



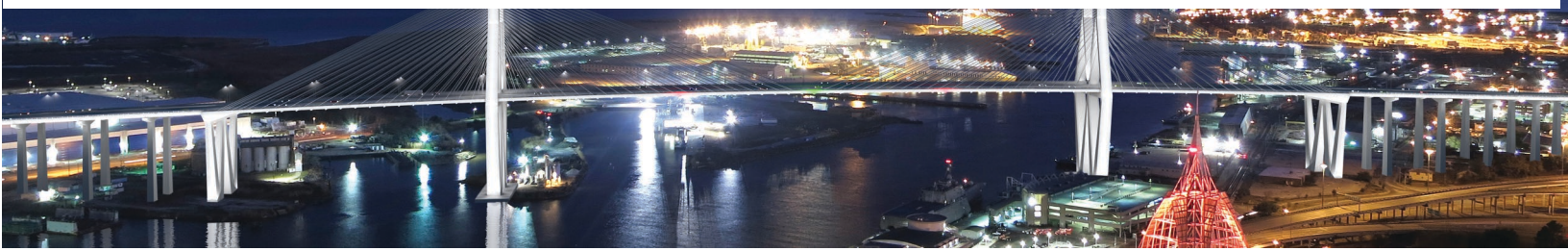
May 6, 2024

FY 2025-2026 Multimodal Project Discretionary Grant Opportunity (MPDG)



I-10 MOBILE RIVER BRIDGE AND BAYWAY MULTIMODAL PROJECT Project Requirements

For more information, please visit: <https://mobileriverbridge.com/fy25-26-mega-grant/>



PROJECT REQUIREMENTS

The project meets the statutory project requirements for this grant application.

Table 1: Statutory Selection Requirements

23 U.S.C. 117 INFRA Large	49 U.S.C. 6701 Mega	Guidance
<p>(1) The project will generate national or regional economic, mobility, or safety benefits</p>	<p>(1) The project is likely to generate national or regional economic, mobility, and safety benefits</p>	<p>The Mobile River and Bay crossings are part of the I-10 corridor, an essential link in the U.S. Interstate Highway network. The project will ease congestion, improving travel time and reliability for the movement of freight and people. Significant travel time savings will be realized for passenger vehicles and commercial drivers. I-10 is the southernmost transcontinental highway in the U.S. and a major freight corridor. The accompanying Benefit-Cost Analysis estimates that trucks will save more than 5 million hours over 30 years, valued at \$169 million (2022 dollars). Non-commercial vehicles will save more than 11 million hours over 30 years (\$372 million); cars will already be saving more than 100 thousand hours a year one year after the project opens.</p> <p>This corridor also has heavy tourist traffic that will expand with the reduced congestion that this project will provide.</p> <p>The Bay crossings are very susceptible to storm damage; when they are compromised, the effects can resonate throughout the entire highway system, creating back-ups, supply interruptions, and delays. I-10 in Mobile is also an important local and regional evacuation route during crises.</p> <p>Current geometry for the horizontal and vertical curves will be updated to today's standards, which will provide safety benefits. In addition to geometry, the reduction of the congestion will lead to significantly fewer traffic crashes. A ten-year crash history analysis indicated that the project limits of I-10 experienced a high crash rate of 364 crashes a year. Over a 30-year period, the project is expected to reduce crashes by 50%, resulting in eight</p>

Project Requirements

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		fewer fatal crashes, and about 720 fewer injury crashes, or about 36 fewer injury crashes per year.
(2) The project will be cost-effective	(2) The project will be cost-effective	<p>Considering all monetized benefits and costs, including capital as well as operating and maintenance costs, the project would result in a net present value of \$1.616 billion in 2022 \$ and a benefit-cost ratio of 1.67 when using a 3.1% discount rate.</p> <p>Other significant benefits (such as improved travel time reliability, reduced risk of crashes with hazardous materials in residential communities, and faster emergency evacuations) would considerably increase the actual value of benefits if monetized.</p>
(3) The project will contribute to 1 or more of the national goals described under Section 150	No statutory requirement	<p>The Mobile River project’s directly address all of the national goals under Section 150, including:</p> <ul style="list-style-type: none"> • Environmental Sustainability - by replacing the current, vulnerable bridge with one that can withstand a hundred-year storm. • Safety - by replacing outdated roadway geometry to reduce crashes. • Congestion Reduction - by expanding capacity along the Mobile River and Mobile Bay, which at times serves as a choke point along I-10, a key freight route. • Reduced Project Delivery Delays – the Project employs a Progressive Design Build delivery method to shorten the procurement and preliminary design process, and innovative approaches like top-down construction to minimize the construction schedule. • System Reliability – the Project will enhance reliability through better resiliency and additional capacity. • Infrastructure Condition – the project will replace a major 7-mile-long asset that otherwise will require major investment to maintain a state of good repair. • Economic Vitality – additional capacity provided by the new structure will directly address the significant ongoing growth in Baldwin and Mobile Counties, while also addressing expansion needs of the Port of Mobile by accommodating large vessels on the Mobile River
(4) The project is based on the results of preliminary engineering	No statutory requirement	Preliminary design for the project has been taken past the 30% plan level in many areas. Completed studies to date include (Click here to see some of the preliminary plans):

Project Requirements

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		<ul style="list-style-type: none"> • Type, Size, and Location drawings for roadways, interchanges, high-level bridges, and main span river crossing. • Project-wide survey, including Mobile Bay bathymetry. • Geotechnical testing (185 borings, 11 piles, and one drilled shaft have been completed to date) and Advance Load Test Program • Level 1 and 3 Storm Surge Analysis and Report • I-10 Mobile River Bridge Crossing Electronic Toll and License Plate Survey Technical Report • No Build and toll-free travel demand models • Preliminary hazardous material study • Traffic and Revenue Analysis • Drainage reports • Draft FAA permits • Final ROW plans • Preliminary utility maps • Bayway signage plans • Bicycle/pedestrian studies. • Project Specific Climate Report (Wind Study) • Vehicle crash data • Interstate Modification Report (for all eight interchanges) • West Side Foundation Report • Main Span Bridge Report • High Level Approaches Report • Manatee Assessment • Draft Mitigation Plan • Stormwater Technical Memorandum • West Tunnel Interchange (Canal/Water Street) plans • Traffic Counts and Signal Information • Typical Sections • Vessel Collision Report • Project Design Criteria • Subsurface Utility Engineering
<p>(5) With respect to related non-federal financial commitments, 1 or more stable and dependable sources of funding and financing</p>	<p>(3) With respect to non-federal financial commitments, 1 or more stable and dependable</p>	<p>ALDOT is responsible for maintaining I-10 in the state, including as it crosses the Mobile River and Bay. ALDOT passed legislation to allow for electronic tolling. The electronic tolling legislation was specifically created with this project in mind to create a revenue stream of tolls in order to pay the bonds used to fund this project.</p>

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<p>are available to construct, maintain, and operate the project, and contingency amounts are available to cover unanticipated cost increases</p>	<p>sources are available to construct, operate, and maintain the project, and to cover cost increases</p>	<p>Recently, Alabama adopted an increase in the state gas tax to help fund transportation investments as part of the recent Rebuild Alabama Act.</p> <p>If awarded, this MPDG grant would represent approximately 19% of the cost of the project. As discussed in the Budget section of this application ALDOT will apply for TIFIA loan funding through Build America Bureau, has been awarded an INFRA grant of \$125 million and has Protect funds, totaling approximately 50% of the project cost. The remainder of the project cost, or approximately \$831M, will be funded through Non-Federal sources, includes state highway bonds, toll revenue bonds and direct state funding. ALDOT has committed a minimum of \$250M, which is anticipated to be sufficient to cover unexpected costs or shortfalls in other sources.</p> <p>The construction cost estimate includes a contingency and change order with a combined amount of \$225 million. If other unexpected costs beyond this amount, the State funds mentioned above will cover it.</p>
<p>(6) The project cannot be easily and efficiently completed without other Federal funding or financing available to the project sponsor</p>	<p>(4) The project is in significant need of Federal funding</p>	<p>The estimated project cost is \$2.8 billion (\$3.27 billion when financing costs and other reserves are included) and therefore the project is too expensive for the state to fund on its own when its total annual earmarked funds are less than \$2 billion (\$1.76 for FY2023).</p> <ol style="list-style-type: none"> 1) If federal funds were not received, the project as proposed could not be advanced. Significant project scope reduction would have to be considered on the new Mobile River Crossing and/or Bayway. However, both of these elements are necessary to meet the purpose and need for the project as documented in the FEIS/ROD and cannot be removed in their entirety. 2) A lack of grant funding will likely result in the project being delayed indefinitely. The state transportation asset management plan has this project listed under special funding due to the high project costs and there is no avenue for the state to solely fund the construction of this project. The tolling will generate the majority of the revenue but this grant is necessary to fill the gap. 3) Project costs will increase every year this project is

Project Requirements

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		<p>delayed. If MPDG or other federal funds are not secured, it will become increasingly more difficult to fund this project as noted in #1 and #2 above.</p>
<p>(7) The project is reasonably expected to begin construction no later than 18 months after the date of obligation of funds for the project</p>	<p>No statutory requirement</p>	<p>If awarded this MPDG, ALDOT will <u>immediately</u> move ahead to build this critical project.</p> <p>Construction is scheduled to start early 2025 and be complete in 2030.</p>
<p>No statutory requirement</p>	<p>(5) The applicant has, or will have, sufficient legal, financial, and technical capacity to carry out the project.</p>	<p>ALDOT regularly funds and manages large transportation projects. A Combined Final EIS/Record of Decision was signed by FHWA on August 15, 2019. ALDOT has a staff, consultants, technical advisors, and legal advisors, devoted to working on this project. ALDOT has engaged two financing firms to provide guidance on the financial aspects, specifically debt issuance, of this project and has participated in extensive traffic and revenue studies to determine the likely toll revenue to be generated on this project. ALDOT is on schedule to have a complete financing plan in June 2024. The Draft funding plan can be found here. ALDOT has the legal authority to pursue this project, including through the alternative delivery method of a progressive design-build.</p>
<p>No statutory requirement</p>	<p>(6) The application includes a plan for the collection and analysis of data to identify the impacts of the project and accuracy of forecasts included in the application.</p>	<p>Data will be collected before project construction begins and after opening for five years. Data collected before construction and after the I-10 Mobile River Bridge and Bayway are open will be compared to help evaluate how well the project’s impacts align with what was forecast. Please see the Mobile River Bridge Data Collection Plan uploaded with this application as an appendix.</p>