

**Fiscal Year 2021
DRAFT**

UNIFIED PLANNING WORK PROGRAM

Mobile Area Transportation Study



Prepared by
SOUTH ALABAMA REGIONAL PLANNING COMMISSION
Mobile, Alabama

In Cooperation With
THE WAVE TRANSIT SYSTEM
ALABAMA DEPARTMENT OF TRANSPORTATION
U.S. DEPARTMENT OF TRANSPORTATION

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As Adopted and Amended by the
Mobile Metropolitan Planning Organization
on xxxxx, 2020

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

DRAFT

FY2021 Unified Planning Work Program

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The UPWP was prepared as a cooperative effort of the U. S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Alabama Department of Transportation (ALDOT), and local governments in partial fulfillment of requirements in Title 23 USC 134 and 135, amended by the FAST Act, Sections 1201 and 1202, December 4, 2015. The contents of this document do not necessarily reflect the official views or policies of the U.S. Department of Transportation.

Mobile Area Transportation Study, MPO Members, June, 2020

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Councilman, City of Mobile - Hon. John Williams
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Mobile Area Transportation Study

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Alabama State Docks - Mr. Bob Harris
ALDOT Southwest Region Planning - Mr. Edwin Perry
At Large - Mr. John Blanton
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City of Saraland - Ms. Shilo Miller
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Freight - Mr. Brian Harold
At-Large - Mr. Jeff Zoghby

Mobile Airport Authority - Mr. Jason Wilson
Mobile Area Chamber of Commerce - Ms. Nancy Hewston
Mobile Bay Keeper - Ms. Casi Callaway
Mobile County - Mr. Ricky Mitchell
Mobile County - Ms. Kim Sanderson
Mobile County - Mr. Richard Spraggins
Mobile County Health Dept. - Dr. Ted Flotte
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The South Alabama Regional Planning Commission houses the Mobile Metropolitan Planning Organization. The MPO Program is known as the Mobile Area Transportation Study (MATs) and has the boundaries of Appendix A. This document and all documents produced by the Transportation Planning Department of the South Alabama Regional Planning Commission can be found at: www.mobilempo.org

RESOLUTION 20-0XXX

**South Alabama Regional Planning Commission
Adopting the Metropolitan Planning Organization (MPO)
Unified Planning Work Program for FY 2021**

WHEREAS, the South Alabama Regional Planning Commission is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (amended by The FAST Act Sections 1201 and 1202, December, 2015); 42 USC 2000d, 7401; 49 USC 5303, 5304; 23 CFR Parts 450 and 500; 40 CFR Parts 51 and 93; and,

WHEREAS, the U.S. Department of Transportation requires all urbanized areas, as established by the U.S. Bureau of the Census, doing area-wide urban transportation planning that involves more than one Department of Transportation operating administration, to submit a Unified Planning Work Program as a condition for meeting the provisions of Title 23, U.S. Code, Section 134 and 135; and,

WHEREAS, consistent with the declaration of these provisions, the Mobile Area Transportation Study (MATS) Metropolitan Planning Organization (MPO), in cooperation with the Alabama Department of Transportation, has prepared a Unified Planning Work Program for Fiscal Year 2021; and,

WHEREAS, pursuant to its duties, functions, and responsibilities, the South Alabama Regional Planning Commission, in session this xx day of xxxx, 2020, did review and evaluated the aforementioned Unified Planning Work Program, summarized on the attached pages; now,

THEREFORE, BE IT RESOLVED by the Mobile MPO that the same does hereby endorse and adopt said Unified Planning Work Program.

ATTEST:

Chairman, TCC

Chairman, MPO

Date

Date

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Preface

The Unified Planning Work Program (UPWP) provides documentation of the transportation planning work to be undertaken during the coming fiscal year, in this case from October 1, 2020 to September 30, 2021, by the participants of the Mobile Area Transportation Study (MATS). The UPWP contains a brief description of each specific task including its objectives, a description of any past work efforts and results, methodology or approach to the task, anticipated products, responsible agency or agencies, and source and amount of funding. Also included are tables summarizing amount and source of funds by line item (task) and how the funds are to be spent. Any significant departure from the work outlined in the UPWP requires a public review/comment period and the formal approval of the Metropolitan Planning Organization (see page ii).

1.0 INTRODUCTION AND TASKS OVERVIEW

The Unified Planning Work Program (UPWP) defines the transportation planning activities and products to be developed by the Mobile Metropolitan Planning Organization (MPO) and other transportation planning agencies. It is the basis for allocating federal, state, and local funds for short and long range transportation planning activities within the Mobile Area Transportation Study (MATS) area. The UPWP is required by federal law under Title 23, amended 23 USC 134 as interpreted by FHWA in 23 CFR 450.308, when federal funds are used for transportation planning. The UPWP is reviewed jointly by the Federal Highway and Transit Administrations (FHWA and FTA). This document covers a one year period from October 1, 2020 to September 30, 2021. The level of effort in this UPWP is largely based on state and federal requirements, joint efforts with planning partners that support the transportation planning process, and the cycle of updates to the Long Range Transportation Plan *Destination 2040* and the Transportation Improvement Program. The MPO conducts these activities in a manner consistent with the MPO's mission statement:

“To develop a comprehensive long range transportation plan which supports the mobility needs and economic development of the community as reflected in the adopted comprehensive plans. An integral part of the plan will be policies to guide development of a balanced transportation system. These policies shall encourage preservation of neighborhoods, protect the environment, enhance the community’s quality of life and promote public transportation. Cooperation and coordination between the community and agencies are required for the plan to work.”

The Federal Aid Highway Act of 1962 requires that urban areas such as Mobile have a 3-C (cooperative, comprehensive, and continuing) transportation planning process in order to qualify for federal funding assistance for highway improvements. The agreement to implement the 3-C process and begin the Mobile Area Transportation Study was signed by the Alabama Highway Department (later known as Alabama Department of Transportation) and the South Alabama Regional Planning Commission on July 19th, 1965. The agreement was updated on several occasions to comply with regulations combining the planning requirements of the Federal Highway Administration and the Urban Mass Transportation Administration and change of MPO membership. The most recent update of the 3-C Transportation Planning Process Agreement was June of 2017. Joining with the Alabama Department of Transportation (ALDOT) and the South

Alabama Regional Planning Commission (SARPC) in this agreement were the Cities of Mobile, Prichard, Chickasaw, Satsuma, Saraland, Creola, Bayou La Batre, Semmes, and Mobile County.

On September 25, 2008, the MPO approved a revised Financial Assistance agreement based on the transportation funding bill the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) between ALDOT and SARPC. This agreement was signed by the Governor on the 17th of October, 2008. The Mobile Area Transportation Study, as established by the agreement, plans and programs transportation improvements for the Mobile urbanized area. U.S. Department of Transportation rules and regulations require that MPOs in cooperation with the State and public transit operators to develop the UPWP. The UPWP contains all significant elements of the area-wide transportation planning process used in developing the transportation plans and programs. The UPWP includes estimated MPO funding requirements for both federal and non-federal planning activities.

The most recent federal transportation bill The FAST Act was made into law on December 4th, 2015. The FAST Act transportation legislation requires the Governor to designate an MPO to carry out the transportation planning process for each urbanized area with a population of more than 50,000. In addition, it specifies that the MPO shall:

- Prepare a Long Range Transportation Plan (LRTP) and provide citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other parties an opportunity to comment;
- Develop a Transportation Improvement Program (TIP) for the area, which will be updated at least once every four years and shall be approved by the MPO, then ALDOT, FHWA, and FTA as part of the Statewide Transportation Improvement Program (STIP) update process;
- In developing such plans and programs, employ a continuing, cooperative, and comprehensive (3C) process;
- Develop a Congestion Management Process; and
- Comply with the Americans with Disabilities Act of 1990, Executive Order 13166 Limited English Proficiency, Title VI of the Civil Rights Act of 1964, and regulations regarding Disadvantaged Business Enterprises (DBE).

1.1 Status of Transportation Planning Activities

Most of the continuing activities included in the UPWP are directed toward accomplishing tasks required of the 3-C transportation planning process. Included in these activities are the TIP, the LRTP, and the UPWP. While current tasks in these continuing elements may be more oriented toward resolving different issues than have been faced in the past, the basic format and scope of the elements remain similar to past years' efforts.

Data Management is also a continuing element. Designed for monitoring basic data relevant to transportation planning, it has typically required a significant amount of time and resources, primarily in the analysis of census data. A considerable amount of time is utilized analyzing and updating the results of the decennial census.

In the past fiscal year, all federal and state requirements were met by the MPO. In addition, a number of other projects that were essential to the comprehensive transportation planning process were completed. Reports, studies, newsletters, and brochures produced by the MPO are available at South Alabama Regional Planning Commission, 110 Beauregard Street, Suite 207, Mobile, AL 36602, on the Mobile MPO website at www.mobilempo.org; other formats are available by request.

1.2 Fixing America's Surface Transportation Act- The FAST Act

The most recent federal transportation bill The FAST Act was made into law on December 4th, 2015. The FAST Act transportation legislation retains many of the MAP-21 and SAFETEA-LU programs and processes. The following is a summary of the planning requirements as provided by the U.S. Department of Transportation.

On December 4th, 2015, President Obama signed into law Public Law 114-94, the Fixing America's Surface Transportation Act (FAST Act). The FAST Act funds surface transportation programs—including, but not limited to, Federal-aid highways—at over \$305 billion for fiscal years (FY) 2016 through 2020, although on a continuing resolution until September, 2020. It is the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation. This summary reviews the policies and programs of the FAST Act administered by the Federal Highway Administration (FHWA).

The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The FAST Act builds on the changes made by MAP-21.

Setting the course for transportation investment in highways, the FAST Act—

- *Improves mobility on America's highways*

The FAST Act establishes and funds new programs to support critical transportation projects to ease congestion and facilitate the movement of freight on the Interstate System and other major roads. Examples include developing a new National Multimodal Freight Policy, apportioning funding through a new National Highway Freight Program, and authorizing a new discretionary grant program for Nationally Significant Freight and Highway Projects (FASTLANE Grants).

- *Creates jobs and supports economic growth*

The FAST Act authorizes \$226.3 billion in Federal funding for FY 2016 through 2020 for road, bridge, bicycling, and walking improvements. In addition, the FAST Act includes a number of provisions designed to improve freight movement in support of national goals.

- *Accelerates project delivery and promotes innovation*

Building on the reforms of MAP-21 and FHWA's Every Day Counts initiative, the FAST Act incorporates changes aimed at ensuring the timely delivery of transportation projects. These

changes will improve innovation and efficiency in the development of projects, through the planning and environmental review process, to project delivery.

MAP-21 made a number of reforms to the metropolitan and statewide transportation planning processes, including incorporating performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. The FAST Act includes provisions to support and enhance these reforms. Public involvement remains a hallmark of the planning process.

The FAST Act continues requirements for a long-range plan and a short-term transportation improvement program (TIP), with the long-range statewide and metropolitan plans now required to include facilities that support intercity transportation, including intercity buses. The statewide and metropolitan long-range plans must describe the performance measures and targets that States and MPOs use in assessing system performance and progress in achieving the performance targets. Additionally, the FAST Act requires the planning process to consider projects/strategies to: improve the resilience and reliability of the transportation system, storm water mitigation, and enhance travel and tourism.

Finally, in an effort to engage all sectors and users of the transportation network, the FAST Act requires that the planning process include public ports and private transportation providers, and further encourages MPOs to consult during this process with officials of other types of planning activities, including tourism and natural disaster risk reduction. MAP-21 and the FAST Act also change criteria for MPO officials to provide transit provider representatives with equal authority and allow the representative to also serve as the representative of a local municipality.

The FAST ACT embraces and reinforces a 20-year planning perspective, air quality conformity, fiscal constraint, and public involvement, most of which were established under ISTEA of 1991. The Plan must contain: operational and management strategies to improve the performance of existing transportation facilities, investment and other strategies that provide for multimodal capacity increases based on regional priorities and needs, and proposed transportation and transit enhancement activities.

A Congestion Management Process is required in Transportation Management Areas (TMAs) (urbanized areas with populations over 200,000). The planning process in TMAs requires USDOT certification. Metropolitan transportation planning funding remains a 1 percent reduction from certain authorized programs in Title 23, and has changed to specific funding levels in Title 49. Funding for State Planning and Research (SPR) supported activities remains a 2 percent set aside of certain apportionments in Title 23, and has changed to specific funding levels in Title 49.

Metropolitan Planning Area (MPA) boundaries are maintained as they currently reflect air quality attainment areas at the existing limits on the date of enactment, and may be extended to reflect increases in non-attainment area boundaries at the discretion of the Governor and the MPO. For new MPOs, the boundaries will reflect the non-attainment area boundaries based on agreements between the Governor and local officials.

The continued involvement of local officials in non-metropolitan areas strengthens the financial aspects of the planning process and improves coordination, cooperation, and public involvement. MPOs and states continue to encourage the coordination of the design and delivery of federally funded non-emergency transportation services. In addition, major investment studies under the planning provisions of the Transportation Equity Act for the 21st Century (TEA-21) and the National Environmental Policy Act of 1969 (NEPA) continue to be integrated. The FAST ACT continues the key changes in the previous MAP-21 and SAFETEA-LU legislations which are the modifications to the metropolitan planning processes that include the following:

Metropolitan Planning in General

- MPOs will be encouraged to consult or coordinate with planning officials responsible for other types of planning activities affected by transportation, including planned growth, economic development, environmental protection, airport operations, and freight movement.
- The metropolitan planning process is to promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Safety and security of the transportation system are separate planning factors that are to be considered during the metropolitan planning process.
- A State will have 30 days to reimburse a MPO for planning expenses after request from the MPO for reimbursement.

Long Range Transportation Plan (LRTP)

- The LRTP will be updated every four (4) years (unless the MPO chooses to do so more frequently) in air quality non-attainment and maintenance areas. The MPO will remain on a five (5) year conformity/non-conformity update cycle, subject to changes in EPA and FHWA reporting requirements.
- Intermodal connectors are added as a transportation facility type.
- The LRTP includes a discussion of potential environmental mitigation activities along with potential sites to carry out the activities to be included. The discussion is to be developed in consultation with federal, state, and local government agencies, as well as tribal and wildlife, land management, and regulatory agencies.
- Transit operators are to be included in the cooperative development of funding estimates for the financial plan section.
- MPOs are required to consult with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning development of the LRTP.
- The opportunity to participate in the planning process must be extended to user groups of pedestrian walkways and bicycle transportation facilities, and include the physically disadvantaged.
- The MPO is to develop a Public Participation Process (PPP) Plan in consultation with interested parties that provides reasonable opportunities for all parties to comment.
- To carry out the participation plan in accordance with the FAST ACT, public meetings are to be: Conducted at convenient times and at accessible locations; employ

visualization techniques to describe plans; and make public information available in an electronically accessible format, such as on the internet or the Worldwide Web (www).

- The LRTP is to be published and made available electronically, including through use of CDs, PowerPoint Presentations, Email or FTP site distribution or download, and website viewing and download via the internet.

Transportation Improvement Program (TIP)

- The TIP will be updated every four (4) years.
- It will contain: A priority list of funded projects and strategies for four (4) years, financial plan, and descriptions (type of work, termini, length, etc.) of each project in the TIP.
- The published annual Investments in Greenways and bicycle/pedestrian facilities are to be included in the listing of projects.

1.3 Planning Priorities for the Metropolitan Area

The Mobile Area Transportation Study (MATS) is the Mobile MPO planning program and has established planning priorities, focusing on local and regional issues that are intended to supplement and further support the emphasis areas established at the state and federal level. In response to the on-going development throughout the Mobile metropolitan area, state and local governments and transportation agencies have utilized various policy tools and system improvements to ensure the future functionality of the transportation system and the mobility of its users. These efforts include major investments in infrastructure and transit planning, providing transportation choices by supporting all modes of travel, and planning for sub-areas and corridors. The MPO plays a vital and central role in this process by providing a forum for transportation decision-making and by creating the Long Range Transportation Plan (LRTP), TIP, and associated work products. The products of the MPO serve as the central source for the envisioned future transportation network and as support in the efforts of its partners to implement projects and policies that lead to that future. Through emphasizing the planning activities and priorities described below, the MPO will continue in this role by implementing its work program and focus on a wide range of planning activities in the next fiscal year.

Public Involvement and Agency Coordination Process

The public and other agencies were involved in formulating this UPWP. The purpose of undertaking the public involvement and agency coordination process is to ensure that transportation planning activities using federal funds are reflecting the needs, values, and concerns of the community being served and transportation agencies are working cooperatively to plan systems that meet the requirements, intent, and spirit of federal, state, and local guidance. The process included timely public notices, complete access to information, full access, and input in key decisions, and allowed for early and continuing involvement of the community.

The Draft UPWP was presented to the Citizens and Technical Advisory Committees on April 24th, 2019 and the MPO Board's Policy Committee on May 8th, 2019. All these meetings are publicly advertised and allowed time for public comment. Agendas will be distributed to a wide mailing list and posted on the MPO's website. Also, review copies of the draft are sent to

ALDOT and FHWA. All comments received are addressed and revisions were made where appropriate in the UPWP. In general, all agency plans and programs comply with the prohibition against discrimination in federally funded programs provisions of Title VI, 42 USC, Section 2000d, which states:

“No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”

The MPO will comply with provisions of all applicable Title VI laws and programs as described in the 2019 Public Participation Plan for the Mobile MPO.

1.4 Title VI in the Preparation of the UPWP

The Mobile Metropolitan Planning Organization (MPO) is committed to ensuring public participation in the development of all transportation plans and programs. It is the overall goal of the MPO that the transportation planning process be open, accessible, transparent, inclusive, and responsive. As a continuing effort by the MPO to provide public access and the means by which to engage in the planning process, the MPO has established the following public participation goals for all documents and programs:

- (1) An Open Process – To have an open process that encourages early and continued public participation. All MPO and committee meetings are open to the public.
- (2) Easy Information Access – To provide complete and timely information regarding plans, programs, procedures, policies and technical data produced or used during the planning process to the general public and the media. All MPO meeting announcements, documents, maps, and plans can be viewed at www.mobilempo.org
- (3) Notice of Activities – To provide timely and adequate public notice of hearings, meetings, reviews, and availability of documents.
- (4) Public Input and Organizational Response – To demonstrate consideration and recognition of public input and comments and to provide appropriate responses to public input.
- (5) An Inclusive Process – To encourage participation in the planning process by traditionally under represented segments of the community; low-income groups, minorities, persons with disabilities, and the elderly; and to consider the needs of these groups when developing programs, projects, or plans.

Additionally, the Mobile MPO is and will be compliant with and follow all Title VI laws, processes, and programs to include the following:

- Civil Rights Act of 1964, 42 USC 2000d, et seq. which prohibits exclusion from participation in any federal program on the basis of race, color, or national origin.
- 23 USC 324 which prohibits discrimination on the basis of sex, adding to the landmark significance of 2000d. This requirement is found in 23 CFR 450.334(1).
- Rehabilitation Act of 1973, 29 USC 701 Section 504, which prohibits discrimination on the basis of a disability, and in terms of access to the transportation planning process.

- Americans with Disabilities Act of 1990 which prohibits discrimination based solely on disability. ADA encourages the participation of people with disabilities in the development of transportation and paratransit plans and services. In accordance with ADA guidelines, all meetings conducted by the MPO will take place in locations which are accessible by persons with mobility limitations or other impairments.
- Executive Order 12898 or referred to as Environmental Justice, which requires that federal programs, policies and activities affecting human health or the environment will identify and avoid disproportionately high and adverse effects on minority or low-income populations. The intent was to ensure that no racial, ethnic, or socioeconomic group bears a disproportionate share of negative environmental consequences resulting from government programs and policies.
- Limited English Proficiency (LEP) Plan which is required by Title VI of the Civil Rights Act of 1964, Executive Order 13166, and FTA Circular C 4702.1B, October 2012. The Mobile MPO has completed a Four Factor Analysis of the Mobile Metropolitan Planning Area (MPA) to determine requirements for compliance with the Limited English Proficiency (LEP) provisions. Based on the analysis, the MPO has identified a population within the MPA that may require MPO assistance in participating in the planning process. A Limited English Proficiency (LEP) Plan has been developed and can be accessed at www.mobilempo.org.

In order to further support the public participation goals of the Mobile MPO, the public is encouraged to participate in the development of the UPWP. The 2019 UPWP process will include two public involvement opportunities designed to obtain input from the public concerning the UPWP process in the Mobile Metropolitan Planning Area (MPA). In addition, once the draft UPWP is approved, it will be subject to a 30-day public comment period before adoption of the final document. All Mobile MPO meetings are open to the public. At these meetings, the MPO committees review and approve the draft and final UPWP documents. Interested individuals may also review and comment upon these documents in tandem with the MPO committees. Individuals may address their concerns to the MPO committees directly at any meetings they attend. The Transportation Planner at the Mobile MPO should be contacted to coordinate an address to the MPO committees and to obtain draft and final documents.

Detailed public participation procedures are outlined in the Public Participation Plan (PPP) which can be found at www.mobilempo.org

1.5 Scope of the Planning Process

The MPO uses the planning factors to establish goals for the LRTP and to prioritize projects in the LRTP and TIP. There are ten planning factors taken into consideration in the development of this Unified Planning Work Program (UPWP). These planning factors help promote priority themes for consideration in Statewide and Metropolitan planning work programs proposed for Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funding in FY 2019. FHWA PL funds and FTA 5303 planning funds have been consolidated into the PL funding category.

The process for developing these products is continuing, cooperative, and comprehensive (3Cs), involving regular update cycles, informal partnerships and formal review processes with metropolitan area stakeholders, and integration of multiple modes and functionalities at all levels of planning. In addition to these core products, many of the processes, plans, and partnerships of the MPO support the planning factors. The MAP-21 Planning Factors, retained in the FAST Act, are found under 23 U.S. Code § 134 (h) 1 A-H; however, the FAST Act has presented two new planning factors, (I) and (J).

The eight (8) SAFETEA-LU planning factors are retained in FAST Act, Section 1201 as the ***Scope of the Planning Process***. The factors themselves are unchanged. The planning factors to be considered by the transportation planning process of the Mobile Area Transportation Study (MATs) are:

- A. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- B. Increase the safety of the transportation system for motorized and non-motorized users
- C. Increase the security of the transportation system for motorized and non-motorized users
- D. Increase the accessibility and mobility of people and for freight
- E. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- F. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- G. Promote efficient system management and operation
- H. Emphasize the preservation of the existing transportation system
- I. Improve the resiliency and reliability of the transportation system, and reduce (or mitigate) the storm water impacts on surface transportation
- J. Enhance travel and tourism.

**TABLE 1
PLANNING FACTORS AND EMPHASIS AREAS**

- A** Support the economic vitality of the Metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- B** Increase the safety of the transportation system for motorized and nonmotorized users;
- C** Increase the security of the transportation system for motorized and nonmotorized users;
- D** Increase the accessibility and mobility of people and for freight;
- E** Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- F** Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- G** Promote efficient system management and operations; and
- H** Emphasize the preservation of the existing transportation system
- I** Improve the resiliency and reliability of the transportation system, and reduce (or mitigate) the storm water impacts on surface transportation
- J** Enhance and travel and tourism
- 1** Incorporating Safety and Security in Transportation Planning
- 2** Participation of Transit Operators and Metropolitan Planning and Statewide Planning
- 3** Coordination of Non-Emergency Human Service Transportation
- 4** Planning for Transit System Management/Operations to Increase Ridership
- 5** Support Transit Capital Investment Decisions through Effective System Planning

TASK 3.1 ADMINISTRATION

- Task 3.1.1 Program Administration and Management
- Task 3.1.2 Alabama Department of Transportation (ALDOT) Technical Support

TASK 3.2 DATA COLLECTION AND ANALYSIS

- Task 3.2.1 Database Management / Computer Support
- Task 3.2.2 Data Collection
- Task 3.2.3 Geographic Information Systems (GIS)
- Task 3.2.4 Traffic Data

TASK 3.3 UNIFIED PLANNING WORK PROGRAM (UPWP)

TASK 3.4 PUBLIC INVOLVEMENT

- Task 3.4.1 Local Assistance and Coordination (Service)
- Task 3.4.2 Elderly and Disadvantaged Transportation Planning
- Task 3.4.3 Disadvantaged Business Enterprise (DBE) Participation
- Task 3.4.4 Civil Rights Program (Title VI Reporting)
- Task 3.4.5 Environmental Justice

Task 3.5 ENVIRONMENTAL MITIGATION AND STREAMLINING

- Task 3.5.1 Air Quality Planning
- Task 3.5.2 Climate Change and Green House Gas (GHG) Emissions

TASK 3.6 TRANSPORTATION SYSTEMS

- Task 3.6.1 Long Range Transportation Plan (LRTP)
- Task 3.6.2 Transportation Improvement Program
- Task 3.6.3 Public Transportation
- Task 3.6.4 Bicycle / Pedestrian Transportation Planning
- Task 3.6.5 Freight Planning
- Task 3.6.6 Congestion Management Process (CMP) and Safety Programs
- Task 3.6.7 The CommuteSmart Mobile Rideshare Program
- Task 3.6.8 Transportation System Performance Management and Monitoring

TASK 3.7 EDUCATION AND TRAINING

TASK 3.8 DEVELOPMENTS OF REGIONAL IMPACT (DRI), CORRIDOR PROJECTS, AND OTHER STUDIES

- Task 3.8.1 Demand Reponse Transit Feasibility Study

	A	B	C	D	E	F	G	H	I	J	1	2	3	4	5
Task 3.1.1 Program Administration and Management															
Task 3.1.2 Alabama Department of Transportation (ALDOT) Technical Support															
Task 3.2.1 Database Management / Computer Support															
Task 3.2.2 Data Collection															
Task 3.2.3 Geographic Information Systems (GIS)															
Task 3.2.4 Traffic Data															
Task 3.4.1 Local Assistance and Coordination (Service)															
Task 3.4.2 Elderly and Disadvantaged Transportation Planning															
Task 3.4.3 Disadvantaged Business Enterprise (DBE) Participation															
Task 3.4.4 Civil Rights Program (Title VI Reporting)															
Task 3.4.5 Environmental Justice															
Task 3.5.1 Air Quality Planning															
Task 3.5.2 Climate Change and Green House Gas (GHG) Emissions															
Task 3.6.1 Long Range Transportation Plan (LRTP)															
Task 3.6.2 Transportation Improvement Program															
Task 3.6.3 Public Transportation															
Task 3.6.4 Bicycle / Pedestrian Transportation Planning															
Task 3.6.5 Freight Planning															
Task 3.6.6 Congestion Management Process (CMP) and Safety Programs															
Task 3.6.7 The CommuteSmart Mobile Rideshare Program															
Task 3.6.8 Transportation System Performance Management and Monitoring															
Task 3.8.1 Demand Reponse Transit Feasibility Study															
	A	B	C	D	E	F	G	H	I	J	1	2	3	4	5

1.6 Livability Principles and Indicators

Increasingly, federal and state agencies are using Performance Measures as a way of ensuring greater accountability for the expenditure of public funds in an ever growing number of programs and activities across a variety of disciplines. Within the transportation sector and the planning processes associated with transportation infrastructure development, ALDOT has adopted the Livability Principles and Indicators as a sustainability measurement against future actions.

All planning tasks must be measured against these Livability Principles:

- 1) Provide more transportation choices
- 2) Promote equitable, affordable housing
- 3) Enhance economic competitiveness
- 4) Support existing communities
- 5) Coordinate policies and leverage investment
- 6) Value Communities and neighborhoods

As a measure of sustainability of these principles, the MPO will provide the following Livability Indicators:

- 1) Percent of jobs and housing located within one-half (1/2) mile of transit service
- 2) Percent of household income spent on housing and transportation
- 3) Percent of workforce living within a thirty (30) minute or less commute from primary job centers
- 4) Percent of transportation investment dedicated to enhancing accessibility of existing transportation systems
- 5) Percent of transportation projects where more than one federal funding source is utilized
- 6) Percent of housing located in walkable neighborhoods with mixed use destinations located nearby

The Indicators may be found in **Section 3.2.2 Data Collection** page 19 of this document.

1.7 Planning Emphasis Areas

In addition to the general planning factors and Livability Principles and Indicators discussed previously, the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Alabama Department of Transportation (ALDOT) require a set of Planning Emphasis Areas (PEAs) for Alabama MPOs. These PEAs prioritize key tasks and policies for implementation by MPOs in their Unified Planning Work Programs. The fulfillment of these tasks and policies helps to implement the provisions of the FAST Act. The Planning Emphasis Areas below were provided for the FY2020 UPWP, and are continued into the FY2021 UPWP.

1.7.1 FAST Act Implementation

The development and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.

This PEA emphasizes the transition that all MPOs must make to performance based planning and programming. The FAST Act requires the development of performance measures on the national, state, and MPO level. MPOs must create systems of planning and programming that direct local efforts to achieving established performance measures. The MPO will address this first through the *Destination 2040 Long Range Transportation Plan* (Task 3.3.1), which was completed in FY 2015. The guidance from that plan will then be implemented through the MPO's planning and programming operations. All work elements under **3.0 Planning Tasks** within this document strive to satisfy the FAST Act Implementation Emphasis Area.

1.7.2 Models of Regional Planning Cooperation

Promote cooperation and coordination across MPO and state boundaries where appropriate to ensure a regional approach to transportation planning.

The MPO must promote cooperation and coordination across MPO and state boundaries where appropriate to ensure a regional approach to transportation planning. It is important for the MPO to foster strong working relationships with its regional partners in pursuit of seamless, mutually beneficial transportation planning and policies. The MPO will continue to be a transportation planning leader in the region and will work to coordinate transportation needs among its planning partners. This activity will be a common thread throughout the tasks and responsibilities proposed in this UPWP. Specifically, the nature of the relationships between local planning partners will be better defined through the update of the MPO Memorandum of Understanding.

The Mobile MPO is geographically confined to what is expected to be urban in the next 25 years, however several planning elements promote cooperation and coordination across MPO boundaries and across state boundaries. **Task 3.1.1 Program Administration and Management, Task 3.1.2 ALDOT Technical Support, and 3.4.1 Local Assistance and Coordination** are needed to foster strong working relationships with its regional partners. Air Quality has no boundaries and since Mobile potentially could be in the air shed with Mississippi and Florida, all planning tasks pertaining to air quality apply to this Planning Emphasis Area, **Task 3.5.1 Air Quality Planning, Task 3.5.2 Climate Change and Greenhouse Gas (GHG) Emissions.** With the exception of **Task 3.6.6 Congestion Management Process** (intersection and midblock travel time related activities), all planning tasks under **Task 3.6 Transportation Systems** strive to promote cooperation and coordination across MPO boundaries and across state boundaries. **Task 3.7.0 Education and Training** is a vehicle to foster strong working relationships with our regional partners.

1.7.3 Ladders of Opportunity

Access to essential services- as part of the transportation planning process, identify transportation connectivity gaps in access to essential services.

The MPO must, as part of the planning process, identify transportation connectivity gaps in access to essential services. These essential services include housing, employment, health care, schools/education, and recreation. Identification of these deficiencies could be done through the creation of performance measures used to specifically measure such gaps. To identify gaps, **Task 3.2 Data Collection and Analysis** and all of its elements are needed. The elderly and disadvantaged gaps are identified to some extent through the *Human Services Coordinated Transportation Plan*, included in **Task 3.4.2 Seniors and Disadvantaged Transportation Planning**, and will take another step forward through the development of **Task 3.4.5 Environmental Justice**, which is incorporated into the *Destination 2040 Long Range Transportation Plan (LRTP)*. *Destination 2040* will identify gaps through **Task 3.6 Transportation Systems** and its elements, but specifically highway facilities through **Task 3.6.1 Long Range Transportation Plan**, transit through **Task 3.6.3 Public Transportation and 3.6.7 CommuteSmart Mobile Rideshare Program** and bicycle and pedestrian through **Task 3.6.4 Bicycle and Pedestrian Transportation Planning**.

1.8 Transportation Performance Management

MAP-21 and the FAST Act created a performance-based surface transportation program with requirements for State Departments of Transportation, Metropolitan Planning Organizations, and transit agencies. Along with DOTs, FHWA has required MPOs to adopt targets and accept the state target for the following categories:

- Serious Injuries per Vehicle Miles Traveled, Fatalities per Vehicle Miles Traveled, Total Serious Injuries, Total Fatalities, Non-Motorized Fatalities and Serious Injuries.
- Percentage of Pavement on the Interstate in Good Condition, Percentage of Pavement on the Interstate in Poor Condition, Percentage of Pavement on the Non-Interstate NHS in Good Condition, Percentage of Pavement on the Non-Interstate NHS in Poor Condition, Percentage of Bridge Decks on the Non-Interstate NHS in Good Condition, Percentage of Bridge Decks on the Non-Interstate NHS in Poor Condition.
- Percentage of Person-Miles Traveled on the Interstate that are Reliable, Percentage of Person-Miles Traveled on the Non-Interstate NHS that are Reliable, Truck Travel Time Reliability Index, Annual Hours of Peak Excessive Delay Per Capita, Percent of Non-Single Occupancy Vehicle (SOV) Travel, Total Emissions Reduction.

FTA's final rule defined the term "state of good repair" (SGR) and established a minimum Federal requirement for the transit asset management. This requirement applies to all recipients

and sub-recipients who own, operate, or manage public transportation capital assets. Three SGR performance measures include:

- Rolling Stock (Revenue Vehicles): % by type that exceed Useful Life Benchmark (ULB)
- Equipment (over \$50,000): % of non-revenue service vehicles by type that exceed ULB
- Facilities: (FTA Sponsored): % rated less than 3.0 on the TERM Scale.

2.0 ORGANIZATION AND MANAGEMENT OF THE PLANNING PROCESS

The Governor has designated the South Alabama Regional Planning Commission (SARPC) as the agency responsible for transportation planning within the MPO study area. The SARPC staff provides much of the professional manpower that is required locally for transportation planning. The Local Transportation Bureau of the Alabama Department of Transportation are responsible for providing the MPO with technical planning, funding data support, and guidance.

The governing body for the transportation planning process is the Mobile Metropolitan Planning Organization (MPO). The MPO is a committee of officials representing the state and local governments that are involved in planning and programming transportation improvements for the Mobile MPO study area. The MPO sets the goals and objectives of the study and directs the execution of all phases of the ongoing plan.

The MPO receives technical guidance for the transportation planning process from the joint Technical Coordinating Committee (TCC)/Citizens Advisory Committee (CAC). The TCC consists of technical and professional members of the community who can furnish the expert guidance needed for plan development and implementation. The Citizens' Advisory Committee (CAC) provides structured citizen input to the MPO. The CAC is comprised of a cross-section of area residents appointed to serve the MPO. The TCC/CAC reviews and analyzes the procedural aspects of the planning process, coordinates the work of participating agencies, and recommends alternative transportation plans and programs to the MPO. The committee provides recommendations directly to the MPO and assures that all interested parties have an adequate opportunity to express their views on transportation related matters. In FY 2012, the MPO TCC/CAC and the Policy Board of the MPO voted to establish a Bicycle and Pedestrian Advisory Committee (BPAC). The BPAC has its own by-laws and meeting agendas. The BPAC has two liaisons that sit on the MPO's TCC/CAC and provides recommendations and assistance to the MPO voting membership on bicycle and pedestrian matters.

By federal and state law, urbanized areas with a population of at least 50,000 must designate a single agency, an MPO, to conduct long range transportation planning and receive federal planning funds. Federal agencies such as the FHWA as well as ALDOT, review the plans and programs of the MPO. Mobile's Urban Area population, according to the 2010 US Census, is 326,183. All MPOs with an Urban Area population of over 200,000 are classified as a Transportation Management Area (TMA) and are subject to special planning and programming requirements. As well as being responsible for the Transportation Alternatives Program for the Mobile Urbanized Area, in 2014 the Mobile MPO became the Designated Recipient of FTA 5310 funds for the Mobile Urbanized Area.

3.0 PLANNING TASKS

TASK 3.1.0 ADMINISTRATION

Task 3.1.1 Program Administration and Management

Objectives – The objective is to meet the administrative requirements of the urban transportation planning program.

Previous Work – In FY 2015, the Metropolitan Planning Organization staff had one contract with Toole Design Group for the Non-Motorized Mobility Study for Downtown Mobile. In FY 2014, there was a contract with SARCOR for the development of a Transit Development Plan. In FY 2013, there were three third-party contracts. One was awarded to Volkert Inc. for an ITS Diversion Rerouting Plan, one was awarded to AirSage for the Mobile Origin-Destination Study, and the other was to Neel Schaffer Inc. for a Comprehensive Bicycle Pedestrian Plan. Monthly invoices, payment requisitions, audits, a local match budget, and progress reports were completed and submitted to Alabama Department of Transportation (ALDOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) as required.

Proposed Work - Monthly invoices, payment requisitions, audits, a local match budget, and progress reports will be completed and submitted as required. Through close collaboration with the fiscal department of the South Alabama Regional Planning Commission (SARPC), contracts, payment requisitions, audits, a “local match” budget and progress reports will be developed and submitted to ALDOT, FHWA, and FTA as required. There will be a third party contract under **Task 3.8.1.1 US 45 Feasibility Study**. In case of catastrophic event, the MATS Program has a Continuity of Operations Plan (COOP), which is subject to change under this task. This task satisfies the Planning Emphasis Areas (page 11) **1.7.1 FAST Act Implementation, 1.7.2 Models of Regional Planning Cooperation, and 1.7.3 Ladders of Opportunity**.

Products - An efficiently administered planning program through accurate monthly invoices submitted to ALDOT for reimbursement, fulfilled payment requisitions, fulfilled audit reports, progress reports and budgets. Invoices are due each month, progress reports are due annually. The COOP may or may not need to be updated, TBD if so. The local match budget will be generated in Spring of 2021 for the 2022 fiscal year.

Staffing – Staffing will be SARPC and The Wave; there will be no consultants used for this task.

Timeline –October 1, 2020 – September 30, 2021

Financial Responsibility -

Total Cost	\$ 82,500
Federal Highway Administration Metropolitan Planning Funds (PL)*	60,000
Federal Transit Administration (5307)	6,000
The Wave Transit System	1,500
Local Planning Funds	15,000

* Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category

Task 3.1.2 Alabama Department of Transportation (ALDOT) Technical Support

Objectives - To assist the local Metropolitan Planning Organization (MPO) staff in implementing a comprehensive transportation planning program designed to address all pertinent transportation modes within the community.

Previous Work - ALDOT has provided local technical assistance to the MPO's for over 40 years.

Proposed Work - ALDOT will provide continual technical assistance to MPO staff and local governments with the MPO study area. ALDOT will assist local areas as needed or requested to complete the necessary transportation planning tasks. This task satisfies the Planning Emphasis Areas (page 11) **1.7.1 FAST Act Implementation, 1.7.2 Models of Regional Planning Cooperation and 1.7.3 Ladders of Opportunity.**

Products - A coordinated, comprehensive, and technically sound transportation planning program in each of the State's urban areas. ALDOT Technical Support is used as an as needed basis throughout the fiscal year. No reports are generated by this task, dates of Technical Support TBD.

Staffing - ALDOT will provide adequate staff for this task.

Timeline – October 1, 2020 – September 30, 2021

Financial Responsibility -

Total Cost	\$ 93,750
Federal Highway Administration State Planning Funds (SPR)	75,000
Alabama Department of Transportation	18,750

Note: State Planning and Research (SPR) funds are not directly available to the MPO. These funds are to cover training, travel, and indirect costs of staff of the Alabama Department of Transportation in assisting the MPO in the planning process. The funds are included in the overall funding tables on pages 46 and 47.

TASK 3.2.0 DATA COLLECTION AND ANALYSIS

Task 3.2.1 Database Management / Computer Support

Objectives - To compile information on available software in the areas of transportation planning, mass transportation, traffic engineering, and administration. To acquire new computer hardware, software, maintenance agreements, etc., as conditions and program needs dictate.

Previous Work – A plotter was purchased in FY 2017, a computer was purchased in FY 2014 and in FY 2012. In 2009, a backup external hard drive system was purchased, as well as a USB XDRIVE. The Metropolitan Planning Organization (MPO) staff regularly maintains the Mobile MPO website, www.mobilempo.org, and all fees associated with web mastering are included in this task.

Proposed Work - The Alabama Department of Transportation has acquired the Citilabs Cube Voyager software package, which SARPC staff utilizes for the travel demand modeling. An MPO webpage is maintained by the staff of the SARPC in which all available data and documents are on the internet, including an internet based Rideshare program (see **Task 3.6.7 The CommuteSmart Mobile Rideshare Program**). Staff will provide electronic technical support in the development and maintenance of the plans and documents produced by the MPO. Quarterly training with ALDOT using the Cube Voyager Regional Travel Demand Modeling, will be covered under **Task 3.7.0 Education and Training** of this UPWP. This task satisfies the Planning Emphasis Areas (page 11) **1.7.1 FAST Act Implementation and 1.7.3 Ladders of Opportunity**.

Products - A quick, efficient, and flexible transportation planning tool for the Mobile area. Webpages are updated on a continual basis. Database management and computer support are done on a continual basis throughout the fiscal year. The Website will be updated as needed. SARPC will purchase hardware and software and maintain licensing agreements as required. A new laptop, projector and printer are needed as they are outdated. Maintenance is provided for several software applications, including, but not limited to, ArcGIS for Desktop (under Task 3.2.3), and CommuteSmart.

Staffing – All computer work and web site maintenance will be done by SARPC; there will be no consultants used for this task.

Timeline – October 1, 2020 – September 30, 2021

Financial Responsibility -

Total Cost	\$ 32,500
Federal Highway Administration Metropolitan Planning Funds (PL)*	26,000
Local Planning Funds	6,500

* Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category

Task 3.2.2 Data Collection

Objectives - To develop and maintain updated information on the socio-economic, land use, and transportation systems. Other data will be collected or developed as planning program needs dictate (these will include any environmental data required by U.S. DOT regulations). Data needed to evaluate the transportation planning process for the Mobile Area Transportation Study include, but are not limited to:

Socio-Economic Data Items

Occupied Dwelling Units	Median Household Income
Population	Post Secondary School Enrollment
Automobiles	Persons per Dwelling Unit
Retail Employment	Autos per Dwelling Unit
Non-Retail Employment	Total Labor Force
Total Employment	Labor Force per Dwelling Unit

Transit Surveillance Data Items

Number of Buses	Total Revenue Miles
Headways	Route Map and Schedules
Accident Data	Fare Changes
Total Regular Passengers	Total Hours
Total School Passengers	Total Trips
Total Elderly and Handicapped Passengers	

Previous Work - The input data for the planning process has been reviewed annually and updated to be current with actual development in the study area. Revisions to the projected socio-economic and land use data have been made periodically since 1972 to reflect actual growth patterns as determined from land use inventories and current census data; complete updates of existing and projected data were completed in 1980, 1988, 1994, 1999, 2004, 2009 and 2015. Data from the 2010 Census has been incorporated into the current database and was used to validate traffic forecasting models. Household and Employment data was compiled during FY 2012 -2013 from the US Census and aggregated to the 312 traffic analysis zones (TAZs). This data was used for the *Destination 2040 Long Range Transportation Plan* (LRTP) by TAZ. **Task 3.2.3 Geographical Information System (GIS)** is utilized for this product. The LRTP, adopted March 4th, 2015, and modified on March 15th, 2017, was based on data collected from this task.

Proposed Work – This task satisfies the Planning Emphasis Areas (page 11) **1.7.1 FAST Act Implementation** and **1.7.3 Ladders of Opportunity**. All relative and pertinent demographic data relating to the MATS program will be reviewed and analyzed in conjunction with **Task 3.2.3 Geographical Information System (GIS)**. The Wave Transit System will continue to collect the data for the annual National Transit Database submittal. MPO staff will update the database of ‘environmentally sensitive areas’ as needed. The MPO is responsible for the review and evaluation of the basic economic and demographic data and analysis of the present plan projections. These analyses consider socio-economic data, transit surveillance data, land use data, and street and highway data. The forecasted socio-economic data will be

developed with cooperation from the TCC/CAC using various planning tools, current land use, aerial photographs, land use plans, comprehensive plans, economic trends, socio-economic trends, and other sources deemed necessary, along with assistance from the Center for Business and Economic Research, and other data sources deemed necessary. In the event the MPO planning area may be designated by EPA as non-conforming in one or more mobile source emissions categories, this task will provide required data support for conformity determination documentation using Cube Voyager and the MOVES 2014A software.

The MPO will collect, prepare, and present Livability Indicator data as required on page 11. This work task is in response to an FHWA directive to the Department on May 2nd, 2012. The collected data will be presented in the following planning documents: Long Range Plan, Transportation Improvement Program, Congestion Management Plan (TMAs only), and the Air Quality Conformity Report (if necessary). The data to be provided includes:

- 1) Percent of jobs and housing located within one-half (1/2) mile of transit service
- 2) Percent of household income spent on housing and transportation
- 3) Percent of workforce living within a thirty (30) minute or less commute from job centers
- 4) Percent of transportation investment dedicated to enhancing accessibility of existing transportation systems
- 5) Percent of transportation projects where more than one federal funding source is utilized
- 6) Percent of housing located in walkable neighborhoods with mixed use destinations located nearby

Products - Detailed demographic information necessary to evaluate the planning process and to develop an updated LRTP and current Transportation Improvement Program. The cooperative local database programs will result in highly accurate four-year land use inventories for use in planning updates. This task is technical, specifically relating to planning data maps and databases; therefore, no specific reports are produced by this task although the majority of the data produced is input into **Task 3.6.1 Long Range Transportation Plan LRTP** and **Task 3.6.6 Congestion Management Process and Safety Programs**. If modifications need to be made to the LRTP, that data will be collected at a date to be determined. Data collection for the MOVES 2014A model will begin at a date to be determined if the MPO is determined to be in nonattainment status.

Staffing - The SARPC will provide staff to develop, compile, review, evaluate, and forecast the economic and demographic data. The Wave Transit System will be responsible for providing necessary transit data to the MPO and ALDOT. There will be no consultants used.

Timeline – October 1, 2020 – September 30, 2021

Financial Responsibility -

Total Cost	\$ 30,000
Federal Highway Administration Metropolitan Planning Funds (PL)*	20,000
Federal Transit Administration (5307)	4,000
The Wave Transit System	1,000
Local Planning Funds	5,000

** Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category*

Task 3.2.3 Geographic Information Systems (GIS)

Objectives – The maintenance of a GIS system that is capable of supporting the MATS.

Previous Work – The Mobile MPO has travel times, traffic counts, forecasted traffic volumes, all environmental, social, demographic, and land use data for use with the LRTP and other documents. GIS maps have been created for use in transportation planning documents and reports, and maps have been created for use regarding transit routes and ridership for The Wave Transit. Annual maintenance fees were paid on ESRI Products ArcView and ArcGIS series.

Proposed Work – Staff will upgrade GIS software and hardware as new technology becomes available, annual maintenance fees will be paid on ESRI’s ArcGIS for Desktop series and staff will remain trained in the latest GIS products including GIS Online Database in concurrence with **Task 3.7 Education and Training** of this UPWP. MPO staff will continue to update the environmentally sensitive map used in the planning process that details properties that may be 4(f) properties, as defined by the Federal Highway Administration. Staff will create all maps needed for any aspect of the transportation process and its decision-making process. This will include, but is not limited to, the Long Range Transportation Plan, the Congestion Management Process, the Transportation Improvement Program, Environmental Justice, and any other program or document needed database or mapping. The GIS maps, layers, databases and information gathered by Global Positioning System (GPS) satellites will be maintained using the ESRI’s ArcGIS for Desktop. Livability Indicators mentioned in **1.6 Livability Principles and Indicators** of this document on page 11 will be developed using ArcGIS. This task satisfies the Planning Emphasis Areas (page 11) **1.7.1 FAST Act Implementation** and **1.7.3 Ladders of Opportunity**.

Products – High quality, professional maps and databases to be included as a part of any document and online data produced by the Mobile MPO.

Staffing - The South Alabama Regional Planning Commission will be used for this task.

Timeline – Maintenance for ESRI products is generally paid in April of each year. The Section 4(f) property map is generally updated in the last quarter of the fiscal year. Maps for all other programs are made on a daily and continual basis.

Financial Responsibility -

Total Cost	\$ 22,500
Federal Highway Administration Metropolitan Planning Funds (PL)*	18,000
Local Planning Funds	4,500

** Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category*

Task 3.2.4 Traffic Data

Objectives – Collect data to maintain current analysis of traffic volumes for the Mobile area.

Previous Work - Traffic volume data has been collected and maintained for the entire street network since the program started in the late 1960's. A local traffic counting program was begun in FY 1985 and is continuing. The State's counting procedures were conducted in the spring of 2010 and received by staff in July of 2011 and again in 2015; these were supplemented by local counts from the City of Mobile and Mobile County. These external station counts included both the counts and projections. Traffic counts were utilized for screening congestion problems and in the validation phase of model development for comparison with synthesized volumes. In 2014, staff purchased data that detailed zonal information of all cellular devices using the Bayway for November, 2013 and July, 2014. ALDOT conducted coverage counts for the MATS area in 2015 and 2016.

Proposed Work - A network of Average Annual Daily Traffic (AADT) counts will be maintained. ALDOT conducted the MATS coverage counts in FY 2015 and staff will be analyzing that data in FY 2018 once the counts are received. Local traffic counting efforts will be coordinated with the on-going state program. This information is also made available to planners and officials to use during evaluation of probable impacts of proposed new development within the study area. The GIS software ArcGIS for Desktop will be utilized to maintain the traffic count database, and all statistical analysis will be performed in house. All inquiries from the public pertaining to traffic count information will be answered in an efficient manner. Truck and freight counts are needed not only for the freight model but for the air quality model as well. Truck movements will be captured with counters that have vehicle classification capability, to be purchased under this task. The technology of capturing data from cellular devices is included. This task satisfies the Planning Emphasis Areas (page 11) **1.7.1 FAST Act Implementation** and **1.7.3 Ladders of Opportunity**.

Products - A realistic estimate of the completion of the average annual daily traffic network will be within the first quarter. Data collection to conduct periodic review of the transportation plan is a continuous process. Traffic count data will be entered into the database as they become available; all inquiries will be handled immediately. Any specific project relating to the Mobile traffic count database or analysis is TBD.

Staffing - The South Alabama Regional Planning Commission and The Alabama Department of Transportation (through **Task 3.1.2 Alabama Department of Transportation (ALDOT) Technical Support**) will be used; there will be no consultants used for this task.

Timeline – October 1, 2020 – September 30, 2021

Financial Responsibility -

Total Cost	\$ 18,750
Federal Highway Administration Metropolitan Planning Funds (PL)*	15,000
Local Planning Funds	3,750

* Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category

TASK 3.3 UNIFIED PLANNING WORK PROGRAM (UPWP)

Objectives - To develop and obtain MPO endorsement/adoption and state and federal agency approval of an annual Unified Planning Work Program (UPWP) that provides descriptions and cost estimates of the overall transportation planning activities, both ongoing and anticipated, within the Urbanized Area, including their funding sources and agency responsibilities. To produce a coordinated budget and work allocation procedure in order to achieve an integrated transportation plan which considers all pertinent transportation modes within the community.

Previous Work - A UPWP has been prepared annually for over 30 years for the Mobile Area Transportation Study. During the second quarter of FY 2019, SARPC staff began drafting a proposed FY 2021 UPWP. The draft UPWP was reviewed by the Technical Coordinating Committee on April 24th, 2019 and the Mobile MPO Policy Board on May 8th, 2019 prior to being reviewed by the Alabama Department of Transportation (ALDOT).

Proposed Work - The FY 2021 UPWP will be compiled by the MPO staff from budget information supplied by all transportation agencies in the Mobile area; the FY 2021 UPWP will be updated and revised as necessary. The draft UPWP is typically completed by June of the fiscal year and the final UPWP is typically adopted no later than September 1 within the fiscal year. The UPWP will be drafted by the MPO staff based on recommendations from the MPO and the Technical Coordinating / Citizens Advisory Committee (TCC/CAC). State and federal officials will review and comment on the draft document. Once the state and federal comments are received, the document will be available for public review and comment prior to being adopted by the MPO. This task satisfies the Planning Emphasis Area (page 11) **1.7.1 FAST Act Implementation.**

Products - One concise UPWP document which shows the degree of coordination in planning for the various transportation modes within the Mobile area for FY 2022, and a maintained and up to date FY 2021 UPWP.

Staffing - ALDOT (through **Task 3.1.2 Alabama Department of Transportation (ALDOT) Technical Support**), the SARPC and The Wave Transit System will provide adequate staff to develop the UPWP. Initial responsibility for developing the mass transit planning program rests with The Wave Transit System with final approval at the local level given by the Metropolitan Planning Organization (MPO). There will be no consultants used for this task.

Timeline – The Draft FY 2021 UPWP in June, 2021. Final FY 2021 UPWP in September, 2021.

Financial Responsibility -

Total Cost	\$ 20,000
Federal Highway Administration Metropolitan Planning Funds (PL)*	10,000
Federal Transit Administration (5307)	6,000
The Wave Transit System	1,500
Local Planning Funds	2,500

* Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category

TASK 3.4 PUBLIC INVOLVEMENT

Task 3.4.1 Local Assistance and Coordination (Service)

Objectives - To fulfill the requirements of the adopted Mobile Public Participation Plan (PPP). To provide local interagency coordination in the transportation planning process. To provide results from the transportation planning analysis to all interested individuals, citizens, and organizations (public or private). To provide for effective public involvement in and community awareness of planning activities. To answer inquiries about plan implementation results and to provide forecasted data to interested parties. To provide advice and technical assistance concerning planning activities in the urbanized area to local officials and the Alabama Department of Transportation (ALDOT) staff. To provide staff for intergovernmental review of transportation projects with respect to the Mobile Area Transportation Study (MATS) program and to properly administer the FAST Act Transportation Alternatives Program (TAP) funds for the Mobile Urban Area. The PPP is amended as a part of this task.

Previous Work - All requests for transportation planning results, forecasts, studies, and advice have been filled. Transportation planning publications have been distributed to local planners, officials, and the interested public. Public meetings and hearings have been held as required for the planning programs as well as for project implementation. The Metropolitan Planning Organization (MPO) staff has performed the coordinating function for all MATS activities. Local intergovernmental review has been provided for all proposed area transportation projects. Planning studies have been conducted for local implementing agencies. The staff of the MPO has previously held Public Hearings or an Open House, concerning all plans and duties of the Mobile MPO. Evaluation forms and comment forms were distributed at the Open House. In 2014, there were a series of public meetings called *Destination 2040* seeking early public involvement on the Long Range Transportation Plan, with final public meetings in January, 2015. The LRTP was modified in March of 2017.

Proposed Work - The MPO staff will describe Performance Measures, and the Livability Principles and Livability Indicators, and ensure that agencies and the public have full access to documents and data as requested. The most current available data (as shown) used in operational plans (Long-Range, TIP, Congestion Management) will be provided in the Plan. MPO staff will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performance measures, and targets required by the FAST Act, for inclusion into the Long Range Transportation Plan (LRTP). Committee meetings are called as program needs dictate; advisory committees provide input as programs are developed. Consistent with local needs, planning studies are conducted within the overall development objectives of MATS. By providing all available MATS data and documents on the internet, including an internet based Rideshare program (see **Task 3.6.7 The CommuteSmart Mobile Rideshare Program**), the public participation will increase. The current PPP includes document review, meeting notification, etc., at public housing projects, community service centers, senior citizen activity centers, and libraries in an effort to notify and involve a more representative cross-section of the community in transportation decisions. Efforts will continue to more thoroughly involve traditionally underserved individuals in the

transportation planning process. The requirements of the PPP, outlined in the beginning of this document, detail the methodology for involving the public in all tasks of the MATS program. Texts and maps which detail the transportation planning process and describe needed improvements are developed and distributed to planning agencies and interested individuals. Call for projects for TAP funds will be handled by staff, and project selection will be facilitated by staff; however, the Transportation Alternatives Program Project Selection Committee will grade and prioritize projects for funding. This task satisfies the Planning Emphasis Areas (page 11) **1.7.1 FAST Act Implementation, 1.7.2 Models of Regional Planning Cooperation and 1.7.3 Ladders of Opportunity.**

Products - An effective system for program coordination, public involvement, and information dissemination to interested parties. The dissemination of information pertaining to all documents is TBD as meetings are held and agendas are put together.

Staffing - Staffing will be SARPC; there will be no consultants used for this task.

Timeline – October 1, 2020 – September 30, 2021

Financial Responsibility -

Total Cost	\$ 75,000
Federal Highway Administration Metropolitan Planning Funds (PL)*	60,000
Local Planning Funds	15,000

** Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category*

Task 3.4.2 Seniors and Disadvantaged Transportation Planning

Objectives – The objective is to develop a Human Services Coordinated Transportation Plan (HSCTP) compliant with the Americans with Disabilities Act (ADA) in order to improve transportation services for persons with disabilities, older Americans, and individuals with lower incomes.

Previous Work - Both The Wave Transit System and South Alabama Regional Planning Commission (SARPC) have provided technical assistance to social service agencies applying for the Federal Transit Administration (FTA) 5310 funding (formerly 16(b) (2)). The Wave Transit System cooperates with social service agencies in coordinating fixed-route service with social service transportation and facilities, and has implemented a demand-response elderly and disabled service with five vans, at least two of which operate during The Wave service hours. ADA Updates have been prepared for the Mobile area and submitted; The Wave developed a new paratransit policy handbook which provides guidance for disabled passengers. From FY 2010 through FY 2015, staff maintained the HSCTP for the Mobile Urbanized area. In 2017, staff compiled the updated HSCTP for 2016-2019.

Proposed Work - To identify and develop transportation projects and services that can be utilized effectively by elderly and handicapped persons. To maintain performance documentation of those projects and services implemented. Staff will assist the Alabama Department of Senior Services (ADSS) and the Alabama Department of Transportation in updating the HSCTP that details the application and funding procedures for FTA Section 5310 (Seniors and Individuals with Disabilities) and Section 5307 (Urban Formula Funding). The previous federal funding bill, MAP-21, dissolved the former Section 5316 (Job Access and Reverse Commute, or JARC, into FTA Section 5307 for Urban Areas, and dissolved Section 5317 New Freedom funds into FTA Section 5310 funds for Urban Areas). FY 2013 was the first year for Urban FTA 5310 funds and will be administered through the South Alabama Regional Planning Commission. New rounds of 5310 availability will be announced, procurement of grantees capital, and reports for FTA funding programs will be up to date.

SARPC will continue to assist agencies in obtaining public services in those cases where private sector provision of the desired service is not feasible. Also included in this task is the continued monitoring of existing elderly and handicapped transportation services provided by social service agencies and The Wave. SARPC is now the Designated Recipient (DR) for FTA Section 5310 Urban funding. Staff will coordinate a plan for human services transportation enhancing transportation access, minimizing duplication of Federal services, and encouraging the most cost-effective transportation possible. Efforts under this task will be concentrated in three areas: (1) the maintenance of a HSCTP using a framework under the supervision of the Alabama Department of Transportation (ALDOT) Bureau of Multimodal Transportation in order to better coordinate existing transportation programs, (2) assistance with support staff for the FTA 5310 Urban Area funding project determination and its competitive process under the FAST Act guidelines, and (3) integration of private sector services where functionally and economically feasible. This task satisfies the Planning Emphasis Areas (page 11) **1.7.1 FAST Act Implementation, 1.7.2 Models of Regional Planning Cooperation and 1.7.3 Ladders of Opportunity.**

Products - The maintenance of a locally developed Human Services Coordinated Transportation Plan (HSCTP) for all Federal Transit Administration (FTA) programs for underserved populations: the Seniors and Individuals with Disabilities program (Section 5310) and what was formerly the New Freedom program (Section 5317), and what was formerly Job Access Reverse Commute (JARC) program (Section 5316) now through FTA 5307. A coordinated program to meet the identified Americans with Disabilities Act (ADA) transportation demand and a mechanism for monitoring the progress and performance of the program. Further, a well maintained and balanced FTA 5310 program.

Staffing - Staffing will be SARPC; there will be no consultants used for this task.

Timeline - Updated HSCTP September 30, 2019; FTA 5310 call for projects May, 2019

Financial Responsibility -

Total Cost	\$ 22,500
Federal Highway Administration Metropolitan Planning Funds (PL)*	18,000
Local Planning Funds	4,500

** Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category*

Task 3.4.3 Disadvantaged Business Enterprise (DBE) Participation

Objectives – The objective is to give full consideration to the potential services that can be provided by disadvantaged business enterprises (DBE) in carrying out the cooperative, continuous, and comprehensive (3C) planning program, and any transit related programs, and to meet all requirements of the United States Code and the Code of Federal Regulations regarding DBEs including women, minorities, the disabled, and the elderly.

Previous Work - SARPC and The Wave Transit System have distributed DBE certification forms as requested and maintain documentation of certified firms. In 2010, The Wave Transit System compiled a statewide list of DBE firms. DBE services are utilized whenever possible; no DBE services were contracted within FY 2013. In 2014, SARCOR (an ALDOT certified DBE) was contracted to conduct a Transit Development Plan. Any consultant hired under ALDOT Consultant Selection Procedures is quantitatively graded based on methodology, experience, qualifications, and whether or not the firm is a DBE. Extra points are given to the grade of the firm if the prime, or the sub, is a DBE. In 2015, Toole Design Group, woman-owned business, was contracted to do *Non-Motorized Mobility Study for Downtown Mobile*. In 2018 CERM, a certified DBE, was selected to be a subconsultant with Volkert to conduct the Mobile MPO funded *US 45 Feasibility Study*. All shortlisted DBE firms were given additional points for being on ALDOT’s list of certified DBE consultants.

Proposed Work – ALDOT, through **Task 3.1.2 Alabama Department of Transportation (ALDOT) Technical Support**, will assist SARPC and The Wave Transit System in their efforts to contract DBE enterprises, and in contractual procedures. SARPC and The Wave Transit System will continue to solicit the participation of qualified DBE firms in all third-party contracts issued. All planning firms contracted with SARPC must be on ALDOT’s list of qualified firms to conduct planning work. It is ALDOT’s responsibility to maintain and monitor that list of qualified firms. DBEs are given extra consideration when ranking firms for any given contract. This task satisfies the Planning Emphasis Areas (page 11) **1.7.1 FAST Act Implementation** and **1.7.3 Ladders of Opportunity**.

Products - A program that funds qualified disadvantaged business enterprises (DBE) firms and contracts their services whenever possible. Reports are generally conducted in January, and the maintenance of DBE firms is continual.

Staffing - Staffing will be SARPC and The Wave; there will be no consultants used for this task.

Timeline – October 1, 2020 – September 30, 2021

Financial Responsibility -

Total Cost	\$ 10,000
Federal Highway Administration Metropolitan Planning Funds (PL)*	2,000
Federal Transit Administration (5307)	6,000
The Wave Transit System	1,500
Local Planning Funds	500

* Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category

Task 3.4.4 Civil Rights Program (Title VI Reporting)

Objectives - The objective is to document compliance of local U.S. Department of Transportation funded programs with federal civil rights programs; to prepare a Title VI compliance report for Mobile, based on the most recent demographic and operational data available.

Previous Work - Required program documentation related to transit planning and operating programs in the Mobile area have been filed since 1978. In FY 2017, all required assurances have been included in all contracts as per federal requirements and submitted to ALDOT. In January 2017, all Title VI required reports were documented and submitted to ALDOT Local Transportation Section. In June of 2017, the Mobile MPO hosted an ALDOT Title VI training.

Proposed Work - SARPC staff will complete all Title VI required reports to be documented and will submit to ALDOT Local Transportation Section. The Wave Transit System will document all required assurances included in all contracts as per federal requirements and submit them to ALDOT. ALDOT will provide SARPC with the Title VI report, SARPC will fill out and submit the Title VI report back to ALDOT. Information will be provided on local transportation activities with respect to minorities as per requirements set forth in the pertinent federal directives. This information in the report will be based on 2010 Census information as available and will be updated with local data, as available. This task satisfies the Planning Emphasis Area (page 11) **1.7.1 FAST Act Implementation.**

Products - Written documentation of local compliance with civil rights programs, to be filed with ALDOT and the USDOT

Staffing - South Alabama Regional Planning Commission (SARPC) and The Wave Transit System; it will be the responsibility of The Wave Transit System to furnish the required documentation, meeting specific Federal requirements, to SARPC for submittal to Federal Transit Administration. There will be no consultants used for this task.

Timeline – Final ALDOT Title VI Report January, 2021

Financial Responsibility -

Total Cost	\$ 5,000
Federal Highway Administration Metropolitan Planning Funds (PL)*	2,000
Federal Transit Administration (5307)	2,000
The Wave Transit System	500
Local Planning Funds	500

* Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category

Task 3.4.5 Environmental Justice

Objectives – The objective is to ensure that traditionally underserved populations receive a proportional share of the benefits resulting from long-range transportation plans, prevent disproportionately high adverse impacts on these populations from transportation projects, and enhance the public involvement process to include the traditionally underserved populations in the decision-making process.

Previous Work - Evaluation measures were developed to compare impacts on the target populations to those of the entire planning area. This analysis methodology was utilized to evaluate the 2025, 2030, 2035, and 2040 Long Range Transportation Plan (LRTP), and an Environmental Justice report was prepared, reviewed by the public, and adopted by the Metropolitan Planning Organization (MPO). In FY 2014, the travel times from zones that are traditionally underserved to zones with a high concentration of destinations were compared to all other zonal travel times to ensure future alternative scenarios do not have skewed benefits for the *Destination 2040 LRTP*. Destination zones considered are zones with hospitals, retail, higher education, and/or a high concentration of employment.

Proposed Work - The SARPC will continue to collect and update socio-economic data relating to age, race, and income. The 2040 LRTP will be evaluated to determine the distribution of both the benefits and adverse impacts on the traditionally underserved populations. This will be reported as the Environmental Justice Element of the LRTP. Although the LRTP was adopted in 2015 and modified in 2017, there may be potential for it to be updated. Using the travel demand forecasting model, travel times from zones that are traditionally underserved to zones with a high concentration of destinations are compared to all other zonal travel times to ensure future alternative scenarios do not have skewed benefits. Destination zones considered are zones with hospitals, retail, higher education, and/or a high concentration of employment. Databases and GIS maps will be maintained using ESRI's ArcGIS for Desktop software. This task satisfies the Planning Emphasis Areas (page 11) **1.7.1 FAST Act Implementation** and **1.7.3 Ladders of Opportunity**.

Products - A transportation planning process that distributes the benefits of proposed government actions equitably among all population groups or segments in the planning area, and without a concentration of adverse impacts on any one group of the population. This is the Environmental Justice Element of the LRTP. The LRTP was adopted in FY 2015 and needs to be adopted prior to March, 2021.

Staffing - Staffing will be SARPC and The Wave; there will be no consultants used for this task.

Timeline – October 1, 2020 – September 30, 2021

Financial Responsibility -

Total Cost	\$ 6,250
Federal Highway Administration Metropolitan Planning Funds (PL)*	5,000
Local Planning Funds	1,250

* Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category

Task 3.5 ENVIRONMENTAL MITIGATION AND STREAMLINING

Task 3.5.1 Air Quality Planning

Objectives – To demonstrate conformity of the transportation plan projects and TIP with air quality plans if designated non-attainment for ground-level ozone (O₃), particular matter (PM_{2.5}), or carbon monoxide (CO), air quality standards. The Environmental Protection Agency (EPA) establishes tolerance limits on ground-level and atmospheric pollutant concentrations through enactment of the National Ambient Air Quality Standards (NAAQS). An Air Quality plan is required for planning areas in non-attainment status or those areas anticipating non-attainment. This task provides for those activities that support the overall planning effort, but are not directly associated with Air Quality Conformity Determination document production, otherwise found under Transportation Systems and the Long Range Transportation Plan.

Previous Work – Staff members attended training seminars in FY 2012 and ADEM informational meetings and teleconferences. MPO staff monitored pollutant levels as released by ADEM, and reported Air Quality conformity/non-conformity status to the MPO and Advisory Committees on a regular basis and as an MPO meeting agenda information item. In 2016, EPA finalized the new standard for ozone; the Mobile urbanized area remains in conformity.

Proposed Work - In Fiscal Year 2020, MPO staff will attend, as needed, FHWA, FTA, ADEM, EPA, and ALDOT Air Quality training courses and webinars as they are made available, including Tranplan, Cube Voyager, training, all software used to determine Air Quality conformity/non-conformity status. This task will also support Transportation Systems plans development, as applicable: Long Range, TIP, Congestion Management, Public Participation, Freight, Bicycle/Pedestrian, Transit Development, and Air Quality Conformity Determination. This task satisfies the Planning Emphasis Areas (page 11) **1.7.1 FAST Act Implementation** and **1.7.2 Models of Regional Planning Cooperation**.

Products – A competent staff well-versed in federal regulations pertaining to nonattainment for NAAQS, air quality issues and reports, and presentations as directed by the MPO. EPA’s final decision on the standard for Ozone was in 2016. Although the Mobile, AL Air Shed is well below the new EPA Standard for Ozone, staff needs to remain prepared for any changes in legislation. All other planning, research, training, and preparation for air quality conformity will be on a continual basis for the fiscal year.

Staffing - Staffing will be SARPC, state, and federal training personnel.

Timeline – October 1, 2020 – September 30, 2021

Financial Responsibility -

Total Cost	\$3,125
Federal Highway Administration Metropolitan Planning Funds (PL)*	2,500
Local Planning Funds	625

* Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category

Task 3.5.2 Climate Change and Greenhouse Gas (GHG) Emissions

Objective – FHWA has determined that climate change should be integrated into transportation planning at the state, regional, and local levels, and appropriate steps be initiated to instruct and train MPO staff in sources and causes of Greenhouse Gas emissions and consider potential long range effects by and to the transportation network. Some effects are currently being addressed through Air Quality Conformity Determination actions in areas that have been designated as NAAQS non-conforming.

Previous Work – The FHWA has selected the Mobile MPO to be the Pilot MPO for recommended policy pertaining to Climate Change. In FY 2012, the federal team has worked closely with the staff of the MPO on the Climate Change Study Gulf Coast Phase II. Selected members of the TCC/CAC are on the Climate Change Study Phase II Workgroup and have reviewed all documentation produced by the federal team.

Proposed Work – MPO staff will undergo training under this task and **TASK 3.7.0 EDUCATION AND TRAINING** in climate change and GHG issues as guidelines are provided by state and federal agencies, and will become familiar with the conceptual framework as provided in FHWA’s *Integrating Climate Change into the Transportation Planning Process – Final Report – July 2008*. MPO staff will continue to work with the federal team to promote the completed *Climate Change Study Phase II* highlighting the Mobile MPO which was completed in 2015. This task satisfies the Planning Emphasis Areas (page 11) **1.7.1 FAST Act Implementation** and **1.7.2 Models of Regional Planning Cooperation**.

Products – A competent staff well-versed in federal regulations pertaining to climate change and greenhouse gas emissions, and will be fully cooperative with the federal team working together on the Climate Change Study Phase II document. Training, research, and planning for this task will be on a continual basis, dates to be determined.

Staffing - Staffing will be SARPC, state, and federal training personnel.

Timeline – October 1, 2020 – September 30, 2021

Financial Responsibility –

Total Cost	\$ 3,125
Federal Highway Administration Metropolitan Planning Funds (PL)*	2,500
Local Planning Funds	625

* Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category

TASK 3.6 TRANSPORTATION SYSTEMS

Task 3.6.1 Long Range Transportation Plan (LRTP)

Objectives - To develop the 2045 LRTP, and to update as needed the 2040 LRTP. To refine the modeling process and to validate the models for predicted vehicle speed if Mobile County is designated an ozone non-attainment area. To publish and update reports documenting the procedures used, the data development, and the adequacy of the demand forecasting models used.

Previous Work - Annual reviews of travel patterns and study area development which might affect traffic demand in the area have been conducted. Plan re-evaluations were completed and revised plans adopted by the MPO in FY 1983, 1992, 1995, 2000, 2005, 2010, and 2015. South Alabama Regional Planning Commission distributed several hundred brochures summarizing the 2040 LRTP to local governments, agencies, and the general public. South Alabama Regional Planning Commission (SARPC) receives requests for the brochures, which are among the most popular publications ever printed by the Commission. A new, travel demand model, covering the expanded Mobile Area Transportation Study (MATS) area, and validated to 2010 conditions, was adopted as the 2040 Long Range Transportation Plan (LRTP) in March of 2015.

Proposed Work - Though planning data is provided by **Task 3.2.2 Data Collection**, a travel demand forecasting model will be updated and validated with travel speeds and volume for air quality conformity. Public meetings will be attended and SARPC will continue to disseminate long-range planning information to the public through all available avenues including the internet. The Wave Transit System will continue to provide information regarding mid- to long-range transit needs through **Task 3.6.3 Public Transportation**. The four step travel demand forecasting process will be updated using the Citilabs Cube Voyager software. Cube also has a geographical interface that will be used in the development of the LRTP. This software is purchased by the Alabama Department of Transportation for the MPO to use. All statistical analysis to compare networks and alternates will be conducted using spreadsheet software, and all databases pertaining to each of the networks will be maintained in ESRI's software ArcGIS for Desktop; both purchased by the SARPC. If Air quality Conformity Determination is required in the Mobile area, the MPO will prepare an amended LRTP for MPO approval and normal distribution once EPA and ADEM establish timelines. The LRTP travel demand model will have to be re-validated to travel speeds collected from **Task 3.2.2 Data Collection** and **Task 3.6.6 Congestion Management Process (CMP) and Safety Programs**. The Mobile MPO will begin preparation of the 2045 LRTP, which was adopted in April, 2020. This task satisfies the Planning Emphasis Areas (page 11) **1.7.1 FAST Act Implementation**, **1.7.2 Models of Regional Planning Cooperation** and **1.7.3 Ladders of Opportunity**. The MPO will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performance measures, and targets required by the FAST Act, for inclusion into the Long Range Transportation Plan (LRTP). The MPO staff will also prepare and present the Livability Indicator data, as required.

Products - A well-documented travel forecasting model and an LRTP of reasonable scope for the Mobile area to include all modes of transportation which will provide adequate traffic service at a realistic estimated cost

Staffing - SARPC will provide the staffing for this task; there will be no consultants used for this task.

Timeline – October 1, 2020 – September 30, 2021

Financial Responsibility -

Total Cost	\$ 51,849
Federal Highway Administration Metropolitan Planning Funds (PL)*	41,479
Local Planning Funds	10,370

** Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category*

Task 3.6.2 Transportation Improvement Program (TIP)

Objectives - To identify transportation improvement projects recommended for advancement during the program period as a result of the cooperative transportation planning process, to indicate priorities established by state and local officials, and to include realistic estimates of costs and revenues for the program period. Development of the TIP involves integrating projects drawn from both the short and long-range elements and the management systems into a single implementation schedule. Regularly monitor projects status, actual and estimated costs, and annually rebalance the TIP to ensure that it is fiscally constrained.

Previous Work - The Alabama Department of Transportation (ALDOT) has annually submitted projects, which it initiated, to the local planning agency for inclusion in the Transportation Improvement Program. The Metropolitan Planning Organization (MPO) has selected and/or concurred in implementation priorities and has adopted a Transportation Improvement Program annually since 1976. So as to be fiscally constrained, the Technical Coordinating Committee/Citizens Advisory Committee created a draft FY 2016-2019 TIP on June 3rd, 2015, reviewed by the TCC/CAC, reviewed by the MPO on June 10th, 2015 and adopted by the MPO on August 19th, 2015. The TIP has been revised on November 8th, 2015, March 2, 2016, June 1, 2016, September 14, 2016, November 30, 2016, March 15, 2017, June 7, 2017, September 6th, 2017, December 6th, 2017, February 14th, 2018, May 23rd, 2018, July 11th, 2018, October 31st, 2018, January 30th, 2019, and May 8th, 2019.

Proposed Work - The adopted 2020-2023 Transportation Improvement Program (TIP) is a four year balanced schedule of funds.. After a period of public involvement as prescribed in the Public Involvement Procedures detailed at the beginning of this document, the Metropolitan Planning Organization (MPO) will be presented with any revisions or updates to be made to the TIP, as needed, for any transportation project assisted with federal funds. The TIP will remain balanced; at any time the Attributable or TAP funds becomes unbalanced, the Technical Coordinating Committee/Citizens Advisory Committee (TCC/CAC) will revise the schedule to recommend to the MPO for approval. The TIP is developed under the direction of the MPO in cooperation with Alabama Department of Transportation (ALDOT). Based upon ALDOT's estimate of revenues available and cost estimates provided by the implementing agency, the MPO prioritizes TIP projects recommended for implementation or advancement. Such projects include traffic operations improvements as well as capital intensive projects and transit and paratransit projects. The resulting document is the MPO's consensus of the optimum utilization of available funds to improve the movement of people and goods within the Mobile urban area. In the event that Air Quality Conformity Determination is required in the Mobile area, the MPO will prepare an amended TIP for MPO approval and normal distribution. The MPO staff will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performance measures, and targets required by the FAST Act, for inclusion into the Transportation Improvement Program. The MPO staff will prepare and present the Livability Indicator data. This data will be displayed in the TIP as numbers or percentages in charts, tables, or maps.

Typically no project utilizing federal funds will be included in the TIP unless it is drawn from an MPO-approved long-range or short-range plan. No project utilizing federal funds

will be included in the TIP unless planning studies prepared specifically for that project justify its implementation in the opinion of the MPO, with due consideration of the stated goals and objectives of the Mobile Area Transportation Study program. A FY 2020-2023 TIP will be adopted by the MPO in August, 2019 and will continue to be maintained, updated, and revised as needed. Each time a project is introduced using STP Attributable funds or TAP funds of the TIP, it will be reviewed under the Project Selection and Prioritization of the 2020-2023 Transportation Improvement Program process. This outlines a quantitative process using objective and subjective factors to rank and prioritize projects funded with STP Attributable Funds. The projects of the TIP can be tracked and status of the project can be managed through the MPO Portal provided by ALDOT. As part of this process a listing of annual obligated projects will be provided to the MPO. This task satisfies the Planning Emphasis Areas (page 11) **1.7.1 FAST Act Implementation, 1.7.2 Models of Regional Planning Cooperation, and 1.7.3 Ladders of Opportunity.**

Products - A four-year TIP, updated at least every four years, outlining the best utilization of funds and other resources in serving the long-range and short-range transportation needs of the community with due regard for all elements of the population and the local economy. Also produced as part of this task are the necessary reports, analyses, and other documentation required to substantiate the need for a project and verify the anticipated impact of its implementation. If required, the MPO staff will amend the TIP to include performance targets and requirements as described in 23 CFR 450.326

Staffing - The South Alabama Regional Planning Commission (SARPC) will provide staff for assembling the information necessary for the development of the TIP and ALDOT will provide input through Task 3.2.4. The agencies represented on the MATS TCC/CAC (including The Wave Transit System) will provide the necessary data and technical justification for all projects each originates; the Committee as a whole will provide guidance and technical assistance in the development of the TIP and selection of the projects recommended to the MPO for approval. There will be no consultants used for this task.

Timeline – October 1, 2020 – September 30, 2021

Financial Responsibility -

Total Cost	\$ 31,250
Federal Highway Administration Metropolitan Planning Funds (PL)*	25,000
Local Planning Funds	6,250

* Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category

Task 3.6.3 Public Transportation

Objectives – The objective is to promote the use of public transportation, to discourage excessive use of the automobile, to improve air quality, to conserve energy, and to reduce parking demand.

Previous Work - In FY 2008, the MPO staff authorized the Program Management Plan (PMP) for FTA 5316 Job Access Reverse Commute (JARC) funds and FTA 5317 New Freedom funds. The MPO designated The Wave Transit System as the Designated Recipient (DR) for the Job Access Reverse Commute (JARC) and New Freedom funds and assisted The Wave Transit System in implementing this plan to develop the Program of Projects (POP). The POP was updated in FY 2009, FY 2010, FY 2011, and FY 2013 for SAFETEA-LU funding. In 2014, 2015, 2016, 2018, and 2019 the POP for FTA 5310 Urbanized Funding was adopted.

Proposed Work - The POP will be updated in accordance with Program Management Plan (PMP). New projects will be selected for FTA 5310 and may be selected for FTA 5307. The recommended revisions and additions documented in the Transit Development Plan (TDP) may be implemented and the transit element of the Long Range Transportation Plan (LRTP) may be developed. The South Alabama Regional Planning Commission (SARPC) and the Alabama Department of Transportation (ALDOT) will support not only The Wave Transit System in their mass transportation planning efforts, but will also be advocates for mass transit and will cooperate in the formulation of any necessary related policies. The LRTP Transit Element will be updated with the assistance of The Wave Transit System with relevance to the TDP as needed. SARPC and The Wave Transit System will provide input through this task and ALDOT through **Task 3.1.2 Alabama Department of Transportation Technical Support**. This task satisfies the Planning Emphasis Areas (page 11) **1.7.1 FAST Act Implementation, 1.7.2 Models of Regional Planning Cooperation, and 1.7.3 Ladders of Opportunity**. The MPO staff will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performance measures, and targets required by the FAST Act, for inclusion into the Long Range Transportation Plan (LRTP).

Products - A thorough process selecting projects for funding with FTA 5307 and FTA 5310 funds. A concise Transit Element of the LRTP and a planning program that conserves energy and encourages the use of mass transportation and/or ridesharing.

Staffing - Staffing will be SARPC and The Wave; there will be no consultants used for this task.

Timeline – Draft and Final Program of Projects Spring of 2020

Financial Responsibility -

Total Cost	\$ 163,750
Federal Highway Administration Metropolitan Planning Funds (PL)*	46,000
Federal Transit Administration (5307)	85,000
The Wave Transit System	21,250
Local Planning Funds	11,500

* Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category

Task 3.6.4 Bicycle / Pedestrian Transportation Planning

Objectives – The objective is to integrate bicycle and pedestrian components into the transportation planning process.

Previous Work – In FY 2011, staff contracted with Neel Schaffer Inc. to conduct a Mobile Comprehensive Bicycle and Pedestrian Plan for the Mobile Area Transportation Study (MATS) Area. The plan outlines the results of numerous stakeholder meetings and public meetings soliciting comments as to where citizens and cyclists feel bicycle/pedestrian paths and routes should be located. This Comprehensive Plan was integrated into the *Destination 2040 Long Range Transportation Plan*.

Proposed Work - The input of Bicycle/Pedestrian Advisory Committee (BPAC), local bicycle organizations, and planning staffs familiar with bicycle and pedestrian needs, particularly in developing areas, will continue to be sought in an effort to address the current needs of these modes. The 2045 Long Range Transportation Plan was adopted in April of 2020 with a detailed outline of bicycle and pedestrian needs and recommendations from the BPAC and through public comment. In addition, a listing is provided to the public and MPO members as to which projects in the current Transportation Improvement Program (TIP) have bicycle/pedestrian facilities included as part of the project. Through the BPAC, the MPO will educate the public about bicycle and pedestrian safety. Presentations and tasks pertaining to Bicycle/Pedestrian mode will be undertaken. This task covers the participation of meetings pertaining to the Three Mile Creek Trail, the Crepe Myrtle Trail, Quality of Place, and all other meetings regarding this mode. This task satisfies the Planning Emphasis Areas (page 11) **1.7.1 FAST Act Implementation, 1.7.2 Models of Regional Planning Cooperation, and 1.7.3 Ladders of Opportunity.**

Products - A planning process which allows for direct input from individuals and groups identified as interested in the bicycle and pedestrian modes as alternative transportation and a viable plan to serve these modes as an element of the LRTP and the TIP. The Bicycle pedestrian Element of the TIP may be periodically updated at a date to be determined, education will be on a continuing basis.

Staffing - Staffing will be SARPC and there will be no consultants used for this task.

Timeline – October 1, 2020 – September 30, 2021

Financial Responsibility -

Total Cost	\$ 25,000
Federal Highway Administration Metropolitan Planning Funds (PL)*	20,000
Local Planning Funds	5,000

* Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category

Task 3.6.5 Freight Planning

Objectives – The objective is to efficiently plan for the movement of freight given the projected growth patterns for the region.

Previous Work - SARPC and the University of Alabama in Huntsville (UAH) started the Mobile Freight Plan, produced written reports, and educated the Metropolitan Planning Organization (MPO) staff on how to plan for future freight. This was based on the methodology detailed in NCHRP 570, the plan was to identify and plan for freight movements in Mobile and identify freight policy and planning guidelines. Freight surveys were produced requesting a variety of information, and any company that uses or generates any type of commodity to be shipped, was surveyed and stored in a database. Container trucks were surveyed at APM terminals once a quarter to produce origin-destination information for container trucks.

Proposed Work – Freight corridors, needs and deficiencies, projects, and performance measures will be identified through surveys. The surveys provide information such as tonnage per year, direction of coming and going freight, value of freight and more importantly any deficiencies or impedances experienced by the users. The FHWA Freight Analysis Framework (FAF4) was released in FY 2017 and produces truck volumes for the base and future year. The freight component of the *Destination 2040* will be improved upon with cooperation with Alabama State Port Authority, ALDOT’s Statewide Freight Plan, and available data. This is to include accurate truck movements and forecasts in preparation for the 2045 LRTP. In order to accomplish accurate truck movements to produce an accurate truck model, truck data will have to be purchased. This data was purchased from Inrix in FY2017. In FY2018, a Freight Advisory Committee was established to identify problems and develop projects. This task satisfies the Planning Emphasis Areas (page 11) **1.7.1 FAST Act Implementation, 1.7.2 Models of Regional Planning Cooperation, and 1.7.3 Ladders of Opportunity.**

Products – An analysis identifying corridors, needs and deficiencies, projects, and performance measures to be included as the Freight Plan to the Long Range Transportation Plan (LRTP). Freight surveys are done on a continual basis. The MPO will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performance measures, and targets required by the FAST Act, for inclusion into the Long Range Transportation Plan (LRTP). The MPO staff will also prepare and present the Livability Indicator data, as required on page 4.

Timeline - October 1, 2018 – September 30, 2019

Staffing - Staffing will be SARPC and there will be no consultants used for this task.

Financial Responsibility -

Total Cost	
Total Planning Cost	\$ 43,750
Federal Highway Administration Metropolitan Planning Funds (PL)*	35,000
Local Planning Funds	8,750

* Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category

Task 3.6.6 Congestion Management Process (CMP) and Safety Programs

Objectives – The objective is to develop and implement a mechanism for the effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies, and to increase the safety and security of the transportation system for both motorized and non-motorized users.

Previous Work - The Alabama Department of Transportation (ALDOT) and the South Alabama Regional Planning Commission (SARPC) have been involved in the planning and implementation of Transportation System Management (TSM) projects since the early 1970's. Federal highway funds allocated to the Mobile urban area have been used for traffic engineering improvements other than additional lanes on numerous occasions. SARPC and The Wave Transit System regularly conduct transit planning studies and activities for the improvement of local mass transportation services. SARPC retained a consultant in late FY 2000 to conduct a system-wide travel time/speed survey and to develop a congestion index from the data; that work was completed in FY 2003 and was updated during FY 2008 and 2009 by SARPC staff. Updated travel time runs were completed on all roads with a minimum number of six runs on each road in 2008. The analysis and historical travel time index was conducted and the document was finalized in FY 2009. Staff screened all of the major intersections within the study area; 43 intersections met the criteria to be further studied. A Congestion Management Committee met several times in 2008 and developed a final list of intersections to be improved. The Committee made field reviews of these intersections during peak hours and developed improvements during those reviews. A benefit/cost ratio was developed for the improvements and put into a final Congestion Management Process (CMP) document. The CMP Element of the LRTP was adopted in March of 2015. Travel time runs were completed during FY 2011 and FY 2012. In 2017, MPO staff modified the CMP. Manual travel times are no longer needed as there is data available from the NPMRDS. To note, the CMP now has capital funding tied to the program for the top congested corridors based on the ranking detailed in the CMP. There is \$500,000 federal available each year for these type of projects.

Proposed Work - The CMP was completed in FY 2015, modified in 2017, and is integrated into **Task 3.6.1 Long Range Transportation Plan (LRTP)**. Average travel speeds will be potentially developed for each road, section of road, and 528-foot segment of road using the National Performance Management Research Data Set (NPMRDS). Safety data through the Critical Analysis Reporting Environment (C.A.R.E) system will be collected for the intersection data of CMP. Because of the inability to publish any safety data, the intersection improvements component of the CMP will be revisited. Corridors will be defined as those with a concerning peak to free flow ratio, high level of rear-end collisions, and high volume to capacity ratio. Peer reviews will be done to see how other MPOs publish Safety Plans, and new methodologies will be formulated. Presentations will be made as necessary to the public and the extensive document will be made available to the public in soft and hard format during FY 2018. Updates will be made as necessary to the document. If a CMP project is selected to be funded by a local government, staff will ensure performance measures are met in accordance with CMP document. MPO staff will work and coordinate

with the Alabama Department of Transportation (ALDOT) on setting goals objectives, performance measures, and targets required by the FAST Act concerning congestion and safety in the planning area. Staff will also evaluate traffic movements, freight movements, and bicycle and pedestrian movements to enhance safety in the MPO planning area. This task satisfies the Planning Emphasis Areas (page 11) **1.7.1 FAST Act Implementation**, and **1.7.3 Ladders of Opportunity**.

Products - The CMP is an effective means of maximizing the efficiency of existing transportation facilities, programs, and systems and a means to improve safety for transportation system users. A final CMP report is available to the public that gives historical travel time comparisons, recommended intersection improvements to improve travel time, and an index to compare Mobile’s travel time, or delay, on a national level. Staff will update travel time data and will be available to present this data to the public and special interest groups, copies of the document will be made available to the public.

Staffing - Staffing will be SARPC and The Wave; there will be no consultants used for this task.

Timeline – October 1, 2020 – September 30, 2021

Financial Responsibility -

Total Cost	\$ 18,750
Federal Highway Administration Metropolitan Planning Funds (PL)*	15,000
Local Planning Funds	3,750

** Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category*

Task 3.6.7 The CommuteSmart Mobile Rideshare Program

Objectives – The objective is to promote the use of ridesharing, to improve air quality, to conserve energy, and to reduce parking demand.

Previous Work - The Mobile Area Transportation Study (MATS) initiated a carpool matching program known as the CommuteSmart Mobile Rideshare program. Ridepro software has been purchased (with ALDOT's approval, 02-06-2006) and there is a dedicated phone line (706-1CAR) for Rideshare clients. SARPC staff has created a website, www.mobilempo.org that links to <http://www.commutessmart.org/>, enabling interested parties to sign up for the program online. The CommuteSmart Commuter Services Program maintains a database of individuals who work in the region and who have expressed a desire to commute to work via carpool, vanpool, transit, bicycle, and walking. This commuter database uses a person's home address, work address, and work hours to find others who are willing to share their commute.

Proposed Work - SARPC staff will promote CommuteSmart by contacting employers to promote Rideshare in the workplace through carpooling and vanpooling. Staff will be available for onsite presentations or to set up information booths at worksites or community events. Staff will maintain the CommuteSmart database to ensure the success of the Program. Efforts will continue to promote the program to the general public through newsletters and the general media. The CommuteSmart software will be maintained by staff. Since the ERH is a voucher based reimbursement program to the operator, the JARC funding is on an as-needed basis and may be discontinued due to funding. Although JARC Funding no longer exists, reimbursements will be through either the WAVE Transit's FTA 5307, or local funds. This task satisfies the Planning Emphasis Areas (page 11) **1.7.1 FAST Act Implementation, 1.7.2 Models of Regional Planning Cooperation, and 1.7.3 Ladders of Opportunity.**

Products - An effective carpooling/vanpooling program that conserves energy and encourages the use of ridesharing using the CommuteSmart software and the Emergency Ride Home program with an annual report summarizing the effectiveness of the program. The task is updated periodically at dates to be determined. As invoicing for ERHs come in, SARPC has 30 days to reimburse the provider.

Staffing - SARPC staff, Enterprise Rental, and Mobile Bay Transportation Company (now Z-Trip) will operate the ERH program; there will be no consultants used for this task. An annual report summarizing the effectiveness of the program will be produced and submitted to the MPO no later than September 30, 2021.

Timeline – October 1, 2020 – September 30, 2021

Financial Responsibility -

Total Cost	\$ 31,250
Federal Highway Administration Metropolitan Planning Funds (PL)*	25,000
Local Planning Funds	6,250

* Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category

Task 3.6.8 Transportation System Performance Management and Monitoring

Objectives- To identify and/or develop appropriate measures to monitor the performance of the transportation system in accordance with the LRTP goals and objectives, the Congestion Management Process (CMP), federal and state performance targets, and supporting/complementary planning functions; i.e., economic development or land use.

Previous Work- Performance measures and monitoring have always been a component of the Congestion Management Process (CMP); however, project specific performance measures have only been in principle as a CMP project has never been funded until the recent modifications of the CMP. On a system wide level, travel time data, volume to capacity, and collision data have been collected and analyzed for decades. These performance measures are outlined in the past four Long Range Transportation Plans, and indicate the performance of roads, system wide and to the granular level. The CMP Travel Time Index compiles the performance of both freeways and arterials into one vehicle weighted travel speed. Further, in 2017, staff attended several meetings and webinars concerning the new requirements of the FAST ACT pertaining to the performance measures.

Proposed Work- Annual performance measure reports will be compiled as required by the FAST ACT. The MPO staff will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performance measures, and targets required by the FAST Act, concerning safety in the metropolitan planning area. The MPO staff will also evaluate traffic movements, freight movements, and bicycle and pedestrian movements to enhance safety in the MPO planning area. Staff will strive to set goals, objectives, performance measures and targets, identify high accident locations, maps and reports concerning safety issues, evaluation of traffic movements, freight movements, and bicycle and pedestrian movements to obtain this objective.

Products – A transportation system that is managed and monitored through setting goals, objectives, performance measures and targets, identification of high accident locations, maps and reports concerning safety issues, evaluation of traffic movements, freight movements, and bicycle and pedestrian movements.

Staffing - Staffing will be SARPC and there will be no consultants used for this task.

Timeline – October 1, 2020 – September 30, 2021

Financial Responsibility -

Total Cost	\$ 23,211
Federal Highway Administration Metropolitan Planning Funds (PL)*	18,569
Local Planning Funds	4,642

* Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category

TASK 3.7 EDUCATION AND TRAINING

Objectives – The objective is to develop a transportation planning staff which is competent to perform the various tasks associated with the area-wide transportation planning process; to keep staff members informed of current planning methods and procedures and their relationship to the area-wide transportation planning process.

Previous Work - Publications of the Transportation Research Board (TRB), Institute of Transportation Engineers (ITE), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Alabama Department of Transportation (ALDOT) were reviewed by SARPC staff during all previous fiscal years. In October, staff attended an Alabama Association of Regional Commissions (AARC) conference. Staff has regularly attended Cube Voyager training in Montgomery, and participated in a FHWA web conference on ‘Talking Freight’. In March the Alabama Transportation Planners Association (ATPA) generally holds a conference that staff not only attends but is an integral part of putting together. In February and May staff attended a CUBE training in Montgomery.

Proposed Work - Monthly webinars sponsored by the National Association of Regional Commissions will be attended. In addition to conference listed in this Timeline, staff may attend training sessions pertaining to the software Cube Voyager. In-house training sessions are conducted and local representation is provided at transportation seminars; current literature and periodicals are provided for the SARPC staff; and access to other program developments is maintained in order to keep the staff apprised of current planning developments. This task satisfies the Planning Emphasis Areas (page 11) **1.7.1 FAST Act Implementation, 1.7.2 Models of Regional Planning Cooperation and 1.7.3 Ladders of Opportunity.**

Products - Completed training seminars and courses by staff; dates to be determined

Staffing - Staffing will be SARPC and The Wave; there will be no consultants used for this task.

Timeline -

- AARC conference October of 2020,
- AMPO conference October of 2020,
- ATPA Spring of 2021,
- ITE conference June of 2021

Financial Responsibility -

Total Cost	\$ 45,000
Federal Highway Administration Metropolitan Planning Funds (PL)*	25,000
Federal Transit Administration (5307)	11,000
The Wave Transit System	2,750
Local Planning Funds	6,250

* Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category

TASK 3.8 DEVELOPMENTS OF REGIONAL IMPACT (DRI), CORRIDOR PROJECTS, AND OTHER STUDIES

Task 3.8.1 FY 2021 Federally Funded Transportation Planning Studies

**TASK 3.8.1.1 US 90 ACCESS MANAGEMENT AND SIGNAL OPERATIONS STUDIES
FY 2020-FY2021**

Objectives- There are 17 traffic signals in a 3.8 stretch, between Swedetown Road (west city limits of Mobile) and North Higgins Service Rd., just east of Rangeline Road (SR 193). The purpose of these studies is to improve operations and safety while reducing delay and congestion on the corridor.

Previous Work- There has been no work on this corridor in the last 10 years. The signal timings are at least 10 years in age and are severely outdated.

Proposed Work- A consultant will be hired to collect updated traffic counts and determine traffic patterns to make recommendations on the current operations of these signals and produce reports and plans for future improvements. A Concept of Operations (CONOPS) Report will be created and will contain current conditions (equipment and operations), potential and/or possible improvements, cost estimates and operational needs to implement the various solutions. An Access Management Concept Plan will be created to specifically define solutions to existing access issues and improve corridor operations and traffic flow. Also, an updated timing plan will be created for the corridor and will be programmed into each traffic signal cabinet to improve signal operations currently while future options are planned.

Products- Concept of Operations Plan, Access Management Concept Plan, Signal Timing and Coordination Plan

Staffing- A third party consultant will perform all work

Timeline- October 1, 2019 – September 30, 2021

Financial Responsibility-

Total Cost	\$145,000
FY 2019 FHWA Metropolitan Planning Funds (PL)	\$116,000
Local State Funds (ALDOT)	\$29,000

**TASK 3.8.1.2. CITY OF MOBILE TRANSPORTATION PLANNING STUDY
For Game Day and Special Events at the University Of South Alabama FY 2020-FY2021**

Objectives: This is a traffic impact study to determine the short and long term impacts to the City’s street and signal networks surrounding the University of South Alabama as a direct result of locating a new football stadium on campus. The location of the University in the heart of the City and away from major roadways will cause an undue burden on the City’s street network in the area. With the growth of the University, the network is already experiencing traffic congestion associated with the campus and current special events hosted on the campus. The intent of the project is to develop a transportation plan for the roadway system around the campus that takes into account the increased congestion created by home football games and any other special event hosted on the University of South Alabama campus.

Previous Work: There has not been any previous work.

Proposed Work: A consultant will be hired to develop a multi-faceted transportation plan for the area surrounding the University of South Alabama campus. The project will collect existing traffic data and information about projected traffic volumes to determine the impacts of the proposed stadium located on campus. After analyzing existing and projected conditions, the study will make recommendation for mitigating the impacts, including signal operations, intelligent transportation system measures, special event signage, roadway improvements, uniformed officer traffic control as well as changes to ingress and egress of traffic.

Product: Detailed plans on implementing staged improvements to mitigate the increased traffic demand related to the use of the USA football stadium for games or other special events on campus.

Staffing: A third party consultant will be used for this task.

Timeline: January 1, 2020 to September 30, 2021

Financial Responsibility:

Total Cost	\$200,000
FY 2019 FHWA Metropolitan Planning Funds (PL)	\$160,000
Local Funds (City of Mobile)	\$40,000

**TABLE 2
PROPOSED FUNDING SOURCES
FISCAL YEAR 2021**

TASK	FHWA*			FTA (WAVE)**		TOTAL		
	SPR / SLS	PL-FHWA/FTA	SLS	SEC5307	SLS	PL-FHWA/FTA	SLS TOTAL	
TASK 3.1 ADMINISTRATION								
Task 3.1.1 Program Administration and Management		\$60,000	\$15,000	\$6,000	\$1,500	\$66,000	\$16,500	
Task 3.1.2 Alabama Department of Transportation (ALDOT) Technical Support	\$75,000	\$18,750				\$75,000	\$18,750	
TASK 3.2 DATA COLLECTION AND ANALYSIS								
Task 3.2.1 Database Management / Computer Support		\$26,000	\$6,500			\$26,000	\$6,500	
Task 3.2.2 Data Collection		\$20,000	\$5,000	\$4,000	\$1,000	\$24,000	\$6,000	
Task 3.2.3 Geographic Information Systems (GIS)		\$18,000	\$4,500			\$18,000	\$4,500	
Task 3.2.4 Traffic Data		\$15,000	\$3,750			\$15,000	\$3,750	
TASK 3.3 UNIFIED PLANNING WORK PROGRAM (UPWP)								
		\$10,000	\$2,500	\$6,000	\$1,500	\$16,000	\$4,000	
TASK 3.4 PUBLIC INVOLVEMENT								
Task 3.4.1 Local Assistance and Coordination (Service)		\$60,000	\$15,000			\$60,000	\$15,000	
Task 3.4.2 Elderly and Disadvantaged Transportation Planning		\$18,000	\$4,500			\$18,000	\$4,500	
Task 3.4.3 Disadvantaged Business Enterprise (DBE) Participation		\$2,000	\$500	\$6,000	\$1,500	\$8,000	\$2,000	
Task 3.4.4 Civil Rights Program (Title VI Reporting)		\$2,000	\$500	\$2,000	\$500	\$4,000	\$1,000	
Task 3.4.5 Environmental Justice		\$5,000	\$1,250			\$5,000	\$1,250	
Task 3.5 ENVIRONMENTAL MITIGATION AND STREAMLINING								
Task 3.5.1 Air Quality Planning		\$2,500	\$625			\$2,500	\$625	
Task 3.5.2 Climate Change and Green House Gas (GHG) Emissions		\$2,500	\$625			\$2,500	\$625	
TASK 3.6 TRANSPORTATION SYSTEMS								
Task 3.6.1 Long Range Transportation Plan (LRTP)		\$41,479	\$10,370			\$41,479	\$10,370	
Task 3.6.2 Transportation Improvement Program		\$25,000	\$6,250			\$25,000	\$6,250	
Task 3.6.3 Public Transportation		\$46,000	\$11,500	\$85,000	\$21,250	\$131,000	\$32,750	
Task 3.6.4 Bicycle / Pedestrian Transportation Planning		\$20,000	\$5,000			\$20,000	\$5,000	
Task 3.6.5 Freight Planning		\$35,000	\$8,750			\$35,000	\$8,750	
Task 3.6.6 Congestion Management Process (CMP) and Safety Programs		\$15,000	\$3,750			\$15,000	\$3,750	
Task 3.6.7 The CommuteSmart Mobile Rideshare Program		\$25,000	\$6,250			\$25,000	\$6,250	
Task 3.6.8 Transportation System Performance Management and Monitoring		\$18,569	\$4,642			\$18,569	\$4,642	
TASK 3.7 EDUCATION AND TRAINING								
		\$25,000	\$6,250	\$11,000	\$2,750	\$36,000	\$9,000	
TASK 3.8 DEVELOPMENTS OF REGIONAL IMPACT (DRI), CORRIDOR PROJECTS, AND OTHER STUDIES								
CARRYOVER FUNDING***								
FY 2017		\$24,235	\$6,059			\$24,235	\$6,059	
FY 2018		\$64,902	\$16,226			\$64,902	\$16,226	
FY 2019		\$31,281	\$7,820			\$31,281	\$7,820	
FY 2020		\$0	\$0			\$0	\$0	
STATE PL FUNDS								
Task 3.8.1.1 US 90 ACCESS MANAGEMENT AND SIGNAL OPERATIONS STUDIES		\$116,000	\$29,000			\$116,000	\$29,000	
Task 3.8.1.2 CITY OF MOBILE TRANSPORTATION PLANNING STUDY		\$160,000	\$40,000			\$160,000	\$40,000	
TOTAL	\$75,000	\$18,750	\$888,466	\$222,117	\$120,000	\$30,000	\$1,083,466	\$270,867

* The FHWA PL and FTA 5303 planning funds have been consolidated into PL category for better management and tracking.

** FTA 5307 funds

*** MPO's may carry over funds for three (3) years. The oldest unexpended funds will be returned to the funding pool for reallocation. FY 2017 and 2018 Federal carryover funds will be utilized in future UPWPs

**TABLE 3
PROPOSED AGENCY PARTICIPATION
FISCAL YEAR 2021**

TASK	ALDOT	SARPC	WAVE**	CONSULTANTS	Sponsor	TOTAL
TASK 3.1 ADMINISTRATION						
Task 3.1.1 Program Administration and Management		\$75,000	\$7,500			\$82,500
Task 3.1.2 Alabama Department of Transportation (ALDOT) Technical Support	\$93,750	\$0	\$0			\$93,750
TASK 3.2 DATA COLLECTION AND ANALYSIS						
Task 3.2.1 Database Management / Computer Support		\$32,500	\$0			\$32,500
Task 3.2.2 Data Collection		\$25,000	\$5,000			\$30,000
Task 3.2.3 Geographic Information Systems (GIS)		\$22,500	\$0			\$22,500
Task 3.2.4 Traffic Data		\$18,750	\$0			\$18,750
TASK 3.3 UNIFIED PLANNING WORK PROGRAM (UPWP)		\$12,500	\$7,500			\$20,000
TASK 3.4 PUBLIC INVOLVEMENT						
Task 3.4.1 Local Assistance and Coordination (Service)		\$75,000	\$0			\$75,000
Task 3.4.2 Elderly and Disadvantaged Transportation Planning		\$22,500	\$0			\$22,500
Task 3.4.3 Disadvantaged Business Enterprise (DBE) Participation		\$2,500	\$7,500			\$10,000
Task 3.4.4 Civil Rights Program (Title VI Reporting)		\$2,500	\$2,500			\$5,000
Task 3.4.5 Environmental Justice		\$6,250	\$0			\$6,250
Task 3.5 ENVIRONMENTAL MITIGATION AND STREAMLINING						
Task 3.5.1 Air Quality Planning		\$3,125	\$0			\$3,125
Task 3.5.2 Climate Change and Green House Gas (GHG) Emissions		\$3,125	\$0			\$3,125
TASK 3.6 TRANSPORTATION SYSTEMS						
Task 3.6.1 Long Range Transportation Plan (LRTP)		\$51,849	\$0			\$51,849
Task 3.6.2 Transportation Improvement Program		\$31,250	\$0			\$31,250
Task 3.6.3 Public Transportation		\$57,500	\$106,250			\$163,750
Task 3.6.4 Bicycle / Pedestrian Transportation Planning		\$25,000	\$0			\$25,000
Task 3.6.5 Freight Planning		\$43,750	\$0			\$43,750
Task 3.6.6 Congestion Management Process (CMP) and Safety Programs		\$18,750	\$0			\$18,750
Task 3.6.7 The CommuteSmart Mobile Rideshare Program		\$31,250	\$0			\$31,250
Task 3.6.8 Transportation System Performance Management and Monitoring		\$23,211	\$0			\$23,211
TASK 3.7 EDUCATION AND TRAINING		\$31,250	\$13,750			\$45,000
TASK 3.8 DEVELOPMENTS OF REGIONAL IMPACT (DRI), CORRIDOR PROJECTS, AND OTHER STUDIES						
CARRYOVER FUNDING***						
FY 2017		\$30,294	\$0			\$30,294
FY 2018		\$81,128	\$0			\$81,128
FY 2019		\$39,101	\$0			\$39,101
FY 2020						
STATE PL FUNDS						
Task 3.8.1.1 US 90 ACCESS MANAGEMENT AND SIGNAL OPERATIONS STUDIES				\$145,000	ALDOT	\$145,000
Task 3.8.1.2 CITY OF MOBILE TRANSPORTATION PLANNING STUDY				\$200,000	City of Mobile	\$200,000
TOTAL	\$93,750	\$765,583	\$150,000	\$345,000		\$1,354,333

* The FHWA PL and FTA 5303 planning funds have been consolidated into PL category for better management and tracking.

** FTA 5307 funds

*** MPO's may carry over funds for three (3) years. The oldest unexpended funds will be returned to the funding pool for reallocation. FY 2017 and 2018 Federal carryover funds will be utilized in future UPWPs

Task 3.8.2 Previous Federally Funded Transportation Planning Studies

Task 3.8.2.1 Mobile County Demand Response Transit Feasibility Study, FY 2020

Objectives- This was a feasibility study to determine if a demand response transit system would be viable for areas within Mobile County outside of the city limits of Mobile. This system would have to be sustained via Federal Transit Administration (FTA) 5311, FTA 5307, fares, local government subsidies and contract/subscriptions. This system should be based on transportation demand, rather than using a fixed route. Vehicles potentially can pick-up and drop-off passengers in locations according to passengers needs and can include taxis, buses or other vehicles. The potential demand response public transport service would be for areas outside of, but connecting to, the WAVE Transit System. This is in particular for areas of low passenger demand where a regular bus service is not considered to be financially viable, such as rural and semi-urban areas in Mobile County.

Previous Work- There has been no previous work in this area.

Proposed Work – VIA (with Goodwyn, Mills, and Cawood as a sub) was hired to solicit financial commitments to determine if a demand response transit system would be viable for areas within Mobile County outside of the city limits of Mobile. This included a cost analysis of a variety of scheduling scenarios to include viable connections to the existing fixed route system in the City of Mobile. The cost analysis was compared to a revenue analysis to include but was not limited to potential local governmental subsidies, fares, federal funds and subscription or contracts. This task satisfies the Planning Emphasis Areas (page 11) **1.7.1 FAST Act Implementation, 1.7.2 Models of Regional Planning Cooperation and 1.7.3 Ladders of Opportunity.**

Products – A detailed methodology on how to obtain a demand response transit system within Mobile County.

Staffing – A third party consultant was used for this task

Timeline – October 1, 2019 – September 30, 2020

Financial Responsibility -

Total Cost	\$ 127,930
<u>FY 2017-2018</u> Carryover FHWA Metropolitan Planning Funds (PL)*	42,344
<u>FY 2019</u> Carryover FHWA Metropolitan Planning Funds (PL)*	60,000
Local Planning Funds	25,586

** Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category*

Task 3.8.2.2 US 45 Feasibility Study, FY 2018

Objectives – The US 45 corridor is an integral, multi-jurisdictional corridor that is important economically and culturally, and is not functioning to the satisfaction of its elected officials. The corridor has been in need of improvement for some time, and lack of federal funds have prevented the State of Alabama to improve US 45. There can be preliminary planning work that can be done as part of this planning study that ensure US 45 can optimally operate, while being functional and attractive to the communities along US 45.

Products – A detailed planning study depicting the potential improvements to US 45 in both the City of Mobile and the City of Prichard from Springhill Avenue to SR 158.

Staffing – A consultant was used for this task

Timeline – The final document and copies were received by SARPC on September 30, 2018

Financial Responsibility -

Total Cost	\$ 100,000
Federal Highway Administration Metropolitan Planning Funds (PL)*	40,000
FY 2017 Carryover MPO PL Funds	40,000
Local Planning Funds	10,000
FY 2017 Carryover Local Planning Funds	10,000

* Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category

Task 3.8.2.3 Mobile MPO Americans with Disabilities Act (ADA) Transition Plans for Public ROW, FY 2016

Products – Nine ADA Transition Plans representing the eight municipalities within the Mobile MPO, and Mobile County, that are in compliance with the Americans with Disabilities Act of 1990 and Section 504 of the Rehabilitation Act of 1973.

Objectives – Although the Mobile MPO does not have oversight responsibility for ADA compliance, it is a key component of compliance with federal regulations; the MPO will assist local governments in preparing ADA Transition Plans. Local governments within the Mobile MPO study area boundary must be in compliance with the Americans with Disabilities Act (ADA) 1990 and Section 504 of the Rehabilitation Act of 1973 within one year of final notification by FHWA. The MPO and local governments should be aware of all applicable provisions of 28 CFR 35.150, 49 CFR 27.11, the Americans with Disabilities Act (ADA) of 1990 and Section 504 of the Rehabilitation Act.

To ensure program accessibility for people with disabilities in the community, the Mobile MPO assisted each responsible city/county with an ADA Transition Plan. There were nine ADA Transition Plans for Public Rights-of-Way under this task, and each plan considered similar components. Each plan has:

- Identified the agency’s ADA Coordinator, which could be existing personnel (that will communicate with the consultant) and continue ADA efforts once the Plan is complete.
- Using Global Position Satellites (GPS), inventory public rights of way and access barriers/deficiencies within those rights of way in terms of transportation modes throughout the municipal boundaries or unincorporated boundaries of Mobile County, within the Mobile MPO Study Area Boundary
- Provided a schedule and budget to remove access barriers/deficiencies on public ROW
- Developed / adopted design standards
- Established a grievance procedure
- Identified public involvement opportunities

Previous Staffing – A consultant Neel-Schaffer was used for this task through a third party contract.

Previous Timeline – The nine ADA Transition Plans were completed by September, 2016.

Previous Financial Responsibility- Carryover from previous years PL funds and match funded this task. FY2014 carryover is \$29,400, FY 2015 carryover is \$91,600, and FY 2016 \$79,000.

Total Cost	\$200,000
Federal Highway Administration Metropolitan Planning Funds (PL)*	160,000
Local Planning Funds	40,000

* Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category

Task 3.8.2.4 Downtown Walkability and Accessibility Study, FY 2015

Products - A detailed program to guide short to medium term solutions for solving pedestrian safety issues in the downtown Mobile area. The recommendations include all projects within the Henry Aaron Loop to bring sidewalks to ADA compliance and safe crossings at major intersections and crossing to popular destinations. Recommendations include projects that are incorporated into the Bicycle / Pedestrian Element of the Long Range Transportation Plan *Destination 2040*.

Objectives–This was an in depth look at pedestrian safety and connectivity in Downtown Mobile. There are numerous sidewalks, sidewalk ramps and curb cuts that are not compliant with the Americans with Disabilities Act (ADA) that were identified and inventoried. Further, there are numerous intersections in the downtown area that require complete intersection redesign to allow for safer pedestrian movements. The entire Henry Aaron Loop and its main radial arteries were investigated as to allow for safer pedestrian traffic; all major intersections and crossings to popular destinations were investigated. Costs associated with projects were identified as well as potential funding sources for each project. Surveys were conducted and the entire downtown pedestrian network was inventoried and graded. Projects were ranked in terms of priority and necessity. This task satisfies the Planning Emphasis Areas (page 11) **1.7.1 FAST Act Implementation and 1.7.3 Ladders of Opportunity.**

Previous Staffing – Toole Design Group was used for this task through a third party contract.

Previous Timeline – The Downtown Mobile Walkability Study was complete at the end of the fourth quarter of the fiscal year 2015.

Previous Financial Responsibility- Carryover from previous years PL funds and match funding this task. FY2013 carryover is \$79,025 and FY 2014 carryover is \$50,975.

Total Cost	\$130,000
Federal Highway Administration Metropolitan Planning Funds (PL)*	104,000
Local Planning Funds	26,000

* Note: FHWA PL and FTA 5303 planning funds have been consolidated into the PL category

Task 3.8.3 State and Local Planning Studies

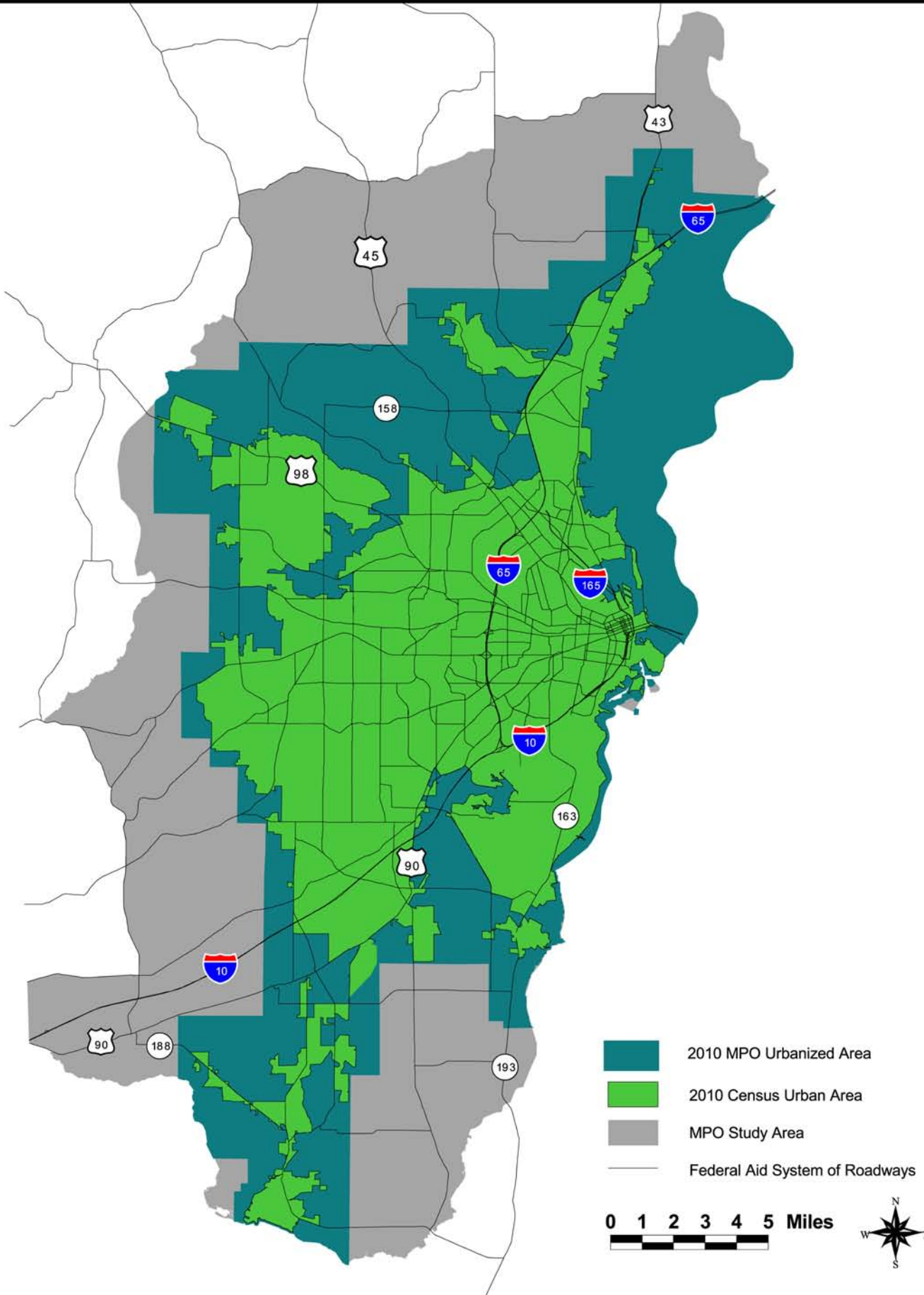
FHWA requires that Unified Planning Work Programs list FY 2021 state and local planning activities regardless of federal funding.

The Three Mile Creek Walking Trail is a twelve-mile greenway that will stretch from the University of South Alabama to Mobile Bay and may have several phases with local funds ongoing in FY 2020. The first phase is a 1.7-mile stretch goes from Pecan Street to Ridge Road. RESTORE Act funds were awarded last year for the project, but some additional public-private partnerships will be necessary for its completion a coalition known as the Three Mile Creek Partnership has been created.

For the ALDOT sponsored studies, the following projects are projects that are currently underway or have been recently completed:

- Current - Statewide Transportation Plan - <https://www.dot.state.al.us/oeweb/statewideTransportationPlan.html>
- Current - Statewide Freight Plan - <http://www.dot.state.al.us/oeweb/freightPlanning.html>
- Current - Statewide Bicycle and Pedestrian Plan - <http://www.dot.state.al.us/oeweb/bicyclePedestrian.html>
- Current - Statewide Highway Safety Plan - <https://www.dot.state.al.us/dsweb/divTed/TrafficSOS/index.html>
- Current - Statewide Rail Plan - <https://www.dot.state.al.us/dsweb/divTed/Rail/index.html>
- Current - Statewide Airport System Plan - <https://www.dot.state.al.us/aerweb/alabamaStateAirportSystemPlan.html>
- Current - Statewide Management Plan - <https://www.dot.state.al.us/ltweb/transit/pdf/StateManagementPlan.pdf>
- Future - Public Transportation Agency Safety Plan

2010 MPO Urbanized Area



Appendix B

Mobile Metropolitan Planning Organization Abbreviations and Acronyms

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

Appendix B

Mobile Metropolitan Planning Organization Abbreviations and Acronyms (CONTINUED)

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