

# FOLEY BEACH EXPRESS

## NATURAL GAS EXTENSION

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

1. Project Scope : This project is to provide essential infrastructure in a key location to promote a sustainable economic development corridor to support the tourism industry as well as promote destination-type development that adds resiliency to the tourism market. This project will provide gas distribution infrastructure on the Foley Beach Express between U.S. Hwy. 98 and Alabama State Hwy. 59, or approximately 5 miles.
2. Project duration or schedule by phase and status of any work in progress: This project has been planned in response to the City of Foley annexation legislation that was passed by the Alabama Legislature in the 2010 summer session. The project duration is expected to take a total of twelve months, which includes design and construction. This work would be the second phase of the Foley Beach Express gas extension. The first phase included a seven mile extension to provide a wholesale metering station to Clark-Mobile Gas District to serve the City of Orange Beach and the Barin Field Industrial Park, where manufacturing and industrial development is promoted to provide economic diversity in the labor market.
  - 2.1. Conceptual and Feasibility Planning, Engineering, Construction: The plan consists of approximately 6 miles of 4" diameter steel gas main. The design will accommodate future loops within the existing system to improve capacity and harden the infrastructure for better reliability during hurricane-type restoration efforts.
3. Estimated Cost (plus or minus 30%): **\$600,000.00;**
  - 3.1. Indicate level of confidence in accuracy of these estimates: This estimate is within 15%+/- of the total project costs.

## 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 will provide vital infrastructure to a major corridor used for economic development and hurricane evacuation. Without gas availability on this major corridor, sustainable economic development and hurricane evacuation and hurricane recovery efforts would be limited and not as effective, as gas can provide businesses with emergency generation for power and allow occupancy and use of the facilities. The added hardening of the existing infrastructure would also improve the resiliency of the needed infrastructure for hurricane-type recovery efforts in Foley and the Gulf Shores and Orange Beach areas.
2. How does this project or recommendation address and impact the recommended evaluation criteria:
  - 2.1.1. Coastal Recovery: This project supports the promulgation of economic diversity to the coastal communities by providing necessary infrastructure to a major transportation corridor in south Baldwin County, which also can be vital in the future recovery efforts of natural or manmade disasters to the Alabama Gulf Coast.
  - 2.1.2. Resiliency: This project hardens the gas infrastructure in Foley where staging for vital response efforts will be housed. This will reduce the probability of failure through a redundant north/south water distribution feed, which allows for quicker restoration of key support structure to first response teams in Gulf Shores and Orange Beach.
  - 2.1.3. Transformational: This project can provide a vital utility for the types of development that can both complement the coastal tourism economy and provide for other high-profile destination-type facilities that can diversify the economy to a more stable and sustainable one.
  - 2.1.4. Regionalism: This project does add to the regional marketability of the area with the available infrastructure to develop destination-type facilities along a major corridor that both complements the coastal draw of tourists and provides for a non-coastal attraction that can add to the coastal benefit and be an economic driver on its own.
  - 2.1.5. Economic Diversification: This project can help provide the needed infrastructure to be used in the economic recruiting of projects that need the high traffic volumes of a major corridor to locate destination projects to diversify the local economy. It also can appeal to the service industries that support the coastal economy in an area where land costs are less, which helps the economic feasibility of projects.

3. Project Economics : The project will support the construction and utility materials industry in the State of Alabama through the competitive bid process. The needed infrastructure will help the economic development of this corridor by providing the availability of the gas utility.
4. Identify Direct Project benefits to Coastal Alabama, including avoided costs, consequence of “No Build” alternative: Without this infrastructure, sites for economic development on a major corridor would be more limited. The reliability of the existing infrastructure would be lessened in case of a major disaster especially in the Gulf Shores and Orange Beach areas.
  - 4.1. Impact on employment, job training and development, both short term and permanent: This project will help promote the development of a corridor well suited toward a mixture of developments that both support the tourism industry of the gulf coast and establish a development potential for other forms of both entertainment and industrial development, all of which provide both short and long term employment.
  - 4.2. Oil spill mitigation outside of claims process : Not applicable
5. Identify Indirect benefits and costs
  - 5.1. Collateral Benefits to the objectives of Healthy Environment, Healthy Economy and Healthy Society (subjective responses allowed): This project can help support the development of a more diverse economy in this region that has seen the negative effects of being too dependent on the Gulf of Mexico. This can help create a more healthy economic base, which can lead to a more healthy society.
  - 5.2. Collateral Costs or impacts to the objectives of Healthy Environment, Healthy Economy and Healthy Society ( subjective responses allowed): None known
  - 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 project links itself to the investment the City of Foley has made in building the Foley Beach Express. It provides for the potential economic development of an existing transportation corridor without added investments of other transportation routes.

### III. Who/How – General Information

1. Name and contact information for Entity, Collaboration or Person submitting project or recommendation nomination. **The Utilities Board of the City of Foley, AL, 413 East Laurel Avenue, Foley AL 36535, Attn: Michael M. Dugger, General Manager**
2. Identify Sponsoring Entity for oversight and accountability if different from above.
  - 2.1. Existing or to be created? Not applicable
    - 2.1.1. If to be created, what parties or interests must be involved and what level of effort is required to do so?
  - 2.2. Describe governance, organizational capacity, availability of skills, experience of sponsoring entity to implement the Project : The Board and its staff will oversee the project as it has in past projects. The staff consists of professional engineers, inspection personnel and a full accounting department.
  - 2.3. Project complexity: Hurdles and barriers to project implementation, completion and sustainability. Identify regulatory issues: The City of Foley holds title to the Right of Way where the project will be placed. There will be stormwater permitting requirements, which should not cause any delays.
3. Identify any known or anticipated administrative, regulatory, or legislative action that would be required at either the local, state, or federal governmental level. None.
4. Requested funding from Coastal Recovery Fund (CRF) **\$600,000.00**
5. Identified potential funding sources other than the CRF: This type of expansion would be funded through developers with some participation of the Board.
  - 5.1. Leverage or multiplier on CRF investment: matching funds, public or private: Rate funded capital funding through the Board would be a possible source of support funding.
  - 5.2. Public Private Opportunities, user fees, Federal funds, private foundation grants, bonding capacity, etc. : Not anticipated
6. Forecast of ongoing maintenance or operating costs and source of funding if not self sustaining: Maintenance and operating costs are supported through the rates charged for gas service.

