

Executive Summary

ES 1.0 Introduction

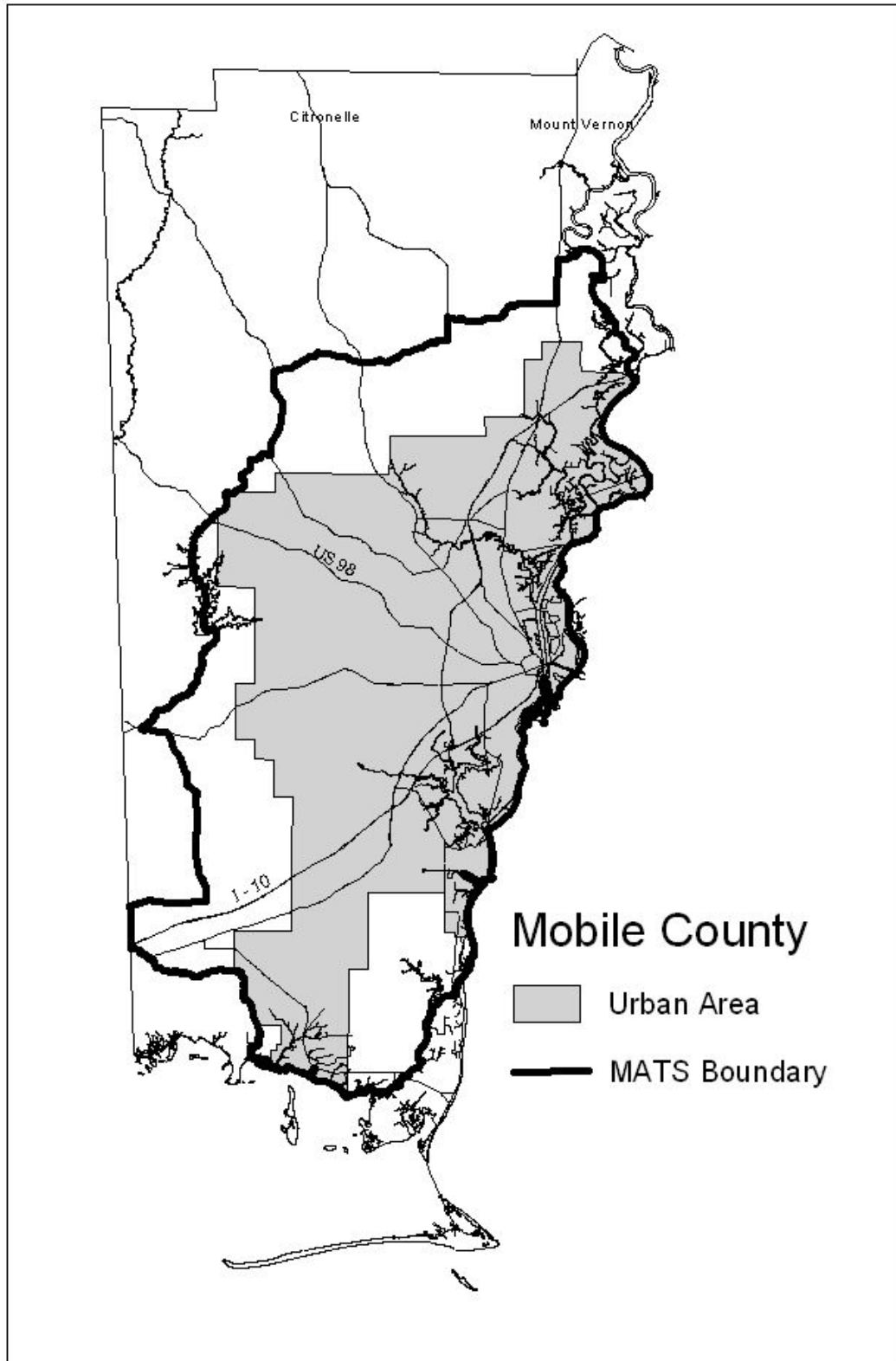
Development of the Mobile Area Transportation Study (MATS) 2040 Long Range Transportation Plan began in 2012 under the guidance of the Mobile Urban Area Metropolitan Planning Organization (MPO). The study was conducted by the South Alabama Regional Planning Commission with the assistance of the Alabama Department of Transportation, the Mobile County Engineering Department, the WAVE Transit System, and the City of Mobile Transportation, Planning, and Engineering Departments. Funding has been provided by the Federal Highway Administration and the Federal Transit Administration, by the Mobile County Commission, and by the cities of Mobile, Prichard, Chickasaw, Saraland, Satsuma, Creola, Bayou La Batre and Semmes. The document and its process is called Destination 2040.

The Destination 2040 Transportation Plan is multi-modal in scope, encompassing long-range plans for highway, public transportation, and bicycle and pedestrian networks. Regional growth, economic development, and accessibility within the study area along with environmental concerns necessitate that the long-range plan addresses not only improved vehicular travel but also improvements to alternative modes. Preservation of the existing transportation system coupled with enhancement of all modal choices will contribute to the improvement of the overall quality of life in the region.

The MPO's objective in initiating the new Long Range Plan was to identify, to the maximum extent feasible, the multi-modal transportation improvements which will be needed in the Mobile urban area between now and the year 2040 in order to maintain an acceptable level of mobility. Where possible, these needs were quantified in terms of dollar costs and prioritized based on the availability of funding, the impact of the proposed improvement, and anticipated development patterns and timing. The Destination 2040 Transportation Plan as detailed herein is not proposed as a rigid, inflexible blueprint, but rather is intended to guide decision-makers' actions within a regional context and thus maintain system coordination across the various political boundaries which divide the MATS area.

The recommendations contained in this report for highway and transit projects address only major needs of regional importance which will add significant capacity to the transportation system; the proposals should be regarded as general only and do not represent specific alignments or locations. Many projects not included in this plan will doubtless be constructed by developers or implemented by local governments between now and the year 2040; conversely, some of the projects described in this report may never be constructed. Prior to construction, specific studies will be conducted for each project to determine environmental, social, and economic impacts. For those determined to be in the best interest of the public, studies will be completed to finalize engineering details, including specific location and any necessary rights-of-way. Further, the recommendations made in this report will be reviewed and updated periodically in future years as changing social, economic, physical or technological conditions warrant, and the appropriate changes as then determined will be incorporated in new, updated plans.

Figure ES-1
Mobile Area Transportation Study Area



Source: Mobile MPO

Based on 2010 US Census Data

ES 1.1 Public Involvement

As part of the planning process for the *Destination 2040 Long Range Transportation Plan*, early public involvement meetings were held to solicit input in the development of the Plan. Two preliminary public meetings were held in January of 2014 at two different locations as a means to get the public involved with the development of the plan, and let their concerns be addressed in the plan from the very beginning. The first meeting was held on January 7, 2014 at the GM&O Building from 5:30 pm to 7:30 pm, with the second meeting held on January 8, 2014 at the Mobile Botanical Gardens from 5:30 pm until 7:30 pm. After a year of development of the plan, a public input meeting was held in the G.M.O building on January 29, 2015. Nearly 60 people attended, and several bicycle/pedestrian and transit comments were addressed at the meeting. All LRTP public meetings had the same format. A short presentation was given by Mr. Kevin Harrison, Director of Transportation on what is included in the plan. Staffed stations were set around the room addressing: 2.0 Public Transit, 3.0 Bicycle and Pedestrian Facilities, 4.0 Highway Facilities, 6.0 Congestion Management Process, and socio-economic forecasting. Survey forms for each section were provided. Over fifty surveys were completed encompassing the five focus areas.

Most of the comments were regarding the need for the I-10 Mobile River Bridge, and improvements to Airport Boulevard. Results from the surveys influenced projects, in particular the Airport Boulevard projects. It should be noted that although there were a lot of comments supporting the I-10 Mobile River Bridge, in the fall of 2014 ALDOT had its public involvement meetings and public comment period for the Draft Environmental Impact Statement (DEIS) for the I-10 Mobile River Bridge; those comments are separate and independent from this Plan process. The surveys, comments and sign in sheets from the *Destination 2040 Long Range Transportation Plan's* early public involvement meetings in January, 2014, and the public involvement meetings in January, 2015 are included in Appendix H.

Section 5.0 Climate Change had early public involvement as it is based on *Gulf Coast Study Phase Two* and had several of its own public input meetings. Likewise, the *Transit Development Plan* finalized in 2014 (Section 2.0 Public Transit) had numerous early public involvement opportunities, including: surveys about potential ridership (both downtown and at the Mobile Regional Airport) and Transit Awareness Day. The Section 3.0 Bicycle Facilities heavily relies on the *Mobile County Comprehensive Bicycle/Pedestrian Plan* which was based on public involvement. The final Long Range Transportation Plan document is advertised for adoption at the Mobile MPO meeting on March 4th, 2015. This includes a press release for the MPO meeting.

Because the *Destination 2040 Long Range Transportation Plan* is a formal document, in order to modify the document, it must go through procedures outlined in the Public Participation Plan (Appendix H) for adopting MPO documents. Included in Appendix H is the MPO's Limited English Proficiency documentation and Language Assistance Plan as required in Federal Transit Administration Circular 4702.1B.

ES 1.2 Environmental Concerns

MAP-21 requires state transportation agencies to consult with other agencies in order to eliminate or minimize conflicts with activities that could impact or be impacted by transportation.

Furthermore, transportation-decision makers must take into account the potential environmental impacts associated with a transportation plan or plan update, in order to mitigate those impacts.

Mitigation as defined by the National Environmental Policy Act (NEPA) in terms of environmental document development, is really a three-step approach and is often recited as an easy to remember refrain, *avoid, do least harm, mitigate*. The first step is always look to avoid any impact at all, and for transportation agencies, this could be as simple as choosing an alternative that avoids a sensitive resource, such as an historic site or a wetlands area.

The second level is minimization, which means that if avoidance is not possible, then the transportation agency takes action to minimize impact to the sensitive resource. For example, spanning a stream or wetlands area would have considerably less impact than re-channeling the stream or filling the wetlands.

The third level is mitigation, which means impact to a resource can't be avoided. Examples here include recordation of a historic structure that must be demolished or compensation for filled wetlands by debits from a wetlands *bank*.

A few examples that follow may illustrate how this hierarchy operates. Please note that for these resources there may be many more possible options to avoid, minimize or mitigate.

ES 1.2.1 Wetlands

Wetland impacts require we avoid, minimize or mitigate by Executive Order 11990, to the extent practical. For these resources, we first try to avoid by shifting alignments. When the wetlands are narrow, for example, stream bank wetlands, may be avoided by spanning both the stream and the wet areas adjacent. That action assumes there is a reasonable cost to avoiding impacts.

We may minimize by such actions as:

- narrowing medians,
- constructing fill slopes as steep as warranted by geotechnical investigation,
- alignment shift that may not entirely miss the wetland, but lessen the impact, or
- partial bridging

Mitigation for State projects in Alabama typically utilizes credits from the established wetland bank owned by ALDOT. Other banks, including privately owned banks are available. However, on-site mitigation may be possible by, for example, enhancing the remaining portion of the wetland to function at a higher level. Restoration/enhancement efforts for isolated wetlands are usually successful only when involving simple actions like restoring water flow to a former wetland that has been drained.

ES 1.2.2 Historic Property

Historic properties are protected by both Section 4(f) of the U.S. Department of Transportation Act of 1966 (DOT Act as amended) and Section 106 of the Historic Preservation Act. Section 4(f) in particular creates a high threshold to overcome before we can say we cannot avoid *use* of the

resource. Other resources, notably publicly owned recreational lands are also protected by Section 4(f).

Therefore, we mandate fairly detailed consideration of shifts to either side of each individual resource as well as all protected resources. The costs and impacts associated with these avoidance alternatives must be substantial before FHWA can agree to use the resource.

Minimization for historic property can take the form of planting to screen the view of a modern facility, restoring structures (e.g., a stone wall taken by the ROW), even moving a building that is historic for architectural reasons and restoring it in an appropriate location.

Mitigation of historic property taken can be in the form of archival quality (i.e., long-lasting) photographs or line drawings of the structure. A researched, written narrative of the historical importance of the resource may also be developed. In some cases parts of the structure (e.g., approach spans to a longer bridge) may be reused in another application.

Considerations of potential environmental impacts associated with transportation projects include, but are not limited to, the following resources/issues:

Table ES-1
Potential Environmental Impacts Resources

| RESOURCE/ISSUE | WHY IMPORTANT | REGULATORY BASIS | CONTACT |
|-----------------------|--|---|--|
| HAZMAT Sites | Health hazards, costs, delays, liability for both State & federal projects on either existing or acquired right-of-way | State & federal law; Guidelines for Ops; ASTM E-1527 | <u>Phase-I</u> : Design Bureau/ETS, phone 334-242-6154 <u>Phase-II & III</u> : Materials & Tests Bureau, phone 334-206-2284 |
| Air Quality | Public health, welfare, productivity, and the environment are degraded by air pollution | Clean Air Act of 1970; 40 CFR Parts 51 & 93; State Implementation Plan | Design Bureau/ETS, phone 334-242-6147; <u>PM-2.5</u> – Design Bureau/ETS, phone 334-242-6315 |
| Noise | Noise can irritate, interrupt, and disrupt, as well as generally diminish the quality of life | Noise Control Act of 1972; ALDOT’s highway Traffic Noise Analysis Policy and Guidance | Design Bureau/ETS, phone 334-242-6147 or 6828 or 6710 |
| Wetlands | Flood control, wildlife habitat, water purification; applies to both State and federally funded projects | Clean Water Act of 1977; Executive Order 11990; 23 CFR 777 | Design Bureau/ETS, phone 334-242-6145; US Army Corps of Engineers, phone 251-690-2658 |

| | | | |
|--|---|---|---|
| Threatened and Endangered Species | Loss of species can damage or destroy ecosystems, to include the human food chain | Endangered Species Act of 1973; 7 CFR 355 | Design Bureau/ETS, phone 334-242-6132; US Fish & Wildlife Service, phone 251-441-5181 |
| Floodplains | Encroaching on or changing the natural floodplain of a water course can result in catastrophic flooding of developed areas | Executive Order 11988; 23 CFR 650; 23 CFR 771 | Design Bureau/ETS, phone 334-242-6145; Bridge Bureau, phone 334-242-6598 |
| Farmlands | Insure conversion compatibility with State and local farmland programs and policies | Farmland Protection Policy Act of 1981; 7 CFR 658 | Design Bureau/ETS, phone 334-242-6150; Natural Resources Conservation Service (NRCS), phone 334-887-4500 |
| Recreation Areas | Quality of life; neighborhood cohesion | Section 6(f) of the Land and Water Conservation Fund Act; Section 4(f) of the DOT Act of 1966 (when applicable); 23 CFR 771 | Design Bureau/ETS, phone 334-242-6143 or 6152; Alabama Department of Economic and Community Affairs, phone 334-242-5363 |
| Historic Structures | Quality of life; preservation of the national heritage | National Historic Preservation Act of 1966 (Section 106); the DOT Act of 1966 [Section 4(f)]; 23 CFR 771; 36 CFR 800 | Design Bureau/ETS, phone 334-242-6144 or 6225; Alabama Historical Commission, phone 334-230-2667 |
| Archaeological Sites | Quality of life; preservation of national and Native American heritage | National Historic Preservation Act of 1966 (Section 106); the DOT Act of 1966 [Section 4(f)]; 23 CFR 771; Executive Order 13175 | Design Bureau/ETS, phone 334-242-6144 or 6225; Alabama Historical Commission, phone 334-230-2667 |
| Environmental Justice | To avoid, minimize, or mitigate disproportionately high impacts on minorities and low-income populations; basic American fairness | Title VI, Civil Rights Act of 1964; Executive Order 12898 | Design Bureau/ETS, phone 334-242-6529 or 6576; right-of-way office in each respective ALDOT Region |

Source: Alabama Department of Transportation

In each of the examples given above, the first contact listed is the ALDOT's Design Bureau Environmental Technical Section (ETS), not because it is a *resource agency* as defined by federal regulations, but because it has the multidisciplinary experts who can guide you through the early identification of impacts in the initial project planning and development stage. The sooner a potential environmental impact is identified, the more likely it can be avoided, minimized, or mitigated. Early contact with the ETS can insure timely consultation with all potentially affected stakeholders and compliance with provisions of the National Environmental Policy Act of 1969 (NEPA) and its enforcing regulations.

ES 2.0 2040 MATS Plan Summary

The Mobile Area Transportation Study (MATS) covers an area substantially larger than the City of Mobile, but smaller than Mobile County. The study area measures approximately 44 miles north to south and 26 miles east to west; the boundaries are shown on Figure ES-1 on page ES-2 and can be generally described as Salco Road and Walter Moore Road to the north, Mobile River (and Spanish River) to the east, Bayou La Batre to the south, and Big Creek Lake and Grand Bay to the west. This area includes all of the Mobile urban area as defined by the U. S. Department of Commerce and also includes all contiguous portions of Mobile County which are expected to be urbanized by the year 2040, the time frame of this study.

This *Destination 2040 Long Range Transportation Plan (LRTP)* describes an integrated, intermodal transportation system for the MATS planning area. It includes all modes of transportation and is described in the following sections of this plan. **Section 1.0 Title VI in Development of the Long Range Plan** is a quantitative assessment to ensure that low-income and minority groups receive a proportionate share of benefits from these federal investments. **Section 2.1 Public Transportation** includes policy recommendations as well as some facility and service recommendations. A *Transit Development Plan for Mobile, AL* was completed in 2014 to extensively analyze transit within the MATS planning area. **Section 3.0 Bicycle and Pedestrian Facilities** is primarily policy oriented, but also includes cost estimates for recommended projects. A *Comprehensive Bicycle Pedestrian Plan for Mobile County* was completed in 2011 to assist in extensively analyzing the non-motorized transportation within the study area. **Section 4.0 Highway Facilities** is detailed, cost-sensitive, and includes specific facility recommendations. A travel demand forecast model was used with socio-economic data for the base year 2010 and projections to year 2040 to determine the maximum extent possible the best use of federal highway dollars. **Section 5.0 Climate Change** is to provide a detailed assessment of the vulnerability of the most critical components of the transportation system to weather events and long-term changes in climate. This work was conducted as part of the Federal Highway Administration (FHWA) Study *Phase 2 of the Gulf Coast Climate Change Study*. **Section 6.0 Congestion Management Process** includes intersection type improvements to decrease travel time, decrease delay and improve capacity, and provides a Mobility Index and that can be historically referenced. **Section 7.0 Freight** attempts to address freight as it relates to the transportation system within the study area.

ES 2.1 Title VI in Development of the Long Range Plan

In order to quantitatively assess and analyze federal investments in the regional transportation plan and to ensure that low-income and minority groups receive a proportionate share of benefits, measures have been developed and applied to evaluate the long range transportation plan's impact. Section 1.0 Title VI in Development of the Long Range Plan is a comparative analysis of accessibility to essential services for the overall region and the target populations. The analysis was performed for the present scenario (2010) and for the future (2040) time frame. In addition, employment opportunity, defined as the average number of jobs within a specified travel time from each zone, was analyzed for the overall population and the target population. The analysis was performed for current (2010) scenarios and future (2040) conditions.

ES 2.2 Public Transportation

The 2040 Plan proposes transit system improvements which encompass service development, capital improvements, and funding. Section 2.0 Public Transportation of the Long Range Transportation Plan addresses the objectives for mass transportation. A Transit Development Plan (TDP) for the Wave Transit was completed in 2014 and will be used as a focal point for this section. The focus of the Mobile TDP was on Mobile and the surrounding areas. Mobile's public transportation is provided by The Wave Transit System which is operated by McDonald Transit. The Wave also provides paratransit service in accordance with the Federal Transit Administration (FTA) mandated three quarters of a mile to those who qualify and neighborhood curb-to-curb service in predefined areas. Local funding for Wave is provided exclusively by the City of Mobile. Currently service is provided only within Mobile city limits, with some service extending into Prichard.

The Transit Chapter of the Plan has system recommendations in four phases: immediate, phase 1, phase 2, and phase 3. The immediate improvements would be at a cost of \$60,815 per year. The immediate phase for program year includes streamlining Route 5 and Route 16 to improve service quality and service productivity. This phase also provides for converting Routes 19 and 20 to a point deviation flex service as opposed to a general public dial-a-ride structure. Changes to these two routes are cost neutral and provides structure and time points to keep service predictable for customers and the Wave staff. It will also reduce the number of no shows. Phase 1 to be implemented in 2016 involves more substantive and interdependent route and system changes. The changes in Phase 1 rely on each other in order to best improve service productivity while maintaining service coverage. The changes in phase 1 include splitting Route 1 into two pieces which would provide a new route that runs from Bel Air Mall to the Mobile Regional Airport. Other routes in this phase includes changes to Route 4, Route 7, Route 9, Route 10, Route 11, Route 12, Route 15 and Route 18. Phase 1 also implements a new route known as A1 Route. This route is in conjunction with the opening of the Airbus facility to provide service between downtown Mobile and Airbus. Two new flex routes are recommended in Phase 1. The first route is the New Overlook Flex Route due to the realignment of Route 4. The New Cottage Hill Flex Route is also recommended to provide a point deviation flex route because of the realignment of Route 18. The cost of Phase 1 is an additional \$278,305 per year. Phase 2 for years 2017-2018 includes two new routes at a cost of \$1,675,682 per year. The routes in this phase are an expansion of service to allow for more direct service between major transit destinations. Phase 2 implements New Route A2 which is a second service in conjunction with the opening of the Airbus facility. The route would travel from Bel Air Mall along Airport Boulevard to Broad Street and terminate with a turnaround in the parking lot of Airbus North America Engineering. The second new route in Phase 2 is the New Bel Air Mall/USA/Wal-Mart Route to provide more direct service between the USA campus and commercial destinations. Phase 3 for years 2019-2024 includes a 30 minute service on Fixed Routes instead of the 60 minute headway and a Satchel Paige Flex Zone. The recommendations in this phase would be an additional \$6,429,283 per year. A variety of transit recommendations and scenarios are presented in Section 2.0. The full content of the TDP can be found in Appendix B.

The Mobile MPO is the FTA Designated Recipient (DR) for the Federal Transit Administrations (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities (5310) Funds. Further, the

South Alabama Regional Planning Commission houses the Human Services Coordinated Transportation Plan (HCSTP). MAP-21 realigned FTA 5316 Job Access Reverse Commute (JARC) funds and FTA 5317 New Freedom Funds which are part of the HCSTP process.

ES 2.3 Bicycle / Pedestrian

The Mobile Metropolitan Planning Organization recognizes the significant interest in bicycling and walking in Mobile County and the need for a comprehensive planning effort to guide the future development of bicycle and pedestrian facilities and for a more coordinated direction and organization for facilities and activities. Accordingly, Section 3.0 Bicycle and Pedestrian Facilities analyzes existing bicycle and pedestrian facilities and related factors, provides facility recommendations, offers design and development standards and suggests education / promotional activities related to bicycle and pedestrian facilities in the Mobile Area. Section 3.0 is a summary of a draft plan that provides a vision for the future and a rational framework to guide the decisions of those responsible for public policy and proposed improvements. Appendix C is the full draft Bicycle / Pedestrian Plan. It is designed to meet the needs for bicycle and pedestrian facilities with a variety of recommendations for improving bicycling and walking conditions and connecting proposals to key activity destinations.

The plan identifies eight major proposed shared use (bicycle and pedestrian) facilities. These proposed facilities, all of which provide off-road bicycle and walkway trails, include:

- Utilization of an abandoned railway right-of-way for a proposed off-road shared-use trail extending from Bessemer Avenue (Prichard Stadium) in Prichard to Citronelle. This proposed 30 mile trail, if implemented, would become the longest continuous off-road bicycle facility in Mobile County.
- An off-road shared-use facility along the south bank of Three Mile Creek extending from the intersection of Old Shell Road and North University Road northward through Langan Park tying in to a short stretch of existing off-road shared-use trail in Langan Park and then following the south bank of Three Mile Creek eastward to a proposed on-road bikeway that connects to Water Street.
- Big Creek Lake: The Mobile Area Water and Sewer System (MAWSS) owns 103 miles of woodlands that surrounds the City of Mobile's drinking water supply, Big Creek Lake. Logging trails that were at one time cleared and maintained through this area could be re-used as off-road shared-use bicycle and pedestrian trails. Even though this land is currently closed to the public, serious consideration should be given to the re-use of these old logging trails and the beautiful scenery provided around the lake. With the abundance of nearby horse stables, these trails would also be excellent candidates for horse riding. The cost for clearing out any overgrowth and dressing out these logging trails to provide a useable off-road shared-use trail, should be less costly than blazing a new off-road shared-use trail.
- A shared-use trail along the bank of Montlimar Creek west of I-65 near its junction with I-10. This facility connects with a proposed on-street bikeway on Michael Boulevard and an existing off-road shared-use trail at its north end and with Crestview Park in the south.

Its intersection with Government Boulevard connects with existing and proposed on-street bikeways.

- A short, 0.6 mile, shared-use trail located between Dauphin Street and Airport Boulevard, alongside the drainage canal for Montlimar Creek. This proposed facility connects with an existing off-road shared-use trail that extends south and connects with the proposed Montlimar Creek shared-use trail for a distance of 3 miles to Crestview Park.
- The combination of the proposed Montlimar Creek shared-use trail, the existing shared-use trail between Michael Boulevard and Airport Boulevard and the proposed off-street trail between Airport Boulevard and Dauphin Street result in a continuous 5 mile shared-use trail.
- A two mile shared-use trail is proposed for the south bank of Eight Mile Creek between South Shelton Beach Road and Moffett Road.
- The proposed Crepe Myrtle Trail is a 14 mile shared use trail combining dedicated paths and shared lanes. The route would begin at Three Mile Creek, run through downtown Mobile, run along the Mobile River and Bay, connect with the existing trail at Doyle Park near the Brookley Air Field and end at Dog River.

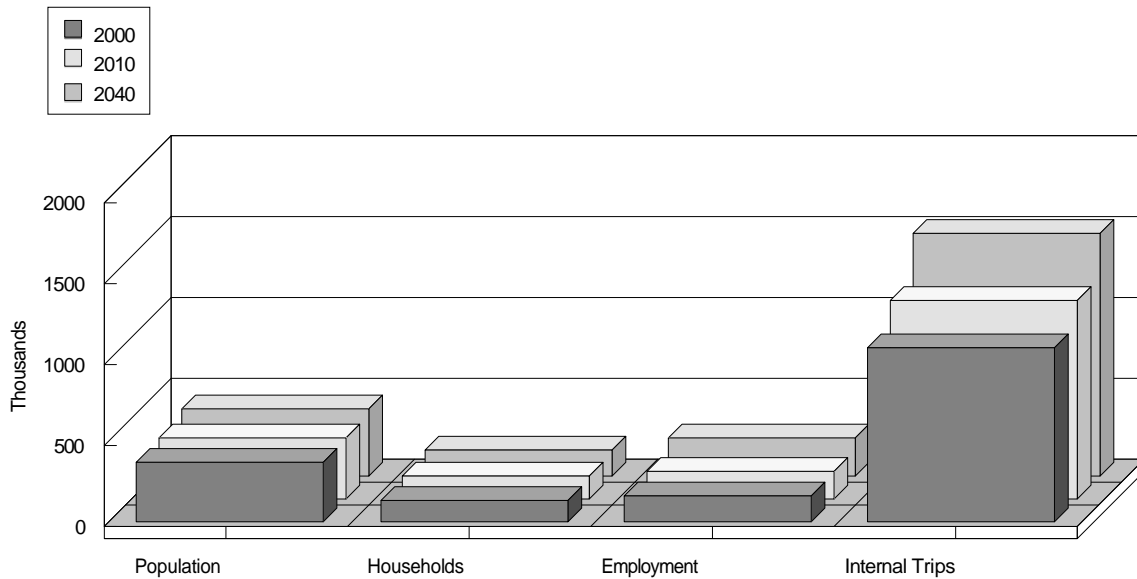
In addition to these eight facilities, the plan identifies numerous bicycle facilities and walkways throughout the county. It is important to recognize that although Section 3.0 of the Long Range Transportation Plan provides a guide for influencing future development, actual implementation of proposed facilities will be the result of public policy, public roadway and park improvements, private development decisions, and of major importance, funding. Many of the Bicycle and Pedestrian Plan recommendations can be implemented by coordinating improvements with other street and development construction projects. Other recommendations such as the *Non-motorized Mobility Study for Downtown Mobile* and the *Crepe Myrtle Trail Planning Study*, both conducted in 2015, will be incorporated into the planning process once completed.

ES 2.4 Highway Facilities

The future infrastructure needs of an area are largely determined by its growth and the subsequent demand placed on a limited supply of any given commodity - in this case transportation system capacity. The extent of future transportation needs depends on the number and length of trips made on an average day. Trip characteristics are primarily determined by an area's population, housing, and employment densities and the spatial orientation of its residential and commercial or industrial areas.

By year 2040, it is estimated that the MATS area will have almost 161,000 households and over 237,000 employees. This is a significant increase compared to over 147,000 households and over 178,000 employees in year 2010. Figure ES-2 on page ES-11 graphically illustrates the anticipated growth in the MATS area between 2010 and 2040, including the significant growth in internal automobile and truck trips. While population is expected to increase about 9 percent and housing and employment by 9 percent and 33 percent, daily vehicle-trips will likely increase by 22 percent during the period. A trip is any vehicular movement between an origin and a destination. An internal trip is any trip solely within the study area.

Figure ES-2
 Projected Study Area Growth: 2010-2040



Source: Mobile MPO

Table ES-2 on page ES-12 quantifies the projected growth in area-wide vehicle-trips per day between 2010 and 2040 and illustrates the impact on the area's street and highway system. When the projected growth of internal trips is combined with external trips and truck trips, the total increase is forecast at 25 percent over the 30 year period. As shown in Table ES-2, the impact of this growth on the Existing and Committed system (E+C, or the roads now open to traffic plus those currently under construction or contract) would be intolerable by today's traffic service standards. While the number of vehicle-miles driven in the study area each day would increase by over 48 percent, or almost 4.7 million miles daily, the available lane-miles to accommodate this increase would be only about 20 miles greater than today, representing a capacity miles increase of about 1 percent.

The street miles operating at unacceptable, overcrowded conditions (level-of-service E or F) would increase from 2010's 82.4 miles to over 238 miles in 2040; further, operating conditions throughout the network would badly deteriorate with system-wide capacity utilization of 82 percent in 2040 as compared to the 56 percent utilized today. The ultimate result of this growth and accompanying congestion will be a need for additional highway capacity throughout the MATS planning area, with the need being most acute west of I-65. After evaluating numerous alternative systems and individual projects, SARPC has recommended a 2040 Highway Plan to the MPO members for their concurrence; the plan was adopted on March 4, 2015. The data in Table ES-2 include the 2040 operating conditions after implementation of this recommended plan. Table ES-3 on page ES-13 shows capacity utilization is higher in the future year than the 2010 base year (56 percent) because of the strain on the system produced by the new demand. The capacity utilization in 2040 is expected to be at 82.1 percent and road miles at (LOS) E or F are

expected to be significantly higher in 2040 than 2010; about 238 miles in 2040 E+C versus 82 miles in 2010. The main reason for this is the anticipated interstate growth.

Figure ES-3 on page ES-14 illustrates the projects included in the 2040 Highway Plan as proposed and Table ES-4 on page ES-15 describes the projects. The plan is based on both new construction and improvements to existing roads. Slightly more than 34 lane-miles of additional limited access roadway would be constructed, with about 2 miles of new roadway (I-10 Mobile River Bridge in Mobile Urban Area). About 14 miles of new arterial roads would be constructed with a total of over 83 additional arterial lane-miles system-wide. Although no other additional capacity is needed, there are three improvements to existing interchanges; Celeste Road on I-65, the West entrance to the Wallace Tunnel of I-10 and US 43 and I-65. Other than projects recommended under the Congestion Management Process of Destination 2040 or projects being planned with local funds, there are no significant improvements to the collector system. The highway element of the 2040 Plan is estimated to cost just under a billion dollars (\$951,120,000) to construct over the next twenty-five year period.

Table ES-2
Mobile Area Transportation Study Trip Purpose Comparisons (2010 and 2040, Local streets are not included)

| Vehicle-Trips/Day | 2010 | 2040 | %Increase |
|-------------------|-----------|-----------|-----------|
| Home-Based Work | 118,700 | 130,300 | |
| Home-Based Other | 550,400 | 604,000 | |
| Non-Home Based | 410,100 | 450,000 | |
| Trucks | 25,200 | 37,400 | |
| Total Internal | 1,104,400 | 1,221,700 | 11% |
| Internal-External | 154,700 | 323,100 | |
| Through | 25,800 | 50,200 | |
| Through Trucks | 16,700 | 31,900 | |
| Total | 1,301,600 | 1,626,900 | 25% |

Source: Mobile MPO

Table ES-3
 Mobile Area Transportation Study System Comparisons (2010 and 2040, Local streets are not included)

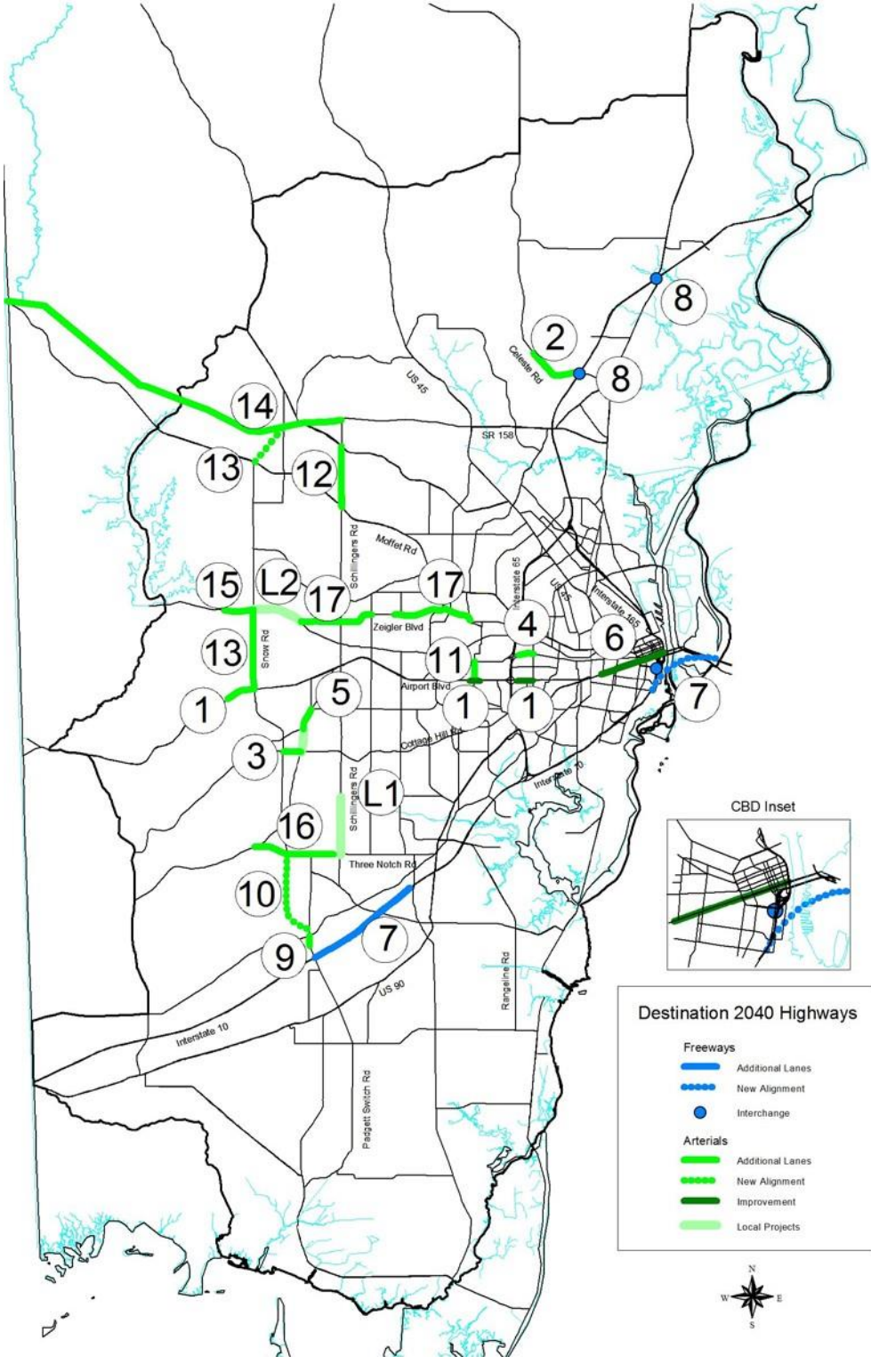
| <u>Miles</u> | <u>2010</u> | | <u>2040 E+C</u> | | <u>2040 PLAN</u> | |
|---------------------|----------------|-----------|-----------------|-----------|------------------|-----------|
| | <u>Lane-Mi</u> | <u>Mi</u> | <u>Lane-Mi</u> | <u>Mi</u> | <u>Lane-Mi</u> | <u>Mi</u> |
| Freeway/Expressway | 306.7 | 59.2 | 317.8 | 59.2 | 340.7 | 61.5 |
| Principal Arterials | 545.7 | 152.4 | 551.9 | 152.4 | 594.5 | 159.2 |
| Minor Aterials | 581.6 | 227.4 | 584.4 | 227.8 | 624.8 | 234.7 |
| Collectors | 470.5 | 217.8 | 470.5 | 217.8 | 482.1 | 218.3 |
| Total | 1904.5 | 656.7 | 1924.5 | 656.7 | 2042.1 | 673.6 |

| <u>VMT</u> | <u>Mi/day</u> | <u>% of Tot</u> | <u>Mi/day</u> | <u>% of Tot</u> | <u>Mi/day</u> | <u>% of Tot</u> |
|---------------------|--------------------|-----------------|---------------|-----------------|---------------|-----------------|
| | Freeway/Expressway | 3,432,512 | 36% | 5,149,829 | 36% | 5,226,269 |
| Principal Arterials | 2,984,236 | 31% | 4,117,199 | 29% | 4,092,665 | 28% |
| Minor Aterials | 2,286,012 | 24% | 3,339,613 | 23% | 3,412,235 | 24% |
| Collectors | 954,654 | 10% | 1,721,952 | 12% | 1,640,760 | 11% |
| Total | 9,657,415 | | 14,328,596 | | 14,371,928 | |

| <u>Level Of Service</u> | <u>Mi /LOS D</u> | <u>Cap Used</u> | <u>Mi /LOS D</u> | <u>Cap Used</u> | <u>Mi /LOS D</u> | <u>Cap Used</u> |
|-------------------------|--------------------|-----------------|------------------|-----------------|------------------|-----------------|
| | Freeway/Expressway | 4.3 | 74.5% | 76.7 | 108.0% | 78.4 |
| Principal Arterials | 27.8 | 60.1% | 65.6 | 82.1% | 35.6 | 75.5% |
| Minor Aterials | 37.1 | 50.5% | 57.8 | 73.6% | 34.5 | 69.6% |
| Collectors | 13.1 | 30.2% | 38.5 | 54.8% | 26.4 | 50.6% |
| Total | 82.4 | 56.0% | 238.5 | 82.1% | 175 | 77.0% |

Source: Mobile MPO

Figure ES-3
 MATS 2040 Highway Plan



Source: Mobile MPO

Table ES-4
Recommended Highway Projects, 2010 – 2040

| <u>MAP#.</u> | <u>CPMS#</u> | <u>FUNDS</u> | <u>PHASE</u> | <u>COST</u> | <u>ROAD</u> | <u>FROM</u> | <u>TO</u> | <u>DIS</u> | <u>2010 LANE</u> | <u>2040 LANE</u> | <u>2010 VOLUME</u> | <u>2040 VOLUME</u> | <u>PRIORITY</u> |
|--------------|--------------|--------------|--------------|-------------|-----------------|---------------------|-----------------------|------------|----------------------|----------------------|------------------------|------------------------|-----------------|
| 1 | n/a | MPO | ALL | \$10.90 | Airport Blvd | Snow Rd | Eliza Jordan Rd | 1.2 | 2 | 4 | 13,800 | 19,900 | 2 |
| 2 | n/a | MPO | ALL | \$17.80 | Celeste Rd | I-65 | Forest Ave | 2 | 2 | 4 | 13,500 | 24,400 | 3 |
| 3 | n/a | MPO | ALL | \$9.00 | Cottage Hill Rd | McFarland Rd | Dawes Rd | 0.8 | 2 | 4 | 7,500 | 17,100 | 2 |
| 4 | 100052460 | MPO | CN | \$3.65 | Dauphin Street | Sage Ave | Springhill Mem. Hosp. | 1.1 | 4 | 6 | 33,000 | 45,000 | 1 |
| | 100052459 | MPO | UT | \$0.28 | Dauphin Street | Sage Ave | Springhill Mem. Hosp. | 1.1 | 4 | 6 | 33,000 | 45,000 | 1 |
| | 100052458 | MPO | RW | \$0.27 | Dauphin Street | Sage Ave | Springhill Mem. Hosp. | 1.1 | 4 | 6 | 33,000 | 45,000 | 1 |
| 5 | n/a | MPO | ALL | \$5.25 | Dawes Rd | Jeff Hamilton Rd | Grelot Rd | 1.5 | 2 | 4 | 14,000 | 13,700 | 2 |
| 6 | n/a | MPO | ALL | \$8.19 | Government St | Macy Place | Water St | 2.3 | n/a | n/a | 26,000 | 32,300 | 3 |
| 7 | 100033461 | NHPP | CN | \$32.74 | I-10 | Carol Plantation Rd | McDonald Rd | 4.2 | 4 | 6 | 55,400 | 97,700 | 1 |
| | 100062412 | DPIP | CN | \$462.83 | I-10 (Bridge) | Virginia St | Baldwin County | 3 | new | 6 | - | 78,100 | 2 |
| | 100062411 | DPIP | UT | \$4.87 | I-10 (Bridge) | Virginia St | Baldwin County | 3 | new | 6 | - | 78,100 | 2 |
| | 100062410 | DPIP | RW | \$25.41 | I-10 (Bridge) | Virginia St | Baldwin County | 3 | new | 6 | - | 78,100 | 2 |
| | 100062408 | DPIP | PE | \$51.10 | I-10 (Bridge) | Virginia St | Baldwin County | 3 | new | 6 | - | 78,100 | 2 |
| 9 | 100052450 | MPO | CN | \$4.80 | McDonald Road | North of I-10 | Old Pascagoula Rd | 0.5 | 2 | 4 | 11,500 | 30,400 | 1 |
| | 100052449 | MPO | UT | \$0.70 | McDonald Road | North of I-10 | Old Pascagoula Rd | 0.5 | 2 | 4 | 11,500 | 30,400 | 1 |
| | 100052448 | MPO | RW | \$1.00 | McDonald Road | North of I-10 | Old Pascagoula Rd | 0.5 | 2 | 4 | 11,500 | 30,400 | 1 |
| 10 | 100059791 | MPO | CN | \$13.10 | McFarland Road | Old Pascagoula Rd | Three Notch Rd | 3.1 | new | 2 | n/a | 18,400 | 1 |
| | 100059790 | MPO | UT | \$2.40 | McFarland Road | Old Pascagoula Rd | Three Notch Rd | 3.1 | new | 2 | n/a | 18,400 | 1 |
| | 100059789 | MPO | RW | \$6.00 | McFarland Road | Old Pascagoula Rd | Three Notch Rd | 3.1 | new | 2 | n/a | 18,400 | 1 |
| | 100059788 | MPO | PE | \$2.50 | McFarland Road | Old Pascagoula Rd | Three Notch Rd | 3.1 | new | 2 | n/a | 18,400 | 1 |
| 11 | 100052602 | MPO | CN | \$2.34 | McGregor Avenue | Dauphin St | Airport Blvd | 0.6 | 2 | 4 | 19,100 | 19,500 | 1 |
| | 100052601 | MPO | UT | \$0.20 | McGregor Avenue | Dauphin St | Airport Blvd | 0.6 | 2 | 4 | 19,100 | 19,500 | 1 |

Table ES-4
Recommended Highway Projects, 2010 – 2040

| <u>MAP#.</u> | <u>CPMS#</u> | <u>FUNDS</u> | <u>PHASE</u> | <u>COST</u> | <u>ROAD</u> | <u>FROM</u> | <u>TO</u> | <u>DIS</u> | <u>2010 LANE</u> | <u>2040 LANE</u> | <u>2010 VOLUME</u> | <u>2040 VOLUME</u> | <u>PRIORITY</u> |
|--------------|--------------|--------------|--------------|-------------|--------------------|-----------------|-------------------|------------|----------------------|----------------------|------------------------|------------------------|-----------------|
| | 100052600 | MPO | RW | \$2.50 | McGregor Avenue | Dauphin St | Airport Blvd | 0.6 | 2 | 4 | 19,100 | 19,500 | 1 |
| 12 | 100046891 | MPO | CN | \$4.63 | Schillinger Road | US 98 | Lott Rd | 2.1 | 2 | 4 | 13,000 | 24,800 | 1 |
| | 100046891 | STPAA | CN | \$5.00 | Schillinger Road | US 98 | Lott Rd | 2.1 | 2 | 4 | 13,000 | 24,800 | 1 |
| | 100046890 | MPO | UT | \$0.61 | Schillinger Road | US 98 | Lott Rd | 2.1 | 2 | 4 | 13,000 | 24,800 | 1 |
| 13 | n/a | MPO | ALL | \$28.00 | Snow Rd | Airport Blvd | Tanner William Rd | 2.8 | 2 | 4 | 13,000 | 20,000 | 2 |
| | n/a | MPO | ALL | \$14.10 | Snow Rd | Moffett Rd | (new) US 98 | 1.5 | 2 | 4 | n/a | 12,900 | 2 |
| 14 | 100060152 | NHPP | CN | \$20.27 | SR 158 | Schillinger Rd | Lott Rd | 1.6 | new | 4 | n/a | 26,000 | 1 |
| | 100060155 | NHPP | CN | \$10.80 | SR 158 | Schillinger Rd | Lott Rd | 1.6 | new | 4 | n/a | 26,000 | 1 |
| | 100060153 | NHPP | CN | \$17.37 | SR 158 | Lott Rd | Glenwood Rd | 4.1 | new | 4 | n/a | 26,000 | 1 |
| | 100060482 | NHPP | CN | \$14.37 | SR 158 | Lott Rd | Glenwood Rd | 4.1 | new | 4 | n/a | 26,000 | 1 |
| | 100060154 | NHPP | CN | \$14.03 | SR 158 | Glenwood Rd | McCrary Rd | 3.5 | new | 4 | n/a | 26,000 | 1 |
| | 100060483 | NHPP | CN | \$9.85 | SR 158 | Seabury Creek | Bridge | - | new | 4 | n/a | 26,000 | 1 |
| | 100060484 | NHPP | CN | \$9.56 | SR 158 | Interchange | Lott Rd | - | new | 4 | n/a | 26,000 | 1 |
| 15 | n/a | MPO | ALL | \$9.90 | Tanner Williams Rd | Snow Rd | Eliza Jordan Rd | 1 | 2 | 4 | 11,000 | 17,400 | 2 |
| 16 | 100052464 | MPO | CN | \$4.67 | Three Notch Road | Schillinger Rd | McDonald Rd | 1 | 2 | 4 | 11,600 | 22,500 | 1 |
| | 100052463 | MPO | UT | \$0.51 | Three Notch Road | Schillinger Rd | McDonald Rd | 1 | 2 | 4 | 11,600 | 22,500 | 1 |
| | 100052462 | MPO | RW | \$1.03 | Three Notch Road | Schillinger Rd | McDonald Rd | 1 | 2 | 4 | 11,600 | 22,500 | 1 |
| | 100052461 | MPO | PE | \$0.35 | Three Notch Road | Schillinger Rd | McDonald Rd | 1 | 2 | 4 | 11,600 | 22,500 | 1 |
| | 100052596 | MPO | CN | \$5.06 | Three Notch Road | McDonald Rd | Ben Hamilton Rd | 0.9 | 2 | 4 | 3,500 | 19,900 | 1 |
| | 100052595 | MPO | UT | \$0.51 | Three Notch Road | McDonald Rd | Ben Hamilton Rd | 0.9 | 2 | 4 | 3,500 | 19,900 | 1 |
| | 100052594 | MPO | RW | \$1.03 | Three Notch Road | McDonald Rd | Ben Hamilton Rd | 0.9 | 2 | 4 | 3,500 | 19,900 | 1 |
| | 100052465 | MPO | PE | \$0.35 | Three Notch Road | McDonald Rd | Ben Hamilton Rd | 0.9 | 2 | 4 | 3,500 | 19,900 | 1 |
| | 100052599 | MPO | CN | \$5.06 | Three Notch Road | Ben Hamilton Rd | Dawes Rd | 1 | 2 | 4 | 3,000 | 15,100 | 1 |
| | 100052598 | MPO | UT | \$0.51 | Three Notch Road | Ben Hamilton Rd | Dawes Rd | 1 | 2 | 4 | 3,000 | 15,100 | 1 |
| | 100052597 | MPO | RW | \$1.03 | Three Notch Road | Ben Hamilton Rd | Dawes Rd | 1 | 2 | 4 | 3,000 | 15,100 | 1 |
| | 100052466 | MPO | PE | \$0.35 | Three Notch Road | Ben Hamilton Rd | Dawes Rd | 1 | 2 | 4 | 3,000 | 15,100 | 1 |

Table ES-4
Recommended Highway Projects, 2010 – 2040

| MAP#. | CPMS# | FUNDS | PHASE | COST | ROAD | FROM | TO | 2010 | 2040 | 2010 | 2040 | PRIORITY | |
|---|-----------|----------------|---------------|-----------------|--------------------|--------------------|--------------------|------|------|------|--------|----------|--------|
| | | | | | | | | DIS | LANE | LANE | VOLUME | | VOLUME |
| 17 | 100037215 | MPO | CN | \$11.00 | Zeigler Boulevard | Forest Hill Dr | Athey Rd | 3.4 | 2 | 4 | 15,000 | 25,200 | 1 |
| | 100043178 | MPO | UT | \$0.50 | Zeigler Boulevard | Forest Hill Dr | Athey Rd | 3.4 | 2 | 4 | 15,000 | 25,200 | 1 |
| | 100046895 | MPO | CN | \$4.19 | Zeigler Boulevard | Cody Rd | Schillinger Rd | 1.8 | 2 | 4 | 13,600 | 25,200 | 1 |
| | 100046895 | MPO | UT | \$0.38 | Zeigler Boulevard | Cody Rd | Schillinger Rd | 1.8 | 2 | 4 | 13,600 | 25,200 | 1 |
| | 100046895 | MPO | RW | \$1.00 | Zeigler Boulevard | Cody Rd | Schillinger Rd | 1.8 | 2 | 4 | 13,600 | 25,200 | 1 |
| | 100055883 | MPO | CN | \$5.00 | Zeigler Boulevard | Schillinger Rd | Tanner Williams Rd | 1.4 | 2 | 4 | 7,000 | 17,200 | 1 |
| | 100055882 | MPO | UT | \$1.12 | Zeigler Boulevard | Schillinger Rd | Tanner Williams Rd | 1.4 | 2 | 4 | 7,000 | 17,200 | 1 |
| | 100055881 | MPO | RW | \$1.88 | Zeigler Boulevard | Schillinger Rd | Tanner Williams Rd | 1.4 | 2 | 4 | 7,000 | 17,200 | 1 |
| | 100055880 | MPO | PE | \$0.80 | Zeigler Boulevard | Schillinger Rd | Tanner Williams Rd | 1.4 | 2 | 4 | 7,000 | 17,200 | 1 |
| | | <u>Locally</u> | <u>Funded</u> | <u>Projects</u> | | | | | | | | | |
| L1 | n/a | Local | ALL | \$14.91 | Schillinger Rd | Three Notch Rd | Halls Mill Creek | 2.3 | 2 | 4 | 15,100 | 26,000 | L1 |
| L2 | n/a | Local | ALL | \$15.0 | Tanner Williams Rd | Zeigler Blvd | Snow Rd | 1.8 | 2 | 4 | 13,400 | 23,800 | L2 |
| <u>MAINTENANCE AND OPERATIONS TYPE PROJECTS</u> | | | | | | | | | | | | | |
| 1 | n/a | MPO | ALL | \$13.30 | Airport Blvd | Azalea Rd Int. | Interchange | - | n/a | n/a | - | - | 3 |
| | n/a | MPO | ALL | \$6.80 | Airport Blvd | Malls Intersection | Intersection | - | n/a | n/a | - | - | 3 |
| 7 | 100055753 | IM | CN | \$30.00 | I-10 | West Tunnel Int | Interchange | - | - | - | - | - | 1 |
| | 100055752 | IM | UT | \$0.50 | I-10 | West Tunnel Int | Interchange | - | - | - | - | - | 1 |
| 8 | 100039475 | IM | CN | \$8.94 | I-65 | Celeste Rd Int. | Interchange | - | - | - | - | - | 1 |
| | 100050694 | IM | CN | \$18.78 | I-65 | US 43 Int. | Interchange | - | - | - | - | - | 1 |
| | 100050693 | IM | UT | \$0.15 | I-65 | US 43 Int. | Interchange | - | - | - | - | - | 1 |

TOTAL Federal Projects (millions) \$951.12

Priority 1 (2015 - 2020) \$ 283,670,000

Priority 2 (2020 - 2030) \$ 621,360,000

Priority 3 (2030 - 2040) \$ 46,090,000

-All projects are required to have some form of bicycle /pedestrian facility included in the project, or a valid reason for an exclusion; please see Section 3 Bicycle and Pedestrian Facilities of this Plan.

-These priorities were determined by the Mobile MPO and are subject to change;

-Year of Expenditure (YOE) cost based on 1% per year applied to first year of these priorities

ES 2.5 Climate Change Analysis

Section 5.0 Climate Change is a summary of a much larger document prepared by the USDOT specifically using the Mobile MPO as a pilot, with the intention of making the processes used in the study replicable to other areas. USDOT conducted Phase 2 in partnership with the Mobile Metropolitan Planning Organization, which is part of the South Alabama Regional Planning Commission (SARPC). Phase 2 included the following tasks:

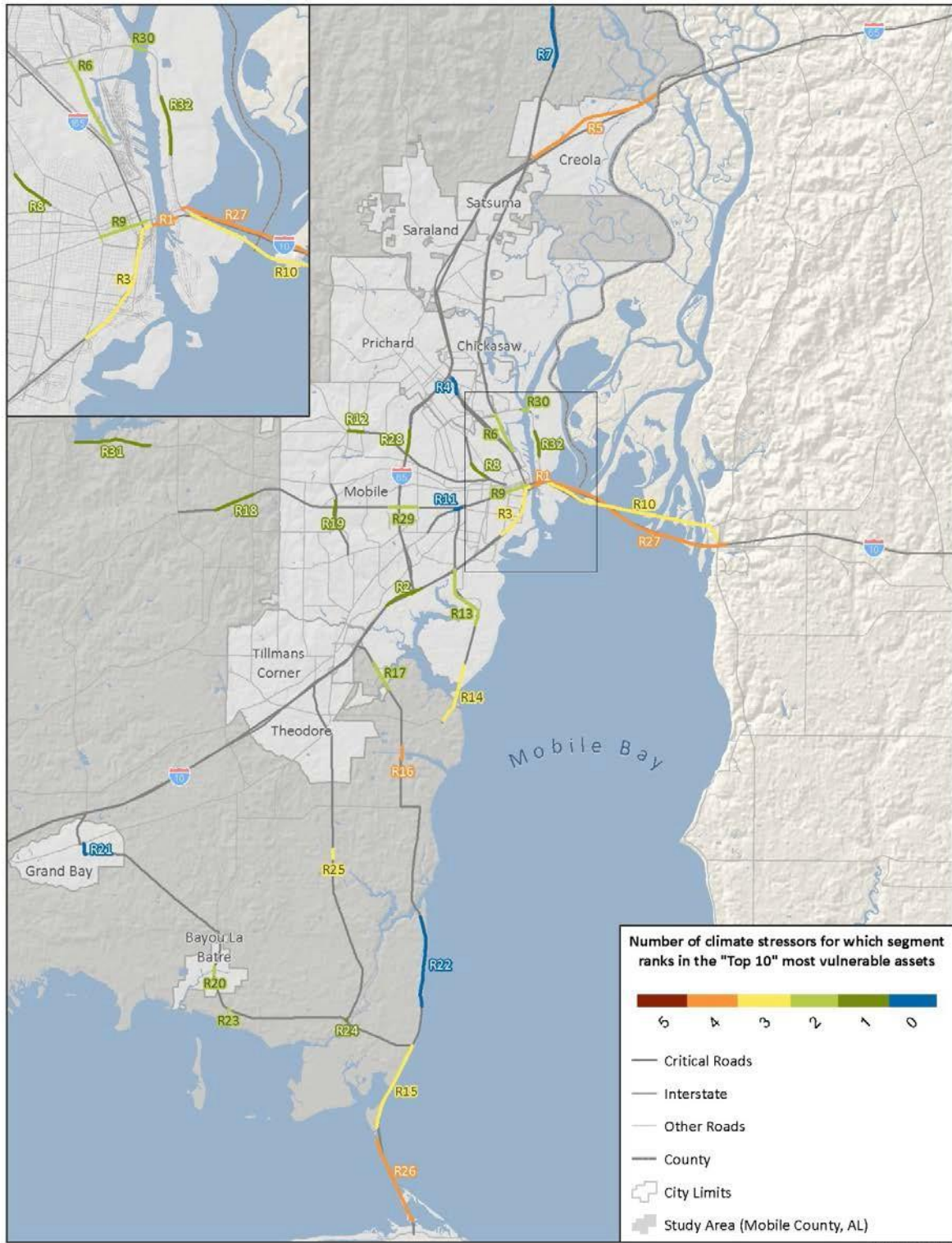
- Task 1: Identify critical transportation assets.
- Task 2: Develop climate information and assess sensitivity of assets to climate stressors.
- Task 3: Determine the vulnerability for key links and assets.
- Task 4: Develop and apply detailed risk management tools.
- Task 5: Coordinate with local planning authorities and the public on the process and implications of the analysis.
- Task 6: Publish and disseminate the information learned

Ultimately the study allows the MPO to determine what infrastructure is critical and the vulnerability of that infrastructure. Section 5.0 Climate Change quantifies that vulnerability and applies five stressors to the critical infrastructure: storm surge, wind, precipitation, temperature and sea level rise.

The stressors are applied to each critical asset as determined by the criticality assessment, and the *top 10* most vulnerable highways for each stressor are included in the Plan. The five segments that score among the most vulnerable for all climate stressors are all coastal assets highly exposed to extreme weather stressors and that would burden the entire transportation system if they were closed after damage. For example, they are highways that serve areas with little redundancy in the system or that have very high replacement costs.

Further, many of these assets are ones that have been damaged from extreme weather in the past, demonstrating that they are susceptible to damage. Figure ES-4 on page ES-19 shows these assets on a map. Vulnerabilities are not necessarily uniform across the study area. The coastal areas of Mobile appear to be, unsurprisingly, most vulnerable to sea level rise and storm surge, particularly in the areas closest to Downtown as well as the southern tip of Mobile, near Dauphin Island. Precipitation vulnerability scores tended to be higher near the coast, which is where the land elevation is lower and where more water features are found. Wind vulnerability scores were higher in more developed areas, as the number of intersections, traffic lights, and signage increases. Maps of highway vulnerability scores to all climate stressors are in the Appendix E of the Plan.

Figure ES-4
 Most Vulnerable Highway Assets to All Climate Stressors



Source: FHWA Gulf Coast Study Phase Two

ES 2.6 Congestion Management Process

Section 6.0 Congestion Management Process (CMP) addresses congestion on all roadways inside of the Mobile urban area boundary that are functionally classified as an arterial or higher and not addressed by any of elements noted above. Intersections are screened for being potential problem intersections, and an appointed CMP Committee surveys each intersection in the field, during a peak hour, to develop projects that would alleviate congestion.

The screening process determines which intersections (only principal or minor arterials) have a total approach volume of over 45,000 ADT, or have at least two approaches with a volume exceeding 7,000 vehicles/lane/day. For non-recurring congestion, intersections are screened for any that report collisions at or above 1.5 vehicle collisions per MEV (million entering vehicles). Another measurement for congestion other than vehicles over capacity (V/C) is travel time. As part of the CMP, global positioning satellites (GPS) are used to determine actual travel time based on an average of a minimum of 6 runs in each direction. This alternative means of measuring congestion is also a method for screening intersections used by CMP.

ES 2.7 Freight

Freight planning historically, at least for medium sized MPOs like Mobile, has used data analysis, including employment numbers and trend forecasting, that assumes trends from the past will continue in the future. Recognizing that the efficient movement of freight is vital to the growth of Mobile's economy, and further recognizing that our area must provide for superior freight distribution and not become a freight chokepoint, Section 7.0 Freight tries to predict truck movement in Mobile on the road network using computer-generated, travel demand simulation modeling.

Today, with the availability of the much improved Freight Analysis Framework (FAF3), the percent of trucks are derived from FAF3 data. Also, ALDOT has conducted vehicle classification counts for SARPC at over 40 stations within our study area. The FAF3 base year data is somewhat in line with the vehicle classification counts data provided by ALDOT. Although the FAF3 data does provide a year 2040 truck count, it is based on a percentage of the total overall volume for year 2040 projected for each facility. These projections derived by the FAF3 are grossly overestimated and are unusable; the SARPC freight component to the model only uses the TADT (a percentage of trucks) derived from the FAF3 data. Truck origin/destination matrices were derived for both the base year (2010) and the future year (2040).

The truck portion of the trip generation component of the travel demand forecast model used in Section 4.0 Highway Facilities, was produced by a study conducted in 2008 for the Mobile MPO called the *UAH Freight Mobility Study*. Trucks were assigned to Freight Analysis Zones (FAZ) in the network for the base year, and future year. This Plan utilizes a modified version of the forecast model produced by the UAH study. Additionally, as part of that initial study, freight surveys were conducted within the study area to capture any commercial activity generating freight or transporting freight on the system network. Staff maintains and updates a database of these surveys, that not only try to develop a local sense of where freight is coming from and going to

locally, how much freight is generated locally, but it gives the MPO a sense of infrastructure needs in terms of our freight providers (turning radius, capacity issues, etc.).

Although there are no projects derived from these freight surveys, there are potential freight projects identified in this plan.

ES 2.8 Air Quality Conformity Determination

Air Quality Conformity Determination refers to the requirement of non-attainment areas (as defined by Environmental Protection Agency (EPA) tolerance limits on ground-level and atmospheric pollutant concentrations) and those re-designated to attainment after 1990 to show that federally-supported highway and transit projects will not cause new air quality violations, worsen existing violations, or delay the timely attainment of the relevant National Ambient Air Quality Standards (NAAQS). The Mobile Area MPO area is currently in attainment status. However, the Mobile MPO is anticipating becoming non-attainment status in the near future. On January 6th, 2010, the EPA announced the recommended new standard for ozone. The new standard is under public review. On November 25, 2014, the EPA proposed to strengthen the NAAQS for ground-level ozone, based on extensive scientific evidence about ozone's effects. If Mobile is designated non-attainment status for ozone, the proposed projects of this plan will be subject to an air quality model and emissions budget which may result in VMT restrictions. Currently, the three monitors that fall within the Mobile, AL air shed have numbers that fall below .70 ppb for Ozone.

ES 3.0 Appendices

Additional information regarding the proposed highway, transit system, bicycle/pedestrian and congestion management process projects can be found in the respective chapters of the Plan. The Plan also contains information on the Environmental Justice Element of the Plan, which details efforts to assure that the projects of the LRTP have no detrimental effects in terms of travel time to areas determined to be low income or minority by the US Census. It confirms that low-income and minority communities are being equally served by federal road improvements, transit services, and bicycle and pedestrian improvements. Appendices to this report are separate documents, with each Section of the Plan having its respective Appendices; Appendix A is for Section 1, Appendix B is for Section 2, etc. Appendices A-H provides more detailed and technical aspects of each section of the Plan.