

# South Alabama Regional Planning Commission

## Comprehensive Economic Development Strategy

August 2007



## Table of Contents

<b>Section 1 – Executive Summary .....</b>	<b>1</b>
SARPC Organization and Governance .....	2
Staff Support.....	2
Committee Work.....	2
<b>Section 2 – Public and private Partnerships.....</b>	<b>3</b>
<b>Section 3 – Economic Analysis .....</b>	<b>5</b>
Economy .....	5
Population Size.....	5
Future population Forecasts .....	5
Population Composition and Age Distribution .....	6
Economic Analysis .....	7
Workforce Development .....	9
Workforce Supply – Mobile County.....	10
Workforce Demand – Mobile County .....	11
Workforce Supply – Baldwin County.....	13
Workforce Demand – Baldwin County .....	14
Transportation .....	17
Motor Freight .....	21
Rail .....	21
Air .....	22
Metropolitan Planning Organization .....	22
Rural Planning Organization .....	24
Waterway System.....	24
Port of Mobile.....	25
Infrastructure .....	26
Water .....	26
Sewage Treatment .....	27
Interconnections of Wastewater Treatment Systems.....	27
Future Needs .....	27
Escambia County Existing Facilities Findings.....	28
Mobile County Wastewater Treatment Facility Needs .....	28
Communication.....	29
Telecommunications .....	29
iTen Wired .....	30
Energy Distribution Systems.....	30
Electricity .....	30
Natural Gas.....	31
Industrial and Commercial Sites .....	32
Education .....	33
Environment .....	37
Environmental Overview .....	37

Environmental Issues.....	38
Mobile Bay .....	39
Jubilees.....	41
Aging .....	42
Area Plan on Aging Summary.....	42
<b>Section 4 – Economic Cluster Analysis .....</b>	<b>44</b>
Service .....	44
Healthcare .....	44
High Technology.....	45
USA Technology and Research Park .....	45
Maritime.....	46
Other Services .....	46
Manufacturing.....	47
Distribution.....	48
Brookley.....	48
Port of Alabama .....	48
International Trade.....	49
Retail and Wholesale Trade.....	50
Hospitality and Tourism .....	51
<b>Section 5 – Action Plan.....</b>	<b>52</b>
Vision Statement .....	52
Goals .....	52
Education/Manpower Training .....	52
Economic Development.....	52
Infrastructure and Community Services .....	52
Government/Community Leadership .....	53
Quality of Life.....	53
Environmental.....	53
Strategies/Objectives/Policies .....	53
Education/Manpower Training .....	53
Economic Development.....	54
Infrastructure and Community Services .....	55
Government/Community Leadership .....	56
Quality of Life.....	57
Environmental.....	57
Summary .....	58
Evaluation Criteria .....	58
Indicators .....	58
<b>Appendices .....</b>	<b>i</b>

## Tables

Table 1	Population of the Counties, 1970 to 2006 .....	5
Table 2	Population Estimates of Counties, 2000 to 2025 .....	6
Table 3	South Alabama EDD Age Composition Changes 2000-2006 .....	6
Table 4	Population of Counties by Race, 2000 .....	7
Table 5	2006 Labor Force Characteristics .....	7
Table 6	2000 – 2006 Unemployment Rates .....	8
Table 7	Civilian Labor Force and Unemployment Estimates for Counties Annual Averages 2001 – 2006 .....	8
Table 8	Persons in Poverty in the South Alabama EDD; 1997 – 2004 .....	9
Table 9	Median Income in the South Alabama EDD; 1997 – 2004 .....	9
Table 10	Per Capita Personal Income for South Alabama EDD Counties; 2000 and 2005 .....	9
Table 11	Mobile County Labor Force; 2005 .....	10
Table 12	Labor Force - 2004 .....	14
Table 13	Highway Mileage; 2003 .....	17
Table 14	Region Water Systems – 2005 .....	26
Table 15	Available Industrial and Commercial Properties .....	32
Table 16	Education Levels in Baldwin County – 2005 .....	34
Table 17	Education Levels in Escambia County – 2005 .....	35
Table 18	Education Levels in Mobile County – 2005 .....	36
Table 19	Education Levels in the State of Alabama – 2005 .....	37
Table 20	Land and water Area of the Region (in square miles) .....	38
Table 21	Endangered and Threatened Species by County .....	41

## Maps

Baldwin County Functional Classification of Roadways .....	18
Escambia County Functional Classification of Roadways .....	19
Mobile County Functional Classification of Roadways .....	20

## Section 1

# South Alabama Regional Development District Comprehensive Economic Development Strategy

## Executive Summary

The Comprehensive Economic Development Strategy (CEDS) is the result of a local planning process designed to guide the economic growth of an area and serves as the economic development program required by the EDA. The CEDS is both a document and a process. The process involves analysis, planning and action to promote new economic development activity and improve community facilities and services. Furthermore, a CEDS is required to qualify for Economic Development Administration (EDA) assistance under its public works, economic adjustment, and other planning programs, and a CEDS is a prerequisite for designation by EDA as an Economic Development District (EDD).

In 1975, the South Alabama Regional Planning Commission became involved in its first Economic Development Planning program. First published in December, 1977, the Overall Economic Development Plan (OEDP) provided the information necessary for EDA to designate the two counties as redevelopment areas in order that vital public works and development projects could be undertaken to reduce area unemployment and to expand economic opportunities throughout Mobile and Escambia Counties. In May, 1986, the South Alabama Region was designated as an Economic Development District (EDD). Over the past 20 years SARPC has continually updated and maintain this document meeting required criteria from EDA. In 1991 the OEDP became the Comprehensive Economic Development Strategy (CEDS).

SARPC serves as an arm of local government and is also organized as a non-profit corporation (501(c) 3). Geographically SARPC includes, Baldwin, Escambia, and Mobile Counties. The CEDS oversight committee is composed of a minimum of 51 percent elected officials with the remainder of the committee representing agriculture, commerce, industry, civic organizations, education, labor and minorities. One committee member serves on the Governor appointed Rural Action Authority and serves as the workforce development committee chair for our region.

The 2007 CEDS has been rewritten and will be referred to as the South Alabama Regional Planning Commission Comprehensive Economic Development Strategy 2007. As we move into the 21<sup>st</sup> Century our mission will be a continuation of support to local governments for economic and community development. SARPC is committed to working with community leaders and respective elected officials to provide a level of services and facilities beneficial to all resident in our region.

## **SARPC Organization and Governance**

The concept of regional planning received its impetus from the Federal Highway Act of 1962. That legislation required that, in urbanized areas, programs for federal-aid highway projects approved after July 1, 1965 must be based on a continuing, comprehensive transportation planning process carried on cooperatively by the state and local communities.

The State of Alabama authorized implementation of the regional planning process in State Act No.s 584 and 585 of 1963. Act 584 authorized the establishment of urbanized regions for advisory planning purposes and the appointment of regional planning commissions. Act 585 authorized existing state and local organizations to participate in the planning process. Subsequently, the State of Alabama authorized the formation of seven specific urbanized areas as planning Regions. Mobile was one of these urbanized areas.

In September, 1964, the concept of regional planning became a reality in Mobile County, when local elected officials organized what was then known as the Mobile County Regional Planning Commission. Its major function was to develop a comprehensive street and highway plan for the Mobile urban area which included Mobile, Prichard, Chickasaw, Saraland, and Satsuma, and the urbanizing sections of the county. The Commission formally committed itself to this task in June, 1965.

Since 1965 the South Alabama Regional Planning Commission has had an active role and ongoing relationships with exiting local, regional and state institutions.

### **Staff Support**

The CEDS Committee will rely on the staff of the South Alabama Regional Planning Commission to ensure that the day-to-day functions required to ensure the success of the CEDS process.

### **Committee Work Program**

The Committee will adopt a work program that describes each task to be preformed, identifies the individual, organization or work group responsible for completing each task and establish timetables.

## Section 2

# South Alabama Regional Development District

## Comprehensive Economic Development Strategy

### Public and Private Partnerships

A critical element of this effort is the importance of working together as a region. The CEDS process is to focus federal, state, local and private programs and funding toward common goals. This will ultimately create partnerships among these programs to stimulate local economic growth.

The CEDS program encourages a coordinated planning process that allows individual town as well as other local and regional entities to work together to guide the resources of the region. The SARPC Comprehensive Economic Strategy (CEDS) Committee was formed to accomplish this task.

Listed below are the committee members.

Councilman Henry Barnes - Councilmember, City of Bayou La Batre  
Ms. Darryln Bender - Eastern Shore Chamber of Commerce  
Honorable David Ed Bishop - Baldwin County Commissioner  
Ms. Jan Boudreau - Baldwin County United  
Mr. Darryl Chunn - South Alabama Gas Co.  
Mr. Carl Butler – Rural Action Committee Memeber  
Mr. Jim Byrd - Southern Pine Electric Coop  
Honorable Ron Davis - Mayor, City of Prichard  
Honorable Mike Dean - Mobile County Commissioner  
Honorable Sonny Dobbins - Mayor, City of Bay Minette  
Honorable Charles Gruber Baldwin County Commissioner  
Mr. Bob Higgins - Work Force Development  
Mr. Robert Ingram - Baldwin County Economic Development  
Councilman Clinton Johnson - Councilmember, City of Mobile  
Honorable Sam Jones - Mayor, City of Mobile  
Honorable Yvonne Kennedy – President, Bishop State College  
Honorable John Koniar - Mayor, City of Foley  
Mr. George L. Langham - SARPC Board Member  
Mr. William Lovett - SARPC Board Member  
Dr. Phil Norris - University of South Alabama  
Mr. Steve Perry - The Forum  
Reverend J. J. Phillips - SARPC Board Member  
Mr. Chris Pringle - SARPC Board Member  
Ms. Marshal Rogers - Escambia County IDA

Honorable Howard Shell - Mayor, City of Atmore  
Mr. Bill Sisson - Mobile Chamber of Commerce  
Honorable Ken Williams - Mayor, City of Saraland  
Mr. Tom Wolfe - Manger, Atmore Utilities  
Mrs. Louise Yelding - SARPC Board Member

## Section 3

# South Alabama Regional Development District

## Comprehensive Economic Development Strategy

### Economic Analysis

#### Economy

#### Population Size

The population growth patterns were analyzed from 1970 to 2006 as shown in *Table 1, Population of the Counties*. The population of the region has increased over the past thirty six (36) years. Mobile and Baldwin counties with larger cities have experienced larger population growths. Escambia County shows a slower growth rate. The slow growth in Escambia County's rural populations tends to follow the national trend of the people moving to more urban areas for employment.

**Table 1: Population of the Counties, 1970 to 2006.**

County	1970	1980	1990	2000	2006
Baldwin	59,382	78,556	98,280	140,415	162,913
Escambia	34,912	38,440	35,518	38,440	38,288
Mobile	317,308	364,980	378,643	399,843	401,158

Source: U.S. Census Bureau, Census of Population, 1970 – 2006.

#### Future Population Forecasts

According to the Center for Business and Economic Research, Baldwin County is by far the fastest growing county in the region and is projected to see a 76 percent increase in population by 2025. Mobile and Escambia Counties tie for the second spot both with a projected growth of about 10.9 percent.

Population analysis is very important to the planning process in that knowledge of past and present population characteristics is essential to meaningful projections of future population levels and characteristics. Future population levels are important since they determine both the amount of land to be developed in the future and, to a large extent, the type of development (e.g., residential or commercial), which will soon occur. An understanding of the present population characteristics also help the community to determine the adequacy of existing land use patterns, economic arrangements, and

community facilities in terms of meeting existing needs. Changes can also be made in projected population trends by significant changes in economic development strategies and proactive land use planning processes.

**Table 2: Population Estimates of Counties, 2000 to 2025.**

County	2000	2005	2010	2015	2020	2025
<b>Baldwin</b>	140,415	162,314	184,375	206,251	227,727	248,436
<b>Escambia</b>	38,440	39,524	40,502	41,371	42,100	42,660
<b>Mobile</b>	399,843	408,727	417,520	426,288	435,084	443,553

Source: CBER

### Population Composition and Age Distribution

The age composition of the South Alabama EDD population has shown changes over the first six years of this decade that are aligned with national trends. These changes are shown in *Table 3, South Alabama EDD Age Composition Changes, 2000-2006*. The first two age brackets have shown a relatively small increase over the last six years. On the other hand, the percentage of persons 65 years of age and over has increased and should continue to increase as the “baby boomer” generation reaches this age bracket. The percentage of persons over 65 years of age also reflects the trend of people living longer and in migration of residents.

**Table 3: South Alabama EDD Age Composition Changes, 2000-2006.**

Age Group	2000 Population	2006 Population	% Changes 2000-2006
Total	578,698	602,819	4.1 %
00-20	170,072	175,964	3.4 %
21-64	333,768	344,625	3.2 %
65+	74,858	82,230	9 %

Source: U.S. Census 2000, Advantage Alabama

*Table 4: Population of Counties by Race, 2000* illustrates race by county as shown in the 2000 U.S. Census.

**Table 4: Population of Counties by Race, 2000.**

<b>Race</b>	<b>Baldwin %</b>	<b>Escambia %</b>	<b>Mobile %</b>
<b>White</b>	122,366 87.1	24,754 64.4	252,199 63.1
<b>Black</b>	14,444 10.3	11,837 30.8	133,465 33.4
<b>American Indian</b>	809 0.6	1,157 3.0	2,682 0.7
<b>Asian</b>	537 0.4	94 0.2	5,628 1.4
<b>Native Hawaiian</b>	38 0.0	10 0.0	101 0.0
<b>Hispanic</b>	2,466 1.8	379 1.0	4,887 1.2

Source: U.S. Census 2000

### **Economic Analysis**

The following tables provide a quantitative look at the South Alabama EDD economy in three ways: as a whole, in comparison with the state, and broken into component parts. The tables display data regarding the labor force and employment trends of county residents, including data regarding poverty and median income trends.

As indicated in *Table 5, April 2007 Labor Force Characteristics*, the county with the highest unemployment was Mobile County with an unemployment rate of 3.7 percent. This was only .1 percent higher than the state's average during the same time period. Baldwin and Escambia Counties both had lower unemployment than the state average in April 2007. Baldwin County's unemployment was the lowest in the region, at 2.0 percent.

**Table 5: April 2007 Labor Force Characteristics**

	<b>Civilian Labor Force</b>	<b>Employment</b>	<b>Unemployment</b>	<b>Unemployment Rate</b>
<b>State of Alabama</b>	2,226,036	2,153,605	72,431	3.3%
<b>Baldwin</b>	82,581	80,909	1,672	2.0%
<b>Escambia</b>	14,381	13,885	496	3.4%
<b>Mobile</b>	186,754	181,587	5,157	2.8%

Source: Alabama Advantage

The unemployment rate in the South Alabama EDD counties has varied when compared to national and state averages. The unemployment rate in Baldwin County has historically been lower than the national and state average. On the other hand Mobile County generally has a higher unemployment, except for 2006 in which the unemployment rate was higher than the state average and lower than the national

average. Escambia County has seen the largest spike in the region with unemployment rising to 9 percent in 2002 and settling back below the national and state average to 3.2 percent in 2006.

**Table 6: 2000 – 2006 Unemployment Rates**

	2000	2001	2002	2003	2004	2005	2006
<b>U.S.</b>	4.0	4.7	5.8	6.0	5.5	5.1	4.6
<b>Alabama</b>	4.1	4.7	5.4	5.5	5.1	4.0	3.6
<b>Baldwin</b>	2.6	3.9	4.4	4.3	4.8	3.3	2.8
<b>Escambia</b>	3.6	5.8	9.0	8.5	7.4	5.0	3.2
<b>Mobile</b>	4.5	6.0	6.7	7.0	6.5	4.5	3.7

Source: U.S. Census 2000; CBER; Alabama Department of Industrial Relations

The unemployment rates of the counties in the South Alabama Region are compared to each other and the state in *Table 7, Civilian Labor Force and Unemployment Estimates for Counties, Annual Averages 2001-2006*. All of the counties in the South Alabama Region had a decrease in unemployment from 2000 to 2006. Escambia County showed the most significant decrease from 5.8 percent to 3.2 percent, almost a 45 percent change in six years.

**Table 7: Civilian Labor Force and Unemployment Estimates for Counties, Annual Averages 2001 – 2006.**

	Year	Civilian Labor Force	Employment	Unemployment	Unemployment Rate	% Change 2001 - 2006
<b>Alabama</b>	2001	2,134,845	2,034,909	99,936	4.1	
	2006	2,199,562	2,120,573	78,989	3.6	12.2
<b>Baldwin</b>	2001	74,310	71,440	2,870	3.9	
	2006	76,943	74,410	2,533	2.8	28.2
<b>Escambia</b>	2001	16,500	15,540	960	5.8	
	2006	14,436	13,715	721	3.2	44.8
<b>Mobile</b>	2001	196,780	185,030	11,750	6.0	
	2006	180,978	172,838	8,140	3.7	38.3

Source: CBER

An analysis of the income and poverty level within the South Alabama EDD was conducted to compare the regional income to the state averages as indicated in *Table 8, Persons in Poverty in the South Alabama EDD, Table 9, Median Income in the South Alabama EDD*. In the State of Alabama poverty increased by 2.3 percent and median income rose by 16.9 percent between 1997 and 2004. Baldwin County was the only county in the South Alabama EDD to show an increase in the poverty level (7.3%) and, during the same time period, had its median income increase 16 percent. The median income kept pace with the state average falling short by only .9 percent. This would

indicate that the income gap is widening in Baldwin County. *Table 10 shows the Per Capita Personal Income for South Alabama EDD Counties for 2000 and 2005.*

**Table 8: Persons in Poverty in the South Alabama EDD; 1997 – 2004**

	1997	2004	Percent Change 1997-2004
<b>Alabama</b>	700,944	717,483	2.3%
<b>Baldwin</b>	14,907	16,089	7.3%
<b>Escambia</b>	7,401	7,243	-2.1%
<b>Mobile</b>	80,068	79,110	-1.2%

Source: U.S. Census – Small Area Income and Poverty Estimates

**Table 9: Median Income in the South Alabama EDD; 1997 – 2004**

	1997	2004	Percent Change 1997 – 2004
<b>Alabama</b>	30,790	37,062	16.9%
<b>Baldwin</b>	35,438	42,227	16%
<b>Escambia</b>	25,712	29,330	12.3%
<b>Mobile</b>	29,943	33,191	9.8%

Source: U.S. Census – Small Area Income and Poverty Estimates

**Table 10: Per Capita Personal Income for South Alabama EDD Counties;  
2000 and 2005**

	2000	2005
<b>United States</b>	29,843	34,471
<b>Alabama</b>	23,674	29,623
<b>Baldwin</b>	20,826	23,661
<b>Escambia</b>	14,396	N/A
<b>Mobile</b>	17,178	19,930

Source: U.S. Census – Fact Sheet; Bureau of Business and Economic Research, UNM

## Workforce Development

The State of Alabama Workforce Investment Advisory Area's are divided into twelve Regions. Mobile County is identified as Region 12 and Baldwin County and Escambia County are in Region 9. Region 9 also includes Washington, Clark, Monroe and Conecuh Counties.

The following is information found in Region 12 Workforce Report I Summary – 2005 provided by the Alabama Department of Economic and Community Affairs, Office of Workforce Development.

## Workforce Supply - Mobile County

- **Unemployment is low, but the county has a large 51,400-strong available labor pool, that includes almost 42,800 underemployed workers who are looking for better jobs.**

The underemployed are willing to commute farther and longer. For the one-way commute, 55 percent are prepared for 20 or more minutes longer and 38 percent will go 20 or more extra miles.

**Table 11: Mobile County Labor Force; 2005**

	<b>Number</b>
Labor Force	182,636
Employed	174,094
Underemployment rate	24.6%
Number of Underemployed workers	42,827
Unemployed	8,545
Available labor Pool	51,369

Note: Based on August 2005 Labor force data.

Source: Center for Business and Economic Research, The University of Alabama and Alabama Department of Industrial Relations.

- **In 2000, 21,100 commuted into the county for work, compared to 13,200 residents who worked outside the county.**

About 60 percent of in-commuters came from Baldwin County and almost 40 percent of out-commuters work in Mississippi. While providing workers for the county, the high level of commuting can cause congestion on roads and highways.

- **The high level of commuting suggests that roads and highways must be maintained properly to ensure uninterrupted movement of workers and not slow economic development.**

Impeded movement of workers can slow economic development. The one-way commute takes less than 20 minutes for 59 percent of workers, but more than 40 minutes for 8 percent. A little over 3 percent of residents spend more than an hour to get to work. The commute is less than 10 miles for 47 percent of workers; about 16 percent of workers travel more than 25 miles one-way and 6 percent exceed 45 miles.

- **Mobile County has similar educational attainment, but lower population growth than the state.**

Of the age 25 and over population, 75 percent are high school graduates and 19 percent hold bachelor's or higher degrees in Alabama. Mobile County has 77 percent high school graduates and nearly 19 percent bachelor's or higher degree holders. The county population fell by half a percent from 2000-2004, but grew nearly 2 percent for

the state. The 2000-2010 projected population growth is 1.8 percent for the county and 8.8 percent for Alabama.

### **Workforce Demand – Mobile County**

- **The top five employers in the county are: retail trade; health care and social assistance; educational services; manufacturing; and administrative and support and waste management and remediation services.**

These sectors provided 85,569 jobs, about 53 percent of the county total in second quarter 2004. Manufacturing, educational services, and health care and social assistance all had average monthly wages that were above the \$2,633 countywide average.

- **On average about 9,600 jobs were created per quarter from second quarter 2001 to second quarter 2004; average quarterly net job flows was about 500.**

Job creation is the number of new jobs that are created either by new area businesses or through expansion of existing firms. Net job flows reflect the difference between current and previous employment at all businesses.

- **Six occupations are both high-demand and fast-growing:** Home Health Aides; Counter and Rental Clerks; Security Guards; Receptionists and Information Clerks; Customer Service Representatives; and Truck Drivers, Light or Delivery Services.

The top five high-demand occupations are Cashiers; Retail Salespersons; Combined Food Preparation and Serving Workers; Waiters and Waitresses; and Registered Nurses. The top five fast-growing occupations are Home Health Aides; Medical Assistants; Medical Records and Health Information Technicians; Social and Human Service Assistants; and Computer Software Engineers.

- **The top 50 highest earning occupations are mainly in health, legal, management, engineering, computer, and postsecondary education fields.**

These occupations mostly require bachelor's or higher degrees. Six health, three management, and one legal occupation make up the top 10.

- **Fast-growing or high-demand occupations are generally not high-earning.**

Of 34 selected high-demand, 33 selected fast-growing, and 50 selected high-earning occupations, only one occupation, General and Operations Managers, is both high-earning and in high-demand. Six occupations are both high-earning and fast-growing: Computer Software Engineers; Sales Managers; Computer and Information

Systems Managers; Pharmacists; Management Analysts; and Sales Representatives, Wholesale & Manufacturing, Technical & Scientific Products

- **Employment is currently growing faster than labor force and population. Implications for Workforce Development**
- **The county's labor force must grow faster to meet workforce demand either by increasing the participation rate, growing population, or both.**

Workforce development initiatives that tackle this challenge might (i) focus on hard-to-serve populations (e.g. out-of-school youth and illiterate adults), (ii) help communities gain new residents, and (iii) facilitate in-commuting. Hard-to-serve populations are often outside of the mainstream economy, poor, and have difficulty finding work. They are potential labor force participants and some investment in training, transportation, child care, infrastructure, etc. may be needed to tap this resource. Increasing population is generally more beneficial to communities than in-commuting, but requires investment in amenities and infrastructure to support the growth. Facilitating in-commuting should be a short-term strategy because it can worsen traffic.

- **Economic development should target high-earning industries and workforce development should ensure availability of workers for such industries.**

High-demand and high-growth occupations are common to the two leading, but not high wage, employment sectors. Economic development should aim to diversify and strengthen the county economy by retaining, expanding, and attracting more high-wage providing industries. Workforce development efforts should prepare workers for these industries.

- **Training in basic skills is very important, but high-earning jobs need resource management, complex problem solving, and systems skills as well.**

Basic skills are important for high-demand, high-growth, and high-earning jobs. This highlights a need for training in such skills. Ideally, all high school graduates should possess basic skills so that postsecondary and higher education can focus on other and more complex skills while enhancing these basic skills. Employers should be an integral part of planning for training as they can help to identify future skill needs and any existing gaps.

- **A highly educated and productive workforce is a critical economic development asset.**

Skill and education requirements for jobs keep rising. There is therefore a very strong need to raise educational attainment in the county. Although this presents challenges to workforce development, it also presents opportunities for economic

development through workforce development activities that involve postsecondary and higher education institutions. Higher incomes to graduates from these institutions would help to raise personal income for the county. Raising personal income by improving educational attainment and technological skills for a county that has low population and labor force growth rates is an effective economic development strategy. Thus, workforce development should continuously educate individuals, the public, and legislators about the private and social returns from education. This strategy will encourage individuals to seek to raise their own educational attainment level and also promote public support for education.

- **Ongoing worker retraining programs should be continued and enhanced.**

Alabama has a number of tools to assess, retrain, and place dislocated workers, especially those affected by outsourcing. These programs should be continued to ensure that the labor force participation rate does not fall.

- **Together, workforce development and economic development can build a strong and well-diversified county economy. Indeed, one cannot achieve**

**Most of the following information can be found in Region 9 Workforce Report I Summary – 2005**

#### **Workforce Supply – Baldwin County**

- **Unemployment is low, but the region has a 32,000-strong available labor pool, that includes about 26,750 underemployed workers who are looking for better jobs.**

The underemployed are willing to commute farther and longer. In 2005 for the one-way commute, 54 percent are prepared for 20 or more minutes longer and 50 percent will go 20 or more extra miles. Underemployment ranged from 14.7 percent for Baldwin County to 31.7 percent for Conecuh. Baldwin County has the largest available labor and Conecuh has the smallest.

Table 12 shows the Labor Force in 2004 for Baldwin, Escambia and Mobile Counties.

**Table 12: Labor Force - 2004**

	<b>Baldwin</b>	<b>Escambia</b>	<b>Mobile</b>
Labor Force	80,000	15,050	200,600
Employed	75,170	14,150	190,300
Underemployment rate	14.7	22.6	24.6
Number of Underemployed workers	11,050	3,198	46,814
Unemployed	4,920	900	10,300
Available labor pool	15,970	4,098	57,114

Note: Based on August 2004 Labor Force data.

Source: Center for Business and Economic Research, The University of Alabama and Alabama Department of Industrial Relations.

- **In 2000, about 23,100 residents commuted out of the region for work, compared to 12,400 in-commuters.**

Nearly two-thirds of the outflow was to Mobile County. All counties, except Clarke and Escambia, had net commuter outflows. Significant commuting within the region suggests that the roads and highways must be maintained properly to ensure uninterrupted movement of workers as impeded movement of workers can slow economic development.

The one-way commute takes less than 20 minutes for 60 percent of workers, but more than 40 minutes for 10 percent, with 2 percent taking more than an hour. The commute is less than 10 miles for 50 percent of workers; about 19 percent travel more than 25 miles one-way and roughly 5 percent exceed 45 miles.

- **Region 9 has comparable educational attainment to, but faster population growth than, the state.**

Of the age 25 and over population, 75 percent are high school graduates and 19 percent hold bachelor's or higher degrees in Alabama, compared to 76 percent and 17.5 percent, respectively, for Region 9. Baldwin County led with 82 percent high school graduates and 23 percent bachelor's or higher degree holders. Population rose 5.4 percent from 2000-2004, while growing 1.9 percent for the state. The 2000-2010 projected population growth is 18.3 percent for the region and 8.8 percent for Alabama.

### **Workforce Demand –Baldwin County**

- **By sector, the top five employers in the region are manufacturing; retail trade; health care and social assistance; accommodation and food services; and educational services.**

These five industries provided about 53,780 jobs, 61 percent of the region total in the second quarter of 2004. Two of the leading employers—manufacturing and educational services—had higher average monthly wages than the \$2,433 regional average.

- **On average about 5,620 jobs were created per quarter from second quarter 2001 to second quarter 2004; average quarterly net job flows was 550.**

Job creation is the number of new jobs that are created either by new area businesses or expansion of existing firms. Net job flows reflect the difference between current and previous employment at all businesses.

- **Fourteen occupations are both high-demand and fast-growing. The five in highest demand are Waiters & Waitresses; Combined Food Preparation & Serving Workers; Maids & Housekeeping Cleaners; Registered Nurses; and Teacher Assistants.**

The top five high-demand occupations are Cashiers; Retail Salespersons; Waiters and Waitresses; Combined Food Preparation and Serving Workers; and Laborers and Freight, Stock, and Material Movers, Hand. The top five fast-growing occupations are Home Health Aides; Dental Assistants; Directors, Religious Activities and Education; Counter and Rental Clerks; and Aircraft Mechanics and Service Technicians.

- **The top 50 highest earning occupations are mainly in health, management, computer, legal, engineering, and education fields.**

Almost all high-earning occupations require bachelor's or higher degrees. The top ten comprises four health, five management, and one legal high-earning occupation.

- **Fast-growing or high-demand occupations are generally not high-earning.**

Of 34 selected high-demand, 39 selected fast-growing, and 50 selected high-earning occupations, only one occupation—General and Operations Managers—is both high-earning and in high-demand. One occupation is both high-earning and fast-growing; Education Administrators, Elementary and Secondary.

- **Employment is currently growing faster than the labor force.**  
**Implications for Workforce Development**

- **The region's labor force must grow faster to meet workforce demand either by increasing the participation rate, growing population, or both.**

Higher employment demand might reduce commuter outflow while challenging workforce development. Initiatives addressing this challenge might (i) focus on hard-to-serve populations (e.g. out-of-school youth and illiterate adults), (ii) facilitate in-commuting, and (iii) help communities gain new residents, especially since increasing the number of residents is generally more beneficial to communities than in-commuting. Hard-to-serve populations are often outside of the mainstream economy, poor, and have difficulty finding work. They are potential labor force participants and investment in

training, transportation, child care, infrastructure, etc. may be needed to tap this resource.

- **Economic development should target high-earning industries and workforce development should ensure availability of workers for such industries.**

High-demand and high-growth occupations are common to the leading, but not very high wage, employment sectors. Economic development should aim to diversify and strengthen the regional economy by retaining, expanding, and attracting more high-wage providing industries. Workforce development efforts should prepare workers for these industries.

- **Training in basic skills is very important, but high-earning jobs need resource management, complex problem solving, and systems skills as well.**

Basic skills are important for high-demand, high-growth, and high-earning jobs. This indicates a strong need for training in such skills. Ideally, all high school graduates should possess basic skills so that postsecondary and higher education can focus on other and more complex skills while enhancing these basic skills. Employers should be an integral part of planning for training as they can help to identify future skill needs and any existing gaps.

- **A highly educated and productive workforce is a critical economic development asset.**

Skill and education requirements for jobs keep rising. There is therefore a very strong need to raise educational attainment in the region. Although this presents challenges to workforce development, it also provides opportunities for economic development through workforce development activities that involve postsecondary and higher education institutions. Higher incomes to graduates from these institutions would help to raise personal income for the region. Raising personal income by improving educational attainment and technological skills for the region is an effective economic development strategy. Thus, workforce development should continuously educate individuals, the public, and legislators about the private and social returns from education. This strategy will encourage individuals to seek to raise their own educational attainment level and also promote public support for education.

- **Ongoing worker retraining programs should be continued and enhanced.**

This point is noted in the WIAA Region 9 2005 regional advisory council's annual report with a call for funding for various programs. Alabama has a number of tools to assess, retrain, and place dislocated workers, especially those affected by outsourcing. These programs should be continued to ensure that the labor force participation rate does not fall.

- **Together, workforce development and economic development can build a strong and well-diversified regional economy. Indeed, one cannot achieve**

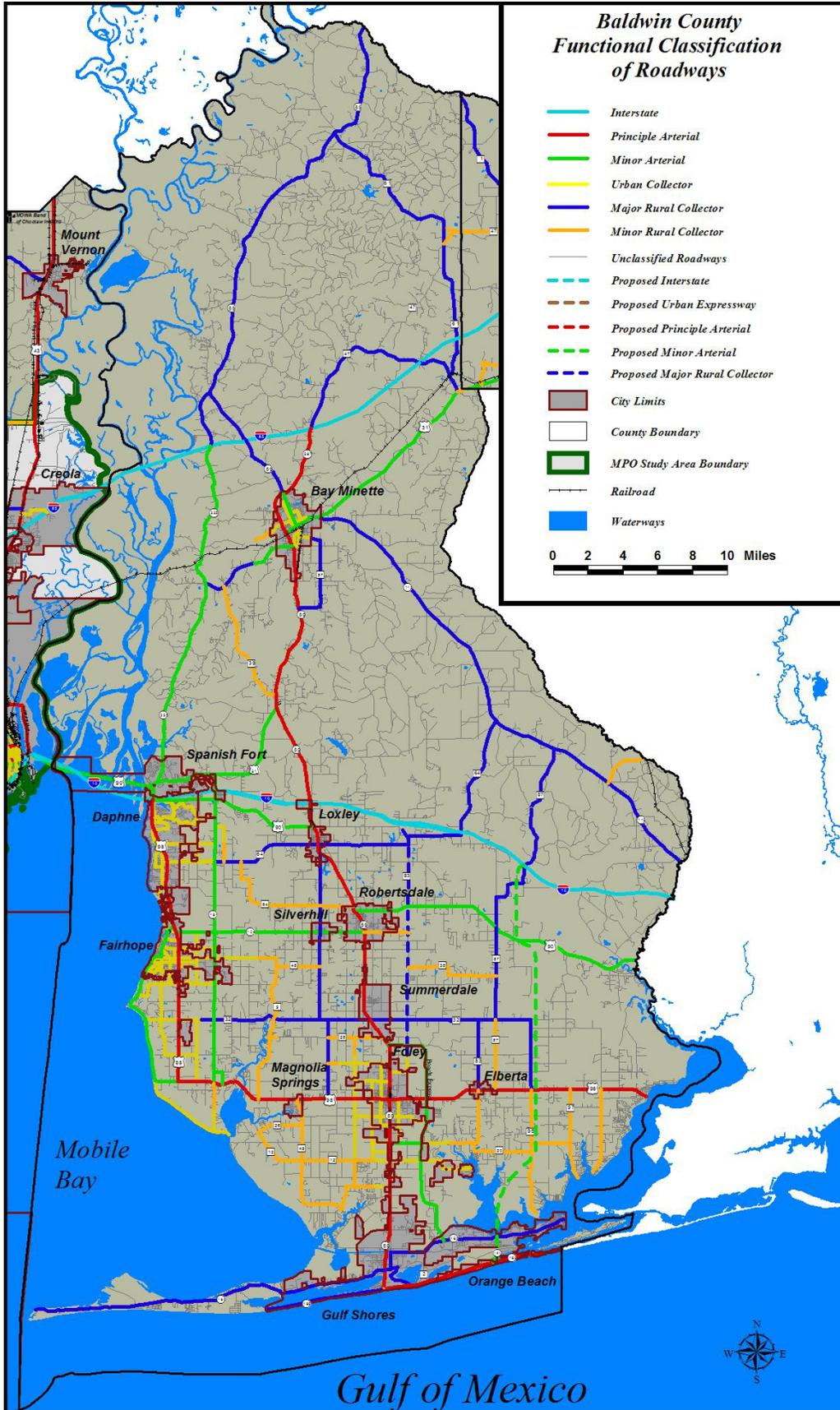
## Transportation

The ability to move goods and people from place to place is integral to economic development. Transportation is the movement of people and goods from place to place. Highways, in specific, carry automobiles, trucks and mass transit vehicles. The Region is linked by two major interstates. Heading north is Interstate 65, which continues through to Chicago. Interstate 10 connects the region east to Florida and continues west to California. There are also six U.S. Highways and an excellent secondary system of state and county roads serving both urban and rural areas. Table 13 illustrates the highway mileage by county. The following three maps show the functional classifications for Baldwin, Escambia and Mobile Counties.

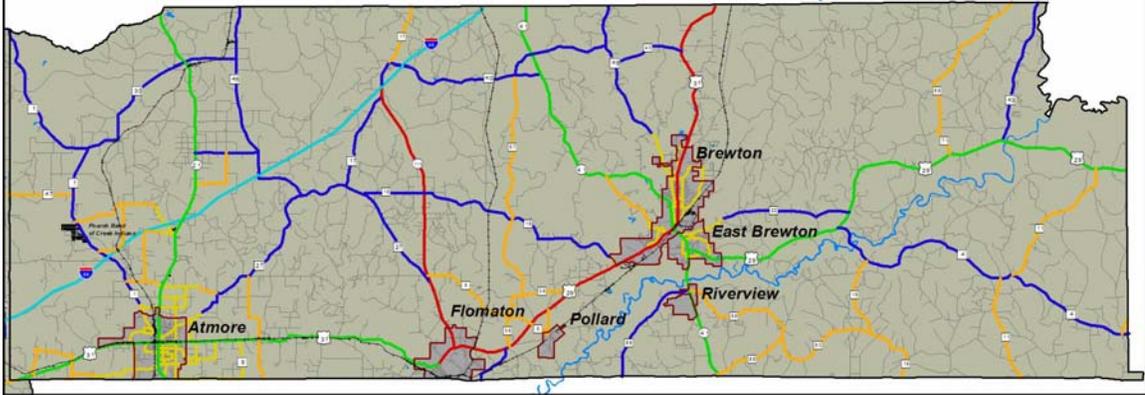
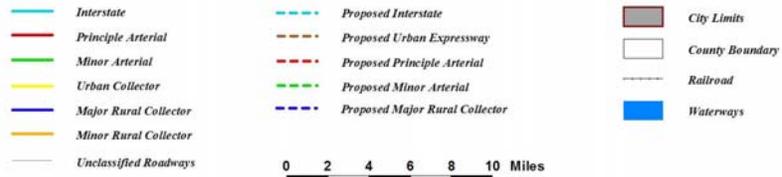
**Table 13 Highway Mileage 2003**

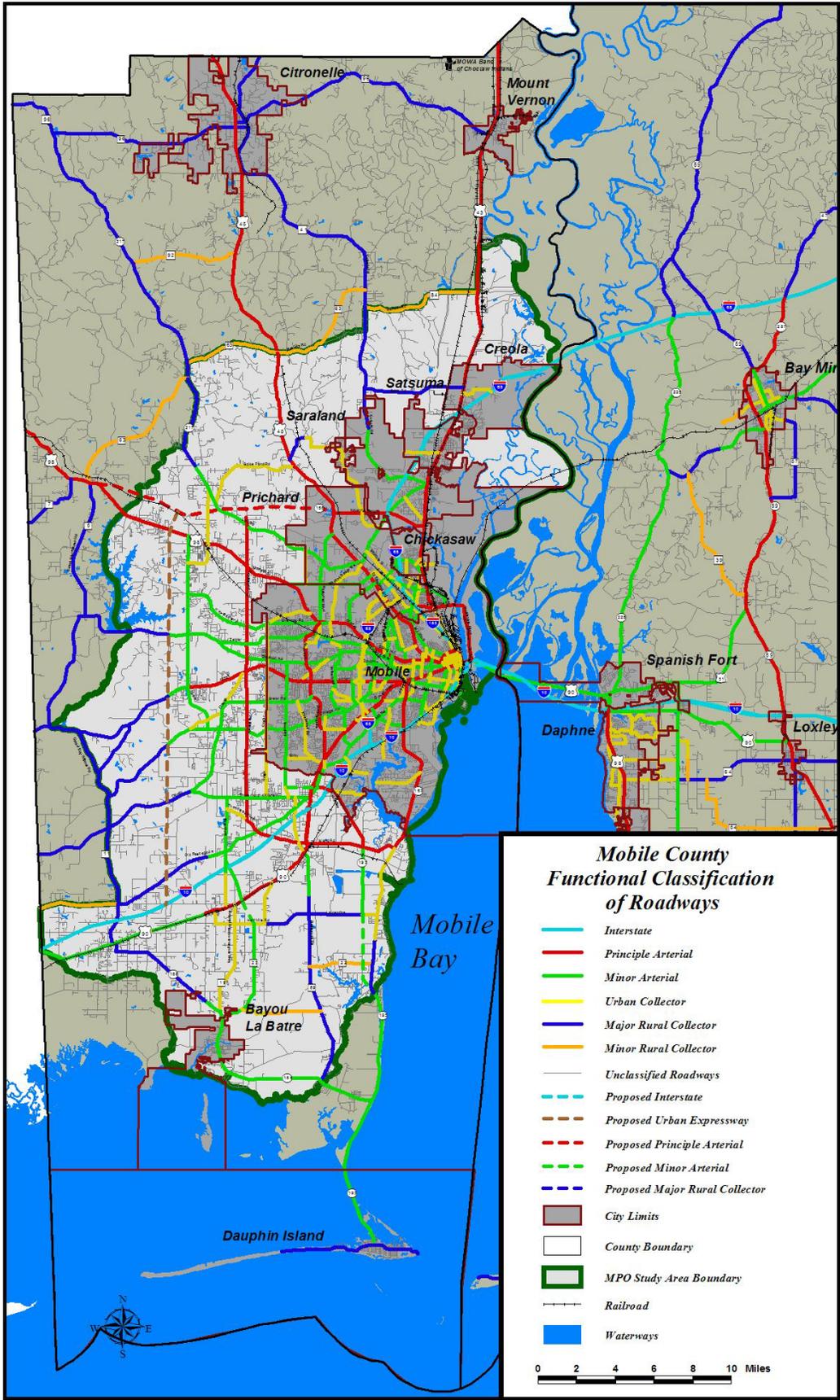
	<b>State Systems (miles)</b>	<b>County Systems (miles)</b>	<b>Interstate Systems (miles)</b>
Baldwin	311	975	60
Escambia	128	321	28
Mobile	225	260	55
<b>REGION</b>	<b>664</b>	<b>1,556</b>	<b>143</b>

Source: 9<sup>th</sup> Division and Baldwin, Escambia and Mobile Highway Depts.



# Escambia County Functional Classification of Roadways





The number of vehicle miles traveled each year by South Alabama Region residents is expected to increase due to population growth, rise in personal income, residential movement outside the urban area, and increased vehicle registration. While recent developments in fuel prices and the down-turned economy have slowed the growth somewhat, additional increases are still expected.

Mass transportation has been a somewhat neglected aspect in the Region, as in the state.

There are two transit systems in the South Alabama Region:

- Metro Transit Authority (MTA), serves the Mobile urban area
- Baldwin Rural Area Transportation System (BRATS), serves Baldwin County

### **Motor Freight**

The Region is well serviced by a number of motor freight carriers. Local and national carriers serve the area, though an accurate number of common and specified carriers could not be obtained. Some carriers have their own terminals/storage facilities in the Region.

United Parcel Service is available in all three counties. Passenger and freight service is provided throughout the Region by Greyhound Bus Lines and Continental Trailways.

### **Rail**

Passenger and freight rail service is available in the Region in both the north and south. In Mobile County, the railroad lines radiate from the port and from major industrial centers. The Port of Alabama Terminal Railway connects these railroads to portside tracks and other marine terminal facilities, and services industries near Port of Alabama's property.

The Region has six freight rail services, five of which are Class 1 railroads. The five Class 1 railroads are:

- Burlington Northern (BN)
- Canadian National Railroad (CNR)
- CSX Transportation
- Kansas City Southern (KSC)
- Norfolk-Southern (NS)

The sixth railroad is the Central Gulf Railroad, which is a rail ship service to Coatzacoalcos, Mexico. This service gives shippers unparalleled rail service to southern Mexico and Mexico City.

AMTRAK offers passenger service from Mobile to select southeast U.S. cities such as New Orleans and Jacksonville.

## **Air**

The only commercial air carrier facility in the three counties is Mobile Regional Airport, MRA. The Mobile Regional Airport is located fourteen miles west of the heart of the City of Mobile. It provides passenger, freight, and express cargo service to Mobile and the adjacent upper Gulf Coast area. Service is provided to major national and international locations.

The Airport authority is developing an updated land-use plan and researching the value and sales strategy of having a 2-mile runway off our new intermodal container. This strategic plan will outline a strategy and plan for attracting intermodal investors to include air, sea and land-based investments. Singapore Aerospace (MAE) is growing and Honda's recent partnership with Teledyne to build engines has great promise for Mobile. Brookley currently employs 3,500 workers.

The Pensacola Regional Airport, in Florida, provides services to major national hubs for parts of Escambia and Baldwin Counties. Charter flights, air ambulance service, aircraft repair and hangar storage are made available by several independent flying services.

Other municipal or private airfields in the Region serve the needs of general aviation interests of the air. Three are located in Escambia County, nine are located in Baldwin County (six of which are public, and licensed by the state, and three are private), and the remaining six are situated in Mobile County. The facilities at, and the conditions of, these airports vary widely from the new terminal at Bates Field with eight covered loading gates to an unpaved or grassed runway with no other facilities.

## **Metropolitan Planning Organization**

The South Alabama Regional Planning Commission is the staff to the Metropolitan Planning Organization. The following is a Listing of Recommended Highway project for the years 2000 to 2030 as found in the Mobile Area Transportation Study. These projects are located in the MPO planning Area.

1. Airport Boulevard \$ 6.3 Mobile Airport Snow 1.8 2 4 17 000 30 500 1  
\$ 5.5 Snow Outer Loop 1.3 2 4 10 000 24 500 3
2. Celeste Road \$ 11.3 I-65 Oakridge Lane 2.5 2 4 15 200 21 800 2
3. Cody Road \$ 2.5 Pine Run Cottage Hill 2.5 2 3 13 800 16 000 1
4. Cottage Hill Road \$ 6.8 Schillinger Dawes 1.5 2 4 15 000 26 200 1  
\$ 13.5 Dawes Outer Loop 3.0 2 4 6 000 24 500 3
5. Dauphin Street \$ 3.3 Sage Springhill Hosp. 1.0 2 4 37 000 42 400 2
6. Florida Street \$ 10.8 Springhill Government 2.5  
New/2 4 16 000 25 100 2

7. Grelot/Airport Conn. \$ 2.5 Leroy Stephens Airport 1.3 New 2 3 000 1  
Grelot Road (West) \$ 4.4 Dawes Snow 1.7 New 2 6 400 2
8. Grelot Road (East) \$ 11.1 University Montlimar 2.2 New 4 32 500 3  
\$ 2.8 Montlimar I-65 .4 New 4 41 300 3
9. Hillcrest Road \$ 3.6 Airport Old Shell .8 2 4 13 100 19 300 1  
\$ 6.2 Halls Mill Crk Three Notch 1.5 2 4 8 800 21 500 1
10. I-10 \$194.0 Bridge over Mobile River 2.7 New 6 63 300 1  
\$ 16.5 I-65 SR 193 3.3 6 8 80 800 126 100 2  
\$ 65.7 SR 193 SR 188 13.1 4 6 58 000 81 200 1  
\$ 21.1 SR 188 MS State Line 4.2 4 6 38 000 74 500 2  
\$ 6.0 University Interchange New 3
11. I-65 \$ 32.9 SR158 US43 6.6 4 6 40 200 77 600 2  
\$ 6.0 Grelot Interchange New 3
12. McDonald Road \$ 5.0 US90 Half Mile 1.4 New 4 15 200 1  
\$ 0.8 Old Pascagoula New Alignment .2 2 4 5 300 17 900 1  
\$ 11.6 Three Notch Old Pascagoula 2.8 2 4 6 500 15 700 3
13. McGregor Avenue \$ 1.9 Dauphin Eslava Crk .5 2 4 16 100 29 100 2
14. Mobile Street \$ 3.5 Springhill USA Med Center .8 2 4 11 900 21 400 2
15. Old Shell Road \$ 9.0 Hillcrest Schillinger 2.0 2 4 16 800 25 000 1
16. Outer Loop \$209.3 I-10 US98 21.0 New 4 47 400 3
17. Schillinger Road \$ 13.8 Howells Ferry Moffett  
3.1 2 4 15 600 30 100 1  
\$ 9.4 Lott Moffett 2.1 2 4 9 200 21 800 2  
\$ 24.6 Cottage Hill Old Pascagoula 5.5 2 4 13 000 25 000 2
18. SR158 \$ 9.3 US45 I-65 2.7 2 4 13 000 33 000 1  
\$ 6.4 I-65 US43 1.8 2 4 14 200 37 600 2
19. SR193 \$ 5.1 Canal Laurendine 2.5 2 4 8 600 21 400 2  
\$ 21.3 Laurendine Fowl River 3.9 New 4 18 700 2  
\$ 5.1 US90 Hillcrest 1.22 New 4 23 500 1
20. Shelton Beach Road \$ 11.2 US43 I-65 2.5 2 4 14 000 23 300 3
21. Th.-Dawes/Hamilton \$ 22.7 I-10 DIP 5.1 2 4 13 000 27 000 2
22. Three Notch Road \$ 19.1 Schillinger Outer Loop  
4.2 2 4 8 500 19 200 3
23. University Boulevard \$ 5.5 US90 I-10 1.0 New 4 28 000 3
24. US45  
\$ 9.2 Wilson I-65 2.0 2 4 20 000 21 800 2  
\$ 9.6 Springhill Craft 2.1 2 4 16 200 21 800 2  
\$ 7.6 N of Lott SR158 2.0 2 4 6 800 20 200 3  
\$ 32.6 SR158 Roberts Rd 9.3 2 4 13 200 25 900 3
25. US90  
\$ 12.5 S of Bellingrath McDonald 3.3 2 4 17 500 20 700 2
26. US98 (New)  
\$ 21.1 Schillinger Big Creek 6.0 New 4 27 300 1  
\$ 19.3 US45 Schillinger 5.5 New 4 28 200 1

27. Zeigler Boulevard  
 \$ 12.2 Springhill Cody 3.5 2 4 17 600 27 800 1  
 \$ 18.5 Cody Outer Loop 5.3 2 4 13 600 22 000 2

TOTAL (millions) \$970.0

### Rural Planning Organization (RPO)

Beginning in Fiscal Year 2007 (October 1, 2006), the South Alabama Regional Planning Commission began developing a Rural Planning Organization (RPO) in order to conduct a rural transportation planning process for the county and municipal governments of Baldwin County, Escambia County and that portion of Mobile County that is outside of the Mobile Area Transportation Study Area. All SARPC member governments that are not voting members of the Mobile Area MPO are members of the RPO. The planning process is sponsored by the Alabama Department of Transportation (ALDOT) and the South Alabama Regional Planning Commission (SARPC).

The purpose of the RPO is to enhance and improve the rural transportation planning consultation process between ALDOT and those local governments responsible for transportation planning in the rural areas. The RPO will give the rural governments of the SARPC region a united voice in addressing Safety Issues, Long Range Transportation needs and Transit needs. Although the RPO does not have the ability to allocate funds for projects, it gives the rural governments a means to recommend to the State Department of Transportation a prioritized list of their transportation needs and influence State and Federal funding for transportation projects in the rural areas of Baldwin, Escambia and Mobile Counties.

The Statewide Transportation Improvement Program for Fiscal Year 2008 – Fiscal Year 2011 for South Alabama Rural Planning Commission District 8 is provided as an attachment to this document.

### Waterway System

Alabama has **one of the longest inland waterway systems in the nation**, with nearly **1,300 miles of navigable inland waterways** along six corridors. These commercially navigable systems connect to more than 15,000 miles of inland waterways in 23 states via the Tennessee-Tombigbee and the Gulf Intracoastal water systems. Eleven state-managed dock facilities are located along these water corridors. All waterways and the associated locks and dams, which are operated by the U.S. Army Corps of Engineers, provide cost-effective and energy efficient transportation for shippers. The six navigable waterways in Alabama are listed below. All list link within our region.

- **Alabama-Coosa Waterway** – links Montgomery and the Tennessee-Tombigbee Waterway (and subsequently the Port of Mobile, Mobile Bay and the Gulf of Mexico) via the Alabama River.

- **Chattahoochee-Apalachicola Waterway** – links the Gulf Intracoastal Waterway / Gulf of Mexico
- **Tennessee Waterway** – links Knoxville, Tennessee and the Ohio River (and subsequently the Mississippi River and the Gulf of Mexico) via the Tennessee River.
- **Warrior-Tombigbee Waterway** – links Port Birmingham and the Tennessee-Tombigbee Waterway at Demopolis (and subsequently the Port of Mobile, Mobile Bay and the Gulf of Mexico) via the Black Warrior River.
- **Tennessee-Tombigbee Waterway** – links the Tennessee River in the northwest corner of the state (and subsequently the Ohio River and the Mississippi River) and the Gulf of Mexico via a manmade canal, the Tombigbee River, the Mobile River, the Port of Mobile and Mobile Bay).
- **Gulf Intracoastal Waterway** – serves the Alabama coast, extending from Texas to Florida, where it connects with the intracoastal waterway serving the Atlantic coast of the United States.

## **The Port Of Mobile**

At Mobile, the Alabama State Port Authority operates Alabama's full service, deepwater port on the Gulf of Mexico. The Port of Mobile offers terminal services from 100 overseas shipping lines and a dozen towing companies. Five major railroads and 75 trucking companies also serve its facilities. Two Interstate systems are found within one half mile of the port. Brookley Airport Complex, located adjacent to the port, offers immediate access to freight forwarding transportation services. The Port of Mobile provides complete service for shippers, including intermodal transfer and handling, warehousing, and security.

At 45 feet, the port's main channel is one of the deepest permanently navigable channels in the South. With a long history as a bulk handling port, the \$600 million port complex has transitioned to a distribution center for numerous general cargoes, including forest products, iron and steel cargoes, grain, cement and aluminum and alloy products. The port is undergoing a \$300 million modernization program, including the development of a world-class container and intermodal terminal at Choctaw Point, as well as value-added warehousing and distribution areas.

The Port of Mobile's facilities provide a compact arrangement of piers and warehouses with shipside railway tracks connecting to an adjacent interchange yard. There are 36 cargo piers including a bulk material handling plant, grain elevators, a container port, a modern roll-on/roll-off dock, and one of the finest coal exporting/importing facilities in the world. The port offers complete terminal services for shippers, including intermodal transfer and handling, warehousing and security.

Through its Inland Docks Division, the Port Authority also operates terminals at ten locations along the state’s waterways. Among the inland water systems, Alabama’s Tombigbee, Black Warrior and Tennessee rivers connect shipping companies with major U.S. waterway systems. Additionally, Port of Mobile customers find accessibility to the Intracoastal Waterway off Mobile Bay, which provides shippers protected water routes from Texas to Maine.

## Infrastructure

### Water

There are 42 public water systems in the Region: 16 in Baldwin County, 10 in Escambia County, and 16 public/private in Mobile County. These systems are listed below.

**Table 14: Region Water Systems - 2005**

<b>BALDWIN COUNTY System Name</b>	<b>ESCAMBIA COUNTY System Name</b>	<b>MOBILE COUNTY System Name</b>
Bay Minette	Atmore	Bayou La Batre
Belforest	Brewton	Dauphin Island
Daphne	Canoe	Fairview
Elberta	East Brewton	Grand Bay
Fairhope	Flomaton	Kushla
Foley	Freemanville	Lemoyne
Gulf Shores	Huxford	U. S. Amines (Bucks) LLC
Loxley	McMall	Mobile Area Water & Sewer Authority
Orange Beach	Pollard	Mount Vernon
Perdido Bay	Riverview	Saraland
Robertsdale		Satsuma
Silverhill		Searcy
Spanish Fort		South Alabama
Stapleton		South East Mobile County
Stockton		Saint Elmo/Irvington
Summerdale		Turnerville

Source: SARPC / ADECA Water Resource Management

Problems cited in each county is supply, storage, and expansion. Interconnection options are proposed in Baldwin and Escambia Counties to provide a back-up supply and basic service to unserved areas and also to improve emergency access. Mobile County indicated storage and distribution as more critical problems.

## **Sewerage Treatment**

There are twenty-eight municipal sewage treatment plants in the Region: fourteen in Mobile County, ten in Baldwin County, and four in Escambia County.

### **Baldwin County Wastewater Treatment Facility Needs**

Seventeen areas were identified in the County as “hot spots” or septic tank problem areas: these include Bear Point, Bon Bay Shores, Elberta, Fish River Acres, Fish Trap, Wolf Bay, Foley Bay Areas 1 and 2, Isles of Pines, Josephine, Mullett Point, Park City, Peterson Point, Silverhill, Summerdale and Sunset Shores and Bon Secour.

The greatest need in Baldwin County is to replace individual failing facilities in concentrated problem areas. Each priority problem are identified can be served by an adjacent facility. Bear Point, Point Clear, Mullett Point, Silverhill, Summerdale, Foley Bay Area 1 and 2, Park City and Peterson Point. Priority extensions to existing systems are recommended to contiguous areas and areas where low-income and problem areas co-exist.

### **Interconnections of Wastewater Treatment Systems**

There are three existing wastewater treatment system in Baldwin County whose proximity could be considered for interconnection, these are South Alabama Utilities, Gulf Shores, and Orange Beach.

### **Future Needs**

Baldwin County existing wastewater treatment facilities currently have the capacity to serve all the existing (2000) and future population (2020) average flows. However, when peak flows are accounted for including seasonal population fluctuations in the County’s resort areas, infiltration, as well as, population increases, all of the systems in the County will require increases in system capacity. Infiltration has been identified as the greatest contributor to peak demands due largely to the areas high rainfall and age of facilities. If infiltration can be held, in check, most of the existing systems will require no increase in capacities to treat the average waste flow.

## **Escambia County**

### **Existing Facilities Findings**

With the population remaining stationary in Escambia County, there appears to be little need to expand the treatment facilities. Priority should be given to areas where expansion will create jobs to reverse out-migration.

Soil conditions throughout rural Escambia County were fairly suitable for septic tank use. The exception being those low lying areas in and around Conecuh and Escambia Rivers and Murder Creek.

Only four areas were identified in the County as “hot spots” or problem areas with failed septic tanks; these include an area north of Atmore, North Brewton, East Brewton/Rock Hill and Southeast Flomaton.

The low density, rural type of development throughout Escambia County limits the extension of organized sewer systems because of the high costs.

Extensions to existing systems are confined to contiguous areas and areas where low-income and hot spots exist in the same areas. These priority areas include the following:

North of Atmore

East Brewton/Rock Hill

Kirland / Mt. Arat

Other areas where problems exist with individual septic tanks include Southeast Flomaton, an area affected by the Conecuh River.

There are only two wastewater treatment facilities in Escambia County whose proximity would remotely be considered for interconnection, these are Brewton and East Brewton.

### **Mobile County Wastewater Treatment Facility Needs**

The greatest need in Mobile County is to replace individual failing facilities in concentrated problem areas. Concentrated problem areas are those areas who 60 percent or more of the population in an area suffers from failed septic tanks and where concentrations of low/moderate income persons reside. Most priority problem areas identified can be served by an adjacent facility. Additional service areas have been identified with the announcement of ThussenKrupps steel mill in North County and the planned residential development, SaltAir, in South Mobile County.

Parallel with the movement from rural activities to those of an urban and industrial nature, the need for water and wastewater facilities is of increasing importance. The sustained development desired and anticipated will surely increase the demand for water, water supply facilities, and water treatment facilities.

## **Communication**

### **Telecommunications**

Continuing the advancement of telecommunications facilities and resources will foster economic growth throughout the Region and diversify the Region's economy by accommodating new and competitive high-tech industry and services. New infrastructure will enhance our residents' quality of life via networked telecommunications with advanced medical, educational, governmental and commercial services.

There are 22 commercial radio stations in the Region, of which 12 are AM and 10 are FM. Radio facilities are located in each of the three counties.

Four commercial television stations are located in Mobile County, and one PBS transmitting station is located in Baldwin County, and one production center is located in Mobile.

BellSouth Telecommunications, Inc., the largest telephone network in the Region, recently merged with AT&T to offer both local and long distance telephone services, wireless services, and DSL Internet access. The Gulf Telephone Company, independently owned, operates in that portion of Baldwin County which lies to the north of I-10, east of Fish River to the Perdido Bay area.

Mobile Marine Radio, Inc. is one of the only four high seas marine communications facilities in the United States. It operates a Marine Telex station, a CW (Morse Code) station, for the Alabama coast and Alabama rivers, and a VHF-FM station, making it home base for coastal harbor radio in the entire Central Gulf area.

#### **Wireless Communications Companies**

- Alltel Communications
- AT&T Wireless Services
- Cingular Wireless (merger with AT&T)
- Nextel Communications
- Sprint PCS
- Verizon Wireless
- Cellular South

#### **Long Distance Carriers**

- AT&T
- MCI
- Sprint
- Verizon

Cable and satellite television services are provided by:

- Dish Network
- Comcast
- DirecTV
- Media Com

Mobile Marine Radio, Inc. is one of the only four high seas marine communications facilities in the United States. It operates a Marine Telex station, a CW (Morse Code) station, for the Alabama coast and Alabama rivers, and a VHF-FM station, making it home base for coastal harbor radio in the entire Central Gulf area.

## **iTen wired**

iTen Wired was initiated by the Pensacola Bay Area Chamber of Commerce in concert with its regional economic development partners in Mobile, Baldwin, Santa Rosa and Okaloosa counties. The primary goal of iTen Wired is to remain competitive in the global economy by embracing the innovation of entrepreneurs across our region. This effort is done through four economic development partners: The Mobile Area Chamber of Commerce, Baldwin County Economic Development Alliance, TEAM Santa Rosa and the Okaloosa County EDC.

The innovation efforts of iTen Wired are centered around technology driven entrepreneurship and focuses on bringing people and ideas together. It will connect multiple entrepreneurial groups and organizations together for the first time including IT Gulf Coast and High Growth Business Club in Pensacola, FL, TECMEN in Fort Walton Beach, FL and the Gulf Coast Technology Council in Mobile, AL. These groups represent over one hundred technology entrepreneurs across the five county region.

## **Energy Distribution Systems**

### **Electricity**

Electricity is provided in the Region by Alabama Power Company, one of four power companies in Alabama. Two coal-fired steam generating plants are located within the Region, but the Region's needs are fed from other facilities as well.

Alabama Power Company is a subsidiary of the Southern Company. Alabama Power also supplies power to a number of power distributors in the Region. These include: Riviera Utilities in Daphne, Electric Cooperative, Riviera Utilities of Foley, which serves Foley, Robertsedale, Spanish Fort, Fairhope and the Loxley area; Baldwin County Electric Membership Cooperative, located in Summerdale, serving a large expanse of Baldwin County's rural areas and the City of Gulf Shores, with the rural areas of Escambia County receiving their power through the Southern Pine Electric Cooperative, headquartered in Brewton.

## Natural Gas

Mobile Gas Service Corporation, EnergySouth's natural gas distribution company, purchases, sells and transports natural gas through pipeline networks to homes, businesses, and industries. Bay Gas Storage, EnergySouth's natural gas storage company, offers pipeline transportation and storage services "mid-stream" of natural gas producers and natural gas markets.

EnergySouth companies are located in a competitively attractive position in southwest Alabama where natural gas pipelines coming ashore from production facilities in the Gulf of Mexico converge with interstate pipelines that traverse the southeastern region of the United States.

A distribution system expansion was achieved in 2002 with the completion of a franchise agreement with the city of Spanish Fort in Baldwin County, one of the fastest growing cities in Alabama.

Natural gas is an abundant, clean, domestic resource. Demand for natural gas has increased by 35% over the last decade and is the nation's fastest growing energy source. The abundant supplies of natural gas in the Gulf of Mexico and increasing demand in the southeastern region of the United States are attracting new pipelines in the area. The Gulfstream Pipeline was completed in June 2002 and is transporting natural gas from coastal Alabama to expanding markets in Florida. An additional pipeline is proposed that will run from the Mobile Bay area into the Georgia and Carolina markets. EnergySouth's operating companies are strategically located and operate at the center of this development. The Mobile Bay area is evolving into a "natural gas hub" in the southeastern United States. Increasing demand for natural gas in Florida and other regions and development of pipeline infrastructure to transport growing supplies of natural gas from Mobile Bay to expanding markets solidifies EnergySouth's vision for Bay Gas Storage, the Company's natural gas storage subsidiary. As more gas come onshore in Mobile County and moves to new markets via these pipelines, there will be an increasing need for the mid-stream storage and balancing services Bay Gas Storage provides.

Bay Gas Storage operates a pipeline network and high deliverability salt dome storage cavern "mid-stream" of natural gas production facilities and end user markets. Our storage facility is located in a competitively attractive position where Gulf of Mexico production and interstate pipelines that traverse the southeastern region of the United States converge. Additional compressors were installed in 2002 as Bay Gas Storage expansion continued. The company's second cavern became operational in 2003.

## Industrial and Commercial Sites

All three counties in our region have industrial and commercial property for sale. Listed below are the industrial and commercial sites currently available. The larger sites are being marketed to large plots rather than marketing the sites in smaller parcels.

**Table 15: Available Industrial and Commercial Properties**

Site Name	Avail. Acreage	Total Acreage	Rail	Zone
Daphne Business Park	56	56	Not Available	Light Industrial
Chamber Site #2	14	14	Adjacent Track	Light Industrial
Foley Beach E'xpress Ind Park	350	400	Not Available	Light Industrial
Gulf Shores Industrial Park	60	117	Not Available	Light Industrial
Bay Minette Airport Park	120	120	Adjacent Track	None
Loxley I-10 Bus. Pk. Phase II	394	394	Not Available	Light Industrial
Robertsdale Ind. Pk. Phase II	23	53.2	Not Available	Light Industrial
Wolf Site	48	48	Adjacent Track	Heavy Industrial
Graham Railroad Site	107	107	Adjacent Track	Heavy Industrial
Catawba Mega Site	1048	1048	Onto Site	Light Industrial
Childress Site	65	65	Not Specified	Light Industrial
Griffin Site	30	30	Not Available	Light Industrial
Daphne Commercial Park-Phase 1	20	20	Not Available	Light Industrial
Bay Minette Land Company Site	10	10	Adjacent Track	Heavy Industrial
Cameron Site	12.8	12.8	Not Available	Light Industrial
Yellowhammer Site	50	50	Not Available	Light Industrial Business & Commercial
I-10 Commerce Center	201	201	Not Available	Business & Commercial
Mulherin Site 2	20	20	Not Available	None
Mulherin Site 3	80	80	Not Available	None
Foley Airport Site	19	19	Not Available	Light Industrial
Foley Airport Site 2	55	55	Not Available	Light Industrial
Stapleton Lands	70	70	Not Available	None
Cameron Site 2	16	16	Not Available	Light Industrial
Cox Site	7.5	7.5	Not Available	None Business & Commercial
Madison Commercial Park	17	17	Not Specified	Business & Commercial
Bowater Site	95	95	Not Available	None
Copper Station Site	1981	1981	Not Specified	None
Platt Site	34	34	Not Specified	None
Pierce Site	53	53	Not Available	Light Industrial
Pierce Site 2	65	65	Not Available	None
County Road 96 (Old Ganey Road)	325	325	Not Specified	Residential Business & Commercial
SE-Lot 3-GO Zones	2.3	2.3	Not Specified	Business & Commercial
County Road 48N -32 acres	32	32	Not Specified	None

Site Name	Avail. Acreage	Total Acreage	Rail	Zone
Brewton Industrial Park	119	160	< 1 mile	Heavy Industrial
Atmore Industrial Park	315	510	Adjacent Track	Heavy Industrial
Rivercane- 85 acres	85	85	Not Specified	Light Industrial
Rivercane - 320 Acres	320	320	Not Available	Light Industrial
Flomaton 34 Acres	34	34	Not Specified	None
Rivercane - 235 Acres	235	235	Not Specified	Light Industrial
Atmore Municipal Airport	39	73	Not Specified	Light Industrial
81 Acres	81.1	81.1	Not Specified	None
111 Acres	111.2	111.2	Not Specified	Unknown
Brewton Municipal Airport	81	81	Not Specified	Light Industrial
Salco #2	227	227	Onto Site	Heavy Industrial
Cypress Business Park	200	200	Spur Available	Light Industrial
Mobile Commerce Park	100	300	Adjacent Track	Light Industrial
ASPA - Hamilton Blvd. (South)	141	141	Spur Available	Heavy Industrial
Himont-Montell USA	230	230	< 1500ft	Heavy Industrial
NAGTI Site (Parcel A)	28	28	Spur Available	Heavy Industrial
Brookley Complex	150	1700	Spur Available	Heavy Industrial
Roe Tract	188	188	< 1 mile	None
Creola Investments	3000	3000	Spur Available	None
Movico @ US 43	800	800	Onto Site	None
McGowin Park	90	150	Not Specified	Business & Commercial
McGowin Property	350	350	< 3000ft	None
Norfolk Southern Saraland Site	130	130	Onto Site	Heavy Industrial
Mobile Bay Woodchip Center	26	26	< 1 mile	Heavy Industrial
Acordis Site	325	580	Onto Site	Heavy Industrial
Anton Street Site	9	9	Not Available	Light Industrial
Southport Industrial Estate	43	43	Adjacent Track	None
Cooper I-10 Property	75	75	Not Available	Light Industrial
Former IP Tract Port of Mobile	50	200	Adjacent Track	Heavy Industrial
Atchison Tract	544	544	Not Available	Agricultural
McDonald Road @ I-10 Site	60	60	Not Available	Agricultural
Rangeline Road @ I-10 Site	70	70	Not Available	None
Breezy Pines Site	118	118	Not Available	Agricultural
4345 Halls Mill Rd	12.7	12.7	Not Available	Light Industrial
Mobile St @ Burden Lane	89	89	Onto Site	Light Industrial
Buchanan Lumber	13	13	Spur Available	Heavy Industrial
Creola Mobile River @ I-65	1800	1800	Not Specified	Unknown

Source: www. Connect Alabama/Advantage Alabama

## Education

**Table 16: Education Levels in Baldwin County- 2005**

Subject	Total	Male	Female
<b>Population 18 to 24 years</b>	<b>14,075</b>	<b>7,418</b>	<b>6,657</b>
Less than high school graduate	21.2%	28.1%	13.5%
High school graduate (includes equivalency)	30.8%	31.9%	29.7%
Some college or associate's degree	42.3%	38.5%	46.5%
Bachelor's degree or higher	5.7%	1.5%	10.3%
<b>Population 25 years and over</b>	<b>110,194</b>	<b>52,941</b>	<b>57,253</b>
No schooling completed	0.3%	0.1%	0.4%
Nursery to 4th grade	0.4%	0.4%	0.4%
5th and 6th grade	1.5%	1.6%	1.4%
7th and 8th grade	2.4%	2.3%	2.6%
9th grade	1.8%	1.7%	1.9%
10th grade	3.0%	2.6%	3.3%
11th grade	2.3%	2.1%	2.6%
12th grade, no diploma	1.4%	1.4%	1.3%
High school graduate (includes equivalency)	28.8%	27.8%	29.8%
Some college credit, less than 1 year	6.7%	6.0%	7.3%
Some college, 1 or more years, no degree	16.3%	17.9%	14.9%
Associate's degree	8.5%	7.2%	9.7%
Bachelor's degree	17.5%	19.7%	15.5%
Master's degree	6.1%	5.5%	6.7%
Professional degree	2.1%	2.4%	1.8%
Doctorate degree	0.9%	1.3%	0.6%

Source: 2005 American Community Survey

**Table 17: Education Levels in Escambia County- 2005**

Subject	Total	Male	Female
<b>EDUCATIONAL ATTAINMENT (highest level)</b>			
<b>Population 18 to 24 years</b>	<b>3,643</b>	<b>2,110</b>	<b>1,533</b>
Less than high school graduate	42.1	46.8	35.7
High school graduate (incl. equivalency)	28.2	30.1	25.5
Some college or associate degree	27.7	22.3	25.1
Bachelor's degree or higher	1.9	0.1	0.4
<b>Population 25 years and over</b>	<b>25,510</b>	<b>12,653</b>	<b>12,857</b>
Less than 5th grade	2.3	2.1	2.4
5th to 8th grade	7.8	7.5	8.0
9th to 12th grade, no diploma	21.4	24.8	18.0
High school graduate (incl. equivalency)	34.7	35.1	34.3
Some college credit, less than 1 year	7.2	6.2	8.2
1 or more years of college, no degree	10.5	9.5	11.4
Associate degree	5.4	4.5	6.4
Bachelor's degree	6.6	6.3	6.9
Master's degree	2.8	2.4	3.3
Professional degree	0.8	0.8	0.8
Doctorate degree	0.1	0.1	0.1

Source: 2005 American Community Survey

**Table 18: Education Levels in Mobile County- 2005**

<b>Subject</b>	<b>Total</b>	<b>Male</b>	<b>Female</b>
<b>Population 18 to 24 years</b>	<b>36,178</b>	<b>18,105</b>	<b>18,073</b>
Less than high school graduate	22.7%	19.8%	25.6%
High school graduate (includes equivalency)	32.6%	42.5%	22.7%
Some college or associate's degree	38.5%	32.3%	44.6%
Bachelor's degree or higher	6.2%	5.3%	7.1%
<b>Population 25 years and over</b>	<b>252,650</b>	<b>117,102</b>	<b>135,548</b>
No schooling completed	0.3%	0.3%	0.3%
Nursery to 4th grade	0.5%	0.4%	0.5%
5th and 6th grade	1.0%	1.2%	0.7%
7th and 8th grade	2.3%	2.9%	1.9%
9th grade	2.6%	2.4%	2.8%
10th grade	3.6%	4.0%	3.2%
11th grade	3.8%	3.8%	3.8%
12th grade, no diploma	3.3%	3.5%	3.1%
High school graduate (includes equivalency)	34.8%	33.9%	35.5%
Some college credit, less than 1 year	5.9%	4.9%	6.8%
Some college, 1 or more years, no degree	14.5%	14.4%	14.7%
Associate's degree	6.8%	7.0%	6.6%
Bachelor's degree	13.0%	13.0%	13.0%
Master's degree	5.2%	4.7%	5.7%
Professional degree	1.4%	2.1%	0.9%
Doctorate degree	1.0%	1.5%	0.6%

Source: 2005 American Community Survey

**Table 19: Education Levels in the State of Alabama- 2005**

<b>Subject</b>	<b>Total</b>	<b>Male</b>	<b>Female</b>
<b>Population 18 to 24 years</b>	<b>412,216</b>	<b>209,763</b>	<b>202,453</b>
Less than high school graduate	22.4%	25.0%	19.7%
High school graduate (includes equivalency)	34.1%	37.0%	31.2%
Some college or associate's degree	36.5%	32.9%	40.3%
Bachelor's degree or higher	6.9%	5.2%	8.7%
<b>Population 25 years and over</b>	<b>2,944,634</b>	<b>1,380,297</b>	<b>1,564,337</b>
No schooling completed	0.6%	0.7%	0.6%
Nursery to 4th grade	0.7%	0.8%	0.6%
5th and 6th grade	1.7%	1.9%	1.6%
7th and 8th grade	3.3%	3.5%	3.2%
9th grade	2.9%	2.9%	2.9%
10th grade	3.9%	3.7%	4.0%
11th grade	4.1%	4.1%	4.1%
12th grade, no diploma	2.5%	2.8%	2.2%
High school graduate (includes equivalency)	32.0%	31.1%	32.8%
Some college credit, less than 1 year	6.0%	5.6%	6.3%
Some college, 1 or more years, no degree	14.2%	14.5%	14.0%
Associate's degree	6.7%	6.0%	7.3%
Bachelor's degree	13.5%	14.0%	13.2%
Master's degree	5.6%	5.2%	6.0%
Professional degree	1.5%	2.1%	0.9%
Doctorate degree	0.8%	1.2%	0.5%

Source: 2005 American Community Survey

## **Environment**

### **Environmental Overview**

#### **Geography**

Located in southwest corner of Alabama at the head of the Gulf of Mexico's Mobile Bay, the South Alabama region is favored with over 200 miles of coastline (including inlets). The region experiences an average annual temperature of 67.5 degrees Fahrenheit and average rainfall in excess of 64 inches. The region covers an area of 4,624 total square miles with 3,776 square miles of land and 848 square miles of water. Baldwin County covers the largest land area in the region with 1,596 square miles and 431 square miles of water. Mobile County ranks second in land area in the South Alabama region with 1,233 square miles, and has 411 square miles of water. Escambia County has the smallest land area with only 947 square miles and the smallest water area covering 6 square miles in the South Alabama region.

**Table 20: Land and Water Area of the Region (in square miles)**

<b>Territory</b>	<b>Land Area</b>	<b>Water Area</b>	<b>Total Area</b>
<b>Baldwin County</b>	1,596	432	2,027
<b>Escambia County</b>	947	6	953
<b>Mobile County</b>	1,233	411	1,644
<b>REGIONAL TOTAL</b>	<b>3,776</b>	<b>848</b>	<b>4,624</b>

Source: South Alabama Regional Planning Commission

## **Environmental Issues**

Because of competition for water, land and air resources, many environmental issues have emerged. With further industrial and port development and population growth, the sharing of these resources will become more difficult.

Water pollution is seen as a serious problem in and adjacent to Mobile Bay. The shallow water and the distance from the Port of Mobile to deeper Gulf waters have required the construction and maintenance of long ship channels. Spoil disposal from these operations has caused serious environmental concerns. Most spoil grounds are adjacent to the channels or in near-shore Gulf waters.

Alteration or destruction of marshes and shallow bay bottoms are caused largely by industrial, urban, suburban, port, commercial, residential, and recreational development. A major need is the prevention of further adverse impacts on those areas that are essential to estuarine productivity and profitable recreational and commercial fishing.

Oil and gas exploration and development in State waters has added to and complicated the environmental problems in coastal Alabama. The discovery of gas reserves in Mobile Bay is likely to cause more intensive exploration and development. Onshore siting of petroleum-related facilities, placement of pipelines to shore, and the disposal of drilling wastes are potential environmental problems.

A major environmental issue is the loss of natural habitats, many of which provide direct benefits to man. Some of the benefits of estuaries, marshes, and barrier islands, for example, are storm protection (from wind and waves), waste assimilation, and recreation. Threatened and endangered natural lands and waters and other areas of high ecological value to man are the Mobile Delta, coastal barrier islands, submerged grassbeds, tidal marshes, wet acid pinelands, mesic ravine woods, and habitats of endangered and threatened species.

The complex geologic history of the three-county planning area has given the region a varied topography. There are small streams, rivers and deltas which are at or below seal level. There are also gently rising hills.

Physiographically, all of the region lies in the East Gulf Coastal Plain section. Its distinguishing surface features occur in belts which cross the area from east to west, conforming to the shorelines of ancient seas. Rocks underlying the area are of sedimentary origin and consist of sand, gravel, and porous limestone, imbedded with chalk, marl, and clay. The more hilly areas are generally in the northern portion and range from 50 feet to 300 feet above mean sea level. In the southern portion containing Mobile Bay and the Delta, the elevation ranges from below sea level to 20 feet above sea level. Also, in the southern sections of Mobile and Baldwin Counties, the topography is more subdued, being characterized by low rounded hills with relatively large expanses of nearly level terrain.

## **Mobile Bay**

The Bay is the most important topographical feature of the planning area. It is rather shallow—less than 10 feet deep in most areas. However, a man-made deep channel provides access to ocean-going vessels. This channel is not a natural formation and it is necessary to dredge it regularly to maintain its depth. Marshlands are common along the southern sections of the Bay and along the border of Mobile County which has as its setting the Mississippi Sound.

Tidal action in the Bay is of great importance to the area. It adds oxygen to the water; aids in the assimilation of municipal, industrial, and agricultural wastes; and performs a daily flushing action for the Bay. All of these things are controlled by the fact that twice a day approximately 2.5 percent of the Bay's capacity flows to the Gulf Stream and contributes to the fluctuating level of the Bay.

Along with the tidal action of the Gulf of Mexico, the Bay receives drainage water from a number of large and small streams. The largest of these streams are the Mobile and Tensaw Rivers. The total area drained by the Mobile River represents over 60 percent of Alabama plus portions of Mississippi and Georgia.

### Dog River

Dog River watershed is located on the northwest side of Mobile Bay and covers about 95 square miles (note: a watershed is the total land area that drains to a common point such as a river or bay).

### Portersville Bay

Portersville Bay is located south of Bayou La Batre and Coden. Bayou La Batre and Bayou Coden discharge into Porterville Bay.

### Wolf Bay

Wolf Bay is located in southwest Alabama in Baldwin County. The bay is connected to greater Perdido Bay, and has several tributaries including Wolf, Sandy, Mifflin, and

Hammock Creeks. Municipalities in the watershed include: Foley, Elberta, and Orange Beach. The watershed of Wolf Bay covers about 71,700 acres.

### Weeks Bay

Weeks Bay is located in southwest Alabama in Baldwin County. The bay is connected to the greater Mobile Bay, and has two major tributaries: the Fish River and the Magnolia River. Weeks Bay has a surface area of 1,700 acres and its watershed is about 200 square miles.

### **Vegetation**

Natural vegetation in the region can generally be placed in four major categories. Along the Gulf of Mexico, the coastal strand is a zone of sand dunes having little or no vegetation. A short distance inland, from the coastal strand are swamps and coastal marshes, usually tidal. Here the water ranges from saline to brackish. Some palmetto, shrubs and small hardwood forests, coupled with pine forests, form the delta's vegetation. In the northern portion of the three-county region, the predominant vegetation consists of one or more species of pine and some hardwood. Along the river basins are forests of pine and oaks.

### **Endangered and Threatened Species**

Source: U. S. Fish & Wildlife 1993

The State of Alabama has put together a list of species it considers to be rare, endangered, or possibly rare wildlife. Of national significance are such species as the bald eagle, peregrine falcon, and the American alligator. Though not officially recognized, the large areas of pitcher plant (*Sarracenia*) bogs are scientifically significant on a national level.

Of the 123 species and subspecies of reptiles and amphibians known or assumed to occur within Coastal Alabama eight are listed by the United States Department of the Interior as endangered or threatened. They are listed in Table 7 below.

The Gulf Sturgeon (fish) that is found in the Mobile-Tensaw delta is also on the endangered list. The Alabama Sturgeon is proposed for listing. Candidates for federal listing concerns are the Panhandle Lilly and the Wherry's Pitcher Plant.

**Table 21: Endangered and Threatened Species By County**

<b>County Threatened</b>	<b>Species</b>	<b>Endangered</b>
<b>Baldwin</b>	Alabama Beach Mouse	X
	Perdido Key Beach Mouse	X
	Red Bellied Turtle	X
	Eastern Indigo Snake	X
<b>Escambia</b>	Eastern Indigo Snake	X
<b>Mobile</b>	Red Bellied Turtle	X
	Piping Plover (Bird)	X
	Gopher Tortoise	X

Source: U.S. Fish and Wildlife, June 1993

### **Jubilees**

Source: Environmental Baseline Study for Mobile 208. Avid Volkert and Associates. May, 1977.

One naturally occurring event must be mentioned at this time. In the Bon Secour Bay and eastern Mobile Bay area, what are known locally as “jubilees” occur yearly. Jubilees are the result of low dissolved oxygen levels (down to 0.0ml/l) in the Bay waters being pushed towards the eastern side of the bay. The water from the bay bottoms moves toward the east with the aid of offshore breezes from the east. Because of high bluffs on the eastern shore of the Bays, the winds do not mix the water in the shallow near shore areas but push surface waters towards the center of Mobile Bay. Displacement of surface waters to the west causes the deeper oxygen deficient water to come towards the shore. The result is that demersal fish and bottom fauna are forced by the low oxygen levels into the shallow waters. Here they gather, sometimes in the thousands, and can be collected by nets, gigging and other methods. In the jubilees of 7 and 8 August, 1971 the dissolved oxygen depletion was so complete that many species (34) of aquatic fauna were killed. This jubilee was especially centered along the four miles of shoreline south of Great Point Clear.

In August of 1967 and 1968, the Point Clear, Klondike, Fish River and Bayou Cour Reefs experienced very high mortalities. May (1973) attributed the mortalities to oxygen depletion. Most of these reefs have still not recovered (1977, Donald Bland, personal communication.) The Alabama Marine Resources Laboratory at Dauphin Island carried out physical investigations of these reefs in the summer of 1977.

## **Aging**

The South Alabama Regional Planning Commission is the designated Area Agency on Aging for the South Alabama Area Development District. The Area Agency on Aging is responsible for planning and developing the Area Plan and implementing services.

### **Area Plan On Aging Summary Fiscal Years 2007-2010**

The 2005 Needs Assessment conducted in South Alabama Regional Planning Commission-Area Agency on Aging's Planning and Service Area (Baldwin, Escambia, Mobile Counties) indicated the top five service areas of concern of older adults in the region were related to the cost and availability of medical services, including the costs of medicine and medical care and the availability of hospital and in-home care. Also among the top five concerns was the cost of food and maintaining a healthy diet.

The top three priorities of the Area Agency on Aging-SARPC are related to needs indicated above.

- To provide access to affordable prescription medicines and medical care
- To provide access to affordable in-home care
- To assist with maintaining a healthy and affordable diet

The SARPC-AAA budget reflects these priorities. Access to medicines and medical care is addressed through the operation of a SenioRx Prescription Drug Assistance Program, funding the Ozanam Charitable Pharmacy that serves the region, and funding State Health Insurance Counseling (SHIP) and Information and Referral services to help seniors obtain needed information about health care benefits.

Access to affordable in-home care is addressed through the operation of the Alabama Cares Program, Alzheimer's disease Demonstration Grant, Elderly & Disabled Medicaid Waiver Program, funding of homemaker and transportation services through contractors, volunteer initiatives such as Caring Teams, and partnering with the Senior Companion Program.

Assistance with maintaining a healthy and affordable diet is reflected in the funding of 26 Senior Nutrition Centers, funding a frozen home delivered meal program for Medicaid Waiver clients and older adults in the region without access to a Senior Center or Meals on Wheels program, and the provision of liquid supplements for seniors at nutritional risk. Homemaker services, nutritional education, and information and referral services provide additional support to help older adults obtain needed information and assistance with meal preparation or access to food stamps or low cost

or free foods. The Farmers Market Program operated by the Area Agency on Aging also supports the nutritional needs of low income elderly.

## Section 4

# South Alabama Regional Development District

## Comprehensive Economic Development Strategy

### Economic Cluster Analysis

Economic clusters are groups of businesses and institutions with some similarity in industry, operation or technology. These businesses and institutions are generally located within a specific geographic area. Often these businesses may be part of the same supply chain or may even be direct competitors. The clustering of these organizations can be mutually beneficial in a number of ways, such as the development of a labor force with a common skill set, the creation of research institutions developed to serve these businesses or the location of support services specific to that cluster. In addition, a more competitive environment may be created. Increased competition may lead to firms collaboration in ways they may not have considered before, or may pressure firms to increase their productivity, efficiency or creativity.

The following are traditional and emerging clusters of note in the South Alabama Region. These clusters are not the only economic grouping in the region, but were selected due to their prominence, need of support or opportunity for facilitation. The clusters identified were:

#### **Service**

The service sector is the highest-growth sector. Eighty-three percent of the workforce is employed in the service industry, most of them in trade, transportation, distribution and government.

The area's largest banks are AmSouth Bank, BankTrust, Colonial Bank, Compass Bank, Regions Bank, Wachovia Bank and Whitney National Bank.

Deposits at these top banks amount to more than 16% of all Alabama bank deposits.

#### **Healthcare**

Mobile is a regional center for medical care, research and education. Almost 10% of Mobile's workforce is employed in the healthcare sector. There are more than 850 physicians and 175 dentists practicing in the area, many affiliated with one or more of nine hospitals and the 2,850 hospital beds serving the Mobile Bay Region. In addition, there are many outpatient surgical centers, emergency clinics, home healthcare services, assisted-living facilities and nursing homes.

Mobile's goal of becoming home to a world-class, comprehensive cancer research and treatment center came a step closer to reality recently as a strategic alliance was announced between the University of South Alabama and Infirmity Health System for the \$100 million Mitchell Cancer Institute. The institute, including both treatment and research areas, will open in mid-to-late 2007 and have an estimated \$1 billion economic impact on the Mobile Bay area over the next decade. It will employ more than 700 professionals and focus on serving the east-west Interstate 10 corridor. This will be the only Stage II and III cancer center between Houston and Tampa.

## **High Technology**

The local economy continues to diversify, including the growth of technology companies. Several successful technology firms have chosen Mobile as their home, including Mentor Graphics, Chapura, Centralite and Xanté Corp. Mentor Graphics is the anchor tenant at the University of South Alabama's Technology and Research Park and specializes in embedded operating systems and application development tools. Chapura Inc. develops software that synchronizes data between palm pilots and desktop computers. Centralite System's innovative automatic lighting systems meet consumer needs and offers artistic beauty in lighting. Xanté develops products that enable the highest quality printing solutions for its clients.

The healthcare information technology sector is well represented with firms such as TeleVox Software, The SSI Group, CPSI, DocuSys and Digidyne, all of which develop software to improve processes at doctors' offices, clinics and hospitals. Their combined employment amounts to more than 1,400 in Mobile alone, out of the total of more than 6,000 technology jobs in the area. *Healthcare Informatics*, the premier publication for healthcare IT, consistently ranks CPSI, The SSI Group and TeleVox among the Top 100 healthcare product and service providers in the nation.

Other advancements at local companies include Southern Light's contract to complete a fiber optic network along the central Gulf Coast and DailyAccess Corp., a company offering qualified retirement plan solutions. All of these firms could operate anywhere in the nation but have chosen our area for its outstanding quality of life.

## **USA Technology and Research Park**

The 35-acre Technology and Research Park at the University of South Alabama has recently completed Phase II, adding a 35,000-square ft. building to the previously existing 76,000-square ft. Phase I facility. The park enhances partnerships between the university and high-tech companies. The park is creating, attract and helping to retain high-quality, high-paying, dependable jobs.

## **Maritime**

Offshore natural gas, shipbuilding and ship repair are expanding businesses. These industries have created a synergy for growth. As offshore drilling increases, Mobile shipbuilders are building offshore supply and rig-tending vessels and repairing rigs at facilities on the Mobile River.

In addition, virtually every conceivable service for the maritime industry can be found in this 300-year old port city. Sources of these services include barge fleet service, container repair and leasing, dunnage services, freight forwarding, guard service and ship watching, heavy lift and salvage, industrial diving, line handling, marine fumigation services, maritime waste disposal, ship chandlers, stevedoring, towing and many more. Five barge fleet service companies serve Mobile, including Able Marine Service Inc., Delta Marine Service, National Marine Inc. and Cooper Marine & Timberlands; 17 foreign freight forwarders, nine of them custom house brokers; and 13 barge lines/towing companies, the largest ones being Parker Towing Co., Seabulk Towing, Warrior & Gulf Navigation Co. and Waterways Towing & Offshore Services Inc.

There are five different ship building and/or repair facilities along the Port of Mobile, including Atlantic Marine, Bender Shipbuilding, C&G Boatworks, Harrison Brothers Dry Dock & Repair Yard and Austal USA, with many smaller companies located throughout the area. The Theodore Ship Channel is host to several other service facilities, as well as numerous small workboat yards for ship repair and building. It is also particularly well suited to the oil and gas industry, as it is the closest deep water location to the open Gulf, and is home to Aker Kvaerner Subsea and Technip Coflexip. The main harbor is capable of a 45-ft. draft and has a 1,000-ft. turning basin located on the Mobile River at Three Mile Creek.

## **Other Services**

Aside from numerous technology companies and healthcare institutions, several other firms have chosen the Mobile MSA for their headquarter operations. These include Ball Healthcare Services Inc., with nursing homes and assisted living facilities in 10 Alabama communities; BancTrust Financial Group Inc.; Big 10 Tire Stores, Inc.; Integrity Media, a Christian media company producing books, movies, and music for world-wide audiences; The Mitchell Company, a real estate company in the Southeastern United States; Shoe Station Inc.; as well as Volkert & Associates Inc., one of the top engineering, architectural, planning, and environmental consulting firms in the United States. Together, all Mobile headquartered firms make up more than 15,000 of the workforce locally, and more than 18,000 of the workforce regionally.

There are six call centers with 550 employees. Hertz Corp., an inbound auto rental reservations service center, is the largest, followed by NCO Financial Systems, an outbound financial contract collections company, with 502 employees, and Sears

Home Central, an inbound parts ordering and technical service center primarily for Sears products, with 478 employees.

## **Manufacturing**

The **chemical industry** is the region's largest industry sector with more than 3,600 employees. Degussa Corp., with a history of 30-plus years in Mobile, is the largest chemical company, followed by Ciba Specialty Chemicals, UOP, DuPont Agricultural Products, Olin Chemicals, Akzo Nobel, Syngenta, Arkema Inc. and Mitsubishi Polysilicon.

Thanks to the Alabama State Docks and Mobile's strategic location on the Gulf Coast, one of the largest industries in the area is the **shipbuilding** sector. The largest companies, Bender Shipbuilding & Repair, Atlantic Marine, Austal USA, C&G Boatworks, Mobile Shipbuilding & Repair, Steiner Shipyard and World Wide Marine Service, employ a combined workforce that exceeds 2,100. Several of these companies announced recent government contract awards and expansion plans, growing their business in Mobile tremendously. Austal USA broke ground in January 2005 on its \$25 million expansion to build littoral combat ships (LCS) for the U.S. Navy. The Navy awarded its \$223 million contract for the first of two planned "Flight O" vessels to prime contractor Bath Iron Works, a General Dynamics company that teamed with Austal USA as the designer and builder of the LCS area frame.

The most significant project is Mobile Container Terminal, located at the State Docks, a \$300 million intermodal facility that will bring together ship, rail, truck and air transportation modes into one contiguous site. The terminal will be operated as a joint venture between APM Terminals North America and Terminal Link, a division of CMA CGM. Expected to win a significant share of the fast-growing container shipping market, the project will create some 1,700 permanent jobs.

The **aviation/aerospace** industry is also an extremely strong and growing industry sector in the area. The largest employer is ST/Mobile Aerospace Engineering (MAE), an aviation repair and maintenance operation, with 1,200 employees.

Teledyne Continental Motors continues to have a solid presence in Mobile with 450 employees. EADS (European Aeronautic Defence and Space Company), the parent company of Airbus, announced that it has selected Mobile for an Airbus Center of Excellence, creating 200 high-paying engineering jobs in the area. Northrop Grumman Corp. selected Mobile as the site of its KC-30 Production Center, announcing it would partner with EADS North America for the U.S. Air Force's next generation refueling tanker program. Northrop Grumman is entering the competition as the prime contractor with EADS as its principle subcontractor. This region is known world-wide for Brookley Complex, a 1,700-acre industrial area with two runways, one long enough to land the Space Shuttle, which makes it an extremely desirable location for the aerospace industry.

## **Distribution**

Mobile's 300-year history as a port city and a 75-year old hub of the process industry have led the area to become a visible center of distribution. Several national distribution centers exist in support of the manufacturing and chemical industry, such as Ciba Specialty Chemicals, DuPont Agricultural Products and UOP. There are also numerous regional supply and service distribution companies, like ACE Hardware, O'Reilly Auto Parts, Blue Bell Creameries, Sherwin Williams Paints and Cintas. Mobile was named in *Logistics Today's* 2004 list of the best places for businesses that rely on logistics.

## **Brookley**

From a former U.S. Air Force base located on Mobile Bay near downtown Mobile, Brookley has been transformed into a leading 1,700-acre industrial and trade complex. Built around a fully-operational airfield with a 9,600-ft. runway, the complex offers transportation infrastructure truly second to none. Along with a fully operational airport able to accommodate the largest aircraft, Brookley provides superb road and rail access. It is located adjacent to I-10, connecting the Atlantic Ocean to the Pacific, and I-65, linking the Gulf of Mexico to Chicago. There is also direct service by two railways, including CSX, the largest railroad in the United States connecting to the Port of Alabama. The complex is located within Foreign-Trade Zone 82, and has more than 4.5 million square ft. of building space.

Teledyne Continental Motors developed and built the engines that powered the first round-the-world flight of the Voyager at Brookley. ST/Mobile Aerospace Engineering and other aerospace and aviation companies have joined Teledyne in the Brookley Complex. Boeing, United Airlines, Continental and FedEx rely on the companies at Brookley for service, maintenance and technological innovation. In addition, the Mobile Downtown Airport at Brookley Field serves Airborne Express, FedEx, UPS and Emery Forwarding as a regional cargo airport.

In June 2005, EADS North America announced Mobile as the site of choice for a Military Modification and Assembly Line for the production of KC-330s in the United States. An Airbus Engineering Center will be created on the property and will employ more than 150 aerospace engineers. If the KC-330 advanced tanker is selected by the U.S. Air Force, more than 1,150 jobs and a \$600 million investment will be made in an additional project of an aircraft aviation and final assembly plant.

## **Port of Alabama**

The Port of Alabama is the global deepwater gateway for the state. The port handles a variety of cargos, including containers, forest products, metals and bulk cargo. The port is able to accommodate any size ship due to a large variety in dry dock sizes. The 45-foot ship channel with its 1,000-ft. turning basin is Panamax capable. It is only four hours from or to deep ocean water. The Alabama State Docks was dedicated

in 1923. It includes 4,000 acres and 37 berths. The State Docks has a \$3 billion economic impact state-wide, and contributes \$467 million in state taxes annually. The main port complex includes million square ft. of covered and open storage.

Its strategic location serves as a hub between the Southeastern United States and world destinations, and it's closer to open water than any other major port on the central Gulf Coast. The intermodal advantages include five Class I railroads, two Class III railroads, two major interstate highways, as well as an air cargo terminal with a 9,600-ft. runway at the Brookley Complex.

The Port of Alabama is served by 12 shipping lines that offer fixed-daily, weekly, bi-monthly and monthly container service throughout the world. The most frequent import and export commodities transferring through the Port of Alabama are coal, aluminum, iron, steel, lumber, wood pulp and chemicals. Two years ago, the Alabama State Port Authority started the process of expanding the state docks facilities. Mobile Container Terminal, a \$300-million facility, will cover approximately 380 acres along the shoreline between the areas near Bender Shipbuilding & Repair Inc. at Interstate 10 moving south to the U.S. Coast Guard Base and will have the capacity to hold up to 800,000 20-ft.- equivalent units (TEUs). The project consists of a 2,000-ft. deepwater wharf, a container yard, an intermodal rail yard and acreage designated for value-added distribution facilities. The increased capacity, combined with its favorable cost and location, will enable the port to handle the needs of Alabama's manufacturers, including the automobile industry.

In 2005, the Port of Mobile was the 14th largest port in the nation in total tonnage, ahead of other well known ports such as Tampa, Seattle, Charleston and Savannah.

## **International Trade**

Alabama's international trade has provided extensive benefits to the state. With a growing automotive industry, high-tech equipment, chemicals and rich agricultural farmlands, Alabama's place in the global economy continues to prosper. Alabama's export sales expanded from \$3.9 billion in 1993 to \$10.79 billion in 2005, a 276 % increase.

Alabama exported goods to 215 foreign destinations during 2005 and is ranked nationally at 26th for total dollar value of exports in 2005. The top five exports from the state were vehicles (representing 25% of all Alabama exports), industrial machinery (8%), chemical (7.4%), optical and medical instruments (7.1%) and mineral fuels (5.7%). Of these, mineral fuels saw the largest increase, up 59% from 2004. In 2004, Alabama's largest exports were vehicles, chemicals, industrial machinery, medical and optical and plastics. Canada was ranked as Alabama's leading trading partner in 2005, with exports totaling \$2.2 billion. Germany currently ranks as Alabama second largest trading partner with exports totaling \$1.6 billion. In 2005, exports to Mexico totaled \$912 million. Exports to Japan totaled \$680 million and Alabama shipped \$466 million to

China. In 2005, the port of Mobile ranked 14th in the nation in overall waterborne foreign trade by cargo volume. Dry and liquid bulks, forest products, metals and frozen poultry make up the major commodities.

Mobile's Foreign-Trade Zone (FTZ) project enhances the competitiveness of companies engaged in international trade. A number of firms currently use FTZ procedures to significantly reduce the costs associated with Customs duties and tariffs, and streamline the inbound supply chains. For each of the past several years, Mobile's Foreign-Trade Zone project accounted for roughly \$1 billion in economic activity. Last year, there was more than \$1.5 billion in zone-related activity, of which more than \$250 million was value-added activity. Overall employment for the entire zone project, including subzones, is approximately 2,000.

The general-purpose zone consists of 12 non-contiguous sites, comprising 9,848 acres, located throughout Mobile and Baldwin counties. The various generalpurpose zone sites offer an array of industrial and commercial environments that provide the utilities, infrastructure and transportation links necessary to accommodate an array of large, medium and small operations. The various sites offer direct access to deep water, airport, interstate highway, rail, industrial park, warehousing and green-field development. As several companies have already discovered, subzone status is readily available for companies whose operations cannot be accommodated within the existing general-purpose zone.

The flexibility with which Mobile's Foreign-Trade Zone project has been developed is no accident. Companies using Mobile's Foreign-Trade Zone have access to a zone project management team offering the expertise necessary for companies to integrate FTZ procedures into their own core operations. Far from serving only as a cross-dock operation, Mobile's Foreign-Trade Zone is used by a diverse group of companies engaged in a variety of manufacturing activities, including shipbuilding and repair, oil refining and chemical production. In addition to Customs duty avoidance on exports, FTZ users often lower the effective duty rate on imported materials used in the production of products destined for the U.S. market.

Mobile's Foreign-Trade Zone strengthens the position of companies located in South Alabama, and does so in a manner that allows zone users to enjoy FTZ benefits in an expeditious and efficient manner that makes business sense.

## **Retail and Wholesale Trade**

Retail and wholesale trade makes up a large percentage of the Mobile Bay economy, with 18.0% of people employed in this sector. Of those employees, 62.2% are employed in retail and 19.8% are employed in the wholesale industry. Retail sales in the area increased an astounding 43% since 2000 to more than \$8.5 billion in 2004.

## Hospitality and Tourism

The tourism industry is growing and employs more than 11,000 people. The Mobile Bay area welcomes more than 2.2 million visitors a year who spend almost half a billion dollars here annually. According to the Economic Impact of Alabama Travel Industry 2006, Mobile County contributed 9 percent (85 million) and Baldwin County contributed 24 percent (242 million) of the 2006 Alabama lodging revenue of 999 million.

Carnival Cruise Lines' fun ship *Holiday* began sailing from its homeport in Mobile in October 2004. The 1452-passenger ship, that makes four- and five-day trips to Cozumel and the Western Caribbean, has been a tremendous success for Mobile, selling out virtually every sailing. It brings more than 120,000 tourists to the city per year and has a potential \$20 million annual impact on Mobile.

Mobile's waterfront will soon expand with Mobile Landing, a planned 80,000-square-ft. Maritime Museum of the Gulf of Mexico.

## Section 5

# South Alabama Regional Development District

## Comprehensive Economic Development Strategy

### Action Plan

#### Goals and Policies

#### Vision Statement

The Vision Statement of the District is as follows:

*To promote the long-term recovery of economically distressed areas through economic growth and the creation or retention of jobs in our District.*

#### Goals

##### Education/Manpower Training

- Develop a first class educational environment that sustains the life-long needs of our citizens by providing a public school system that will meet existing and future needs of the district through a comprehensive plan of education.
- Provide adequate vocational and continuous learning programs involving business and industries in the planning and implementation of such programs.

##### Economic Development

- Create an environment that fosters economic diversification and growth in our District.
- Be a competitive region in the international economy by proactively developing and marketing our technological, environmental, educational, human and natural resources.
- Attract, grow and maintain a quality workforce.

##### Infrastructure And Community Services

- Develop public-private partnerships that improve, expand, and maintain adequate infrastructure systems capable of meeting and enhancing existing and future needs.

- Provide adequate and safe water and sewer facilities to service existing and future (immediate) needs of homes, businesses, and industry.
- Provide a multi-modal transportation system which will encourage growth in a planned manner to enhance the economic efficiency of the area while minimizing impacts on the environment.
- Provide a sufficient level of public safety protection and prevention that will significantly reduce losses of life and property.
- Improve efficiencies of community services by coordinating and consolidating these and promoting regional programs where feasible.

### **Government/Community Leadership**

- Analyze needs for changes in government related to growth and development and design appropriate measures for administrators and legislators.
- Provide adequate and appropriate training for governmental personnel, elected and non-elected community leaders.
- Continue the cooperative public-private spirit through teamwork and leadership.
- Encourage an involved and active citizenry, learning and working for a better tomorrow.
- Develop a regional leadership training program

### **Quality Of Life**

- Have a community that is environmentally and economically sustainable while providing opportunity and access for all to education, arts, culture and recreation.

### **Environmental**

- Develop a region whose air and water quality reaches and maintains an acceptable level and which contains sustainable land use management policies and environmental protection while encouraging economic growth and diversity.

## **Strategies/Objectives/Policies**

### **Education/Manpower Training**

- Improve low test scores
- Establish first class performance standards for all students.
- Provide adequate funding for K-12.
- Establish performance standards for all schools.
- Require all administrators and teachers to meet high quality standards of performance.
- Provide adequate facilities at all schools.
- Provide a safe learning environment for all students.
- Return to neighborhood schools at the elementary level.

- Expand school-to-work, welfare-to-work and career-to-work programs.
- Maintain a continuous training program.
- Raise the mandatory school age to 18.
- Increase the regional focus of higher education institutions.
- Maintain partnerships involving parents, teachers, administrators, local governments, businesses, and industries in the education arena.
- Support initiatives to bring all district school systems up to state standards.
- Encourage educational visits to industry or invite industry to visit the schools.
- Identify specific skills needed by companies in the district and expand vocational and higher education work force training programs to eliminate under employment.
- Recruit highly trained teachers.
- Ensure that all students have equal access to educational opportunities.
- Establish zero tolerance policies on criminal and irresponsible behavior.
- Promote special skills programs.
- Promote after school tutoring programs.
- Continue comprehensive planning for education curriculums and facilities.
- Provide telecommunication linkages to all schools.
- Create seamless transition from high school to post secondary education (training, junior college or university)
- Provide motivational curriculum to encourage post secondary education.
- Make technical and vocational training available in all high schools.
- Strengthen math and science program in high school.
- Reduce class size in elementary schools.
- Establish Second Chance program.
- Continue to identify ways business and industry can be involved with area schools.
- Teach Life Skills in high school.
- Require more extensive curriculum for second language skills.

### **Economic Development**

- Provide for and maintain a well-funded economic development program.
- Create full time value added jobs with benefits.
- Maintain a balance between business expansion and retention of existing jobs.
- Promote tourism vigorously by expanding and developing cultural and historical resources making them highly accessible and well preserved.
- Provide the infrastructure required for continuous economic growth and development.
- Expand international trade by improving Alabama State Docks container, handling and inter-modal facilities and services.
- Develop seed, venture, and working capital required for entrepreneurial and minority business development.
- Expand small and minority business through financial assistance provided by the revolving loan program.

- Strengthen the public-private partnerships that leverage economic development opportunities.
- Develop commercial and industrial parks and services that are properly zoned.
- Develop agribusiness, seafood industry and related trades.
- Coordinate marketing efforts with ADO, ECIDA and Chambers of Commerce.
- Involve the local newspapers with business/industry decisions.
- Hold informal meetings with news media, chambers and ECIDA.
- Explore business incubator possibilities.
- Identify the child-care needs.
- Support alternative insurance opportunities.

### **Infrastructure and Community Services**

- Improve and expand rural infrastructure facilities and community service systems where needed.
- Construct and improve roads and bridges as needed.
- Provide mass transit that supports community needs.
- Improve coordination between Mobile County (The Wave), Baldwin County (BRATS) and Escambia County (ECAT) public transportation.
- Support Rural Transportation Initiative.
- Evaluate the feasibility of a Mobile-Pensacola regional airport.
- Expand the Port of Alabama significantly.
- Establish inter-modal cooperation and promotion among air, water, rail and road components.
- Continue to improve and promote Brookley Aero-Space Complex as a high-tech industrial park.
- Maintain an aggressive waterway management program.
- Establish a county-wide/regional water supply and waste water collection and treatment authority.
- Establish a regional housing authority to ensure workforce housing.
- Address the housing problem of slum and absentee ownership.
- Expand workforce housing opportunities.
- Reduce penalties for subsidized housing.
- Develop program to reduce storm related losses.
- Support MAWS Regional Study for a Sewer Treatment Facility
- Support ALDOT widening of I-10 and a new bridge
- Balance and prioritize regional investments in infrastructure.
- Establish countywide land use planning and zoning in a regional context.
- Protect drinking water resources through watershed protection and well head protection.
- Provide an effective storm-water management program.
- Provide assistance to rural water and wastewater facilities improvements and expansions.
- Enhance recreational opportunities and access to them.

- Require planning commission approval of all infrastructure projects.
- Conduct a study to assess all water and sewer needs.
- Establish a micropolitan transportation planning organization.
- Expand water and sewer service countywide.
- Improve telecommunication services.
- Coordinate air traffic plans with local and federal officials.
- Investigate the feasibility of a Causeway authority.
- Provide additional evacuation routes in Baldwin County.
- Encourage the development of affordable housing.
- Increase funding to County Housing Authorities.
- Improve and expand recreational access to public waters.
- Inventory all publicly owned land and facilities.
- Maintain a well-funded economic development program.
- Encourage the establishment of a rural transportation planning organization.
- Continue the efforts to four-lane U.S. Highway 31.
- Improve telecommunication services.
- Develop linkages to schools and community colleges.
- Utilize CDBG and SRLF for infrastructure improvements.
- Use Amendment One funds as local match for federal funds on infrastructure improvements.
- Develop web sites for each government in our district.
- Improve rail services in the district.
- Provide water for drinking, power and transportation.

### **Government/Community Leadership**

- Cause the enactment of the strongest possible “home rule” legislation that provides for local decisions to be made by local officials where appropriate.
- Continue to plan, coordinate and consolidate service delivery in an efficient manner among governmental entities.
- Provide community leadership and training programs.
- Encourage employers to provide opportunities and time to participate in community affairs.
- Encourage organizations to diversify their boards to representative of the community.
- Encourage businesses with headquarters outside our region to be involved in community affairs.
- Support insurance captive opportunity
- Increase insurance captive to include residential properties.
- Encourage key leaders to take turn in providing government leadership by accepting board appointments and running for elective office.
- Focus on the opportunities of the future.
- Encourage the business community to provide the leadership for cooperation between governmental entities.

- Continue to plan, coordinate and consolidate service delivery in an efficient manner among governmental entities.
- Continue support of Go Zone and Renewal Community efforts.

### **Quality Of Life Strategies**

- Develop programs to foster better race relations
- Refuse to tolerate inappropriate, criminal, and irresponsible behavior.
- Emphasize oneness as a community while appreciating and celebrating cultural differences.
- Ensure that all students have equal access to educational opportunities and facilities.
- Insure adequate health care for every child.
- Provide opportunities for all to participate in the decision making process and seek common grounds on issues.
- Provide community-based support for non-profits serving specific clientele.
- Provide and fund daycare, pre-school, after school and summer programs.
- Provide expanded and effective juvenile detention and treatment programs.
- Encourage neighborhood watch programs.
- Keep repeat offenders off the street.
- Recognize the importance of historical downtown areas and renovate and restore them.
- Expand the art and cultural opportunities available for all age groups.
- Build a performing arts center.
- Provide adequate athletic facilities for all children and facilities to provide rewarding family recreational opportunities.
- Increase library funding to ensure superior access to print materials and interactive electronic media and data.
- Improve the image of our region, state and nation in the international market.
- Encourage the protection of clean air and water resources.
- Provide opportunities for all to participate in the decision making process and seek common grounds on issues.
- Assist Mobile with developing a reputation as a racially open City.
- Provide community-based support for non-profits serving specific clientele.
- Encourage and support redevelopment of storm ravaged areas.

### **Environmental Strategies**

- Continue Operation Clean Sweep.
- Develop and maintain acceptable standards for a clean Mobile Bay and rivers.
- Develop and maintain green spaces in parks and throughout our district.
- Establish automobile safety inspections.
- Develop comprehensive recycling programs.
- Develop effective noise ordinance and enforcement.

- Recognize the importance of our natural environment to our quality of life and create and implement protective measures.

## **Summary**

This section outlines the criteria for evaluating the CEDS and economic development projects identified within the region's three counties. These projects are implementation projects, that will implement the goals and strategies outlined in the CEDS and are attached as an appendix to this document. This list will be updated annually to reflect the changing status of existing projects and add new projects consistent with the CEDS.

## **Evaluation Criteria**

The South Alabama Regional Planning Commission will submit an annual CEDS update that reviews the success of economic development projects in the region. Provided below is a listing of indicators, some of which may be used in the annual CEDS evaluation. These indicators will also be used in conjunction with other measures to evaluate the success or appropriateness of economic development projects in the region.

### **Indicators:**

#### **Housing:**

- Number of sub-standard housing units
- Rate of owner-occupied housing
- Number of special needs housing units
- Number of workers housing units
- Number of homeless shelter spaces
- Number of transitional housing spaces/units

#### **Economic Development:**

- Employment mix – diversity – new industries
- Unemployment and labor participation rates
- Venture capital invested in region
- Value of international exports
- Household income
- Index of annual number of tourists and visitors
- Value of agricultural products produced

#### **Emergency Preparedness:**

- Hurricane evacuation clearance times
- Public hurricane shelter capacity
- Number of Facilities reporting Hazardous and Extremely Hazardous Chemicals

**Natural Resources:**

- Pollutant loading to Mobile Bay
- Surface water bodies quality index
- Per-capita consumption of potable water
- Acreage of protected regionally significant natural resources
- Acreage of estuarine habitat
- Acres of publicly owned or maintained natural resources
- Ambient air pollutant concentration

**Transportation:**

- Trip lengths
- Travel delay times
- Lane miles of regional transportation roadways
- VMT Total and VMT per-capita
- Transit ridership
- Number of passengers served by airports and ports
- Amount of goods moved through airports and ports

**Other Considerations:**

- Change in total population
- Population mix – age and ethnicity
- Crime index
- Literacy index
- Graduation rates
- Standard test scores
- Number of registered motor vehicles
- Motor vehicle fatalities
- Boating/personal watercraft fatalities
- Percentage of population living in poverty
- Local tax burden
- Percentage of government revenue from user-fees
- Price of new and pre-owned housing
- School aged population
- Economic base mix – share by sector

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**APPENDICES**

Appendix 1: SWOT Analysis ..... ii  
Appendix 2: Economic Development Partners..... vi  
Appendix 3: Implementation Projects (spreadsheet)..... viii  
Appendix 4: District 8 Transportation Improvement Program 2008-2011 Draft..... xiv

**Appendix 1:  
SWOT Analysis**



CEDS Regional Meeting Report: SWOT Analysis.  
Mobile, Baldwin, & Escambia Counties  
2007

**Strengths:**

- Raw Undeveloped Land available for Development
- Available Development Land for Industrial Parks
- Land, Sea & Air Access
- Coastal Communities
- Post Secondary Education
- Envision Coastal
- Wave & BRATS, & ECATS
- Good Elected Officials
- Geographic Location
- Ports
- Size

**Weakness:**

- Low Test Scores
- Lack of desire for high school graduates to attend a Post Secondary Education facility
- Under Employment
- Need tight integration from High School to training, Junior College and/or University
- Life skills in High School needed
- Need Technical Training in High School
- Need strong math & science program in High School
- Class size in grades K-5 needs to be reduced
- Need Second Chance alternative program
- Need Affordable Housing
- Need Transportation
- Availability of water for drinking, power & transportation
- storm related losses
- Penalties for subsidized housing
- Coordination between Wave, BRATS & ECATS
- Insurance cost and availability
- Climate
- Availability of Minority Contractors
- Second Language Skills
- Baldwin County excluded to receive EDA funds. Areas should be identified that would qualify. Similar to Farmers Home rule change.

### **Opportunities:**

- \$5,307 from Federal Govt. for BRATS to provide programs for urbanizing areas
- Storms may cause development to locate out of high impact areas due to insurance cost and availability causing new development in North Baldwin Co., Escambia Co., and North Mobile Co.
- redevelopment of storm ravaged areas
- Coordination of Transportation Entities
- Insurance Captive Management
  - Home Owner / Commercial
- Go Zone
- Renewal Community
- MAWS- Regional Study- Sewer Treatment Facility
- AL DOT Widening of I-10 and New Bridge
- Prichard Foreign Trade Zone designation
- Regional (District 1) Comprehensive Strategic Workforce Plan
- Escambia County to become a Foreign Trade Zone
- Build capacity of minority contractors
- Comprehensive Regional Economic Development Plan
- Widening of Highway 113 to four lanes in Escambia County
- Wired I-10 pops and fiber optics project
- Casino and resort on Porch Band of Creek Indians Reservation
- CSX Certified Mega Site in North Baldwin County
- Improvements and extension of Highway 158 in Mobile County

### **Threats:**

- Life Skills in High School needed
- Housing costs and availability
- Transportation
- Construction Costs
- Labor Force
- Education
- Underemployment
- Storm Related Losses
- Insurance cost escalating & loss of insurance
- Sewer Availability
- Lack of teachers in Mobile County
- Second language skills

**Projects:**

- Expansion of Transportation Routes
- River Cane Industrial Park
- 8 million Comp. Plan Waste Water - Mobile
- Atmore- New Sewer Treatment Plant
- ALDOT Projects
- ThyssenKrupps
- Alabama Motor Sports Park
- Bristow-Krah pipe
- CSX Mega Site
- Container Ports
- Wired I-10 Project
- Comprehensive Regional Economic Development Plan
- Gas service provided to Flomaton

**Appendix 2**  
**Economic Development Partners**

## Economic Development Partners

Alabama Department of Transportation  
Alabama Dept of Economic and Community Affairs  
Alabama Dept of Environmental Management  
Alabama Development Office  
Alabama Historical Commission  
Delta Regional Authority  
Baldwin County Economic Development Alliance  
Economic Development Administration  
Economic Development Partnership of Alabama  
Escambia County Industrial Development Authority  
Metropolitan Planning Organization  
Retirement Systems of Alabama  
U.S. Department of Agriculture  
University of south Alabama  
University of Mobile  
Faulkner Community College  
Bishop State Community College  
Local and State Chamber of Commerce Associations  
Local Industrial Development Boards and Economic Development Alliances  
Mobile WORKS  
Workforce Development Authority's

## **Appendix 3 Implementation Projects**

REGIONAL ECONOMIC DEVELOPMENT PROJECTS/PROGRAMS						
PROJECTS/PROGRAMS	ISSUE CATEGORY	LOCATION	FUNDING SOURCE	RESPONSIBILITY	BENCHMARKS	TIME FRAME
1. Technology Centers (Incubators, Entrepreneurial Centers and Research Centers)	Economic Development	Region wide	ADECA, EDA, Universities and Community Colleges (Cash and in-kind)	SARPC, Mobile Area Chamber, Baldwin County Economic Development Alliance, Escambia County Industrial Development Board	1) Identify location and type of Technology Centers 2) Regional Technology asset inventory. 3) Established Technology Centers.	1) Short Term 2) Short Term 3) Medium/ Long Term
2. Regional Workforce Development Plan	Economic Development/ Quality of Life/ Education	Region wide	ADO, EDA, EDPA, CCAA	SARPC, CCAA, Mobile Area Chamber, Baldwin County Economic Development Alliance, Escambia County Industrial Development Authority, County School Systems, Mobile Works, Alabama Works, Universities and Community Colleges	1) Improved retention rates of existing businesses. 2) Establish and Coordinate with a Regional Chamber Association. 3) Survey business/industry training needs. 4) Improve High School Curriculum 5) Establish Programs linking Universities & Community Colleges	1) Short Term 2) Short Term 3) Short Term 4) Medium Term 5) Medium/ Long Term
3. Regional Economic Development (Recruitment and Support)	Economic Development / Quality of Life	Region wide	ADO, EDA, EDPA	SARPC, Mobile Area Chamber, Baldwin County Economic Development Alliance, Escambia County Industrial Development Authority	1) Inventory of available buildings and developable properties. 2) Recruit New businesses. 3) Support Existing Business	1) Short Term 2) Medium Term 3) Long Term
4. Regional Start-up and Existing Business Expansion Assistance	Economic Development/ Education	Region wide	ADO, EDA, SARPC, BCEDA, EDPA, CCAA	SARPC, CCAA, Mobile Area Chamber, Baldwin County Economic Development Alliance, Escambia County Industrial Development Authority	1) Improved retention rates of existing businesses. 2) Establish and Coordinate with a Regional Chamber Association. 3) Survey business/industry training needs. 4) Programs linking universities & vocational schools	1) Short Term 2) Short Term 3) Short Term 4) Medium Term
5. Regional Transportation Plan	Land Use and Planning / Infrastructure	Region wide	ALDOT, ADO, ADECA,	SARPC, MPO, Area Chambers, Local Governments, Baldwin County Economic Development Alliance, Escambia County Industrial Development Authority	Transportation Plan and components.	Short Term

6. Regional Infrastructure Plan	Infrastructure / Land Use and Planning	Region wide	ADECA, USDA Rural Dev., ADEM EDA	SARPC, Water and Sewer Systems, Local Governments EDA	1) Create Regional Water and Sewer Authority. 2) Regional water and sewer resource assessment. 3) Long-range regional growth plan for water and sewer. 4) Regional Broad Band availability.	1) Short Term 2) Short Term 3) Long Term 4) Short/mid Term
7. Expand the following academic training in High Schools •Aviation/Aerospace •Pre-engineering •Character Building •Second Language Skills	Quality of life/ Education/Economic Development	Region-Wide	Property Tax, Sales Tax	State BOE, SARPC, Industrial Development Boards and County BOE	1) Reduce Dropout Rate 2) Improve school to work program	1). Short Term 2) Short Term
8. Funding Support for Solid Waste Plans	Infrastructure, Land Use and Planning	Region-Wide	ADEM, Local	SARPC, Solid Waste Authorities, ADEM, Local Governments	1) Update Plans	1) Short Term
9. Tourism Attraction Plan	Land Use and Planning/ Quality of Life/ Economic Development	Baldwin County	Alabama Bureau of Tourism, and Travel, ADECA, RSA, AHC, Lodging tax	Local Area Chambers, BCEDA	1) Inventory regional tourism resources. 2) Tourism economic impact analysis. 3) Develop regional tourism marketing plan. 4) Implement tourism marketing plan.	1) Short Term 2) Short Term 3) Short Term 4) Medium Term
10. Support workforce housing efforts	Quality of Life/ Econ. Dev.	Baldwin County		BCEDA/Baldwin County	1) Create Workforce Housing Alliances with local Governments as members.	1) Short Term

**LOCAL ECONOMIC DEVELOPMENT PROJECTS/PROGRAMS**

PROJECTS/ PROGRAMS	ISSUE CATEGORY	LOCATION	FUNDING SOURCE	RESPONSIBILITY	BENCHMARKS	TIME FRAME
1. Develop CSX Mega Site in North Baldwin County	Infrastructure/Economic Development/Quality of life	Baldwin County	General Fund, EDA, USDA, EPA	BCEDA	1) Study/engineering	1) Short Term
2. Continue to develop Bay Minette Industrial Park	Infrastructure/Economic Development/Quality of life	Baldwin County	General Fund, EDA, USDA	Local Area Chambers, BCEDA, SARPC	1) Construct a Spec Building	1) Short Term
3. Develop an Industrial site in North Mobile County and South Mobile County	Infrastructure/ Econ. Dev./ Quality of life	Mobile County	General Fund, EDA, USDA EPA	Mobile County	1) Study/ engineering	1) Short Term
4. Implement Wastewater treatment/sewer project in North Mobile County and South Mobile County	Infrastructure/ Econ. Dev./ Quality of life	Mobile County	General Fund, USDA	Mobile County	1) Study/ engineering	1) Short Term/
5. Provide access and improvements to Industrial Parks.	Infrastructure/ Economic Development	Atmore	General Fund, ADECA, DRD	Atmore/ SARPC	1) Study/ engineering 2) Application	1) Short Term 2) Medium Term
6. Infrastructure improvements include paving, drainage and sidewalks, sewer lines, mains and lagoon	Infrastructure/ Economic Development/ Quality of life	Brewton	General Fund, ADECA, DRA, FEMA	Brewton/ SARPC	1) Study/ engineering 2) Application	1) Short Term 2) Medium Term
7. Improvements to the Airport	Infrastructure/ Economic Development	Bay Minette	Federal Aviation Department, State Legislature, ALDOT	Airport Authority, ALDOT	Airport Expansions and Runway Improvements	1) Short Term
8. Developing a Spec Industrial Building	Economic Development	Bay Minette, Gulf Shores and Orange Beach	EDA/ USDA/ EPA/ ADECA	Bay Minette, Gulf Shores, Orange Beach BCEDA	1) Grant Submittal	1) Short Term
9. Identify and acquire business park sites	Economic Development	Summerdale, Robertsdale, Fairhope	EDA, USDA, EPA, ADECA	Summerdale, Robertsdale, Fairhope, BCEDA, SARPC	1) Grant Submittal	1) Short Term
10. Request EDA Rule change , similar to USDA, that would allow Baldwin County to receive EDA funds.	Economic Development	Baldwin County	EDA	BCEDA, SARPC	1) Legislation	1) Short Term

**LOCAL ECONOMIC DEVELOPMENT PROJECTS/PROGRAMS**

PROJECTS/ PROGRAMS	ISSUE CATEGORY	LOCATION	FUNDING SOURCE	RESPONSIBILITY	BENCHMARKS	TIME FRAME
11. Implement Port of Mobile Intermodal Terminal Development	Infrastructure/ Quality of Life/ Economic Development	Mobile	ALDOT, General Fund	MPO/Mobile City, Mobile County State Port Authority	1) Implementation	1) Short Term
12. Create University of South Alabama Technology Park	Infrastructure/ Quality of Life/ Economic Development/Education /Workforce Development	Mobile	EDA/ ADO/ USA/ General Fund	USA Research and Technology Corporation	1) Design 2) Construction 3) Establish centers in industrial research, entrepreneurship and business incubation	1) Short Term 2) Short Term 3) Medium/Long Term
13. Market International Paper site re-use project	Economic Development	Mobile	EDA/ General Fund	State Port Authority/ Mobile City/ Mobile County	1) Construction	1) Short Term
16. Assist Brookely Air Cargo/ Aerospace Business Development	Economic Development	Mobile	Federal Aviation Department, State Legislature, ALDOT	Airport Authority, ALDOT, <b>Mobile Area Chamber of Commerce</b>	1) Study	1) Short Term
14. Develop Maritime/Shipping Training Center	Economic Development, Education	Mobile	ALDOT/ General Fund	State Port Authority/ Sate and Local BOE	1) Study	1) Short Term
15. Continue to develop and Market Wolf Ridge Industrial Park	Infrastructure/ Econ. Dev./ Quality of life/ Workforce Development	Prichard	General Fund, EDA, USDA, EPA	Local Area Chambers, City of Prichard, SARPC	1) Construction	1) Short Term
16. Create Industrial Parks adjacent to Highways 45, 43, 158 and on Telegraph Rd.	Infrastructure/ Econ. Dev./ Quality of life/Workforce Development	Prichard	General Fund, EDA, USDA, EPA	Local Area Chambers, City of Prichard, SARPC	1) Study	1) Short Term
17. Create NASCAR/ Entertainment Complex	Infrastructure/ Econ. Dev./ Quality of life/Workforce Development	Prichard/Saraland	General Fund, EDA, USDA, EPA	Local Area Chambers, City of Prichard, City of Saraland, SARPC	1) Construction	1) Short Term

ALDOT – Alabama Department of Transportation  
ADECA – Alabama Dept of Economic and Community Affairs  
ADEM – Alabama Dept of Environmental Management  
ADO – Alabama Development Office  
AHC – Alabama Historical Commission  
BCEDA - Baldwin County Economic Development Alliance  
CCAA – Chamber of Commerce Association of Alabama  
DRA – Delta Regional District

EDA – Economic Development Administration  
EDPA – Economic Development Partnership of Alabama  
MPO – Metropolitan Planning Organization  
RSA – Retirement Systems of Alabama  
SARPC – South Alabama Regional Planning Commission  
USDA – U.S. Department of Agriculture  
USA – University Of South Alabama

Short Term = 0-2 years

Medium Term = 2-5 years

Long Term = More than 5 years

**Appendix 4**  
**District 8 Transportation Improvement Program**  
**2008-2011**  
**Draft**

**ALABAMA DEPARTMENT OF TRANSPORTATION**  
**Draft Statewide Transportation Improvement Program 2008**  
**From 10/1/2007 Through 9/30/2011**  
**Highway Projects - BALDWIN COUNTY**

<b>Route</b>	CR-83	<b>Project Description</b>	CR-83 (FOLEY BEACH EXTENSION) FROM FOLEY BEACH EXPRESSWAY TO CR-64 SOUTH OF CR-789 (OAKDALE DR)					
<b>Project Length In Miles</b>	12.000	<b>Type of Work</b>	GRADE, DRAIN, BASE AND PAVE					
		<b>Urban Area</b>						
						<b>Cost In Thousands</b>		
Project Reference Nbr	FA Number	Scope of Work	Type Work	Fiscal Year	Federal Share	State Share	Total	
100048096	HPP-1702( )	RIGHT OF WAY	G D B P	2008	\$883	\$221	\$1,104	
100048097	HPP-1702( )	UTILITIES	UTILITY ADJUSTMENT	2008	\$300	\$75	\$375	
100048100	HPP-1702( )	RIGHT OF WAY	G D B P BRG	2009	\$4,298	\$1,074	\$5,372	
100048098	HPP-1702(903)	CONSTRUCTION	G D B P	2009	\$3,920	\$980	\$4,900	
100048104	HPP-1702( )	RIGHT OF WAY	G D B P BRG	2010	\$2,213	\$553	\$2,766	
100048101	HPP-1702( )	UTILITIES	UTILITY ADJUSTMENT	2010	\$233	\$58	\$291	
100048105	HPP-1702( )	UTILITIES	UTILITY ADJUSTMENT	2011	\$241	\$60	\$301	
<b>Total Cost:</b>					<b>\$12,087</b>	<b>\$3,022</b>	<b>\$15,109</b>	

<b>Route</b>	I-10	<b>Project Description</b>	I-10 BETWEEN SR-181 & US-90 CONSTRUCT INTERCHANGE & CONNECTOR TO US-90.					
<b>Project Length In Miles</b>	0.500	<b>Type of Work</b>	INTERCHANGE					
		<b>Urban Area</b>						
						<b>Cost In Thousands</b>		
Project Reference Nbr	FA Number	Scope of Work	Type Work	Fiscal Year	Federal Share	State Share	Total	
100001556	IM-0101( )	UTILITIES	UTILITY ADJUSTMENT	2008	\$914	\$102	\$1,015	
100001553	IM-I010(307)	CONSTRUCTION	INTCHANGE	2010	\$14,850	\$1,650	\$16,500	
<b>Total Cost:</b>					<b>\$15,764</b>	<b>\$1,752</b>	<b>\$17,515</b>	

**ALABAMA DEPARTMENT OF TRANSPORTATION**  
**Draft Statewide Transportation Improvement Program 2008**  
**From 10/1/2007 Through 9/30/2011**  
**Highway Projects - BALDWIN COUNTY**

<b>Route</b>	I-10	<b>Project Description</b>	RESURFACING I-10 FROM 0.1 MILE EAST OF SR-59 TO 0.3 MILE EAST OF CR-64 (WILCOX RD)					
<b>Project Length In Miles</b>	9.200	<b>Type of Work</b>	RESURFACING					
		<b>Urban Area</b>						
						<b>Cost In Thousands</b>		
<b>Project Reference Nbr</b>	<b>FA Number</b>	<b>Scope of Work</b>	<b>Type Work</b>	<b>Fiscal Year</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Total</b>	
100049176	IM-I010( )	PRELIMINARY ENGINEERING	RESURFACE	2010	\$475	\$53	\$528	
100049175	IM-I010( )	CONSTRUCTION	RESURFACE	2010	\$9,504	\$1,056	\$10,560	
<b>Total Cost:</b>					<b>\$9,979</b>	<b>\$1,109</b>	<b>\$11,088</b>	

<b>Route</b>	I-10	<b>Project Description</b>	RESURFACING I-10 FROM 0.1 MILE EAST OF EAST END BAY WAY BRIDGE TO 0.1 MILE EAST OF SR-59					
<b>Project Length In Miles</b>	9.200	<b>Type of Work</b>	RESURFACING					
		<b>Urban Area</b>						
						<b>Cost In Thousands</b>		
<b>Project Reference Nbr</b>	<b>FA Number</b>	<b>Scope of Work</b>	<b>Type Work</b>	<b>Fiscal Year</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Total</b>	
100049181	IM-I010( )	PRELIMINARY ENGINEERING	RESURFACE	2011	\$565	\$63	\$628	
100049180	IM-I010( )	CONSTRUCTION	RESURFACE	2011	\$12,370	\$1,374	\$13,744	
<b>Total Cost:</b>					<b>\$12,935</b>	<b>\$1,437</b>	<b>\$14,372</b>	

<b>Route</b>	I-65	<b>Project Description</b>	RESURFACING I-65 FROM 1.1 MILES NORTH OF SR-13 (US-43) TO 0.2 MILE NORTH OF SR-225					
<b>Project Length In Miles</b>	11.400	<b>Type of Work</b>	RESURFACING					
		<b>Urban Area</b>						
						<b>Cost In Thousands</b>		
<b>Project Reference Nbr</b>	<b>FA Number</b>	<b>Scope of Work</b>	<b>Type Work</b>	<b>Fiscal Year</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Total</b>	
100049179	IM-I065( )	PRELIMINARY ENGINEERING	RESURFACE	2011	\$327	\$36	\$363	
100049177	IM-I065( )	CONSTRUCTION	RESURFACE	2011	\$7,148	\$794	\$7,942	
<b>Total Cost:</b>					<b>\$7,474</b>	<b>\$830</b>	<b>\$8,305</b>	

**ALABAMA DEPARTMENT OF TRANSPORTATION**  
**Draft Statewide Transportation Improvement Program 2008**

From 10/1/2007 Through 9/30/2011

**Highway Projects - BALDWIN COUNTY**

<b>Route</b>	SR-3 US-31	<b>Project Description</b>	CORRIDOR STUDY CONSTRUCT DIVIDED 4-LANE ON SR-3 (US-31) FROM SR-181 TO SR-59 @ STAPLETON				
<b>Project Length In Miles</b>	6.185	<b>Type of Work</b>	CORRIDOR STUDY				
		<b>Urban Area</b>					
						<b>Cost In Thousands</b>	
<b>Project Reference Nbr</b>	<b>FA Number</b>	<b>Scope of Work</b>	<b>Type Work</b>	<b>Fiscal Year</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Total</b>
100049101	STPAA-0003( )	PRELIMINARY ENGINEERING	CORRIDOR STUDY	2009	\$400	\$100	\$500
<b>Total Cost:</b>					<b>\$400</b>	<b>\$100</b>	<b>\$500</b>

<b>Route</b>	SR-180	<b>Project Description</b>	>SR-180 FR GULF SHORES TO SR-161 IN ORANGE BCH WIDE TO 5.				
<b>Project Length In Miles</b>	7.640	<b>Type of Work</b>	ROADWAY WIDENING				
		<b>Urban Area</b>					
						<b>Cost In Thousands</b>	
<b>Project Reference Nbr</b>	<b>FA Number</b>	<b>Scope of Work</b>	<b>Type Work</b>	<b>Fiscal Year</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Total</b>
100040588	STPAA-0201( )	UTILITIES	UTILITY ADJUSTMENT	2009	\$608	\$152	\$760
100040589	STPAA-0180(501)	CONSTRUCTION	RDWY WID	2010	\$4,531	\$1,133	\$5,664
<b>Total Cost:</b>					<b>\$5,139</b>	<b>\$1,285</b>	<b>\$6,424</b>

<b>Route</b>	SR-181	<b>Project Description</b>	SR-181, ADDITIONAL LANES FROM CR-32 TO SR-104				
<b>Project Length In Miles</b>	5.030	<b>Type of Work</b>	GRADE, DRAIN, BASE AND PAVE				
		<b>Urban Area</b>					
						<b>Cost In Thousands</b>	
<b>Project Reference Nbr</b>	<b>FA Number</b>	<b>Scope of Work</b>	<b>Type Work</b>	<b>Fiscal Year</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Total</b>
100044785	STPAA-0181( )	RIGHT OF WAY	G D B P	2011	\$5,706	\$1,427	\$7,133
<b>Total Cost:</b>					<b>\$5,706</b>	<b>\$1,427</b>	<b>\$7,133</b>

**ALABAMA DEPARTMENT OF TRANSPORTATION**  
**Draft Statewide Transportation Improvement Program 2008**  
**From 10/1/2007 Through 9/30/2011**  
**Highway Projects - ESCAMBIA COUNTY**

<b>Route</b>	CR-31	<b>Project Description</b>	CONSTRUCT NEW FOUR LANE ON OLD SR-3, NEW CR-31 FROM ALABAMA RR TO CR-470 (FANNIE RD)				
<b>Project Length In Miles</b>	0.520	<b>Type of Work</b>	GRADE, DRAIN, BASE, PAVE & BRG				
		<b>Urban Area</b>					
					<b>Cost In Thousands</b>		
<b>Project Reference Nbr</b>	<b>FA Number</b>	<b>Scope of Work</b>	<b>Type Work</b>	<b>Fiscal Year</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Total</b>
100038343	STPAA-CN07(202)	CONSTRUCTION	G D B P BRG	2008	\$7,858	\$1,965	\$9,823
<b>Total Cost:</b>					<b>\$7,858</b>	<b>\$1,965</b>	<b>\$9,823</b>

<b>Route</b>	CR-51	<b>Project Description</b>	BIN 006625, BRG REPLACEMENT OVER PANTHER CREEK ON CR-51 ECP 27-57-98				
<b>Project Length In Miles</b>	0.020	<b>Type of Work</b>	BRIDGE REPLACEMENT				
		<b>Urban Area</b>					
					<b>Cost In Thousands</b>		
<b>Project Reference Nbr</b>	<b>FA Number</b>	<b>Scope of Work</b>	<b>Type Work</b>	<b>Fiscal Year</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Total</b>
100038588	PFH-11-1(001)	CONSTRUCTION	BRG REPLACEMENT	2010	\$172	\$0	\$172
<b>Total Cost:</b>					<b>\$172</b>	<b>\$0</b>	<b>\$172</b>

<b>Route</b>	SR-41	<b>Project Description</b>	REPL BIN 007029, SR-41 OVER CONECUH RIVER RELIEF, SOUTH OF EAST BREWTON (SUFF=8.0, STAT=SD)				
<b>Project Length In Miles</b>	0.051	<b>Type of Work</b>	BRIDGE REPLACEMENT				
		<b>Urban Area</b>					
					<b>Cost In Thousands</b>		
<b>Project Reference Nbr</b>	<b>FA Number</b>	<b>Scope of Work</b>	<b>Type Work</b>	<b>Fiscal Year</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Total</b>
100042594	BR-0041(501)	CONSTRUCTION	BRG REPLACEMENT	2010	\$982	\$245	\$1,227
<b>Total Cost:</b>					<b>\$982</b>	<b>\$245</b>	<b>\$1,227</b>

**ALABAMA DEPARTMENT OF TRANSPORTATION**  
**Draft Statewide Transportation Improvement Program 2008**  
**From 10/1/2007 Through 9/30/2011**  
**Highway Projects - MOBILE COUNTY**

<b>Route</b>	CR-26 CR-372	<b>Project Description</b>	CR-26 (THEODORE DAWES RD) ADD LANES FROM CR-28 (OLD PASCAGOULA RD) TO CR-372 (SCHILLINGER RD SOUTH) & CR-372 ADD LANES FROM CR-26 (THEODORE DAWES RD) TO CR-358 (THREE NOTCH RD)					
<b>Project Length In Miles</b>	2.000	<b>Type of Work</b>	GRADE, DRAIN, BASE AND PAVE					
		<b>Urban Area</b>	MOBILE					
						<b>Cost In Thousands</b>		
<b>Project Reference Nbr</b>	<b>FA Number</b>	<b>Scope of Work</b>	<b>Type Work</b>	<b>Fiscal Year</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Total</b>	
100046907	STPMB-7503( )	PRELIMINARY ENGINEERING	G D B P	2010	\$400	\$100	\$500	
100046908	STPMB-7503( )	RIGHT OF WAY	G D B P	2010	\$1,200	\$300	\$1,500	
<b>Total Cost:</b>					<b>\$1,600</b>	<b>\$400</b>	<b>\$2,000</b>	

<b>Route</b>	CR-56	<b>Project Description</b>	CR-56 (AIRPORT BLVD) SIGNAL INTERCONNECTION CITY OF MOBILE FROM CR-429 (CODY RD) TO WILLIAMS ST.					
<b>Project Length In Miles</b>	0	<b>Type of Work</b>	SIGNALIZATION					
		<b>Urban Area</b>	MOBILE					
						<b>Cost In Thousands</b>		
<b>Project Reference Nbr</b>	<b>FA Number</b>	<b>Scope of Work</b>	<b>Type Work</b>	<b>Fiscal Year</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Total</b>	
100049287	STPMB-7500( )	CONSTRUCTION	SIGNALS	2008	\$228	\$57	\$285	
<b>Total Cost:</b>					<b>\$228</b>	<b>\$57</b>	<b>\$285</b>	

<b>Route</b>	CR-372	<b>Project Description</b>	5-LANE SCHILLINGER RD FROM HOWELLS FERRY RD TO SR-42 (US-98)					
<b>Project Length In Miles</b>	3.125	<b>Type of Work</b>	GRADE, DRAIN, BASE, PAVE & BRG					
		<b>Urban Area</b>	MOBILE					
						<b>Cost In Thousands</b>		
<b>Project Reference Nbr</b>	<b>FA Number</b>	<b>Scope of Work</b>	<b>Type Work</b>	<b>Fiscal Year</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Total</b>	
100040609	STPMB-7503( )	RIGHT OF WAY	G D B P BRG	2010	\$802	\$200	\$1,002	
100040610	STPMB-7503( )	UTILITIES	UTILITY ADJUSTMENT	2011	\$400	\$100	\$500	
<b>Total Cost:</b>					<b>\$1,202</b>	<b>\$300</b>	<b>\$1,502</b>	

**ALABAMA DEPARTMENT OF TRANSPORTATION**  
**Draft Statewide Transportation Improvement Program 2008**  
**From 10/1/2007 Through 9/30/2011**  
**Highway Projects - MOBILE COUNTY**

Route		Project Description		Cost In Thousands			
Project Reference Nbr	FA Number	Scope of Work	Type Work	Fiscal Year	Federal Share	State Share	Total
CR-372		CR-372 (SCHILLINGER RD) ADD LANES FROM SR-42 (US-98) TO SR-217 (LOTT RD)					
Project Length In Miles: 1.750		Type of Work: GRADE, DRAIN, BASE, PAVE & BRG Urban Area: MOBILE					
100046889	STPMB-7503( )	RIGHT OF WAY	G D B P BRG	2008	\$400	\$100	\$500
100046890	STPMB-7503( )	UTILITIES	UTILITY ADJUSTMENT	2010	\$400	\$100	\$500
100046891	STPMB-7503( )	CONSTRUCTION	G D B P BRG	2011	\$5,544	\$1,386	\$6,930
<b>Total Cost:</b>					<b>\$6,344</b>	<b>\$1,586</b>	<b>\$7,930</b>
Route CR-372		Project Description CR-372 (SCHILLINGER RD SOUTH) ADD LANES FROM CR-358 (THREE NOTCH RD) TO CR-467 (COTTAGE HILL ROAD)		Cost In Thousands			
Project Length In Miles: 3.500		Type of Work: GRADE, DRAIN, BASE AND PAVE Urban Area: MOBILE					
Project Reference Nbr	FA Number	Scope of Work	Type Work	Fiscal Year	Federal Share	State Share	Total
100046898	STPMB-7503( )	PRELIMINARY ENGINEERING	G D B P	2010	\$720	\$180	\$900
<b>Total Cost:</b>					<b>\$720</b>	<b>\$180</b>	<b>\$900</b>
Route CR-656		Project Description CR-656 (ZEIGLER BLVD) ADD LANES FROM ATHEY RD TO FORREST HILL DRIVE		Cost In Thousands			
Project Length In Miles: 3.410		Type of Work: ADDITIONAL ROADWAY LANES Urban Area: MOBILE					
Project Reference Nbr	FA Number	Scope of Work	Type Work	Fiscal Year	Federal Share	State Share	Total
100045453	STPMB-7550( )	RIGHT OF WAY	ADD RD LANE	2008	\$200	\$50	\$250
100043178	STPMB-7550( )	UTILITIES	UTILITY ADJUSTMENT	2008	\$400	\$100	\$500
100037215	STPMB-7550( )	CONSTRUCTION	ADD RD LANE	2009	\$7,496	\$1,874	\$9,370
<b>Total Cost:</b>					<b>\$8,096</b>	<b>\$2,024</b>	<b>\$10,120</b>

**ALABAMA DEPARTMENT OF TRANSPORTATION**  
**Draft Statewide Transportation Improvement Program 2008**  
**From 10/1/2007 Through 9/30/2011**  
**Highway Projects - MOBILE COUNTY**

<b>Route</b>	CR-656	<b>Project Description</b>	CR-656 (ZEIGLER BLVD) ADD LANES FROM CR-372 (SCHILLINGER RD) TO CR-429 (CODY RD)					
<b>Project Length In Miles</b>	1.200	<b>Type of Work</b>	GRADE, DRAIN, BASE AND PAVE					
		<b>Urban Area</b>	MOBILE					
						<b>Cost In Thousands</b>		
<b>Project Reference Nbr</b>	<b>FA Number</b>	<b>Scope of Work</b>	<b>Type Work</b>	<b>Fiscal Year</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Total</b>	
100046893	STPMB-7550( )	RIGHT OF WAY	G D B P	2010	\$600	\$150	\$750	
100046894	STPMB-7550( )	UTILITIES	UTILITY ADJUSTMENT	2010	\$240	\$60	\$300	
100046895	STPMB-7550( )	CONSTRUCTION	G D B P	2010	\$2,672	\$668	\$3,340	
<b>Total Cost:</b>					<b>\$3,512</b>	<b>\$878</b>	<b>\$4,390</b>	

<b>Route</b>	I-10	<b>Project Description</b>	ON I-10 FR US-90 TO SR-193, GDBP& BRIDGE.					
<b>Project Length In Miles</b>	2.500	<b>Type of Work</b>	ADDITIONAL ROADWAY LANES					
		<b>Urban Area</b>	MOBILE					
						<b>Cost In Thousands</b>		
<b>Project Reference Nbr</b>	<b>FA Number</b>	<b>Scope of Work</b>	<b>Type Work</b>	<b>Fiscal Year</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Total</b>	
100043176	NHF-I010( )	UTILITIES	UTILITY ADJUSTMENT	2010	\$80	\$20	\$100	
100004939	NHF-0101( )	CONSTRUCTION	ADD RD LANE	2011	\$16,511	\$1,835	\$18,345	
100049409	BR-I010( )	CONSTRUCTION	BRG REPLACEMENT	2011	\$4,484	\$1,121	\$5,605	
<b>Total Cost:</b>					<b>\$21,075</b>	<b>\$2,976</b>	<b>\$24,050</b>	

<b>Route</b>	I-10	<b>Project Description</b>	I-10 BRIDGE WIDEN (BIN 008124 & 008125) OVER CR-295 (MARCH RD) FOR MEDIAN LANES					
<b>Project Length In Miles</b>	0.033	<b>Type of Work</b>	BRIDGE WIDENING					
		<b>Urban Area</b>	MOBILE					
						<b>Cost In Thousands</b>		
<b>Project Reference Nbr</b>	<b>FA Number</b>	<b>Scope of Work</b>	<b>Type Work</b>	<b>Fiscal Year</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Total</b>	
100043338	IM-I010(309)	CONSTRUCTION	BRG WIDENING	2008	\$1,035	\$115	\$1,150	
<b>Total Cost:</b>					<b>\$1,035</b>	<b>\$115</b>	<b>\$1,150</b>	

**ALABAMA DEPARTMENT OF TRANSPORTATION**  
**Draft Statewide Transportation Improvement Program 2008**  
**From 10/1/2007 Through 9/30/2011**  
**Highway Projects - MOBILE COUNTY**

<b>Route</b> I-65		<b>Project Description</b> RESURFACING I-65 FROM I-10 TO I-165 & SERVICE ROADS					
<b>Project Length In Miles</b> 8.300		<b>Type of Work</b> RESURFACING					
		<b>Urban Area</b> MOBILE					
					<b>Cost In Thousands</b>		
Project Reference Nbr	FA Number	Scope of Work	Type Work	Fiscal Year	Federal Share	State Share	Total
100049172	IM-I065( )	PRELIMINARY ENGINEERING	RESURFACE	2010	\$1,017	\$113	\$1,131
100049171	IM-I065( )	CONSTRUCTION	RESURFACE	2010	\$22,267	\$2,474	\$24,741
<b>Total Cost:</b>					<b>\$23,284</b>	<b>\$2,587</b>	<b>\$25,872</b>

<b>Route</b> I-65		<b>Project Description</b> RESURFACING I-65 FROM 0.2 MILE NORTH OF SR-158 TO 1.1 MILE NORTH SR-13 (US-43)					
<b>Project Length In Miles</b> 7.400		<b>Type of Work</b> RESURFACING					
		<b>Urban Area</b> MOBILE					
					<b>Cost In Thousands</b>		
Project Reference Nbr	FA Number	Scope of Work	Type Work	Fiscal Year	Federal Share	State Share	Total
100049174	IM-I065( )	PRELIMINARY ENGINEERING	RESURFACE	2011	\$439	\$49	\$487
100049173	IM-I065( )	CONSTRUCTION	RESURFACE	2011	\$9,601	\$1,067	\$10,668
<b>Total Cost:</b>					<b>\$10,040</b>	<b>\$1,116</b>	<b>\$11,155</b>

<b>Route</b> I-65		<b>Project Description</b> RESURFACING I-65 FROM 1.1 MILES NORTH OF SR-13 (US-43) TO 0.2 MILE NORTH OF SR-225					
<b>Project Length In Miles</b> 11.400		<b>Type of Work</b> RESURFACING					
		<b>Urban Area</b>					
					<b>Cost In Thousands</b>		
Project Reference Nbr	FA Number	Scope of Work	Type Work	Fiscal Year	Federal Share	State Share	Total
100049179	IM-I065( )	PRELIMINARY ENGINEERING	RESURFACE	2011	\$327	\$36	\$363
100049177	IM-I065( )	CONSTRUCTION	RESURFACE	2011	\$7,148	\$794	\$7,942
<b>Total Cost:</b>					<b>\$7,474</b>	<b>\$830</b>	<b>\$8,305</b>

**ALABAMA DEPARTMENT OF TRANSPORTATION**  
**Draft Statewide Transportation Improvement Program 2008**  
**From 10/1/2007 Through 9/30/2011**  
**Highway Projects - MOBILE COUNTY**

<b>Route</b>	NA-	<b>Project Description</b>	OLD SHELL RD FROM HILLCREST RD TO SCHILLINGER RD					
<b>Project Length In Miles</b>	2.000	<b>Type of Work</b>	ADDITIONAL ROADWAY LANES					
		<b>Urban Area</b>	MOBILE					
						<b>Cost In Thousands</b>		
<b>Project Reference Nbr</b>	<b>FA Number</b>	<b>Scope of Work</b>	<b>Type Work</b>	<b>Fiscal Year</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Total</b>	
100007708	STPMB-7535( )	UTILITIES	UTILITY ADJUSTMENT	2008	\$320	\$80	\$400	
100007704	STPAA-STPMB-7535(601)	CONSTRUCTION	ADD RD LANE	2008	\$8,520	\$2,130	\$10,650	
<b>Total Cost:</b>					<b>\$8,840</b>	<b>\$2,210</b>	<b>\$11,050</b>	

<b>Route</b>	NA-	<b>Project Description</b>	I-165 AT TRACTS 92 & 98A -CONTAMINATED WATER CLEANUP					
<b>Project Length In Miles</b>	0	<b>Type of Work</b>	UNCLASSIFIED					
		<b>Urban Area</b>	MOBILE					
						<b>Cost In Thousands</b>		
<b>Project Reference Nbr</b>	<b>FA Number</b>	<b>Scope of Work</b>	<b>Type Work</b>	<b>Fiscal Year</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Total</b>	
100011171	I-165(034)	CONSTRUCTION	UNCLASSIFIED	2011	\$900	\$100	\$1,000	
<b>Total Cost:</b>					<b>\$900</b>	<b>\$100</b>	<b>\$1,000</b>	

<b>Route</b>	SR-42R US-98	<b>Project Description</b>	SR-158 EXTENSION FROM SCHILLINGER RD TO US-98, 0.5 MI. E OF CR-576					
<b>Project Length In Miles</b>	SR-158 6.320	<b>Type of Work</b>	GRADE, DRAIN AND BRIDGE					
		<b>Urban Area</b>	MOBILE					
						<b>Cost In Thousands</b>		
<b>Project Reference Nbr</b>	<b>FA Number</b>	<b>Scope of Work</b>	<b>Type Work</b>	<b>Fiscal Year</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Total</b>	
100043114	STPAAF-CN07(905)	CONSTRUCTION	G D BRG	2008	\$21,957	\$5,508	\$27,465	
100043117	STPAA-PE05( )	PRELIMINARY ENGINEERING	B P	2008	\$160	\$40	\$200	
<b>Total Cost:</b>					<b>\$22,117</b>	<b>\$5,548</b>	<b>\$27,665</b>	

**ALABAMA DEPARTMENT OF TRANSPORTATION**  
**Draft Statewide Transportation Improvement Program 2008**  
**From 10/1/2007 Through 9/30/2011**  
**Highway Projects - MOBILE COUNTY**

<b>Route</b>	SR-42R US-98	<b>Project Description</b>	SR-158 EXTENSION FROM US-98, 0.5 MI E OF CR-576, TO SCHILLINGER RD					
<b>Project Length In Miles</b>	SR-158 6.320	<b>Type of Work</b>	BASE AND PAVE					
		<b>Urban Area</b>	MOBILE					
						<b>Cost In Thousands</b>		
<b>Project Reference Nbr</b>	<b>FA Number</b>	<b>Scope of Work</b>	<b>Type Work</b>	<b>Fiscal Year</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Total</b>	
100043117	STPAA-PE05( )	PRELIMINARY ENGINEERING	B P	2008	\$160	\$40	\$200	
100042905	STPAA-CN06( )	CONSTRUCTION	B P	2010	\$10,080	\$2,520	\$12,600	
<b>Total Cost:</b>					<b>\$10,240</b>	<b>\$2,560</b>	<b>\$12,800</b>	

<b>Route</b>	SR-16 US-90	<b>Project Description</b>	REPL BRIDGE, BIN 003959, SR-16 (US-90) OVER FRANKLIN CREEK. (SUFF=51.8, STAT=FO)					
<b>Project Length In Miles</b>	0.020	<b>Type of Work</b>	BRIDGE REPLACEMENT					
		<b>Urban Area</b>						
						<b>Cost In Thousands</b>		
<b>Project Reference Nbr</b>	<b>FA Number</b>	<b>Scope of Work</b>	<b>Type Work</b>	<b>Fiscal Year</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Total</b>	
100040382	BR-0016(501)	CONSTRUCTION	BRG REPLACEMENT	2009	\$1,145	\$286	\$1,431	
<b>Total Cost:</b>					<b>\$1,145</b>	<b>\$286</b>	<b>\$1,431</b>	

<b>Route</b>	SR-16 US-90	<b>Project Description</b>	WIDENING SR-16(US-90) FROM RELOCATED CR-39 (MCDONALD RD) TO 4 LANE SOUTH OF THEODORE (0.24 MILE S OF CR-340 SWEDETOWN RD)					
<b>Project Length In Miles</b>	4.544	<b>Type of Work</b>	ADDITIONAL ROADWAY LANES					
		<b>Urban Area</b>	MOBILE					
						<b>Cost In Thousands</b>		
<b>Project Reference Nbr</b>	<b>FA Number</b>	<b>Scope of Work</b>	<b>Type Work</b>	<b>Fiscal Year</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Total</b>	
100041555	STPAA-PE05( )	PRELIMINARY ENGINEERING	ADD RD LANE	2010	\$368	\$92	\$460	
<b>Total Cost:</b>					<b>\$368</b>	<b>\$92</b>	<b>\$460</b>	

**ALABAMA DEPARTMENT OF TRANSPORTATION**  
**Draft Statewide Transportation Improvement Program 2008**  
**From 10/1/2007 Through 9/30/2011**  
**Highway Projects - MOBILE COUNTY**

<b>Route</b>	SR-42 US-98	<b>Project Description</b>	US-98 FR MISS. LINE TO SNOW RD WEST OF SEMMES				
<b>Project Length In Miles</b>	10.810	<b>Type of Work</b>	GRADE, DRAIN, BASE, PAVE & BRG				
		<b>Urban Area</b>	MOBILE				
					<b>Cost In Thousands</b>		
<b>Project Reference Nbr</b>	<b>FA Number</b>	<b>Scope of Work</b>	<b>Type Work</b>	<b>Fiscal Year</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Total</b>
100040584	NHF-0042(509)	CONSTRUCTION	B P BRG	2009	\$13,570	\$3,393	\$16,963
<b>Total Cost:</b>					<b>\$13,570</b>	<b>\$3,393</b>	<b>\$16,963</b>

<b>Route</b>	SR-42 US-98	<b>Project Description</b>	SR-42 (US-98) NEW FOUR LANE DIVIDED MEDIAN HIGHWAY, PARTIAL GRADE, DRAIN, AND FULL BASE AND PAVE FROM 0.5 MILE IN MISSISSIPPI TO ALABAMA STATE LINE				
<b>Project Length In Miles</b>	0.500	<b>Type of Work</b>	GRADE, DRAIN, BASE AND PAVE				
		<b>Urban Area</b>					
					<b>Cost In Thousands</b>		
<b>Project Reference Nbr</b>	<b>FA Number</b>	<b>Scope of Work</b>	<b>Type Work</b>	<b>Fiscal Year</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Total</b>
100050167	NH-0042( )	PRELIMINARY ENGINEERING	G D B P	2008	\$41	\$10	\$51
100050168	NH-0042( )	CONSTRUCTION	G D B P	2009	\$410	\$102	\$512
<b>Total Cost:</b>					<b>\$450</b>	<b>\$113</b>	<b>\$563</b>

<b>Route</b>	SR-158	<b>Project Description</b>	REPLACE BRIDGE, BIN 009444, SR-158 WESTBOUND OVER CHICKASAW CREEK. (SUFF=19.0, STATUS=SD)				
<b>Project Length In Miles</b>	0.387	<b>Type of Work</b>	BRIDGE REPLACEMENT				
		<b>Urban Area</b>	MOBILE				
					<b>Cost In Thousands</b>		
<b>Project Reference Nbr</b>	<b>FA Number</b>	<b>Scope of Work</b>	<b>Type Work</b>	<b>Fiscal Year</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Total</b>
100049577	BR-0158( )	CONSTRUCTION	BRG REPLACEMENT	2009	\$4,720	\$1,180	\$5,900
<b>Total Cost:</b>					<b>\$4,720</b>	<b>\$1,180</b>	<b>\$5,900</b>

**ALABAMA DEPARTMENT OF TRANSPORTATION**  
**Draft Statewide Transportation Improvement Program 2008**  
**From 10/1/2007 Through 9/30/2011**  
**Transit Projects - MOBILE COUNTY**

<b>Route</b>	NA-	<b>Project Description</b>	ALABAMA STATE PORT AUTHORITY-CHOCTAW POINT TERMINAL FY 09 (TIP REQUIRED)				
<b>Project Length In Miles</b>	0	<b>Type of Work</b>	UNCLASSIFIED				
		<b>Urban Area</b>	MOBILE				
					<b>Cost In Thousands</b>		
<b>Project Reference Nbr</b>	<b>FA Number</b>	<b>Scope of Work</b>	<b>Type Work</b>	<b>Fiscal Year</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Total</b>
100050112	FTA3-TR09( )	TRANSIT	UNCLASSIFIED	2009	\$5,485	\$1,371	\$6,856
<b>Total Cost:</b>					<b>\$5,485</b>	<b>\$1,371</b>	<b>\$6,856</b>

<b>Route</b>	NA-	<b>Project Description</b>	SECTION 5309 MOBILE COUNTY, AL COMMISSION BUS PROJECT. FY 08				
<b>Project Length In Miles</b>	0	<b>Type of Work</b>	UNCLASSIFIED				
		<b>Urban Area</b>	MOBILE				
					<b>Cost In Thousands</b>		
<b>Project Reference Nbr</b>	<b>FA Number</b>	<b>Scope of Work</b>	<b>Type Work</b>	<b>Fiscal Year</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Total</b>
100048552	FTA3C-TR08( )	TRANSIT	UNCLASSIFIED	2008	\$129	\$32	\$161
<b>Total Cost:</b>					<b>\$129</b>	<b>\$32</b>	<b>\$161</b>

<b>Route</b>	NA-	<b>Project Description</b>	SECTION 5309 MOBILE COUNTY, AL COMMISSION - BUS PROJECT. FY 09				
<b>Project Length In Miles</b>	0	<b>Type of Work</b>	UNCLASSIFIED				
		<b>Urban Area</b>	MOBILE				
					<b>Cost In Thousands</b>		
<b>Project Reference Nbr</b>	<b>FA Number</b>	<b>Scope of Work</b>	<b>Type Work</b>	<b>Fiscal Year</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Total</b>
100048556	FTA3C-TR09( )	TRANSIT	UNCLASSIFIED	2009	\$137	\$34	\$171
<b>Total Cost:</b>					<b>\$137</b>	<b>\$34</b>	<b>\$171</b>

**ALABAMA DEPARTMENT OF TRANSPORTATION**  
**Draft Statewide Transportation Improvement Program 2008**  
**From 10/1/2007 Through 9/30/2011**  
**Transit Projects - MOBILE COUNTY**

Route	NA-	Project Description	ALABAMA STATE PORT AUTHORITY-CHOCTAW POINT TERMINAL FY 08					
Project Length In Miles	0	Type of Work	UNCLASSIFIED					
		Urban Area	MOBILE					
						Cost In Thousands		
Project Reference Nbr	FA Number	Scope of Work	Type Work	Fiscal Year	Federal Share	State Share	Total	
100050104	FTA3C-TR08( )	TRANSIT	UNCLASSIFIED	2008	\$5,173	\$1,293	\$6,466	
<b>Total Cost:</b>					<b>\$5,173</b>	<b>\$1,293</b>	<b>\$6,466</b>	

Route	NA-	Project Description	MOBILE TRANSIT ENHANCEMENTS FOR FY 2008					
Project Length In Miles	0	Type of Work	UNCLASSIFIED					
		Urban Area	MOBILE					
						Cost In Thousands		
Project Reference Nbr	FA Number	Scope of Work	Type Work	Fiscal Year	Federal Share	State Share	Total	
100046742	FTA9-TR08( )	TRANSIT	UNCLASSIFIED	2008	\$630	\$158	\$788	
<b>Total Cost:</b>					<b>\$630</b>	<b>\$158</b>	<b>\$788</b>	

Route	NA-	Project Description	MOBILE TRANSIT ENHANCEMENTS FOR FY 2009					
Project Length In Miles	0	Type of Work	UNCLASSIFIED					
		Urban Area	MOBILE					
						Cost In Thousands		
Project Reference Nbr	FA Number	Scope of Work	Type Work	Fiscal Year	Federal Share	State Share	Total	
100046743	FTA9-TR09( )	TRANSIT	UNCLASSIFIED	2009	\$504	\$126	\$630	
<b>Total Cost:</b>					<b>\$504</b>	<b>\$126</b>	<b>\$630</b>	

**ALABAMA DEPARTMENT OF TRANSPORTATION**  
**Draft Statewide Transportation Improvement Program 2008**  
**From 10/1/2007 Through 9/30/2011**  
**Transit Projects - MOBILE COUNTY**

<b>Route</b>	NA-	<b>Project Description</b>	MOBILE TRANSIT BUS SUPPORT FACILITIES & EQUIPMENT FOR FY 2010				
<b>Project Length In Miles</b>	0	<b>Type of Work</b>	UNCLASSIFIED				
		<b>Urban Area</b>	MOBILE				
					<b>Cost In Thousands</b>		
<b>Project Reference Nbr</b>	<b>FA Number</b>	<b>Scope of Work</b>	<b>Type Work</b>	<b>Fiscal Year</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Total</b>
100046725	FTA9C-TR10( )	TRANSIT	UNCLASSIFIED	2010	\$120	\$30	\$150
<b>Total Cost:</b>					<b>\$120</b>	<b>\$30</b>	<b>\$150</b>

<b>Route</b>	NA-	<b>Project Description</b>	MOBILE TRANSIT BUSES FOR FY 2008				
<b>Project Length In Miles</b>	0	<b>Type of Work</b>	UNCLASSIFIED				
		<b>Urban Area</b>	MOBILE				
					<b>Cost In Thousands</b>		
<b>Project Reference Nbr</b>	<b>FA Number</b>	<b>Scope of Work</b>	<b>Type Work</b>	<b>Fiscal Year</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Total</b>
100046727	FTA9C-TR08( )	TRANSIT	UNCLASSIFIED	2008	\$825	\$206	\$1,031
<b>Total Cost:</b>					<b>\$825</b>	<b>\$206</b>	<b>\$1,031</b>

<b>Route</b>	NA-	<b>Project Description</b>	MOBILE TRANSIT BUSES FOR FY 2009				
<b>Project Length In Miles</b>	0	<b>Type of Work</b>	UNCLASSIFIED				
		<b>Urban Area</b>	MOBILE				
					<b>Cost In Thousands</b>		
<b>Project Reference Nbr</b>	<b>FA Number</b>	<b>Scope of Work</b>	<b>Type Work</b>	<b>Fiscal Year</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Total</b>
100046728	FTA9C-TR09( )	TRANSIT	UNCLASSIFIED	2009	\$1,325	\$331	\$1,656
<b>Total Cost:</b>					<b>\$1,325</b>	<b>\$331</b>	<b>\$1,656</b>

**ALABAMA DEPARTMENT OF TRANSPORTATION**  
**Draft Statewide Transportation Improvement Program 2008**  
**From 10/1/2007 Through 9/30/2011**  
**Transit Projects - MOBILE COUNTY**

Route	NA-	Project Description	MOBILE TRANSIT BUSES FOR FY 2010					
Project Length In Miles	0	Type of Work	UNCLASSIFIED					
		Urban Area	MOBILE					
						Cost In Thousands		
Project Reference Nbr	FA Number	Scope of Work	Type Work	Fiscal Year	Federal Share	State Share	Total	
100046729	FTA9C-TR10( )	TRANSIT	UNCLASSIFIED	2010	\$1,325	\$331	\$1,656	
<b>Total Cost:</b>					<b>\$1,325</b>	<b>\$331</b>	<b>\$1,656</b>	

Route	NA-	Project Description	MOBILE TRANSIT PREVENTIVE MAINTENANCE FOR FY 2008					
Project Length In Miles	0	Type of Work	UNCLASSIFIED					
		Urban Area	MOBILE					
						Cost In Thousands		
Project Reference Nbr	FA Number	Scope of Work	Type Work	Fiscal Year	Federal Share	State Share	Total	
100046733	FTA9C-TR08( )	TRANSIT	UNCLASSIFIED	2008	\$505	\$126	\$631	
<b>Total Cost:</b>					<b>\$505</b>	<b>\$126</b>	<b>\$631</b>	

Route	NA-	Project Description	MOBILE TRANSIT PREVENTIVE MAINTENANCE FOR FY 2009					
Project Length In Miles	0	Type of Work	UNCLASSIFIED					
		Urban Area	MOBILE					
						Cost In Thousands		
Project Reference Nbr	FA Number	Scope of Work	Type Work	Fiscal Year	Federal Share	State Share	Total	
100046735	FTA9C-TR09( )	TRANSIT	UNCLASSIFIED	2009	\$505	\$0	\$505	
<b>Total Cost:</b>					<b>\$505</b>	<b>\$0</b>	<b>\$505</b>	

**ALABAMA DEPARTMENT OF TRANSPORTATION**  
**Draft Statewide Transportation Improvement Program 2008**  
**From 10/1/2007 Through 9/30/2011**  
**Transit Projects - MOBILE COUNTY**

<b>Route</b>	NA-	<b>Project Description</b>	MOBILE TRANSIT PREVENTIVE MAINTENANCE FOR FY 2010					
<b>Project Length In Miles</b>	0	<b>Type of Work</b>	UNCLASSIFIED					
		<b>Urban Area</b>	MOBILE					
						<b>Cost In Thousands</b>		
<b>Project Reference Nbr</b>	<b>FA Number</b>	<b>Scope of Work</b>	<b>Type Work</b>	<b>Fiscal Year</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Total</b>	
100046736	FTA9C-TR10( )	TRANSIT	UNCLASSIFIED	2010	\$505	\$126	\$631	
<b>Total Cost:</b>					<b>\$505</b>	<b>\$126</b>	<b>\$631</b>	