RESTORE ACT Direct Component Multiyear Plan Narrative

Department of the Treasury

OMB Approval No. 1505-0250

Directions: Use this form for the Initial Multiyear Plan and any subsequent amendments to an accepted Multiyear Plan. For amendments, include only new and/or materially modified activities.

Multiyear Plan Version (Initial or Amendment Number):	Initial
Date of Initial Multiyear Plan Acceptance:	Click here to enter text.
Date of Last Multiyear Plan Acceptance:	Click here to enter text.

Eligible Applicant Name:	Alabama Department of Conservation and Natural Resources (ADCNR)
Name and Contact Information of the Person to be contacted (POC) on matters concerning this Multiyear Implementation Plan:	
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NARRATIVE DESCRIPTION:

1. A description of each activity, including the need, purpose, objective(s), milestones and location. Include map showing the location of each activity.

This is Alabama's initial Multiyear Implementation Plan (MIP) and includes projects that will be funded over the next several years. Some of these projects will be phased – planning, engineering and design, and construction – with one phase depending on the completion of the prior phase. The actual start dates of projects or a phase will be affected by the availability of funds. Only funds that are available in Alabama's Direct Component Trust Fund allocation can be awarded in grants by Treasury. It is important to note the start dates for projects on the Direct Component MIP Plan Matrix do not reflect the timing of when grant applications will be submitted to Treasury or the actual start dates for the following activities. It is anticipated applications will be submitted to Treasury immediately following the approval of Alabama's MIP. Therefore, we are using a start date of May 2023 as it corresponds with the date on which the total amount of Direct Component funds committed in this plan will be available ($192,416,758.75).

A map showing the location of each activity may be found in the MIP Appendix. The MIP Appendix referenced throughout this document is available on the Alabama Gulf Coast Recovery Council website at the following link: https://restorealabama.org/MIP Appendix.

Activity #1: Aloe Bay Harbour Town Phases I, II and III

The proposed infrastructure project in Mobile County will develop a business district with mixed use public facilities, including lodging and retail space along Dauphin Island's Aloe Bay to be owned by the Town and leased to private entities to enhance economic and tourism opportunities for the Town of Dauphin Island. The project will be implemented in three phases. Phase I includes planning, land acquisition for infrastructure, and environmental assessment work. During this phase, information will be gathered to define problem areas, identify potential solutions and alternatives, and develop a timeline for implementation. This phase will also include a planning-level public infrastructure feasibility study of the Isle Dauphine Beach and Golf Club, which currently offers beach and pool access, golf, and tennis to the public. The purpose of this study is to determine alternatives for the best use of the property in conjunction with the business district and to explore how potential facility improvements could provide additional amenities for tourists visiting Aloe Bay. Exploring possibilities for added tourism opportunities at the Isle Dauphine Club will consequently result in the overall success of the waterfront project and ensure a greater return on investment for the community, thus enhancing the long-term economic sustainability of the Town. The Town of Dauphin Island will serve as administrator for the study and other related tasks for this project. Phase II will include design and engineering, permitting, development of project costs, and preparation of construction plans and documents. Finally, Phase III is the construction period of the project.

Need: The Town of Dauphin Island relies heavily upon sales and lodging tax revenues from ecotourism, tourism, and

activities such as the Alabama Deep Sea Fishing Rodeo. Expanding the availability of short-term lodging facilities, event, and retail space, as well as enhancing the historic Isle Dauphine Club, will enable the Town to increase revenues to ensure sustained economic growth.

Purpose: Purpose: The purpose of this project is to enhance economic opportunities and ensure long-term economic sustainability by creating a walkable district in and around Aloe Bay, including short-term lodging, event, and retail space.

Objective: To develop the infrastructure of the Aloe Bay Harbour Town, including development of an implementation plan; Isle Dauphine feasibility study; acquisition of needed property; completion of design and engineering documents; and completion of construction of Aloe Bay Harbour Town. The infrastructure will include short-term lodging, retail, and restaurant space, and facilities for ecotourism such as deep sea fishing, kayaking, and paddle boarding in Aloe Bay.

Milestones:

- Develop a comprehensive plan, feasibility study, acquisition of identified properties, and environmental assessment
- Complete design and engineering and permitting
- Complete construction

Location: Town of Dauphin Island, Mobile County, Alabama

Activity #2: Redevelop Bayou La Batre City Docks Phases I, II and III

Located along the Mississippi Sound, on the Gulf of Mexico, in Mobile County, Alabama, Bayou La Batre is known as the Seafood Capitol of Alabama. It is estimated the commercial seafood landing in Bayou La Batre has an economic impact on the state which exceeds $80 million annually. Shrimp is the lifeblood of the Bayou La Batre commercial fishery, in addition to oysters, crabs, and finfish taken by local fishermen. In addition to the dockside value of Alabama landings, the seafood processing sector and ship building industry are mainstays of the local economy. The local docks were primarily used in support of the critical seafood and boat building industries, including numerous activities housed within a 90,000-square-foot warehouse. Both the docks and the warehouse were completely destroyed by Hurricane Katrina in 2005. Many of the city's tenants moved away, relocated to other property within the City of Bayou La Batre, or closed their doors. The resulting economic downfall was further compounded by the BP oil spill disaster in 2010 due to fishery closures and consumer-related seafood safety concerns.

The new vision for the city includes upgrades and repairs to the docks property, with public space for the enjoyment of residents and tourists and a dock area where local seafood boats can sell seafood directly to the public. The first phase of the project will develop a feasibility study to identify best use options for the property and an assessment of long-term sustainability of the plan. Phase II will include design and engineering and permitting, and Phase III will be dedicated to implementing the findings of the first two phases. Once completed, the long-term vision is to use the property south of the north bulkhead for dry boat storage and for multiuse parking and the north side of the docks for commercial and retail developments. It is intended this area will promote local seafood industries, ecotourism opportunities, and local heritage and culture, while providing an economic boost to the City.

Need: The docks are currently unusable and dilapidated, and implementation of this project will encourage business development across many local industries resulting in an enhanced local economy.

Purpose: The purpose of the project is to redevelop the City docks to breathe life back into the space. This new vision will support many areas of the local economy and will serve as a public space and meeting place for festivals and area residents and visitors to enjoy.

Objective: The objective is to redevelop the docks in several phases: the first phase of the project will be to develop a feasibility study. The second phase will include engineering and design with the final stage implementing the findings of the first two phases.

Milestones:

- Complete feasibility study
- Complete design & engineering and permitting
- Complete construction

Location: City of Bayou La Batre, Mobile County, Alabama

Activity #3: Water Distribution System Upgrades

This infrastructure project proposes to replace 86,200 linear feet of 2-inch water lines with 6-inch or larger lines to improve water pressure and fire protection in the City of Bayou La Batre. With these upgrades, many residents will see a decrease in home insurance rates due to better fire protection near their homes. This increased capacity will also allow the City to be prepared for growth in residential, commercial and recreational developments. If this project is not implemented, many residents, schools and businesses will continue to have low water pressure and inadequate fire protection.

Need: The water mains in 40% of Bayou La Batre's water system are undersized and lack adequate flow for fire protection for the city's businesses and residents.

Purpose: The purpose of the project is to replace undersized water mains with larger lines to provide adequate water pressure and fire protection for many areas within Bayou La Batre Utilities Board service area.

Objective: The objective is to replace 86,200 linear feet of undersized water mains with larger-sized mains.

Milestones:

- Update Engineering Documents and obtain permits
- Complete construction

Location: City of Bayou La Batre, Mobile County, Alabama

Activity #4: Northwest Satsuma Water and Sewer Project

The City of Satsuma is a coastal community located at the southern extent of the Mobile-Tensaw Delta in Mobile County. The City distributes potable water and collects centralized sanitary sewer to most businesses and residences within the City limits, except for the area west of Interstate 65, in the northwestern quadrant of the City.

There are approximately 100 homes in this area which depend on individual wells and on-site septic tanks for potable water and sanitary sewer. Private wells in this area have reported high concentrations of iron and on-site septic tanks have to be pumped frequently due the low-lying conditions and poor soils. In addition, this area lacks fire hydrants for fire protection, forcing the City of Satsuma Fire Department to truck water for fires to this area resulting in higher residential insurance rates. The septic tanks in this area frequently malfunction during rain events, resulting in exposed raw sewage in yards and homes. Further, because the City is surrounded by other incorporated communities, this area is critical to future growth and expansion.

Need: Project implementation will insure approximately 100 homes in this area will no longer suffer from inadequate potable water and sewer infrastructure and the City of Satsuma will be able to accommodate future commercial and residential growth within their existing City limits. At this time, any new construction in this area must install individual water wells and on-site septic tanks, limiting commercial and residential development.

Purpose: The purpose of this project will extend water and sewer under Interstate 65 via directional boring to bring potable water, fire protection, and gravity sanitary sewer access to the households currently relying on individual wells and on-site septic tanks. This project will reduce health problems due to inadequate treatment from private wells, improve water quality, as approximately 100 on-site septic tanks will be abandoned, and will provide growth opportunities for the City of Satsuma. Residences will be connected to the infrastructure by homeowners per city ordinance.

Objective: This project will bore 2 separate 16-inch casings under Interstate 65 at Woodland Drive. One bore will contain a 6-inch water main and one will contain an 8-inch gravity sewer line. A sanitary lift station will be installed on the west side of the interstate to pump effluent collected eastward toward the Satsuma Wastewater Treatment Facility. Up to 4,200 linear feet of 8-inch gravity sanitary sewer will be installed along the Interstate 65 Public Service Road, South Oak Drive and West Oak Drive. A sanitary sewer lift station (including back up power source) will be constructed on the western side of the Interstate. Further, this project will install 13,600 linear feet of 6-inch water lines along the Service Road south to Baker Road, and north to Regina Road, west along Oak Ridge Drive, west along South Oak Drive, west along Regina Drive, and north on West Oaks Drive. Six (6) fire hydrants will be installed to provide fire protection.

Milestones:

- Complete design and engineering
- Complete construction

Location: City of Satsuma, Mobile County, Alabama

Activity #5: Mount Vernon Water Treatment Plant (WTP)

The Town of Mount Vernon owns and operates a municipal public water system which provides water service to residents of the Town of Mount Vernon, as well as to many households in adjacent portions of unincorporated Mobile County. All residents of the town have access to the municipal water system. There are presently 632 residential customers on the system. The goal of this project is to upgrade the water treatment facility with improvements including the following: a concrete clearwell and baffles; induced draft aeration; a new treatment building; electrical and heating, ventilation, and air conditioning (HVAC); and a chemical feed system.

The present Water Treatment Plant (WTP) has long outlived its useful life and is experiencing frequent failures, resulting in public health threats by impaired water quality and the creation of environmental issues and concerns. The failing conditions of the WTP requires constant repairs, testing, and monitoring by public works staff. These repairs are costly, time consuming, and provide only temporary solutions.

Need: The construction of new components at the Water Treatment Plant will enable the Town to comply with Alabama Department of Environmental Management (ADEM) and Environmental Protection Agency (EPA) minimum standards and regulations. Mount Vernon is a small rural town with very limited financial resources. The Town cannot afford to construct the necessary improvements utilizing local funds.

Purpose: The purpose of this project is to upgrade the Town of Mount Vernon's 972,000 gallons per day (GPD) Water Treatment Plant to provide more reliable service, ensuring improved environmental conditions, and allowing for future growth.

Objective: The objective of this infrastructure project is to upgrade the WTP to meet ADEM and EPA minimum standards and regulations based on the final engineering and permit specifications, which may include the following: a concrete clearwell and baffles, induced draft aeration, a new treatment building, electrical and HVAC, and a chemical feed system.

Milestones:

- Procurement of professional services
- Complete engineering & design
- Complete construction

Location: Town of Mount Vernon, Mobile County, Alabama

Activity #6: Mobile County Blueway Trail Development

This project proposes to develop and implement a comprehensive Mobile County Blueway Trail. Using a consultant-led planning process, Mobile County will define the physical and programmatic elements of a water-based trail system. This trail system will be designed to increase public access for the entire county, while conserving and protecting coastal natural resources. The results of this planning process will be used to develop a Blueway Master Plan that includes a Facility/Infrastructure construction element with bid-ready construction plans and specifications needed to build the trail system. Opportunities and/or requirements for land acquisition, if any, would be identified during this planning process, as well as what types of facilities will be needed to offer the greatest visitor experience (i.e., boat ramps, kayak launches, restrooms, picnic areas).

The 2010 update of the Mobile Bay Comprehensive Conservation & Management Plan (CCMP) was based upon an assessment of what people value most about living in coastal Alabama. The most important value identified was "access to water/open space for recreation and vistas (Human Uses)." According to the CCMP, there are many venues providing access to the Alabama coastal environment. All support the public's desire to access nature. However, some, due to being located adjacent to privately-owned properties, provide limited public access, and there are others in disrepair or scarcely used.

Further, the popularity of paddling as a form of outdoor recreation continues to grow and shows the potential for providing significant nature-based tourism benefits. According to the Outdoor Industry Association, every year Americans spend $646 billion on gear, vehicles, trips, travel-related expenses and more related to outdoor recreation activities. This creates jobs, supports communities, generates tax revenue, and helps drive the economy. In Alabama, outdoor recreation generates $7.5 billion in consumer spending, and leads to $2 billion in wages and salaries and $494 million in state and local tax revenue.

Need: A number of studies have documented paddle trails provide environmental, social, and economic benefits to communities. A Mobile County Blueway Trail will provide a venue to multiply outdoor recreation income and revenue, promote outdoor recreation and stewardship, and build support for conservation and restoration efforts.

Purpose: This water-based trail development project will increase the potential for trail business and revenue income in Mobile County, increase and enhance the public's access to local waters, protect sensitive environments along the coast, and promote nature-based tourism.

Objective: The objective of this project is to develop and implement a countywide Blueway/Paddle Trail Master Plan that includes construction, trail management, and tourism promotional campaign elements based upon a needs assessment, market analysis, and trail/recreation planning and design principles.

Milestones:

- Develop and release final Trail Master Plan
- Complete construction
- Develop tourism promotional campaign elements

Location: Mobile County, Alabama

Activity #7: Baldwin Beach Express I-10 to I-65 Extension

This infrastructure project is for land acquisition associated with the construction of the 24.5-mile express connection from Interstate 65 directly south to the I-10 BBE interchange. Baldwin County has expended $8.5 million in the planning, environmental permitting, and engineering design for this project, which complements a $146 million, 4-laned 26.5-mile expressway known as the Baldwin Beach Express that was completed in 2014. The Federal Highway Administration (FHWA) has approved,the connection to Interstate 65 via an interchange and a NEPA Finding of No Significant Impact on record. With the proposed alignment known, properties have been identified for Right of Way acquisition, and some preliminary discussion with owners has been initiated. Additionally, Baldwin County has invested in the procurement and development of a wetland mitigation bank in anticipation of potential impacts which must be addressed. Direct Component funding will only be used for the Right of Way (ROW) property acquisition phase of the proposed 24.5-mile BBE Extension between Interstate 10 and Interstate 65 which includes appraisals and offers/negotiation activities associated with the property acquisition. Non-federal funding, including a public private partnership, is being actively pursued to support the construction phase, which will include site preparation, utilities, bridgework and paving, signage, landscaping and hardscaping. The construction phase, anticipated to last approximately three years, will follow the ROW acquisition phase, which is anticipated to last approximately two years. This infrastructure project to acquire land and construct the Baldwin Beach Express will contribute to the overall resilience of the Gulf Coast and the State of Alabama by providing a corridor for economic development as well as a hurricane evacuation route. It is anticipated commercial traffic will find this connection highly valuable. Regional economic recovery, tourism, industrial growth, and public safety are supported and enhanced through the completion of this project.

Need: Alabama's coastal population is exploding, and the vibrancy of our beach tourism draws more than 6-million visitors annually to a 22-mile stretch of coastline. State highway connectors and local roadways reach or exceed capacity daily. Visitor data indicates that Interstate 65 is the primary north-south travel route for millions of visitors coming from Michigan, Minnesota, Ohio, Illinois, Kentucky, Tennessee, and northern Alabama. Interstate 10 is the east-west travel route and connects with I-65 on the west side of Mobile, Alabama. Current routes require travelers to endure hours of excessive time and expense going in circuitous directions to remain on interstates or to travel through an aging state highway which also serves and transits through the downtowns of several towns and cities. During the summer months, this state highway is congested daily, often for several miles, creating an environmental concern and economic impediment, as well as a serious public safety concern during hurricane evacuation and emergency response situations. This final phase of the Baldwin Beach Express will provide for the extension from I-10 to I-65 and completes a multi-year transportation construction program needed to address population and tourism growth, traffic congestion, and provide a corridor for economic development and a hurricane evacuation route. Baldwin County has already expended significant funding in the planning, permitting, and design phase of this project and is now ready to acquire necessary properties for the proposed Right of Way (ROW). ROW acquisition must be conducted in advance of construction phase activities.

Purpose: The purpose of this Activity is to 1) acquire land from willing sellers as associated with an infrastructure project in conformance with the RESTORE Act and regulations; and 2) construct the 24.5-mile Baldwin Beach Express Extension from I-10 to I-65 to complete the 51-mile Baldwin Beach Express program.

Objective: The objectives of this Activity are to conduct the Right of Way acquisition phase necessary to complete the Baldwin Beach Express final extension from I-10 to I-65 in readiness for the construction phase and to construct the extension.

Milestones:

- Complete preliminary research
- Conduct land appraisals and reviews
- Submit offers and conduct negotiations
- Complete acquisition closings
- Prepare final documentation

Location: Baldwin County, Alabama

Activity #8: Baldwin County ALDOT Capacity Improvements

The Alabama Department of Transportation, Baldwin County, and the cities of Spanish Fort, Daphne, Fairhope, Orange Beach, and Gulf Shores are cooperatively pursuing the completion of five major infrastructure projects long-needed in the Gulf Coast Region. The locations of these projects are list below:

- Project 1 (SR 181; CR 64 to SR 104) – 3.07 miles
- Project 2 (US 31; Westminster Drive to SR 181) – 4.03 miles
- Project 3 (SR 180; east of FBE) – 2.75 miles
- Project 4 (SR 180; west of FBE) – 3.45 miles
- Project 5 (SR 181; SR 104 to CR 32) – 5.01 miles

These corridors have been identified for capacity improvements to reduce congestion and enhance access to and between the surrounding areas. According to the University of Alabama Center for Business and Economic Research, Baldwin County's population is expected to grow by 65% from 2010 to 2040. The proposed program of projects, which intend to add additional lanes to three major state routes, contributes to the economic resilience of the Gulf Coast and the State of Alabama. Tourism, industrial growth, and public safety are supported and enhanced through the completion of this project. While the Alabama Department of Transportation (ALDOT) will own and maintain the three state roads, Baldwin County is the sub-recipient for this project.

Need: Failing to upgrade already congested corridors will leave key corridors operating with much higher congestion and delay. These delays create real costs for the local economy in the form of lost time for motorists and inhibiting the transport of good and services. These delays also inhibit "normal" emergency services, major storm event evacuations, and recovery response services.

Purpose: Upgrade long under-performing state corridors in the State's fastest growing county.

Objective: The project partners seek to leverage funding from three major sources to add additional lanes to three major state routes in the five separate projects listed above, totaling 18.31 miles of capacity improvements. The improvements will greatly enhance the functionality of key Gulf Coast corridors.

Milestones:

- Complete engineering and design
- Complete construction

Location: Baldwin County, Alabama

Activity #9: Alabama State Port Authority Automotive Logistics/RO-RO Terminal

The Alabama State Port Authority (ASPA) is proposing to convert a derelict former Bulk Handling Facility into a state-of-the-art Roll On-Roll Off (RO-RO)/Mobile Vehicle Processing Facility (Facility) at the Port of Mobile, Alabama. The Facility will complement and support the emergence of automotive import and export supply chains through the Port of Mobile, Alabama.

The proposed Facility, which will be served by five Class 1 railroads and has nearby interstate highway access, will be used for the handling of RO-RO units, to include, but not be limited to: automobiles, military vehicles, trucks, other rolling stock, and high/heavy cargos loaded on roll type trailers.

The development of the Facility will allow automobile and equipment manufacturers in Alabama and other neighboring states access to a more cost-effective deep-water gateway for exporting American made products, as well as importing commodities and components supporting those manufacturers. This will help the nation compete in the global economy, creating jobs and improving the regional and national economy.

The proposed Vehicle Processing/RO-RO Facility is being developed under an innovative Public-Private Partnership (P3) arrangement which has been employed successfully by ASPA several times within the past 15 years. ASPA will be the party responsible for overall design, environmental permitting, and construction. Direct Component funds will be used for the construction of the facility. The concessionaire, selected through a competitive process, will also provide non-federal funding for the construction of the facility. Once the terminal is built, the Alabama State Port Authority will partner with a concessionaire to operate the facility under a long-term lease.

Need: Currently, the Port has the capability to dock RO-RO vessels at Pier E but has no support facilities and limited open storage for the equipment. The new Facility will give the Port capacity for 139,000 RO-RO units and 180,000 at full build-out. These increased operational capabilities will allow the Port to boost their importing and exporting capabilities, support regional manufacturing, and break into the RO-RO freight movement market.

Purpose: The purpose of this project is to allow automobile and equipment manufacturers in Alabama and other neighboring states access to a more cost-effective deep-water gateway for exporting American made products, as well as importing commodities and components that support those manufacturers. This will help the nation compete in the global economy, creating jobs and improving the regional and national economy.

Objective: The objective of this project is to construct a state-of-the-art automobile RO-RO and processing facility.

Milestones:

- Complete architectural & engineering design
- Complete site work/demolition & removal
- Complete construction

Location: City of Mobile, Mobile County, Alabama

Activity #10: Gulf Coast Center for Ecotourism and Sustainability

The City of Gulf Shores proposes to construct a new state-of-the-art facility, utilizing the latest green building infrastructure technologies, on 11.86 acres of City-owned property located adjacent to Gulf State Park. The architecture will mimic functional natural cycles found in the area's many habitat types, including the open waters of the Gulf of Mexico, beaches and coastal dune systems, brackish and salt marshes, large and small estuaries, maritime and upland forests, and freshwater rivers and wetlands. The facility will draw its energy from the sun, take advantage of our abundant rainfall to grow food and shade trees, and provide healthy and accessible indoor and outdoor environments. The buildings will not only bring visitors out into nature, but also strive to bring the outside indoors. The facility itself will serve as an ecotourism tool, providing individuals with experiential connections to nature.

Activities at the Center will be funded with non-RESTORE dollars and will be modeled after the principles and guidelines of Ocean Futures Society's "Ambassadors of the Environment" program, a comprehensive, science-based, and experiential approach introducing visitors from around the world to concepts of biodiversity, ecology, sustainability, and resource management. The program will allow visitors to take part in hands on, interactive experiences that explore these principles and how they relate to terrestrial, aquatic, and human systems.

The City of Gulf Shores will establish a 501(c)(3) to manage and operate the facility. This non-profit will be called the "Gulf Coast Center for Ecotourism and Sustainability," and will be responsible for programming at the facility including activities reflecting the Ocean Futures Society for the Ambassadors of the Environment programs. The City will maintain ownership of the facility, which will be open to the public, and support the Center operations as needed.

Need: The City of Gulf Shores needs a facility to house ecotourism programs to raise environmental awareness, promote stewardship, increase community resilience, protect natural resources, and preserve our quality of life. The City of Gulf Shores will create a unique, world-class environmental ecotourism facility in Gulf Shores, with programs designed to empower visitors to take the lessons they learn in nature and apply them to make positive changes in their own communities.

Purpose: The purpose of the infrastructure project is to house a sustainably-designed ecotourism program where visitors can learn about the ecology, biodiversity, sustainability, and resource management of the northern Gulf of Mexico to raise environmental awareness and to promote conservation and stewardship of our natural resources.

Objective: The objective of this project is to develop a state-of-the-art facility to enrich experiences for tourists, provide stewardship opportunities, and raise environmental awareness, thus enhancing the local and regional economy.

Milestones:

- Complete engineering and design
- Obtain required permitting
- Complete construction

Location: City of Gulf Shores, Baldwin County, Alabama

Activity #11: Historic Africatown Welcome Center Phase I & II

Africatown is a community of national historic significance to the Gulf Coast Region. The site of the landing of the last slave ship to enter the United States, Africatown is filled with rare documents, relics, and artwork. The community's rich culture and heritage needs to be preserved for future generations and the area needs to be developed as a tourism site. The African Neighborhood Plan, endorsed and supported by the Mobile City Planning Commission, establishes a common goal to capture Africatown's historic and natural values through development of a permanent history center. Plans are being made to develop an historic welcome center on the identified site, which will be strategically located in the heart of the community and adjacent to an historic cemetery. This proposed Welcome Center will be owned by the City of Mobile and leased to the Africatown Community Development Corporation for operation and maintenance.

Need: Many of the historic relics are in disrepair and in danger of being permanently lost or destroyed. Without immediate and sustained preservation efforts, the community's rare historic heritage will be lost. A building is needed to house the historic relics and to serve as a welcome center to promote tourism for the area.

Purpose: The purpose of this project is to plan, design, and build a building to serve as a welcome center and tourist destination for the Africatown community. This activity will not only help promote economic development and tourism, but also lay the foundation for national historic preservation of the rich cultural heritage of the area.

Objective: The objective of this project includes two phases: Phase 1) develop a comprehensive plan which includes a marketing and outreach strategy for creation of a tourism program to promote the area, and Phase 2) design and build a Welcome Center to showcase the historic Africatown heritage and culture.

Milestones:

- Development of a comprehensive plan including a marketing and outreach strategy
- Construction of Welcome Center

Location: City of Mobile, Mobile County, Alabama

Activity #12: Innovating St. Louis Street: Mobile's Technology Corridor

The proposed scope of work for this project includes the design and reconstruction of infrastructure within the St. Louis Street right-of-way in the City of Mobile. This activity correlates, either directly or indirectly, with eight Action Item directives from the *Map for Mobile, Framework for Growth*, the new Comprehensive Plan for the City of Mobile adopted on November 5, 2015. Specific references to St. Louis Street and the surrounding Central Business District, within the *Map for Mobile* Action Plan, validate the need, purpose, and objectives for the project. It is believed that improvements to public infrastructure within downtown Mobile will result in recruitment and facilitation of additional public and private sector investments, ultimately building a stronger, more sustainable economy for the City and surrounding region.

Growth of the economy within the City of Mobile is imperative, in support of the vision for making Mobile the "Safest, Most Business and Family-Friendly City in America by 2020." It is anticipated that, through the St. Louis Street Technology Corridor infrastructure project, property values will increase, the local tax base will expand, and job opportunities will be created. Conversely, in the short-term, inaction along the St. Louis Street corridor would likely diminish the viability of other economic development and redevelopment initiatives, programs, and capital expenditures which are planned or underway throughout the City's downtown.

Need: Existing infrastructure facilities within the St. Louis Street right-of-way are in dire need of replacement and enhancement with modern technologies, including drainage, paving, and streetscape facilities. The existing stormwater system along St. Louis Street was installed in 1945. Reconstruction of the existing infrastructure will result in a safe, code compliant, environmentally responsible, and aesthetically inviting streetscape, and will foster the creation of a vibrant, economically sustainable community.

Purpose: The project purpose includes the design and reconstruction of the road bed, adjacent, and subsurface infrastructure within the St. Louis Street right-of-way. The planning, design, and reconstruction of existing utility, streetscape, roadway, and storm drainage infrastructure along St. Louis Street would represent a significant milestone for the City of Mobile. Comprehensively, this initiative correlates with broader objectives for fostering additional business

development and economic revitalization opportunities within the corridor and the surrounding area. The City's vision, in partnership with the University of South Alabama and other stakeholders, includes the creation of a "vibrant, live, work, play and learn district" in downtown Mobile. The St. Louis Street corridor is poised to become Mobile's Downtown Technology Corridor, which will house "Innovate Mobile," a regional science and research park. The University of South Alabama has purchased property on St. Louis Street and envisions the site as the future home of the "innovation accelerator" facility.

Objective: Implementation of the proposed St. Louis Street Technology Corridor initiative, facilitated through redevelopment of existing public infrastructure, is integral to promoting the objective of creating positive change within the City. The St. Louis Street project is currently reinforced by numerous public and private sector development programs which are either planned or underway within the Central Business District. It is believed that through application of sound policies and continued investment, a positive, synergistic outcome will result for the economy of the Central Business District and the City of Mobile. Upon completion, the St. Louis Street infrastructure initiative promises to support long-term revitalization and ensure economic sustainability of existing and future businesses within the Gulf Coast Region.

Milestones:

- Complete demolition/grubbing
- Relocate utilities per design plan
- Complete stormwater upgrades
- Repave, landscape, and install street furniture

Location: City of Mobile, Mobile County, Alabama

Activity #13: Mobile Greenway Initiative: Three Mile Creek Greenway Trail

This Direct Component project proposes funding for the design and construction of six segments of the Three Mile Creek Greenway Trail. Once completed, this trail will connect multiple areas of the City of Mobile as part of the larger Mobile Greenway Initiative, a program of infrastructure projects intended to accomplish the following goals: 1) reconnect City of Mobile citizens and neighborhoods through cycling and pedestrian-oriented transportation options; 2) create and enhance social and recreational opportunities; 3) build a healthier community through improved access to passive recreational opportunities; 4) initiate a sustainable, place-based economy in under-served areas; and 5) through "greenway" acquisitions, develop a more resilient environment for both citizens and wildlife.

Envisioned to provide over 12 continuous miles of trails along Three Mile Creek and downtown Mobile, the Mobile Greenway Initiative is anticipated to be funded over time by both public and private sources, and includes the following elements: Multi-use path, varying from 10 to 15 feet wide; Pedestrian bridges across Three Mile Creek; Pedestrian crossings of minor tributaries; Sidewalks and pedestrian only trails under 10 feet wide; Wayfinding for trail users and trail access points; Roofed underpasses at railroad crossings; Underpasses at existing bridged road crossings; Natural areas and managed plantings within the corridor; Modal interfaces - trailheads, parking lots, on-street parking, street connections; Pedestrian path lighting along trails and vehicular lighting in trailhead parking areas; Touch points along Three Mile Creek to provide pedestrian access to the water's edge; Environmental remediation and restoration measures - bioswales, rain gardens, streambank revegetation; Minor improvements to parks and public open space which may include furniture, equipment, playground equipment and/or landscape lighting; and Pavilions and Restroom facilities in McClean Park, Mills Street Park, and Bush Park. It is envisioned the cultural amenities and interpretive design features will be funded by a private foundation and shaped by community input, highlighting opportunities for various community organizations to play a role in the trail design.

Direct Component funds and other third-party funding (City capital funds) will be used to complete the design of Segments 1, 2, 3, 5, 6 and 7S of the Three Mile Creek Greenway Trail. Direct Component funds will also be used to construct 6.52 miles of trail in two phases, each a stand-alone project. Phase I will include Segments 1, 2 and 3, which accounts for two miles of the trail, and Phase II will include Segments 5, 6 and 7 (southern alignment), which accounts for four miles of the trail.

Need: When completed, Segments 1, 2 and 3 and Segments 5, 6 and 7 will provide continuous trails in two areas of Mobile and connect families to several local parks and to the city's overall system of trails. The Map for Mobile process identified mobility and connectivity as key elements in the plan, along with recreation opportunities for citizens, and the Three Mile Creek Greenway Trail, as part of the larger Mobile Greenway Initiative, meets those goals. In addition, the human health benefits of similar trail developments support improvements in the overall mental and physical heath of a community, thereby reducing overall health care costs within that community. The Three Mile Creek Watershed Management Plan, developed by the Mobile Bay National Estuary Program, was adopted in late 2015, giving another important voice to the plan – restoring the entire Watershed and focusing on cleaner water in this beautiful urban waterway. City capital funds have been allocated to undertake planning, engineering and design for Segments 1, 2, 3, 5,

6 and 7S. Direct Component funds will also be used for planning, engineering and design of these segments. The length of each segment to be constructed with Direct Component funds is defined below:

- Segment 1 - ~.70 mile
- Segment 2 - ~.72 mile
- Segment 3 - ~.64 mile
- Segment 5 - ~.83 mile
- Segment 6 - ~1.63 miles
- Segment 7S - ~2 miles

The status of other segments of the overall trail system that have been or will be constructed as stand-alone projects independent of this Direct Component-funded Three Mile Creek Greenway Trail are as follows: Capital infrastructure dollars, along with CDBG funds and grant monies, have funded the Three Mile Creek Greenway Trail Management Plan and the design and construction of Segment 7N West (as described in the Management Plan). Work on Segment 7N East, which is almost a mile long, has been designed and is underway. The Bring Back Broad Initiative segment, an approximately 4-mile loop, will be funded by a federal TIGER grant and City funds. Funding has not yet been secured for Segment 4 (1.2 miles running under Interstate 65).

Purpose: The purpose of the Three Mile Creek Greenway Trail is to re-connect neighborhoods along Segments 1, 2 and 3 from Langan Park's Japanese Gardens east to Springhill Plaza Shopping Center at Interstate 65 and Segments 5, 6 and 7 beginning at Bush Park in Crichton, passing through Mill Street Park at University Hospital, McLean Park south of Toulminville, and beyond Tricentennial Park to the Infirmary Medical Center. Designated access along the Trail will be provided, thus enhancing transportation options, recreational opportunities, community health, and the overall economy.

Objective: Segments 1, 2 and 3 and Segments 5, 6 and 7 will provide two continuous, 2-mile and 4-mile paths, respectively, for runners, walkers and cyclists immediately adjacent to Three Mile Creek. These segments will be part of the overall Mobile Greenway Initiative, which will re-connect the neighborhoods through which it passes with designated access to the trail, signage directing people to the trail, and cultural amenities along the trail that interpret the history of different neighborhoods and the story of Three Mile Creek. The trail provides the opportunity to combine recreation, commuting, and culture along the trail.

Milestones:

- Complete design and engineering
- Conduct bidding process for construction contracts
- Obtain needed construction permits
- Complete construction

Location: City of Mobile, Mobile County, Alabama

Activity #14: Working Waterfront and Greenspace Restoration Project

This phased project proposes improvements to the shoreline and bluffs along the Eastern Shore of Mobile Bay in Fairhope, Alabama, to insure its resiliency, sustainability, and to encourage our citizens' use of the City of Fairhope's most precious resource – its waterfront.

The project will be located at the Fairhope Municipal Pier site, which includes the pier landing at the foot of Fairhope Avenue and the area to the south along the shoreline known as South Beach Park. The pier landing area is approximately 4 acres of land containing buildings, a parking lot, a large circular drive, walkways, hardscapes, and landscapes with a center oval median containing a prominent fountain surrounded by English styled rose gardens. This landing is the access point to the Fairhope Municipal Pier, a 1500-foot-long precast concrete pier projecting westward into Mobile Bay. This pier houses a marina on the northside, a popular restaurant at the midpoint, bathrooms, and other amenities. Fairhope Municipal Pier hosts tourists, visitors, recreational fishermen, and citizens, and serves as the "Town Square" for all important activities in the life of the City of Fairhope. This landing is protected by a precast seawall along its shoreline radius.

South Beach Park is roughly described as a 5-acre linear park along the shoreline of Mobile Bay immediately south of the Fairhope Municipal Pier landing. Geographical elements of the park include approximately 600 linear feet of shoreline on the westside, terraced green space along the center, and steep eroding bluff along the eastside. There is 32 vertical feet of elevation difference from the east property line to the toe of the bluff. Most of the gradient (fall) is along the face of the bluff. The shoreline is comprised of 450 feet of bulkhead and 150 linear feet of sandy beach at the southern end of the property.

Phase I includes the development of conceptual plans, design, and engineering. Phase II will be dedicated to implementing the findings of the first phase, and it is anticipated this phase could include new construction, improvements, upgrades, and remodeling of the Fairhope Municipal Pier, Pier Landing, and South Beach Park. Project deliverables may include the following: full upgrade, replacement and/or installation of drainage infrastructures; stormwater management facilities for the entire site; construction of shoreline structures (breakwaters, jetties, revetments & groins); reclamation of beaches; construction of "living shorelines"; replacement and upgrade of seawalls & bulkheads; pile supported docks and piers; marina facilities; bluff stabilization; incorporation of a "seating gallery" into the bluff face using engineered hardscapes; a focal point structure at the toe of the bluff centered on the "seating gallery"; new restrooms; amenity structures throughout the project; trails, walkways and boardwalks; parking at multiple locations; drives and accesses; curb and gutter; street signage; entrance feature(s); wayfaring signage; main pier remodel (including all structures and amenities); replacement, upgrading and/or installation of park & pier lighting (geared to the human scale); replacement, upgrading and/or installation of utilities: power, water, sewer, gas, telecom and internet; hardscapes; landscapes; aquatic vegetation; and all other incidental materials and/or infrastructures required to deliver a completed project.

Need: The existing infrastructure is outdated and/or in disrepair. The bulkhead on the south shore is failing and the bluff is unstable as alluvial soils continue to slough and section loss is a regular occurrence. In addition, the pier and pier landing is outdated and not serving the needed human scale required of such a facility. All design and construction for improvements shall incorporate low impact development (LID) standards and green infrastructure methodologies and meet all local, state, and federal design codes. In addition, all designs and construction will be in full compliance with the Americans With Disabilities Act (ADA), follow "complete streets" objectives, and be pedestrian- and cycling-friendly.

Purpose: The purpose of this project is to create a safe and user-friendly environment for providing access along the Eastern Shore in the City of Fairhope.

Objective: A key objective of this project is to introduce as much sustainable and resilient shoreline as possible. Traditional bulkheads act as a physical barrier between the interface of water and land. This separation is harmful to humans and our wildlife. There is a potential for a hybrid design that provides a hardened revetment while still providing a healthy shoreline interface between the revetment and water's edge. At the end of the design process, it is anticipated that natural shoreline would increase and bulkheading would be used sparingly to protect the shoreline and other exposed infrastructures.

Milestones:

- Complete conceptual plans
- Complete engineering and design
- Complete construction

Location: City of Fairhope, Baldwin County, Alabama

Activity #15: Planning Grant to Amend Multiyear Implementation Plan

This project will develop two or more amended MIPs that identify eligible Direct Component activities as additional funds become available. Broad-based participation will be obtained from individuals, businesses, and organizations in the Gulf Coast region of Alabama. ADCNR will use a website portal to solicit project suggestions from the public and employ a project selection process to assure a consistent review of all projects submitted. ADCNR will also engage a consultant to serve as technical expert and to complete detailed evaluations of each supported project. Finally, using information obtained in the technical review, the Alabama Gulf Coast Recovery Council will approve a slate of projects for inclusion in each amended MIP. ADCNR will then develop the amended plans and publish the documents for public review and comment for at least 45 days through the website, email distribution, and a public meeting.

Need: As additional Direct Component funds become available, amendments to Alabama's existing MIP will be necessary to identify and fund additional eligible activities.

Purpose: The purpose of this project is to provide planning assistance to develop two or more amended MIPs for the State of Alabama.

Objective: The objective of this planning grant is to develop two or more amend Multiyear Implementation Plans.

Milestones for each amended MIP:

- Alabama Council completes project selection process
- Alabama Council votes on eligible projects
- Draft Amended MIP released for public comment

- Final Amended MIP adopted and submitted to Treasury

Location: Mobile and Baldwin Counties, Alabama

2. How the applicant made the multiyear plan available for 45 days for public review and comment, in a manner calculated to obtain broad-based participation from individuals, businesses, Indian tribes, and non-profit organizations, such as through public meetings, presentations in languages other than English, and postings on the Internet. The applicant will need to submit documentation (e.g., a copy of public notices) to demonstrate that it made its multiyear plan available to the public for at least 45 days. In addition, describe how each activity in the multiyear plan was approved after consideration of all meaningful input from the public and submit documentation (e.g., a letter from the applicant's leadership approving submission of the multiyear plan to Treasury or a resolution approving the applicant's multiyear plan).

To ensure broad-based participation, the Alabama Council developed a project selection process which includes development of an online project submission portal, holding public meetings, and posting announcements. This process, used to develop the Multiyear Implementation Plan (MIP), is outlined under the response to Question #5.

On April 18, 2018, the Alabama Council met to approve the Draft MIP, and authorized the Executive Director to release the Draft MIP for public comment. The public comment period began on April 19, 2018 and ended on June 4, 2018 (45 days). The Draft MIP was published as follows:

1. Public websites - The draft MIP was published on the following websites:
    - Alabama Gulf Coast Recovery Council website (www.restorealabama.org)
    - Alabama Department of Conservation and Natural Resources' (ADCNR) comprehensive coastal restoration website, www.alabamacoastalrestoration.org
    - Mobile Bay National Estuary Program website, www.mobilebaynep.com
    - Mississippi-Alabama Sea Grant Consortium website, www.masgc.org
    - Gulf of Mexico Alliance website, www.gulfofmexicoalliance.org
2. Email distribution lists - The Draft MIP release was also announced through Alabama's comprehensive coastal restoration email distribution list, which was delivered to over 6,000 signees at that time.
3. Other social media – The announcement was also shared on several other websites, Facebook, and Google Alerts and was the subject of an online article on al.com.

Comments were accepted via email and U.S. Mail. During the 45-day comment period, the Alabama Council also held a public meeting on May 23, 2018 to give an overview of each project in the plan and to allow the public to voice their support or their concerns. This meeting was advertised through the websites and email distribution list referenced above, as well as through ads placed in 3 local print outlets (see MIP Appendix, Attachment 6: https://restorealabama.org/MIP Appendix).

Sixty-five (65) people attended the public meeting, and thirteen (13) participants presented their support/concerns to the Council (see MIP Appendix, Attachment 7: https://restorealabama.org/MIP Appendix). There were also thirty-five (35) written comments received via email and U.S. Mail (see MIP Appendix, Attachment 8: https://restorealabama.org/MIP Appendix).

A detailed list of all comments received with Council responses is included in the MIP Appendix, Attachment 9 (https://restorealabama.org/MIP Appendix). The comments shared for specific projects were primarily supportive, and the Council acknowledges and appreciates the expressed support. There were some general comments supportive of the sewer infrastructure projects and parks and trails projects, with some concerns over potential environmental impacts of the road projects. The Council emphasized they will closely monitor the stringent regulatory compliance requirements imposed by Treasury. The Council also received some comments of support for specific projects not included in this Draft MIP. The Council responded that projects not funded in this round will be eligible for future consideration in amended plans. Several commenters stated a desire to see more RESTORE dollars dedicated to water quality improvement projects vs. road projects. The Council appreciates this sentiment and has dedicated close to $100 million in water quality improvement projects in Alabama's Draft State Expenditure Plan, currently under development.

Of specific note, some commenters were concerned about combining the Isle Dauphine Beach and Golf Club feasibility study, submitted by the Dauphin Island Property Owners Association (DIPOA), with the Aloe Bay Harbour Town Development project submitted by the Town of Dauphin Island. The Council is committed to ensuring all subrecipients are eligible to receive and manage RESTORE Act funds and to find efficiencies where possible. In addition, the Council believes the Aloe Bay Harbour Town development can economically enhance the long-term sustainability of the Isle Dauphine Beach and Golf Club and vice versa. Language has been added to the Aloe Bay Harbour Town Project

Narrative to this effect. Other project-specific comments addressed an error in a dollar amount referenced in the Mobile County Blueway Trail Development project and a request to add in the human health benefits element of the Mobile Greenway Initiative. The MIP has been revised to reflect both comments.

The Council received a comment expressing disappointment that only 3% of the first round MIP is going to the minority community. In a June 20, 2018 Council work session, all comments submitted were reviewed. During the discussion on this specific concern, the Council believed this statement to be an inaccurate characterization of how this funding has been committed and does not represent the potential impact these projects will have on minority and underserved communities. Mt. Vernon, a minority community, has been awarded $1.5 million for Activity #5, Water Treatment Plant upgrades; and Activity #11, the Historic Africatown Welcome Center, a project estimated to cost over $3.5 million, has been a priority project for the underserved Plateau community for many years. The City of Mobile, with a majority African American population, has 2 projects in the plan totaling $15.5 million. Activity #13, the Mobile Greenway Initiative, is a 12-mile walking trail that crosses through 3 city council districts, encompassing every socio-economic demographic in the City of Mobile. Innovating St. Louis Street (Activity #12) is part of a broader initiative to create a technology corridor in downtown Mobile, a much-needed enhancement in a traditionally underserved section of town. The Alabama State Port Authority's $28.8 million Automotive Logistics/RO-RO Terminal project (Activity #9), located in downtown Mobile, will create over 500 direct and indirect jobs, offering employment opportunities for residents of both Mobile and nearby Prichard, a minority community; and lastly, the City of Bayou La Batre, an underserved community, has 2 projects totaling $26.3 million (Activity #2, Redevelop BLB City Docks and Activity #3, BLB Water Distribution System Upgrade). It is important to note that, during this official comment period, the commenter did not support or object to any specific project nor propose any other projects for future consideration.

Finally, there were comments received from several individuals on behalf of the City of Prichard regarding outreach and transparency, as well as a claim the Council did not abide by the majority vote requirement in the statute. The Council reviewed these comments, factoring in the public criticism it received from the Mayor of Prichard in the press following the release of the Draft MIP; although no formal comment was submitted by the Mayor to the Council during the 45-day public comment period. The Council has been and will remain committed to following all requirements of the RESTORE Act in connection with all of its actions. The Council has provided opportunities for public review and comment and has made extensive efforts to make the development of this plan accessible and transparent to the public. These efforts include notifying the public of their call for project ideas through the Coastal Restoration distribution list (over 4,400 signees at that time); posting the announcement on the Council website; holding a public meeting on January 25, 2017 to receive comments on projects in the portal under consideration for funding; providing the public with an opportunity to comment on the Draft Multiyear Implementation Plan, both electronically and in writing; and holding a second public meeting on May 23, 2018. In addition, the Executive Director of the AGCRC has met with over 40 civic organizations, municipalities, and NGOs to educate individuals about the project portal, the various funding sources, the eligible activities, and to identify key decision makers for each funding source. Of particular note, the AGCRC Executive Director met with City of Prichard officials on two occasions at Prichard City Hall to discuss DWH funding sources, eligible activities, and the decision-making process for each. The Council is pleased Phase I of the City of Prichard's Project #211 (W. Turner Rd/Dunlap Circle) will be funded under the Spill Impact Component (Bucket 3) as part of a more comprehensive drainage improvement project to be implemented by Mobile County (Toulmin Springs and Gum Tree Branch).

At the end of the comment period, the Administrator compiled and summarized the written and public meeting comments and prepared a spreadsheet for the Alabama Council to review (included in MIP Appendix, Attachment 9: https://restorealabama.org/MIP Appendix). The Alabama Council reviewed and considered the comments, made suggested revisions, and asked the Administrator to modify the Draft MIP accordingly.

Following a review of proposed revisions, the Alabama Council voted to adopt the MIP on July 13, 2018. The Council also asked the Commissioner of ADCNR, as the Authorized Official, to submit to Treasury a letter confirming the adoption of the MIP, the initial MIP, and supporting documents. The Administrator then submitted the final MIP to Treasury for review and approval. Upon submission to Treasury, the final MIP was released via the same outlets mentioned above for the Draft MIP. The full text of all comments are included in the MIP Appendix, which is available on the Alabama Gulf Coast Recovery Council website at https://restorealabama.org/MIP Appendix. Once the final MIP is approved by Treasury, project documents and evaluations on each project included in the MIP will be posted online at www.restorealabama.org.

3. How each activity included in the applicant's multiyear plan narrative meets all the requirements under the RESTORE Act, including a description of how each activity is eligible for funding based on the geographic location of each activity and how each activity qualifies for at least one of the eligible activities under the RESTORE Act.

Activity #1: Aloe Bay Harbour Town Phases I, II and III: Activity #1 is located in the Gulf Coast Region and is eligible for Direct Component funding under the infrastructure projects benefitting the economy or ecological resources criteria as

stated in the RESTORE Act. Secondary eligible activities include planning assistance for infrastructure projects and promotion of tourism. This activity is eligible, because it includes planning for and construction of public facilities needed to support long-term economic sustainability. This project will be **implemented** by the Town of Dauphin Island.

Activity #2: Redevelop Bayou La Batre City Docks: Activity #2 is located in the Gulf Coast Region and is eligible for Direct Component funding under the infrastructure projects benefitting the economy or ecological resources criteria as stated in the RESTORE Act. This activity is eligible, because it includes planning for and construction of public facilities needed to support long-term economic sustainability. This project will be implemented by Mobile County.

Activity #3: Water Distribution System Upgrades: Activity #3 is located in the Gulf Coast Region and is eligible for Direct Component funding under the infrastructure projects benefitting the economy or ecological resources criteria as stated in the RESTORE Act. This activity is eligible, because it includes planning for and construction of public facilities needed to support public safety, commerce and economic development. This project will be implemented by Mobile County.

Activity #4: Northwest Satsuma Water and Sewer Project: Activity #4 is located in the Gulf Coast Region and is eligible for Direct Component funding under the infrastructure projects benefitting the economy or ecological resources criteria as stated in the RESTORE Act. This activity is eligible, because it includes planning for and construction of public facilities needed to support public health and safety, commerce, and economic development. This project may be implemented by Mobile County.

Activity #5: Mount Vernon Water Treatment Plant (WTP): Activity #5 is located in the Gulf Coast Region and is eligible for Direct Component funding under the infrastructure projects benefitting the economy or ecological resources criteria as stated in the RESTORE Act. This activity is eligible, because it includes planning for and construction of public facilities needed to support commerce and economic development. This project will be implemented by Mobile County.

Activity #6: Mobile County Blueway Trail Development: Activity #6 is located in the Gulf Coast Region and is eligible for Direct Component funding under the promotion of tourism criteria as stated in the RESTORE Act. Secondary eligible activities include planning assistance and infrastructure projects benefitting the economy or ecological resources. This activity is eligible, because it includes planning for and construction of public facilities needed to support economic development and enhanced eco-tourism opportunities. This project will be implemented by Mobile County.

Activity #7: Baldwin Beach Express I-10 to I-65 Extension: Activity #7 is located in the Gulf Coast Region and is eligible for Direct Component funding under the infrastructure projects benefitting the economy or ecological resources criteria as stated in the RESTORE Act and including the stipulation that funds can only be used for acquisition from a willing seller. This activity is eligible, because it includes the acquisition of and construction of public infrastructure needed to support public safety, commerce, and economic development. This project will be implemented by Baldwin County.

Activity #8: Baldwin County ALDOT Capacity Improvements: Activity #8 is located in the Gulf Coast Region and is eligible for Direct Component funding under the infrastructure projects benefitting the economy or ecological resources criteria as stated in the RESTORE Act. This activity is eligible, because it includes the construction of public infrastructure needed to support public safety, commerce, and economic development. This project will be implemented by Baldwin County.

Activity #9: Alabama State Port Authority Automotive Logistics/RO-RO Terminal: Activity #9 is located in the Gulf Coast Region and is eligible for Direct Component funding under the infrastructure projects benefitting the economy or ecological resources criteria as stated in the RESTORE Act. This activity is eligible, because it includes the construction of public infrastructure needed to support commerce and economic development. This project will be implemented by the Alabama State Port Authority.

Activity #10: Gulf Coast Center for Ecotourism and Sustainability: Activity #10 is located in the Gulf Coast Region and is eligible for Direct Component funding under the infrastructure projects benefitting the economy or ecological resources criteria as stated in the RESTORE Act including a secondary eligible activity of promotion of tourism. This activity is eligible, because it includes the planning for and construction of a public facility needed to support environmental and economic sustainability. This project will be implemented by the City of Gulf Shores.

Activity #11: Historic Africatown Welcome Center: Activity #11 is located in the Gulf Coast Region and is eligible for Direct Component funding under the infrastructure projects benefitting the economy or ecological resources criteria as stated in the RESTORE Act including a secondary eligible activity of promotion of tourism. This activity is eligible, because it includes planning for and construction of a public facility needed to support economic development and enhanced tourism opportunities. This project will be implemented by the City of Mobile.

Activity #12: Innovating St. Louis Street: Mobile's Technology Corridor: Activity #12 is located in the Gulf Coast Region and is eligible for Direct Component funding under the infrastructure projects benefitting the economy or ecological resources criteria as stated in the RESTORE Act. This activity is eligible, because it includes the construction of public infrastructure needed to support commerce and economic development. This project will be implemented by the City of Mobile.

Activity #13: Mobile Greenway Initiative: Three Mile Creek Greenway Trail: Activity #13 is located in the Gulf Coast Region and is eligible for Direct Component funding under the infrastructure projects benefitting the economy or ecological resources criteria as stated in the RESTORE Act including a secondary eligible activity of promotion of tourism. This activity is eligible, because it includes the construction of public infrastructure needed to support economic development and enhanced eco-tourism opportunities. This project will be implemented by the City of Mobile.

Activity #14: Working Waterfront and Greenspace Restoration Project: Activity #14 is located in the Gulf Coast Region and is eligible for Direct Component funding under the infrastructure projects benefitting the economy or ecological resources criteria as stated in the RESTORE Act. This activity is eligible, because it includes the planning for and construction of public facilities needed to support environmental and economic sustainability. This project will be implemented by the City of Fairhope.

Activity #15: Planning Grant to Amend Multiyear Implementation Plan: Activity #15 is located in the Gulf Coast Region and is eligible for Direct Component funding under the planning assistance criteria as stated in the RESTORE Act. This project will be implemented by ADCNR.

4. Criteria the applicant will use to evaluate the success of the activities included in the multiyear plan narrative in helping to restore and protect the Gulf Coast Region impacted by the Deepwater Horizon oil spill.

Activity #1: Aloe Bay Harbour Town Phases I, II and III: The success of this activity will be measured by development of a comprehensive plan, a feasibility study, and the completed construction of a mixed-use development.

Activity #2: Redevelop Bayou La Batre City Docks: The success of this activity will be measured by development of a feasibility study, creation of design and engineering documents, and construction of public facilities.

Activity #3: Water Distribution System Upgrades: The success of this activity will be measured by creating final engineering documents resulting in the replacement of 86,200 linear feet of water line.

Activity #4: Northwest Satsuma Water and Sewer Project: The success of this activity will be measured by the installation of sanitary sewer and water lines on public property, the abandonment of 100 septic tanks resulting in access to connection to water and sewer service, the installation of 6 fire hydrants, and the construction of a lift station with back-up power source.

Activity #5: Mount Vernon Water Treatment Plant (WTP): The success of this activity will be measured by the completion of upgrades to the WTP which comply with current EPA and ADEM minimum standards and regulation.

Activity #6: Mobile County Blueway Trail Development: The success of this activity will be measured by the completion of the Trail Master Plan, the construction of the Blueway Trail, and the development of promotional campaign documents.

Activity #7: Baldwin Beach Express I-10 to I-65 Extension: The success of this activity will be measured by completing appraisals, offers/negotiations, and acquisition of the tracts (from willing sellers) necessary to complete the Baldwin Beach Express final extension from I-10 to I-65 in readiness for the construction phase, and construction of the beach express extension.

Activity #8: Baldwin County ALDOT Capacity Improvements: The success of this project will be measured by the added lanes to State Road 180 East of the Foley Beach Express, added lanes and additional modification to State Road 180 West of the Foley Beach Express, and added lanes to State Road 181 from State Road 104 to County Road 32.

Activity #9: Alabama State Port Authority Automotive Logistics/RO-RO Terminal: The success of this activity will be measured by the completed construction of the Automotive Logistics/RO-RO Terminal.

Activity #10: Gulf Coast Center for Ecotourism and Sustainability: The success of this activity will be measured by the completed construction of facilities and the number of visitors.

Activity #11: Historic Africatown Welcome Center: The success of this activity will be measured by development of a comprehensive plan, creation of design and engineering documents, construction of building, and development of tourism program.

Activity #12: Innovating St. Louis Street: Mobile's Technology Corridor: The success of this activity will be measured by the final demolition and reconstruction of 5,000 linear feet of roadway and associated streetscape elements and demolition and replacement of 5,000 linear feet of at-grade and subsurface stormwater infrastructure.

Activity #13: Mobile Greenway Initiative: Three Mile Creek Greenway Trail: The success of this project will be measured by the increased length of the linear trail and increased citizen usage of the trail.

Activity #14: Working Waterfront and Greenspace Restoration Project: The success of this project will be measured by the completion of upgrades to the Fairhope Municipal Pier and shoreline stabilization of South Beach Park

Activity #15: Planning Grant to Amend Multiyear Implementation Plan: The success of this project will be measured by the completion of two or more amended Multiyear Implementation Plans..

5. How the activities included in the multiyear plan narrative were prioritized and list the criteria used to establish the priorities.

The Alabama Gulf Coast Recovery Council (Alabama Council) and its Executive Director have engaged in numerous activities to assure broad-based participation and input into restoration project development. In March 2014, a project submission portal was opened on the State of Alabama's comprehensive coastal restoration website (www.alabamacoastalrestoration.org). This site encourages public participation by the following: 1) allows public access to enter and review project suggestions; allows submission of public comments through the agcrc@dcnr.alabama.gov email address; and supports publishing notices of all public meetings held by the Alabama Council. In addition, the Alabama Gulf Coast Recovery Council Executive Director has engaged in public outreach and education through numerous one-on-one meetings and presentations to more than 40 civic organizations, municipalities, and non-governmental organizations. Finally, the Alabama Council held a public meeting on January 25, 2017 to solicit public input on project suggestions in the portal which may be under consideration for Direct Component funding.

In December 2014, the Alabama Council developed a Draft Project Selection Framework for First Round MIP Development. Although not a Treasury requirement, the Framework was released for public comment at a public meeting on December 17, 2014. It was also released through the Alabama Coastal Restoration email distribution list; posted on the Alabama Gulf Coast Recovery Council website (www.restorealabama.org); and posted on Alabama's comprehensive coastal restoration website (www.alabamacoastalrestoration.org). The Alabama Council limited their priority focus areas related to the Treasury Qualifying Eligible Activity List to Infrastructure projects benefitting the economy and corresponding Planning Assistance projects.

Recognizing the challenges and expense associated with performing detailed reviews on an unlimited number of project suggestions, the Alabama Council also developed a process to move a focus area project forward for more comprehensive evaluation. This process, called a "Request for Evaluation" (RFE), requires a minimum of 4 council members to request a detailed evaluation on a project. (Click on this link to see Project Evaluation Selection Process: http://restorealabama.org/Selection-Process; also included in the MIP Appendix, Attachment 2: https://restorealabama.org/MIP Appendix).

The Alabama Council agreed to evaluate projects based upon individual merit. Members also agreed to use the following project-specific factors, as applicable, to complete the technical reviews:

- Demonstrates benefit in relation to cost
- Addresses short-term vs. long-term economic benefit
- Demonstrates a need (impact of no action)
- Demonstrates does not create adverse impacts elsewhere
- Expands/promotes an existing industry or offers diversification
- Demonstrates short- or long-term job creation (direct and indirect)
- Demonstrates feasibility of success with measurable outcomes
- Demonstrates budget reasonableness
- Demonstrates post-implementation sustainability
- Addresses potential risks and uncertainties
- Addresses penalties, requirements and status of environmental compliance
- Addresses use of cutting-edge technology for construction/implementation
- Addresses readiness/length of time for completion

- Demonstrates it is based on best available science
- Addresses the evaluation and identification of outside funding sources

The Alabama Council reviewed and incorporated the Draft Project Selection Process Framework comments, as appropriate, and released its Final Project Selection Process on December 6, 2016 via the Alabama Coastal Restoration email distribution list and the two websites referenced above. In this same release, the Alabama Council made a call for project suggestions for First Round MIP Development with a submission deadline of January 13, 2017 (See posted announcement: http://restorealabama.org/Selection-Process; also included in the MIP Appendix, Attachment 3: https://restorealabama.org/MIP Appendix).

Prior to submitting any RFEs, Alabama Council members reviewed all projects which had been submitted through the Alabama Project Submission Portal between March 31, 2014 and January 13, 2017.

The Council held a public meeting on January 25, 2017 to receive input on project suggestions in the portal which may be under consideration for Direct Component funding (see MIP Appendix, Attachment 3). The Administrator advised the Council to have Requests for Evaluations submitted by February 24, 2017, and subsequently, the Administrator posted a list of all RFE projects on the two websites referenced above in early March 2017 (See posted announcement: http://restorealabama.org/RFE-Projects; also included in the MIP Appendix, Attachment 4: https://restorealabama.org/MIP Appendix).

A detailed evaluation form was developed to obtain information needed for project evaluation and project inclusion in the MIP. The forms were built from relevant Treasury FAQs and forms required for submission of the MIP and related grant applications. The RFE packets were emailed to RFE project submitters on September 26, 2017 with a completion deadline of October 31, 2017. Once the evaluation packets were returned to the Administrator by the submitters, the information was reviewed for completeness. If needed, the Administrator requested additional information to ensure the submittal was complete. Once the Administrator accepted the evaluation packet as complete, the information was forwarded to the subject-matter experts (Volkert) for technical review. (ADCNR followed State procurement policies and procedures (Code of Alabama 1975 – Title 41, Article 2- Competitive Bidding Laws (§41-16-20) to identify and select Volkert, Inc. (Volkert) to provide DWH Program Management Services. On July 26, 2017, following a presentation by the Volkert program management team, the Alabama Council voted to engage Volkert to conduct the technical reviews on the RFE projects, and to provide additional services, as needed, to complete the MIP.)

Upon completion of the detailed technical reviews, Volkert prepared summary reports for each project and submitted them to the Administrator on December 11, 2017. Once the summary reports were received, the Administrator convened the Alabama Council to review the technical evaluations to aid in determining which projects would be included in the MIP. As part of this review process, the following additional criteria were considered by the Alabama Council:

- Availability and timing of RESTORE funding
- Potential for leveraging (funds and/or prior activities)
- Geographic location
- Disproportionately affected areas
- Included in a strategic/comprehensive plan
- Potential for funding from another source
- Annual recurring costs
- Scope of overall benefit to the community/region
- Appropriate implementing entity
- Ability to implement in phases
- Other factors

Based on the Alabama Council's review and guidance, the Administrator prepared a slate of projects for inclusion in the Draft MIP. The Administrator scheduled a public meeting for March 7, 2018, anticipating the Alabama Council would vote on projects to include in the Draft MIP (See meeting notice: http://restorealabama.org/Meetings; also included in the MIP Appendix, Attachment 5: https://restorealabama.org/MIP Appendix). Once the Council members reviewed the final draft slate, they voted on individual projects to be included in the Draft MIP. The Administrator then developed the Draft MIP. Once completed, the Alabama Council reviewed, revised as needed, and adopted the draft plan.

After review and approval by the Alabama Council, the Draft MIP was released for public comment for 45 days via the following websites:

- Alabama Gulf Coast Recovery Council website (www.restorealabama.org)

- Alabama Department of Conservation and Natural Resources' (ADCNR) comprehensive coastal restoration website, www.alabamacoastalrestoration.org
- Mobile Bay National Estuary Program website, www.mobilebaynep.com
- Mississippi-Alabama Sea Grant Consortium website, www.masgc.org
- Gulf of Mexico Alliance website, www.gulfofmexicoalliance.org

In addition, the release was announced via Alabama's Coastal Restoration distribution list, which currently has over 6,400 signees (see MIP Appendix, Attachment 6: https://restorealabama.org/MIP Appendix).

Note: One step in the Project Selection Process (MIP Appendix, Attachment 2: https://restorealabama.org/MIP Appendix) entails posting all project evaluations online once the Draft MIP is released for public comment. ADCNR elected to postpone the online posting until the final MIP is approved. In this way, evaluations for projects that may be removed from consideration or not ultimately approved at this point are not published. All information on projects included in the plan will be released once the MIP is approved by Treasury. The Council will formally adopt this revision in the Process.

6. If applicable, describe the amount and current status of funding from other sources (e.g., other RESTORE Act contribution, other third party contribution) and provide a description of the specific portion of the project to be funded by the RESTORE Act Direct Component.

The activities described below will be funded over the next several years. Some of these projects will be phased – planning, engineering and design, and construction – with one phase depending on the completion of the prior phase. The actual start dates of projects or a phase will be affected by the availability of funds. Only funds that are available in Alabama's Direct Component Trust Fund allocation can be awarded in grants by Treasury.

Activity #1: Aloe Bay Harbour Town Phases I, II and III: Direct Component funds will be used to plan, acquire land, design, permit and construct a mixed-use development on Dauphin Island as well as develop a feasibility study for the Isle Dauphine Beach and Golf Club. In addition, funds will be accessed for complete administration of this grant, including, but not limited to, project development and oversight, contracting, and sub-recipient monitoring. This project does not include any additional funding sources.

- Total estimated program cost: $17,412,013
- Total RESTORE Direct Component funding: $17,412,013

Activity #2: Redevelop Bayou La Batre City Docks Phases I, II & III: Direct Component funds will be used to develop a feasibility study; create design and engineering documents; and construct public facilities for the City of Bayou La Batre. In addition, funds will be accessed for complete administration of this grant, including, but not limited to, project development and oversight, contracting, and sub-recipient monitoring. This project does not include any additional funding sources.

- Total estimated program cost: $21,658,840
- Total RESTORE Direct Component funding: $21,658,840

Activity #3: Water Distribution System Upgrades: Direct Component funds will be used to finalize engineering documents and to replace 86,200 linear feet of water line in the City of Bayou La Batre. In addition, funds will be accessed for complete administration of this grant, including, but not limited to, project development and oversight, contracting, and sub-recipient monitoring. This project does not include any additional funding sources.

- Total estimated program cost: $5,465,180
- Total RESTORE Direct Component funding: $5,465,180

Activity #4: Northwest Satsuma Water and Sewer Project: Direct Component funds will be used to create design and engineering documents and construct infrastructure to extend water and sewer service to Northwest Satsuma. In addition, funds will be accessed for complete administration of this grant, including, but not limited to, project development and oversight, contracting, and sub-recipient monitoring. This project does not include any additional funding sources.

- Total estimated program cost: $1,813,521
- Total RESTORE Direct Component funding: $1,813,521

Activity #5: Mount Vernon Water Treatment Plant (WTP): Direct Component funds will be used to upgrade aging infrastructure at the Water Treatment Plant in the Town of Mount Vernon. In addition, funds will be accessed for complete administration of this grant, including, but not limited to, project development and oversight, contracting, and sub-recipient monitoring. This project does not include any additional funding sources.

- Total estimated program cost: $1,545,000

- Total RESTORE Direct Component funding: $1,545,000

Activity #6: Mobile County Blueway Trail Development Phases I, II & III: Direct Component funds will be used to fund this project in phases: planning, design, and construction of a Blueway Trail in Mobile County. In addition, funds will be accessed for complete administration of this grant, including, but not limited to, project development and oversight, contracting, and sub-recipient monitoring. This project does not include any additional funding sources.

- Total estimated program cost: $8,240,000
- Total RESTORE Direct Component funding: $8,240,000

Activity #7: Baldwin Beach Express I-10 to I-65 Extension: Direct Component funds will be used to acquire tracts from willing sellers to allow for the future completion of the Baldwin Beach Express Extension from I-10 to I-65. In addition, funds will be accessed for complete administration of this grant, including, but not limited to, project development and oversight, contracting, and sub-recipient monitoring. The construction phase of this project will be funded with other third-party funds.

- Total estimated program cost: $211,678,482
- Total RESTORE Direct Component funding: $11,678,482
- Non-RESTORE Leveraged Funding: $200,000,000

Activity #8: Baldwin County ALDOT Capacity Improvements: Direct Component funds will be used to construct capacity improvements to three state roads in Baldwin County. In addition, funds will be accessed for complete administration of this grant, including, but not limited to, project development and oversight, contracting, and sub-recipient monitoring.

- Total estimated program cost: $127,704,000
- Total RESTORE Direct Component funding: $58,504,000
- Non-RESTORE Leveraged Funding: $69,200,000

Activity #9: Alabama State Port Authority Automotive Logistics/RO-RO Terminal: Direct Component funds will be used to convert a former Bulk Handling Facility into a state-of-the-art Roll On-Roll Off (RO-RO)/Mobile Vehicle Processing Facility at the Port of Mobile. In addition, funds will be accessed for complete administration of this grant, including, but not limited to, project development and oversight, contracting, and sub-recipient monitoring.

- Total estimated program cost: $52,863,031
- Total RESTORE Direct Component funding: $29,630,741
- Non-RESTORE Leveraged Funding: $23,232,290

Activity #10: Gulf Coast Center for Ecotourism and Sustainability: Direct Component funds will be used to construct a state-of-the-art facility in Gulf Shores for the Gulf Coast Center for Ecotourism and Sustainability. In addition, funds will be accessed for complete administration of this grant, including, but not limited to, project development and oversight, contracting, and sub-recipient monitoring.

- Total estimated program cost: $10,040,702
- Total RESTORE Direct Component funding: $10,040,702

Activity #11: Historic Africatown Welcome Center: Direct Component funds will be used to plan, design, permit and construct a welcome center in the historic Africatown community. In addition, funds will be accessed for complete administration of this grant, including, but not limited to, project development and oversight, contracting, and sub-recipient monitoring. This project does not include any additional funding sources.

- Total estimated program cost: $3,689,215
- Total RESTORE Direct Component funding: $3,689,215

Activity #12: Innovating St. Louis Street: Mobile's Technology Corridor: Direct Component funds will be used to design and reconstruct infrastructure within the St. Louis Street right-of-way in the City of Mobile. In addition, funds will be accessed for complete administration of this grant, including, but not limited to, project development and oversight, contracting, and sub-recipient monitoring. This project does not include any additional funding sources.

- Total estimated program cost: $6,062,065
- Total RESTORE Direct Component funding: $6,062,065

Activity #13: Mobile Greenway Initiative: Three Mile Creek Greenway Trail: Direct Component funds will be used to construct six segments of the Three Mile Creek Greenway Trail in two phases. Phase I will include Segments 1, 2 and 3, which accounts for two miles of the trail. Phase II will include Segments 5, 6 and 7 (southern alignment), which accounts for four miles of the trail. In addition, funds will be accessed for complete administration of this grant, including, but not limited to, project development and oversight, contracting, and sub-recipient monitoring.

- Total estimated program cost: $10,909,000
- Total RESTORE Direct Component funding: $9,991,000

- Non-RESTORE Leveraged Funding: $918,000

Activity #14: Working Waterfront and Greenspace Restoration Project: Direct Component funds will be used to construct a number of infrastructure enhancements along the Eastern Shore in the City of Fairhope. In addition, funds will be accessed for complete administration of this grant, including, but not limited to, project development and oversight, contracting, and sub-recipient monitoring. This project does not include any additional funding sources.

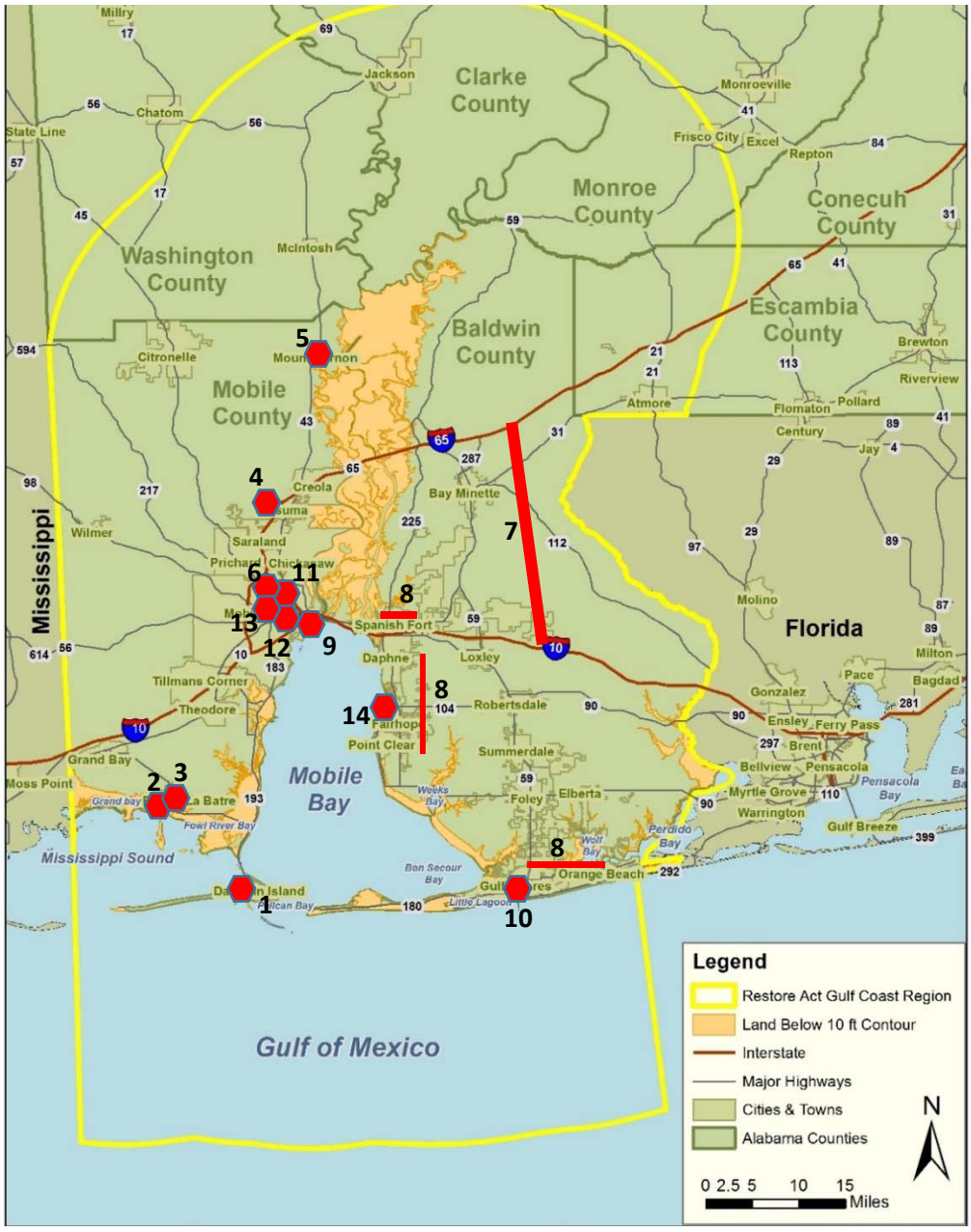
- Total estimated program cost: $6,386,000
- Total RESTORE Direct Component funding: $6,386,000

Activity #15: Planning Grant to Amend Multiyear Implementation Plan: Direct Component funds will be used to develop two or more amended Multiyear Implementation Plans. This project does not include any additional funding sources.

- Total estimated program cost: $300,000
- Total RESTORE Direct Component funding: $300,000

Attachment 1

Direct Component Projects Included in Draft Multiyear Implementation Plan



ID	PROJECT	ID	PROJECT
1	Aloe Bay Harbour Town Phases I, II, and III	9	Alabama State Port Authority Automotive Logistics/RO-RO Terminal
2	Redevelop Bayou La Batre City Docks	10	Gulf Coast Center for Ecotourism and Sustainability
3	Water Distribution System Upgrades	11	Historic Africatown Welcome Center
4	Northwest Satsuma Water and Sewer Project	12	Innovating St. Louis Street: Mobile's Technology Corridor
5	Mount Vernon Water Treatment Plant	13	Mobile Greenway Initiative
6	Mobile County Blueway Trail	14	Working Waterfront and Greenspace Restoration Project
7	Baldwin Beach Express I-10 to I-65 Extension	15	Planning Assistance - MIP Amendment Development (not depicted on map)
8	Baldwin County ALDOT Capacity Improvements		

RESTORE ACT Direct Component Multiyear Plan Matrix — Department of the Treasury									OMB Approval No. 1505-0250
Applicant Name:	Alabama Department of Conservation & Natural Resources								
1. MULTIYEAR PLAN VERSION (INITIAL OR AMENDMENT NUMBER):	Initial		**2a. DATE OF INITIAL MULTIYEAR PLAN ACCEPTANCE (mm/dd/yyyy):**				**2b. DATE OF LAST MULTIYEAR PLAN ACCEPTANCE:**		
3. CUMULATIVE DIRECT COMPONENT ALLOCATION AVAILABLE FOR DISTRIBUTION TO APPLICANT:			$97,756,846.52	**4. TOTAL ALLOCATIONS PLUS KNOWN FUNDS NOT YET DEPOSITED IN TRUST FUND FOR DIRECT COMPONENT:**					$371,995,127.20
5. Primary Direct Component Eligible Activity Further Described in Application (Static Field)	**6. Activity Title (Static Field)**	**7. Location (Static Field)**	**8. Estimated Total Funding Contributions For Proposed Activity(ies)(refer to Instructions)**				**9. Proposed Start Date mm/dd/yyyy**	**10. Proposed End Date mm/dd/yyyy**	**11. Status (refer to Instructions)**
			8a. Direct Component Contribution	**8b. Other RESTORE Act Contribution**	**8c. Other Third Party Contribution**	**8d. Total Contribution**			
Infrastructure projects benefitting the economy or ecological resources, including port infrastructure	Activity #1: Aloe Bay Harbour Town Phase I, II & III	Dauphin Island, Alabama	$17,412,013.00			$17,412,013.00	05-2023	05-2026	Initial MIP
Infrastructure projects benefitting the economy or ecological resources, including port infrastructure	Acitivity #2: Redevelop Bayou La Batre City Docks Phase I, II & III	Bayou La Batre, Alabama	$21,658,840.00			$21,658,840.00	05-2023	05-2028	Initial MIP
Infrastructure projects benefitting the economy or ecological resources, including port infrastructure	Activity #3: Water Distribution System Upgrades	Bayou La Batre, Alabama	$5,465,180.00			$5,465,180.00	05-2023	05-2025	Initial MIP
Infrastructure projects benefitting the economy or ecological resources, including port infrastructure	Activity #4: Northwest Satsuma Water & Sewer Project	Satsuma, Alabama	$1,813,521.00			$1,813,521.00	05-2023	05-2025	Initial MIP
Infrastructure projects benefitting the economy or ecological resources, including port infrastructure	Activity #5: Mount Vernon Water Treatment Plant	Mount Vernon, Alabama	$1,545,000.00			$1,545,000.00	05-2023	05-2025	Initial MIP
Promotion of Tourism	Activity #6: Mobile County Blueway Trail Development	Mobile County, Alabama	$8,240,000.00			$8,240,000.00	05-2023	05-2026	Initial MIP
Infrastructure projects benefitting the economy or ecological resources, including port infrastructure	Activity #7: Baldwin Beach Express I-10 to I-65 Extension	Baldwin County, Alabama	$11,678,482.00		$200,000,000.00	$211,678,482.00	05-2023	05-2025	Initial MIP
Infrastructure projects benefitting the economy or ecological resources, including port infrastructure	Activity #8: Baldwin County ALDOT Capacity Improvements	Baldwin County, Alabama	$58,504,000.00		$69,200,000.00	$127,704,000.00	05-2023	05-2028	Initial MIP
Infrastructure projects benefitting the economy or ecological resources, including port infrastructure	Activity #9: Alabama State Port Authority Automotive Logistics/RO-RO Terminal	Mobile, Alabama	$29,630,741.00		$23,232,290.00	$52,863,031.00	05-2023	05-2025	Initial MIP
Infrastructure projects benefitting the economy or ecological resources, including port infrastructure	Activity #10: Gulf Coast Center for Ecotourism and Sustainability	Gulf Shores, Alabama	$10,040,702.00			$10,040,702.00	05-2023	05-2025	Initial MIP
Infrastructure projects benefitting the economy or ecological resources, including port infrastructure	Activity #11: Historic Africatown Welcome Center Phase I & II	Mobile, Alabama	$3,689,215.00			$3,689,215.00	05-2023	05-2026	Initial MIP

Infrastructure projects benefitting the economy or ecological resources, including port infrastructure	Activity #12: Innovating St. Louis Street: Mobile's Technology Center	Mobile, Alabama	$6,062,065.00			$6,062,065.00	05-2023	05-2025	Initial MIP
Infrastructure projects benefitting the economy or ecological resources, including port infrastructure	Activity #13: Mobile Greenway Initiative: Three Mile Creek Greenway Trail	Mobile, Alabama	$9,991,000.00		$918,000.00	$10,909,000.00	05-2023	05-2025	Initial MIP
Infrastructure projects benefitting the economy or ecological resources, including port infrastructure	Activity #14: Working Waterfront & Greenspace Restoration Project	Fairhope, Alabama	$6,386,000.00			$6,386,000.00	05-2023	05-2026	Initial MIP
Planning Assistance	Activity #15: Planning Grant to Amend Multiyear Implementation Plan	Mobile/Baldwin Counties, Alabama	$300,000.00			$300,000.00	05-2023	05-2025	Initial MIP
	12. ESTIMATED TOTAL FUNDING CONTRIBUTIONS FOR ACTIVITY(IES) (refer to Instructions)		$192,416,759.00	$0.00	$293,350,290.00	$485,767,049.00	**Please note: Grant awards may reflect non-material changes in proposed dates and estimated funding.**		