

# 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:	<a href="#">Click here to enter text.</a>
Date of Last Multiyear Plan Acceptance:	<a href="#">Click here to enter text.</a>

Eligible Applicant Name:	Alabama Department of Conservation and Natural Resources
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 is attached (Attachment 1).

#### **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 hotel and retail space along 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, 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. In addition, Phase I will include the development of a planning-level feasibility study of the Isle Dauphine Beach and Golf Club to determine alternatives for the best use of the property to enhance and compliment the Aloe Bay Harbour Town development. 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 Deep Sea Fishing Rodeo. Expanding the availability of short-term lodging facilities, event, and retail space will enable the Town to increase revenues to ensure sustained economic growth.

**Purpose:** The purpose of this project is to enhance economic opportunities by creating a walkable district in and around Aloe Bay, including short-term facilities, 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 that exceeds \$80 million annually. Shrimp is the mainstay 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 two 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 that 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 that approximately 100 homes in this area will no longer suffer from inadequate potable water and sewer infrastructure and that 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 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.

**Objective:** This infrastructure project will remove 100 on-site septic tanks resulting in water and sewer service connections. In addition, six fire hydrants will be installed to provide fire protection, and a sanitary sewer lift station (including back up power source) will be constructed.

**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 HVAC, and a chemical feed system.

The present 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 ADEM and 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 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 as specified in the final engineering plan, 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.

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 \$75 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 that 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, and protect sensitive environments along the coast, 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 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 promotional campaign elements

**Location:** Mobile County, Alabama

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

This infrastructure project seeks funding for Right of Way (ROW) property acquisition to accommodate the proposed 24.5-mile Baldwin Beach Express Extension between Interstate 10 and Interstate 65. Baldwin County has expended \$8.5 million in county funds for plan preparation and environmental permitting to complete the preliminary engineering phase for the Baldwin Beach Express Extension. The proposed Extension 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. Regional economic recovery, tourism, industrial growth, and public safety are supported and enhanced through the completion of this project.

**Need:** The Baldwin Beach Express Extension from I-10 to I-65 is needed to provide a corridor for economic development and a hurricane evacuation route.

**Purpose:** The purpose of this project includes identifying and acquiring land in conformance with the RESTORE Act and regulations, which includes identifying and acquiring land from willing sellers, and will allow for the completion of the 24.5-mile Baldwin Beach Express Extension from I-10 to I-65.

**Objective:** The objective of this project is to complete the Baldwin Beach Express Extension from I-10 to I-65 with the acquisition of all right-of-way necessary to move on to the construction phase of the roadway.

#### **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 that have long been needed in the Gulf Coast Region. The locations of these projects are list below:

- Project 1 (SR 181; CR 64 to SR 104)
- Project 2 (US 31; Westminster Drive to SR 181)
- Project 3 (SR 180; east of FBE)
- Project 4 (SR 180; west of FBE)
- Project 5 (SR 181; SR 104 to CR 32)

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.

**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 (the 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. Once the terminal is built, the Alabama State Port Authority will partner with a concessionaire to operate the facility under a long-term lease. The concessionaire will be required to make a financial contribution towards the capital costs.

**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: Ambassadors of the Environment**

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 participants 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.

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

**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 participants 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 participants 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.

**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 that will 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 with preservation of artifacts

**Location:** City of Mobile, Mobile County, Alabama

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

The proposed scope of work 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**

The Mobile Greenway Initiative is a series 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.

**Need:** When completed, the Three Mile Creek Greenway Trail (TMCG) will connect families to several local parks and to the city's overall system of trails. Running adjacent to Three Mile Creek, this particular trail follows almost 12 miles of waterway, from Langan Park in west Mobile to the Mobile River in east Mobile. The *Map for Mobile* process identified mobility and connectivity as key elements in the plan, along with recreation opportunities for citizens. The Mobile Greenway Initiative meets those goals. Capital infrastructure dollars, along with CDBG funds and grant monies, have funded the following to date: Three Mile Creek Greenway Trail Management Plan and the design and construction of Segment 7 (as described in the Management Plan. Segment 7(a), which is almost a mile long and is in the final stages of construction. Additional City capital funds have been allocated to undertake planning, engineering and design for Segments 1, 2, 3, 5 and 6. Bucket 1 RESTORE funds will be used to construct these segments. 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.

**Purpose:** This project will re-connect neighborhoods with designated access along the Trail and will include artwork which interprets the historic significance of Three Mile Creek while providing the opportunity to combine recreation, commuting, and culture.

**Objective:** The Three Mile Creek Greenway Trail will provide a continuous, 12-mile path for runners, walkers and cyclists immediately adjacent to Three Mile Creek. The TMCG trail will re-connect the neighborhoods that it passes through with designated access to the trail, signage that directs people to the trail, and artwork along the trail that interprets the history of different neighborhoods and the story of Three Mile Creek. These interpretive design features will be shaped by community input and highlighted as opportunities for various community organizations to get involved in the trail design. The trail provides the opportunity to combine recreation, commuting, and culture along the trail.

**Milestones:**

- 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.

**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 an amended MIP that identifies 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 the amended MIP. ADCNR will then develop the amended plan and publish it 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 an amended MIP for the State of Alabama.

**Objective:** The objective of this planning grant is to develop an amended Multiyear Implementation Plan.

**Milestones:**

- 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).

The process to develop the draft Multiyear Implementation Plan to date may be found under the response to Question #5.

Public comments and responses, including any changes to the Multiyear Implementation Plan, will be summarized in response to this question after the public comment period. The process for release of the draft MIP is described below:

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

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

The Draft MIP release will also be announced through Alabama's comprehensive coastal restoration email distribution list. The Alabama Council intends to hold a public meeting during the 45-day comment period to accept additional comments. At the end of the comment period, the Administrator will compile and summarize the comments and prepare a report for the Alabama Council. The Alabama Council will review and consider the comments and have the Administrator revise the Draft MIP as appropriate.

After review of proposed revisions, the Alabama Council will vote to approve the MIP. The Administrator will then submit the final document to Treasury for review and approval. All project evaluations and public comments for each project

included in the Draft MIP will be posted online at [www.restorealabama.org](http://www.restorealabama.org). Upon submission to Treasury for approval, the final MIP will be released via the same outlets mentioned above for the Draft MIP.

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:** This activity 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 project will be implemented by the Town of Dauphin Island.

**Activity #2: Redevelop Bayou La Batre City Docks:** This activity 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 project will be implemented by Mobile County.

**Activity #3: Water Distribution System Upgrades:** This activity 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 project will be implemented by Mobile County.

**Activity #4: Northwest Satsuma Water and Sewer Project:** This activity 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 project will be implemented by Mobile County.

**Activity #5: Mount Vernon Water Treatment Plant (WTP):** This activity 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 project will be implemented by Mobile County.

**Activity #6: Mobile County Blueway Trail Development:** This activity 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 project will be implemented by Mobile County.

**Activity #7: Baldwin Beach Express I-10 to I-65 Extension:** This activity 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 project will be implemented by Baldwin County.

**Activity #8: Baldwin County ALDOT Capacity Improvements:** This activity 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 project will be implemented by Baldwin County.

**Activity #9: Alabama State Port Authority Automotive Logistics/RO-RO Terminal:** This activity 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 project will be implemented by the Alabama State Port Authority.

**Activity #10: Ambassadors of the Environment:** This activity 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 project will be implemented by the City of Gulf Shores.

**Activity #11: Historic Africatown Welcome Center:** This activity 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 project will be implemented by the City of Mobile.

**Activity #12: Innovating St. Louis Street: Mobile's Technology Corridor:** This activity 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 project will be implemented by the City of Mobile.

**Activity #13: Mobile Greenway Initiative:** This activity 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 project will be implemented by the City of Mobile.

**Activity #14: Working Waterfront and Greenspace Restoration Project:** This activity 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 project will be implemented by the City of Fairhope.

**Activity #15: Planning Grant to Amend Multiyear Implementation Plan:** This activity 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 removal of 100 septic tanks resulting in 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 roadway at a later date.

**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: Ambassadors of the Environment:** 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:** 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 an amended Multiyear Implementation Plan..

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 several 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](http://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](mailto: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](http://www.restorealabama.org)); and posted on Alabama's comprehensive coastal restoration website ([www.alabamacoastalrestoration.org](http://www.alabamacoastalrestoration.org)). The Alabama Council selected three (3) priority focus areas related to the Treasury Qualifying Eligible Activity List: Infrastructure, Economic, 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>).

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>).

Prior to submitting any RFEs, Alabama Council members reviewed all projects which had been submitted to the Alabama Project Submission Portal from March 31, 2014 through 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. 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>).

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 – Article 2- State Bid 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>). Once the Council members reviewed the final draft slate, they voted on individual projects to be included in the Draft MIP. The Administrator then began the development of the Draft MIP. Once completed, the Alabama Council will review, revise as needed, and adopt the draft plan.

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

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

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: \$16,927,367
- Total RESTORE Direct Component funding: \$16,927,367

**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. This project does not include any additional funding sources.

- Total estimated program cost: \$11,678,482
- Total RESTORE Direct Component funding: \$11,678,482

**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: Ambassadors of the Environment:** Direct Component funds will be used to construct a state-of-the-art facility for the Gulf Shores Ambassadors of the Environment Program. 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:** 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 4, 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. This project does not include any additional funding sources.

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

**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.

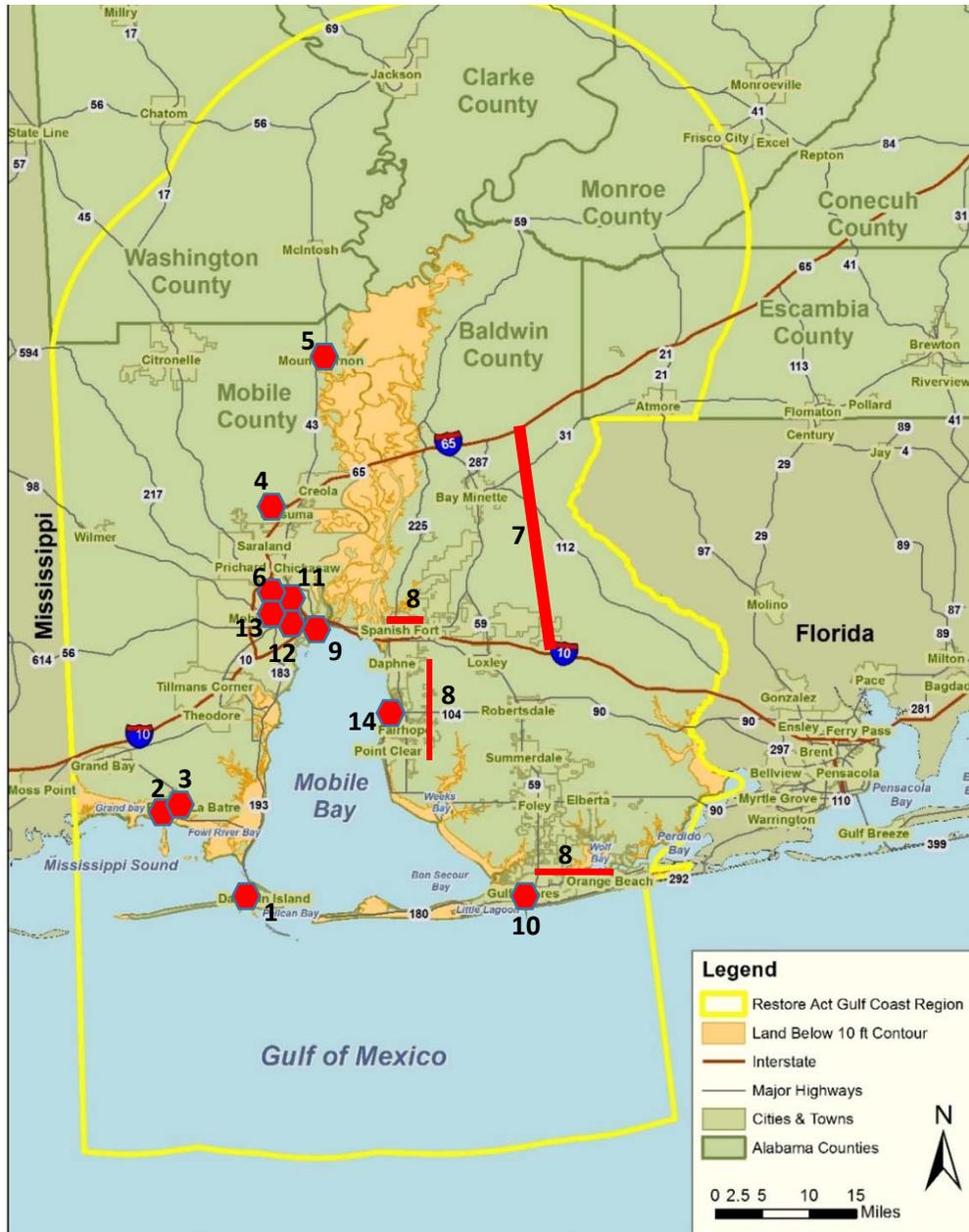
- Total estimated program cost: \$6,386,000
- Total RESTORE Direct Component funding: \$6,386,000

**Activity #15: Planning Grant to Amend Multiyear Implementation Plan:** Direct Component funds will be used to develop an amended Multiyear Implementation Plan. 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	Ambassadors of the Environment
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

<b>Applicant Name:</b>		Alabama Department of Conservation & Natural Resources							
<b>1. MULTIYEAR PLAN VERSION (INITIAL OR AMENDMENT NUMBER):</b>		Initial		<b>2a. DATE OF INITIAL MULTIYEAR PLAN ACCEPTANCE (mm/dd/yyyy):</b>		<b>2b. DATE OF LAST MULTIYEAR PLAN ACCEPTANCE:</b>			
<b>3. CUMULATIVE DIRECT COMPONENT ALLOCATION AVAILABLE FOR DISTRIBUTION TO APPLICANT:</b>		\$97,931,005.00		<b>4. TOTAL ALLOCATIONS PLUS KNOWN FUNDS NOT YET DEPOSITED IN TRUST FUND FOR DIRECT COMPONENT:</b>		\$374,068,932.00			
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 <del>port infrastructure</del>	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 <del>port infrastructure</del>	Activity #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 <del>port infrastructure</del>	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 <del>port infrastructure</del>	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 <del>port infrastructure</del>	Activity #5: Mount Vernon Water Treatment Plant	Mount Vernon, Alabama	\$1,545,000.00			\$1,545,000.00	05-2023	05-2025	Initial MIP
Infrastructure projects benefitting the economy or ecological resources, including <del>port infrastructure</del>	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 <del>port infrastructure</del>	Activity #7: Baldwin Beach Express I-10 to I-65 Extension	Baldwin County, Alabama	\$11,678,482.00			\$11,678,482.00	05-2023	05-2025	Initial MIP
Infrastructure projects benefitting the economy or ecological resources, including <del>port infrastructure</del>	Activity #8: Baldwin County ALDOT Capacity Improvements	Baldwin County, Alabama	\$58,504,000.00		\$69,200,000.00	\$127,704,000.00	05-2023	05-2029	Initial MIP
Infrastructure projects benefitting the economy or ecological resources, including <del>port infrastructure</del>	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 <del>port infrastructure</del>	Activity #10: Ambassadors of the Environment	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 <del>port infrastructure</del>	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 <del>port infrastructure</del>	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 <del>port infrastructure</del>	Activity #13: Mobile Greenway Initiative	Mobile, Alabama	\$9,991,000.00			\$9,991,000.00	05-2023	05-2025	Initial MIP
Infrastructure projects benefitting the economy or ecological resources, including <del>port infrastructure</del>	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
<b>12. ESTIMATED TOTAL FUNDING CONTRIBUTIONS FOR ACTIVITY(IES) (refer to Instructions)</b>			\$192,416,759.00	\$0.00	\$92,432,290.00	\$284,849,049.00	<b>Please note: Grant awards may reflect non-material changes in proposed dates and estimated funding.</b>		