

TRIUMPH GULF COAST, INC. PRE-APPLICATION FORM

Triumph Gulf Coast, Inc. (“Triumph Gulf Coast”) has created a pre-application process to provide initial consideration of eligibility for potential ideas of projects or programs that may seek an award of funding. Applicants are required to participate in the pre-application process. Notwithstanding the response from Triumph Gulf Coast on the pre-application form, an Applicant may still elect to submit an Application.

APPLICANT INFORMATION

Name of Individual/Entity/Organization: [Port of Pensacola / City of Pensacola, Florida](#)

Proposal Title: [Port of Pensacola - Supply Chain Enhancement Project Elements 1-3](#)

Amount of Triumph Funds Requested: [\\$53,048,217](#)

Total Estimated Project Cost: [\\$147,129,678](#)

Brief Description of Individual/Entity/Organization:

[The Port of Pensacola is an enterprise of the City of Pensacola handling over 420,000 tons of cargo while providing industrial facilities and support services to our family of 23 companies including Offshore Inland Marine, CEMEX, Streamline Boats, Pensacola Bay Oysters, Martin Marietta, Inzio, University of West Florida and other Port users. Our tenant companies make significant contributions to the Blue Economy whether it's through their investments in job growth for our region, movement of goods to consumers, research and development, or other throughput in the maritime sector.](#)

Contact Information

Primary Contact: [Clark Merritt, Port Director](#) or [Rebecca Ferguson, Waterfront Development](#)

Title: [see above](#)

Mailing Address: [Port of Pensacola, 700 S. Barracks Street](#)

City: [Pensacola](#)

State: [FL](#)

Zip Code: [32502](#)

Telephone Number: [850-436-5074 Clark Merritt](#) or [850-380-4906 Rebecca Ferguson](#)

Email Address: cmerritt@cityofpensacola.com or rferguson@cityofpensacola.com

Website: cityofpensacola.com

Names of co-applicants, partners or other entities, organizations that will have a role in the proposed project or program:

[Port of Pensacola/ City of Pensacola, Florida Department of Transportation, Florida Seaport Transportation and Economic Development Council, FEMA, CEMEX, Offshore Inland Marine, Streamline Boats of NWFL, American Magic/ US Sailing.](#)

REQUIRED EXECUTIVE SUMMARY

In a maximum of two (2) pages, please describe the proposed project or program and anticipated outcomes including (i) the amount of funds being sought from Triumph Gulf Coast; (ii) the amount and identity of other sources of funds for the proposed project or program; (iii) the location of the project or program; (iv) summary description of the proposed program, including how the program will be transformational and promote economic recovery, diversification, and enhancement of the disproportionately affected counties, and (v) a summary timeline for the proposed project or program. [See attached executive summary and project concept.](#)

IMPORTANT NOTICE

This pre-application process will **not** result in an award of funding by Triumph Gulf Coast. Rather, this process is designed to facilitate submission of ideas for potential projects or programs before the Applicant expends time and/or resources to complete a full Application. All Applicants for funding are required to complete an Application, which will be reviewed and then considered for award at the discretion of Triumph Gulf Coast Board.

Please Select the Proposal’s Eligibility Category(s)

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.

Please Select the Priorities this Proposal's Outcomes will Achieve

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.

TRIUMPH GULF COAST, INC. PRE-APPLICATION FORM

Applicant Information:

Port of Pensacola / City of Pensacola, Florida

Proposal Title:

Port of Pensacola – Supply Chain Enhancement Project Elements 1-3

Amount of Triumph Funds Requested:

\$53,048,217 million

Total Estimated Project Cost:

\$147,129,678 million – Rough order of magnitude cost estimate prepared for the purpose of evaluating the scope and budget of Elements 1-3. The budget document will evolve as the individual cost components of the project become more well-defined. Exact costs will be provided once bids are solicited and development contracts are awarded.

Brief Description of Individual/Entity/Organization:

The Port of Pensacola is an enterprise of the City of Pensacola handling over 420,000 tons of cargo while providing industrial facilities and support services to our family of 23 companies including Offshore Inland Marine, CEMEX, Streamline Boats of NWFL, Pensacola Bay Oysters, Martin Marietta, Inzio, University of West Florida and other port users. Our tenant companies make significant contributions to the Blue Economy whether it's through their investments in job growth for our region, movement of goods to consumers, research and development, or other throughput in the maritime sector.

Contact Information:

Primary Contact: Clark Merritt, Port Director
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Secondary Contact: Rebecca Ferguson, Waterfront Development Projects Coordinator
850.380-4906 rferguson@cityofpensacola.com

Co-applicants, partners or other entities, organizations that will have a role in project

Port of Pensacola / City of Pensacola, Florida Department of Transportation, Florida Seaport Transportation and Economic Development Council, FEMA, CEMEX, Offshore Inland Marine, Streamline Boats of NW Florida, American Magic/ US Sailing.

Port of Pensacola – Supply Chain Enhancement Project Elements 1-3

Executive Summary

The Port of Pensacola is seeking \$53,048,217 million in Triumph Gulf Coast funding to complete the first phase of elements 1-3 of the Supply Chain Enhancement Project. The Port's project consists of all aspects of technical assistance, design, and construction of the following elements, intended to maximize use of 75 percent of the Port while achieving goals set forth by the community-supported vision plan for the remaining 25 percent. Supported by our tenant partners, this project collaboratively improves ocean transportation efficiency, supports the creation of more effective logistics patterns, resolves outdated infrastructure, attracts investment, brings 210,000 sq ft of active warehousing and maker's space online, and ultimately increases tonnage and job growth in NW Florida as well as future-proofs the Port with investments in purpose-built capital projects with a research and development focus serving the maritime sector.

Highlights from Florida Ports Council's *2022 Seaport Mission Plan* presented to the FL Legislature include a 118.4 percent year-over-year increase in total tonnage (inbound and outbound) for Florida's 15 deep-water ports. Essential port investments will provide the Port of Pensacola the opportunity to connect more commerce and continue to strengthen both regional and state economies. Due to the Port of Pensacola's current footprint and proximity to downtown, the goal is not to become a port focused on increasing containerized cargo but to continue to grow our core services with an emphasis on expanding break bulk and non-containerized special project and oversized cargo tonnage. A 60% incremental increase in cargo tonnage supporting job growth is expected with completion of Elements 1-3. In addition, buildout of the remaining acreage on 25% of the Port will advance our competitive position and assist with our resiliency and recovery from Hurricane Sally.

Element 1: Maritime Operations Modernization

Item (1A) *Berth Six Repairs, Hurricane Moorings & Terminal Improvements*, **(1B)** *Internal Heavy Load Roadway, Project Cargo Working Area Reinforcement & Upland Cargo Improvements*, **(1C)** *Dredging Berths 1 & 2, 3, 5 & 6*

Maritime Operations Modernization accelerates on-Port infrastructure improvements in support of freight investment and waterway improvements and better aligns our roadways and infrastructure with market-driven opportunities. It also substantially enhances egress/ingress to the Port supporting larger, heavier cargo with increasing tonnage and arrival frequency while deconflicting passenger and pedestrian traffic from Port truck movements. These improvements create efficiencies that increase stability in supply chains leading to faster transit times, allowing for volume increases and, ultimately, the Port's growth.

Completion of the Berth #6 Infrastructure project will restore the Port of Pensacola to full operational capability and restore the economic benefits a deep-water seaport brings to the Gulf region while supporting increased investment from private users like CEMEX. Tonnage increases cannot occur without berth infrastructure repairs. At the time, closure of Berth 6 and its 560 feet of pier reduced the operational capability of the port by 20 percent, resulting in a loss of flexibility in accommodating multiple vessels at the same time and previously causing some vessels to be turned away. CEMEX is partnering with the port to enhance existing infrastructure ultimately attracting more cargo to the port. Costs include replacement of the piling supported berth decking, piling and road repairs, rail rehabilitation, utilities, drainage, offloading equipment, and related engineering services.

Internal Heavy Load Roadway, Project Cargo Working Area Reinforcement and Upland Cargo Improvements advance ingress/egress to and on port facilitating heavy load cargo mobility. The project develops approximately 3.5 acres of the northern part of the port as a laydown and working area specifically for oversized/heavy cargo such as GE Wind Energy nacelles and other components and reinforces the roadway in support of heavy specialized cargo. Construction of outside cargo staging yards, including site work, drainage, paving, fencing, lighting, and related engineering services will provide more horizontal collaboration between transport companies and logistics service providers.

Element 1: Maritime Operations Modernization continued:

Dredging and restoring depth at Berths 1&2 will result in increased vessel calls and dockage days. At maximum capacity, restored Berths could support an additional 365 vessel dockage days, increasing economic impact each year over the 40+-year life of the asset. With the recent departure of Blue Origin's former RoRo ship, the Jacklyn, restoring depth at all berths, but specifically at berths 1&2 where the vessel moored for three years, will result in new opportunities for the port and its tenants in the Marine Maintenance Repair and Overhaul (MMRO) sector.

Element 2: Maritime Center of Excellence and Light Manufacturing Complex

Item (2A) *Multi-tenant Boat Launch Facility for Small Boat Testing and Development*, **(2B)** *Boat Manufacturing Complex*, **(2C)** *Marine Industry Training and Manufacturing Complex*, *US Sailing Center of Excellence A&E and Construction*, **(2D)** *Intermodal Cargo Transfer Warehouse*, **(2E-J)** *Flexible Maker's Space*, *Maritime Research and Development Center*, *Venue Space*, *Marsh Dredge Overlook – A&E Site Plan*

The Maritime Center of Excellence and Light Manufacturing Complex supports build-out of approximately 10 acres of the north-east quadrant and, excluding the existing dredge spoils area, brings on-line over 210,000 sq ft of covered operational and dry storage space supporting existing and new tenants, boat building, ocean sciences and maritime technologies research and development, marine industry training, flexible maker's space (light manufacturing, fabrication and/or assembly) and a small boat testing facility, in addition to supporting 2-acres of improved laydown area for large GE cargo. A small boat launch facility supports multiple tenants and facilitates testing and development of small craft (26-50 ft center console boats) as well as competitive boat-building research and development. The intermodal cargo transfer warehouse adds 100,000 sq ft of on-Port facility space and related intermodal components to facilitate cargo throughput, raw material sourcing, assembly, and dry storage prior to distribution - important components of supply chain management.

Element 3: Infrastructure Improvements to Support Elements 1-2

Item (3A) *Utility Resiliency/Undergrounding (electrical, water, sewer, telecom loop-feed)*, **(3B)** *Port Traffic Improvements Supporting Port Vision Phase II*, **(3C)** *On-Port Rail Resiliency and Efficiency Enhancements*

Existing above-ground utilities running through the Port's main landside access need to be relocated to promote truck and rail moves in support of GE and other oversized bulk and specialized cargo handling. As tenant cargo, particularly GE's cargo, gets larger and heavier, changes are needed to accommodate efficient truck and rail moves. Burying utilities in support of larger cargo handling and movement, especially for the northern part of the Port via the Heavy Load Roadway Project as well as construction of internal service roads and additional rail infrastructure, including switches, and related rail engineering is needed to modernize port operations. Funding will assist with the port's railroad modernization initiative since several of the port's railroad systems are approaching their design life and need to be rebuilt. In addition, Hurricane Sally impacted the port in September 2020, further decreasing the remaining life of structural supporting soils and ballast of railroad track.

Port-related traffic from existing customers continues to rise, increasing pressure on connecting roadways. That, combined with the port's location in an urban environment and pending development/redevelopment of underutilized port property that will be facilitated with the Port Vision Plan Phase II work also included in this application, require that the City employ modern urban core traffic calming and congestion mitigation concepts along Main Street to the west and Bayfront Parkway to the east of the port's primary entrance at Barracks Street. These improvements, which have completed 100% design and are shovel-ready, will minimize potential conflict points across and between various modes of transportation while enhancing movement of cargo flowing through the Port.

(i). Amount and identity of other sources of funds for the proposed project or program:

Triumph funding will give Port of Pensacola an opportunity to leverage nearly \$56 million in private investment and over \$38.5 million in public investment (in addition to unimproved land value) in support of improved

infrastructure for supply chain enhancement and cargo tonnage increases over 36 months. Other funding sources include tenant partners, FDOT and FL Ports Council- FSTED support. A non-binding estimated cost sheet/rough order of magnitude estimate prepared for purposes of evaluating the scope and budget of Elements 1-3 is available. This document will evolve as the individual components of the project become more well defined and exact costs will be provided once bids are solicited and development contracts are awarded.

(ii). The location of the project or program:

The project is located on port at the Port of Pensacola, a seaport in Escambia County leveraging 2,360 linear feet of deep-water berths and +/- 55 acres of industrial waterfront land supportive of regional commerce and industry. The Florida Department of Transportation has designated highway and rail access to this facility as a part of Florida's Strategic Intermodal System. Specifically, this project addresses infrastructure and landside access issues and needed improvements through the center of the Port, berth improvements waterside on Pensacola Bay, and buildout of the remaining 10 acres in the NE quadrant excluding the dredge spoils area.

(iii). Summary description of the proposed program, including how the program will be transformational and promote economic recovery, diversification, and enhancement of the disproportionately affected counties

A re-alignment of infrastructure supporting global trade routes is clearly underway. With growing complexity in supply chain management, seaports are an integral component of national and regional economies. Port operations depend heavily on associated landside and deep-water transportation networks and on the efficiency of intermodal transfers on port to ultimately deliver finished products to users in a cost-effective way. Functional infrastructure, berths and piers are essential to port operations and critical to the overall economy of the Gulf region.

The Port continues to play a critical role in supporting the local GE Wind Energy manufacturing facility and wind farm projects across the United States by handling a record number of wind energy components and fully assembled wind energy generation turbines. Consistent increases in size, weight and frequency of this and other tenant cargo like growth in CEMEX's bulk cement, and existing damage from Hurricane Sally present a need to modernize Port infrastructure to enhance the region's supply chain in one of the fastest growing sectors in the U.S., attract additional port-dependent manufacturing jobs, and increase tonnage.

The Port has played a pivotal role in attracting manufacturers like Streamline Boats, Cemex, Offshore Inland and others to the region. In turn, these companies have invested in their facilities and supported hundreds of high-wage jobs over many years. With this project, the Port is setting the table to attract new manufacturing to the region while supporting the emerging marine maintenance, repair, and overhaul sector as well as new growth in ocean sciences research and development, boat building and competitive sailing. Together, these activities and build-out of the NE quadrant will provide significant long-term economic benefits to Northwest Florida.

(v). A summary timeline for the proposed project or program

Funding approved by Triumph Gulf Coast will allow the Port of Pensacola to move forward with engineering, design, site work and construction for capital improvement projects referenced in this application. Planned Phase I improvements will be substantially complete by December 2025 (or 36 months) if the project is approved by Triumph Gulf Coast at requested levels.

Phasing and expected Berth 6 replacement of decking and piling repairs can be completed by October 2023 bringing the berth back to full capacity. A small boat launch in support of manufacturing will take approximately 18 months to complete. The internal heavy load road and project cargo working area/apron reinforcement element requires approximately 18 months for finalization. Port Vision Plan – Phase II work can begin as funds are awarded. Dredging of Berths 1&2 is permitted, and work will take approximately 10 months as the berths become available. A complete schedule will be provided in the full application.