

Mobile Area Transportation Study (MATs) Metropolitan Planning Organization (MPO)

Amendment to the Envision 2045 Long Range Transportation Plan

as it pertains to the inclusion of

I-65 from State Route 158 to Celeste Road
and the
I-10 Mobile River Bridge and Bayway Project



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This LRTP Amendment was prepared as a cooperative effort of the U. S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Alabama Department of Transportation (ALDOT), and local governments in partial fulfillment of requirements in Title 23 USC 134 and 135, amended by the Infrastructure Investment and Jobs Act, Sections 11201, November 15, 2021. The contents of this document do not necessarily reflect the official views or policies of the U.S. Department of Transportation.

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Fiscal Year 2022

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Hon. Connie Hudson, Vice-Chairperson, Mobile County Commissioner

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Mr. John F. “Rickey” Rhodes, Chairperson, Executive Director, SARPC

Mr. Nick Amberger, Vice Chairperson, City of Mobile Engineer

South Alabama Regional Planning Commission (SARPC)

Serving as staff to the MPO

Mr. John F. “Rickey” Rhodes, Executive Director

Mr. Kevin Harrison, Transportation Planning Director

Mr. Thomas Piper, Senior Transportation Planner

Ms. Monica Williamson, Transportation Planner

Mr. Anthony Johnson, Transportation Planner

MPO and Advisory Committee Members

Mobile Area Transportation Study, MPO Members, June, 2022

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Mobile County Engineer - Mr. Bryan Kegley

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Councilman, City of Mobile - Hon. Corey Penn

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Linda St. John, the Village of Springhill

RESOLUTION 22-013

**MOBILE AREA TRANSPORTATION STUDY (MATS)
METROPOLITAN PLANNING ORGANIZATION (MPO)**

Amending the Long Range Transportation Plan *Envision 2045*

WHEREAS, the Mobile Area Transportation Study (MATS) Metropolitan Planning Organization (MPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134, 135 (as amended by the FAST ACT Sections 1201, 1202 July 2012); 42 USC 7401 et seq.; 49 USC 5303, 5304; 23 CFR Parts 450; 40 CFR Parts 51 and 93; and,

WHEREAS, Title 23 USC 135 and 23 CFR 450.324 et al., requires that transportation projects in urbanized areas funded by the Federal Highway Administration and the Federal Transit Administration be derived from a Long Range Transportation Plan adopted/endorsed by vote of the Mobile Area Transportation Study (MATS) Metropolitan Planning Organization (MPO); and

WHEREAS, consistent with these criteria, the South Alabama Regional Planning Commission (SARPC), in cooperation with the Alabama Department of Transportation (ALDOT) and The Wave Transit System, representing and cooperating with Mobile County and the municipalities of Mobile, Prichard, Chickasaw, Saraland, Satsuma, Creola, Bayou La Batre and Semmes did adopt on April 22nd, 2020, the 25 year Long Range Transportation Plan – *Envision 2045*; and

WHEREAS, the April 22nd, 2020 adopted, fiscally constrained, Long Range Transportation Plan - *Envision 2045* did not have additional lanes on I-65 from SR 158 to Celeste Road, and the I-10 Mobile River Bridge and Bayway Project at the time of adoption; and

WHEREAS, since that time, the Alabama Department of Transportation did agree to a fiscally constrained funding scenario for additional lanes on I-65 from SR 158 to Celeste Road and the I-10 Mobile River and Bayway Project that was agreed to be included into the *Envision 2045* Long Range Transportation Plan by the majority of the Mobile Metropolitan Planning Organization and Technical Coordinating / Citizens Advisory Committees, with input from a public meeting and appropriate comment period; now

THEREFORE, BE IT RESOLVED that after review and evaluation, the Mobile Metropolitan Planning Organization in session this 27th day of July, 2022, does hereby amend the 25 year Long Range Transportation Plan *Envision 2045* as summarized by the attached Amendment.

ATTEST:



Chairman, TCC



Chairman, MPO

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1.0 Introduction

The Mobile Area Transportation Study (MATS) covers an area substantially larger than the City of Mobile, but smaller than Mobile County. The MATS study area measures approximately 44 miles north to south and 26 miles east to west; the boundaries are shown on Figure 1-1 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 2045, the time frame of this study.

Development of the Mobile Area Transportation Study (MATS) 2045 Long Range Transportation Plan (*Envision 2045*) began in 2016 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 *Envision 2045 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 is 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 2045 in order to maintain an acceptable level of mobility. Wherever 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 *Envision 2045 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.

1.1 Amendment of the Envision 2045 Long Range Transportation Plan

This document serves as an amendment to the main report that was adopted April 22nd, 2020. The recommendations contained in the main 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 the LRTP will doubtless be constructed by developers or implemented by local governments between now and the year 2045; 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 projects 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.

This amendment serves the following two projects, that are needed projects based on capacity demand, and have been in numerous Long Range Transportation Plans as Visionary Projects:

- Additional lanes on I-65 from State Route (SR)158 to Celeste Road
- I-10 Mobile River Bridge and Bayway Project

The next section provides some background of the projects, followed by 1.1.2 Project Detail. In Section 2.0 Highway Facilities of this amendment, details include specific facility data and overall network statistics. Some of the resulting metrics are updated to include the two projects of this amendment.

Section 3.0 of this amendment details Title VI and ensures that there are no significant disparaging travel times to low income and minority populations as a result of federally funded transportation projects. 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. ALDOT will study the effects of the Project on low-income and minority groups and make updates to the environmental documentation and mitigation measures if necessary. Additional Environmental Justice outreach will be required, and all Environmental Justice mitigation measures shown in the FEIS/ROD will be implemented.

The bicycle and pedestrian element is primarily policy oriented, but also includes cost estimates for recommended projects and details an outlined plan for the bicycle facilities as it pertains to the I-10 Mobile River Bridge Project.

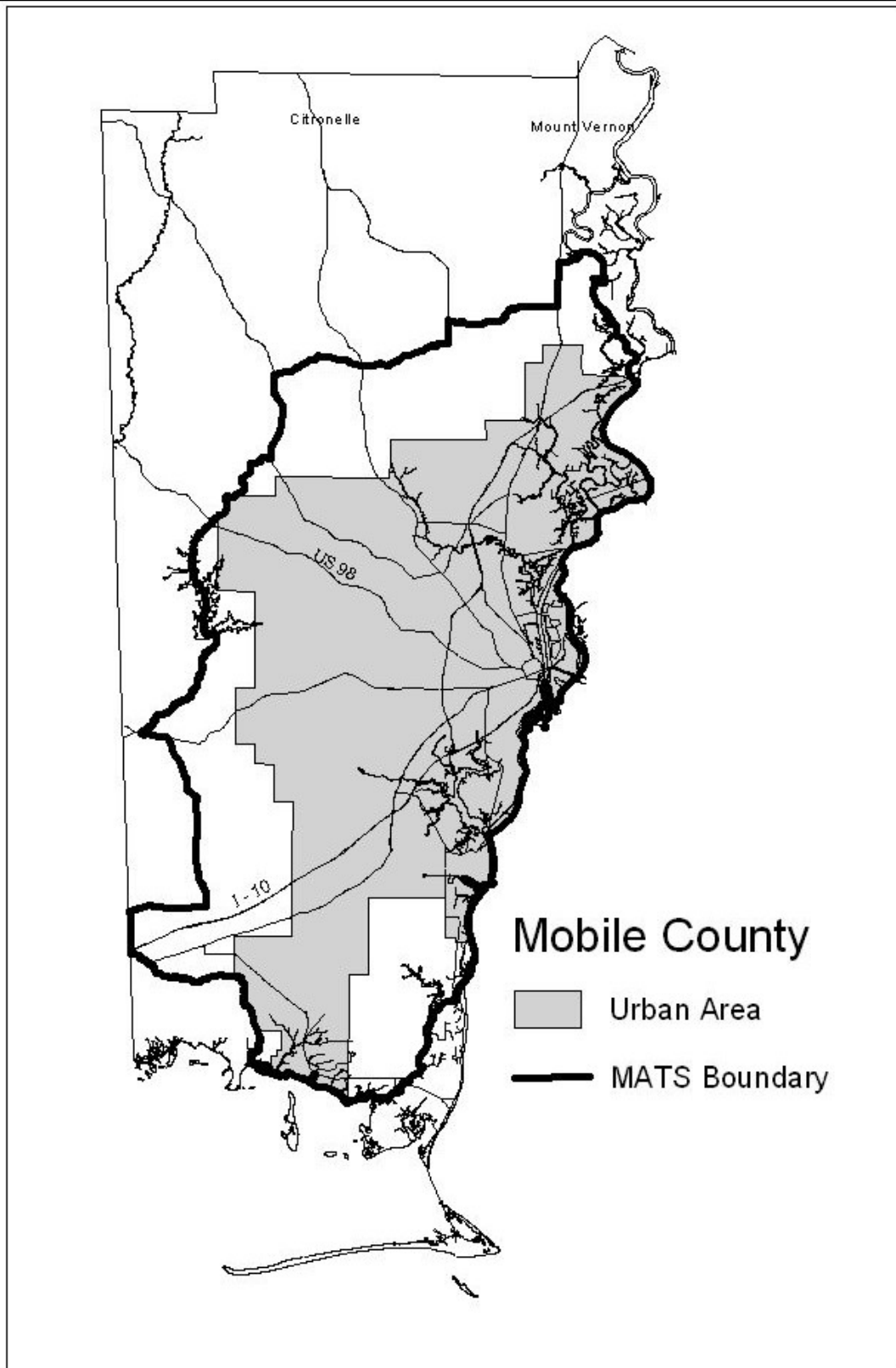
1.1.1 Background

The *Envision 2045 LRTP* was adopted April 22nd, 2020, yet due to lack of funding and opposition to a proposed tolling scenario, these two important needed capacity projects below were excluded from the Mobile MPO's fiscally constrained plan in the adopted LRTP:

- Additional lanes on I-65 from State Route (SR)158 to Celeste Road
- I-10 Mobile River Bridge and Bayway Project

Since the April 22nd, 2020 adoption of the *Envision 2045 LRTP*, ALDOT has decided to fund the I-65 project, and there have been a couple of funding scenarios to build the I-10 Mobile River Bridge and Bayway Project. The first amendment was adopted June 2nd, 2021, and was specifically to build the I-10 Mobile River Bridge and Bayway Project in phases, at a minimum. In that funding scenario, truck tolls were to provide funding to construct Phase One, which consisted of one span of the I-10 Mobile River Bridge, and the restriping of the Bayway from four lanes to six substandard lane width lanes.

Figure 1- 1 MATS Study Area



Source: Mobile MPO

Phase Two (second span across the river) and Phase Three (a new Bayway) were unfunded, and considered Visionary Projects. The projected timetable for completion was past the scope of the 25 long range transportation planning process. The June 2nd, 2021 amendment was to add one span across Mobile River, and to restripe the Bayway from four to six lanes. The three phase approach is no longer a viable option.

Since the June 2nd, 2021 amendment, there are two projects that require inclusion into the *Envision 2045 Transportation Plan* prior to moving forward. This amendment replaces the June 2nd, 2021 amendment.

Figure 1-2
Mobile River Bridge Artist Rendering



(Alabama Department of Transportation)

1.1.2 Project Detail

The first project of this amendment is additional lanes on Interstate 65 from SR-158 to Celeste Road. This project was presented prior to the original adoption of the 2045 LRTP; however, ALDOT did not have identifiable funding of the project, and it was included in the Visionary Element of the April 22nd, 2020 *Envision 2045 Transportation Plan*. This project is to be funded with National Highway Funds.

The other project since the June 2nd, 2021 amendment, is modifying I-10 Mobile River Bridge and Bayway Project (Figure 1-2) to be completed in one phase, rather than three, as a new funding scenario is introduced as part of this document.

A new funding scenario was developed in response to the Mobile MPO and the Eastern Shore MPO requesting to ALDOT to build the project without multiple phases. This amendment to the *Envision 2045 LRTP*, supersedes all other amendments. The I-10 Mobile River Bridge and Bayway Project is in two jurisdictions, Mobile County and Baldwin County. The project as a whole is two projects, based on which county the work is being done in. Project One is in Mobile County and requires action from the Mobile MPO; Project Two will be in Baldwin County and requires action from the Eastern Shore MPO.

Both the Eastern Shore MPO and the Mobile MPO requested to ALDOT, that the I-10 Mobile River Bridge and Bayway Project be completed as one project, in one timeframe, rather than the three phase approach that was adopted June 2nd, 2021. Further, both MPOs presented ALDOT with an acceptable framework in a letter dated December 15th, 2021. That framework produced by the MPOs, requested that ALDOT look at the possibilities of the project to be:

- Be comprehensive. Our area cannot support a piecemeal plan that will take 25 years or more to complete. We would hope any plan would be completed in about five years once construction begins.
- Free, no toll options. We must have free, no toll options for passengers who do not wish to pay a toll. Unlike the previous plan, we strongly believe the Wallace Tunnel should be toll free as well as the Bankhead Tunnel, Africatown Bridge, and Causeway. Under no circumstances should there be a toll on existing infrastructure that continues to be used.
- Significant federal and state funding should be made available to help pay for this project. We must move very quickly to protect \$125 million in federal money that has been dedicated to this project. We anticipate at least \$250 million to be contributed from the State of Alabama.
- Toll fees should be significantly reduced. Any tolls that must be charged to pay for infrastructure should be cut by more than half for cars and trucks from the previous plan. We recommend a maximum toll of \$2.50 or less on all passenger vehicles if a person chooses to use the new infrastructure, despite the fact that toll-free options remain available. Tolls for 18-wheeler-type trucks should be \$15 to \$18.
- Local input. We are forwarding to you other requests that have been developed by local officials. At the end of the day, local officials and local citizens must drive the process - not the state or federal government. Through our MPO process we will continue to be involved in this project moving forward and we strongly encourage continued public input throughout the process.

In a letter dated January 10th, 2022, the Alabama Department of Transportation (ALDOT) responded to the joint MPO letter, and stated that they support the framework. ALDOT stated the plan to be developed from the framework will include the following key parameters:

- Rather than taking a piecemeal approach, we (ALDOT) will recommend a plan that is comprehensive and should be completed in five years once construction begins. While this is a very short timeline for such a massive project, we (ALDOT) agree with your assessment that a comprehensive solution must be developed now. This should include a new six-lane Mobile River bridge, a new Bayway built to current safety and longevity standards, and appropriate interchanges in Baldwin and Mobile Counties.
- The plan moving forward must include free, no toll options to cross Mobile Bay, including free use of the Causeway, the Africatown Bridge, and the Wallace and Bankhead tunnels.
- We (ALDOT) anticipate a plan based on financial data and traffic counts to fund all new construction using at least \$250 million in state funding, \$125 million in federal funding and a toll that shall not exceed \$2.50 for passenger vehicles that choose to use the new infrastructure. We (ALDOT) will continue to work with the MPOs on flat-rate tolling for frequent business and personal travel across the Bayway.

- Revenue from this project, as well as any new federal or state funding that may become available in the future for this project will be applied to pay off debt for this project only. All tolls will end when debt is paid.
- All new infrastructure will be owned by the state and this project will not include any private concessionaire.

ALDOT was challenged to finalize cost estimates due to significant marketplace volatility driven by inflation, supply chain issues, fuel costs and financial uncertainty. It was not until mid-June of 2022, that staff from both MPOs were presented with the results of how to obtain the framework requested by the MPOs, and move forward with the project. The project as depicted in this amendment includes two bridge spans to be constructed across the Mobile River and a new I-10 Bayway and East Tunnel Interchange Replacement. This amendment to the *Envision 2045 Transportation Plan* replaces the amendment dated June 2nd, 2021. Figure 1-3 depicts Project One, the Mobile County portion of the project. Figure 1-4 depicts Project Two, the Baldwin County portion of the project, and Figure 1-5 is the entire project. ALDOT is committed to all previous environmental mitigation commitments from the approved FEIS/ROD and will work with FHWA to address what commitments will need to be part of the project.

Figure 1-3
I-10 Mobile River Bridge and Bayway Project Layout Mobile MPO



Source ALDOT

Figure 1-5
 I-10 Mobile River Bridge and Bayway Project Layout Full Project



Source ALDOT

1.2 Funding

The funding scenario for the Highway Element of the *Envision 2045 Long Range Plan* is based on the MPO's dedicated funding, plus the projects ALDOT will fund over the next 25 years. The Mobile MPO receives \$8,053,433 of federal funds based on federal formula, by the previous federal transportation funding legislation, FAST ACT. For the purpose of this amendment, MPO funding levels are what was published in the April 22nd, 2020 adopted *Envision 2045 LRTP* during the FAST ACT. Since that time, the Infrastructure Investment Jobs Act (IIJA) was signed into law in November of 2021, and continued these funding levels with a slight increase. As of this amendment date, IIJA guidance has not been released on these funds, so cost estimates and MPO funding levels are as reflected in the April 22nd, 2020 adopted *Envision 2045 LRTP*. These annual funds require a 20 percent match which totals an annual programmable amount of \$10,066,791. As shown in Table 1-1, with carryover from previous years and projecting the annual programmable amount by 1 percent each year for 25 years, The Mobile MPO has the discretion to program \$276,009,910 of federal funds. The matches for the State's federal funds vary between 20 percent and 10 percent based on which funding program is used.

Table 1-1
Estimated Federal Funding Forecasts FY2019 thru FY2045

	Program Estimates (All Federal Funds) Mobile MPO					
	2020-2023	2024-2028	2029-2033	2034-2038	2039-2045	26 YEAR TOTAL
Capacity Funding	\$ 61,947,702	\$ 772,295,843	\$ 38,683,311	\$ 40,656,548	\$ 60,426,826	\$ 974,010,230
Operations and Maintenance Funding	\$ 102,581,085	\$ 45,538,101	\$ 47,861,002	\$ 50,302,394	\$ 74,763,208	\$ 321,045,790
Transit Funding	\$ 13,805,596	\$ 17,975,307	\$ 18,892,229	\$ 19,855,922	\$ 2,951,368	\$ 73,480,422
MPO Dedicated Funding	\$ 70,850,987	\$ 42,764,564	\$ 44,945,986	\$ 47,238,683	\$ 70,209,690	\$ 276,009,910
State Funding	\$ 28,062,573	\$ 125,000,000	\$ -	\$ -	\$ -	\$ 153,062,573
Other Funding	\$ -	\$ 911,050,000	\$ -	\$ -	\$ -	\$ 911,050,000

Source: Mobile MPO

The funding scenario for the Highway Element of the *Envision 2045 Long Range Transportation Plan*, is based on the MPO's projected revenue at 2020 levels, plus the projects ALDOT will fund over the next 25 years (Table 1-2). ALDOT has stated that because of funding shortfalls, there is limited funding for capacity projects throughout the State of Alabama each year. The I-10 Mobile River Bridge and Bayway, I-65 additional lanes, three additional capacity projects, and two interchange projects are to be included in the *Envision 2045 Long Range Transportation Plan* as the ALDOT's funded portion of federal funds. ALDOT has projected \$974,010,230 to go to additional capacity projects, \$321,045,791 for operations/maintenance, and \$100,040,422 for transit projects over the next 25 years. The I-10 Mobile River Bridge and Bayway Project is estimated to cost \$2.7 billion dollars. The construction of the Mobile County portion of the project is estimated to cost \$1,691,540,000, with \$655,490,000 of that being federal funds; \$80,000,000 federal funds for preliminary engineering (Table 1-3).

Table 1-2
Estimated Federal Funding for ALDOT

ALDOT Funded Projects	Phase	Funding
SR 158 Extension from Schillinger Rd to Study Area*	UT,CN	\$96,067,000

US 90 from McDonald Rd to Swedetown Rd*	PE,ROW,UT,CN	\$15,470,000
I-65 from State Route 158 to Celeste Road	PE, CN	\$18,261,103
I-10 From Carol Plantation to McDonald Rd*	UT,CN	\$33,442,000
I-10 from State Route 188 to McDonald Rd*	PE,CN	\$54,070,000
I-10 Mobile River Bridge (Mobile Urban Area Only)	PE,CN	\$1,691,540,000
Shared Use Path on Africatown Brdige	PE,CN	\$7,070,000
TOTAL ALDOT FEDERAL PROJECTS (FED + MATCH)		\$1,915,920,103
MPO Attributable Funding \$8,582,049(fed)		
Annual Allocation (plus match) \$10,727,561(total) X 25 years**		\$345,012,388
TOTAL 25 YEAR PROJECTED FUNDING***		\$2,260,932,491

*Total cost estimates from adopted Envision 2045 LRTP (April 22nd, 2020)

**compounded 1% increase per year accounted for as detailed in adopted Envision 2045 LRTP (April 22nd, 2020)

*** Excludes Maintenance and Operations, Local, and Other from *Table 2-4 Recommended Highway Projects, 2015-2045*

Source: Mobile MPO

1.2.1 Funding Scenario for I-65 from SR 158 to Celeste Road

Although the I-65 project from SR-158 to Celeste Road has been recognized has an additional capacity warranted project, the project has not had funding available for the past several Long Range Transportation Plans, and considered a Visionary Project until now. The Alabama Department of Transportation is funding this project with National Highway Funding. This is federal money that is annually apportioned to the State of Alabama, and spent at the State's discretion. This project is Project 16 on Figure 3-2, is 4.3 miles long, and is estimated to cost \$17.8 Million for the construction and \$370,000 for the preliminary engineering (PE). Matching funds are provided by the State of Alabama.

1.2.2 Funding Scenario for the I-10 Mobile River Bridge and Bayway

In the adopted *Envision 2045 LRTP* (April 22nd, 2020), funding for the I-10 Mobile River Bridge project had not been determined and could not be included in the fiscally constrained plan. However, the bridge is a priority for the State of Alabama and it was agreed by ALDOT, the Mobile

MPO and the Eastern Shore MPO that the I-10 Mobile River Bridge needed to be included in the fiscally constrained *Envision 2045 Long Range Transportation Plan*. In addition to the above funding, the I-10 Mobile River Bridge and Bayway Project has its own unique funding scenario. The total cost for the Mobile County part of the project is estimated to be \$1.691 billion, and the total estimated cost for the Baldwin County portion of the project is \$889.46 million. The total estimated cost of the entire project is \$2,706,420,000. Funding for the project is detailed below in Table 1-3.

Table 1-3
Estimated Funding for I-10 Mobile River Bridge

Project 1: Mobile River Bridge (Mobile MPO) – I-10 Mobile River Bridge and Bayway from Broad Street (Exit 24) to Baldwin County Line

Preliminary Engineering	Construction
State = \$0	State = \$125,000,000
<u>Federal (INFRA) = \$80,000,000</u>	Federal = \$655,490,000
Total = \$80,000,000	<u>Other = \$911,050,000</u>
	Total = \$1,691,540,000

Project 2: Bayway (ESMPO) – I-10 Bayway from Mobile County Line to East of the Eastern Shore Interchange (Exit 35) SR-16 (US-90)

Preliminary Engineering	Construction
State = \$0	State = \$125,000,000
<u>Federal (INFRA) = \$45,000,000</u>	Federal = \$475,510,000
Total = \$45,000,000	<u>Other = \$288,950,000</u>
	Total = \$889,460,000

There is an additional \$420 million of financing costs total for both projects that will be paid back with toll revenue.

Source: ALDOT

1.3 Tolling

Table 1-3 details the proposed funding of the I-10 Mobile River Bridge and Bayway Project. The State of Alabama has exhausted its State and Federal resources, to the extent that tolling will be required to fund the project. Tolling is included in the “Other” category of Table 1-3. Only the new Mobile River Bridge and new Bayway will be tolled. The free routes will remain to be:

- Wallace Tunnel
- Bankhead Tunnel,
- Africatown Bridge
- Causeway

In order for the toll rates meet the specifications in the MPO framework presented in *1.1.2 Project Detail*, ALDOT will make an “ALGO Pass” sticker and will ensure that ALGO Pass users see the lowest toll rates. These stickers, which serve as toll transponders, will be modeled after regional

examples like Georgia's Peach Pass or Florida's Sun Pass. These will be placed on a car's windshield, connected to a user account, and will pay toll charges as a car passes underneath a gantry at speed.

For non-ALGO Pass holders, cameras will capture license plate information and ALDOT will administer a bill, payable online, to that vehicle owner. All toll payment processes are designed to both ensure maximum traffic flow and minimal administrative costs for Alabama taxpayers.

Maximum ALGO Pass toll rates are below:

A \$40 monthly unlimited rate would be available for 2 axle vehicles under 7.5 feet height, which includes the vast majority of cars, pickup trucks, SUVs, and other common vehicles. The per-use ALGO pass rates otherwise would be:

- Cars, pickups, motorcycles, SUVs, etc. (Vehicle height under 7.5 feet)
- 2 axles: \$2.50
- 2 axles with any 1 or 2 axle trailers: \$5.00
- 2 axles with any 3 or more-axle trailer: \$7.50
- Buses, delivery trucks, 18-wheeler trucks, etc. (Vehicle height over 7.5 feet)
- 2 axles: \$9.00
- Each additional axle: + \$3.00
- 18-wheeler (5 axle): \$18.00

Maximum non-ALGO Pass rates are below:

- Cars, pickups, motorcycles, SUVs, etc. (Vehicle height under 7.5 feet)
- ALGO rate + \$1.50 per axle
- Buses, delivery trucks, 18-wheeler trucks, etc. (Vehicle height over 7.5 feet)
- ALGO rate + \$2.75 per axle

ALGO passes will be widely available to all drivers, both online and in retail locations, though ALDOT expects their use to be most prevalent among Mobile and Baldwin County residents. ALDOT will make every effort to ensure that they are available in a convenient manner. This would include the option to receive a pass when a driver registers their vehicle or renews their license, as well as ALGO Pass availability in convenient retail locations like grocery stores, gas stations, pharmacies, and other similar locations.

ALDOT is also continuing detailed analysis on discount or flat-rate toll programs. The toll rates listed above are maximum tolls, but rates could be lower dependent on additional grant funding. All updates will be subject to MPO approval

The toll revenue generated will only be used to pay down the project debt, with tolling to end once the debt is paid off. This was at the request of both the Mobile MPO, and Eastern Shore MPO, and ALDOT remains committed to this.

1.4 Capacity

Section 2.0 Highway Facilities of this document outlines the updated capacities of the projects of

the 2045 network, including the widening of Interstate 65 from SR-158 to Celeste Road and the I-10 Mobile River Bridge. The Mobile MPO uses the travel demand forecasting software by Citilabs, *Cube Voyager*. The Alabama Department of Transportation purchased this software for all MPOs in the State of Alabama and the Mobile MPO is required to use this software. The Voyager software is an integral role in determining travel patterns within the next 25 years. The model is validated to current traffic counts and specific federal parameters (please see Appendix A of the April 22nd, 2020 LRTP) to base year conditions. The socio-economic data is forecasted to year 2045 and the model is run using future year data, resulting in estimated future volumes for the entire network. From this future network, all Alternatives are tested for network performance. For the purpose of this Amendment of the LRTP, the socio-economic data has not been updated. The data is presented in detail in *Section 4.0 Highway Facilities* of the April 22nd, 2020 LRTP.

1.5 Title VI

In order to quantitatively assess and analyze federal investments in the *Envision 2045 LRTP*, 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. Chapter Two of the *Envision 2045 LRTP* (adopted April 22nd, 2020), details the extensive methodology used. As modeled in the Mobile MPO's travel demand forecast model, there are no disparaging effects on travel time for the low income and minority populations to trip attractors (education, hospitals, retail) as a result of the projects of the of the *Envision 2045 LRTP* and this Amendment.

1.6 Bicycle Pedestrian

The previous Long Range Transportation Plan adopted in March of 2015, recommended and supported a bicycle pedestrian facility that would cross the Mobile River. The resolution of support dated June 5th of 2013, expressed support for bicycle/pedestrian facilities to be included into the design and construction of the I-10 Mobile River Bridge, and if it is determined that bicycle/pedestrian facilities are not to be included in the I-10 Mobile River Bridge design, the MATS Metropolitan Planning Organization expressed support for any available mitigation measures during preparation of the Environmental Impact Statement (EIS) for the I-10 Mobile River Bridge. ALDOT has shown commitment to providing a facility that crosses the Mobile River. ALDOT has committed to providing a bicycle and pedestrian shared use path from the I-165 southbound on-ramp at Africatown Boulevard to the Africatown USA Bridge. ALDOT will retrofit the Africatown USA Bridge to provide two protected bicycle and pedestrian lanes (one on each side of the bridge). ALDOT proposes to provide a shared use path on the south side of Africatown Boulevard and a sidewalk on the north side of Africatown Boulevard with crosswalks at appropriate locations. More detailed studies, design, and coordination with the local community will be required to finalize the details of the bicycle and pedestrian facilities along this route. The length of this proposed bike/ped corridor is approximately 2.6 miles. The estimated total cost for this path is approximately \$8.5 million. This facility will be constructed under a separate project (PE 100070108 & CN 100070109) using Federal and/or state funds and will be completed within the same timeframe as the completion of the I-10 Mobile River Bridge and Bayway Project. This is detailed in **Section 4.0 Bicycle and Pedestrian Facilities** of this amendment.

1.7 Performance Measures

With the passage of the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Fixing

America's Transportation (FAST) Act in December of 2015, and the recent Infrastructure Investment Jobs Act (IIJA) in November of 2021, the United States Department of Transportation has elected to move towards a performance-based planning process. This process refers to the application of performance management principles to achieve desired outcomes for transportation facilities.

In compliance with the Joint Planning Rule from FWHA (23 CFR 450 and 771) and FTA (49 CFR 613), under the MAP-21, the FAST Act, and the IIJA, State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) are to implement a performance-based approach to planning and programming activities. This includes setting data-driven performance targets for transportation performance measures. This approach supports the national goals for the federal-aid highway and public transportation programs. The seven goals are as follows: 1) Improving Safety, 2) Maintaining an Infrastructure Asset System in a State of Good Repair, 3) Reducing Traffic Congestion, 4) Improving the Efficiency of the Surface System, 5) Freight Movement and Economic Vitality, 6) Protecting the Environment, and 7) Reducing Project Delivery Delays.

In Alabama, the performance based planning process manifests itself in several forms. 23 CFR Part 490 requires MPOs to develop performance targets related to safety, pavement condition, bridge condition, highway reliability, freight movement, traffic congestion, and emissions reduction. 49 CFR Part 625 requires the same for transit asset management. Separately, the FAST Act recommends that performance-based planning be worked into documents such as the Transportation Asset Management Plan (TAMP), Transit Asset Management Plan (TAM), Strategic Highway Safety Plan (SHSP), Highway Safety Improvement Program (HSIP), Statewide Freight Plan, Congestion Mitigation and Air Quality (CMAQ) Performance Plan, and the Congestion Management Plan. In accordance with 23 CFR § 450.306, the metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301(c). The Safety Performance Measures (PM1), Bridge/Pavement Measures (PM2), the System Performance Measures (PM3), and the FTA's Transit Asset Management (TAM) Targets have been adopted by ALDOT and the MPOs. Some targets are required to be set on an annual basis while others are set on two (2)-year and four (4)-year cycles.

ALDOT and the MPOs, along with the Transit Providers, have a cooperative agreement in place to coordinate the development of the targets, the sharing of information related to the transportation performance measures, selection of targets, and reporting requirements.

ALDOT and all MPOs in the State of Alabama chose to adopt the State of Alabama's Performance Measures and Targets, rather than each MPO have their own. In accordance with the FAST ACT and subsequently the Infrastructure Investment Jobs Act (IIJA), Performance Measures and Targets are required to be revised and updated as plans are amended and revised; Table 1-4 are the Performance Measures and Targets as adopted by the Mobile MPO on April 27th, 2022.

Table I-4
Adopted Performance Measures and Targets

FHWA Safety Performance		Calendar Year Targets 2022	
Number of Fatalities		961	
Rate of Fatalities (per 100 million Vehicle		1.4	
Number of Serious Injuries		6000	
Rate of Serious Injuries (per 100 million		9	
Number of Non-motorized fatalities and		365	
FHWA Bridge/Pavement		2-Year Target 2020	
% of Pavements of the Interstate System		> 50%	
% of Pavements of the Interstate System		< 5%	
% of Pavements of the Non-Interstate NHS		> 40.0%	
% of Pavements of the Non-Interstate NHS		< 5.0%	
% of NHS bridges in Good condition by		≥ 27.0%	
% of NHS bridges in Poor condition by		≤ 3.0%	
FHWA System Performance		Adjusted 4-Year Target 2020	
% of Person-Miles Traveled on the		92.00%	
% of Person-Miles Traveled on the Non-		90.00%	
Truck Travel Time Reliability (TTTR) Index		1.3	
FTA Transit State of Good Repair		2020	
% of Rolling Stock (Revenue vehicles) meet		Reduce inventory by 5%	
% of Equipment (over \$50K) meet or		Reduce by 5%	
% of FTA-funded Facilities with condition		No more than 20% of facilities rate less than	
FTA Transit Safety Performance		Demand Response	Fixed
Fatalities		0	0
Rate of Fatalities		0.00%	0.00%
Injuries		0	0
Rate of Injuries		0.00%	0.00%
Safety Events		0	0
Rate of Safety Events		0.00%	0.00%
Mean distance between major mechanical		37,483	49,985

Source Mobile MPO

1.8 Public Involvement

Public involvement is crucial for the Mobile River Bridge and Bayway Project. A press release concerning a public meeting and public comment period on the draft amendment to *Envision 2045 Long Range Transportation Plan (LRTP)* to include the funding of the Mobile River Bridge and Bayway Project was executed on June 24th, 2022. Public meetings were held on June 29th in Mobile, and June 30th in Baldwin County. The meeting was advertised as a public meeting, not a public hearing, in local media through legal notices, public service announcements, on social media, and the Mobile MPO website. All comments received prior to the July 15th, 2022 deadline are included

in Appendix C of this amendment and summarized below.

1.8.1 Summary of Comments

Comments concerning the Amendment to the *Envision 2045* Long Range Transportation Plan were mailed in and collected online. The online survey consisted of an open-ended comment opportunity in regards to the proposed amendment to include two projects:

1. The I-10 Mobile River Bridge and Bayway Project
2. The I-65 Widening Project from SR 158 to Celeste Road

To summarize the online comments, MPO staff grouped them into three categories. The three categories were:

1. For the project as outlined with tolls.
2. Against Tolls.
3. Other.

The Other category could consist of a different toll scheme, a lower toll for certain residents or class of vehicles or a different type of mitigation for the project.

A total of 188 comments were collected with 185 comments were collected online. One comment form was completed at the public meeting held on June 29th, 2022. Two comments were emailed directly to staff. Of the 188 comments, 58 of the comments were in support of the project as presented with the current toll information provided by the Alabama Department of Transportation. Ninety-eight of the respondents were against the toll. Being against the toll, does not necessarily mean that the respondent is against the project, they just are not in favor of the toll. Thirty-two respondents suggested different tolls or posed questions in regards to environmental needs or other factors.

*Table 1-5
Amendment Comment Summary*

For the Project As Proposed	58
Other (questions, suggestions, different toll, etc)	32
Against Toll	98
Total Respondents	188

The comments can be found on in Appendix C of this document.

2.0 Highway Facilities

For the purpose of this amendment, two new spans across the river, a new Bayway, and West Tunnel interchange were used to model the traffic growth. Should another toll plan be chosen, the model will be updated accordingly. 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. These future volume demands are determined through the MPO's travel demand forecast model, and discussed in detail in the April 22nd, 2020 adopted Envision 2045 LRTP. 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. The year 2045 volumes projected crossing the Mobile Bay remains relatively unchanged; the demand for travel remains and is constant.

For the purpose of this amendment, there are two capacity improvements to be updated; I-65 from SR-158 to Celeste Road, and the I-10 Mobile River Bridge and Bayway Project.

I-65 from SR-158 to Celeste Road is currently a four lane interstate and an additional lane in each direction will add the capacity needed to achieve an acceptable Level of Service. The I-65 project is Project 16 on Figure 3-2, and is 4.3 miles long. It is estimated to cost \$17.8 Million for the construction, \$370,000 for the preliminary engineering (PE), and is anticipated to be funded with National Highway Funds. This project was included in April 22nd, 2022 adopted Envision LRTP as a Visionary Project because funding was not able to be identified for the project. Since that time, ALDOT will be funding this project with National Highway Funds. These funds are spent at the State's discretion.

The I-10 Mobile River Bridge and Bayway Project is a more complex project. The project spans two counties; project one is in Mobile County under the jurisdiction of the Mobile Metropolitan Planning Organization (MMPO); and, project two is in Baldwin County under the jurisdiction of the Eastern Shore Metropolitan Planning Organization (ESMPO). For Project 1 of the Mobile River Bridge and Bayway Project (Mobile MPO) the project will consist of design and construction of the cable-stayed bridge and high-level approaches across the Mobile River on new alignment. It will include modifications of five interchanges along I-10 at Broad Street, Virginia Street, Texas Street, Water/Canal Street, and US 90/98 at the east Wallace Tunnel portal. The Project begins at the Broad Street interchange and ends at the County line on I-10.

For the Baldwin County portion of the project (ESMPO) the project will consist of design and construction of a new Bayway across Mobile Bay and two interchange modifications along I-10 at the Midbay Interchange, and US-90/98 Eastern Shore. The Project begins at the County line on I-10 and ends east of the US-90/98 Eastern Shore interchange.

Regardless of the I-10 Mobile River Bridge, by year 2045, it is estimated that the MATS area will have over 163,000 households and over 238,000 employees. This is a significant increase compared to over 150,000 households and over 157,000 employees in year 2015. Table 2-1 below graphically illustrates the anticipated growth in the MATS area between 2015 and 2045, including the significant growth in internal automobile and truck trips. The population is expected to increase about 9 percent and housing and employment by 9 percent and 52 percent, respectively. In percentage terms, the resulting increase in external trips is substantially higher than the increase in internal trips. As shown in Table 2-1, by year 2045, internal vehicle trips are projected to increase by 9 percent, but external trips are projected to increase by 52 percent. The largest increase in external traffic demand within the study area, by a large margin, will be in the Interstate 10 corridor. A trip is any vehicular movement between an origin and a destination. An internal trip is any trip solely within the study area.

Table 2-1
 MATS Socio-Economic and Travel Data Summary 2015 and 2045

	2015	2045	Increase
Population	387,615	422,500	9%
Households	150,540	163,656	9%
Employment	157,100	238,452	52%
Internal Vehicle-Trips	1,122,959	1,229,504	9%
Calculated Data			
Persons per HH	2.58	2.58	
Employees per HH	1.04	1.46	
Employees per Person	0.41	0.56	
Vehicle-Trips per HH	7.46	7.51	
Vehicle-Trips per Pers.	2.89	2.91	

(Mobile MPO Based on US Census and Datastory Data)

Table 2-2 quantifies the projected growth in area-wide vehicle-trips per day between 2015 and 2045 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 17 percent over the 30 year period. Growth is going to happen regardless of the I-10 Mobile River Bridge. Table 2-3 details the number of lane miles between 2015 and 2045. In Table 2-3 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.

Table 2-2
 Mobile Area Transportation Study Trip Purpose Comparisons (2015 and 2045E+C, Local streets are not included)

Vehicle-Trips/Day	2015	2045E+C	% Increase
Home-Based Work	123,500	135,250	
Home-Based Other	572,700	627,000	
Non-Home Based	426,700	467,200	
Trucks	24,750	32,400	
<u>Total Internal</u>	<u>1,147,650</u>	<u>1,261,850</u>	10%

Internal-External	165,400	252,200	
Through	29,700	44,400	
Through Trucks	12,100	18,900	
<u>Total</u>	<u>1,354,850</u>	<u>1,582,250</u>	17%

Source: Mobile MPO

Table 2-3 details the comparison of the Vehicle Miles Traveled (VMT). The projected 2045 volumes at the cordon (Mobile County Line) did not have any notable changes between the tolled network and the original, non-tolled, network. US 90 (the Causeway) saw a large increase in the projected volume in the tolled network because of the cost incurred on the new facilities. A shift in external truck volumes from the Bayway to the Causeway may be expected due to a toll. The comparison of a non-tolled network and a tolled network has a slight variation in VMT due to the slightly varied external volume changes at the cordon.

The street miles operating at unacceptable, overcrowded conditions (level-of-service E or F) would increase from 2015's 96.2 miles to 196.2 miles in 2045, the LRTP would decrease that to 124.7. Further, operating conditions throughout the network would badly deteriorate with system-wide capacity utilization of 71.1 percent in 2045 as compared to the 57.7 percent utilized today, the LRTP would decrease that to 66.7 percent. 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 2045 Highway Plan to the MPO members for their concurrence; the plan was adopted on April 22nd, 2020. Table 2-3 includes the 2045 operating conditions after implementation of this recommended plan as adopted without the truck toll, and with the truck toll. An obvious conclusion can be made that a truck toll on Interstate 10 with an un-tolled option on US90 will put a strain on the capacity

The street miles operating at unacceptable, overcrowded conditions (level-of-service E or F) would increase from 2015's 96.2 miles to 196.2 miles in 2045, the LRTP would decrease that to 124.7. Further, operating conditions throughout the network would badly deteriorate with system-wide capacity utilization of 71.1 percent in 2045 as compared to the 57.7 percent utilized today, the LRTP would decrease that to 66.7 percent. 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 2045 Highway Plan to the MPO members for their concurrence; the plan was adopted on April 22nd, 2020. Table 2-3 includes the 2045 operating conditions after implementation of this recommended plan as adopted without the truck toll, and with the truck toll. An obvious conclusion can be made that a truck toll on Interstate 10 with an un-tolled option on US90 will put a strain on the capacity of I-65, the Africatown Bridge, and the US 90 Causeway. I-165 has sufficient capacity. The system wide Level of Service (LOS) for principal arterials deteriorates slightly as shown in Table 2-3. The number of miles of principal arterials operating at over LOS D went from 29.6 to 49.2, the LRTP would decrease that to 30.6. Interstates on the other hand went from 16.0 to 55.3, the LRTP would decrease that to 34.3.

Table 2-3 shows capacity utilization is higher in the future year than the 2015 base year (57.7

percent) because of the strain on the system produced by the new demand. The capacity utilization in 2045 is expected to be at 71.1 percent and road miles at (LOS) E or F are expected to be significantly higher in 2045 than 2015; about 196 miles in 2045 versus 96 miles in 2015. The main reason for this is the anticipated interstate growth.

As depicted in Figure 2-1 (2045 Existing and Committed Volume to Capacity), there are over 196 miles of roadway that are operating at a LOS F (red). This is what the projects of the recommended 2045 plan try to alleviate, reducing the number of miles of roadway operating at a LOS F to below 150.0 miles of roadway. The projects of the recommended plan are the best possible scenario for use of federal funds to reduce the number of miles of roadway operating at LOS F. 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 obvious west of Interstate 65. As explained in the appendices of the main report (April 22, 2020), a threshold daily traffic level can be established suggesting the likelihood of capacity-related problems (LOS F) during some part of the day but generally not all day.

Figure 2-2 illustrates the projects included in the 2045 Highway Plan and Table 2-4 describes the projects. The plan is based on both new construction and improvements to existing roads. Slightly more than 146 lane-miles of additional roadway would be constructed, with about 5.6 miles of new roadway (McFarland Road and I-10 Mobile River Bridge in the Mobile Urban Area). Although no other additional capacity is identified, there are three improvements to existing interchanges; Celeste Road on I-65, and US 43 and I-65.

Table 2-3
Mobile Area Transportation Study System Comparisons (2015 and 2045, Local Streets are not included)

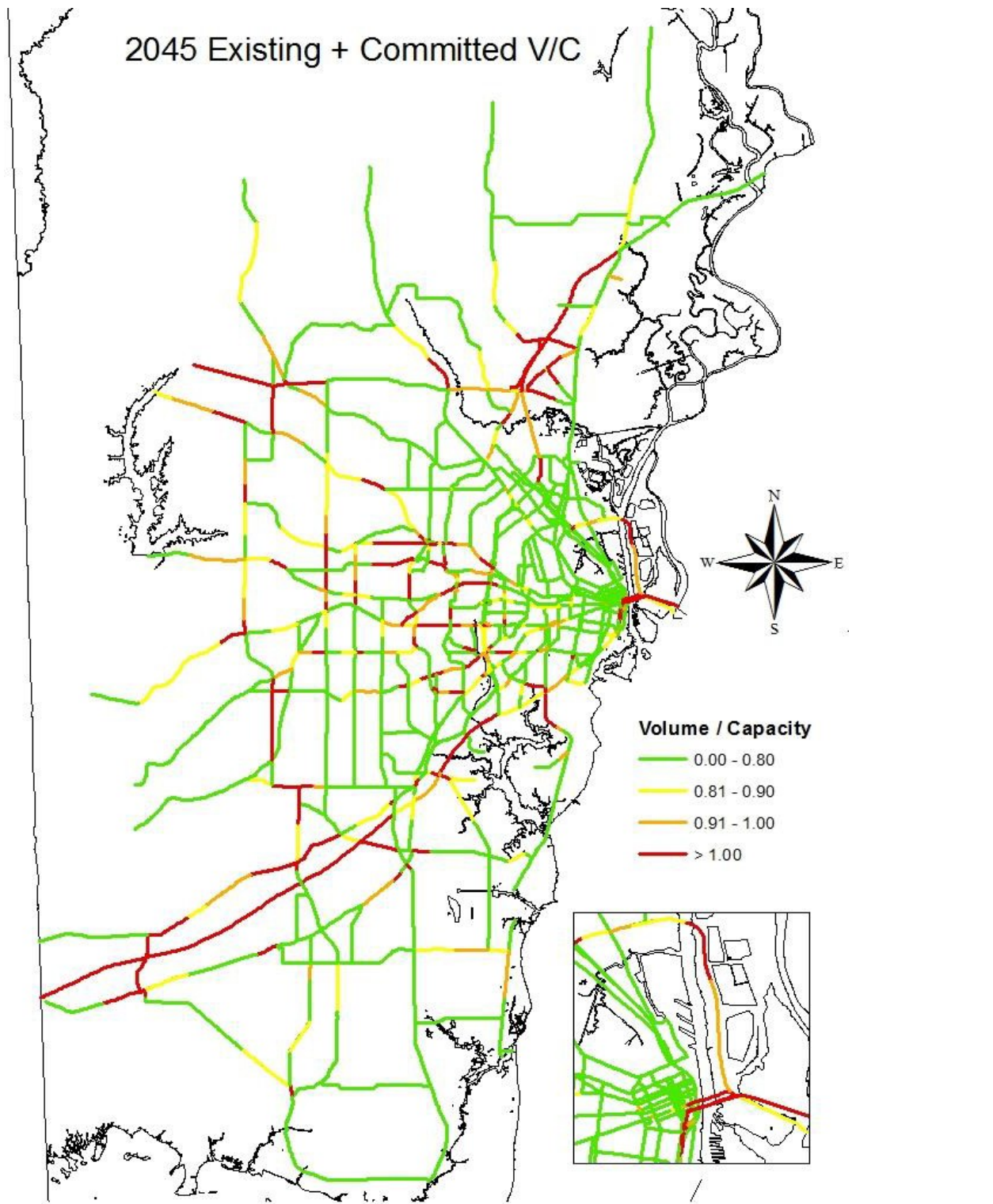
	2015		2045 E+C		2045 PLAN	
	Lane-Mi	Mi	Lane-Mi	Mi	Lane-Mi	Mi
Freeway/Expressway	302.8	58.1	302.8	58.1	343.9	60.4
Principal Arterials	553.4	153.2	575.1	156.6	584.3	157.0
Minor Arterials	582.2	226.9	591.0	230.2	643.3	232.6
Collectors	457.3	214.8	457.3	214.8	470.5	217.8
Total	1895.7	653.1	1926.3	659.7	2042.0	667.8
VMT	Mi/day	% of Tot	Mi/day	% of Tot	Mi/day	% of Tot
Freeway/Expressway	3,430,200	35%	4,217,077	34%	4,353,532	35%
Principal Arterials	3,101,598	31%	3,935,702	32%	3,765,050	30%
Minor Arterials	2,413,442	24%	2,954,158	24%	3,041,579	25%

Collectors	1,014,875	10%	1,302,663	10%	1,280,258	10%
Total	9,923,751		12,409,599		12,440,419	

<u>Level Of Service</u>	<u>Mi /LOS F</u>	<u>Cap Used</u>	<u>Mi /LOS F</u>	<u>Cap Used</u>	<u>Mi /LOS F</u>	<u>Cap Used</u>
Freeway/Expressway	16.0	75.4%	55.3	92.7%	34.3	85.3%
Principal Arterials	29.6	61.0%	49.2	74.6%	30.6	70.1%
Minor Arterials	39.5	53.1%	68.2	64.7%	44.0	60.3%
Collectors	11.1	32.8%	23.5	42.7%	15.9	40.7%
Total	96.2	57.7%	196.2	71.1%	124.7	66.7%

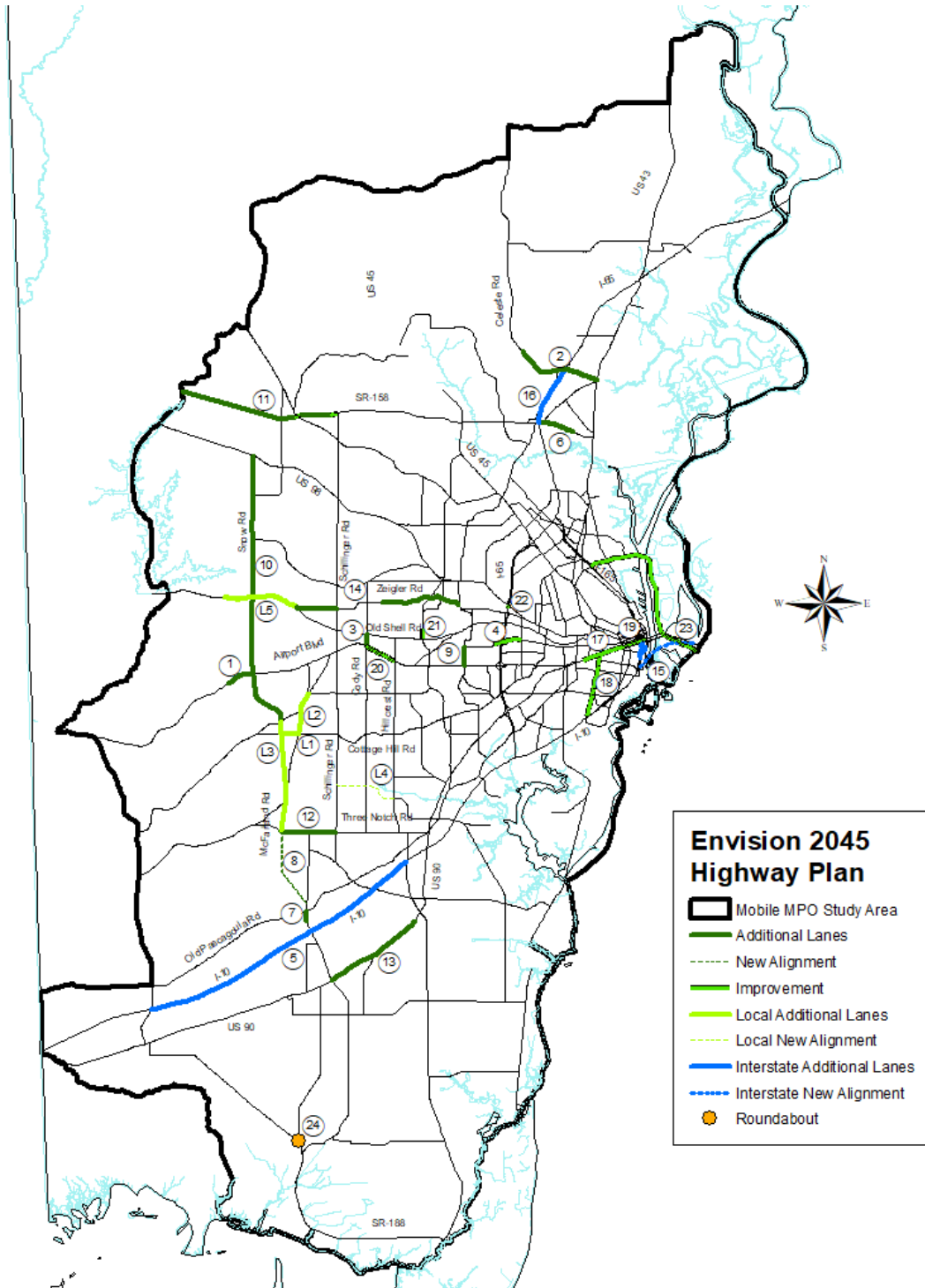
Source: Mobile MPO

Figure 2-1
2045 Existing and Committed Volume to Capacity



Source Mobile MPO

Figure 2-2
 MATS 2045 Highway Plan



Source Mobile MPO

Table 2-4 Recommended Highway Projects, 2015-2045

MAP#.	CPMS#	FUNDS	PHASE	COST (Millions)	ROAD	FROM	TO	DIS	2015 LANE	2045 LANE	2015 VOLUME	2045 VOLUME	PRIORITY
1	100068535	MPO	CN	\$9.90	Airport Blvd	Snow Rd	Eliza Jordan Rd	1.2	2	4	14,000	28,700	1
	100068534	MPO	UT	\$1.00	Airport Blvd	Snow Rd	Eliza Jordan Rd	1.2	2	4	14,000	28,700	1
	100068533	MPO	RW	\$1.50	Airport Blvd	Snow Rd	Eliza Jordan Rd	1.2	2	4	14,000	28,700	1
2	100069501	MPO	CN	\$16.6	Celeste Rd	I-65	Forest Ave	2	2	4	15,200	25,900	1
	100069500	MPO	UT	\$1.00	Celeste Rd	I-65	Forest Ave	2	2	4	15,200	25,900	1
	100069499	MPO	RW	\$2.00	Celeste Rd	I-65	Forest Ave	2	2	4	15,200	25,900	1
	n/a	MPO	ALL	\$10.00	Celeste Rd	US 43	I-65	1.2	2	4	13,800	29,850	2
3	n/a	MPO	ALL	9.75	Cody Rd	Airport Blvd	Old Shell Rd	0.4	2	4	13,800	21,500	2
4	100052460	MPO	CN	\$7.07	Dauphin Street	Sage Ave	Springhill Mem. Hosp.	1.1	4	4	36,700	36,850	1
	100052459	MPO	UT	\$0.28	Dauphin Street	Sage Ave	Springhill Mem. Hosp.	1.1	4	4	36,700	36,850	1
	100052458	MPO	RW	\$0.27	Dauphin Street	Sage Ave	Springhill Mem. Hosp.	1.1	4	4	36,700	36,850	1
5	100033461	NH	CN	\$33.39	I-10	Carol Plantation Rd	McDonald Rd	4.2	4	6	67,500	86,000	1
	100064147	NH	PE	\$0.32	I-10	Carol Plantation Rd	McDonald Rd	4.2	4	6	67,500	86,000	1
	100040267	NH	CN	\$53.30	I-10	SR-188	McDonald Road	6.4	4	6	45,750	80,300	1
	100056483	NH	PE	0.77	I-10	SR-188	McDonald Road	6.4	4	6	45,750	80,300	1
6	n/a	ATRIPII	ALL	4.74	Industrial Parkway	I-65	Half Way to US-43	0.9	2	4	13,700	24,350	2
7	100052450	MPO	CN	\$4.80	McDonald Road	North of I-10	Old Pascagoula Rd	0.5	2	4	14,200	24,200	1
	100052449	MPO	UT	\$0.70	McDonald Road	North of I-10	Old Pascagoula Rd	0.5	2	4	14,200	24,200	1
8	100059791	MPO	CN	\$13.10	McFarland Road	Old Pascagoula Rd	Three Notch Rd	3.1	new	2	n/a	18,600	1

	100059790	MPO	UT	\$2.40	McFarland Road	Old Pascagoula Rd	Three Notch Rd	3.1	new	2	n/a	18,600	1
	100059789	MPO	RW	\$6.00	McFarland Road	Old Pascagoula Rd	Three Notch Rd	3.1	new	2	n/a	18,600	1
9	100052602	MPO	CN	\$3.38	McGregor Avenue	Dauphin St	Airport Blvd	0.6	2	4	14,900	14,450	1
	100052601	MPO	UT	\$1.50	McGregor Avenue	Dauphin St	Airport Blvd	0.6	2	4	14,900	14,450	1
10	n/a	MPO	ALL	\$65.00	Snow Rd	Moffett Rd	Tanner William Rd	2.8	2	4	11,000	16,450	2
	n/a	MPO	ALL	\$34.50	Snow Rd	Tanner William Rd	Airport Blvd	2.8	2	4	10,400	16,250	2
	n/a	MPO	ALL	\$28.60	Snow Rd	Airport Blvd	Jeff Hamilton Rd	2.8	2	4	7,500	14,200	2
11	100060155	NH	CN	\$13.29	SR 158	Schillinger Rd	Lott Rd	1.6	new	2	n/a	18,000	1
	100060482	NH	CN	\$18.26	SR 158	Lott Rd	Glenwood Rd	4.1	new	2	n/a	25,600	1
	100068084	NH	UT	\$13.03	SR 158	Seabury Creek	Bridge	-	new	2	n/a	18,000	1
	100060154	NH	CN	\$25.16	SR 158	Seabury Creek	Bridge	-	new	2	n/a	18,000	1
	100060483	NH	CN	\$13.16	SR 158	Seabury Creek	Bridge	-	new	2	n/a	18,000	1
	100060484	NH	CN	\$13.16	SR 158	Interchange	Lott Rd	-	new	2	n/a	25,600	1
12	100052464	MPO	CN	\$4.50	Three Notch Road	Schillinger Rd	McDonald Rd	1	2	4	12,500	13,550	1
	100052463	MPO	UT	\$0.45	Three Notch Road	Schillinger Rd	McDonald Rd	1	2	4	12,500	13,550	1
	100052462	MPO	RW	\$0.91	Three Notch Road	Schillinger Rd	McDonald Rd	1	2	4	12,500	13,550	1
	n/a	MPO	ALL	\$13.00	Three Notch Road	McDonald Rd	Ben Hamilton Rd	1	2	4	8,900	13,000	2
13	100041558	NH	CN	10.59	US 90	McDonald Rd	Swedetown Rd	3.7	2	4	9,650	16,200	3
	100041557	NH	UT	0.64	US 90	McDonald Rd	Swedetown Rd	3.7	2	4	9,650	16,200	3
	100041556	NH	RW	3.55	US 90	McDonald Rd	Swedetown Rd	3.7	2	4	9,650	16,200	3
	100041555	NH	PE	0.69	US 90	McDonald Rd	Swedetown Rd	3.7	2	4	9,650	16,200	3
14	100037215	MPO	CN	\$20.81	Zeigler Boulevard	Forest Hill Dr	Athey Rd	3.4	2	4	17,000	31,250	1
	100055883	MPO	CN	\$5.10	Zeigler Boulevard	Schillinger Rd	Tanner Williams Rd	1.4	2	4	8,000	10,800	1
	100055882	MPO	UT	\$1.31	Zeigler Boulevard	Schillinger Rd	Tanner Williams Rd	1.4	2	4	8,000	10,800	1

	100055881	MPO	RW	\$1.88	Zeigler Boulevard	Schillinger Rd	Tanner Williams Rd	1.4	2	4	8,000	10,800	1
15	100073594	Fed	PE	\$80	I-10 Mobile River Bridge –Mobile Co.	Virginia St to Baldwin Co		3	n/a	3	n/a	41,350	1
	100073596	State/Fed/ Toll	CN	\$1,691.7	I-10 Mobile River Bridge –Mobile Co.	Virginia St to Baldwin Co		3	n/a	3	n/a	41,350	1
	100070109	State/Fed	PE,CN	\$7.01	Shared Use Path on Service Rd	Africatown Blvd	From I-165 to Africatown Bridge	4.8	n/a	n/a	n/a	n/a	1
16	100074235	NHPP	PE	\$0.37	I-65	SR 158	Celeste Rd	4.3	4	6	n/a	79,300	1
	100074236	NHPP	CN	\$17.8	I-65	SR 158	Celeste Rd	4.3	4	6	n/a	79,300	1
MAINTENANCE AND OPERATIONS TYPE PROJECTS (NON CAPACITY)													
17	n/a	MPO	ALL	\$14.38	Government St	Macy Place	Water St	2.3	n/a	n/a	24,400	34,500	2
18	n/a	MPO	ALL	\$34.35	Michigan Avenue	US 90	I-10	2.25	n/a	n/a	7,600	6,900	2
19	n/a	MPO	CMP	\$0.63	Government St	Broad St	Bankhead Tunnel	0.8	n/a	n/a	22,730	22,500	1
20	n/a	MPO	CMP	\$0.63	Airport Blvd	Hillcrest Rd	Cody Rd	1.15	n/a	n/a	35,000	38,350	1
21	n/a	MPO	CMP	\$0.63	University Blvd	Old Shell	USA	0.4	n/a	n/a	29,000	27,350	1
22	n/a	MPO	CMP	\$0.63	Moffett Rd	I-65 Service E	I-65 Service W	0.1	n/a	n/a	36,000	31,550	1
n/a	n/a	MPO	CMP	\$13.75	Line Item 2024-2045	n/a	n/a	n/a	n/a	n/a	n/a	n/a	2
23	100069442	NH	CN	\$1.10	BankheadTunnel (Generator)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	1
	100070136	NH	PE	\$0.37	Causeway	Spanish Fort	Bankhead Tunnel	7	n/a	n/a	16,600	51,500	1
	100070137	NH	CN	\$2.71	Causeway	Spanish Fort	Bankhead Tunnel	7	n/a	n/a	16,600	51,500	1
n/a	100060122	STMBM	CN	\$0.83	Curb and Ramps Installations	Various Locations	n/a	n/a	n/a	n/a	n/a	n/a	1

24	n/a	ATRIPII	ALL	\$1.1	Irvington Bayou La Batre Hwy	AL-188	n/a (Roundabout)	-	n/a	n/a	11,200	14,400	1
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LOCALLY FUNDED PROJECTS

L1	n/a	Local	ALL	\$7.70	Cottage Hill Rd	McFarland Rd	Dawes Rd	0.6	2	4	7,500	24,450	3
L2	n/a	Local	ALL	\$7.30	Dawes Rd	Cottage Hill Rd	Grelot Rd	1.5	2	3	14,000	9,900	3
L3	n/a	Local	ALL	\$24.20	McFarland Rd	Cottage Hill Rd	Three Notch Rd	3.5	2	4	n/a	31,950	3
	n/a	Local	ALL	\$14.60	McFarland Rd	Jeff Hamilton Rd	Cottage Hill Rd	0.5	2	4	8,690	20,000	3
L4	n/a	Local	ALL	\$7.80	Nevius Rd	Hillcrest Rd	Schillinger Rd	2.3	new	2	n/a	13,950	3
L5	n/a	Local	ALL	\$12.00	Tanner Williams Rd	Zeigler Blvd	Snow Rd	1.8	2	4	13,400	20,800	3
	n/a	Local	ALL	\$9.10	Tanner Williams Rd	Snow Rd	Eliza Jordan Rd	1	2	4	11,000	13,650	3
Other Projects Outside of Study Area (Not Mapped)													
n/a	100052812	NH	CN	\$9.62	Construct bridge on Glenwood Road over SR-42 (US-98)								
n/a	100060480	NH	CN	\$11.16	Construct bridge on CR-63 Wilmer-Georgetown Road over SR-42 with Jughandle Interchange onto SR-42 (US-98)								
n/a	100060481	NH	CN	\$5.96	Extend Westbound Bridge on SR-42 (US-98) over Big Creek								
n/a	100060485	NH	CN	\$18.06	US-98 Westbound lanes from Mississippi line to east of Glenwood road								
*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.													

TOTAL Projects (millions)	\$2,465,920,000
MPO Funded Projects	\$ 332,310,000
State/Other Funded Projects	\$ 279,370,000
I-10 Mobile River Bridge	\$ 1,771,540,000
Local Funded Projects	\$ 82,700,000

For the purposes of this amendment to the adopted *Envision 2045 Long Range Transportation Plan*, the cost estimates for the projects on Table 2-4 are as they were adopted, with the exception of the I-10 Mobile River Bridge and I-65 from SR 158 to Celeste Road. These cost estimates are current as of the adoption of this amendment and are detailed in the funding section of this amendment.

2.1 Visionary Element

Because this Long Range Transportation Plan has to be fiscally constrained, it is the intent of the long range planning process to develop projects that fulfill the future demand. However, there is not enough estimated funding to complete the projects by year 2045. Ultimately, the road system of the Mobile Area Transportation Study should have a complete freeway network and arterial network satisfying the future travel demand. Unfortunately, this is not the case. Because the projected demand is so great in 2045, there is not enough projected funding to fulfill the needs of the future. For this reason, a Visionary set of projects was tested; Figure 2-3.

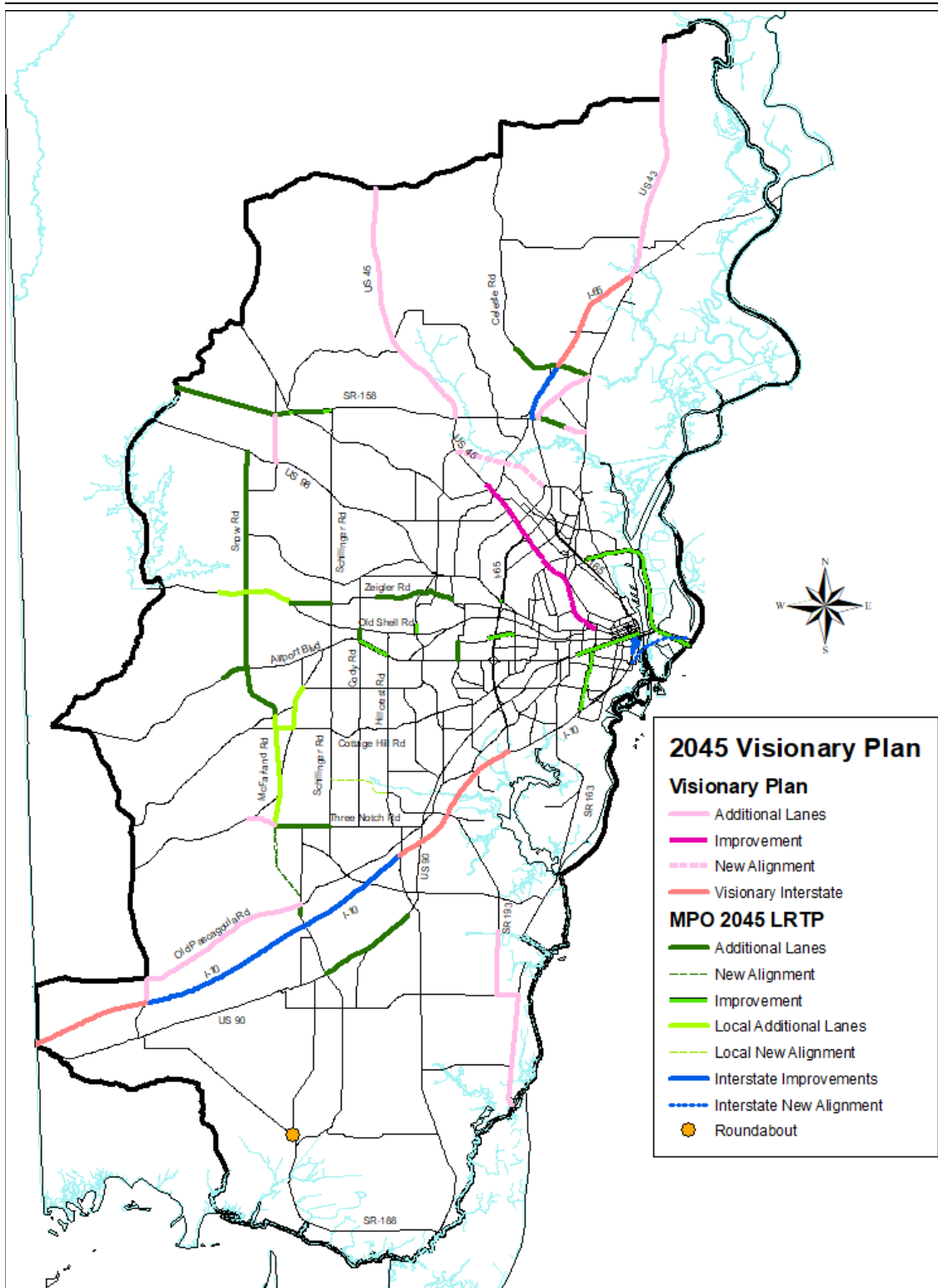
It is recognized that Interstate 65 and Interstate 10 are both constrained by right-of-way and the cost to widen those facilities. However, the need is still there, as determined not only by recent trends, but the travel demand forecast model as well. Although having many capacity issues along Interstate 65, it has right-of-way constraints that would make it difficult to fund additional lanes.

The current Interstate 10 improvements of the recommended Long Range Transportation Plan are occurring within the existing right of way. This is certainly a cost savings, but in order to expand lanes beyond what is recommended in this plan, right-of-way will have to be acquired, and that potentially creates millions of dollars more in construction costs. Likewise, Interstate 65 cannot be widened south of Interstate 165. The right of way cost of a project of that magnitude would prohibit it. However, north of Interstate 165 to US 43 needs to be improved; this project would cost an estimated \$63 million. Rangeline Road Widening to Fowl River has been a project that has been in the last five Long Range Plans. It is a needed improvement that would cost over \$42 million to construct.

US 45, north of SR-158, is in need of additional lanes not only to support a slight projected increase in volumes, but safety reasons as well. US 45 is 4 lanes in Mississippi, and is a major route between the two states as well as a Hurricane Evacuation Route. Although funding for two additional lanes may not be obtainable for US 45, the addition of a middle turning lane may provide assistance with traffic going south into the downtown. This area will also need improvements based on a study of the corridor funded with MPO funds- US 45 Feasibility Study. Old Pascagoula Road, between McDonald Road and Grand Bay Wilmer Road, is projected to be over capacity, only because of the volume overflow created by the increase in Interstate 10 traffic. This is an anomaly in the model the Mobile MPO needs to be aware of. It is assumed that if I-10 has the additional lanes that are needed, the projected over capacity on Old Pascagoula Road and US 90, will be alleviated. In the advent of the New US 98 project, McCrary Road is expecting to be well over capacity and may need a new parallel route to be constructed to the west, connecting New US 98 to Snow Road, in conjunction with additional lanes. The City of Chickasaw and the Mobile County Commission have expressed interest in the expansion of West Lee Street to the west to Shelton Beach Road. This will create economic opportunity for the City of Chickasaw and provide I-65 direct access to Chickasabogue Park.

Table 2-5 MATS 2045 Summary Plan below details the projects of the Visionary Plan. Please refer to the Figure 2-3 map legend for which projects are Visionary and which are part of the fiscally constrained *Envision 2045* LRTP. The projects that have CPMS numbers have some phase already started; however, because of ALDOT funding constraints, the projects are not moving forward. Some of these projects have been in the planning process for decades. All projects in the Visionary Plan are based on projected capacity deficiencies. The Visionary Element projects are estimated in excess of \$2.354 Billion, in addition to the recommended Long Range Plan.

Figure 2-3
 MATS 2045 Visionary Plan



Source Mobile MPO

Table 2-5 MATS 2045 Summary Plan of Visionary Projects

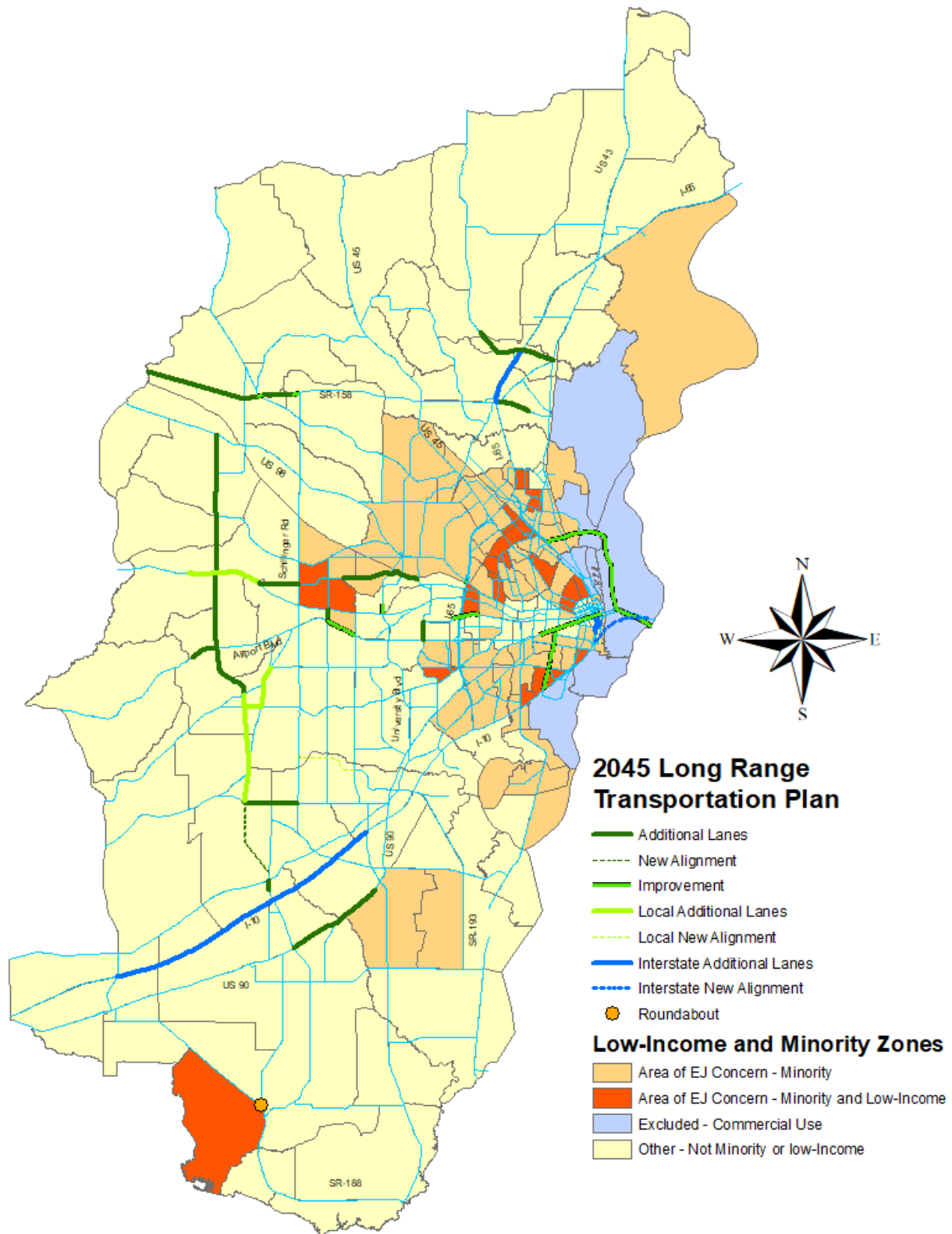
CPMS#	FUNDS	PHASE	COST	ROAD	FROM	TO	DIS	2015 Lane	2045 Lane	2015 Volume	2045 Volume
n/a	NH	ALL	\$34	I-10	State Line	SR-188	4.0	4	6	44,000	64,900
n/a	NH	ALL	\$46	I-10	Carol Plantation Rd	I-65	5.5	4	6	67,600	103,200
n/a	NHPP	CN	\$78.92	I-65	Celeste Rd	US 43	4.3	4	6	40,200	73,550
n/a	STPAA	CN	\$36.74	SR-193	Laurendine Rd	N. of Fowl River	6.8	2	4	12,250	27,600
n/a	STPAA	CN	\$34.78	SR-193	Laurendine Rd	N. of Fowl River	6.8	2	4	12,250	27,600
n/a	STPAA	RW	\$29.42	SR-193	Laurendine Rd	N. of Fowl River	6.8	2	4	12,250	27,600
n/a	STPAA	UT	\$0.50	SR-193	Laurendine Rd	N. of Fowl River	6.8	2	4	12,250	27,600
n/a	MPO	CN	\$5.06	Three Notch Road	Ben Hamilton Rd	Dawes Rd	1	2	4	2,700	12,250
n/a	MPO	UT	\$0.51	Three Notch Road	Ben Hamilton Rd	Dawes Rd	1	2	4	2,700	12,250
n/a	MPO	RW	\$1.03	Three notch Road	Ben Hamilton Rd	Dawes Rd	1	2	4	2,700	12,250
n/a	MPO	PE	\$0.35	Three Notch Road	Ben Hamilton Rd	Dawes Rd	1	2	4	2,700	12,250
n/a	STPAA	ALL	\$56.00	US43	I-65	Study Area	7.7	4	6	24,000	34,800
n/a	MPO	ALL	\$10.40	US 45	SR-158	KushlaStation Rd	0.8	2	4	11,600	25,900
n/a	NH	ALL	\$90	US 45	Kushla Station Rd	Citronelle	18	2	3	14,250	16,100
n/a	MPO	ALL	\$70.63	US 45	Ann St	Crystal Springs Road	7.1	-	-	26,100	29,000
n/a	MPO	ALL	\$20.80	McCrary Rd	New US 98	Moffett Rd	1.7	2	4	10,650	11,800
n/a	MPO	ALL	\$81.90	Old Pascagoula	Grandbay Wilmer Rd	McDonald Rd	6.3	2	4	4,300	15,600
n/a	MPO	ALL	\$10.40	Grandbay Wilmer Rd	Old Pascagoula	I-10	0.8	2	4	10,200	23,750
n/a	Grant	ALL	\$7.32	Industrial Parkway	I-65	Other Half to US-43	1.1	2	4	13,700	12,650
n/a	MPO	ALL	\$12	Celeste Rd	I-65	US 43	1.2	2	6	18,450	32,250
n/a	MPO	ALL	\$10	West Lee St EXT	1 st Street	Shelton Beach Rd	1.5	-	2	-	5,850
n/a	NH	ALL	\$34	I-10	State Line	SR-188	4.0	4	6	44,000	64,900
n/a	NH	ALL	\$46	I-10	Carol Plantation Rd	I-65	5.5	4	6	67,600	103,200

3.0 Title VI Update to the Envision 2045 Long Range Transportation Plan

3.1 Definition, History and Principles

The U.S. EPA’s Office of Environmental Justice defines Environmental Justice as follows: Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group

Figure 3-1
Proposed Road Improvements Relative to Low-Income and Minority Zones



of people, including a racial, ethnic, or socioeconomic group, should bear a disproportionate share of the negative environmental consequences, resulting from industrial, municipal, and commercial operations, or the execution of federal, state, local, and tribal programs and policies.

The 2015 American Community Survey provided an updated, demographic profile of the metropolitan planning area, identifying the residential, income, and employment patterns of the population. With this information, it is possible to accurately evaluate new transportation plans, with respect to minority and low-income populations. However, system-wide planning does not specify alignments of new roads; therefore, infrastructure impacts, such as the displacement of homes and businesses, and localized environmental impacts, will have to be addressed later in the environmental process.

Measures for system-impact evaluation:

- Employ mobility evaluation measures, such as change in travel time, from areas of predominantly low-income and minority populations to essential services, both in terms of absolute change over time, and to all areas of the study area.
- Use employment opportunity measures, in terms of current conditions, and future forecasted conditions, and employment opportunity by way of transit.
- Determine the effectiveness of public transportation service in areas with predominantly low-income and minority populations. This measure has inherent deficiencies, because the presence of service in these areas does not necessarily mean adequate service; i.e. service to the desired destination may be indirect or nonexistent, therefore hindering or reducing the feasibility of the trip.

ALDOT will perform more detailed traffic studies to determine levels of service and toll diversion due to the phasing of the I-10 Mobile River project and how it affects low income and minority populations. The results of these studies will be presented in public meetings and the environmental documentation will be updated accordingly. For the purposes of the *Envision 2045 Long Range Transportation Plan*, the low income and minority populations are identified in Figure 3-1.

4.0 Bicycle/Pedestrian

The I-10 Mobile River Bridge and Bayway Project is a proposal to increase the vehicular capacity of I-10, by constructing a new six-lane bridge, with 215 feet of Air Draft Clearance (ADC), across the Mobile River, and a new six lane Bayway. The proposed project would originate Mobile County in Alabama and extend to Baldwin County. For the purpose of this plan, only the Mobile County section is included. The bridge increases the capacity of I-10 to meet existing and predicted future traffic volumes, and to provide a more direct route for local, regional, and coastal interstate traffic, while minimizing impacts to Mobile's maritime industry.

The Federal Highway Administration approved the Final Environmental Impact Statement and Record of Decision (FEIS/ROD) for the proposed I-10 bridge over Mobile River, and the I-10 Bayway, on August 15, 2019. The FEIS/ROD addresses impacts associated with the bridge alignments under consideration for the project, and provides a preferred corridor based on studies, and addresses the associated impacts. The preferred corridor begins at Virginia Street, crosses the Mobile River just south of the Mobile Cruise Terminal, continues across Pinto Island, and joins the center of the Bayway.

A large number of comments received during the comment period, were in favor of the inclusion of a bicycle/pedestrian facility on the bridge, which, as a limited-access Interstate highway, makes the addition of such a facility problematic. The Mobile MPO has adopted a resolution, dated June 5, 2013 supporting a bicycle/pedestrian facility (separated walkway or multi-use service feature) on the bridge, and if deemed not feasible, the resolution proposed that mitigation of the issue be included as an adjunct to the Environmental Impact Statement, including proposals for alternative solutions.

Although Section 39-13 of the Mobile City Code prohibits pedestrians and bicycles on certain interstate highways, there are plenty of examples in the United States where this was accomplished safely. It states in the FEIS/ROD for the I-10 Mobile River Bridge, that ALDOT is committed to providing pedestrian and bicycle facilities across the Mobile River via Africatown Bridge, Bankhead Tunnel, or the proposed I-10 Bridge. For the purposes of this plan, the Mobile MPO recommends that the proposed I-10 Mobile River Bridge include bicycle and pedestrian facilities, unless it is determined to not be feasible. If that is the case, an alternative bike/ped crossing over the Africatown Bridge with safe connectivity to Broad Street in Mobile and the US-90/US-98 Causeway on the east side of the Mobile River should be constructed.

4.1 Bicyclist/Pedestrian Accommodations

The selection of a route for a bicycle/pedestrian facility that crosses the Mobile River was based on a variety of factors, including, but not limited to: engineering and economic considerations, user safety, user functionality, traffic impacts, connectivity, constructability, view/setting, and public input. A combination of bicycle/pedestrian facilities was selected for the proposed project that would meet the interests of a variety of user groups. This selection includes: Africatown USA Shared Use Path, a belvedere (observation area) on the new Mobile River Bridge, and continued seasonal weekend openings of the Bankhead Tunnel to cyclists and pedestrians as interest and availability allow.

4.2 Africatown USA Bridge Shared Use Path

Based on the analysis detailed in the I-10 Mobile River Bridge and Bayway Project Proposed Bicycle and Pedestrian Alternatives Evaluation Technical Report, the Africatown Bridge route was selected as the preferred option to provide a crossing to accommodate bicyclists and pedestrians across the Mobile River. The comments received and research performed show this route incorporates the factors listed above and satisfies the commitment made by ALDOT to provide a facility to allow pedestrians and cyclists to cross the Mobile River.

ALDOT has committed to providing a bicycle and pedestrian shared use path from the I-165 southbound on-ramp at Africatown Boulevard to the Africatown USA Bridge. ALDOT will retrofit the Africatown USA Bridge to provide two protected bicycle and pedestrian lanes (one on each side of the bridge). The bicycle and pedestrian lanes must be eight feet wide on the approach spans and ten feet wide on the main span unit to allow for inspection vehicle access. ALDOT proposes to provide a shared use path on the south side of Bay Bridge Road and a sidewalk on the north side of Africatown Boulevard with crosswalks at appropriate locations. More detailed studies, design, and

coordination with the local community will be required to finalize the details of the bicycle and pedestrian facilities along this route. The estimated total cost for this path is approximately \$7 million. This facility will be constructed using Federal and/or state funds and will be completed within the same timeframe as the completion of the I-10 Mobile River Bridge and Bayway Project under a separate project (PE 100070108 and CN 100070109).

4.3 Future Extension of Africatown USA Bridge Shared Use Path

In addition to the facilities described above, there should also be bicycle and pedestrian paths from Beauregard Street in downtown Mobile to the Africatown USA Bridge Shared Use Path via surface streets, such as Conception Street or Telegraph Road. ALDOT, the local municipalities, and the Mobile MPO should work together to determine the appropriate route for these paths, taking into consideration the opportunity for connectivity with the proposed Three Mile Creek Trail improvements, the Africatown Connections Blueway, and other proposed nearby bicycle and pedestrian plans and greenway initiatives.

ALDOT, the local municipalities, and the MPOs from Mobile and the Eastern Shore should also work together to extend the bicycle and pedestrian facilities to the USS ALABAMA Battleship Memorial Park and from the USS ALABAMA Battleship Memorial Park to Spanish Fort/Daphne. ALDOT should also include bicycle and pedestrian facilities in future transportation improvement projects along the US-90/US-98 Causeway. These extensions could be funded with Rebuilding American Infrastructure with Sustainability and Equity (RAISE) transportation grants, Federal-aid funds, and/or other available means.

4.4 Mobile River Bridge Belvedere

In addition to the above-listed facilities, ALDOT committed to constructing a belvedere (i.e., overlook that provides a space for people to stop, rest, and enjoy the view) on the bridge at the west main tower. Access to the belvedere will be provided via an elevator and stair tower on the west side of the river. The path from the tower access to the belvedere will be a minimum of 12 feet wide and have a minimum area of 700 square feet. Construction of the belvedere will provide the view from the new Mobile River Bridge that was requested in comments received from the public workshop, the BPACs, and the bicycle/pedestrian focus group. This feature will be incorporated as part of the I-10 Mobile River Bridge and Bayway Project.

4.5 Bankhead Tunnel

ALDOT has previously closed the Bankhead Tunnel to vehicular traffic for a few hours on the weekends to allow bicyclists and pedestrians to use the tunnel to cross the Mobile River. The majority of respondents from the public workshop who favored the Bankhead Tunnel alternative said they would solely use the tunnel on the weekends. ALDOT has committed to continuing this program as long as there is interest from the community.

4.6 Bicyclists/Pedestrian Recommendations

For the purposes of this amendment, the Mobile MPO recommends that an alternative bike/ped crossing over the Africatown Bridge with safe connectivity to Broad Street in Mobile and the US-90/US-98 Causeway on the east side of the Mobile River should be constructed.

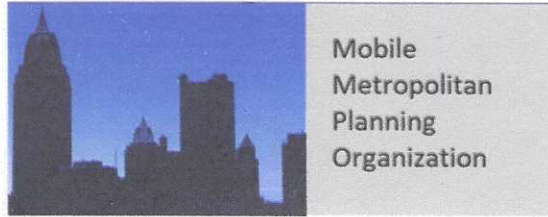
APPENDIX A: DEFINITIONS

Mobile Metropolitan Planning Organization Abbreviations and Acronyms

3-C	Cooperative, Continuous, Comprehensive
AADT	Average Annual Daily Traffic
AARC	Alabama Association of Regional Commissions
ADA	Americans with Disabilities Act
ADEM	Alabama Department of Environmental Management
ADSS	Alabama Department of Human Services
ALDOT	Alabama Department of Transportation
AMPO	Association of Metropolitan Planning Organizations
ATPA	Alabama Transportation Planners Association
BPAC	Bicycle Pedestrian Advisory Committee
BRT	Bus Rapid Transit
CAC	Citizen Advisory Committee
CARE	Critical Analysis Reporting Environment
CHSTP	Coordinated Human Services Transportation Plan
CMP	Congestion Management Process
COOP	Continuity of Operations Plan
DBE	Disadvantaged Business Enterprise
DOT	Department of Transportation
DR	Designated Recipient
EPA	Environmental Protection Agency
ERH	Emergency Ride Home
FAST Act	Fixing America's Surface Transportation Act
FAF3	Freight Analysis Framework (3 rd Edition)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
IAC	Inter-Agency Consultation
IJA	Infrastructure Investment and Jobs Act
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation System
JARC	Job Access and Reverse Commute
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century
MATS	Mobile Area Transportation Study
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Protection Agency
NCHRP	National Cooperative Highway Research Program
OFLT	Office for Freight, Logistics, & Transportation
PEA	Planning Emphasis Areas
PMP	Program Management Plan
POP	Program of Projects
PPP	Public Participation Procedures

SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users
SARPC	South Alabama Regional Planning Commission
SPR	State Planning and Research
STIP	Statewide Transportation Improvement Program
TA	Technical Assistance
TAP	Transportation Alternatives Program
TAZ	Traffic Analysis Zone
TCC	Technical Coordination Committee
TDP	Transit Development Plan
TERM	Transit Economic Requirements Model
TIP	Transportation Improvement Plan
TMA	Transportation Management Area
TRB	Transportation Research Board
TSM	Transportation System Management
UAH	University of Alabama Huntsville
ULB	Useful Life Benchmark
UCP	Unified Certification Plan
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled
V/C	Volume to Capacity

APPENDIX B: CORRESPONDENCE



December 15, 2021

Mr. Edward N. Austin
Chief Engineer
Alabama Department of Transportation
P.O. Box 303050
Montgomery, AL 36130

Dear Mr. Austin:

Earlier today, the Eastern Shore MPO and Mobile MPO met to discuss the Bayway project and the critical importance to our region of formulating a plan to resolve the severe traffic congestion problem facing our area.


As you may know, over the past year local officials from both sides of Mobile Bay have been meeting to discuss this important matter and how we can develop a framework for a plan moving forward. Our two groups strongly agree that a plan must be developed now. We unanimously concur that any plan must include several important parameters:

- **Be comprehensive.** Our area cannot support a piecemeal plan that will take 25 years or more to complete. We would hope any plan would be completed in about five years once construction begins.
- **Free, no toll options.** We must have free, no toll options for passengers who do not wish to pay a toll. Unlike the previous plan, we strongly believe the Wallace Tunnel should be toll free as well as the Bankhead Tunnel, Africatown Bridge, and causeway. Under no circumstances should there be a toll on existing infrastructure that continues to be used.
- **Significant federal and state funding** should be made available to help pay for this project. We must move very quickly to protect \$125 million in federal money that has been dedicated to this project. We anticipate at least \$250 million to be contributed from the State of Alabama.
- **Toll fees should be significantly reduced.** Any tolls that must be charged to pay for infrastructure should be cut by more than half for cars and trucks from the previous plan. We recommend a maximum toll of \$2.50 or less on all passenger vehicles if a person chooses to use the new infrastructure, despite the fact that toll-free options remain available. Tolls for 18-wheeler-type trucks should be \$15 to \$18.

- **Local input.** We are forwarding to you other requests that have been developed by local officials. At the end of the day, local officials and local citizens must drive the process — not the state or federal government. Through our MPO process we will continue to be involved in this project moving forward and we strongly encourage continued public input throughout the process.

In the coming days we look forward to meeting with you and your staff to further discuss our recommendations and work together toward a plan that both solves this major congestion problem and has strong local input and support. We can assure you that all members of our MPOs stand ready to partner with you on this most important project, and we ask that you begin developing a plan for us to consider that incorporates the guidelines in the attached document, which has been reviewed and is supported by the Eastern Shore MPO and Mobile MPO.

Sincerely,



Jack Burrell
Chair, Eastern Shore MPO



William S. Stimpson
Chair, Mobile MPO

OUR BAYWAY: A BALDWIN-MOBILE FRAMEWORK FOR TRAFFIC RELIEF

The Eastern Shore Metropolitan Planning Organization and the Mobile Metropolitan Planning Organization recognize that the current system of tunnels and bridges that cross Mobile Bay and the Mobile River cause severe traffic congestion and significantly limits our region's ability to grow. The current crossings were designed to carry 35,000 cars and trucks each day; there are now nearly 100,000 cars and trucks crossing Mobile Bay each day. By increasing road capacity, Baldwin and Mobile Countians will see reduced traffic congestion, increased road safety, and improved hurricane evacuation.

As the local officials who will determine whether any solution moves forward, we want our position made clear to the public as well as to the state and federal governments.

First, we believe a long-term, comprehensive solution should happen now instead of a piecemeal, phased-in approach that will take 25 years to complete. The traffic congestion in our area will only get worse if we wait or do nothing.

Second, we believe both the state and federal governments should contribute significant funding to any solution. We expect \$125 million in federal funds will be completely expended on this project, and we expect all efforts will be made to maximize additional federal funding. In addition, we expect the state to contribute at least \$250 million to this project, which would make it one of the largest state projects ever.

Third, any final plan must include no-toll options for passenger vehicles. We dislike tolls and strongly prefer that the project be built without them, but existing funding sources are not sufficient to build the comprehensive solution our area needs. Our citizens must always have a choice to use free, no-toll options.

Fourth, any toll considered should not exceed \$2.50 for passenger vehicles. Tolls should only be levied on new infrastructure and toll revenue must pay down project debt. Tolling should end when original debt is paid, and any new federal or state funding should be used to pay down project debt in order to reduce tolling cost or duration. Revenue from this project should be used to pay for this project, not for other purposes.

Fifth, this must be a publicly owned project. No foreign or domestic corporation should own the infrastructure. Within these parameters, we support:

- A comprehensive solution that includes a new, six-lane Mobile River bridge, a new Bayway built to current safety and longevity standards, and appropriate interchanges in Baldwin and Mobile Counties that can be completed in five years.
- No-toll options for passenger vehicles crossing Mobile Bay with the causeway, the Wallace Tunnel, the Bankhead Tunnel, and the Africatown Bridge, at a minimum, remaining toll-free.
- Any passenger vehicle should be allowed to use all new infrastructure for a charge of \$2.50 or less rather than use the toll free options if they choose.
- Opportunities for citizens to provide input before the project moves forward.



ALABAMA DEPARTMENT OF TRANSPORTATION

1409 Coliseum Boulevard
Montgomery, Alabama 36110

Telephone: (334) 242-6311 • Fax No.: (334) 262-8041

Kay Ivey
Governor



John R. Cooper
Transportation Director

January 10, 2022

The Honorable Sandy Stimpson
Mobile Metropolitan Planning Organization

The Honorable Jack Burrell
Eastern Shore Metropolitan Planning Organization

VIA EMAIL

Dear Chairman Burrell and Chairman Stimpson,

The Alabama Department of Transportation has received your letter sharing the framework for a solution to the traffic congestion problem crossing Mobile Bay that has been developed by the Eastern Shore MPO and Mobile MPO. We appreciate the framework and commend your leadership for developing this locally-supported solution.

I am tasking Edward N. Austin, our Chief Engineer, and Matt Ericksen, Southwest Region Engineer, with developing a detailed plan based on your framework. For the past several weeks, our personnel have been working to update the environmental document for the project as well as re-start the traffic and revenue studies necessary to support a detailed financing plan for the project. While much work remains to be completed, preliminary results are encouraging. We look forward to completion of this work and the project plan at the earliest possible date.

The plan to be developed from your framework will include the following key parameters:

- Rather than taking a piecemeal approach, we will recommend a plan that is comprehensive and should be completed in five years once construction begins. While this is a very short timeline for such a massive project, we agree with your assessment that a comprehensive solution must be

January 10, 2022
Letter to MPO's
Page 2

developed now. This should include a new six-lane Mobile River bridge, a new Bayway built to current safety and longevity standards, and appropriate interchanges in Baldwin and Mobile Counties.

- The plan moving forward must include free, no toll options to cross Mobile Bay, including free use of the Causeway, the Africatown Bridge, and the Wallace and Bankhead tunnels.
- We anticipate a plan based on financial data and traffic counts to fund all new construction using at least \$250 million in state funding, \$125 million in federal funding and a toll that shall not exceed \$2.50 for passenger vehicles that choose to use the new infrastructure. We will continue to work with the MPOs on flat-rate tolling for frequent business and personal travel across the Bayway.
- Revenue from this project, as well as any new federal or state funding that may become available in the future for this project will be applied to pay off debt for this project only. All tolls will end when debt is paid.
- All new infrastructure will be owned by the state and this project will not include any private concessionaire.

In summary, from a state perspective, we support the framework that has been developed by the Eastern Shore MPO and Mobile MPO. Please notify your respective staffs that our team will be reaching out to them in the coming days to take the next steps to prepare a plan for your organizations to consider soon.

Sincerely,



John R. Cooper
Transportation Director



ALABAMA DEPARTMENT OF TRANSPORTATION

1409 Coliseum Boulevard
Montgomery, Alabama 36110

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Kay Ivey
Governor

John R. Cooper
Transportation Director

March 23, 2022

TO: EASTERN SHORE MPO MEMBERS
MOBILE MPO MEMBERS

FROM: EDWARD N. AUSTIN 
CHIEF ENGINEER, ALDOT

RE: MOBILE RIVER BRIDGE AND BAYWAY PLANNING PROCESS

I want to share an update with you about the Alabama Department of Transportation's (ALDOT) progress developing a plan related to the new Mobile River Bridge and Bayway project. While we have been able to make much progress in many areas of this plan development, we are challenged to finalize cost estimates due to significant marketplace volatility driven by inflation, supply chain issues, fuel costs and financial uncertainty. We remain focused on getting a final proposal to you as quickly as possible, however, it is even more important that we get these next steps right.

While no one can predict the future, we are hopeful - based on conversations with our outside financial experts, federal partners, and others - that a draft plan will be ready for your review by June 1, if not sooner. At that time, we hope to discuss construction details, cost estimates, financing options, and the possibility of additional state and federal funding with each Metropolitan Planning Organization (MPO). Our efforts are directed towards a plan that will incorporate the framework that was approved by you and your fellow MPO members in December 2021.

We deeply appreciate the work you have done and continue to do on this important project. This has been a team effort. We will continue to keep you up to date with our progress.

APPENDIX C: PUBLIC COMMENTS

Appendix C

Public Meeting Attendance Sheets and Comments Collected at meeting:

SIGN IN

AMENDMENT TO ENVISION 2045 LRTP & 2020-2023 TIP

To Include

I-10 Mobile River Bridge and Bayway Project, and

I-65 from SR-158 to Celeste Road

Public Meeting, June 29th, 2022, 4-6PM SW Region ALDOT

NAME

EMAIL

Patrick Hickox

patrick.hickox@hdrinc.com

Maggie Kates

mkates@a1.com

Jacqueline Frank

jfrank@aol.com

Micha Leith

JHarlan@Nexstar.TV

mleith@wkrq.com

KEVIN HARRISON

Anthony Johnson

ajohnson@sarpc.org

Monica Williamson

mwilliamson@sarpc.org

1 of 4

Appendix C

Comments that were emailed directly to staff:



PO Box 242337
Montgomery, AL 36124-2337
(334) 834-3983
AlabamaTrucking.org

July 14, 2022

South Alabama Regional Planning Commission
Mobile Metropolitan Planning Organization
PO Box 1665
Mobile, AL 36633

Re: Amendment to the ENVISION 2045 Long Range Transportation Plan and Fiscal Year 2020-2023 Transportation Improvement Program – I-10 Mobile River Bridge and Bayway

Dear Members of the Mobile MPO Policy Board:

Alabama’s trucking industry strongly supports relieving congestion in the I-10 Wallace Tunnel in Mobile and supports the construction of a bridge across the Mobile River to do so. We are equally passionate that any solution to pay for this project should be fair and equitable to all stakeholders.

We commend the members of the Eastern Shore and Mobile MPOs for encouraging and supporting the Alabama Department of Transportation’s updated design and framework for the I-10 Mobile River Bridge and Bayway project that would achieve, if implemented, many of the objectives that the commercial trucking industry has advocated for many years.

We are encouraged by several factors of the project, including that the entire project is completed in one comprehensive phase, that it keeps existing routes toll-free and open to all motorists, it allows all motorists to utilize the new bridge, it aims to administer tolls efficiently and equitably as possible, and that tolls are eliminated once the original debt is serviced. In our view, these are all very positive components that the updated framework hopes to achieve – and ones we fully support.

The trucking industry in Alabama comprises 112,000 working Alabamians and nearly 12,000 trucking companies and delivers more than 86% of all goods to every community in the state. Mobile and Baldwin counties are essential hubs for the transportation and logistics industry employing thousands of citizens – and that presence continues to grow with the expansion of the Port of Mobile.

The trucking industry has a proven track record of advocating for infrastructure improvements because truckers pay 35% of all taxes owed by motorists, even though we are only 10% of vehicle miles traveled in the state. This advocacy was evidenced by our recent support of the successful passage of the Rebuild Alabama Plan and the federal Infrastructure Investment and Jobs Act. Responsible implementation of infrastructure improvements has a major impact on roadway safety and economic development, two major priorities most all stakeholders support.

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Cautions with Tolling – Understanding the Challenge

We have previously expressed in writing to the MPOs the serious concerns tolling elicits from the commercial trucking industry, especially given several recent occurrences of unfair tolling practices in states like Rhode Island and Pennsylvania, which were improperly implemented and could now be dismantled by the court systems. Additionally, tolling, even when implemented fairly, raises business costs for moving goods through the supply chain, and tolling schemes across the country have proven to have a disproportionately negative impact on small local businesses.

Local companies utilize local thoroughfares such as I-10 more regularly than long-haul truckers from other states, therefore, tolling has a disproportionate impact on their bottom line and ability to compete in the marketplace. And, it is important to understand that in many cases the costs of tolling cannot be passed along by truckers as many people mistakenly think, especially now with record-breaking fuel prices and inflation. The increased cost of tolling often comes directly out of the pockets of truck drivers and Alabama businesses, making them less competitive and less able to provide jobs for local citizens. Additionally, it is well documented the inefficiencies of tolling as a means to finance debt with 20-40 cents on the dollar oftentimes going to administrative overhead, fees, and interest payments.

Additionally, we have expressed our concerns about the threat of “tolling in perpetuity,” as has happened in other states that use tolling as a form of fundraising for various government services, and we have consistently expressed a strong position that toll revenue be used only to pay down the original project debt, with tolling to end once the debt is paid off.

It is clear that a concerted effort is being made to reduce these burdens through ALDOT administering the toll, committing to remove the toll once the debt is repaid, leaving all existing routes free from tolls, and providing discounted rates for those that purchase an ALGO pass or monthly unlimited passes. Understanding the escalating costs of this mega-project, which now has ballooned to \$2.7 billion along with the modest congestion and traffic count relative to other major bottlenecks in the country, it is apparent that tolling is inevitable for the viability of this project.

Tolling Efficiency

We strongly encourage the MPOs and ALDOT to explore syncing and adopting an ALGO system that is compatible with the existing toll transponder system such as EZ-Pass that gives the lower toll rate to any vehicle with an EZ-Pass like transponder and extends to those vehicles the monthly cap. Truckers already must navigate different tolling schemes in each state and sort through the different state fees and processes to acquire the toll pass. This would streamline that process for those who already utilize an EZ-Pass (or similar) transponder. Many trucks use this pass due to the partnership with PrePass.

Tolling Equity

Exploring all options to extend the monthly rate for unlimited use for commercial vehicles is also critical. But heretofore, this option has not been included in MPO and ALDOT documentation. We believe that an equitable monthly rate must be established for commercial vehicles including the justification for that rate.

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Exploring All Funding Options

To limit the impact of tolling on all vehicles, we have encouraged the exploration of all funding sources to pay for this project and have cited the inefficiencies of using tolling to service bonded indebtedness. ALDOT currently has a proposed "PLAN A" to use the following funding sources to pay for the I-10 Mobile River Bridge and Bayway project: \$250 million in State funding, \$125 million in Federal INFRA Grant funding, \$500 million in anticipated Federal Mega Grant funding, \$1.2 billion in Bond Financing and, \$1.1 billion in Federal TIFIA loans.

The need for mega-grant funding to provide the critical resources for projects like the I-10 Mobile River Bridge is a major reason the trucking industry supported the Infrastructure and Investment Jobs Act. Despite this law's imperfections, it was the first time Congress has provided this type of infrastructure investment in decades. We continue to advocate for long-term, equitable solutions to invest in America's and Alabama's roads and bridges.

However, if the Federal Mega Grant funding is not available, which could be a likely scenario, what other funding sources are being considered to fund this project without raising the existing toll prices on passenger and commercial vehicles?

Conclusion

Alabama's trucking industry continues to be willing to support equitable solutions to advance the Mobile River Bridge project. We also acknowledge the tremendous challenge and opportunity that bringing this project to life presents, and we are grateful to the many individuals and organizations that have worked for many years to keep progressing towards a solution. We look forward to continuing the collaboration with the MPOs and ALDOT, and we will be working with members of the MPOs and the Baldwin and Mobile Legislative delegations to ensure accountability measures are considered to secure these objectives of the project over the long term.

Respectfully submitted,



Mark Colson
President and CEO
Alabama Trucking Association

From: hancock@gulftel.com [<mailto:hancock@gulftel.com>]

Sent: Friday, July 15, 2022 9:09 AM

To: Kevin Harrison <kharrison@sarpc.org>

Subject: In regards to I10 bridge

Sent from [Mail](#) for Windows

I took this issue up a few years ago with kay ivy with no response from her.

I10 is a highway that goes coast to coast, this is not a state issue it is a national issue so why cant the national highway act of 1956 be used, we do qualify for it and would solve all the problems, as far as I know there is no expiration on the act. A toll would only line someone's pocket. Federal funds could be granted if only someone tries. I am totally against a toll.

Leonard Hancock
251-965-1130
15341 us highway 98 Foley Al
36535

Appendix C

Online Comments:

First Name	Last Name	Comment
Stephanie	Alexander	I appreciate the work that's Ben done and strongly encourage the Mobile and Eastern Shore MPOs to include the I10 Mobile River Bridge and Bayway Project plan at their upcoming Policy Board Meetings.
Cristy	Andrews	My comment is for the Bayway project. Apparently none of these other people that are commenting do not have to sit in standstill traffic for hours in their commute back and forth on the bayway. I'm all for paying the toll if it helps me get back and forth to work in a safe and timely manor. It will stop these people from "braking" in the tunnel, as they think they are not going to make it through the other end.
Kyle	Ankersen	I live in Mobile and I fully support this new plan. We need this bridge as soon as possible.
Sam	Arbes	Build it! The tunnel was never designed to handle this much traffic. The area is going to continue to grow and desperately needs the bridge. Thank you for including an "unlimited" option in the toll proposal—see if you can bring the price down a little. At 20 or 30 bucks, a lot more people would buy it, even if they don't end up using the bridge a lot. (Like a gym/club membership.)
Josh	Baldwin	I live in Mobile and I support this new plan.
Aime	Baldwin	I live in Mobile and I support this new plan. We need to build this bridge as soon as possible.
Ellena	Balkcom	I would like to express my opposition to this project due to the concern for human welfare and environmental hazards and safety impact for the community.
Charles	Barton	No tolls!
Doug	Baugh	There is no reason that the new bay bridge should have a toll. We are already being taxed for infrastructure. This is just another example of government mismanagement of public funds. Perhaps an existing entitlement program can be defunded to cover the cost of the new bridge.
Kyle	Bedwell	A new bridge will not fix our congestion problem, ask Katy, TX. Induced demand, etc. Common sense says that "if" you're going to build a boondoggle, you don't do it knowingly with your own money. If this bridge ever gets built, it needs to be fully financed by local, state, and federal dollars and grants. It's a federal interstate important for national defense, transportation of goods, hurricane evacuation, and many more besides. NO TOLL!

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Jessica	Blain	I do not support this toll bridge program in any way. If you decide to not toll the bridge, then maybe me and my family's opinion will change. What a vicious way to take even more money from your community. Shame on you.
Nicholas	Blain	No toll. If you can't build it without atoll then you don't need to build it.
Caitlin	Blanco	There should be no toll bridge. How dare you make people pay money to use a FEDERAL road. And as someone who lives on Celeste right behind the main road do not widen it. It's already noises and loud enough with out the extra traffic you would be encouraging. And widening the road would make my back yard neighbors who live on the main road, with a pitiful excuse of a front yard. It's dangerous to widen a road that is so residential and has very few businesses. No thanks.
Wiley	Blankenship	I support the 2045 LRTP as presented.

Yuvonne	Brazier	Please protect the integrity of the historical region named AfricaTown. Enough is enough. The 1=10 Mobile River Bridge and Bayway Project must not be completed. Use that money to make AfricaTown and a village we and our forefathers can be proud of.
Taylor	Brewer	<p>Given the recent announcement of the downtown airport, I think the bridge becomes a necessity. The airport will bring more traffic than ever downtown, and if people are rushing to board flights, unexpected standstills in the Bayway can't happen.</p> <p>Since the two projects will benefit from one another, it would be interesting for the \$40 monthly pass to also allow access to free parking at the new airport. Another idea is to charge the folks passing through on I-10 different rates than Alabama residents. Maybe \$6.50-\$7 for out-of-state travelers, since the infrequent trips make them less impacted by higher fees. This could make it possible for locals to afford a discount.</p> <p>As long as the Wallace tunnel remains free of charge, \$2.50-\$4.50 will be fine. Also, please make sure the toll charges work with Alabama Freedom Pass prepayment systems. If everybody is stopping to pay with cash/card, it will only create another bottleneck on I-10.</p>

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Hunter	Broadus	<p>Demolishing the I-10 Bridge, tolling a new bridge and flooding the causeway with traffic makes no sense at all. A new highway and bridge proposal should be introduced to divert the traffic across Theodore Dawes/ Hamilton Blvd. across the bay to hwy. 104 in Fairhope all the way to Pensacola. This way all the beach traffic east and west bound can avoid the current infrastructure all together and shorten the route to and from the location.</p> <p>This way you separate the locals and work commuters and the tourists and yuppies going on vacation. Its the same thing that Baldwin county is trying to do by expanding the beach express to interstate 65.</p>
M	Brown	<p>I-10 is basically a thoroughfare form the east to the west coast. The tolls would be for the many drivers who are passing through as well as a convenience for our local drivers. The diverted traffic of those passing through should be a tremendous relief on the Causeway & the Bayway for the local residents & businesses. Many states already have the autopass system so most drivers would be aware or already be involved in that process. I hate having to wait ALL the time, both directions & it raises the stress levels of everyone. I am sure travelers would love not going into the tunnels & moving quickly to their destinations.</p> <p>Love the expansion of I-65 to alleviate I-10 backup but primarily for a new pathway to exit those areas during hurricane situations, etc.</p>
Bruce	Brumfield	<p>Once a toll is started, it never ends. Tolls are managed by overseas companies. It's not fair for the taxpayers to have to pay for the rest of their lives.</p>

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		<p>On behalf of the Mobile Chamber and 1,700 members, representing 100,000 employees, please support the I-10 Mobile River Bridge & Bayway Project. This is an important infrastructure project that will improve mobility, safety, security, and efficiency along the I-10 corridor in Mobile and Baldwin counties.</p> <p>The current roadways offer the near daily reality of delays, stealing countless hours of work, personal & family time, & it is a black eye for our area in terms of how we are perceived by tourists.</p> <p>This plan is not perfect but can be modified and further developed, to everyone's benefit, as it progresses. The first critical step is to get it back in the long-range plan and protect the Federal & State funds that are available only for a short window.</p> <p>As a key stakeholder, whose members will benefit greatly, the Chamber fully supports efforts to help fund & deliver this key infrastructure. For the benefit of all in our region, please vote to place this project back in the plan.</p>
Bradley	Byrne	
Edwin	Callicutt	Let's move forward w/ getting a new Mobile River Bridge built and in use.
Dennis	Carman	No tolls on public roads. Not \$1. Not 25 cents. The road is part of the interstate system and designed to move military equipment. I vote. I'm 64 and young enough to be around for many elections.
Scott	Carpenter	When you build that bridge. Make sure you use Alabama residents, to build it . A contractor who does not employ illegal immigrants. Don't tell us after it is built , we should have hired local people. The same way the steel mill was built with illegal immigrants. If your gonna build here hire here . After 40 years of construction, I fully understand how big of a contractor it will take to do it . Hire American workers 100%. Stand up for our people don't let us down. Charge a toll just make it reasonable,4.00\$.
Robert	Chastain	A transponder purchase is unnecessary since the tag number could be tied to the account

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Jamesha	Cheese	<p>I truly apologize my message was too long and got cut off. I feel like when it comes to the bridge it's pros and cons. The pros are that it will cut down on traffic issues and it will be more than one way to get to your destination with lesser traffic issues. The cons is that Mobile and Baldwin counties residents shouldn't have to pay for a toll. If you look at Florida for example they have something set up for their residents. It's a lot of people travel through our counties trying to get somewhere else. Do you all actually know how many people travel from a different state and actually get on the current bridge? Honestly, I am against both of our counties paying for a toll when there are hundreds of thousands of people (maybe even millions) that travel that same bridge and they are not from Mobile county or Baldwin county. They probably aren't from Alabama period! Lastly, I think widening I-65 to Celeste RD. would be great but my only concern is where is this money coming from?</p> <p>I know what you're going to say: "Taxpayers Dollars" If that's the case then we need to have an account in to place so a percentage of the taxes could go into the account and take care of these things that are needed.</p>
Adline	Clarke	<p>The I-10 Mobile River Bridge and Bayway project will improve mobility, safety, security and efficiency along the I-10 corridor in Mobile and Baldwin counties. I often witness traffic backlogs on I-10 from as far as the Michigan Avenue Exit to the Wallace Tunnel and beyond. This causes traffic jams on Government Street and cross streets in downtown Mobile, as motorists seek alternate routes across the Bayway. The I-10 corridor connects eight (8) states. The Mobile River Bridge and Bayway project is vital to this transportation network and will provide great benefits for Mobile and Baldwin area residents, travelers and businesses, as well as regional and interstate commerce.</p>
Sam	Cochran	<p>I believe the new proposal with the tolls are a great compromise as well as keeping the tunnels free. Good work, please ignore the naysayers!</p>
Toni	Coleman	<p>As usual, politicians in this county/Baldwin are NOT listening. We do NOT want a toll bridge period. "Resistance" has waned because 1. YOU'RE NOT LISTENING 2. Links to voice opinion(s) are hidden (not on your website in a prominent place) 3. People know you're going to do whatever the heck you want anyway. After 20 plus years of knowing this was needed, this is the best you can come up with (?). Really pathetic that Mobile and Baldwin are stuck with ANOTHER TAX while our counterparts in the northern part of the state get new bridges without tolls. (And yes, one of those new bypasses involved blowing up part of a mountain to be built!) You are really pathetic.</p>

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Paul	Cook	I oppose ANY tolls for the new proposed I-10 Mobile River/Bay bridge. The volume of traffic has dramatically increased since the Wallace tunnel was constructed in 1973, especially during most recent 10 - 15 years. The funding for this new bridge should be based on increased commerce, tourism in our area, along with its a major hurricane evacuation route - not on tolls off the backs of local residents, tourists vacations at our beaches, nor trucking industry. If the new interchange for 1-65 to I-20/I-59 in Birmingham can be funded without any tolls, then why should South Alabama, Mobile and Baldwin County residents face tolls. It seems like our elected officials are just going to keep slow walking this project, beating us over the head until we just give up out of apathy because politicians don't (or won't) listen to your constituents.
Adam	Cornell	Tolls on the Mobile River Bridge is unacceptable, we are already paying taxes. If we can't afford it with our current tax burden then we need to wait to build it.
Patrick	Crabtree	Traveling I-65 as I have between Mobile and Atlanta, I have always felt I-65 and I-85 should be no less than 3 lanes wide. It is needed. I 10 bridge is sorely needed, but toll, hell no. This is not Texas or the Northeast. No is it Fob James's nepotism. I would not pay to travel a public interstate high to get rich asshole lawmakers richer.
John	Crane	I strongly oppose any plans to toll I-10 over Mobile Bay. As a lifelong Mobile resident with a limited income, a toll would greatly reduce my net income as I regularly cross the bay on I-10 for both work and to attend religious services in Belforest.
Claudia	Davidson	Why can't you give mobile and Baldwin co. A special resident sticker to bypass any toll and charge out of town vehicles? Or at the very most a super reduced rate like \$1 ?
John	Davis	We definitely need the new bridge and Bayway widening project. But I think anything over \$1 for LOCALS is too high a toll.
Joycelyn	Davis	I oppose the 1-10 Mobile River project due the Africatown community becoming a tourist attraction.

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Julia	Dawkins	<p>I don't think residents of Mobile and Baldwin County should have to pay a toll to be able to cross Mobile Bay on I10. Residents are already paying User Fees in the form of federal & state fuel taxes along with vehicle tag fees & taxes. The plan doesn't add an additional route, it adds a toll to the I-10 route leaving the Causeway as the only option without a toll. Exempting local residents from the toll will eliminate the need for additional expensive road projects for the Causeway to accommodate an increase in traffic.</p> <p>If it's impossible to eliminate the chunk of the financial burden for the bridge project from being paid directly by local residents, there needs to be a guarantee that the toll pricing will not increase & a state income tax deduction needs to be included for the full amount spent on tolls to make up for the fact that we're having to pay a toll (& fuel taxes plus tag fees & taxes) to still be able drive across the bay on I-10 to get to & from work or school, shop, etc</p>
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Monica	Denny	<p>NO TOLLS... How many times do we have to tell you? It's an Interstate roadway. Do you want folks to totally avoid our area & deplete what tourism travel we have? There's enough segregation going on between the 2 counties & this will result in even more division. Repeat: NO TOLLS</p>
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Jennifer	Denson	<p>On behalf of the Board of Directors of Partners for Environmental Progress, I urge you to include the I-10 Mobile River Bridge and Bayway Project in the 2045 Long Range Transportation Plan. PEP represents 200 local industry and businesses who employ 22,000 local citizens that rely on the continuous and efficient movement of goods, workers, and families across the area. The continued economic growth of our region will be negatively impacted if the I-10 corridor is not improved with a new bridge and improved Bayway. PEP has long supported the concept of building a new bridge and expanding the Bayway. As a member of the Mobile MPO's TCC/CAC, I see firsthand the strain on our infrastructure. Previous environmental studies found past bridge plans to have minimal environmental impact. However, if nothing is done, we are increasing the likelihood of safety and environmental accidents. We strongly encourage you add the Bridge and Bayway project to the 2045 Long-Range Transportation Plan.</p>
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Dedan	Dials	<p>I propose an interim solution to the mitigation of traffic congestion and dangerous behavior along the I-10 Bayway, Bankhead, and Wallace tunnel. With the use of deliberate groove patterns in the road's pavement, the City of Mobile could install specific stretches of rumble strips in strategic areas that emits musical tones, notes, and even spoken words when driven over. The trick lies in the need to maintain a certain speed in order to hear the music correctly. [Zhou, M., Huang, D., Hu, Y., Zhou, L., & An, L. (2022, February)] We could design the strips to sound perfect at a safe, ideal speed that would facilitate consistent movement rather than dangerous congestion. The sound is emitted by the manipulation of the natural hum coming from the tires in the road. And this would be SO cheap.</p> <p>Cited Study: shorturl.at/blpS3</p>
Clarence	Dickens	The bridge is a federal interstate and should be paid for by the federal government just like all other interstate bridges are. You can drive coast to coast on I-10 with No tolls why Mobile?
Edna	Dinkins	We to protect the safety of our community. The traffic that the I-10 Mobile Bay Bridge Project will create will be to much for our community in Africatown to handle and the damage that it also creates.

Maurice	Donahue	No Tolls.. if they can build 2 bridges over Lake Pontchartrain both bridges have 4 lanes with room to expand to more lane for 850 million then. We can build 1 bridge a lot cheaper than this billion dollars rip off that they are trying to push on us with us paying tolls. We already pay enough in taxes. We paid for all these other interstate widening in Montgomery and other locations and they don't have tolls. It's time for the rest of the state to send money our way to pay for this bridge... NO TOLLS !!!
Stevie	Donaldson	do not remove the existing i-10 expressway, that is foolish if the goal is to increase traffic handling capacity, charge toll on new bridge but not on existing roads,

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Virginia	Driskell	1. I think a new bridge is necessary to cope with the abundance of vehicular traffic we see in this area. However, I do not feel that people living in Mobile and Baldwin County should have to pay a toll. Many of us are working in the opposite county and this is our only means to get to work. A toll will cause financial strain for our normal citizens. Think of the people who work on the Causeway, they'd have to pay a toll twice a day just to get to work, and we all know restaurant employees aren't being paid very high as it is. A system could be worked out where one of the other travel options aren't tolled, or that locals are excluded from paying, or create a yearly pass that locals could buy at a heavily discounted rate. As a person who said no completely the last time this topic came up, I'm willing to bend my opinion some if the pro-toll people will as well.
Angela	Eberhardt	No Tolls!
Dan	Elcan	I strongly support building the Mobile Bay Bridge. Traffic is horrible virtually every day in trying to go from either Baldwin County to Mobile County or vice versa.
Jim	Ellis	I-10 widening - What assessment has been made to address the impact on local communities of having the alternated routes run through for example Africatown Community. There is no mitigation information on how speeds along the Bay Bridge Road or even the Hwy 90 downtown will be addressed. There is clearly no mention in the public documents about concerns for the local communities will be impacted during the construction years.
Jeffrey	English	Project 1 is basically going back to its 2019 design... what a shock. What actual guarantees can the MPO force on ALDOT to make sure that toll money pays for the I-10 bridge and only the bridge? Secondly, who will guarantee the toll will go away once the debt is paid off? And who will be responsible for changing the toll rate? Will Mobile and Baldwin county voters get a say on it or will Montgomery yet again make a decision without the consent of the residents who are most impacted by this toll? Will there be any penalties on ALDOT if ALDOT walks back it's word and keeps the toll going well past the debt paid off?? Questions to answer for sure. Huge fan of project 2 on I-65, that one should be 6 lanes all the way to satsuma/US43 if you ask me.
Donald	Epley	The success of this project depends on revenue from a) federal grants and b) tolls. Does the MPO feel it can support the ALDOT plan if a federal grant is not approved, and/or project tolls do not generate enough funds to pay the debt service of any bonds issued? The Amendment contains cost figures, however, revenue numbers from traffic counts are missing. For example, how many vehicles will travel a free route and not pay a toll? Should a federal grant not be approved, does the whole project stop? Please ask ALDOT for additional financing information.

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Sharon	Ezelle	<p>No tolls please.</p> <p>This is a main traffic road for nurses who live in Baldwin county due to a better school system but work in mobile county. This means paying a monthly pass fee. Ridiculous! Our taxes needs to be payment enough.</p>
Anderson	Flen	<p>I and the majority of members of the Mobile County Training School alumni Association are strongly opposed to this River Bridge and Bayway Project and further widening of 1-65 that will have any negative environmental and dangerous impact on the Africatown Historical and connecting communities that impact Africatown and its residents way of life. This project is designed to further damage and destroy the cultural and historical preservation and restoration of a community that has suffered from systemic racism by the City, State and federal governments for years. And, this project would further damage this community and its rich history and the environment for short term gains by a few people in position of power that have chosen to coverup years of poor planning, at a time the Africatown community historical importance and recognition is being discovered from around the world. Please stop this madness on life now.</p> <p>Anderson Flen, President Mobile County Training School Alumni</p>
Keisha	Flen	<p>I oppose this bridge and bay way project. This community already has noise pollution. I have asthma and this will help to exacerbate my medical condition with the air pollution given off by cars in addition to tractor trailers and the the overall construction of this bridge as well.</p>
Sydney	Foster	<p>I hate sitting in traffic on the bayway. I fully support this new plan.</p>
John	Freeway	<p>The U.S. Interstate System, and its improvements, should be wholly funded by U.S. Federal dollars. The local residents and local government should not be made to disproportionately bear the costs of improvements to the interstate system to the benefit of the Federal government. Get a grant from the Federal government, then put in sweat equity and do the work, and both governments will benefit equally. That is the proper balance of Federalism.</p>

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Joel	Gardner	Build this bridge. It is long over due. While I don't like the idea of a toll I am ok with it. I've burned more than 2.50 in fuel sitting on the bay way for hours or driving north up 65 and down 225 to get to Baldwin county where I grew up. My only suggestion would be to make the bridge free for Mobile/Baldwin county residents. Toll commercial vehicles and anyone not a resident of those 2 counties a higher rate to offset. It's not the daily commuters who typically back up traffic, it's the out of towners who freak out over an underground road. Make them foot the bill.
Robert	Gardner	This compromise may seem more reasonable, but in the end it is still the same camel's nose under the same tent. Sooner or later, the whole camel will intrude. Keeping the old Jubilee Parkway might have helped for a time. Federal regulations based on global warming projections have made this cost absurd. Eventually, tolls will rise, and like the Beach Express toll bridge, they will never, never vanish for the lifetime of the construct.
Danielle	Garland	I live in Mobile and I support this new plan. We need this infrastructure desperately.
Matthew	Gemborys	Please build the I-10 Wallace tunnel overpass as soon as possible, and please ignore all the people who are not in favor. The ones who are against the project are the ones who do not travel that stretch of road frequently. There is an accident and subsequent back up of traffic nearly every day. Thank you!
Melissa	Goff	I'm against a toll road. Don't tax us again. Use the current taxes you already get or get the lottery to public vote WITHOUT including casinos or putting it all in general funds.
Jennifer	Goodwin	This is a horrible idea!!! What happens to the businesses on the causeway?? There should be no toll!!! You don't toll Birmingham for their brand new interstate!!
Dennis	Green	The entire project in ref the I10 bridge is ridiculous. NO TOLLS!!!!!! Drivers in Mobile and Baldwin Counties pay MILLIONS in gas taxes each year - THAT is the money that should be designated to help pay for the project - NOT tolls. And why they want to destroy the current Bayway - which is still in excellent condition and could be EXPANDED to handle more traffic (for MUCH less money than building an all-new one) - is an idea that just does not make any sense.
James	Gregg	I am supportive of I-10 Mobile River Bridge and Bayway Project being put back on the STIP and constructed. I am supportive of the proposed tolls and think the monthly pass is a good idea. I do not believe two bayways are necessary at this time and recommend only one bayway be constructed to reduce cost and ensure the project can be built. Second bayway can come at a later date.

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Samuel	Griswold	Build the bridge!!!! This bottle neck problem will only get worse ! We need 4 lanes in both directions as Mobile grows !!!!
Michael	Grove	I would like to know the results of the noise, air and ground pollution that will be caused by the bridge project to the affected neighborhoods. What are the remedies to protect the health and safety of the citizens?
Margaret	Guess	We the people of Mobile should not have to pay a toll to cross our bridge ! Don't we pay enough road taxes and look at the horrible roads everywhere in Mobike ! Tolls are wrong ,,,, I can't believe you want us to pay to drive on our roads and interstates. I say NO TOLL !
Michael	Hadden	This project needs to be done without tolls. The state is able to fund other projects without tolls, so I don't believe for one minute that the only way to complete this one is by tolls. I support the project 1000% as long as it is done without a toll. No. Tolls. We are already taxed enough without having to pay out of pocket to drive on a road that our tax money should be paying for.
Colleen	Hadley	I think any toll could affect the businesses on either side of the bay. Being a mobile resident I would probably look for a new nail salon or doctor in mobile rather than drive and pay a toll to do so in Baldwin county. While a \$1 toll is considerable less than previously proposed any toll for Baldwin and mobile county residents would put a further strain on their finances in today's economy. You should have started with \$1 in 2019 and it probably would have passed. Untimely I think local residents should be offered a significant reduction in any toll as well as truck transporting goods and services. The tourist should pay a higher amount. If they can afford to go to Destin and pay their toll for a road they can afford to pay to cross our bridge. The bridge is needed. I think we all agree on that point but it has to make sense to the locals first and foremost.
Cheryl	Harrington	We need options. I am willing to pay.
John	Harris	problem is not with the tolls , the issue is having ALDOT overseing the project. and the contractors with the continued delays on ALDOT projects it will take 20 years to construct. I think you need to look at all the other ALDOT projects that have overruns. 7 years on 3 miles of schllinger rd in mobile it would be worthy to see ALDOTS on time completion perchantage and overrun.

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Sarah	Heintz	The current bridge proposal should not charge local residents any fee across the bayway. But also the significant backup of daily traffic comes from the 4 lane to 2 lane reduction at the Wallace tunnel which does not seem to be addressed in this proposal. Better signage and blockage of exit ramps needs to occur to prevent the last minute cut ins throwing off traffic pattern that's already slow for a poorly planned 90 degree turn into the tunnel.
Diana	Henderson	We thought this was already handled. ABSOLUTELY NO TOLLS!! We already pay for this kind of stuff in taxes. When is enough ENOUGH!!
Tim	Henderson	There should be no tolls charged to travel on I-10.
Mark	Hendry	If DOT would reduce the speed limit starting at least 1 mile from the Wallace tunnel EAST AND WEST bound to 55 mph this would eliminate the bottleneck that accumulates at the tunnel. If construction goes as planned for the new bridge it'll still be 5 YEARS before it's finished. There is a serious problem right now today.
Pamala	Henry	We strongly urge the city to help find multiple ways to cross from Mobile to Daphne by vehicle a toll bridge or any other bridge to help support the traffic would be greatly appreciated

Andrew	Holloway	I must ask the question of "WHY?" Why do you seem to just use every means at your disposal to try and eradicate the Significant Historical value of the Mobile Bay Watershed and the AFRICATOWN COMMUNITY? The world is aware of the discovery of the Slave Ship CLOTILDA and those enslaved people who were brought here involuntarily! Those same people and their descendants have suffered enough from the harsh and inhumane environment they had, and have, to survive in to this very day! These efforts have almost eradicated the fish and animals that live in these areas and the continued pollution by the improperly managed toxic industries are a major threat to the FRESH WATER for this entire area of Alabama and those connecting to Mississippi and Florida. Please do not continue this devastating onslaught to these areas, people, natural ecosystem and Fresh Waters! Thank you for consideration of our pleas for sympathy and help for survival?
Brittany	Howard	NO TOLLS. Do not charge money in an interstate!!! Find your money elsewhere and leave us commuters alone!!!
Lamar	Howard	Building this bridge and putting restrictions/ tolls will only bring more deadly traffic through the middle of my neighborhood. It is a very dangerous situation for the people that live in the community. One member was already killed and several accidents. This will compromise our safety and the community safety thanks.

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Brian	Isphording	While the current plan is an improvement with the promise to end the toll after the bridge is paid for and the State operating the concession. the bottom line is still NO TOLLS ON PUBLIC ROADS!
William	Jordan	If I understand correctly 80,000 vehicles travel through the Wallace Tunnel per day. Most of those vehicles are outside Mobile and Baldwin County. In other words not Residence of Mobile County or Baldwin Counties. There should be a way to exempt residents of Mobile and Baldwin County. Surely with the amount traffic that travels through the Tunnel; placing a toll on the Wallace Tunnel and the new bridge and exempting Mobile and Baldwin County Residents should not be an issue.
S.	Kelly	<ol style="list-style-type: none"> 1. Everyone agrees the bridge needs to be built. The regular traffic backups are a nuisance to the locals, a risk for evacuations, and a major hindrance to interstate commerce which effects the national economy. 2. Regardless of what solution ends up being chosen, we need to keep the existing Bayway as is. There is no reason to tear it down and deprive everyone of a viable means of travel, when the entire point of this whole endeavor is to alleviate congestion. 3. If a third-party, private company wishes to build a toll road that bypasses the interstate, because they see a demand and feel they can make a buck, go for it. BUT if this is to be the only interstate route across the bay, it needs to remain un-tolled. 4. The federal government is throwing out TRILLIONS for infrastructure, and our congressional representatives need to be making this a priority in D.C. There is no reason that the state should pay \$250M, the locals pay Billions, and the Feds pay ZERO for an INTERSTATE.
Amanda	Knox	No tolls EVER ! We pay taxes for infrastructure. Plus an added gas tax. Build the bridge without tolls. \$5.50 is absolutely ridiculous. Baldwin County provides enormous revenue for this state. The state needs to invest to match the growth here. The working class is already taxed beyond comprehension. Stop the nonsense of tolled roads. Absolutely ZERO citizens want a tolled bridge. They want a needed bridge and evac route with - wait for it - NO FRICKING TOLLS.
Jeremiah	Kolb	I work on the causeway and I am very concerned about the death trap that it has already become and I cannot imagine how bad it will be when it is the only “free” road. I completely disagree with any toll on a federal road. This road should be maintained by the federal government and not two counties. There will be fatal wrecks in front of Meaher State Park if a toll is placed on the bayway and nothing is done to slow down the dragway, I mean causeway. Don’t build anything if it can’t be paid for without a toll.

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Bill	Kraus	This bridge is critical to our city and our region, and it is much overdue. Please listen to the supporters. There is so much more to gain by having this bridge built immediately than to delay any more time. As a resident and business owner in the city of Mobile, as well as having family and friends in Baldwin county, this will be immensely beneficial to all that live and visit our area.
Sue	Kubina	A 200 foot high bridge is absurd! Come up with a reasonable plan with no toll and you will be supported.
Richard	Landis	The ONLY way I would support this is if Mobile and Baldwin county residents got a free pass. Part of our Federal tax we pay each paycheck is for building and maintaining our roads. Part of the gas tax Gov. Ivey FORCED on us pays for the building and maintenance of roads.
Carol	Lawson	This is an interstate highway paid for with our taxes. There should be no toll. This highway r robbery.
Michael	Lee	No other project on the horizon impacts as many important sectors as the bridge project. Economic development, work force development, quality of life, tourism, safety and evacuation routes. All of these things are dramatically improved with the construction of the bridge and every one gets worse every day there is a delay in getting started. There is no status quo. Build the bridge!
Sheila	Lee	I am against all tolls. This is part of the interstate that my taxes help pay. There is no reason to tear down the existing structure that could be used for People who don't want to pay a toll
Desa	Lindsey	My mother-in-law lives in Mobile, and we live in Pensacola. Your plan has us pay \$66 to visit her half a dozen times in a year. No where do I see the price of the ALGO pass; I imagine it will be \$15 or \$20 - maybe - plus \$30 to visit half a dozen times per year. \$2.50 per crossing seems fair for a limited time - but not adding a fee on top of that (plus taxes and processing fees, no doubt). Please keep the tolls reasonable for everyone.
Larry	Lindsey	I, Larry Lindsey, a resident of Baldwin County. AL, wish that my governs representatives advocate for lowered tolls when motorcyclists will use the to be built I-10 bridge.
Hayden	Long	No! NO toll!

Michael	Looney	We need this bridge and the infrastructure that comes with it. It's worth the \$40 a month toll. Please build the bridge!
Darlene	Looney	As a resident of Mobile, I absolutely support this plan for the new bridge.
Atrisha	Looney	I've lived in Mobile all of my life and I fully support this new plan. We've needed this bridge for a long time.

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James	Looney	Build the bridge ASAP!
james	lorenzo	bridge is needed put it down middle of existing bridge for truck traffic and through traffic leave existing bridge in place for local work commuters tolls presented are reasonable but put a plan in for the tolls to end
		<ol style="list-style-type: none"> 1. The SDEIS is NOT the correct designation for the MRB&B decision document because it replaces rather than supplements the alternatives evaluation of the 2014 EIS. 2. There is no economic analysis demonstrating that the project produces an economic OR financial benefit that is equal to or greater than the project costs. 3. Cumulative impacts to the local and national economy have not been addressed. This is a NEPA requirement that has not been met. 4. The alternative formulation and screening process required by NEPA is virtually nonexistent in the SDEIS, and a range of potentially feasible alternatives were not considered. 5. The evaluation of potential storm surge risk to the existing Bayway in Appendix G is incomplete without a consequence analysis, and storm surge risk is a key factor in the decision to examine any replacement alternatives for the Bayway. <p>These are HIGH SIGNIFICANCE and LITIGABLE issues that must be resolved without delay.</p>
David	Luckie	david.n.luckie@gmail.com 251-375-6354
Linda	Mann	<p>I am writing on behalf of the African American Redress Network (AARN). AARN is a collaboration between Columbia University, NY and Howard University, DC. Our work is framed within the international human rights as outlined by the International Commission of Jurists. We are a national organization committed to supporting racial redress and are working to preserve the history and heritage of Africatown. Africatown has been the recipient of decades of industrial and commercial encroachment resulting in the displacement of families and the loss of a historically significant Community. The amendment for the 1-10 mobile bay bridge and the widening of 1-65 will be another assault on the Africatown community. Further, the development of the bridge will additionally threaten the surrounding environment. It is the government's responsibility to protect the the surrounding historic community. Basic human rights include the right to clean air, clean water and the protection of home and health.</p>

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Darrell	Manning	<p>HELL NO.....NO TOLLS....</p> <p>you damn politicians LUV to spend our hard earned TAX \$\$\$\$.you've already WASTED \$65 million on the BOONDOGGLE Gulfquest fiasco.....</p> <p>spend our money WISELY....you should have enough to build a bridge WITHOUT TOLLS.....</p> <p>WE WILL NOT FORGET IT IF YOU DO OTHERWISE....</p>
Kevin	Marston	<p>I will vote for the new bridge and possible/probable toll, if Amtrak is supported and brought back to the port city.</p>
Brian	Martin	<p>I was born and raised in Mobile and grew up there before I left for college. I have lived in North Atlanta since 1998, where traffic is in another category from Mobile. What I can tell you is that if you ever want Mobile to grow and enhance the opportunities of Lower Alabama, this bridge needs to get built. It is typical Alabama for this to drag on for so many years while the rest of the southeast leaves it behind. And for the most part, the delay issues have been about tolls. Please bring in the experts from outside of Alabama who will tell you how to get this done right and push this project through. I can tell you that if it is done right, the outrage over the tolls will go away in 6 months or less after this bridge opens. Once people get used to it, it will become part of life. But you have to do it right and plan for adequate toll lanes and pass through lanes. If you leave other options free, people will not use the bridge. Alabamians are cheap and will avoid tolls.</p>
johnny	martin	<p>Another screw job on I-10 bridge and Bayway. Administrative costs will be added on also. TOLLS will go up in the future. No tolls for Montgomery, Birmingham or Huntsville. Just for Baldwin and Mobile Counties. It is a Federal Highway and the Federal government should pay more also. Birmingham got I-20/I-59 renovation done for \$800 million with lights added under the interstates and with no Tolls. As far as I-65 widening project, 100 percent for it as long as there is NO TOLLS. The state treats Baldwin and Mobile Counties like a red headed step child.</p>
Eric	McCallister	<p>Absolutely NO TOLLS! This bridge is part of the Federally Funded Interstate Highway System. We already pay Federal Gas Taxes that go to build and maintain the Interstate Highway System. The idea people need to pay a toll to use such a bridge is a huge fraud. This entire "system" is corrupt to the core. Anyone voting in favor of such a plan is equally corrupt. Our so-called "Leaders" have forgotten they are our EMPLOYEES. We DO NOT work for them, they work for us! If the bridge cannot be built without implementing tolls, DON'T BUILD IT!!!</p>

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Karla	McDavid	<p>\$5.50 (assuming that's one way), so \$11, for a daily trip across the bay?! Or to complete your travels on 1-10 with no intention of visiting Baldwin County?</p> <p>Building a (one lane) larger bridge because of and in anticipation of more growth, yet you're tearing down the Bayway? That growth will out grow that one extra lane before the bridge is paid off. Why not leave it? Afraid people won't use the new bridge and it won't get paid for? The state and/or Federal government should be paying for, at least the majority of, an INTERSTATE bridge.</p> <p>It's rumored, you want to tear down the Bayway and tunnel to dredge deeper for larger ships? There's been no mention of the Bankhead tunnel and Causeway. If this is true, what will happen to the Causeway and businesses. What about the environmental impacts of dredging and larger ships?</p> <p>Contribute more funding, drastically reduce or eliminate the toll, leave the Bayway standing as a free option and its feasible. Otherwise, please vote no!</p>
Ken	McElhane	<p>I would like to go on record as being strongly in favor of both projects. My business was on Government Street for over 30 years and the traffic gridlock continued to increase every year to the point that clients did not like to meet on Thursday or Friday due to the traffic. I also lived on Government Street for 12 years and can tell you trying to make a left turn to go down my driveway on those days was often a frustrating challenge on those days as well.</p> <p>As to tolling methods, I would very strongly encourage E-Pass transponders as they are good in 19 states. We travel all over the USA by car and can tell you the E-Pass makes for a convenient, seamless experience for the driver and has to cost efficient for the various states given that so many participate.</p> <p>Thank you.</p>
Wesley	McGilberry	<p>Vote NO on the toll for the river bridge and bayway project.</p> <p>There's no need to waste money raising the entire bayway. If anything, just build a bridge over the river to connect to bayway.</p> <p>Tolls are never as low as advertised (there's usually a \$5 admin fee tacked onto low tolls that you don't hear about) and fighting incorrectly billed tolls wastes everyone's time.</p> <p>Either find a way to build the bridge without the toll, or no bridge.</p>

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Jennifer	McKean	You had better believe, that if this corrupt toll bridge gets passed to cross Mobile bay, we will vote every incumbent OUT! North Alabama uses our beach revenue and South Alabama has the biggest bottleneck in the COUNTRY and this is the best you can do? This is INTENTIONAL CORRUPTION!! This project has been neglected for GENERATIONS!!
Lisa	McLaughlin	NO TOLLS! That is why we pay the never ending gas tax. So we can have roads and bridges. This is stealing and about lining pockets and you know it!
Josh	Miller	I live in Mobile and I support the plan for the new bridge to be built.
Toni	Miller	No tolls what so ever. They can build roads and bridges in north Alabama for no toll ,they can do it here. The mayors of both Mobile and Baldwin county are selling us out.
Toni	Miller	I want someone to ask the Governor why we have to have tolls on the bridge in Mobile and Baldwin county when she can build bridges and roads in the northern part of the state, complete with LED light just to make them pretty, and they have no tolls. They are getting just exactly what they wanted in the first place. Why are we the step children of the state?
Russell	Miller	Putting tolls on a federal interstate system opens up the probability that it will be used to toll any federal system at anytime. My gas taxes pay for my right to use public maintained road systems. No tolls means NO TOLLS
Kristi	Monson	No tolls for public roads!
sammie	morris	The current I-10 Mobile River bridge and Bayway projects are reasonable approaches to solving the longstanding traffic problems associated with the present two lane 1-10 Bayway. The proposed toll is reasonable, when coupled with alternate toll-free routes. I support the project and believe it is in the best interest of Mobile and Baldwin counties to proceed immediately.

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Pam	Murrill	<p>I apologize for the late entry of my comments, until I saw this on TV, I wasn't aware there was a forum for public input. To get directly to the point, the I-10 Bayway Bridge project isn't a "local" issue that merely makes it convenient to go from Mobile to Baldwin county. Instead 1-10 is a main thoroughfare of commerce for the entire southern region of the United States, connecting everyone from Texas, Louisiana, Mississippi and Alabama to Florida. This issue should have been addressed LONG before now based on the hundreds of thousands of people affected annually. It seems to me, that if this Bayway were located in another city, (let's say Boston), the matter of Federal dollars to support the project would have never come into question. It obviously hasn't caught the attention of the correct people in our State and our Capital in Washington DC to obtain the proper support. As a concerned citizen, I am very hopeful, that this time, it will. We desperately need the new Bayway.</p>
Erik	New	<p>It's pretty simple, whatever the budget and time frame that's proposed... it's wrong. There has been absolutely no budget or deadline hit in roadwork as long as I've been alive. There's a small section of road right off of government on Broad St that was supposed to be done months ago that hasn't been touched in weeks. I'm so tired of everyone being eager to start projects but not finish them. How about y'all finish a few of those off before y'all start and never finish a new one.</p>
Andrew	Normandeau	<p>I have the NE EZPass & FL Sunpass. Please consider a reciprocal agreement so people don't need a third transponder</p>
Maggie	Oliver	<p>On behalf of the Alabama State Port Authority, I am writing to support the amendments to the 2045 LRTP. The I-10 Mobile River Bridge & Bayway project is a critical transportation infrastructure project that will improve mobility, safety, security & efficiency along the I-10 corridor which connects both public travel & commerce to 8 states. The corridor also serves as a connector to northbound interstate systems that reach into the SE and Midwest U.S. markets. The South Ala. region & Port are experiencing tremendous growth necessitating the need for new infrastructure to address capacity & fluidity of both citizens & interstate commerce. It is our hope that the MPO will recognize the importance of Mobile River Bridge & Bayway project & support the amendments to the 2045 LRTP. The Port appreciates your leadership & attention to this important matter. We stand ready to address any questions or provide information that may be helpful to completing this critical infrastructure project.</p>

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Gordon	Orr	Just wanted to voice my opinion on the toll on the I-10 bridge.I think that it's a very bad idea.A lot of people are living paycheck to paycheck and has gotten worse with the inflation.And like the other states the amount will only increase in time.And the tolls put on truck's will get passed onto the consumer. And another thing why did Ivey take \$150 million from the gas tax for dredging the ship channel.If the port is so profitable why can't they pay for the dredging? And the state lost I forget how many millions for straightion out the curve leading into the tunnel because they didn't use it and the Fed's took it back.
Eugene	Orr	I still say no tolls but if you continue on and do it anyway I can promise you I will never use it. Even if the other routes are backed up I still know other ways around it I will use them before you get a penny out of me.
Robert	Pair	Please build the bridge The toll rate is fair for the use of the new bridge while leaving other routes free
Ashley	Parham	Against the toll!!! Funding for a new bridge should have come from the BP Oil Spill settlement, which was unfairly distributed all across the state even though Mobile and Baldwin Counties were the ones directly affected. If our settlement money could be shared with everyone in the state of Alabama, then the cost of our bridge should be shared with everyone in the state of Alabama. With inflation and gas prices increasing, Mobile and Baldwin County residents will pay heavily. Against the toll!
Mary	Parke	The state is absolutely robbing the residents of Mobile and Baldwin county . And unless every major new road built in this state becomes a toll road, we will be know their target is tourist. No tourist nor any one traveling in I-10 will bypass this toll. Sad day in Alabama. It's just absolutely wrong. Our tourist taxes already support the state school system and our taxes and fee from State docks already bring the largest tax revenue to the state. Montgomery uses Mobile and Baldwin county as a tax cow.
Ricky	Parker	You can no longer just take a leisurely ride across the bay, it's a hassle. Historical we have paid tolls for our bridges and tunnels. Tolls for a new faster, less stressful and safer way to cross the bay is needed and the new tolls seem to reasonable.
Emily	Partain	As a CDL driver, I cross that bridge a lot for work and I own my work unit. So all costs fall on me. I am a Mobile resident as well. I already pay to use public roads which is unexplainable in itself. So to tack on additional funds after I already pay heavy highway use taxes and taxes to the state for using a road that was built with tax money we pay in, is ridiculous.

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Darron	Patterson	<p>How long will it take for the community I love and grew up in to stop being treated like Mobile's armpit?</p> <p>From brown spots on drying clothes hanging on a line (thanks to International Paper Company), to surely a loss of gravesites because of Bay Bridge Road widening to accommodate traffic for the bridge over Mobile River, to an obvious delay tactic by the city in construction of the Africatown welcome center ... how long does the city and this state expect to continue peeing on one of the most historic cultural sites in this world?</p> <p>Instead of trying to erase Africatown, why not embrace Africatown for its cultural value?</p> <p>We descendants of the Clotilda survivors ask that an elevated span atop what is now Africatown Blvd. (from the bridge past historic Union Baptist Church) be an integral part of the plan for the new bridge across the Mobile River.</p> <p>Without it, traffic will increase 20-fold ... and so will fatal accidents.</p> <p>Darron Patterson, President, Clotilda Descendants Association</p>
Dante	Piccini	<p>My worries.</p> <p>1) When I hear more or less, "the tolls will go away after the debt for the bridge is paid off," what does that mean? The 2.7 billion once paid off will then stop the tolls? Or 2.7 billion plus the interest on the loans, because that could possibly be forever, meaning the tolls will never go away?</p> <p>2) How do I know that the toll, once gone if ever, will not come back. I find it very hard to believe that the government will not want to hold onto a revenue stream once the debt is paid off. What assurances do we have that the toll doesn't stay around forever or increase as time goes on? Will the toll be 40 dollars a month, 5.50 a trip or 2.50 a trip respectively, until the debt is paid off, even if that takes 10 years? Please clarify the answers to these questions and how long that will take, an estimate and how you got that estimate for questions 1) and 2)? Please provide public and 24/7 access to this information via website or someway for the public to access it.</p>
Troy	Pierce	<p>I refuse to pay a toll. I will drive up to Bay Minette if I have to go to Baldwin County. Money better spent.</p>

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Jesse	Piper	NO TOLLS! You didn't need tolls to build the bayway, you don't need tolls for this either. Quit trying to build something extravagant and stupid. In case I wasn't clear, NO TOLLS
		<p>For both projects, for a toll on I-10 mobile river bridge bayway project.</p> <p>locals pay a \$5.00 fee 1 round trip who would use occasionally</p> <p>daily commuters for workers in mobile and baldwin counties that commute daily pay a \$50.00 monthly fee that can be renewed online month to month.</p> <p>trailers, boats multi axle trailers extra eighteen</p> <p>wheelers and box trucks to be determined</p> <p>Tired of hearing complaints about mobile and baldwin countians want a free ride with no tolls, the old bankhead tunnel had a toll that was lifted once the tunnel was paid for.</p> <p>The freebies have no idea what's in store as far as backups and wait times over the next 5 to 10 years they will be begging to pay a toll.</p>
John	Plovanich	
Tina	Poiroux	Here at SouthWest Mobile County Chamber we are in full support of the Bayway and River Bridge project

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Cary	Reams	<p>We definitely need more lanes and more capacity going over the bay - the traffic jams, wrecks, etc., are daily - DAILY!!!! BUT - I am against any tolls whatsoever!!! Don't spend billions n something that will not get near the use it should - because of the tolls!!! Tolls are stupid!!! If we need more funds - let's get them elsewhere - I am 100% against ANY TOLLS!!!! The tolls will never work - you'll spend billions on it - it will get built - and then it won't be used - it will be a joke! Until / the tolls are eliminated - you will NEVER get the money you think you are going to get from tolls! Tolls will be flat out rejected - you'll make problems worse - but it will be too late - the money will have been spent - but the bridge will be rejected because of the tolls! Then we'll all end up eating it - when we eliminate the tolls so that it gets used! Don't be suckers!!! PS - Would someone please explain the bridge and proposed changes in excruciating detail!!!! I'm not even 100% sure exactly what the plan is!!! We NEED LOTS AND LOTS IF MIRE DETAILS!!!! PSS - I'm an ENGINEER!!! I build things for a living and I'm not sure what your exact plan is - PSSS - no tolls!!! Zero, zero, zero Tolls!!!! Sorry - I have posted or commented a few times now - but let me clarify that I am referring to the Bridge Project.</p> <p>I sincerely wish I knew more about the details - I'll even include my email - perhaps you can point me in the right direction - and again - the tolls will make this a disaster! We need more capacity across the bay FOR SURE - but please, do not spend billions of dollars thinking that it'll all be made up from the TOLLS!!! Trust me - the tolls are going to cause a big problem!!! A MASSIVE PROBLEM!!!!</p> <p>Here's my personal email:</p> <p>maxax777@icloud.com We definitely need more lanes and more capacity going over the bay - the traffic jams, wrecks, etc., are daily - DAILY!!!! BUT - I am against any tolls whatsoever!!! Don't spend billions n something that will not get near the use it should - because of the tolls!!! Tolls are stupid!!! If we need more funds - let's get them elsewhere - I am 100% against ANY TOLLS!!!!</p>
Jerome	Reddick	<p>If we must have a toll, please make the new roadway and bridge a tolled express route with a discount for car pools or HOV Lanes similar to Atlanta or I-95 south of D.C.</p> <p>Has it ever been considered about building a Mid Bay Crossing. Basically south Baldwin County to South Mobile County. To cross the bay from Foley you must go north to the Bayway or Causeway the go back south to Bayou La Batre.</p>

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Joyce	Reed	Definitely NO to tolls of any sort. I-10 is a federal highway and as such major funding should come from them. It does not need a bike lane or an observation tower as initially proposed. The two currently free passageways should remain free and open!! If we have to be tolled on roads many use daily for work, then toll Birmingham as well for its new roads. No new tolls!!!
Glenda	Risher	This I10 Project is so important for every single resident ,not just in Alabama, but for all who travel the East/West corridor. Toll proposal discussions and preliminary proposals are just fine. The state of alabama should profit and the percentage of profit should be substantial !! Toll profits in many states go straight to Education.Have strict and clear proposals for that with NO political influence and kickbacks BEWARE !! BUILD THE BRIDGE !!!
Elbert	Roberts	I am very disappointed with ALDOT but that has become the norm. Your continuous lying to the residents of Mobile & Baldwin Counties about the tolls that will be charged. All we heard since this has come back up that there will be no toll over \$2.50 charged. There was no mention that you would be required to buy an ALGO pass to get this pricing. If you don't buy it then the toll is \$5.50 per car. Secondly this is the exact same bridge plan as before with a bridge that could have much cheaper but ALDOT wants to build a bridge that they can say hey look at what we built!! The second highest bridge in the US second only to the Golden Gate Bridge!! There is no need for a bridge that high!! Thirdly can someone please explain exactly why the Bayway needs to be torn down and a new higher one built? Because if the water gets that high the City of Mobile will be under water!! All of the work in Birmingham on the I-20 interchange was built with out a toll of any kind!!
Makenzie	Rojeski	I am totally against this. We should not have to pay a toll for a public highway! We are taxed to death use those tax dollars to build if you want it so bad. NO TOLLS!! People can barely afford to live as it is and you want to come asking people to pay for a toll ! Absolutely not
Shantavia	Rorie	Yes to the new bridge! Let's get this project started already! The quicker we start the quicker we can get it paid for and the quicker we can experience the relief in traffic that this project will afford us.
Leonard	Rutherford	We need a new bridge, but not a toll which I already pay through a gas tax.
Lynnsey	Schaaf	This is robbery. Charging 5.50 to cross a bridge and then 2.50??? We are already living in inflation and the prices are hard enough to live buying food and gas and here ya'll come pressing us down with a toll? Shame, Shame I say! NO TOLLS! AT ALL! We the people do NOT consent to this down pressing of us and robbing us blind!

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Joe	Smith	<p>NO MORE TOLL-ROADS!!!</p> <p>There is already an outrageous amount of money being wasted in the poorly-managed “budget”. Even Washington DC has ear-marked money for roads and bridges. There is NO NEED to PENALIZE the motorists for your inability to fund the project or keep a realistic budget. The bridge doesn’t need to be gold-plated or made of rare-earth unobtainium. PUBLIC MOTORWAYS are not a Pay-as-you-go BUSINESS, so STOP CHARGING FEES. If we cant afford it in the budget, then we cant afford it. PERIOD.</p>
Sheryl	Smith	No Toll Stop the bridge until funding is secured
Sheryl	Smith	Any toll will place a hardship on the people of lower Alabama
Chris	Smith	Build the dang bridge! \$40/month is dirt cheap and if the Wallace tunnel remains free, then that gives everyone the option of paying to move quicker or going the other way that’s free. Overall if you don’t want to pay a toll Atleast some will and will reduce overall congestion
Glenda	Snodgrass	<p>I don't think anyone doubts that this bridge is desperately needed, and I believe the current plan is the best we've seen yet -- and honestly I can't imagine a better one at this time.</p> <p>Let's do this!</p>
Steve	Soileau	Mobile and Baldwin county residents should not have to pay the toll.charge non residents

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		<p>As President of the Africatown-founded Mobile Environmental Justice Action Coalition, we oppose any tolling regime that risks increase in toll aversion traffic, whether from trucks and dreyage carriers to commuters and vacationers.</p> <p>We also resent ALDOT using the proposed infrastructural improvements to Africatown Blvd within the proposed Toll Bridge and Bayway Project as a tool to force consensus with the toll regime. The many, longstanding and often outrageous abuses facilitated and executed by ALDOT and reginal transportation leadership in Africatown are only partially addressed by such proposed expenditures. With the many alternative funding sources available currently, it is unacceptable that there are not other means by which these concerns with other ALDOT highways on Africatown could be addressed systematically, in addition to the overdue improvements to Africatown.</p> <p>The traffic studies proposed regarding Africatown Blvd are necessary.</p>
Ramsey	Sprague	Thank you for your careful consideration.
Craig	Stanley	I am opposed to any tolls on this route. We already pay taxes annually on the vehicles, pay taxes again when fueling and now you want to tax us to drive on the road our taxes paid for. If there are federal highway funds for other upstate projects without tolls then certainly there are funds for this project. It just not important enough yet to the politicians to find them. No tolls!
Matthew	Stanley	I'm hoping the new Mobile River bridge and Bayway gets built and will move forward this time, it is desperately needed and past due. I will gladly pay a toll than waiting in traffic and this will help when evacuating for a hurricane evacuatio and will save lives. Also during summer time and holidays most of the out of towers will pay the toll and take the new bridge so they can get to their destination faster. I would also like to see there be an annual yearly pass included as well. Interstate 10 needs to be widened from the Mississippi state line to the Baldwin Beach Express. Add two right turning lanes at the Spanish Fort Bypass and US 98 heading southbound/eastbound. Also I would like to see some diverging diamond interchanges at Theodore Dawes Road, Celeste road and Grand Bay Wilmer road, whenever that overpass is replaced and widened.
Harold	Steele	Build the bridge! I'm not getting any younger and it's not getting any cheaper.

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Greg	Stephens	The Africatown Heritage Preservation Foundation mission is built around the preserving history and cultures of the people africatown. The land we stand on, the air we breath and the water we drink is important to the basic survival of our community. The creeping sprawl of the I-10 corridor threatens these core areas to our environmental survival. My father lived in Africatown for all of his life but suffered from the air pollutants of near by factories which lead to breathing complications later in life. We enjoy and welcome progress except where it negatively impacts all people especially the people of Africatown. We strongly oppose these I-10 changes and seek inclusion in the discussions on the path forward on those roads which negatively impact our communities. AHPF
Michael	Stieber	Lower cost for motorcycles crossing bridge since they do not have as much impact as cars or trucks (it cost less on feeey for example since they are smaller)
Kevin	Strickland	We said NO to tolls. We. Meant. NO. To. Tolls. Stop this asinine money-grab NOW,
Dale	Sumrall	If you're going to have a toll, exempt Mobile and Baldwin county drivers and have the out of towners thru traffic pay for the bridge. The interstate thru traffic is the reason you have to build a bridge in the first place. You shouldn't penalize the locals when existing infrastructure would facilitate their daily commutes. When the 158 project is completed you could direct Highway 98 beach traffic to the Cochran Bridge to relieve traffic thru the Wallace Tunnel.
Kyle	Sweetser	Hello, BUILD THE BRIDGE. Our family business would greatly benefit from the logistical benefits of having a toll bridge. It's very hard to schedule jobs when crossing the bay is involved- from missing appointments by hours....to increasing cost burden from having our technicians idling on the bayway, stuck in traffic.
Anna	Sweetser	Please build the toll bridge, traffic is horrible. The toll bridge can only benefit the city of Mobile as a good majority of the travelers passing through are from out of state, in my opinion. I believe it would have a great positive impact.
Suzanne	Sweetser	We need these projects to handle current and future traffic in the community.

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Aaron	Thavolsutti	Build the bridge ! It's long overdue. Make it cool too. Push barriers on design as well as something that represents Mobile. Do some kind of zip line we can enjoy to go across up top as well. And sure widen the I-65 too.
Joseph	Thomas	If this plan is so great, why is inaccurate information being used to promote it? There are NOT three non-tolled options in this plan because they all require the causeway to cross the bay. That's only two different versions of ONE option. That will create major traffic problems. Public hearings are needed. Also the plan lacks transparency which means there will be insufficient means to hold all parties accountable for decades to come. Any toll is unfair to local people and anything but a minuscule toll will HARM the University of South Alabama severely.
Kevin	Turner	I support the I-10 Mobile River Bridge & Bayway Project. I have no problem with the \$2.50 toll fee as long as all the current infrastructure connecting Mobile & Baldwin County remains intact. This gives drivers a choice of paying a nominal fee to (presumably) cross Mobile Bay quicker.
Betty	Turner	No tolls but I'm sure that won't be heard
Wanda	Vergos	Greetings, the bridge we need should be added in conjunction with the existing I-10 bay way and Mobile river bridge crossings. Tearing down the existing bridges will have a catastrophic effect on traffic flow. There is absolutely nothing wrong with the existing I-10 bay bridges. The new bridge added to the mix with the existing bridges will cause a much greater flow of traffic than we've ever seen . Planners have stated the Causeway, the Bankhead and the Wallace tunnels and the Cochran bridge will be free routes, these routes will be jammed up because motorists will participate in toll avoidance to keep from having to pay a toll on a bridge that is going in the same direction as the free routes. This whole plan is a bad design and placing a toll on it is even more disturbing.
Dorothy	Vining	The state of AL should contribute more or wait until the national government contributes more so that the residents are not paying \$2.50 now, and the price will go up considerably after any toll is approved. I am against any toll!! Once a tax/toll is approved it is never removed and always goes higher.
Deanna	Walston	NO TOLLS on public roads !!!'
Bestor	Ward III	I live in Baldwin County and work in Mobile. This bridge is desperately needed for quality of life , workforce and for the movement of goods and services for both sides of the bay and for the region served by I-10.
Steven	Weant	No toll

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Lendon	Webb	Just wanted to comment and say please move forward with these projects. The I-10 plan you have is much better this time than last time.
Fredrick	Wheeler	1: I-10 River Bridge, make certain there's a way for motorcycles to obtain the ALGO pass as many do not have a wind screen. Consider lowering the fee for motorcycles as they are less impactful than cars or trucks and already pay RV rate for ad volarem taxes.
Fred	Wheeler	Consider lower toll than auto s for motorcycles.
Ryan	White	No tolls on public roads. I-10 is vital infrastructure and should be free to pass. Putting tolls with only create more congestion on the causeway.

Matthew	White	Heck just make it \$100 a trip! We should put tolls up at every intersection! That would really help the traffic! With all these tolls and fuel cost, we can really fix this traffic issue by simply pricing most people out. It is definitely a great solution to help wealthy people avoid the traffic.
David	Whitlock	The planned 1-10 Bridge this time around the tolls are more reasonable and I urge yes votes to get this project tolls are a necessary evil if we want this bridge to be built.
Aaron	Williams	There is certainly a need for a new route over the bay. I would prefer a non-tolled route considering the taxes we already pay. With that said, as long as there is no toll on the Bankhead tunnel, causeway, George Wallace tunnel, and bayway I wouldn't strongly oppose a new tolled route. This is totally dependent on both tunnels remaining open and free as long as the new bridge is tolled. I also support the widening of I-65.
Thomas	Williams	The proposed three (3) lane Mobile River / Bayway Project is not looking far enough into the future. It may SEEM to be the answer for the moment but by the time this project is finished it will likely be overwhelmed because it will be too small! Four (4) lanes should be a minimum for consideration. Most every project that the government under takes is so far behind that there have to be Engineering Change Notices (ECN's) even before it is finished. What about keeping the present Bayway as a possible alternative. Is it so far gone that it is useless? Please do not waste our money for a short term fix! Since we will be paying a toll, make the project right the first time! We never seem to have enough money or time to do it right the first time but there always seems to be plenty to do it later. Let's make a positive change, one for which we can all be proud.

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Christopher	Williams	<p>The I-10 Mobile River Bridge and Bayway Project</p> <p>Once again the City and State has shown disrespected, disregarded, and disliked for the most historic community in Alabama and possibly in the U.S.</p> <p>Africatown, the location of the last ship(Clotilda) to bring kidnapped African to America for the purpose of slavery is once again under attack by way of a downtown toll bridge that will bring a great deal more traffic to our peaceful family oriented community.</p> <p>Drivers will avoid the toll by traveling through Africatown which will increase traffic tremendously and create a very dangerous as well as a deadly traffic situation for the citizens of our community.</p> <p>Stop the toll and keep Africatown a safe peaceful family oriented community.</p> <p>Let's respect Alabama's historical treasure that the world is working to see, Africatown.</p>
J. R.	Willis	<p>No tolls should be allowed at all. This project should be paid for with the gas tax and other funds already in the pipeline.</p> <p>And to destroy the existing bayway to force people into the pay option is unbelievable.</p>
Peter	Wilson	<p>Traffic jams, especially in the summer months, cause inefficiencies, burn more fuel, and give this area a bad reputation. No one likes tolls but they are a legitimate way to raise revenue on public roads & are used throughout parts of the United States, including the Foley Beach Express in Baldwin County. The current toll proposed is much less than 3 years ago. Yes, Mobile & Baldwin residents may pay a fee for traveling back-and-forth across the Bay, something we do now toll-free. But locals have other options (Causeway, Bankhead Tunnel), whereas out-of-town traffic won't necessarily know about these alternate routes and will therefore bear more of the bridge's total cost. Even if locals use the toll bridge, contributing financially to infrastructure that benefits us all is an act of citizenship. A reasonable toll is legitimate and maybe necessary. If that's what it takes to get a bridge, I am for it as long as the amount is kept at a reasonable level as it is in the current proposal.</p>
Dwight	wilson	<p>Leave all existing roadways intact and build a new bay way. More access is better than less. We know any wreck will shut down traffic even if you have 3 lanes. Let everyone choose their own route not force them to pay for something they do not want. I will be glad to use the existing bay way and leave the new one for those who want to use it. But we know the plan is to force as many people as possible to use the new structure to pay for it. Build your new bridge and bay way just leave the old one alone.</p>

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Fred	Withers	Just say no to tolls.
Joe	Womack	The people of Mobile or Baldwin County do not need and cannot afford a toll bridge over The Mobile River. The traffic problems it would cause on the side streets would be horrible. Especially thru the historic Africatown community.
Joey	Womack	I am extremely concerned this amendment will accelerate the erasure of the history of this beloved community. So much hard work has been done to preserve the history and the world has taken notice.
Alta	Wood	If you have ever sat and waited in traffic, there would be no reason not to vote yes on this
Brian	Wright	I oppose the new I-10 bridge as a tolled motorway. Until and unless it is not tolled I will continue to oppose it.
Afia	Zakiya	No to the amendment and tolls on bridge Stop the negative environmental and safety impacts on the community.