




Mobile Metropolitan Planning Organization




Introduction

- The Federal Surface Transportation Assistance Act of 1973 required the formation of an MPO for any urbanized area with a population greater than 50,000. MPO's were created in order to ensure that existing and future expenditures for transportation projects and programs were based on a continuing, cooperative, and comprehensive (3 C's) planning process. Federal funding for transportation projects and programs are channeled through this planning process.



What is the MPO transportation planning process?

- Transportation planning in metropolitan areas is a collaborative process, led by the metropolitan planning organization (MPO) and other key stakeholders in the regional transportation system.



The process is designed to foster involvement by all interested parties, such as the business community, community groups, environmental organizations, and the general public, through a proactive public participation process conducted by the MPO in coordination with the state department of transportation and transit operators.



MPO Organization

The Mobile Area Transportation Study transportation planning process is conducted by the Metropolitan Planning Organization (MPO). The Mobile Metropolitan Planning Organization is composed of the following committees:

- MPO Policy Board
- Technical Coordinating Committee (TCC)
- Citizens Advisory Committee (CAC)



MPO Policy Board

The MPO Policy Board is the official decision making body of the transportation planning process for the Mobile Urban Area.



MPO Policy Board Voting Members

- Mayor Sam Jones, City of Mobile (Chairman)
- Councilman Reggie Copeland, City of Mobile
- Councilman William Carroll, City of Mobile
- Commissioner Mike Dean, Mobile County
- Mayor Ron Davis, City of Prichard
- Mayor Jim Trout, City of Chickasaw
- Mayor Ken Williams, City of Saraland
- Mayor William Bush, City of Satsuma
- Mayor Don Nelson, Town of Creola
- Mayor Stan Wright, City of Bayou La Batre
- Mr. Ronnie Poiroux, ALDOT 9th DIV. Engineer
- Mr. Joe Ruffer, Mobile County Engineer
- Mr. Bob Williams, The Wave Transit
- Mr. Norman Walton, SARPC



MPO Policy Board Non-Voting Members

- Mr. Bob Jilla, ALDOT Transportation Planning and Modal Programs Engineer
- Mr. Mark Bartlett, FHWA
- Mr. Russell Wimberly, SARPC



Technical Coordinating Committee/ Citizens Advisory Committee

The Metropolitan Planning Organization Policy Board receives input and advice from the joint Technical Coordinating Committee (TCC) and Citizens Advisory Committee (CAC). Members of this joint committee are appointed by an MPO member or SARPC.



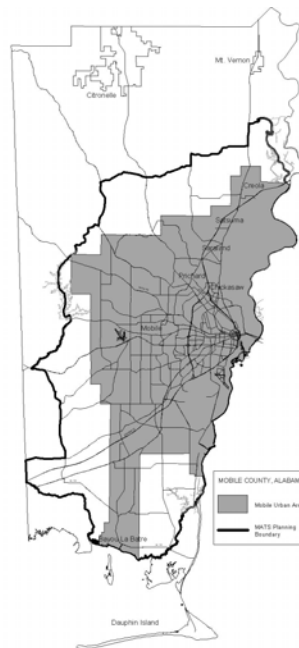
Technical Coordinating Committee/ Citizens Advisory Committee

The joint committee consists of either citizens or members who work in areas that are parallel to the technical orientation of the transportation planning process and in many instances work directly in some planning capacity such as city planning or engineering.

Urban and Study Area Boundaries

- All MPO plans are limited to the study area.
- The study area represents the area that the Metropolitan Planning Organization has predicted will be urbanized by the forecast year (2030) of their long range transportation plan.
- The Urbanized Area is determine by the U.S. Census.
- The Mobile Urban Area Population is 317,605 (Census 2000).
- Planning funds are based on this total

Mobile Area Transportation
Study Urban Area and
Planning Boundary



Products of the Transportation Planning Process

- UPWP- Unified Planning Work Program
- LRP- Long Range Plan
- TIP- Transportation Improvement Program
- CMS- Congestion Management System
- Rideshare / CommuteSmart
- TDP & COA- Transit Development Plan, Comprehensive Operational Analysis
- MPO By-Laws and PIP (Public Involvement Procedures)
- Other Projects- RPO, CHSTP, South Baldwin Transit, Feasibility Study for Mobile River I-10 Bridge, Mobile Transit Connection / Mobile Bay Passenger Ferry Service

Unified Planning Work Program (UPWP)

- The Unified Planning Work Program (UPWP) represents the budget and work tasks necessary to accomplish and maintain the transportation planning process within the Mobile Study Area.
- The primary objective of the UPWP is the development of an integrated planning program that considers the planning activities of each modal group and coordinates these activities to produce a total transportation plan serving all segments of the population.
- The MPO updates the UPWP annually.



Transportation Improvement Program

- The Transportation Improvement Program is a short-range plan composed of a prioritized list of transportation projects.
- The TIP covers a five year period 2006 – 2010.
- Generally, projects on the TIP are taken from the current Long Range Transportation Plan.
- The TIP historically has been updated every two years, but starting next year will be adopted every four years.
- The TIP historically has been financially constrained to three years, but starting next year will be financially constrained to four years.
- The ALDOT uses the TIP as a guide in selecting projects for funding in the Mobile Urban Area and in the development of the State Transportation Improvement Program.




Long-Range Transportation Plan

- The Long Range Transportation Plan outlines the transportation projects within the Mobile MPO study area that need to be completed to fulfill the projected transportation demands by the 25 year forecast date.
- The projects on the plan are balanced against projected revenue over the next 25 years.
- The plan only includes projects with identified funding.
- The MPO is required to produce a Long-Range Transportation Plan every 5 years.
- Traffic counts will be done in March of 2007 for the next Long Range Plan to be adopted by February, 2010.



Congestion Management System

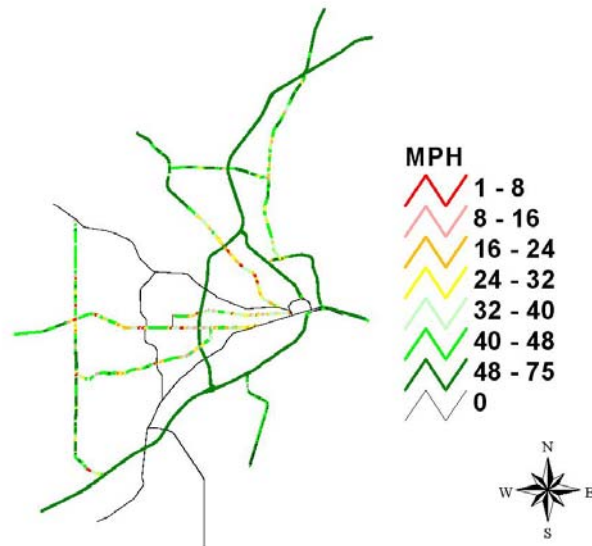
- There are two components to the CMS.
 - Travel Speed Collection
 - Intersection Analysis
- Updated every 5 years.
- Currently finalizing the Travel Speed Collection.



CMS Travel Speed Collection Component

- Actual travel speed using GPS is recorded for all interstates, principal arterials and some minor arterials.
- A minimum of six speeds are collected for each direction of each road.
- Travel speeds can be compared every five years by 528 foot segments.

2006 CMS Travel Speeds



CMS Intersection Analysis Component

- Major intersections on CMS must meet certain criteria.
- Members of TCC inspect intersections during peak hour to develop solutions.
- Benefit / Cost ratio is done for each project.



Rideshare / CommuteSmart

- Internet based carpool matching program.
- Intended for any trip going through, or going to, the Mobile Area Transportation Study Area.
- Emergency Ride Home.
- Eventually program will include vanpooling.