

TIGER FY 2016 GRANT APPLICATION

# ONE MOBILE:

## Reconnecting People, Work and Play through Complete Streets

**PROJECT TYPE** Multi-modal Transportation

**LOCATION** Mobile, Alabama  
Mobile County  
Congressional District 1

**AREA** Urban

**REQUESTED AMOUNT** \$14,465,044

**CONTACT** Mayor William S. Stimpson  
City of Mobile, Alabama  
P.O. Box 1827  
Mobile, AL 36633-1827



# TABLE OF CONTENTS

<b>I. Project Summary</b>	<b>1</b>	<b>V. Opportunity and Transformation</b>	<b>18</b>
<b>II. Project Description</b>	<b>3</b>	A. LADDERS OF OPPORTUNITY: CONNECTIVITY TO EMPLOYMENT CENTERS	
A. PROJECT SCOPE		B. TRANSFORMATION AND DISCIPLINARY INTEGRATION	
B. BACKGROUND: PHASE 1			
C. PROJECT LOCATION: METROPOLITAN AREA POPULATION AND MEDIAN INCOME		<b>VI. Grant Funds / Sources and Uses</b>	<b>24</b>
D. PROJECT CORRIDOR: SPECIFIC DEMOGRAPHICS		A. AMOUNT REQUESTED	
E. EXPECTED USERS		B. GRANT/FUNDING MANAGEMENT PLAN	
F. CONNECTIONS TO EXISTING TRANSPORTATION INFRASTRUCTURE		C. PROJECT PARTIES	
G. PROJECT LOCATION: HISTORICAL CONTEXT			
		<b>VII. Selection Criteria: Primary</b>	<b>25</b>
<b>III. Transportation Challenges</b>	<b>6</b>	A. SAFETY	
A. LEGACY OF URBAN RENEWAL		B. STATE OF GOOD REPAIR	
B. EXISTING CONDITIONS: INFRASTRUCTURE DISREPAIR		C. ECONOMIC COMPETITIVENESS	
C. EXISTING CONDITIONS: POOR PEDESTRIAN INFRASTRUCTURE		D. QUALITY OF LIFE	
D. EXISTING CONDITIONS: LACK OF CONTINUITY		E. ENVIRONMENTAL SUSTAINABILITY	
<b>IV. The Solution: Reinvention and Complete Streets</b>	<b>9</b>	<b>VIII. Selection Criteria: Secondary</b>	<b>28</b>
A. JUSTIFICATION FOR A ROAD DIET		A. INNOVATION	
B. REINVENTION AND COMPLETE STREETS		B. PARTNERSHIPS	
C. TYPICAL SECTIONS: EXISTING, PROPOSED			
		<b>IX. Demonstrated Project Readiness</b>	<b>29</b>
		<b>X. Project Costs and Benefits</b>	<b>29</b>

## I. PROJECT SUMMARY

The City of Mobile is requesting a \$14.5 million TIGER FY 2016 grant for **One Mobile: Reconnecting People, Work and Play through Complete Streets** initiative. As part of this initiative, we propose to completely reconstruct Broad and Bearegard streets and Dr. Martin Luther King, Jr. Avenue to repair aging infrastructure, add bike and pedestrian connections, and create Complete Streets to better serve our community. We need dramatic change; our six goals are multi-faceted:

1. Provide safe pedestrian- and bicycle-friendly access for residents, workers, and visitors;
2. Reconnect severed neighborhoods currently divided by Broad Street's seven-lane expanse;
3. Accommodate all modes of travel with efficient connections between neighborhoods, transportation hubs, major employment centers, and local destinations;
4. Reconstruct aging infrastructure;
5. Create attractive, welcoming, and cohesive streetscapes; and
6. Stimulate an economically vibrant and active street environment.

Realization of **One Mobile: Reconnecting People, Work and Play through Complete Streets** would transform Mobile by creating:

- **Inviting gateways and street design** to draw people to the heart of our community;
- **A cohesive street network** with strong links to *all* neighborhoods, including geographically or demographically disparate areas;

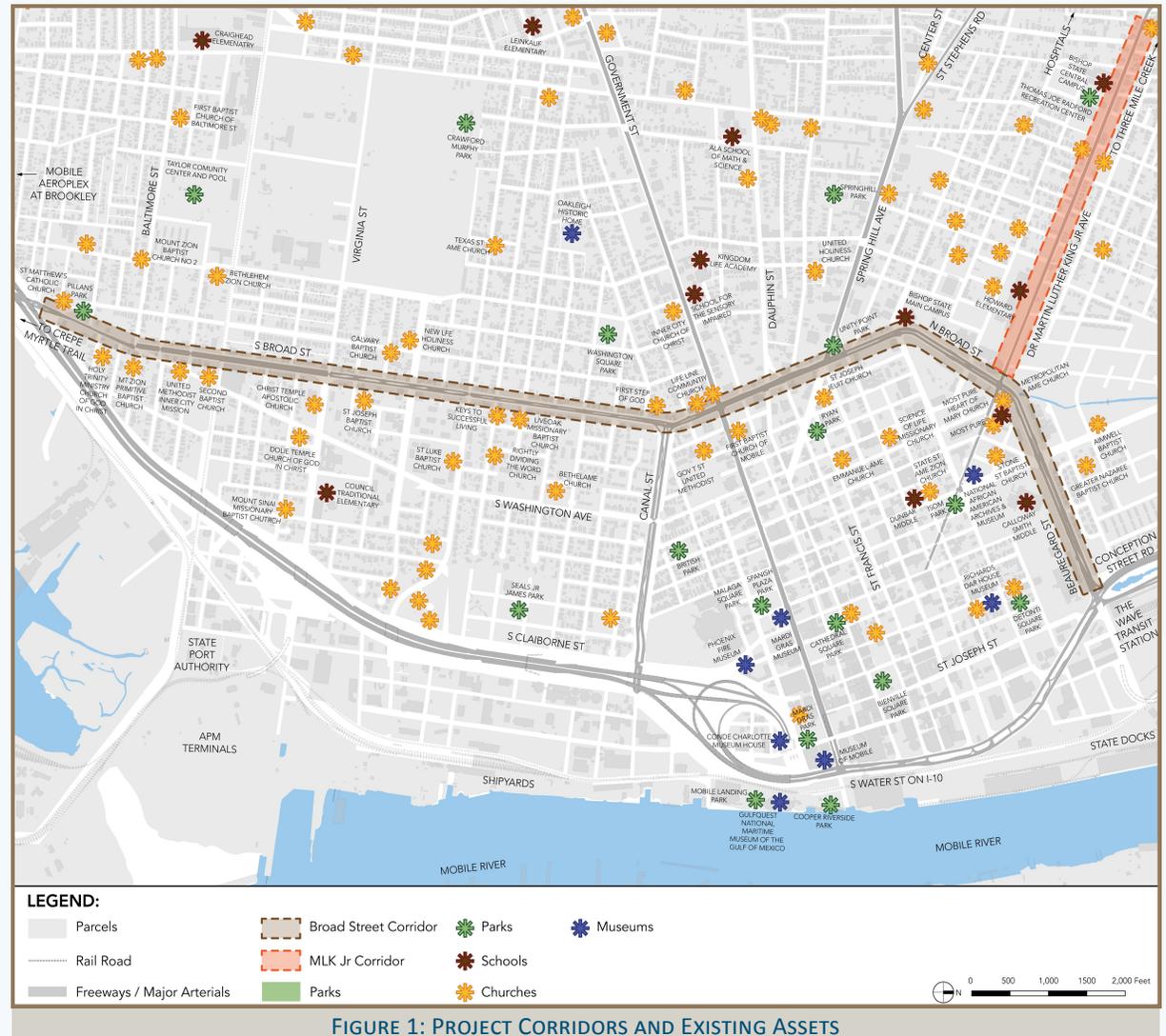


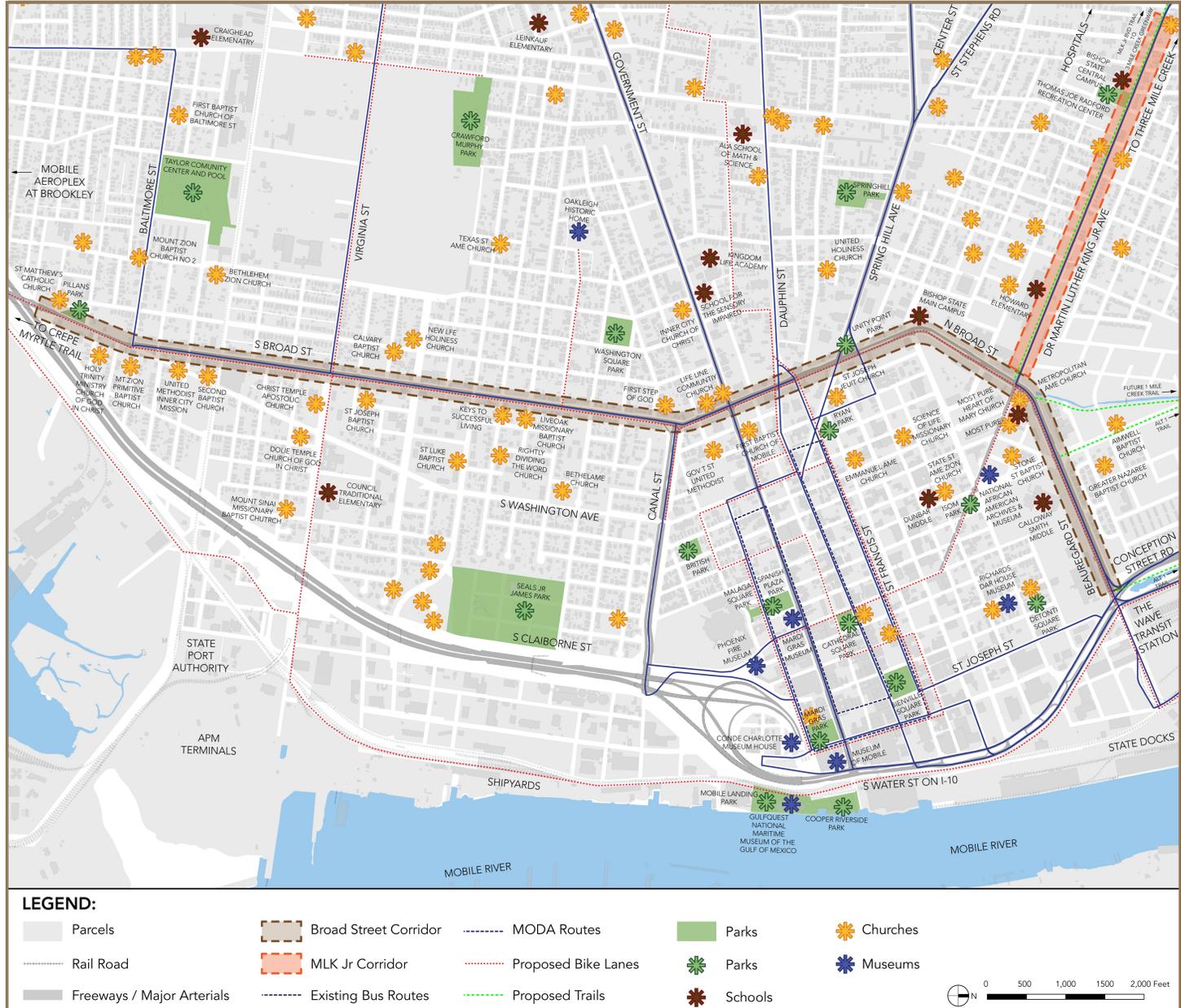
FIGURE 1: PROJECT CORRIDORS AND EXISTING ASSETS

- **A high-functioning transportation hub** offering residents and visitors attractive, safe, and efficient routes of travel with inviting options for non-motorized travel; and,
- **Increased opportunities for recreation as well as improved health and wellness** through enhanced connections, sidewalks, greenways, trails, and bike lanes.

The proposed Project Corridors include three pivotal streets in and around Downtown Mobile:

- 1) **Broad Street** runs along the western edge of Downtown Mobile and the Central Business District, paralleling the Mobile River;
- 2) **Beauregard Street** encircles the northern edge of the Central Business District and leads to the Alabama State Port Authority;
- 3) **Dr. Martin Luther King, Jr. (MLK) Avenue** connects neighborhoods and the Three Mile Creek Greenway to employment opportunities and the economic heart of Mobile.

FIGURE 2: PROJECT CORRIDORS: CONNECTIVITY BETWEEN PEOPLE, WORK AND PLAY;



The Project Corridors intersect:

- seven National Register Districts;
- ten neighborhoods;
- 20 churches;
- Four elementary schools; and,
- and, a community college.

TO SEE ADDITIONAL MAPS, DETAILING ASSETS, NEIGHBORHOODS AND DEMOGRAPHICS, PLEASE VISIT: [WWW.CITYOFMOBILE.ORG/RECONNECTINGMOBILE](http://WWW.CITYOFMOBILE.ORG/RECONNECTINGMOBILE)

Our proposed Complete Streets improvements are imperative to providing safe and efficient access in and around Downtown, to surrounding neighborhoods, and major economic engines. These are: the Mobile Aeroplex at Brookley, the Port of Mobile and associated industries along the working waterfront, and the Central Business District.

The recent opening of the Airbus A321 Final Assembly Line in Mobile, elevates the need for enhanced connectivity between the Project Corridor and neighborhoods. Currently, the infrastructure lacks physical and visual continuity; the corridors effectively disconnect area citizens from safe and convenient access to many nearby employment opportunities.

We seek to create an improved, direct, and appealing surface route that will strengthen access between the three major nodes, as well as provide connections to destinations, employment, neighborhoods, and transit. Our proposal supports alternative modes of travel to provide viable options for reaching employment centers. With investment, we envision a vibrant, cohesive, multi-modal corridor and well-connected, prospering neighborhoods in the heart of our community. These goals align with our vision of “ONE Mobile”. The following sections outline Mobile’s approach to attaining these goals.

One Mobile creates hope for improved opportunity and safety for everyone. It brings focus to a clear direction for our city and its citizens, as well as, improve there quality of life. Creates and enhances the growth of jobs

One Mobile started in November 2013 and becomes a reality as Mobilians increasingly buy-in to the Vision for our city and start stepping out of their comfort zones to embrace, respect, and partner with all communities within our city.



One Mobile encompasses the entire city of Mobile – every neighborhood and every community

One Mobile is EVERY man, woman and child of all races and ethnicities living and/or working in the city of Mobile. It is Mobile’s many voices united by one vision.

**One Mobile** will transform our city from one that has always been on the cusp... to a truly special place to live, work, play and pray. Our location, natural resources, and people make us unique. We have been called to fulfill a higher destiny. Never before have we had the opportunities to grow and thrive as a united city. ONE MOBILE is OUR Vision, and together we will make it happen.

## II. PROJECT DESCRIPTION

### A. The Project Scope

The proposed improvements of *One Mobile: Reconnecting People, Work and Play through Complete Streets* include:

- 1) **Completely reconstructing the existing concrete street, subsurface, and base materials along Broad and Beauregard Streets** to repair aging infrastructure and improve access for all modes of travel. Reconstruction involves:
  - o Relocating utilities;
  - o Replacing the existing stormwater drainage system;
  - o Striping bike lanes;
  - o Adding a median;
  - o Restoring sidewalks;
  - o Delineating bus stops and crosswalks;
  - o Installing street lighting; and
  - o Planting appealing landscaping.
- 2) **Creating a dedicated bike and pedestrian path along Dr. Martin Luther King, Jr. (MLK) Avenue.** This path will safely connect cyclists and pedestrians to a recently-funded adjoining bike and pedestrian trail along Three Mile Creek.
- 3) **Crafting an alternate pedestrian route to Mobile’s main bus transfer station (Wave Transit Bus Transfer Station).** Currently pedestrians and cyclists must traverse a 9- to 11-lane intersection and travel across a 330’-wide roadbed in order to reach the bus station.

Collectively, these improvements will result in a safe, multi-modal, transportation corridor that will greatly enhance the livability, connectivity, and economic health of our community.

## **B. Background: Phase 1**

We recognize the social and economic importance of this project. In 2006, we took the first steps toward revitalizing Broad Street and creating a pedestrian and bicycle-friendly community by adopting the “Bring Back Broad” Redevelopment Strategy. The thrust of this Strategy is to reconstruct aging transportation infrastructure and to upgrade the corridor to an effective “complete street” with bicycle, pedestrian, and public transportation accommodations. Additional goals included: enhancing quality of life and health, strengthening the community, increasing safety for all modes of transportation, reducing congestion, offering recreational opportunities, and benefiting the environment by reducing vehicular trips.



FIGURE 3: 2008 PHASE I IMPROVEMENTS ALONG BROAD STREET

Our *One Mobile: Reconnecting People, Work and Play through Complete Streets* TIGER FY 2016 application draws on the foundational aspects of the Bring Back Broad Redevelopment Strategy, calling for the revitalization and implementation of a Complete Street with bicycle and pedestrian facilities in conjunction with roadway improvement and land development projects. The Strategic Plan promotes the corridor improvements as necessary to achieve both the transportation connectivity to the major economic engines and employment centers and the neighborhood revitalization of seven local and National Register historic districts.

In 2007, Mobile invested more than \$2million in Phase I of the Broad Street improvements, which were completed in 2008. The City of Mobile, Mobile County, and the State of Alabama stand ready to continue the revitalization of the Broad Street corridor and improve the economic competitiveness and livability of the City of Mobile and the State of Alabama.

## **C. Project Location: Area, Population and Median Income**

The Project is located in Downtown Mobile on the western bank of the Mobile River. Adjacent to Downtown, the Mobile River and Mobile Bay converge at the southern end of the Tensaw Delta. Founded in 1702, our City is the largest on the Gulf Coast between New Orleans, Louisiana, and St. Petersburg, Florida. Mobile is also home to Alabama’s only saltwater port and the 12<sup>th</sup> largest port in the nation. The northern end of the Project Corridor is near the entrance to the State Port Authority’s northern terminals, while the southern terminus of the corridor provides an entryway to the Garrows Bend and the Choctaw Point Container Terminal. The Mobile Aeroplex aerospace manufacturing industrial zone and commercial airport is situated southwest of the State Docks container yard and the Mobile River.

Approximately 195,000 people reside in the municipal limits. Our community is diverse with residents who are 51% African American, 45% white, and 4% other ethnicities. According to census.gov, Mobile’s average median household income was \$39,241 from 2010-2014 with 24% of the population living below the poverty level.

## **D. Project Corridor: Specific Demographics**

Our Project Corridors (Broad/Beauregard) are located in a low- to moderate-income area and traverse seven Community Development Block Grant (CDBG)-eligible districts. Within 1.5 miles of the Project Area, the average median income is \$29,132, as compared to \$39,241 City-wide, and 77% of the population is African American. Rental rates range from 46-73% of total income along the corridor with the average exceeding 60%. Vacancy rates in the neighborhoods along the Project Corridor range from 25-35%. There is a variety of low-income housing in the vicinity, including 15 Low-Income Housing

Tax Credit facilities, public housing facilities, and other HUD-assisted and multi-family properties.

Demographics	City-wide		1.5 Mile > Project Corridor	
Population	195,000		42,075	
African-American	99,450	51%	32,490	77%
White	87,750	45%	8,845	21%
Other	7,800	4%	732	3%
% living below the poverty level	24%			35%
Unemployment Rate	8%			24.5%
AMI	\$39,241			\$29,132

The number of people in the area living at or below the poverty level increased dramatically between 2000 and 2010: in Census tracts 11 and 13 people living below poverty increased from 20-40% in 2000 to 40-60% in 2010; and in Census tract 4 people living below poverty increased from 40-60% in 2000 to 60-80% in 2010.

### E. Expected Users

We anticipate a range of users to benefit from the proposed Complete Streets improvements, including residents, workers, daily commuters, commercial and truck traffic, and visitors. The changes will be impactful for all those who travel in and around the surrounding neighborhoods, the Central Business District, Port Terminals, and the Mobile Aeroplex at Brookley.

### F. Connections to Existing Transportation Infrastructure

The Broad/Beauregard corridor is a critical surface transportation route that links the various modes of transportation found in and around Downtown Mobile: pedestrian, bicycle, auto, rail, plane, and ship. Proposed improvements on Broad and Beauregard streets will

create a strong connection between Downtown, the Mobile Aeroplex to the south, the many Port Terminals to the east, and the multi-modal GM&O Rail Station to the north.

Beauregard Street, the northern segment of the Project Corridor, is an important gateway to Downtown and the Alabama State Port. This segment interfaces with several major transportation facilities: the multi-modal GM&O Rail Station, which houses the Wave Transit Bus Transfer Station, Mobile’s main bus station; the I-165 raised expressway spur; Water Street, the principal thoroughfare along the Mobile River; the Alabama State docks on the west side of the Mobile River; the Norfolk South Railway’s freight yard; and the CSX main line along the River.

Beauregard Street transitions into Broad Street at the intersection of MLK Avenue where One Mile Creek emerges at a culvert on the north side of Broad Street. From this point, MLK Avenue proceeds northwesterly, crosses Three Mile Creek and provides access to U.S. Highway 45 about a half mile to the northwest.

As Broad Street continues south, it crosses every east-west street in the Central Business District and surrounding neighborhoods; runs under Interstate 10; and enters the Mobile Aeroplex at Brookley after approximately three miles. The Aeroplex is a commercial airport (and former U.S. Air Force Base) situated southwest of the State Docks container yard and the Mobile River.

### G. Project Location: Historical Context

A historic artery first platted in 1824, Broad Street borders seven National Register Historic Districts (Oakleigh, Campground, Church Street, Lower Dauphin Street, Oakdale, St. Louis Street Automobile Alley and Old Dauphin Way) and the MLK Heritage Neighborhood. Historic Beauregard Street borders the De Tonti National Register Historic District. Broad intersected the urban grid of these neighborhoods and provided a key north-south route through the heart of early 19<sup>th</sup> and 20<sup>th</sup> century Mobile.

In the late 19<sup>th</sup> century, at its apex, Broad Street was the longest north-south thoroughfare in the City. An original example of a “Complete Street,” trolley lines ran alongside the carts and wagons, pedestrians walked between home to store, and fisherman fished the canal that once ran down the middle of Broad Street, north to One Mile Creek. Broad served to connect the three driving commercial sectors of the City’s economy: truck farms and shipping to the south, the Downtown commercial center, and the lumber mills and rail yards to the north.

By 1938, the federal government established the Brookley Army Air Field at the southern terminus of Broad Street. Over the next 30 years, Broad Street served to connect the neighborhoods to the former Brookley Army Air Field and later the Brookley Air Force base.



FIGURE 4: BROAD STREET AT WASHINGTON AVENUE; CIRCA 1930



FIGURE 5: TODAY AT THE INTERSECTION OF BROAD, ST. LOUIS, SPRING HILL AND ST. ANTHONY. THE CIRCA 1830 OLD CITY HOSPITAL STANDS AT THIS INTERSECTION ACROSS FROM A MODERN GAS STATION.

### III. TRANSPORTATION CHALLENGES

#### A. Legacy of Urban Renewal

In the early 1960s, planners recognized the potential for Broad Street to contribute to Urban Renewal and the modern ideas of traffic flow; they removed the trolley lines and median and installed a six-lane federal highway. Even though Broad and Beauregard Streets are “gateways” into downtown Mobile, under Urban Renewal, these vital paths became unattractive expanses of uninterrupted pavement, forbidding to pedestrians, and eventually abandoned by residents and businesses alike. With the closure of the Brookley Air Force Base in 1969, Broad Street entered a period of urban decay and economic decline.

Today, Interstate-10 alleviates traffic congestion on Broad Street, eliminating the need for the multiple freeway-width lanes designed during Urban Renewal. Broad Street’s role as an underutilized federal highway is disruptive to our Downtown and local economy. Current conditions along the street lack aesthetic appeal, walkability, and functionality and impact the commercial needs of downtown Mobile and the livability of surrounding neighborhoods.

## B. Existing Conditions: Infrastructure Disrepair

Broad and Beauregard Streets are made up of concrete pavement and asphalt roadway installed in 1962 with Urban Renewal dollars.

### Deficiencies include:

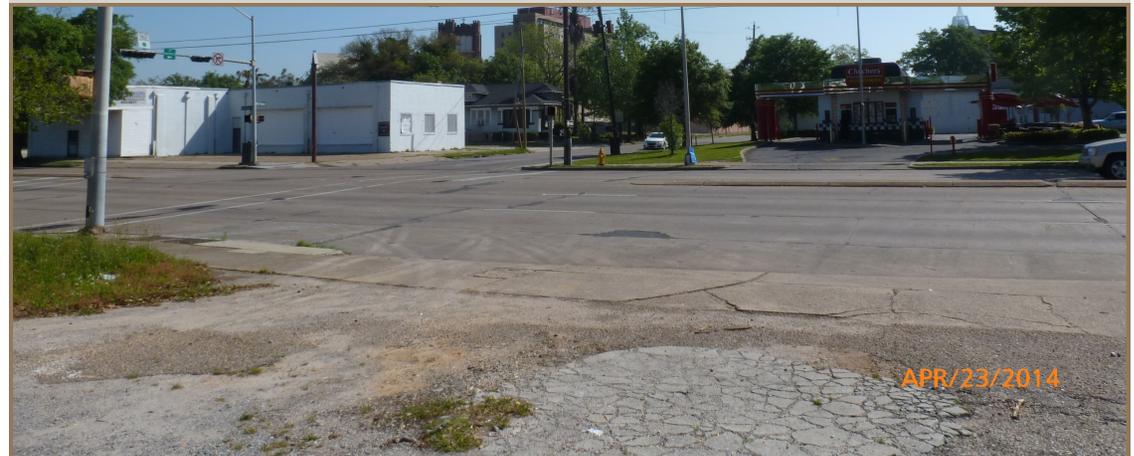
- Deteriorated concrete (cracked, buckled, dislodged, spalled, and patched);
- Damaged or inconsistent sidewalks;
- Leftover curb cuts from abandoned businesses;
- Cracked, buckled, or dislodged concrete surface, curbing and raised median islands;
- Inconsistently-sized and located median islands;
- Scarce green space between U.S. Highway 90, U.S. Highway 45, and MLK Avenue;
- Inconsistent, poorly marked, or missing pedestrian features and crosswalks; and
- Lack of accommodations for cyclists.

## C. Existing Conditions: Poor Pedestrian Infrastructure

Broad Street's multiple, wide traffic lanes are daunting for pedestrians to cross. Overall, pedestrian facilities are lacking: crosswalks are poorly marked or unmarked; the median is too narrow to allow for respite from the traffic (see Figures 6 and 7); and the excessive number of curb cuts interrupt the pedestrian path of travel along sidewalks.



FIGURE 6 AND 7: BROAD @ DAUPHIN ST; ABANDONED CURBCUTS, INADEQUATE CROSSWALKS



### Specific Safety Challenges: No Cycling Infrastructure

The complete lack of bicycle facilities along the Project Corridors would likely rate a D, E, or F on the bicycle compatibility index.

### Specific Safety Challenges: Pedestrian Access to the Wave Transit Bus Station

The City of Mobile Wave Transit Bus Transfer Station is located inside the GM&O Rail Station where Beauregard Street, Water Street, and Interstate-165 intersect. The station sits on a virtual island at the northeast corner of Water and Beauregard Streets. In order to reach the station, pedestrians must traverse between nine to eleven lanes of traffic (330 feet of roadbed), including truck traffic entering the State Docks from the interstate. It is currently impossible for a pedestrian to safely cross the Beauregard and Water Street intersection in order to access Mobile’s main bus transfer station (see Figure 8).

The need for safe access to the Wave Transit Station is particularly critical for residents of nearby housing complexes: Mobile Housing Board’s Downtown Renaissance HOPE VI project and Orange Grove public housing complex, which contain 470 low-moderate income apartments. Interstate-165 to the east and conditions along Beauregard and Water Streets act as barriers preventing safe pedestrian access to the Wave Transfer Transit Station.



FIGURE 8: WATER AT BEAUREGARD: INTERSECTION IN FRONT OF TRANSIT STATION

Without safe access to the station, the public transportation system is not fulfilling its role as a “ladder of opportunity” and there is no incentive to use public transportation as a means to connect to employment. This TIGER grant will allow Mobile to rectify this problem.

### Specific Safety Challenges: Pedestrian Access to Unity Point Park

Pedestrian access to Unity Point Park is also problematic. Unity Point Park is an important community resource located on Broad Street at



FIGURE 9: INTERSECTION SURROUNDING UNITY POINT PARK

its intersection with Spring Hill Avenue, St. Louis Street, and St. Anthony Street. All converging streets at the intersection have two-way traffic, the intersection is overall complicated, 200' wide at its furthest point, and there are no marked crosswalks (see Figure 8). A pedestrian traveling from the south east must cross eleven lanes of traffic to reach Unity Point Park.

**D. Existing Conditions: Lack of Continuity**

In addition to mixed surfaces and poor quality, Broad and Beauregard streets lack continuity in configuration. The roadbed begins as a six-lane, asphalt highway with a minimal median and transitions to: an eight-lane, concrete surface highway with an internal curb; a four-lane city street with a broad median; an eight-lane asphalt street with no median; and finally a two-lane city street.

The corridor also lacks aesthetic appeal and a unified sense of place. There is a sense of disconnectedness from the Port Authority, Mobile Aeroplex, and the Downtown Central Business District. The lackluster character of Broad Street does not adequately reflect its role in providing connections to vital employment centers, neighborhoods, and Downtown Mobile, the lifeblood of our community. We desperately need to rethink and reconstruct Project Corridors to provide safe access and a pleasant experience for all.

**IV. THE SOLUTION: REINVENTION AND COMPLETE STREETS**

The proposed TIGER FY 2016 grant presents an exciting opportunity to “reinvent” Broad and Beauregard streets from the GM&O Building to the Mobile Aeroplex at Brookley. Together with other City initiatives, we seek to remedy the damage Urban Renewal caused to Broad Street and surrounding neighborhoods. With the assistance of a TIGER grant, the City intends to return the Project Corridors to “complete streets”, reflective of the traditional urban neighborhoods they line. Primary strategies to accomplish our vision:

- 1) Rehabilitate and reconstruct aging infrastructure;

- 2) Improve pedestrian safety by reducing crossing distances, removing lanes, delineating crosswalks and curbs, and providing a safe, comfortable median to encourage crossing between the neighborhoods and the Business District;
- 3) Design streets and facilities for multi-modal transportation, including walking and riding bikes;
- 4) Simplify traffic routes and confusing intersections to reduce traffic congestion;
- 5) Improve the streetscape with landscaping, signage improvements, and underground utilities; and
- 6) Employ land use controls and incentives to encourage attractive infill development.

**A. Justification for A “Road Diet”**

Making the Project Corridors attractive and safe is essential to attracting tourists, businesses, residents, and patrons to Downtown. The South Alabama Regional Planning Commission recently solicited the Downtown Mobile Non-Motorized Mobility Study (for the complete document, completed in April, 2015, see <http://www.cityofmobile.org/reconnectingmobile>). Based on the average daily traffic counts, the Downtown Mobile Non-Motorized Mobility Study determined that Broad and Beauregard streets currently have excess capacity that could potentially be used for purposes that would better serve our community.

Corridor	Average Daily Traffic Count	As Built Capacity
Broad Street	12,000 to 17,000	35,000
Beauregard Street	8,000 to 9,000	35,000

Based on traffic volumes, the Project Corridors could operate with three lanes: one in each direction with a center turn lane. The Downtown Mobile Non-motorized Mobility Study proposed removing one travel lane on either side to improve the pedestrian environment and create a dedicated cycling lane.

The Study also concluded the Corridor has two adjacent and complex intersections which impede traffic flow: Dauphin/St Francis and Spring Hill/St Louis/St Anthony. Both of these intersections have complex signal timings and intersection operations that are actually creating unnecessary delays for vehicular traffic. Based on existing delays, some side-streets experience level of service D or E during peak hours. The Study proposed roundabouts; however, as part of the preliminary engineering and design contract, we continue to study the feasibility and impact of roundabouts at these locations.

## **B. Reinvention and Complete Streets**

For many years, improvements to the transportation system in and around Mobile focused on accommodating increased vehicular traffic; other modes of transportation were considered secondary to the needs of motorists.

We hope to see dramatic changes to the pedestrian and bicycle environment in the near future. We aim to provide those who depend on walking, riding bikes, and taking public transit with the improved services and infrastructure they deserve. Our proposal will allow residents to comfortably use alternative modes of transportation.

*One Mobile: Reconnecting People, Work and Play through Complete Streets* goals are in line with the stakeholder feedback received during the Downtown Mobile Non-Motorized Mobility Study (see sidebar). Our proposal draws on designs outlined in the Study. The success of our Project relies on creating safe vehicular, pedestrian, bicycle, and mass transit facility improvements utilizing the current street system – maximizing mobility, while minimizing lifecycle costs.

The improvements proposed in this application focus not only on providing better multi-modal transportation, but also ensure that these facilities provide connectivity between residents; major employment centers and economic engines; the interstate system; other major arterial roadways; and shopping, educational, employment, and recreational destinations. These changes will boost Mobile's economic positioning, improve livability and community health, and allow residents to safely live, work, and play along the Project Corridors.

### **Features That Are Desired for a New and Improved Broad Street**

- Narrower streets with fewer lanes, making driving and crossing safer
- Landscaped medians and street trees
- Wider sidewalks
- More on-street parking and fewer surface parking lots
- Covered walkways and balconies
- Bike lanes and bike racks
- Improved transit shelters and benches
- Audible pedestrian signals and raised crosswalks on cross streets
- More left-turn lanes and two-way streets, providing more route options
- Pedestrian-scale lighting
- Underground utilities
- Smaller scale street signs
- Visitor and transit information that is convenient and user-friendly
- Reduced advertising presence
- Convenient and attractive street furniture (e.g., benches, trash receptacles, etc.)
- Three- to five-story mixed-use buildings that relate to the street
- Most importantly – PEOPLE!

## C. Typical Sections: Existing and Proposed

### 1) Typical Section I:

#### Broad St: Baltimore to Virginia

The specific improvements proposed may be divided into four discrete sections.

In Section I, we propose a severe “road diet” which consists of:

- Reducing the 85’ road bed to a single lane each way;
- Adding a wide median;
- 7’ wide on-street bike lanes;
- A shared use path (8’) on each side of the street; and,
- Relocated utilities, enhanced street furniture, bus stops, green stormwater infrastructure and landscaping.

For more details, please review the existing drawing, photographs and proposed sections in Figures 10-13.

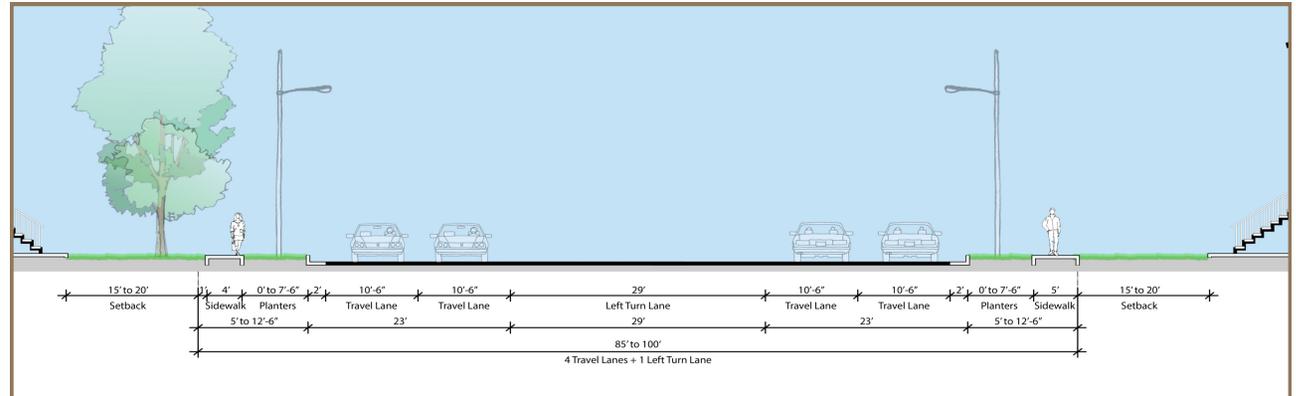
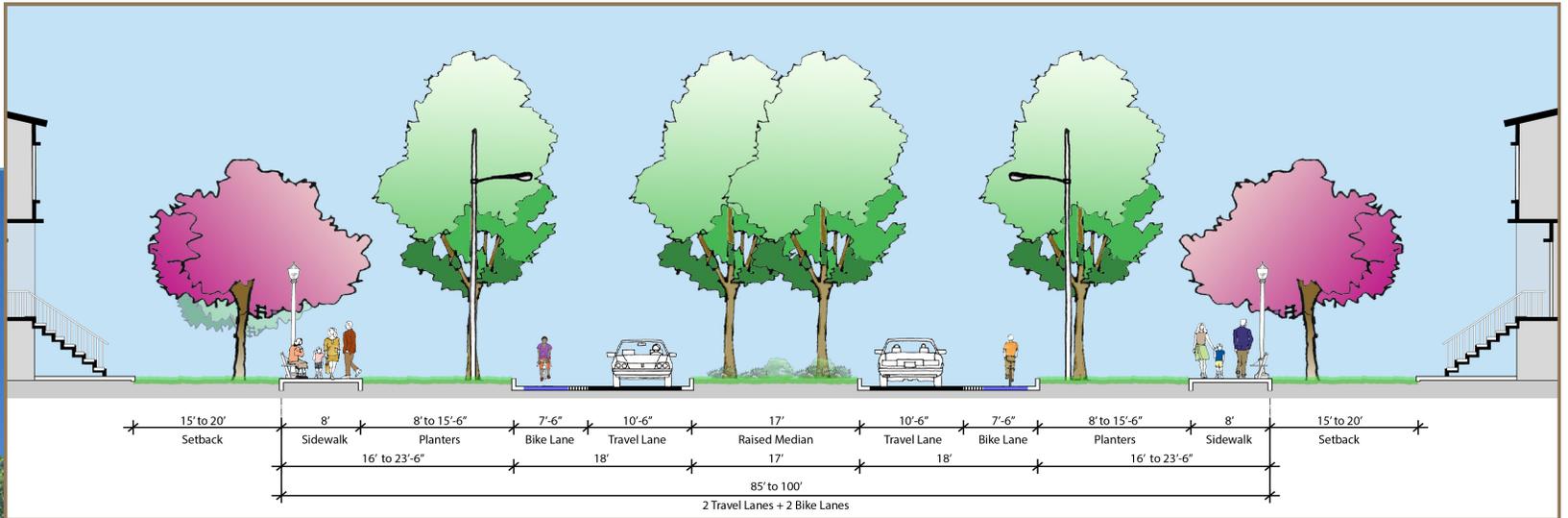
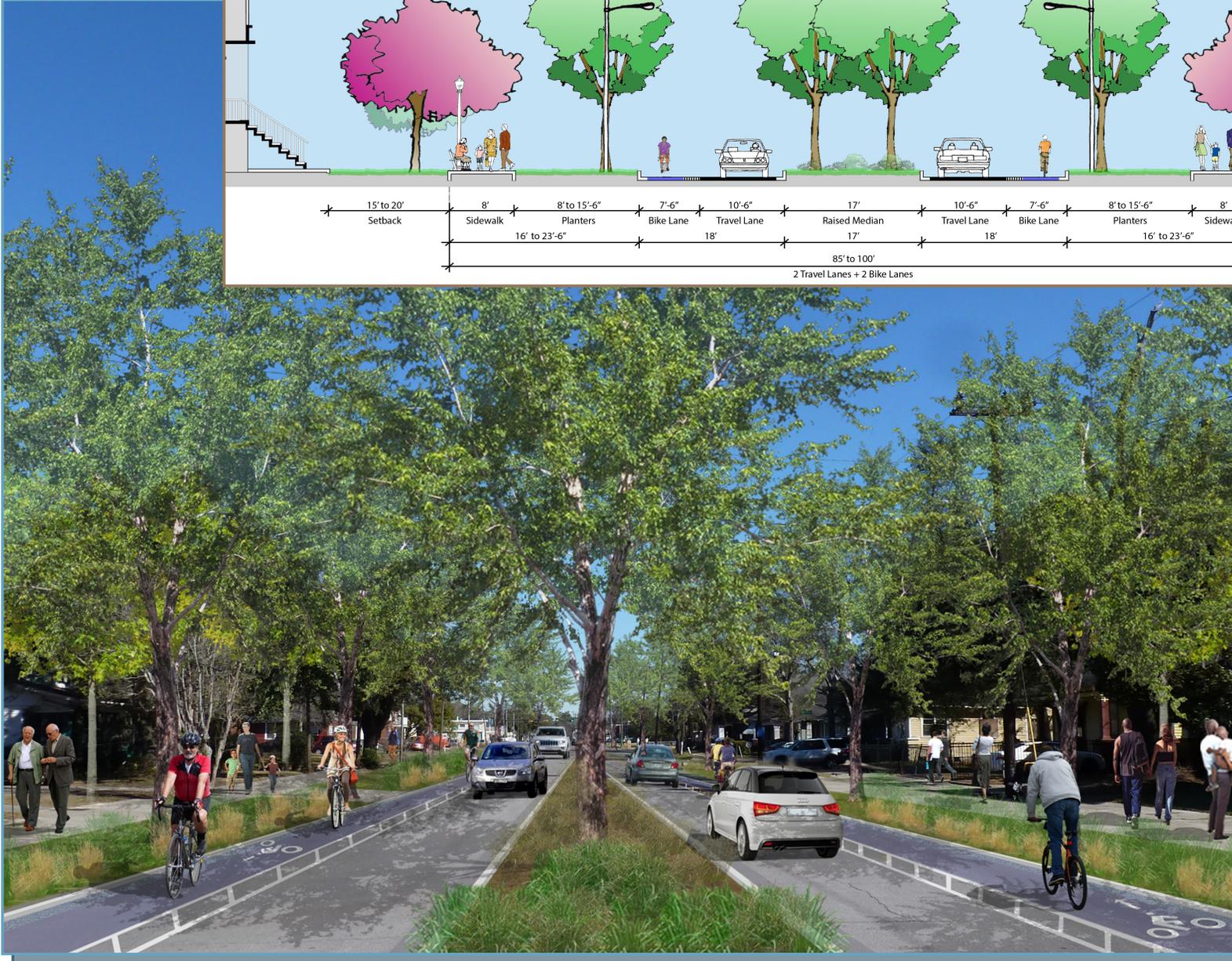


FIGURE 10 (ABOVE) AND FIGURE 11 (BELOW): PHOTOGRAPH OF EXISTING CONDITIONS, SECTION I

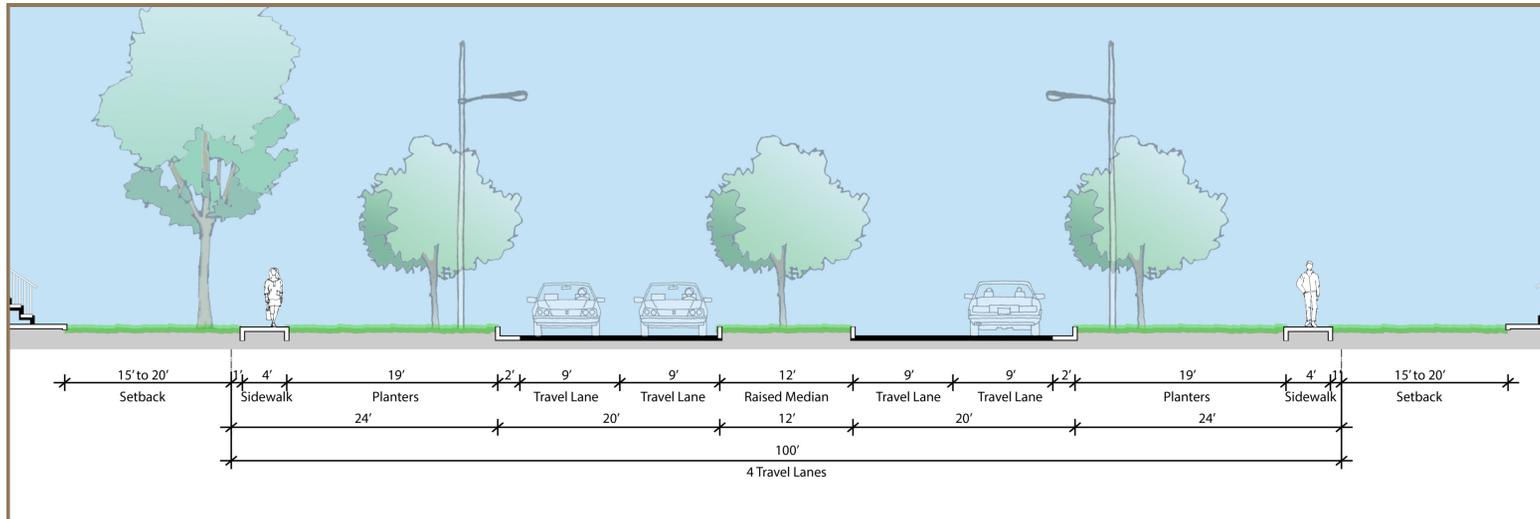




FIGURES 12 AND 13:  
 PROPOSED  
 IMPROVEMENTS SECTION I



## 2) Typical Section II: Broad St: Virginia to Canal



FIGURES 14 AND 15: EXISTING CONDITIONS: SECTION II

In Section II, we propose to refine the 2008 “Bring Back Broad” project by:

- Reducing the road bed from two-lanes to a single lane each way;
- Enhancing the existing median;
- Adding on-street bike lanes;
- A shared use path (8') on each side of the street; and,
- Relocated utilities, enhanced street furniture, bus stops, green stormwater infrastructure and landscaping.

For more details, please review the existing drawing, photographs and proposed sections in Figures 14-17.



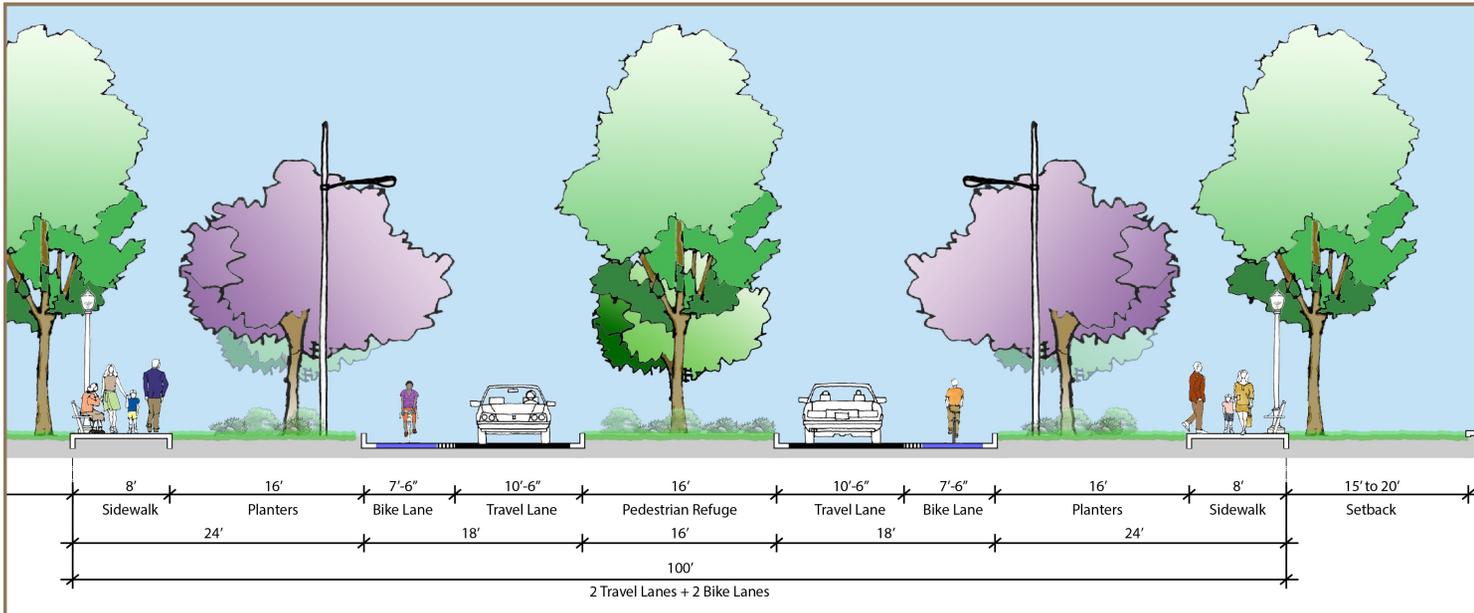


FIGURE 16 AND 17: PROPOSED CHANGES,  
SECTION II



### 3) Typical Section III: Broad St: Canal to Water Street

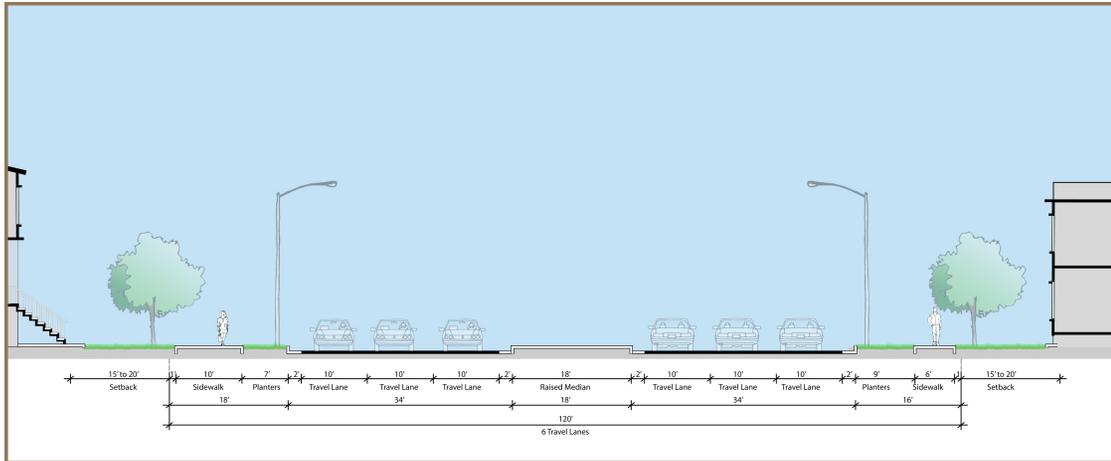


FIGURE 18: EXISTING CONDITIONS, SECTION III

In Section III, we propose a complete rebuild of the existing degraded infrastructure and road bed:

- Reducing the six-lane road to two-lanes each way with a center turn lane as needed;
- Add a landscaped median;
- Add on-street, buffered, bike lanes
- A shared use path (8') on each side of the street; and,
- Relocated utilities, enhanced street furniture, bus stops, green stormwater infrastructure and landscaping.

For more details, please review the existing drawing, photographs and proposed sections in Figures 18-20.

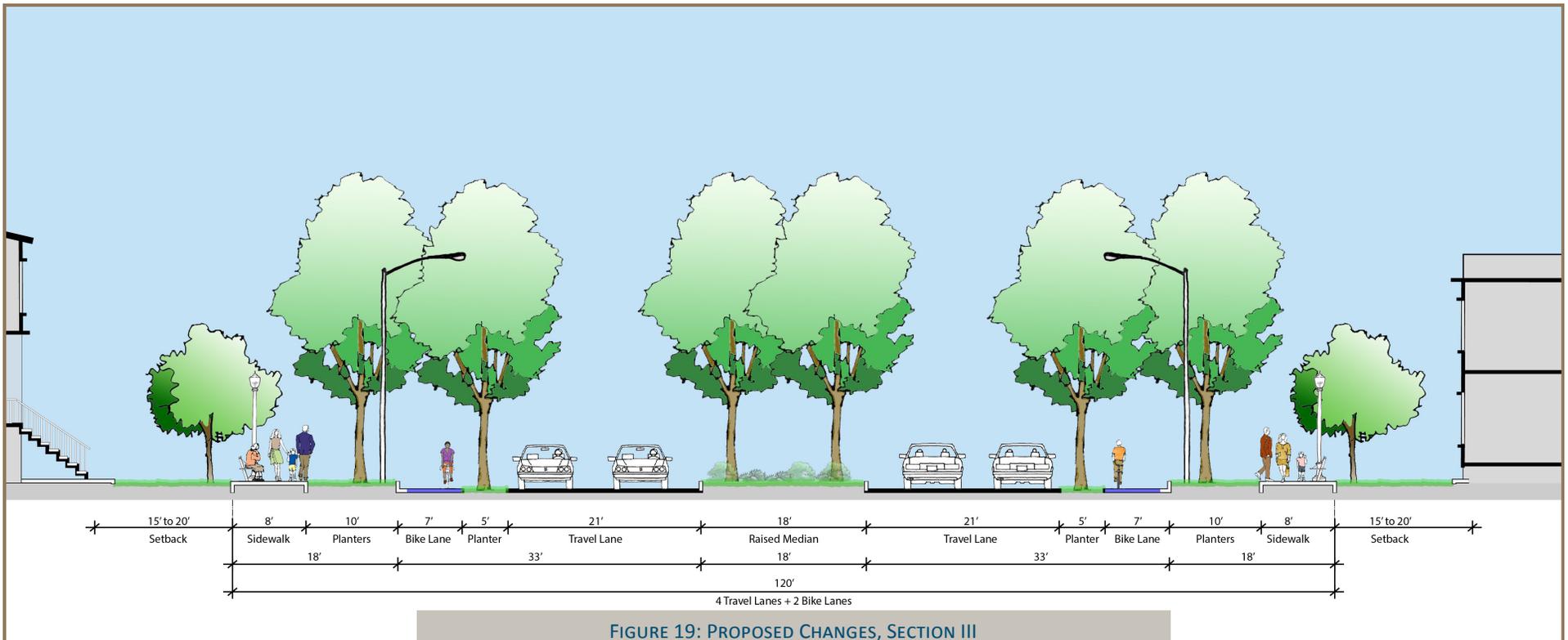


FIGURE 19: PROPOSED CHANGES, SECTION III



FIGURES 20 AND 21: EXISTING CONDITIONS AND PROPOSED CHANGES

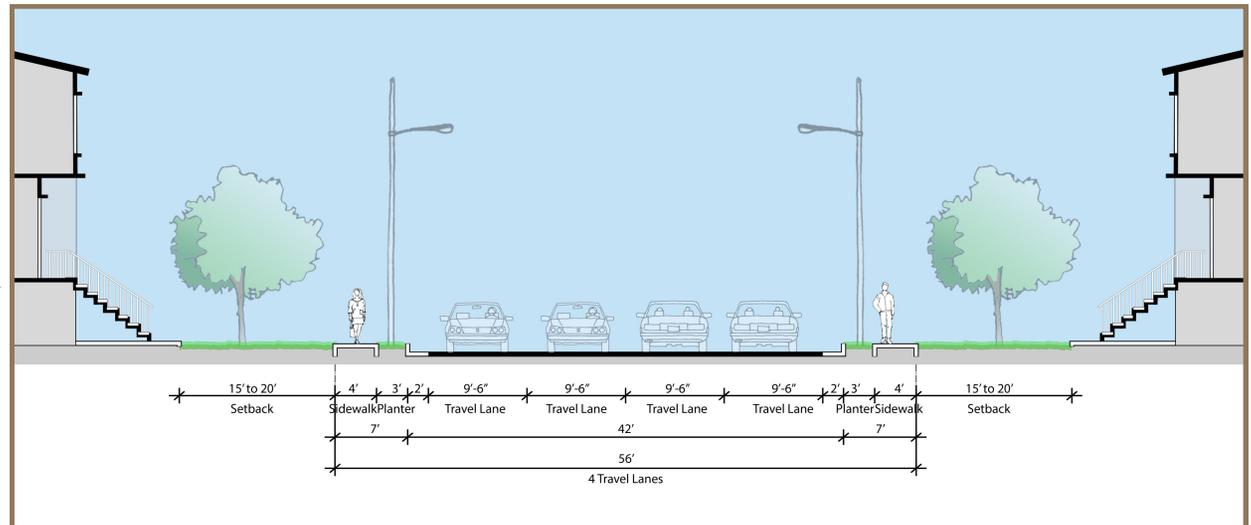


### 3) Typical Section IV: Dr. Martin Luther King, Jr. Avenue

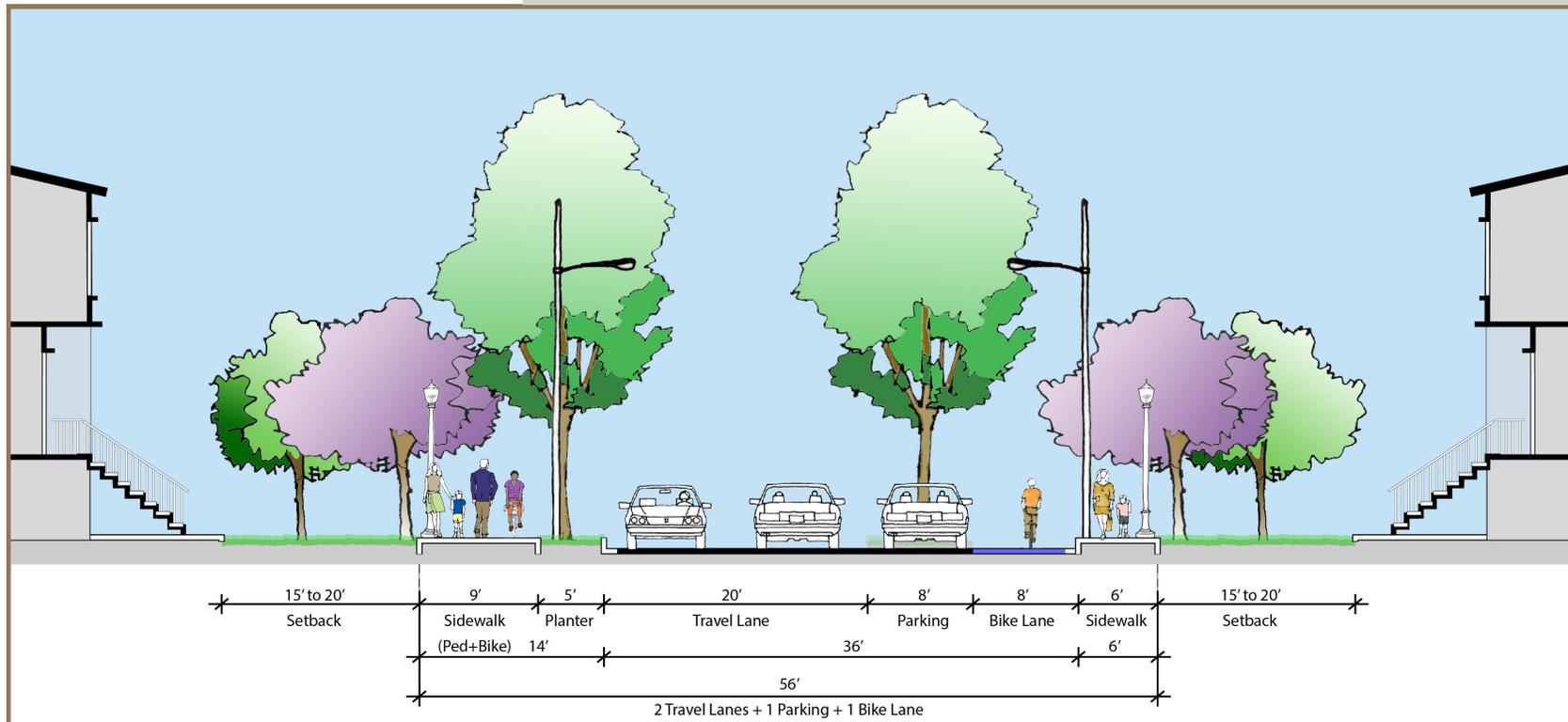
In Section IV, we propose to create a “complete street” where there is an existing three-five lane road bed:

- Reduce the lanes to one-lane each way with a center turn lane as needed;
- Add on-street bike lanes;
- A shared use path (8’) on the southern side of the street;
- Enhanced street furniture and landscaping.

For more details, please review the existing drawing, photographs and proposed sections in Figures 22-23.



FIGURES 22 (ABOVE) AND FIGURE 23 (BELOW): EXISTING CONDITIONS AND PROPOSED CHANGES



## V. OPPORTUNITY AND TRANSFORMATION

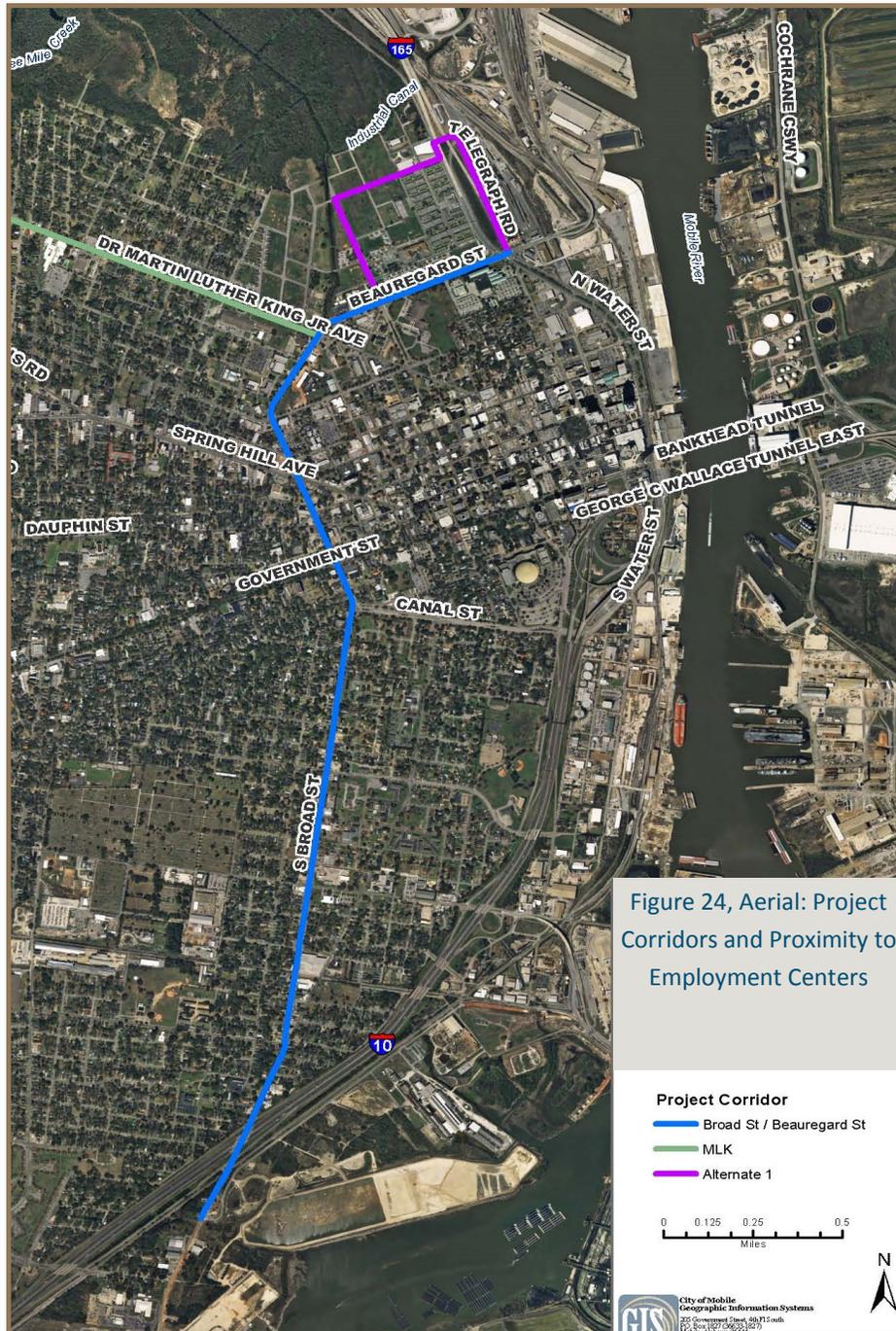


Figure 24, Aerial: Project Corridors and Proximity to Employment Centers

### A. Ladders of Opportunity: Connectivity to Employment Centers

Broad and Beauregard Streets are linked arterial streets that are critical to the efficient movement of workers and goods. The Project Corridor connects to surrounding industrial complexes, economic engines, and employment centers in and around Downtown Mobile, including the Port of Mobile and the Mobile Aeroplex at Brookley. The Project Corridor is the only direct, north-south, surface route connecting area residents with these industries and employment centers. Additionally, the Project Corridor allows for the efficient movement of goods from the Mobile Aeroplex and the State Port Authority’s various terminals to Interstate-10; U.S. Highways 98, 43, and 90; Water Street; and Interstate-65 (see Figure 24).

- At the northern terminus of the Project Corridor, Beauregard St. intersects U.S. Highways 43 and 98 and I-165, and leads directly to the CSX, Norfolk Southern, Illinois Central and Canadian National rail yards and the northernmost entrance to the State Port Authority Terminals.
- Broad and Beauregard streets form the northern and western perimeter of the Central Business District (CBD). The CBD has approximately 24,000 employees, 1.9M square feet of office space, and 147 acres of industrial space.
- At the southern terminus of the Project Corridor, Broad Street enters the Mobile Aeroplex at Brookley: a 1,650 acre commercial airport and aeroplex-industrial complex, where the Airbus A321 Final Assembly Line facility is currently under operation.
- With 4 million square feet of industrial space on 1,650 acres, the Aeroplex is one of the largest industrial parks on the Gulf Coast.
- Approximately 70 companies are located on site, employing over 3,600 people in a wide range of industries.
- Construction has begun on a \$2-4 million Advanced Workforce Training Facility at the Mobile Aeroplex with over 25,000 square feet and the first classes of students set to begin in 2017. This facility will be training up to 100 students per class in both day and night settings.

- The Aeroplex is strategically located in the Foreign Trade Zone No. 82 & the Renewal Community Zone, both of which allow for enhanced business operations and attractive tax incentives.
- Once fully staffed, the Airbus A321 final assembly line will provide jobs for 1000 workers. This represents a \$600 million investment in the plant and a per annum payroll expense of \$61 million.
- The southern leg of Broad Street the southernmost entry to the Alabama State Port Authority terminals, which provides immediate access to the Garrows Bend Intermodal Container Transfer Facility, the Logistics Park and the Choctaw Point Container Terminal.
- The Alabama State Port Authority is in the midst of expanding the Garrows Bend Intermodal Transfer Facility. When completed, Garrows Bend ITCF will provide over 300 jobs that directly connect containerized imports and exports from the Port of Mobile to major railroad lines across the United States.

Employees Near Project Corridors	
Industry	Total
Austal, USA	4,370
State Docks & Associated Industries	10,000
Aeroplex	4,837
Bishop State	357
Central Business District	24,000
<b>Total</b>	<b>33,463</b>

Overall, the Alabama State Port Authority generates 124,328 jobs, a direct and indirect tax impact of \$459 million and a total economic value of \$19.4 million.

A quick assessment indicates more than 43,000 employees in and around the Project Corridor. The City anticipates a surge in employment as additional economic development and growth takes place. The region has

multiple economic development efforts in place, including designation as an *Investing in Manufacturing Community Partnership* (IMCP) region by the US Department of Commerce.

As discussed in Section II (D), the corridor bisects several low-to-moderate income neighborhoods with an average unemployment rate of 25%. A restored, cohesive, and appealing streetscape along the Project Corridor with a variety of transportation options will serve to connect employees to employment centers. By emphasizing the neighborhoods' proximity to the

City's economic engines, the reconstruction of the Project Corridor will help the neighborhoods and their residents thrive and economically advance towards middle class status. Expanded transportation options and an inspiring Project Corridor will create "ladders of opportunities" for the residents of impacted neighborhoods.

## B. Transformation and Disciplinary Integration

### 1) Economic Development and Downtown Mobile

The "One Mobile: Reconnecting People, Work and Play through Complete Streets" initiative complements the following projects and economic development activity occurring in Downtown Mobile.

Developments in and around Downtown Central Business District			
Project	Funding Source	Amount of Funds	Details, Location, Relevance to TIGER Grant Proposal
Federal Courthouse	GSA	\$89,000,000	Construction of Federal Courthouse and renovation of existing courthouse on St. Louis St, and a key East-West corridor in the CBD.
Water St Complete Streets Initiative	City of Mobile	\$2,500,000	Phase I construction of a complete street along Water St; intersects Beauregard.
GulfQuest Maritime Museum	DOT / NOAA City of Mobile Private	\$62,000,000	Destination Water St; the first museum in the nation dedicated to the maritime heritage of the Gulf of Mexico.
Innovate Mobile Science and Research Park	Private; University of South Alabama	\$4,000,000	Creation of Technology Park and Innovation Center on St. Louis Street in the CBD; St. Louis St. intersects Broad.
Commercial Development	Private City of Mobile TIF Funds	\$69,000,000	Commercial projects underway include a new hotel, two multi-family complexes and multiple restaurants.

## 2) Neighborhood Revitalization

Predominantly low- to moderate-income neighborhoods surround the Project Corridors. Successful revitalization of inner city Mobile is tied to restoration of Broad Street, an approximately 3.7-mile north-south spine. Residents struggle with blight, disinvestment, and poverty. The economic growth at the Alabama State Port and the Mobile Aeroplex at Brookley present an opportunity for these neighborhoods to thrive once again.

Mobile has a number of initiatives underway to promote neighborhood revitalization along the Project Corridor. The Mobile Housing Board received a HOPE VI grant for the reconstruction of the Orange Grove public housing complex on the northern side of Beauregard Street. This funding created three homeownership catalyst communities, including Renaissance Gardens, on the site of former public housing complexes.

In 2011, Mobile began its land bank program, the Neighborhood Renewal Program (NRP). The City designated three NRP target neighborhoods, including the MLK Area Heritage Neighborhood, locally called “The Bottom,” where MLK Avenue intersects Beauregard Street just west of the HOPE VI project. NRP works in concert with the City’s annual investment of HOME Investment Partnership funds in the MLK Area Heritage Neighborhood. The land bank provides property for the construction of affordable, single-family homes with HOME dollars. Oakleigh/Texas Hill, a neighborhood adjacent to the Broad Street corridor, is also a NRP target neighborhood. Currently, approximately \$2.3m in federal funds (NSP, CDBG and HOME) are being invested in Oakleigh for both infrastructure and affordable housing development. In order to further support these efforts, the City recently funded a neighborhood revitalization master plan for the neighborhood.



The Neighborhood Renewal Program at work along MLK Avenue. The below historic, vacant and abandoned property located on MLK Avenue, was determined to be a nuisance. Rather than demolish, the City brought the property into the NRP, cleared titled and resold with a rehabilitation agreement. The results of this public-private partnership can be seen above.



In January, 2015, the Mobile Housing Board won two Neighborhood Choice Planning Grants for two of its severely-distressed public housing units. The Choice Planning Grants are the first steps in ensuring that these sites and the adjacent neighborhoods are presented with new opportunities for development and investment. The housing complexes targeted for the Choice Planning Grants bookend Broad Street. The Roger Williams Complex is located at the intersection of MLK Avenue and Three Mile Creek. As proposed in this Project, adding a bike and pedestrian path to MLK Avenue will enhance the neighborhood and provide quality of life improvements to existing and future residents of the new affordable housing community that will be constructed near and around the redevelopment of Roger Williams site.

In addition, the City of Mobile is the recipient of an Innovation Delivery Grant from Bloomberg Philanthropies. The Innovation Delivery Team has been investigated innovative ways to foster Neighborhood Revitalization.

The Project Corridor truly presents a rung on the “ladder of opportunity.” The creation of Complete Streets along the Project Corridors will benefit the residents of these communities, advance the goals of the homeownership catalyst community, further leverage the federal and municipal investment to date, and provide a quality of life improvement necessary for successful neighborhood revitalization.

By creating a neighborhood-based streetscape where employees want to live, and by linking the workforce to the employer, the City is encouraging and providing, efficient access to these employment centers. Access to employment in turn provides an opportunity to access middle class status. With our proposal, the “Complete Streets” characteristics that Broad Street once embodied may be again enjoyed by the families of future employees of the State Docks and Brookley.

<b>Neighborhood Revitalization Efforts Along the Project Corridor</b>			
<b>Project</b>	<b>Federal Agency Funding Source</b>	<b>Amount of Funds</b>	<b>Details, Location and Relevance to TIGER Grant Proposal</b>
<b>Neighborhood Choice Planning Grants (2)</b>	HUD	\$832,500	Master planning assistance for redevelopment of two severely distressed public housing sites. Roger Williams is located at Three Mile Creek and Dr. MLK Avenue, Jr. and Thomas James is located west of Broad Street and due north of entrance to the Brookley Aeroplex.
<b>Downtown Renaissance</b>	HUD – HOPE VI	\$15,000,000	Redeveloped public housing complex, located on the north side of Beauregard Street and Dr. MLK, Jr. Avenue.
<b>Neighborhood Renewal Program</b>	City of Mobile	\$50,000 / annually	A land bank, established to purchase and clear title to abandoned and delinquent properties. Active along Broad Street and MLK Avenue.
<b>South Oakleigh / Texas Hill Revitalization Plan</b>	City of Mobile	\$55,000	Revitalization Plan for historic neighborhood and Broad Street; plan will identify specific uses and needs of the neighborhood.
<b>Bloomberg Innovation Team</b>	Bloomberg Philanthropy Foundation	\$1,650,000	Bloomberg Innovation Team will, in an effort, to create a comprehensive and City-wide neighborhood revitalization strategy, focus on neighborhoods adjacent to Broad Street and Dr. MLK, Jr. Avenue.
<b>MLK Heritage Neighborhood</b>	HUD – HOME City of Mobile	\$11,000,000	Real property investment, economic development blight abatement, infrastructure investment and construction of single-family scattered site homes.
<b>South Oakleigh / Texas Hill Neighborhood Revitalization</b>	HOME, CDBG, NSP, City, 1772 Foundation	\$3,000,000	Real property investment, blight abatement, renovation and stabilization of blighted, historic properties, infrastructure investment and construction of new, scattered-site housing.

### 3) Inter-Connected Trails, Blueways, Greenways, and Park Initiatives

The Project Corridor is the critical north-south link and connector to several ongoing trail, greenway, and Complete Street initiatives. As such, this grant has the power to transform our community’s landscape and existing transportation infrastructure. The creation of Complete Streets along the Project Corridor will allow the following trail, greenway and passive park initiatives to completely link, thereby creating 12 miles of trails and greenways. The transformative nature of these collective projects, along with the critical role the Project Corridor serves to realize the transformation, are best illustrated in Figure 25.



Figure 24, Future Three Mile Creek Blueway and Greenway

<b>Inter-Connected Trails, Blueways, Greenways and Park Initiatives</b>			
<b>Project</b>	<b>Federal Agency Funding Source</b>	<b>Amount of Funds</b>	<b>Details, Location and Relevance to TIGER Grant</b>
<b>Three Mile Creek Greenway</b>	Department of Interior, City of Mobile and Local Foundations	\$950,000	Construction of bike and pedestrian along Three Mile Creek. The bike and pedestrian path proposed for Dr, MLK, Jr. Ave. will tie to the Greenway at the intersection of the Creek
<b>Mobile Greenway Initiative</b>	Department of Interior; City; private	Technical Assistance	Planning and technical assistance to fully realize a trail system within the City.
<b>Bay Shore Habitat Acquisition and Conservation Initiative</b>	Gulf Environmental Benefit Fund, NFWF	\$25,000,000	A proposal to create four waterfront habitat conservation areas, passive park and blue ways.
<b>Three Mile Creek</b>	EPA	\$500,000+	Watershed Management Plan for Three Mile Creek

Figure 25 (left): The Project Corridor will connect to the following trails and landscapes:

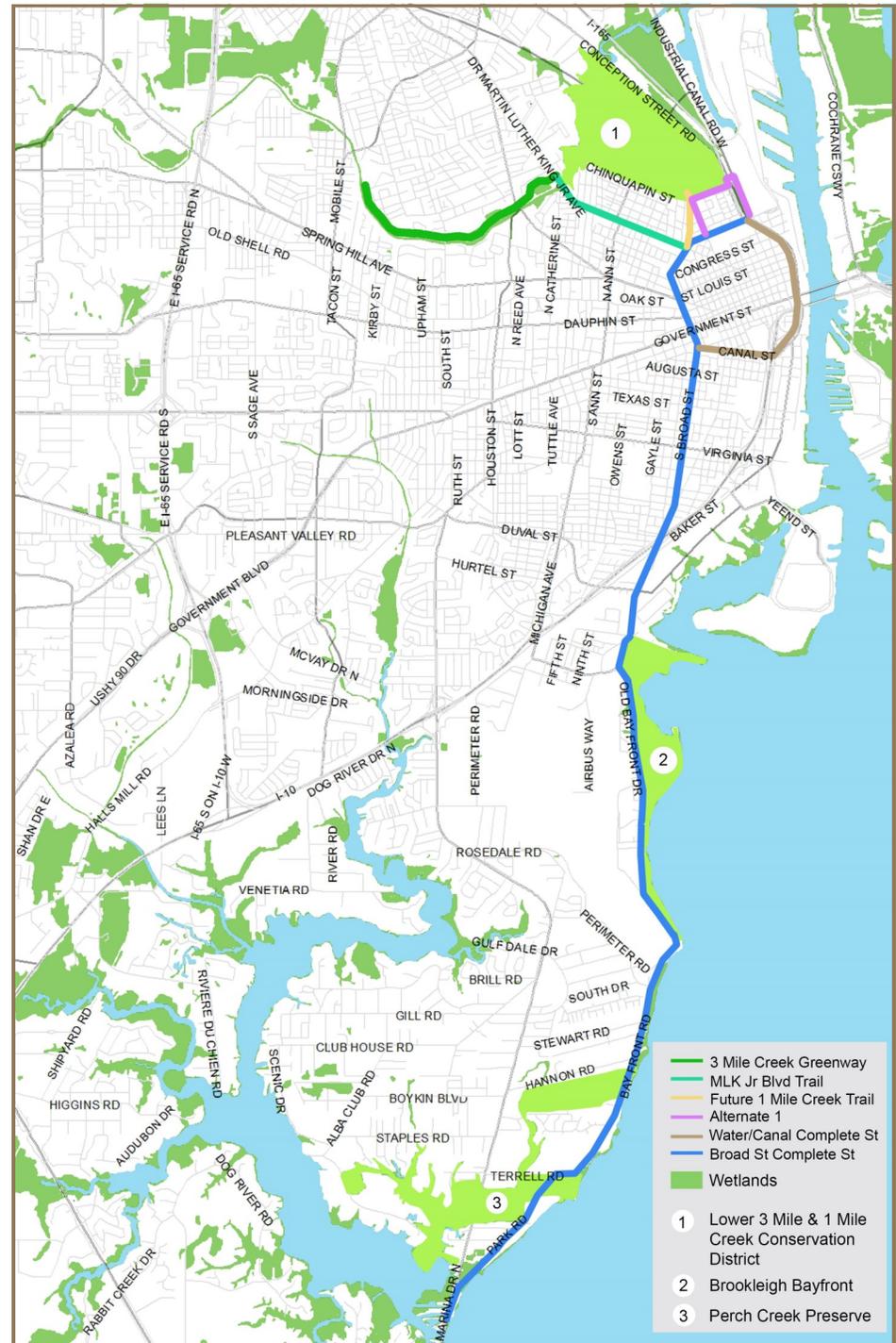
Starting from the northwest corner of the Project Corridor, the bike and pedestrian path along **MLK Avenue (light green)** will tie into the funded **Three Mile Creek Greenway (dark green)**.

Traveling southwest along MLK Avenue, the bike and pedestrian path will link to **Broad Street (blue)** at the intersection with **Beauregard Street (blue)**. Phase Three includes the construction of a stormwater park, with trail and passive recreational space, along **One Mile Creek (yellow)** at this location. The future stormwater park is an effort to ecologically treat the stormwater before it reaches the **Lower Three Mile Creek and One Mile Creek Habitat Conservation Area**, a passive park and future blueway.

Traveling south along Broad Street, the bike path will join the **Crepe Myrtle Trail**, which follows the western shore of Mobile Bay. Proposals under consideration for funding through the Gulf Environmental Benefit Fund (NFWF) include the creation of a habitat conservation area and **Bay Front Park at Brookley Bayfront**.

The **Crepe Myrtle Trail**, as it travels south along Bay Front Road, will pass two additional proposed conservation areas and blueways: **Bay Shore and the Perch Creek Preserve**.

The **Crepe Myrtle Trail** will end at Helen Wood Park, an existing bay front preserve and conservation area near the confluence of Dog River and Mobile Bay.



## VI. Grant Funds, Sources & Uses of Project Funds

### A. Amount Requested

**TIGER request:** \$14.47 million

**TIGER funds:** 68 percent

**Total Project costs:** \$21.33 million

**Other secured funds:** 32 percent

City of Mobile TIGER FY 2016 Cost Summary			
Improvements	TIGER Request	Local Funds	Total Project Cost
City Maintained Sections	\$6,247,868	\$3,320,000	
ALDOT Maintained Sections	\$8,217,176	\$3,540,000	
<b>Total</b>	<b>\$14,465,044</b>	<b>\$6,860,000</b>	<b>\$21,325,044</b>

As new facilities are constructed and added to the City’s transportation system, a need for repair and replacement of facilities, litter pickup, landscape maintenance, and additional maintenance activities is required. Additional funding is needed for the long-term maintenance of the proposed transportation facilities within the City. The City and the Alabama Department of Transportation (ALDOT) will provide funding for long-term maintenance of new facilities by appropriating funds within each fiscal year’s budget.

Note, the proposed budget may be reduced by approximately \$2 million if the leg along Beauregard Street from Lawrence to Water Street is not completely rebuilt at this time.

### B. Grant/Funding Management Plan

As a steward of federal ARRA TIGER funds, the City of Mobile is committed to a transparent and accountable financial management plan that will include:

- Current and complete disclosure of all spending on an accrual basis.
- Thorough documentation and recording of all authorizations, obligations, unobligated balances, assets, outlays, income, and interest.
- Effective control over and accountability for all funds, property, and other assets. All assets will be safeguarded and used solely for authorized purposes.
- Comparison of outlays with budget amounts for each award, related to performance and unit cost.
- Written procedures to minimize time elapsed between transfer of funds.
- Written procedures for determining reasonableness, allocability and allowability of costs in accordance with provisions of federal cost principles and terms and conditions of the award.
- Accounting records including cost accounting, that are supported by source documentation.
- Bond coverage as deemed necessary.

### C. Project Parties

- 1) City of Mobile
- 2) Alabama Department of Transportation

## VII. SELECTION CRITERIA | PRIMARY

### A. Safety

#### ***Ability to reduce number, rate and consequences of crashes***

- FHWA crash-reduction factor statistics show that upgrading pedestrian facilities with improvements, such as continental crosswalks, pedestrian signals, raised medians, refuge islands, etc., decrease pedestrian injuries and fatalities.
- Improved bicycle facilities such as bike lanes provide separated, safe, bicycle accommodations while also raising awareness for drivers of bicyclists' right to the road. Both of these factors improve safety and reduce bicycle injuries and fatalities.

#### ***Improve accessibility, especially for Economically Distressed Areas***

- Even with a growing local economy, Mobile County and the City of Mobile remain economically distressed areas.
- The 2010 U.S. Census reported that 23% of the City of Mobile population lived below the poverty line.
- Within 1.5 miles of the Project Corridor, 35% of the citizens live at or below the poverty line, and the unemployment rate exceeds 24%.
- One-third of this population cannot drive (e.g., people with disabilities, residents who cannot afford a car, youth, and seniors). Providing viable, alternative modes of transportation ensures that this large segment of the population has the mobility needed to access jobs and other destinations.

### B. State of Good Repair

#### ***Consistent with efforts to maintain transportation systems in a state of good repair***

- Reconstruction and revitalization of existing Broad Street transportation infrastructure constructed in the 1950s and 1960s.
- Revitalization of the Project Corridor will include bicycle, pedestrian, and mass transit facilities to provide alternative modes of transportation.
- Sidewalks and crosswalk improvements are vital to the mobility needs of seniors, youth, and the disabled. This Project will focus improvements to three corridors that have high demands for bicycle, pedestrian, and mass transit activity in order to connect major employment centers, schools, parks, churches, and other public facilities to the residential areas of the City of Mobile.

#### ***Rehabilitate projects that threaten future economic growth due to poor condition***

- Complete rehabilitation and reconstruction of the Broad Street corridor, which is a major arterial street connecting Interstate-165, Interstate-10, and residential areas of Mobile to the Brookley Complex and Garrows Bend shipping container complex (which are major economic engines and employment centers within the City of Mobile and the State of Alabama).
- The rehabilitation of the Project Corridor will include facilities for alternative modes of transportation to revitalize the entire corridor and further enhance the local and regional economy.
- Without rehabilitation, the future economic growth of the City of Mobile and the State of Alabama will be limited due to aging infrastructure within the Project Corridor.

#### ***Project is appropriately capitalized and optimizes long-term cost structure***

- The City of Mobile and ALDOT have allocated over \$6.6 million (32% of total Project cost) in matching funds for *One Mobile*:

*Reconnecting People, Work and Play through Complete Streets.*

- The City of Mobile and the ALDOT are committed to the long term maintenance of the Project Corridor and have annual budget appropriations to adequately maintain the proposed improvements.

### ***Sustainable source of revenue for long-term operations***

- The City and ALDOT adopted annual budgets and capital improvement plans to incorporate maintenance requirements of both motorized and non-motorized transit facilities. Revenue sources utilized to fund capital improvement and maintenance projects include: 2% sales tax, ad-valorem property tax, utility fees, and various other fees, such as business licenses and lodging taxes.
- The proposed Project improvements will become part of regular street maintenance for the City of Mobile and ALDOT.

### **C. Economic Competitiveness**

#### ***Improve long-term efficiency, reliability, or cost-competitiveness in movement of workers or goods***

- The Project will improve the cost-competitiveness in the movement of workers and goods to two major economic engines of the City of Mobile and State of Alabama, Brookley Field (home of the new Airbus manufacturing facility), and Garrows Bend shipping container facility.
- Rehabilitation of aging Broad Street infrastructure will provide efficient and safe direct access from Brookley Field and Garrows Bend to Interstate-10 and Interstate-165.
- Bicycle, pedestrian, and mass transit facilities will provide residents and workers transportation alternatives to reach major employment centers, which will also reduce congestion and improve efficiency of the Broad Street corridor.

- One third of the population cannot drive (people with disabilities, residents who cannot afford a car, youth, and seniors). Providing viable, alternative modes of transportation ensures that this large segment of the population has the mobility needed to safely access jobs and other destinations.

#### ***Allow for net new investments in expansion, hiring, or other growth of private-sector production, particularly in Economically Distressed Areas***

- The Project Corridors are vital to the success of the growing economic engines of Brookley Field and Garrows Bend. Without improvements, the economic competitiveness and growth of these facilities are limited.
- The Project will provide the necessary infrastructure improvements to achieve the urban renewal goals set forth in the Bring Back Broad Redevelopment Strategy.
- Developing “Complete Streets” will encourage reinvestment and revitalization of businesses in this deteriorating section of Mobile.
- Increased walkability and bicycle friendliness of communities will increase property values in the community while generating more revenue and jobs for private industries.
- In most metro areas studied, every one-point increase in the 100-point Walk Score scale is associated with an increase in home value of \$500 - \$3,000.
- Increasing biking provides retail opportunities for bicycle sales, repair, and rental.

#### ***Other methods of demonstrating economic competitiveness***

- Nationally, health-care costs related to obesity are \$147 billion annually.
- Providing facilities for more biking/walking will encourage people to exercise, thereby improving health.

- Per capita cost savings related to increased physical activity are \$128 per year.
- Health benefits resulting from this Project are estimated at \$398,782 annually. Refer to Attachment 2: Benefits-Cost Analysis for detailed calculations.

#### **D. Quality of Life**

##### ***Enhance user mobility through creation of more options***

- The Mobile region has optimal climate for bicycle and pedestrian facility utilization as viable modes of transportation year round.
- Current system is disconnected and fragmented, leaving behind those who most need alternative modes of transportation: youth, seniors, and low-income individuals.
- Providing bicycle/pedestrian infrastructure encourages behavior changes needed to improve health, the environment, and overall quality of life.
- The Project Corridors connect large employment centers to large residential areas within Mobile. The addition of bicycle, pedestrian, and mass transit facilities will provide residents transportation options that currently do not exist to and from these employment centers.

##### ***Modal connectivity, reducing congestion***

- Providing better bicycle/pedestrian connections to transit stops will extend bike and bus trips and invite more people to walk, ride, and use transit.
- Providing additional mass transit facilities along the Broad Street corridor will result in an increased use of mass transit transportation throughout the City of Mobile.
- Congestion savings are estimated at over \$30,000/year

#### **E. Environmental Sustainability**

##### ***Improve energy efficiency; reduce dependence on oil; reduce greenhouse gas emissions***

- Biking and walking are the only two truly “green” forms of transportation, resulting in zero emissions and reduction of the number of automobiles on our roadways.
- The Project is expected to reduce annual vehicle miles travelled (VMT) as people divert auto trips with trips by biking, walking, and mass transit.
- Estimated savings of over 4,380 gallons of fuel/year. Refer to Attachment 2: Benefits-Cost Analysis for detailed calculations.
- Eliminates over 42 metric tons of air pollution annually. Refer to Attachment 2: Benefits-Cost Analysis for detailed calculations.

##### ***Maintain, protect or enhance environment***

- Rehabilitation and reconstruction of the aging stormwater infrastructure within the Project Corridors to include green technologies will improve stormwater management and reduce the discharge of stormwater pollutants to environmentally-sensitive waterways in and around Mobile.
- Rehabilitation and reconstruction of sanitary sewer infrastructure within the Broad Street corridor will reduce the uncontrolled discharge of raw sewer during storm events, further protecting environmentally-sensitive waterways in and around Mobile.
- Proposed infrastructure improvements are within the existing roadway right-of-way and therefore have minimal impact on the environment.
- Reduction of vehicular emissions by reducing VMT.

## VIII. SELECTION CRITERIA | SECONDARY

### A. Innovation

*One Mobile: Reconnecting People, Work and Play through Complete Streets* utilizes multiple innovative approaches to revitalizing the Project Corridor while preserving the historical character.

- Provide and improve transportation options by modifying the existing roadway infrastructure to include facilities for bicyclists, pedestrians, and mass transit.
- The Complete Street approach will revitalize the aging and distressed Project Corridor by improving safety and accessibility and encouraging reinvestment and redevelopment within the local community while preserving the historic value of the area.
- Complete infrastructure reconstruction of the Project Corridor will not only extend the infrastructure lifespan and reduce annual maintenance costs, but will also reduce impacts to water quality and the environment currently occurring due to the aging and failing stormwater and sanitary sewer infrastructure within the Project Corridor.
- Innovative low-impact, green infrastructure construction methodologies will be implemented to further reduce environmental impacts.

### B. Partnerships

Partnership is the fundamental foundation for this Project and is key to creating the opportunities citizens of Mobile need to climb the ladders of opportunity. The narrative and letters of support demonstrate the significant role government, business, and community groups have each elected to play in order to provide access to these opportunities.

- The State has stepped forward as a lead partner in providing significant monetary support for this Project.

- The Mobile Airport Authority, the Alabama State Port Authority, and other governmental partners have each stepped forward in support because they see this as a significant step to the ultimate success of the ongoing economic development projects along the Project Corridors. This Project links the potential workforce needed for the billion dollars of investments being made on the facilities at the foot of Broad Street.
- The communities and businesses along the Project Corridor have signed on as partners because they realize this Project will help residents realize the promises this unique moment in time has provided them. Economic development at the Mobile Airport Authority and at the Port of Mobile includes nearly 5,000 total job opportunities at these locations in the next two years.
- Bishop State Community College and community advocacy groups have clearly identified the potential rungs on the ladder of opportunity available for students to climb by providing access to jobs on one end of the Project Corridor and access to transportation at the City's transportation hub on the other end. They have agreed to partner to ensure the success of this Project.

Because of the partners that have formally signed on to support this, this effort has a chance to not only transform the appearance of Downtown Mobile but to also transform the economic condition for the citizens who live within it. The significance of this Project has not escaped the partners in this effort. Its impact will be significant and transformative.

A complete set and list of letters of support from the Project partners can be found at [www.cityofmobile.org/reconnectingmobile](http://www.cityofmobile.org/reconnectingmobile).

### C. Disciplinary Integration

This grant is integrated into several ongoing and proposed federally-funded projects in the vicinity of the immediate Project area. This topic is discussed at length in Section V(B).

## IX. DEMONSTRATED PROJECT READINESS

### A. Technical and Financial Feasibility

Proposed transportation facilities follow nationally-accepted design standards and will be simple design and construction projects following the City’s established standards. The proposed Project is mostly within existing rights-of-way and will require minimal right-of-way acquisition. Cost estimates have been prepared and matching funds are identified which ensure the financial feasibility of the Project.

### B. Project Schedule

In September, 2015, the City of Mobile entered into a contract with a local engineering firm to provide pre-construction and engineering services. The City and ALDOT have allocated the proposed funding. The schedule for improvements depends on the award of the grant and will be finalized upon its receipt. All proposed infrastructure improvements are along existing roadways and do not require right-of-way acquisition or extensive environmental permitting. The Project will be ready for TIGER FY 2016 funding disbursements by September, 2017, and be completed by October, 2020. The following is the Preliminary Project schedule:

Preliminary Project Schedule			
	Task	Start Date	Completion Date
1	Award Design Contract – NTP		October, 2015
2	NEPA	November, 2015	November, 2016
3	Preliminary Engineering	November, 2015	November, 2016
4	Final Design	December, 2016	September, 2017
5	PS&E Approval		October, 2017
6	Advertise for Bid	November, 2017	December, 2017
7	Award Construction Contract		February, 2018
8	Project Construction	February, 2018	October, 2020

### C. Required Environmental Approvals

The Project will qualify for a Categorical Exclusion (CE) as all construction activities will occur within existing rights-of-way and on previously-disturbed soil. In addition, all federal, state, and local agencies will be coordinated prior to the commencement of construction.

### D. Legislative Approvals

No further legislative approvals are needed for the Project to move forward.

### E. State and Local Planning

The revitalization of the Project Corridors has been included in the following planning documents:

- Map for Mobile, A New Comprehensive Plan for the City (underway now)
- New Plan for Mobile (adopted 2012)
- Bring Back Broad Redevelopment Strategy (2006)
- Neighborhood Renewal Program Target Neighborhoods:
- Texas Hill / South Oakleigh Neighborhood Revitalization Plan
- Mobile Metropolitan Planning Organization Long Range Plan identifies the Broad Street corridor as a high priority needs for Bicycle lanes.

## IX. RESULTS OF BENEFITS – COSTS ANALYSIS

Overall, the Project has an annual estimated Year 1 benefit of \$13,475,638 as compared to the TIGER request of \$14,465,044.

Over a 20-year time horizon, the total estimated benefit is over **\$181,649,830** million, whereas the total costs are estimated at **\$21,128,110** million, representing benefit-to-cost ratio of **8.6 to 1**.

**Refer to Attachment 2: Benefits-Cost Analysis for the detailed calculation of benefits and the demand/benefits methodology.**

**A. Job Creation and Economic Stimulus**

The proposed Project includes \$17.5 million in infrastructure investment which is shown to not only generate significant construction-related jobs, but has an indirect and induced impact on job creation as the salaries and sales generated by the construction activity, in turn, generate additional purchases and jobs. Bicycle and pedestrian infrastructure projects create 46 percent more jobs per \$1 million spent than road construction projects that do not include bicycle and pedestrian components. The following table provides direct and indirect, as well as short-term and long-term job projections. In all, the Project proposal will have a significant impact on the Mobile County economy.

<b>ESTIMATED JOBS CREATED</b>	
<b>SHORT-TERM</b>	<b>AMOUNT</b>
Construction Jobs	275
Indirect Jobs	279
Induced Jobs	162
<b>Construction Costs</b>	<b>\$21,129,110</b>
Projected construction job creation based upon 13 construction jobs/ \$1 million investment.	
132,000 indirect jobs/\$10 billion investment	
77,000 induced jobs/\$10 billion investment	

**B. Federal Wage Rate Requirement**

All laborers and mechanics employed by contractors and subcontractors on projects funded directly, in whole or in part, by TIGER grant funds through the federal government shall be paid wages at rates not less than those prevailing on projects of a character similar in the locality as determined by the Secretary of Labor in accordance with U.S. Code Subchapter IV, Chapter 31, Title 40. The signed certification of compliance can be found at <http://www.cityofmobile.org/reconnectingmobile>.

No information contained within this application is confidential.



**Vision**

A unified community striving to become the safest, most business and family friendly city in America by 2020.

**Community**

Businesses, families, and you; the ambassador, the doer, the believer.