

# CRC Infrastructure Sub-Committee

## Project Identification Template and Instructions

### Project Identification Template

**Instructions:** Please complete all of the information requested with the best information you have available. Limited attachments are acceptable if necessary to adequately describe the project but the **total length should be limited to 6 pages** one-sided (including attachments). This Identification Template is intended as a preliminary mechanism by which proposals and projects to improve the resiliency of Coastal Alabama are solicited and captured with some consistency of format, scope definition, and project benefits and impact. **This is only a first step: proposals and projects will not be funded based upon this submittal. Further information and details will be solicited at such time as the screening and funding process is more fully defined.**

**Responses should be received by November 26, 2010, to be included in the appendix the Coastal Recovery Commission Report to the Governor to be submitted December 15, 2010. Submittals after that date will be accepted for consideration but will not be included in the Project Appendix.**

**Completed Templates may be submitted:**

- **Electronically (.pdf preferred) to: [crcalabama.templateresponse.com](mailto:crcalabama.templateresponse.com).**
- **By US mail to: Coastal Recovery Commission.**

**P.O. Box 881, Mobile, AL 36601-0881**

### **I. What – Project Information/Basic Facts**

1. Project Scope The Fairhope Airport Authority (FAA) is proposing physical improvements at the H.L. “Sonny” Callahan Airport to enhance the value of previous investments; to increase economic impact in Southwestern Baldwin County; and to provide a training facility for the aviation industry in the area both current and future. The FAA is proposing to construct a 4,000 SF new terminal building, expand parking, make access roadway improvements, and construct a 15,000 SF aeronautical vocational training facility which will be a partnership venture with the Baldwin County Board of Education and the Alabama 2-year college System

2. Project duration or schedule by phase and status of any work in progress The duration of the project is estimated to be 14 months. The project, since it is all interwoven will be constructed at one time. No work is in progress currently, however, the FAA does have the plans for the terminal building complete.

2.1. Conceptual and Feasibility Planning, Engineering, Construction The FAA has previously analyzed the feasibility of the project. Additionally, the plans for the terminal building are complete and ready to be bid.

3. Estimated Cost (plus or minus 30%) The total cost of the project is estimated at 5.3 million.

3.1. Indicate level of confidence in accuracy of these estimates The FAA is confident in the project estimate based on analysis of the project.

## **II. Why - Project Description relative to Impact and Criteria**

1. Identify what need, threat or opportunity that this project, study, or recommendation will address This project addresses two needs, firstly to complement the new runway at the Fairhope Airport with a terminal building that will greatly increase the economic utility of the airport for major businesses in the area, and that will draw new businesses to near-by industrial park facilities. Secondly, the training facility component of the project will help meet the urgent need for trained workers in the robust aeronautical industry already established in the area.

2. How does this project or recommendation address and impact the recommended evaluation criteria:

2.1.1. Coastal Recovery The Fairhope Airport has been used on many occasions as a location for airlift support in a post-disaster environment. It houses an airplane/helicopter unit of the Alabama Department of Public Safety, and frequently serves as a marshalling area for joint law enforcement activities. It is also a backup facility for a major provider of helicopter services to Gulf Coast off-shore oil/gas rigs, and has from time-to-time been used as such after major storms. The proposed terminal facilities, parking, and access road improvements in this project will greatly enhance the ability of the airport to serve these responders in their respective missions.

2.1.2. Resiliency The additional services which the airport can provide from this project will help not only tourist-based businesses, but will also add economic diversity by facilitating non-tourism businesses such as aeronautics and other high tech manufacturers who rely on the airport's ability to give them "just-in-time" services.

2.1.3. Transformational The addition of a terminal building to the airport creates a true gateway for economic development by making the airport useful to all types of aircraft including cargo, commercial/charter, and passenger; all classes of service will enhance economic growth for a 30-mile radius around the airport. Secondly, the training facility in partnership with BCBOE and Alabama 2-Year College System will allow high school students and adults a legitimate aeronautical vocational training alternative, with a built-in demand for their skills in existing and planned businesses in the local area. Very few train-at-homes, work-at-home opportunities exist for non-college workers in Baldwin County seeking highly paid, highly skilled jobs; this project would meet that need.

2.1.4. Regionalism The project's main impact would be southwestern Baldwin County. The BCBOE estimates that students from all of its high schools south of I-10 will be drawn to the training facility.

2.1.5. Economic Diversification Among many other businesses in the area the airport currently serves tourist/resort facilities such as Grand Hotel at Point Clear, and The Colony at Point Clear; in the aeronautic industry it serves Goodrich, Segers Aero, Teledyne, and Air Inc. This project will further the economic diversity of the area while also improving the operations of existing businesses; it will also stimulate economic development at the airport itself, which would in turn further the economic diversity of the region.

3. Project Economics The estimated cost of the project is 5.3 million, exclusive of the investment of plans, land, and preliminary research already completed by the FAA.

4. Identify Direct Project benefits to Coastal Alabama, including avoided costs, consequence of "No Build" alternative. Direct project benefits include an anticipated increase in daily air traffic. Other benefits are opportunity for high school students and support for aeronautical industry. Costs of no build are not direct in that it is an opportunity cost.

4.1. Impact on employment, job training and development, both short term and permanent Initial impact will be construction jobs, however, there is a strong positive correlation between increased air traffic and increased economic activity. The long term impact of a

skilled and trained workforce only reinforces the ability of the region to further develop an aeronautical industry base.

4.2. Oil spill mitigation outside of claims process Oil spill mitigation will result from offering improved facilities to National Guard, Alabama Public Safety, and private aircraft that will be utilized in any future emergency situation. This is particularly important if the oil spill is coincident with a major weather event that shuts down other coastal helicopter facilities, because of the Fairhope Airport's proven ability to be used as a backup base for helicopters that service the offshore rigs.

5. Identify Indirect benefits and costs

5.1. Collateral Benefits to the objectives of Healthy Environment, Healthy Economy and Healthy Society (subjective responses allowed) The collateral benefits of this project includes the ability to leverage previous improvements and the ongoing financial commitment of the Fairhope Airport Authority and the City of Fairhope. Additional benefits include utilizing existing infrastructure and enhancing the facilities.

5.2. Collateral Costs or impacts to the objectives of Healthy Environment, Healthy Economy and Healthy Society (subjective responses allowed) Collateral costs are related to increased air traffic, such as noise, environmental impacts and the like.

5.3. Connectivity and Linkage to other projects or initiatives: Does this project complement or compete with other projects? What other projects would be precluded if this project is funded? This proposed project does not have linkage or connectivity to other projects or initiatives.

### III. Who/How - General Information

1. Name and contact information for Entity, Collaboration or Person submitting project or recommendation nomination. **Fairhope Airport Authority; Chuck Zunk, Chairman, Post Office Box 429, Fairhope, AL 36533**

*1.1. Entities and communities sharing a common threat or need are encouraged to collaborate for a joint/combined project submittal to raise the profile of the issue and solution to be addressed. Also please indicate the level of community support or resistance and hurdles to collaboration.*

2. Identify Sponsoring Entity for oversight and accountability if different from above.

- 2.1. Existing or to be created? Fairhope Airport Authority; Baldwin County Board of Education; Alabama 2-Year College System
- 2.1.1. If to be created, what parties or interests must be involved and what level of effort is required to do so? Not Applicable.
- 2.2. Describe governance, organizational capacity, availability of skills, experience of sponsoring entity to implement the Project The Fairhope Airport Authority is an "Airport Authority" created under Title 4 Chapter 3 of the Code of Alabama (1975). It has the legal capacity to make contracts, incur debt, and manage airport facilities; and, considerable experience as such. The FAA has a successful track record of applying for and receiving grants, and overseeing subsequent construction. BCBOE and the Alabama 2-Year College System, respectively, have developed several high tech vocational training centers and have the ability and capacity to bring the aeronautical training center to reality.
- 2.3. Project complexity: Hurdles and barriers to project implementation, completion and sustainability. Identify regulatory issues. Hurdles to the project include site plan approval by the City of Fairhope, land disturbance and building permits. These "hurdles" are typical and apply to any construction project in the City of Fairhope.
3. Identify any known or anticipated administrative, regulatory, or legislative action that would be required at either the local, state, or federal governmental level. No known special authorization or legislation is required at this time.
4. Requested funding from Coastal Recovery Fund (CRF) 5.3 million
5. Identified potential funding sources other than the CRF Fairhope Airport Authority; Baldwin County Board of Education; Alabama 2-Year College System; Alabama Aeronautics Bureau
- 5.1. Leverage or multiplier on CRF investment: matching funds, public or private Unknown at this time
- 5.2. Public Private Opportunities, user fees, Federal funds, private foundation grants, bonding capacity, etc. The FAA has the ability to secure financing for a portion of the project.
6. Forecast of ongoing maintenance or operating costs and source of funding if not self sustaining Maintenance cost is yet to be determined but will be funded from the Fairhope Airport Authority maintenance fund and revenues received from tuition at the training facility.