

BOARD OF COUNTY COMMISSIONERS
GULF COUNTY, FLORIDA
COUNTY ADMINISTRATOR'S OFFICE
Michael L. Hammond • County Administrator

1000 Cecil G. Costin, Sr. Blvd. • Room 302 • Port St. Joe, Florida • 32456
850.229.6106 • Fax: 850.564.7503 • mhammond@gulfcounty-fl.gov
DATE & TIME OF MEETINGS: Fourth Tuesdays at 9:00 a.m., E.T.

Ms. Susan Skelton
Executive Director
Triumph Gulf Coast
P.O. Box 12007
Tallahassee, Florida 32317

May 10, 2021

Re: Gulf County Floating Dry Dock Submitted Triumph Gulf Coast Application

Dear Ms. Skelton,

Please find enclosed Gulf County's application for funds to develop a floating dry dock and ship haul out facility in Port St. Joe Florida. The application, exhibits and letters of support are attached hereto. We appreciate the opportunity to apply for this needed funding and look forward to working with you to fund the project.

Jim McKnight, the Director of the Gulf County Economic Development Coalition will serve as the contact person for this application, and you may contact hm at (850) 832-0227 or jmcknight@gulfcounty-fl.gov for additional information as may be needed.

Respectfully Submitted,



Michael L. Hammond
Gulf County Administrator

Triumph Gulf Coast, Inc. Application for Funds

February 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: Board of County Commissioners of Gulf County

Background of Applicant Individual/Entity/Organization: County government

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

Federal Employer Identification Number: 549-6000627

Contact Information:

Primary Contact Information: Jim McKnight

Title: Director, Gulf County Economic Development Coalition

Mailing Address: 1000 Cecil G. Costin Sr. Blvd.

Port St Joe, FL 32456

Phone: 850-832-0227

Email: jmcknight@gulfcounty-fl.gov

Website: www.gulfcounty-fl.gov

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.

Gulf County will retain ownership of the floating drydock.

Eastern Shipbuilding will be the exclusive tenant of the floating dry dock.

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

answer.) Total amount of funding requested from Triumph Gulf Coast: \$26,000,000

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:

Gulf County Commission 2020-2021 budget: www.gulfcounty-fl.gov

(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.

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 attached Exhibit 1.~~

(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.

Eastern Shipbuilding has secured a United States Coast Guard manufacturing contract for the first 4 of 25 programmed vessels. The manufacturing will create at least 900 direct jobs and 3,500 indirect jobs in Bay, Gulf and surrounding counties. As a result of this contract, outfitting vessels has been relocated to Allanton and Port St Joe as of February 2021. A drydock will increase possibilities for additional military and commercial work.

(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 attached Exhibit 2

(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.

The best measure of impact is the number of direct and indirect jobs created and maintained.

(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.)

Eastern's initial USCG contract is for 4 years, possibly renewable for a total of 20 years.

(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.

Esatern has committed to creating direct jobs which is one of the best measures.

(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.

~~In 2011, 2013 and 2015 the US Maritime Administration conducted TMPLAN modeling based on federal government data in order to estimate the shipbuilding and repair industry's overall economic impact as well as the industry's impact on other sectors of the economy. The bi-annual studies also "conduct an economic contribution analysis and simulations to quantify the portion of a region's economy that can be attributed to such an existing industry." When measured nationwide, " average labor income per job was approximately \$83,166 in 2013, 55% higher than the national average for the private sector economy (\$53,639)." While these national averages are not indicative of wages in Gulf County and the disproportionately affected counties, it strongly indicates shipbuilding and repair wages from this project will be high than average household incomes. This project will be owned by Gulf County and the Port of St Joe, both governmental entities. The outcome measures are direct jobs created by Eastern Shipbuilding with clawback provisions. This project is the only project recommended by the Board of County Commission. See attached Exhibit 3.~~

(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.

~~The project is transformational because it creates net-new jobs in an area that sorely needs stability. Since it's already underway, the project can be consummated quickly. As a water transportatoin proeject, it aligns with NWF Forward as an industry cluster. Wages will be above regional average and is located in a Rural Area of Opportunity. The project supports employment in multiple counties and aligns with other projects. See attached Exhibit 4.~~

(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 **Walter** **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: _____

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.

See attached Exhibit 5 - Letters of Support

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.?
Dredging permits from FDEP and USACOE which should be issued by 2022.
(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.

(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.
Drydock design is complete and upland improvements have been completed.
(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.

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.
Total request is \$ 26,000,000. of which one-half is needed in 2021 and one-half in 2022.
(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.)
45.6%
(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 attached Exhibit 6.
(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
The Florida Legislature appropriated \$6,000,000 in 2017 all of which has been expended except \$880,000.
(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.

6. Project/Program Costs:
Example Costs (Note: Not exhaustive list of possible Cost categories.)

Construction	\$ <u>48,750,000</u>
Reconstruction	\$ _____
Design & Engineering	\$ _____
Land Acquisition	\$ _____
Land Improvement	\$ _____
Equipment	\$ _____
Supplies	\$ _____
Salaries	\$ _____

Dredging: \$3,500,000
Mooring Dolphins: \$4,000,000
Heavy Mooring: \$750,000

Other (specify) \$ 8,250,000
Total Project Costs: \$ 57,000,000

B. Other Project Funding Sources:

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

City/County \$ 24,000,000
Private Sources \$ _____
Other (e.g., grants, etc.) \$ 7,000,000 (\$6m Fla. Legislature, \$1m Fed Gov.)
Total Other Funding \$ _____
Total Amount Requested: \$ 26,000,000

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.

(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.

See Exhibit 7

(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:

- o Economic recovery,
- o Economic Diversification,
- o Enhancement of the disproportionately affected counties,
- o Enhancement of a Targeted Industry.

See Exhibits 8 and 9

(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.

Project has already commenced. Completion will be 33 months following Triumph's approval.

(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.)

Port St. Joe

(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.)

Lessee, Eastern Shipbuilding, Inc.

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

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

USACOE/FDEP dredging permit

(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?

Permit application is in process. They were begun prior to Hurricane Michael and suspended following Hurricane Michael.

(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?

Industrial improvements will conform to existing zoning.

(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

(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.
-
-

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

NOT APPLICABLE

ADDENDUM FOR WORKFORCE TRAINING PROPOSALS

1. Program Requirements

- A. Will this proposal supports programs that prepare students for future occupations and careers at K-20 institutions that have campuses in the disproportionately affected counties? If yes, please identify where the campuses are located and provide details on how the proposed programs will prepare students for future occupations and at which K-20 institutions that programs will be provided.
- Yes No

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

- B. Will the proposed program (check all that apply):
- 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
 - 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 (similar to or the same as talent retention programs created by the Chancellor of the State University System and the Commission on Education)

For each item checked above, describe how the proposed program will achieve these goals

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

- C. Will this proposal provide participants in the disproportionately affected counties with transferable, sustainable workforce skills but not confined to a single employer? If yes, please provide details.
- Yes No

NOT APPLICABLE

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

- D. Identify the disproportionately affected counties where the proposed programs will operate or provide participants with workforce skills.

(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 project or program 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 an expansion of an existing training program? Is yes, describe how the proposed program will enhance or improve the existing program and how the proposal program will supplements but not supplant existing funding sources.
- Yes No

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

- B. Indicate how the training will be delivered (*e.g.*, classroom-based, computer based, other).
- If in-person, identify the location(s) (*e.g.*, city, campus, etc.) where the training will be available.

NOT APPLICABLE

If computer-based, identify the targeted location(s) (e.g., city, county) where the training will be available.

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

- C. Identify the number of anticipated enrolled students and completers.

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

- D. Indicate the length of the program (e.g., quarters, semesters, weeks, months, etc.) including anticipated beginning and ending dates.

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

- E. Describe the plan to support the sustainability of the proposed program.

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

- F. Identify any certifications, degrees, etc. that will result from the completion of the program.

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

NOT APPLICABLE

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

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

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

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

NOT APPLICABLE

ADDENDUM FOR AD VALOREM TAX RATE REDUCTION:

1. Program Requirements

- A. Describe the property or transaction that will be supported by the ad valorem tax rate reduction.

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

- B. Provide a detailed explanation of how the ad valorem tax rate reduction will connect to a broader economic recovery, diversification, enhancement of the disproportionately affected counties and/or enhancement of a targeted industry.

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

- C. Provide a detailed description of the quantitative evidence demonstrating how the proposed ad valorem tax reduction 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. What is the location of the property or transaction that will be supported by the ad valorem tax rate reduction?

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

- B. Detail the current status of the property or transaction that will be supported by the ad valorem tax rate reduction and provide a detailed description of when and how the ad valorem tax rate reduction will be implemented.
-

NOT APPLICABLE

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

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

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

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

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

NOT APPLICABLE

**ADDENDUM FOR LOCAL MATCH REQUIREMENTS OF SECTION 288.0655,
FLORIDA STATUTES**

1. Program Requirements

- A. Describe the local match requirements of Section 288.0655 and the underlying project, program or transaction that will be funded by the proposed award.

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

- B. Provide a detailed explanation of how the local match requirements and the underlying project or program will connect to a broader economic recovery, diversification, enhancement of the disproportionately affected counties and/or enhancement of a targeted industry.

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

- C. Provide a detailed description of, and quantitative evidence demonstrating how the proposed local match requirements 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. What is the location of the property or transaction that will be supported by the local match requirements?

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

NOT APPLICABLE

- B. Detail the current status of the property or transaction that will be supported by the local match requirement and provide a detailed description of when and how the local match requirement will be implemented.

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

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

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

NOT APPLICABLE

ADDENDUM FOR LOCAL ACTION PLAN

1. Program Requirements

- A. Describe how the proposed award will establish and maintain equipment and trained personnel for local action plans of response to respond to disasters.
- B. Describe the type and amount of equipment and trained personnel that will be established or maintained by the proposed award.
- C. Identify the specific local action plans (*e.g.*, Coastal Impacts Assistance Program) that will benefit from the proposed award.
- D. Provide a detailed explanation of how the proposed award will connect to a broader economic recovery, diversification, enhancement of the disproportionately affected counties and/or enhancement of a targeted industry.

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

- E. Provide a detailed description of the quantitative evidence demonstrating how the proposed 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. What is the location of the local action program that will be supported by the proposed award?

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

- B. Detail the current status of the local action plans (*e.g.*, new plans, existing plans, etc.) that will be supported by the proposed award and provide a detailed description of when and how the proposed award will be implemented.

NOT APPLICABLE

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

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

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

ADDENDUM FOR ADVERTISING/PROMOTION

1. Program Requirements

A. Is the applicant a tourism entity created under s. 288.1226, Florida Statutes?

Yes No

B. Does the applicant advertise and promote tourism and Fresh From Florida? If yes, provide details on how it advertises and promotes tourism and Fresh From Florida.

Yes No

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

C. Does the proposed award promote workforce and infrastructure on behalf of the disproportionately affected counties? If yes, describe how workforce and infrastructure is promoted on behalf of the disproportionately affected counties.

Yes No

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

D. Provide a detailed explanation of how the proposed award will connect to a broader economic recovery, diversification, enhancement of the disproportionately affected counties and/or enhancement of a targeted industry.

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

E. Provide a detailed description of the quantitative evidence demonstrating how the proposed will promote:

- Economic recovery,
- Economic Diversification,
- Enhancement of the disproportionately affected counties,
- Enhancement of a Targeted Industry.

NOT APPLICABLE

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

2. Additional Information

- A. Describe the advertising and promotion mediums and locations where the advertising and promotion will occur.

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

- B. Detail the current status of the advertising and promotion (*e.g.*, new plans, existing plans, etc.) that will be supported by the proposed award and provide a detailed description of when and how the proposed award will be implemented.

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

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

(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: Board of County Commissioners of Gulf County

Name and Title of Authorized Representative: Sandy Quinn, Gulf County Chairman

Representative Signature: 

Signature Date: 5-10-21

Exhibit 1

(addendum to #2, page 7 of Gulf County Triumph Application)

Triumph Chairman Gaetz most appropriately stated at a Triumph Gulf Coast Board meeting, that playing for this high school baseball team he was taught to not swing at every pitch. This approach and accurate strategy captures the generational importance of this Gulf County Triumph application. For this approach and strategy in carefully vetting each and every Triumph application received from the 8 disproportionately affected counties emphasizes and highlights the unprecedented community support placed behind this one and only application unanimously supported by every elected and appointed body in Gulf County. For it is the local leaders of Gulf County all elected by the citizens of the County that have galvanized through one request and voice and come together in a once in a generation show of local support, insight, solidarity and vision for its "own" future unlike any other community. This pitch that is coming to this Triumph Gulf Coast, Inc. Board of Directors is intentionally the only pitch to be thrown to emphasize the support and reinforce that this is the very best project and opportunity for transformational change to Gulf County and the region. This has been bolstered and reinforced by the singular voice and vote of every local elected official in Gulf County.

The Gulf County Floating Dry Dock transformational project proposes to create infrastructure, create a skilled workforce and develop an ongoing ship repair and haul out facility on deepwater property in Port St. Joe. Necessary infrastructure includes a self-docking floating dry dock capable of handling vessels up to 10,000 LT weight and serve as catalyst to a myriad of additional business and industry for Gulf County and the region. The drydock design has been completed. Gulf County intends to competitively solicit bids for construction. Eastern has already agreed to exclusively lease and operate the dry dock following the permitting and dredging of a 100' x 1,000' bulkhead. This project is complementary to the 2016 United States Coast Guard Offshore Patrol Cutter design and manufacturing contract awarded to Eastern for the first 4 of a 25-vessel program of record.

The proposal also enables Port St Joe, Gulf County and the region to become a vessel outfitting and vessel repair center for the northern Gulf of Mexico competing with the likes of Tampa, Mobile, New Orleans and related vessel outfitting and repair locations. As has been cited above, this project has been unanimously supported by all four of Gulf County's elected boards (Gulf County, City of Port St. Joe, City of Wewahitchka and the Gulf County School Board) and unanimous support by the appointed board, Port St. Joe Port Authority all citing the transformational potential for our county and the eastern region of the Panhandle. "Most of the indirect and induced economic impact of the (shipbuilding/ repairing) industry is associated with the industry's ongoing operations, as its capital expenditures account for less than five percent. The largest amount of indirect and induced economic activity associated with the industry is in the services sector."¹ Other significant indirect and induced activities occur in wholesale and retail trade; finance, insurance and real estate; and manufacturing.

¹ <https://www.maritime.dot.gov/sites/marad.dot.gov/files/docs/resources/3641/maradeconstudyfinalreport2015.pdf>

The services sector, such as management of companies, architectural, engineering, and related services, other professional; services, employment services, and business support services, received nearly half of the indirect impact due to its importance in the supply chain to the shipbuilding and repairing industry. The services sector further received more than half of the induced impact from consumer spending attributable to the industry.

Considering the indirect and induced impacts, each direct job in the U.S. shipbuilding and repairing industry is associated with another 2.62 jobs in other parts of the national economy; each dollar of direct labor income and GDP is associated with another \$1.74 in labor income and \$2.49 in GDP, respectively, outside of the shipbuilding and repairing industry."²

In 1994, a Florida Constitutional Amendment banned fishing nets which directly impacted Gulf County and its multi-generational fishing industry. Five years later, our long-lasting papermill closed, was demolished and with-it hundreds of jobs evaporated. Our community began what would become a decades-long campaign to desperately attract jobs and stability to Gulf County. Despite sporadic flashes of hope, meaningful and stable employment to significantly undergird our economy has been illusive for nearly 20 years. Breadwinners stretched to find employment traveling further and further distances to provide for their families. Eventually, out of necessity, many chose to relocate elsewhere. Less than 46% of Gulf County's population is in the workforce, which is nearly 20% below the State average. The median household income is \$41,788 with per capita income of \$19,631 and 22% in poverty. Our civilian workforce peaked in 1994 and declined to a record low in 2000, rising to a record high in 2005 with the real estate boom, but has since experiences an overall general decline.

With the approval and funding of Gulf County's unanimous and overwhelming support for this project, it will be continuing its century tradition of a diversified economy, providing stability through future adverse economic challenges and in supporting Eastern Shipbuilding in its once in a generation opportunity to spur economic growth in Gulf County. The history of Eastern and its transition to Gulf County can be traced back to its original shipyard which was established in 1976 to build fishing vessels. In 1981, Eastern expanded manufacturing to include a broad range of many types of vessels and has since delivered more than 350 diversified vessels. Eastern Shipbuilding³ is a mid-sized tier 2 shipyard primarily engaged in new construction and repair of government and commercial vessels in Bay County, Florida. In 2016, the US Coast Guard awarded its largest ever vessel procurement contract to Eastern. The contract is initially for a series of 4 Offshore Patrol Cutters and the program of record is for a total of 25 vessels over the next 20 years. The total manufacturing contract value is more than \$10 Billion.

Eastern will manufacture OPC vessels designed to conduct multiple missions in support of the United States' maritime security and border protection. The OPC will provide a capability bridge between the National Security Cutter, which patrols the open ocean in the most demanding maritime environments, and the Fast Response Cutter, which serves closer to shore. The OPC design includes capability of carrying an MH-60R or MH-65 Helicopter and thee operational Over- The-Horizon (OTH) small boats. The vessels include a highly sophisticated combat system and C41 SR suite to support its role of protecting our shores, the maritime

² Id.

³ <http://www.easternshipbuilding.com>

industry and execution of the Coast Guard's missions.

In early 2019 Eastern cut steel for the first OPC and quickly ramped up direct employment of what will be nearly 900 employees in the manufacture, launch and outfitting of up to twenty-five United States Coast Guard Offshore Patrol Cutters at its shipyards in Bay County, Florida. Additionally, the project proposes to develop a dry dock facility for vessel haul out as well as a vessel repair and outfitting facility in Port St. Joe.

To do so, Eastern will employ for their Port St. Joe vessel repair, outfitting and haul out facilities welders, shipfitters, plumbers, pipefitters, supervisors of production, operating workers, electricians, painters, carpenters, construction and related workers, helpers (production workers, laborers and freight, stock, and material movers, hand laborers), mechanists, and repair workers in numbers as outlined below. Direct employees will learn transferable, sustainable workforce skills, and gain certifications in their respective trades which are valuable across multiple industries. Eastern will also employ employee subcontractor with specialties related to specific vessel repair contracts. Eastern's historical success, significant investments and future workload leads to this proposal which creates unparalleled opportunities for transformational revitalization of Gulf County's economy.

Eastern commenced in 2017 with the rehabilitation of property historically used as the St Joe Papermill and the adjacent deepwater port. The overall project proposal included (1) repairs and rehabilitation to existing wharf (2) dry dock design, construction and use, (3) upland improvements design, construction and use and (4) dredge area permitting, design, spoil removal and spoil disposal. In its 2017 regular session, the Florida Legislature appropriated a total of \$6 million for this project, of which \$1 million was designated for dredging and \$5 million for infrastructure and costs associated with construction of the floating dry dock. The Joint Participation Agreement between the Florida Department of Transportation and the Gulf County Commission in the amount of \$5,000,000.00 towards costs for engineering design and construction of a floating dry dock and related infrastructure necessary for operations at Port St Joe including but not limited to construction materials, supplies related equipment for the drydock as well as engineering design, design licensing and construction of related upland improvements, utilities and appurtenances.

Gulf County executed a Joint Participation Agreement with the Florida Department of Transportation on December 12, 2017 for the appropriated State expenditures toward this project.

Following a determination by the Acting Secretary of Homeland Security that extraordinary relief was necessary to maintain the national defense and was in the best interest of the government, the Coast Guard moved forward with an adjustment to the Offshore Patrol Cutter (OPC) detail design and construction contract with ESG for up to the first four hulls. The Coast Guard worked with ESG to establish new cost and schedule targets under the contract and continue OPC production at ESG's facilities in Panama City. Additionally, the Coast Guard released a Request for Information to gauge industry interest in re-competing the remainder of the OPC program of record. This information resulted in a revised acquisition strategy for the follow-on procurement.

The Coast Guard and Department of Homeland Security, with support from the Navy and independent third party experts, completed a comprehensive evaluation of ESG's request for

extraordinary contract relief as a result of Hurricane Michael. This evaluation focused on cost, schedule, and performance factors and determined that ESG's continued performance on the OPC contract is essential to the national defense.

The request was made by ESG under the authority of Public Law 85-804 after Hurricane Michael - a Category 5 storm - made landfall in Panama City on October 10, 2018. Hurricane Michael caused widespread damage to ESG facilities as well as homes and businesses in the area.

ESG began reconstitution efforts immediately following the storm. However, impacts are likely to be felt across the community for the better part of the next decade. As a result of property damage incurred, a significant impact to ESG's workforce, and overall regional impacts to infrastructure, ESG requested extraordinary cost and schedule relief from the Coast Guard to support continued performance on the OPC contract.

Production on the first OPC commenced in January 2019 and new post-hurricane build strategy was implemented. Production on the second OPC commenced in 2020. Long lead-time material to support construction of the third OPC are on order.

The OPC is the Coast Guard's highest acquisition priority and will provide a capability bridge between the National Security Cutter, which patrols the open ocean in the most demanding maritime environments, and the Fast Response Cutter, which serves closer to shore. The OPC will feature state-of-the-market technology and will replace the service's 270-foot and 210-foot Medium Endurance Cutters, which are becoming increasingly expensive to maintain and operate.

The Coast Guard remains committed to acquiring the OPC to address the Nation's security needs, while maintaining public trust and stewardship of the American taxpayers' dollars. As of May, 2021 ESG has been awarded the construction contracts for OPC's 1, 2, and 3 and the Long Lead Time Equipment Contract for OPC's 1, 2, 3, and 4. Keel laying for OPC #2 is expected to take place in May, 2021 on schedule and on budget. Construction of OPC#1 is approximately 45% complete as of April, 2021. Delivery of OPC #1 is expected in late 2022.

The legislative appropriations funded design of a floating dry dock which was competitively procured, awarded to and completed by Heger Dry Dock, Inc.. Gulf County's consulting engineer, Dewberry Engineers, managed the drydock design as well as the upland site design and improvements. Following submittal of the development order application, site improvements including sitework; fence erection; electrical service with conduits, substations, site lighting and capabilities up to 2,000 amps; in water seawall inspection and repair; inspection and replacement of dock bollards and moorings. Additionally, a 100,000 square foot expandable warehouse with other ancillary equipment and service structures were installed across the upland parcel. Of the \$6,000,000. appropriated, \$224,162. remains available for upland improvements while \$897,520. remains available for dredging adjacent to the bulkhead.

In February 2021, the first of three Staten Island Ferries were delivered to Port St. Joe for outfitting prior to delivery. As of April, 2021, two ferries are moored with a third expected to be delivered for outfitting in Port St. Joe in Fall, 2021. The first ferry is scheduled to be delivered in June, 2021, while the second ferry is scheduled for delivery in December 2021. Approximately 115 full-time ESG employees along with approximately 30 additional vendor and subcontractor employees are outfitting these vessels.

Repairs and Rehabilitation to Existing Wharf: The existing wharf at the Port of Port St. Joe, FL is approximately 1,600 feet long from north end to south end. It consists of a steel sheet pile bulkhead, a reinforced concrete cap, a concrete apron on the topside, an asphalt driveway, and ship bollards. Eastern completed minimal bulkhead repairs and installed bollards and moorings to stabilize and secure vessels up to a length of 450'.

Self-Docking Floating Dry Dock:

Design and Design Characteristics: The Gulf County Commission, following a competitive solicitation process, selected Heger Dry Dock, Inc. (<http://www.hegerdrydock.com>) for the floating dry dock design. Heger is an industry leader in dry dock design, dock selection, floating dock mooring design, inspection, certification as well as docking and launching calculations. They have extensive experience in most major shipyards in the United States resulting in their excellent reputation with the U.S. Coast Guard, the U.S. Navy and Military Sealift Command. Heger has experience designing 1,000 to 80,000-ton capacity floating docks; basin dock projects, vessel transfer systems, launchings and unusual blockings for extraordinary vessels and emergency repair projects. Heger's experience and conceptual design experience with Eastern for the U.S. Coast Guard Offshore Patrol Cutter program will enable our team to continue moving forward to meet upcoming USCG performance deadlines.

The floating dry dock following construction will have the following characteristics: a sectional type dock design (section lengths of approximately 80' each), dock length of approximately 428', maximum dock breadth of 120', maximum pontoon depth of approximately 14', maximum dock draft of approximately 45' (based on submergence berth depth), pier elevation of MLLW differential of approximately 5' from transfer operations, dock capacity of approximately 10,000 LT at 1' of pontoon deck freeboard for repair docking operations. Technical specifications include 4 and 6 axle SPMTs to be used for transfer operations. The overall dock length shall be approximately 428', pontoon length per section of approximately 80' with 5 sections, length over pontoons (molded) is approximately 428', the dock frame spacing shall be approximately 2', overall beam (molded) approximately 120', pontoon depth (molded) approximately 14', wingwall width- top (molded) shall be approximately 10', wingwall width (base) shall be approximately 14', clear width between fenders shall be approximately 96', overall dock depth (molded) shall be approximately 48', maximum draft over pontoon deck shall be approximately 33', estimated keelline capacity shall be approximately 40.0 LT/ft, estimated lightweight (steel, outfitting, etc.) of approximately 4,000 LT and the estimated lightweight VCG shall be approximately 16.0FT. It is estimated that 250,000 cubic yards of soil needs to be dredged. At that estimate, the total dredging costs will exceed \$4,500,000 based on current pricing on other dredging projects in the region. Progress on needed permits was slowed by Hurricane Michael and the Covid pandemic.

The drydock will be self-docking which means it can be easily maintained in sections, when any component of the dry dock needs to be repaired or replaced.

Dry Dock Construction: Using Heger's engineering design, competitive bidding will proceed fabrication of the dry dock. Construction is expected to take 33 months after Triumph approval followed by the opening of the haul out, dry dock and repair operations in Gulf

County. Upon full operation of the dry dock, Eastern will have full time employees at its Port St Joe facility to complement the outfitting employees who are currently working on the Staten Island Ferries.

Dry Dock Ownership and Use: The Gulf County Commission and the Port of Port St. Joe will retain ownership of the Floating Dry Dock with an exclusive 50-year lease and purchase option with Eastern Shipbuilding Group, Inc. Eastern will be responsible for maintenance, upkeep and repair of the Dry Dock pursuant to the terms of a negotiated triple-net lease. Eastern proposes to maintain the Dry Dock's presence at Port St Joe unless it is necessary to temporarily move the dock for maintenance, repair or to float or launch a vessel in deep waters or at another facility.

Heavy Weather Mooring Infrastructure: Heger's design of the drydock includes upland stabilization infrastructure estimated to cost \$750,000.00.

Operational Mooring Dolphins: Following experiences during Hurricane Michael which resulted in vessels separating from the bulkhead, operational mooring dolphins are needed to secure vessels along the bulkhead to control transverse movements. Estimated cost: \$4,000,000.00

Estimated Dry Dock Construction Costs: \$48,750,000

Upland Improvements:

The Economic Development Agreement acreage has been improved with utilities, stormwater management ponds, access road, vertical construction of a warehouse/workshop facility of approximately 10,000 square feet, repair to the existing 1,000' bulkhead and installation of bollards and moorings.

Dredging:

The 2017 Joint Participation Agreement between the Florida Department of Transportation and the Gulf County Commission includes \$1,000,000.00 for the engineering design, permitting, mobilization and dredging to a depth of at least -48 feet at or near the proposed submergence location of the floating drydock and -35 along the remainder of the bulkhead at Port St Joe in an approximate area of 100' x 1,000'. Gulf County will assist with the disposition of spoils.

Dredging Schedule: Permitting was temporarily suspended following Hurricane Michael. Permit issuance is expected in 2022.

Estimated Dredging Costs: \$4,500,000.00, of which \$1,000,000.00 has already been appropriated by the Florida Legislature.

In 2012 Eastern Shipbuilding Group secured an exclusive long-term lease with the St Joe Company for shipbuilding, vessel construction and repair and industrial steel fabrication on 20 acres with the option to secure additional adjacent 20 acres. The property includes approximately 1,000 feet of deepwater bulkhead on St Joe Bay, adjacent to a congressionally authorized channel.

Additionally, Eastern has invested, according to 2017 appraised values of the Bay County Property Appraiser's office, over \$11.7 Million in real estate and over \$75 Million in equipment and improvements which are necessary for shipbuilding and launching in Bay County and vessel repair in Gulf County. The federal government will be spending approximately \$1.75 Billion in the initial construction phase and approximately \$4.5 Billion in the next phase of construction of the United States Coast Guard Offshore Patrol Cutters, should Eastern successfully compete in the re-bidding process that will occur starting in May, 2021. The re-compete includes prescribed capabilities to haul out USCG vessels at certain times which is proposed to be accomplished in Port St Joe.

In May, 2018 Eastern Shipbuilding Group, Gulf County and the St Joe Company executed an Economic Development Agreement whereby Gulf County undertook responsibility for the design, construction and oversight of the legislatively appropriated projects in Port St Joe. As currently envisioned, Eastern will be responsible for managing, directing, supervising, coordinating and controlling the construction of the dry dock project. The County will select a qualified contractor to perform the work related to the project using the County's normal bid procedures.

Eastern agreed to creating at least 10 Certified New Jobs during site construction and 75 Certified New Jobs for vessel outfitting through the term of the agreement, totaling at least 85 Certified New Jobs during the initial two years of the Economic Development Agreement. (the "Job Maintenance Period"). Those initial standards are currently being exceeded at a rate of approximately 115 Certified New Jobs.

Gulf County has proposed approving revenue bonds to financially support the construction of the floating dry dock. The bonds in an amount yet to be determined will use revenue-generating enterprises of the County as a pledge in securing additional debt to assist funding the proposed project along with funds from Triumph Gulf Coast, Inc.

Exhibit 2
(addendum to #4, page 8 of Gulf County Triumph Application)

Domestic shipbuilding facilities are crucial infrastructure for national security by providing assurance that military vessels can be built, repaired and maintained in times of conflict. (10 USC 148: National Defense Technology and Industrial Base, Defense Reinvestment, and Defense Conversion). Shipbuilding is important not only to national defense but also to the nation's transportation infrastructure. (National Security Assessment of the U.S. Shipbuilding and Repair Industry. Office of Strategic Industries and Economic Security of the U.S. Dept. of Commerce, May 2001) "Since 1775, the marine transportation industry has met the needs of our Nation during times of peace and war. The nation's shipbuilding and repair capability continue to be critical components of the transportation infrastructure and military readiness. In addition to adequate shipbuilding infrastructure, it is imperative to maintain a skilled shipyard labor force, which has regrettably declined in recent years due to U.S. shipyard closures, a decline in the U.S. vendor base, and low-cost international competition" (Maritime Administration Strategic Plan, Navigating the Future 2017-2021, U.S. Maritime Administration)

"Most of the indirect and induced economic impact of the industry is associated with the industry's ongoing operations, as its capital expenditures account for less than five percent. The largest amount of indirect and induces economic activity associated with the industry is in the services sector.⁴ Other significant indirect and induced activities occur in wholesale and retail trade; finance, insurance and real estate; and manufacturing.⁵ Considering the indirect and induced impacts, each direct job in the U.S. shipbuilding and repairing industry is associated with another 2.62 jobs in other parts of the national economy; each dollar of direct labor income and GDP is associated with another \$1.74 in labor income and \$2.49 in GDP, respectively, outside of the shipbuilding and repairing industry. In 2013 the U.S. shipbuilding and repairing industry generated a total of \$2.6 billion in federal, state and local taxes. Including the additional taxes supported by the industry's supply chain and its employees, the industry's total tax contribution was \$8.5 billion in 2013." From *The Economic Importance of the US. Shipbuilding and Repairing Industry, United States Maritime Administration*, November 2015.

See also:

1. <https://www.floridasgreatnmihwest.com/industries/transportation-manufacturing>
2. *Economic Impact of Eastern Shipbuilding Group Inc.* November, 2017, previously submitted.

⁴ The services sector, such as management of companies, architectural, engineering, and related services, other professional services, employment services, and business support services, received nearly half of the indirect impact due to its importance in the supply chain to the shipbuilding and repairing industry. The services sector further received more than half of the induced impact from consumer spending attributable to the industry.

⁵ Wholesale trade accounted for 7.5 percent of the shipbuilding and repairing industry's intermediate purchases in 2013. Retail trade typically receives a large share of the induced impact from consumer spending.

3. *The Economic Importance of the U.S. Shipbuilding and Repairing Industry*, MARAD, November, 2015.
<https://www.maritime.dot.gov/sites/marad.dot.gov/files/docs/resources/3641/maradeconstudyfinalreport2015.pdf>

Exhibit 3

(addendum to #2, page 9 of Gulf County Triumph Application)

Gulf County Floating Dry Dock project strongly meets and exemplifies five (5) of the priorities established by Triumph Gulf Coast, Inc. The proposal not only maximizes the economic benefits to Gulf County and its historical geographic advantages, but increases the household average income by as much as 53% but also translated to the cost per job creation of the estimated \$33,419. per job. Additionally, the cost per job is further decreased when the ownership and future control of the piece of infrastructure will be retained by Gulf County, whereby further reducing the cost per job based on the County's retention of the infrastructure piece.

The priority seeking the partnering of local governments is no more clearly established and embodied than by this Gulf County project submitted. In an unprecedented event and show of solidarity and unified support for this transformational project, Gulf County was successful in securing and memorializing all 25 local officials (Gulf County Board of County Commission, City of Wewahitchka, City of Port St. Joe, Gulf County School Board and the Port St. Joe Port Authority). No other affected county has submitted the unanimous support and request for the funding and approval of the selected project to transform its community.

Exhibit 4

(addendum to #3, page 9 of Gulf County Triumph Application)

Gulf County Floating Dry Dock project meets all or in part all twenty-two (22) discretionary priorities as defined by Triumph Gulf Coast, Inc. Most notably, in recent conference with Dr. Harper the focus and emphasis of several discussions in review of this project and proposal were the heightened attention and value to the issue of "inducement" from the project not only for regional growth but to provide Eastern and Gulf County the competitive advantages that for so long have benefited and supported out of state competition for economic development and job growth in the water transportation sector. Eastern has clearly disclosed its securing of the initial 4 USCG off shore patrol cutters, however the foundation laid by our region now will define the private sectors ability to compete for this second phase of this USCG contract for the construction and completion of the remaining twenty-one (21) patrol cutters.

More recently Dr. Harper was quoted in response to the approval of the Port of Panama City project application as "compelling" stating that in water transportation logistics, for every \$1 million in wages paid out in port jobs, there tends to be a lot of support functions, "so the earnings multiplier is large". He went on to note that ports are one of the five recommended regional target clusters for economic development with the Triumph staff offering a rating of an "A" in terms of economic impact for the valuable jobs to be created. Applying Dr. Harper's analysis and foundation for the compelling argument of supporting water transportation, Gulf County Floating Dry Dock not only meets but exceeds each of the discretionary priorities provided to the Triumph Board for its analysis and evaluations.

Exhibit 5

(Letters of Support)

**BOARD OF COUNTY COMMISSIONERS
GULF COUNTY, FLORIDA
COUNTY ADMINISTRATOR'S OFFICE
Michael L. Hammond • County Administrator**

1000 Cecil G. Costin, Sr. Blvd. • Room 302 • Port St. Joe, Florida • 32456
850.229.6106 • Fax: 850.564.7503 • mhammond@gulfcounty-fl.gov
DATE & TIME OF MEETINGS: Fourth Tuesdays at 9:00 a.m., E.T.

April 27, 2021

Florida Triumph Gulf Coast, Inc.
P.O. Box 12007
Tallahassee, Florida 32317

Dear Triumph Board Members,

On behalf of Gulf County, I am writing to express our support and commitment to the floating dry dock application submitted to Triumph Gulf Coast. This application is truly transformational as it creates infrastructure, creates a skilled workforce, and develops an ongoing ship repair and haul out facility on deep-water property in Port St. Joe. The specified infrastructure includes a self-docking floating dry dock capable of handling vessels up to 10,000 LT weight and serve as catalyst to a myriad of additional business and industry for Gulf County and the region. We are confident the facility will position Gulf County and the region to become a vessel outfitting and vessel repair center for the northern Gulf of Mexico competing with the likes of Tampa, Mobile, New Orleans and related vessel outfitting and repair locations.

The County is all in in their commitment to the project with a request to for 26 million in Triumph dollars and a commitment to bond over 20 million dollars in support of the project. Our Board is very supportive of this request because they recognize its potential to enhance our economic recovery from the Horizon Oil spill, Hurricane Michael and COVID.

Due to the projected game changing impact of this project on our County and this region of Florida, we ask your consideration and approval of this application. Please feel free to contact me if you have any questions or require additional information.

Sincerely,



Michael Hammond, County Administrator
Gulf County

DAVID C. RICH
District 1

WARD MCDANIEL
District 2

PATRICK FARRELL
District 3

SANDY QUINN
District 4

PHIL MCCROAN
District 5

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

May 6, 2021

Dear Triumph Board Members,

On behalf of Franklin County Board of County Commissioners, I am pleased to submit this letter in support of Gulf County's Triumph application to develop a floating dry dock and ship repair facility in Port St. Joe, Fl. At the regularly scheduled meeting of May 4th, 2021, the Franklin County Commission voted unanimously to support this project that will create good paying jobs and enhance our Region's recovery from the Deep-Water Horizon Oil Spill and Hurricane Michael.

The history of Franklin County citizens employed at the old St. Joe paper mill and the 22-minute driving time to the facility are evidence enough for us to project that Franklin County will benefit from the jobs created at the drydock facility. In addition, we believe the recently awarded Triumph grant to the Franklin County School District creating a welding/digital tool training programs will serve to create needed workforce for the facility and enhance the odds of our young Franklin County residents becoming employed there.

The Floating Dry dock and ship repair facility will be a great asset to this region of Florida and we believe it will serve as catalyst for a myriad of additional business and industries to locate in Franklin County and Gulf County region.

Again, the Franklin County Commission is very supportive of this application and the potential benefits it will bring to our citizens and community overall. Please feel free to contact me if you have any questions or need additional information. I can be reached through Mr. Michael Moron, County Coordinator, at 850-653-5373.

Sincerely,

A handwritten signature in blue ink that reads "Ricky D. Jones".

Ricky D. Jones
Chairman

RICKY D. JONES
DISTRICT ONE

BERT BOLDT
DISTRICT TWO

NOAH LOCKLEY, JR.
DISTRICT THREE

JOSEPH PARRISH
DISTRICT FOUR

JESSICA WARD
DISTRICT FIVE



PORT ST. JOE PORT AUTHORITY

101 Good Morning St, Ste 103
Port St. Joe, FL 32456-4770
Phone: (850) 229-5240

Susan Skelton
Executive Director
Triumph Gulf Coast
P.O. Box 12007
Tallahassee, Florida 32317

April 24, 2021

RE: Gulf County Ship Repair and Floating Dry Dock Application

Dear Ms. Skelton

The Port St Joe Port Authority wholeheartedly supports Gulf County's Ship repair and floating dry dock application to Triumph Gulf Coast. The project will bring life to our long-shuttered port and get us over the hump created by the horizon oil spill and hurricane Michael.

The floating drydock will enable our Port and this region to become a vessel outfitting and vessel repair center for the northern Gulf of Mexico competing with the likes of Tampa, Mobile, New Orleans and related vessel outfitting and repair locations. It will provide the necessary infrastructure to repair vessels up to 10,000 LT weight and serve as catalyst to a myriad of additional business and industry for Gulf County and the region.

The project is consistent with our Port Plan and is complementary to the recently opened shipyard in Port St. Joe and the Eastern Shipbuilding United States Coast Guard Offshore Patrol Cutter project to be located there. The anticipated 225 jobs will provide a boost to our city and region's economy,

Again, the Port St. Joe Port Authority supports this project that will provide a cornerstone for us in developing a full-service port. Please feel free to contact me if you have any questions or need additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "Guerry P. Magidson, Sr.", is written over a light blue horizontal line.

Guerry P. Magidson, Sr.
Chairman
(850) 227-4855



APALACHEE REGIONAL PLANNING COUNCIL

Serving Calhoun, Franklin, Gadsden, Gulf, Jackson, Jefferson, Leon, Liberty, & Wakulla counties & their municipalities

LOCAL PARTNERSHIPS, REGIONAL IMPACT.

April 28, 2021

Triumph Gulf Coast, Inc.
P.O. Box 12007
Tallahassee, Florida 32317

**RE: Gulf County (FL) Floating Dry Dock and Ship Repair at the Port St. Joe Shipyard
Triumph Gulf Coast, Inc. Application for Funds**

Dear Triumph Board Members:

The Apalachee Regional Planning Council (ARPC) wishes to express full support of Gulf County's application for funding from Triumph Gulf Coast, Inc. to construct a floating dry dock at the Port St. Joe Shipyard. This project proposes to build needed infrastructure to support vessel outfitting and repair of current committed shipbuilding industry and will create an estimated 225 new skilled workforce jobs. The new infrastructure will include a self-docking floating dry dock capable of accommodating vessels up to 10,000 LT weight to serve existing committed industry as well as serve as a catalyst for further development in Gulf County and the Region.

The drydock design has been completed and Eastern Shipbuilding has agreed exclusively to lease and operate the dry dock following the permitting and dredging of the channel. The project will provide foundational support to Eastern Shipbuilding's contract with the U.S. Coast Guard to design and manufacture offshore patrol cutters.

The ARPC is a multi-purpose agency of the State of Florida providing technical assistance and planning services to meet the needs of our member local governments within a nine-county region comprised of Calhoun, Franklin, Gadsden, Gulf, Jackson, Jefferson, Leon, Liberty and Wakulla counties and their municipalities. Gulf County, the City of Port St. Joe, the Gulf County Economic Development Coalition, and the Port Authority are longstanding partners with the ARPC, and we are honored to provide ongoing support.

As the designated Economic Development District (EDD) for the U.S. Department of Commerce, Economic Development Administration (EDA), the ARPC is required to develop and maintain the Comprehensive Economic Development Strategy (CEDs), which provides an analysis of existing economic conditions and strategies for future growth for the nine-county Region we serve.

Triumph Gulf Coast, Inc.
April 28, 2021
Page Two

In support of Gulf County's application, the ARPC finds the proposed project to construct the floating dry dock for vessel outfitting and repair to be consistent with the goals and objectives of the 2018-2022 Apalachee CEDS. Specifically, **Objective 1.4** states:

Develop unified and responsive county and regional applications for Triumph Gulf Coast, Inc. and Job Growth Grant Fund on a yearly basis.

In support of development at the Port St. Joe Shipyard that will spur economic development throughout the Florida Panhandle, the project also aligns with Apalachee CEDS **Objective 2.13**:

Progress in the development of the Port at Port St. Joe and associated Freight and Logistics Zone and I-10 Logistics and Manufacturing Corridor infrastructure including new Apalachicola Northern Railroad spurs, Intermodal Logistics Sites, and road enhancements along US 98, SR 20, SR 12, and at the I-10 interchange.

The completion of this important project is a critical component of the further development of the Gulf-to-Gadsden Freight Logistics Zone (FLZ), a regional keystone project for economic development in Florida's rural Panhandle area. The FLZ has an extensive regional network of intermodal assets serving north Florida, the southeastern United States, and the Mid-West. Anchored by the Port of Port St. Joe, the FLZ is serviced by several significant components of Florida's Strategic Intermodal System (SIS), including state and regionally significant roads, rail lines, intracoastal waterways, and coastal shipping lanes.

Please accept this letter as evidence confirming the ARPC's full support of this project to construct the Gulf County Floating Dry Dock at the Port St. Joe Shipyard. This foundational project will support a committed industry that will bring profound and long-lasting transformational economic benefit to Gulf County and the Florida Panhandle. The Board's favorable consideration to fund this project is greatly appreciated.

Sincerely,



Ben Chandler, AICP
Disaster Resilience Coordinator

JIM NORTON
SUPERINTENDENT



150 Middle School Road
Port St. Joe, FL 32456
850-229-8256 • 850-639-2871
Fax: 850-229-6089

April 24, 2021

Florida Triumph Gulf Coast, Inc.
Tallahassee, Florida 32317

RE: Gulf County Ship Repair and Floating Dry Dock Application

Dear Triumph Board Members:

Gulf District Schools supports Gulf County's application for Triumph funds to develop a Ship Repair and Floating Dry Dock facility at the Port of Port St. Joe. The project is consistent with our vocational programming and long-term plans. As you may recall the Gulf School District instituted a welding program two years ago with funds provided by Triumph Gulf Coast. This project will create the needed work opportunities locally that will allow our students to find employment and continue to live in Gulf County.

The drydock proposal's creation of 225 jobs will stimulate our economy and provide the foundation for full recovery of our community from the damages endured from the Deep-Water Horizon Oil Spill, Hurricane Michael and the COVID epidemic.

Thank you for the support Triumph has provided to our school district in developing vocational training programs. It is our hope you will take the next step by approving this application to create employment opportunities for those trained students.

Please contact me at (850) 227-5883 if you have any questions or need additional information.

Most Sincerely,



Jim Norton

www.gulf.k12.fl.us

Denny McGlon
District 1

Brooke Wooten
District 2

Cindy Belin
District 3

Marvin Davis
District 4

Ruby Knox
District 5



The City of Port St. Joe

April 28, 2021

Florida Triumph Gulf Coast, Inc.
P.O. Box 12007
Tallahassee, Florida 32317

RE: Gulf County Ship Repair and Floating Dry Dock Application

Dear Triumph Board Members:

As Mayor of the City of Port St. Joe, I am writing to express the City's support of Gulf County's Ship repair and floating dry dock application to Triumph Gulf Coast. The City of Port St. Joe supports the application that provides needed infrastructure, creates a skilled workforce, and develops an ongoing ship repair and haul out facility on deep-water property in Port St. Joe. The ship repair and floating drydock are complementary to the recently opened shipyard in Port St. Joe and to the 2016 United States Coast Guard Offshore Patrol Cutter design and manufacturing contract awarded to Eastern for the first 4 of a 25-vessel programs of record.

The projected 225 jobs increase the employment opportunities and will jump start our city's economy, along with other communities in this region of Florida. It is our hope that you will look favorably on this application that will assist us in taking the shutters off the inactive port, insure the region's recovery from the Deep-Water Horizon Oil Spill, and the Hurricane Michael disasters.

Again, we are extremely supportive of this application, the benefits it will provide our citizens, and the community overall. Please contact me if you have any questions or need additional information.

Sincerely,

Rex Buzzett
Mayor



April 24,2021

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

Dear Triumph Board Members,

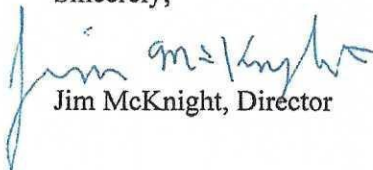
It is with great enthusiasm that I write this letter in support of Gulf County's Triumph application to develop a floating drydock and ship repair facility in Port St. Joe. The projected 225 jobs will bring back manufacturing (shipbuilding) jobs lost when the paper mill closed 21 years ago and provide needed diversification to the County's economic base.

The 225 jobs are the tip of the iceberg for economic development considering the indirect and induced impacts, each direct job in the U.S. shipbuilding and repairing industry is associated with another 2.62 jobs in other parts of the national economy; each dollar of direct labor income and GDP is associated with another \$1.74 in labor income and \$2.49 in GDP, respectively, outside of the shipbuilding and repairing industry.

The project is consistent with an early Triumph award to our school system that created welding classes in our high school in anticipation of a shipbuilding facility. These students are graduating this spring and this facility will provide jobs that will allow them to live in Gulf County.

This is the project that will go a long way in repairing the damages created by the Horizon Oil spill, hurricane Michael, and COVID. Thank you for your consideration.

Sincerely,



Jim McKnight, Director

Exhibit 6

(addendum to #3, page 11 of Gulf County Triumph Application)

Port St Joe Employment Summary:

Vessel Outfitting	125FTEs	February 2021-indefinite
Repair Haul Out Yard	90 FTEs	Beginning 33 months after Triumph Approval
Permanent Direct FTEs	215	
FTEs Permanent Indirect FTEs (2.62 multiplier)	<u>563</u>	
FTEs Total Jobs	<u>778</u>	

FTEs Per Job Cost Analysis created by Gulf County
Floating Dry Dock Project:

Project Funding: \$ 26,000,000.

Divided by 778 FTE positions

Equals \$33,419. per job created through this project

Exhibit 6

(addendum to #3, page 11 of Gulf County Triumph Application)

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