

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.
- 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 Industrial Development Board (FIDB) is proposing to acquire 81.97 acres from the Fairhope Airport Authority in order to develop an aeronautical based Industrial Park. The proposal also includes the construction costs for the infrastructure for the project. It is important to note that in a recent study by the Eastern Shore Chamber of Commerce this property was identified as the best location for a small to midsize technology park in south Baldwin County.
2. Project duration or schedule by phase and status of any work in progress _____ The project duration is approximately 14 months. There are two primary stages with this project: 1. property acquisition; 2. commercial project construction and development.

2.1. Conceptual and Feasibility Planning, Engineering, Construction _____ The FIDB has endorsed the project. A preliminary plan has been prepared by a licensed engineering firm.

3. Estimated Cost (plus or minus 30%) _____ 4.9 million

3.1. Indicate level of confidence in accuracy of these estimates _____ Cost estimates are conservative and in good faith.

II. Why - Project Description relative to Impact and Criteria

1. Identify what need, threat or opportunity that this project, study, or recommendation will address _____ The FIDB has an opportunity to create a new economic engine in Baldwin County. This opportunity is the result of cooperation with the Fairhope Airport Authority and leverages the investment that has been made at the airport previously with the new runway and similar infrastructure. The opportunity is also supported by the synergy created by the existing aviation based industry in the area. These two elements complement each other in order to construct an environment of success.

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

2.1.1. Coastal Recovery _____ The FIDB has analyzed the project from a viability perspective and has elected to move forward. The FIDB sees an opportunity to acquire and develop a technology/industrial park that enhances the value proposition of the offerings at the Fairhope Airport.

2.1.2. Resiliency _____ The project itself has minimal impact on resiliency on a specific economic entity. It does, however, offer greater economic resiliency through broad diversification.

2.1.3. Transformational _____ The acquisition and development of technology/industrial park is transformational in Baldwin County. Using a combination of the area's quality of life and educational system as a foundation, it builds an economy based upon technology and a highly skilled work force.

2.1.4. Regionalism _____ The impacts of the project will be primarily felt south of I-10.

2.1.5. Economic Diversification By leveraging previous investment in the Fairhope Airport the FIDB can build upon the synergy that has been created in order to expand job opportunities, tax base, skill sets, and economic viability of Southern Baldwin County. In doing so, it begins to move the County away from its' dependence upon tourism.

3. Project Economics The FIDB is requesting 2.9 million to purchase 81.97 acres and 2.0 million for construction of infrastructure.

4. Identify Direct Project benefits to Coastal Alabama, including avoided costs, consequence of "No Build" alternative. This project would result in the creation of a 24 lot technology based industrial park where the end users would purchase or lease their location for the construction of their facilities.

4.1. Impact on employment, job training and development, both short term and permanent The creation and development of the technology/industrial park will create technology-based jobs requiring advanced skill sets. Although the exact number is unknown at this time the 24 potential industrial sites have the ability to create literally hundreds of new jobs in Baldwin County.

4.2. Oil spill mitigation outside of claims process This project seeks to leverage the negative impact of the oil spill into an economic opportunity and engine.

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 include 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 strengthening the economic base of the area.

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 Industrial Development Board; Charles E. Bassett, 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? Existing
 - 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 FIDB is a state enabled Board that has long been established. The FIDB has access and the ability to utilize all of the resources the City of Fairhope has to offer.
 - 2.3. Project complexity: Hurdles and barriers to project implementation, completion and sustainability. Identify regulatory issues. Hurdles for the project include typical site plan approval from the Planning Commission and similar local permit efforts.
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 special authorization is required.
4. Requested funding from Coastal Recovery Fund (CRF) 4.9 million
5. Identified potential funding sources other than the CRF City of Fairhope
 - 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. FIDB has 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 The City of Fairhope and the appropriate utility companies will maintain the infrastructure (roads, water, sewer) for the project.