Franklin County, Gulf County, Okaloosa County, Santa Rosa County, Walton County, or Wakulla County. *See*, Section 288.08012.

1. From the choices below, please check the box that describes the purpose of the proposed project or program (check all that apply):

- ☐ Ad valorem tax rate reduction within disproportionately affected counties;
- ☐ Local match requirements of s. 288.0655 for projects in the disproportionately affected counties;
- ☒ Public infrastructure projects for construction, expansion, or maintenance which are shown to enhance economic recovery, diversification, and enhancement of the disproportionately affected counties;
- ☐ Grants to local governments in the disproportionately affected counties to establish and maintain equipment and trained personnel for local action plans of response to respond to disasters, such as plans created for the Coastal Impacts Assistance Program;
- ☐ Grants to support programs that prepare students for future occupations and careers at K-20 institutions that have campuses in the disproportionately affected counties. Eligible programs include those that increase students' technology skills and knowledge; encourage industry certifications; provide rigorous, alternative pathways for students to meet high school graduation requirements; strengthen career readiness initiatives; fund high-demand programs of emphasis at the bachelor's and master's level designated by the Board of Governors; and, similar to or the same as talent retention programs created by the Chancellor of the State University System and the Commission of Education, encourage students with interest or aptitude for science, technology, engineering, mathematics, and medical disciplines to pursue postsecondary education at a state university or a Florida College System institution within the disproportionately affected counties;
- ☐ Grants to support programs that provide participants in the disproportionately affected counties with transferable, sustainable workforce skills that are not confined to a single employer; and
- ☐ Grants to the tourism entity created under s. 288.1226 for the purpose of advertising and promoting tourism and Fresh From Florida, and grants to promote workforce and infrastructure, on behalf of all of the disproportionately affected counties.

2. Provide the title and a detailed description of the proposed project or program, including the location of the proposed project or program, a detailed description of, and quantitative evidence demonstrating how the proposed project or program will promote economic recovery, diversification, and enhancement of the disproportionately affected counties, a proposed timeline for the proposed project or program, and the disproportionately affected counties that will be impacted by the proposed project or program.

See Attachment B

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

3. Explain how the proposed project or program is considered transformational and how it will effect the disproportionately affected counties in the next ten (10) years.

See Attachment C

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

4. Describe data or information available to demonstrate the viability of the proposed project or program.

See attachment D

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

5. Describe how the impacts to the disproportionately affected counties will be measured long term.

See Attachment E

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

6. Describe how the proposed project or program is sustainable. (Note: Sustainable means how the proposed project or program will remain financially viable and continue to perform in the long-term after Triumph Gulf Coast, Inc. funding.)

The project is sustainable because there is a revenue stream created from the sale of fuel to provide for long-term maintenance and operation of the fuel farm.

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

7. Describe how the deliverables for the proposed project or program will be measured.

See Attachment F

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

Priorities

1. Please check the box if the proposed project or program will meet any of the following priorities (check all that apply):

- ☐ Generate maximum estimated economic benefits, based on tools and models not generally employed by economic input-output analyses, including cost-benefit, return-on-investment, or dynamic scoring techniques to determine how the long-term economic growth potential of the disproportionately affected counties may be enhanced by the investment.
- ☐ Increase household income in the disproportionately affected counties above national average household income.
- ☒ Leverage or further enhance key regional assets, including educational institutions, research facilities, and military bases.

- ☒ Partner with local governments to provide funds, infrastructure, land, or other assistance for the project.
- ☒ Benefit the environment, in addition to the economy.
- ☐ Provide outcome measures.
- ☐ Partner with K-20 educational institutions or school districts located within the disproportionately affected counties as of January 1, 2017.
- ☒ Are recommended by the board of county commissioners of the county in which the project or program will be located.
- ☐ Partner with convention and visitor bureaus, tourist development councils, or chambers of commerce located within the disproportionately affected counties.

2. Please explain how the proposed project meets the priorities identified above.

The proposed project meets the priorities because:

A. Apalachicola Regional Airport in Franklin County is the only public airport in the 3 disproportionately affected counties of Gulf, Franklin, and Wakulla eligible to receive federal federal aviation dollars, and the project enhances this regional asset by replacing an aging fuel delivery system and installing a new back-up generator.

B. Franklin County and Centric are partnering together to provide a local match of funds, and the property that will house the project.

C. The project will benefit the environment by reducing the risk of fuel spills by updating the aging fuel tanks and pumps with newer more reliable models.

D. The project is recommended by Franklin County Board of County Commissioners by virtue of the fact the Board is the applicant.

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

3. Please explain how the proposed project or program meets the discretionary priorities identified by the Board.

N/A

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

4. In which of the eight disproportionately affected county/counties is the proposed project or program located? (Circle all that apply)

Escambia Santa Rosa Okaloosa Walton Bay Gulf Franklin Wakulla

5. Was this proposed project or program on a list of proposed projects and programs submitted to Triumph Gulf Coast, Inc., by one (or more) of the eight disproportionately affected Counties as a project and program located within its county?

☒ Yes ☐ No

If yes, list all Counties that apply: Franklin

6. Does the Board of County Commissioners for each County listed in response to question 5, above, recommend this project or program to Triumph?

☒ Yes ☐ No

****Please attach proof of recommendation(s) from each County identified.
Attachment G, Board Letter**

Approvals and Authority

1. If the Applicant is awarded grant funds based on this proposal, what approvals must be obtained before Applicant can execute an agreement with Triumph Gulf Coast, Inc.?
None
(If additional space is needed, please attach a Word document with your entire answer.)
2. If approval of a board, commission, council or other group is needed prior to execution of an agreement between the entity and Triumph Gulf Coast:
A. Provide the schedule of upcoming meetings for the group for a period of at least six months.
B. State whether that group can hold special meetings, and if so, upon how many days' notice.
N/A
(If additional space is needed, please attach a Word document with your entire answer.)
3. Describe the timeline for the proposed project or program if an award of funding is approved, including milestones that will be achieved following an award through completion of the proposed project or program.
See Attachment H
(If additional space is needed, please attach a Word document with your entire answer.)
4. Attach evidence that the undersigned has all necessary authority to execute this proposal on behalf of the entity applying for funding. 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. In addition, please attach any support letters from partners.

Franklin County is the applicant and the project will be on county owned land.

Funding and Budget:

Pursuant to Section 288.8017, awards may not be used to finance 100 percent of any project or program. An awardee may not receive all of the funds available in any given year.

1. Identify the amount of funding sought from Triumph Gulf Coast, Inc. and the time period over which funding is requested.
\$1,084,000.00 will be requested over a 12 month period.
(If additional space is needed, please attach a Word document with your entire answer.)
2. What percentage of total program or project costs does the requested award from Triumph Gulf Coast, Inc. represent? (Please note that an award of funding will be for a defined monetary amount and will not be based on percentage of projected project costs.)
Total program cost: \$1,224,000.00. TRIUMPH funds represents 89%.
(If additional space is needed, please attach a Word document with your entire answer.)
3. Please describe the types and number of jobs expected from the proposed project or program and the expected average wage.
See attachment D for a full explanation of the economic benefits derived from the project.
(If additional space is needed, please attach a Word document with your entire answer.)
4. Does the potential award supplement but not supplant existing funding sources? If yes, describe how the potential award supplements existing funding sources.
☒ Yes ☐ No
See Attachment I
(If additional space is needed, please attach a Word document with your entire answer.)
5. Please provide a Project/Program Budget. Include all applicable costs and other funding sources available to support the proposal.

A. Project/Program Costs: See Attachment J

Example Costs (Note: Not exhaustive list of possible Cost categories.)

Construction	<u>\$ 320,000.00</u>
Reconstruction	<u>\$ 105,000.00</u>
Design & Engineering	<u>\$ 184,000.00</u>
Land Acquisition	<u>\$ _____</u>
Land Improvement	<u>\$ _____</u>
Equipment	<u>\$ 615,000.00</u>
Supplies	<u>\$ _____</u>
Salaries	<u>\$ _____</u>

Other (specify) \$ _____

Total Project Costs: \$ 1,224,000.00

B. Other Project Funding Sources:

Example Funding Sources (Note: Not an exhaustive list of possible Funding Sources.)

City/County \$ 20,000.00

Private Sources \$ 120,000.00

Other (e.g., grants, etc.) \$ _____

Total Other Funding \$ 140,000.00

Total Amount Requested: \$ 1,084,000.00

Note: The total amount requested must equal the difference between the costs in 3A. and the other 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 attachment K: Detailed Budget Narrative

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

Applicant understands that the Triumph Gulf Coast, Inc. statute requires that the award contract must include provisions requiring a performance report on the contracted activities, must account for the proper use of funds provided under the contract, and must include provisions for recovery of awards in the event the award was based upon fraudulent information or the awardee is not meeting the performance requirements of the award.

☒ Yes ☐ No

Applicant understands that awardees must regularly report to Triumph Gulf Coast, Inc. the expenditure of funds and the status of the project or program on a schedule determined by Triumph Gulf Coast, Inc.

☒ Yes ☐ No

Applicant acknowledges that Applicant and any co-Applicants will make books and records and other financial data available to Triumph Gulf Coast, Inc. as necessary to measure and confirm performance metrics and deliverables.

☒ Yes ☐ No

Applicant acknowledges that Triumph Gulf Coast, Inc. reserves the right to request additional information from Applicant concerning the proposed project or program.

☒ Yes ☐ No

ADDENDUM FOR INFRASTRUCTURE PROPOSALS:

1. Program Requirements

- A. Is the infrastructure owned by the public?
☒ Yes ☐ No
- B. Is the infrastructure for public use or does it predominately benefit the public?
☒ Yes ☐ No
- C. Will the public infrastructure improvements be for the exclusive benefit of any single company, corporation or business entity?
☐ Yes ☒ No
- D. 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 and future businesses.
The upgrading of the fuel delivery system is vital to the continued operation of
Apalachicola Airport which serves 3 disproportionately impacted counties.

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

- E. Provide a detailed description of, and quantitative evidence demonstrating how the proposed public infrastructure project will promote:
- ☐ Economic recovery,
 - ☐ Economic Diversification,
 - ☐ Enhancement of the disproportionately affected counties,
 - ☐ Enhancement of a Targeted Industry.

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

2. Additional Information

- A. Is this project an expansion of existing infrastructure project?
☒ Yes ☐ No
- B. Provide the proposed beginning commencement date and number of days required to complete construction of the infrastructure project.
360 days

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

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

Apalachicola Regional Airport

8 Airport Road

Apalachicola, FL 32320

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

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

County's contracted fixed base operator (FBO) Centric Aviation, LLC.

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

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

None, this is a replacement of facilities project activity. No new functions or activities.

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

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?

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

- F. What is the future land use and zoning designation on the proposed site of the Infrastructure improvement, and will the improvements conform to those uses?

No change to land use or zoning designation. Project is predominantly a replacement of current facilities.

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

- G. 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
-

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

- H. Does this project have a local match amount? If yes, please describe the entity providing the match and the amount.
☒ Yes ☐ No

Centric Aviation, LLC, In Kind Match (trucks - see attachment L) \$120,000.00,

Franklin County Cash \$20,000.00, totalling \$140,000.00.

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

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

Please see Attachment D.

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

I, the undersigned, do hereby certify that I have express authority to sign this proposal on my behalf or on behalf of the above-described entity, organization, or governmental entity:

Name of Applicant: Franklin County
Franklin County

Name and Title of Authorized Representative: Noah Lockley Jr. - Chairman

Representative Signature: Noah Lockley Jr.

Signature Date: July 11, 2019

10/13/2017 FINAL



Joseph L. Whitaker, CPA

ACCOUNTING • TAXES • AUDITS • FINANCIAL SOLUTIONS

May 13, 2019

Florida Triumph Gulf Coast, Inc.
PO Box 12007
Tallahassee, FL 32317

RE: Replacement of Existing Fuel Farm
Centric Aviation, LLC

Dear Sir or Madam:

My name is Joseph L. Whitaker and I am the accountant for Centric Aviation, LLC (the "Company") and have been for the past four years. I have been asked by the Company to provide you with a letter of financial ability related to the above-mentioned project. Based on my understanding of the finances Company, they have a \$140,000 line of credit with Kabbage, of which \$90,000 is currently available. The line is not restricted in terms of use to the Company. There is no prepayment penalty on the line and for borrowings can be repaid in 6 month, 12 month or 18 month terms. Based upon the current interest rates charged for borrowings, these repayment terms would impact the Company's earnings, but not to the level where it would negatively impact the financial stability of the Company.

If you have any questions or require additional information, please do not hesitate to call me. Thank you very much for your cooperation.

Sincerely,

A handwritten signature in black ink, appearing to read 'Joseph L. Whitaker', written over a horizontal line.

Joseph L. Whitaker, CPA

Attachment B

Title: Apalachicola Regional Airport Fuel Delivery System Upgrade

Location: Apalachicola Regional Airport, 8 Airport Road, Apalachicola, FL 32320

Detailed Description for the Project: The project will upgrade the aging fuel delivery system at the county owned Apalachicola Regional Airport. The fuel storage tanks, and pumps will be replaced, and a back-up generator will be purchased and installed. All of the improvements will be owned by the county. Centric Aviation is the Fixed Base Operator (FBO) and will be the manager/operator of the airport and the fuel system. They provide the fuel trucks that are an integral part of delivering fuel to airplanes, helicopters, and any other purchaser of aviation fuel.

The existing system first installed approximately 30 years ago has outlived its life expectancy. The airport fuel system was under heavy use during the Hurricane Michael regional recovery effort, and only through extraordinary measured of Centric and the State of Florida did the airport continue to provide fuel when the regional power grid failed. For a period of time during the response and recovery period, Apalachicola Airport was the only facility able to provide fuel for the search and rescue missions through the hurricane area. The airport was the only facility the U.S. Coast Guard could get fuel during the hurricane response. The following missions were reported by the U.S. Coast Guard as coming from the airport. October 10- 15 lives saved; 59 assists involving 7 USCG helicopters and 1 CBP H60. October 11- 11 lives saved; 169 assists involving 12 USCG helicopters and 2 CBP H60s.

In the preceding 12 months before Hurricane Michael, Centric pumped 83,000 gallons of jet fuel in aircraft via fuel trucks. During Hurricane Michael, Centric preloaded 3,000 gallons of fuel into the jet fuel truck. When the regional power grid failed Centric was able to support the Coast Guard for search and rescue missions the night of October 10 because of the fuel trucks. That night Centric pumped 2,200 gallons into 7 Coast Guard helicopters involved in saving 15 lives and assisted 53 other rescues.

In the preceding 12 months, Centric pumped 43,000 gallons of Avgas into aircraft via the fuel truck and another 2,000 gallons via the self-serve fuel terminal located at the fuel farm. The preferred method of fuel delivery is via full-service fuel trucks provided by Centric, but Centric must have a fuel farm and pumping system to store the necessary fuel. The addition of the back-up generator is necessary so that the airport can continue to operate during emergencies. During Hurricane Michael, the state of Florida was preparing to send a back-up generator down to the Apalachicola Airport via military Blackhawk helicopter if Centric and Duke Energy had not made other arrangements. The county appreciates the great effort Centric and Duke Energy went to maintaining services at the airport, but the county does not want to be in the position of relying upon the State to provide a generator transported via a helicopter during the next disaster. Any airport would cease to function if it could not provide fuel, so it is critical to the airport, during disaster and non-disaster times, the airport fuel system continue to work.

Apalachicola Regional Airport in Franklin County is the only public airport in the 3 disproportionately affected counties of Gulf, Franklin, and Wakulla eligible to receive federal aviation dollars. It is the largest airport between Panama City and Tallahassee. The airport contains 3 runways, each 5,000 feet long, and can and handle all sizes of private planes and jets services for these 3 counties. The project shall be completed within 12 months.

Attachment C

The state of Florida considers aviation to be target industry for the state. The Apalachicola Regional Airport continues to receive millions of dollars in state and federal funding to maintain the runways, taxiways, stormwater systems, etc. The county is currently updating the airport Master Plan, and we will be opening bids for a new access road for the industrial park in soon. Details for both these projects are available upon request. As the state of Florida promotes aviation in the region, the Apalachicola Regional Airport is poised to transform the region as opportunities come along. Apalachicola Regional Airport in Franklin County is the only public airport in the 3 disproportionately affected counties of Gulf, Franklin, and Wakulla eligible to receive federal aviation dollars. Franklin County is aggressively seeking drone manufacturers to the airport and has had several leads.

AAF Apalachicola Regional Airport - Fuel Delivery System Upgrade

This seven-page analysis recommends a \$1,084,000 investment by the Triumph Gulf Coast fund for a Fuel Delivery System Upgrade at the Apalachicola Regional Airport (hereinafter referred to by its FAA code “AAF”), in Franklin County, Florida. The Recommendation is based on (1) long interviews with seven of the leaders involved in post-landfall search and rescue, (2) detailed analysis of FDOT and FAA reports, and (3) a careful comparison of the costs and benefits. The Upgrade will also provide continuing emergency and natural disaster benefits to the eight Florida counties damaged by the Deep Horizon oil spill in 2010.

The Recommendation follows an innovative approach encouraged in the Triumph Application for Funds, “Priorities” section. Page 8 encourages priorities that “Generate maximum estimated economic benefits based on tools and models not generally employed by economic input-output analyses...”. This Recommendation posits that if just six deaths could have been prevented by a new fuel farm system at AAF, and if just six lives were saved because of the 29 people rescued by emergency operators at AAF, at least twelve jobs were saved, generated and/or protected.

The defining weather catastrophe in the history of AAF, and the basis for this Recommendation, is Hurricane Michael. This disastrous storm made landfall at Mexico Beach, Florida in October, 2018. Hurricane Michael passed directly over Tyndall Air Force Base, located 35 nautical miles northwest of AAF.

Hurricane Michael caused \$25 billion in estimated losses, and took 35 lives in Florida. Tyndall AFB suffered “widespread catastrophic damage” according to the New York Times on October 11, 2018. This article was headlined “Tyndall Air Force Base a ‘complete loss’ Amid Questions About Stealth Fighters”. Tyndall AFB is the paradigm for what was saved, generated and/or protected by the antiquated fuel delivery system at the Apalachicola Regional Airport.

Rescue, relief and prioritized economic restoration were greatly facilitated by an available and reliable source of Jet A and Avgas fuel at the fuel delivery system at AAF. This available and reliable fuel allowed the United States Coast Guard, and many other parties, to save at least 29 lives, and perhaps prevent six deaths in the Florida panhandle (in the Pensacola to Tallahassee region).

As evidence of this rescue, relief and prioritized economic restoration Robert Dietrich, the Florida State Emergency Response Team (SERT) Manager, wrote the following on June 24, 2019:

“Air Operations Branch (AOB) was activated in anticipation of a projected aviation need following the landfall of Hurricane Michael. The hurricane’s quick development and progress towards the state left little time to conduct pre-landfall operations. Despite the minimal planning time, the

partners in AOB quickly came together to form a united plan and solid coordinated response operation. Many of these partners included the Florida Fish and Wildlife, Florida National Guard, U.S. Coast Guard, Customs and Border Protection, Civil Air Patrol, Florida State University, Florida Department of Transportation, Federal Aviation Administration, and several more.”

“In part of the pre-planning, coordination was conducted with local airports, fuel vendors, and with the FAA and U.S. Air Force and Air National Guard airspace planners, to name a few. The airspace plan, in particular, was a critical document developed and continuously updated throughout the response. This plan contained aeronautical guidance and communications assignments and was combined with additional information such as airport status, fuel availability, logistics staging areas, and other mission critical info.”

“Post landfall, the U.S Coast Guard conducted initial search and rescue operations. Their quick response resulted in several life-saving rescues and provided responders with an initial gauge of the devastation left behind in the storm’s path. Customs and Border Protection also began conducting initial food/supply missions in addition to supporting direct search and rescue operations. Rotary wing Search and Rescue recorded 29 lives saved with 267 assisted post-storm. Critical to their operations and the following resupply efforts was the assistance received from local airports, such as Apalachicola Regional (AAF), whose efforts in coordinating on-site operations, fuel, and flight management was outstanding. [225 missions were flown in the first five days.]”

“As response operations continued, the aviation effort shifted to providing food and water to isolated areas. After landfall the roads to the coast were heavily damaged, delaying the initial delivery of much needed supplies. In order to expedite the delivery of food, water, and medical supplies, the AOB coordinated several airlift missions. The Army National Guard’s coordinated response resulted in the delivery of over 1,000 cases of water and 7,000 meals being delivered to over five heavily impacted areas. Concurrently, other state and federal partners continued integrated operations with state and federal Urban Search and Rescue teams, and provided much needed information to the SERT planners.”

The Apalachicola Regional Airport (AAF), was able to provide critical assistance in the results related above by Robert Dietrich, because of the following factors: (1) Centric Aviation is the FBO for AAF; (2) the Franklin County Emergency Operation Center (EOC) backs up to the airport, just south of Centric; (3) one of Centric’s owners, Tara Maugham, risked her own safety to stay at AAF through the landfall of Michael, and during the following weeks of disaster recovery; (4) the U.S. Coast Guard reported to Maugham that AAF had the only available fuel within 150 miles of Michael’s landfall; (5) Maugham husbanded the limited Jet A and Avgas inventory to provide fuel as needed on a critical priority basis for the search and rescue vehicles at AAF; (6) this prioritizing of scarce assets, especially for aerial rescue efforts, illustrates the strong logic for the \$1,084,000 investment by the Triumph Gulf Coast fund for a Fuel Delivery System Upgrade at AAF.

Prioritizing during natural disaster responses is very similar to medical triage after a major accident. Responders must first estimate the actual conditions on the ground, before spending their most precious asset, time.

After Hurricane Michael, the most urgent reality was two-fold; fuel and passable roads were in very scarce supply. Fuel and passable roads were thus “not reliable” for days, and sometimes for weeks. Almost every organization involved in rescue, relief and prioritized economic restoration was mostly “blind” to actual conditions on the ground. For example, Duke Energy reported that it could not determine the operational status, or even the physical condition, of its key Odena Operations Center, because of debris blocking almost every road in Franklin County. Duke Energy thus could not send hundreds of its own emergency responders to its other physical assets without knowing the operational condition of Odena.

Aerial reconnaissance out of the Apalachicola Regional Airport allowed the following organizations (and many others) to prioritize their deployment of other scarce resources: U.S. Coast Guard, U.S. Customs & Border Protection, Federal Emergency Management Agency, Florida Air National Guard, Florida Army National Guard, Florida Fish & Wildlife, Florida Department of Transportation, and the Civil Air Patrol.

The physical proximity of AAF to Hurricane Michael’s landfall also allowed scarce aerial vehicles to mitigate the “Tyranny of Distance”. For example, Commander Scott E. Lugo, (Air Operations Officer for U.S. Coast Guard Station Mobile) reported the following to Mark McCranie (author of this analysis document) in a phone call on June 20, 2019: “There was a 45-minute transit time from Mobile to AAF.”

Search and Rescue flights out of Mobile thus did not endure the 90-minute round trip, because of the available and reliable fuel at AAF. They could thus spend much more time on station searching and assessing physical conditions.

Aerial reconnaissance saved days, and sometimes weeks, in prioritizing the restoration of critical services, including fuel, electricity, food and potable water. Aerial reconnaissance and assessment are much more time effective and cost effective after natural disasters than surface reconnaissance and assessment. The Apalachicola Regional Airport provided urgently needed availability and reliability when there were very few other options in the Pensacola to Tallahassee region.

In the months since Michael’s landfall in October, 2018, the State of Florida has continued planning for investing in infrastructure repair and rehabilitation in the Florida Panhandle.

The following Fifth page of this Recommendation outlines some estimates of the full-time-equivalent (FTE) jobs saved, generated and/or protected by the Upgrade. The recommended

\$1,084,000 investment by the Triumph Gulf Coast fund will be compared below to alternative investments of the State of Florida.

Appendix 1 shows a limited comparison of three surface investments, and one AAF investment, in Franklin County. These four investments offer a rough comparison of what might logically be compared to this Recommendation for a \$1,084,000 investment for a Fuel Delivery System Upgrade at AAF.

These Appendix 1 investments are from the FDOT Five Year Work Plan for Franklin County, and show rough Fiscal Year 2019 costs of \$23,292,807 and Fiscal Year 2020 costs of \$3,850,000. The two-year total of about \$27,142,807 is twenty-five (25) times the Upgrade \$1,084,000 investment.

The three surface (road) investments shown in Appendix 1 are greatly needed, and may be critical to surface transportation in Franklin County. By comparison they are also much less effective in providing the rescue, relief and prioritized economic restoration that the Jet A and Avgas fuel at AAF's antiquated fuel delivery system provided after Hurricane Michael.

The investment case can reliably be made that for a little more than one million dollars spent to dramatically improve the fuel delivery system at AAF, the people, businesses and jobs in the Florida Panhandle get a much higher return than they would from just the Fiscal Year 2019 costs of \$23,292,807 spent on road and bridge repairs.

The existing fuel delivery system at AAF is antiquated, and is in danger of being beyond repair. If this happens, the system will be unable to pass Florida state inspections. Fuel leaks are a potential problem with the current system.

Here is a conservative estimate of the full-time-equivalent (FTE) jobs saved, generated and/or protected by the fuel delivery system.

The Florida Emergency Management Division reports that 35 deaths in Florida were caused by Michael, and that 29 lives were saved by extensive search and rescue operations. If just six deaths could have been prevented by a new fuel farm system at AAF, and if just six lives were saved because of the 29 people rescued by emergency operators at AAF (using an antiquated system), at least twelve jobs were saved, generated and/or protected by the Upgrade.

In addition, the number of lives and jobs saved by the existing investments of the Triumph Gulf Coast in eight Panhandle counties cannot be estimated, but must be considered.

Appendix 2 shows the \$118,858,487 of these investments made in Bay, Escambia, Franklin, Gulf, Okaloosa, Santa Rosa, Wakulla, and Walton counties.

The investment case can reliably be made that for a little more than one million dollars spent to dramatically improve the fuel delivery system at AAF, the very important existing investments of the Triumph Gulf Coast in eight Panhandle counties can also be protected. This protection comes through the rescue, relief and prioritized economic restoration potential provided by the recommended Fuel Delivery System Upgrade at the Apalachicola Regional Airport.

If the \$1,084,000 investment only provides a ten percent (10%) level of protection for the Triumph investment of \$118,858,487 it still provides a value of eleven times the benefits to the costs.

It is prudent to add cost effective protections for accelerators and generators of existing and future jobs in the Florida Panhandle. Faster recovery and rebuilding will also be a benefit of the recommended \$1,084,000 investment by the Triumph Gulf Coast fund for a Fuel Delivery System Upgrade at the Apalachicola Regional Airport.

Appendix 1

FDOT Projects Comparison to AAF Project

<u>Project Description / Item Number</u>	<u>Work Description</u>	<u>Fiscal Year 2019 Dollars</u>	<u>Fiscal Year 2020 Dollars</u>
Item # 444851-1 Emergency Repairs Hurricane Michael damage	Parts of two-lane segments, roads damaged or washed out	\$ 22,459,008	
Item # 444851-2 Emergency Repairs Hurricane Michael damage	Parts of two-lane segments, roads damaged or washed out	\$ 747,409	
Item # 218764-2 State Road 65 Graham Creek Bridge	Bridge replacement 1,480 feet long	\$ 86,390	\$ 3,250,000
Apalachicola Regional Airport Item # 425612-2	Aviation capacity project		\$ 600,000
Total for each Fiscal Year		\$ 23,292,807	\$ 3,850,000

Appendix 2

Triumph Existing Investments - Florida Panhandle

<u>County</u>	<u>Approved Investments</u>	<u>Description</u>
Bay	\$21,342,317	Panama City Port Authority and Bay District Schools
Escambia	\$66,000,000	City of Pensacola - Commercial Aircraft Maintenance Campus
Franklin	\$10,326,000	FSU Marine Lab and Franklin School District
Gulf	\$5,021,683	Gulf County BOCC and Gulf School District
Okaloosa	\$1,500,000	Okaloosa County Water and Sewer Expansion
Santa Rosa	\$8,523,655	Santa Rosa County - Whiting Aviation Park
Wakulla	\$3,926,867	Wakulla County School Board
Walton	\$2,217,965	Walton County Sheriff - Training Program
Total for Eight Counties	\$118,858,487	

Attachment E

FDOT provides the economic impact of general aviation airports, including Apalachicola, on a periodic cycle. The county would propose to use the results of the FDOT study as a long-term measurement.

Attachment F

The project is an infrastructure construction project. The deliverables will be measured through the design, bid, and construction documents and benchmarks.

FRANKLIN COUNTY

REPLY TO: ☐
BOARD OF COUNTY COMMISSIONERS
33 MARKET STREET, SUITE 203
APALACHICOLA, FL 32320
(850) 653-8861, EXT. 100
(850) 653-4795 FAX



REPLY TO: ☒
PLANNING & BUILDING DEPARTMENT
34 FORBES STREET, SUITE 1
APALACHICOLA, FL 32320
(850) 653-9783
(850) 653-9799 FAX


July 16, 2019

Florida Triumph Gulf Coast, Inc.
Mr. Don Gaetz
Chairman
P.O. Box 12007
Tallahassee, Florida. 32327

Chairman Gaetz

Please find enclosed a TRIUMPH application for the Apalachicola Airport submitted by the Franklin County Board of County Commissioners.

Sincerely,


Noah Lockley
Chairman

Attachment H

Proposed Project Timeline

Design: 90 days

Bid: 30 days

Construction: 210 days

Closeout: 30 days

Total Project Timeline: 360 days (12 months)

Attachment I

The project supplements existing funds by allowing the county to move forward with replacing the fuel delivery system now and purchasing a back-up generator now. After Hurricane Michael, FDOT had committed to the Apalachicola Airport that they would provide funds for a back-up generator but then they realized they had over-committed for the funds they currently have available. Current FDOT funds went to back-up generators for Panama City airport and the Marianna airport. FDOT has promised Franklin County that it will provide funds in a future year for a back-up generator or some other equivalent improvement at the airport.

Project Budget

A. Project/Program Costs:	
Survey, geotechnical design, and construction services	\$184,000.00
Earthwork, erosion control, demolition	\$105,000.00
Mobilization, general conditions	\$125,000.00
Concrete and reinforcement	\$110,000.00
Fuel tanks, pumps, hoses, equipment	\$325,000.00
Card reader and equipment	\$50,000.00
Fencing and landscaping	\$12,000.00
Electrical work	\$73,000.00
3-phase backup generator	\$120,000.00
In Kind Match (Trucks)	\$120,000.00
Total Project Costs	\$1,224,000.00
B. Other Project Funding Sources	
In Kind Match (Trucks)	\$120,000.00
County Cash	\$20,000.00
Total Other Project Funding Sources	\$140,000.00
Total Amount Requested	\$1,084,000.00

Detailed Budget Narrative

A. Construction Includes:	
Mobilization, general conditions	\$125,000.00
Concrete and reinforcement	\$110,000.00
Fencing and landscaping	\$12,000.00
Electrical work	\$73,000.00
	<hr/>
	\$320,000.00
B. Reconstruction Includes:	
Earthwork, erosion control, demolition	\$105,000.00
	<hr/>
	\$105,000.00
C. Design and Engineering Includes:	
Survey, geotechnical design, and construction services	\$184,000.00
	<hr/>
	\$184,000.00
D. Equipment Includes:	
Fuel tanks, pumps, hoses, equipment	\$325,000.00
Card reader and equipment	\$50,000.00
3-phase backup generator	\$120,000.00
3 Pumper Trucks	\$120,000.00
	<hr/>
	\$615,000.00
Total Project Costs	\$1,224,000.00

Refueler Truck Specification Sheet

Avfuel ID# 3070

Year: 1998 Make: FORD F800 VIN#: 1FDPF80C2WVA32820



(Photo may not be exact unit as described)

Engine: 5.9 CUM

Transmission type: A

Tank capacity: 3000 gallons

Tank material: SS

Fuel type: J

Rated GPM: 300

Number of hose reels: 3

Bottom load type: STD JET

Number of meters: 2

Ticket printers (zero start)? N

Additive injector? Y

Fuel/Defuel? Y

Market value: \$78,000.00

All refuelers meet FAA and NFPA 407 standards

Refueler Truck Specification Sheet

Avfuel ID# 752

Year: 2000 Make: ISUZU NPR VIN#: JALC4B14217006520



(Photo may not be exact unit as described)

Engine: DIESEL

Transmission type: A

Tank capacity: 750 gallons

Tank material: AL

Fuel type: A

Rated GPM: 40

Number of hose reels: 1

Bottom load type: 2" OPW

Number of meters: 1

Ticket printers (zero start)? N

Insurance value: \$44,000.00

All refuelers meet FAA and NFPA 407 standards