

**UNIFIED PLANNING WORK PROGRAM**  
**Fiscal Year 2009**  
**Mobile Area Transportation Study**

Adopted September 10, 2008



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**

**Mobile Area Transportation Study  
Metropolitan Planning Organization Members  
September, 2008**

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Mobile County Commissioner - Hon. Mike Dean  
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**The South Alabama Regional Planning Commission houses the Mobile Metropolitan Planning Organization. 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](http://www.mobilempo.org)**

**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
BRT	Bus Rapid Transit
CAC	Citizen Advisory Committee
CHSTP	Coordinated Human Services Transportation Plan
CMP	Congestion Management Process
DBE	Disadvantaged Business Enterprise
DR	Designated Recipient
ERH	Emergency Ride Home
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation System
JARC	Job Access and Reverse Commute
LRTP	Long Range Transportation Plan
MATS	Mobile Area Transportation Study
MPO	Metropolitan Planning Organization
OFLT	Office for Freight, Logistics, & Transportation
PIP	Public Involvement Procedures
POP	Program of Projects
SARPC	South Alabama Regional Planning Commission
TAZ	Traffic Analysis Zone
TCC	Technical Coordination Committee
TDP	Transit Development Plan
TIP	Transportation Improvement Plan
TRB	Transportation Research Board
TSM	Transportation System Management
UAH	University of Alabama Huntsville
UCP	Unified Certification Plan
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled

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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, 2008 to September 30, 2009, 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 i).

RESOLUTION

MOBILE AREA TRANSPORTATION STUDY (MATS)  
METROPOLITAN PLANNING ORGANIZATION (MPO)

Adopting the Unified Planning Work Program, FY 2009

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,

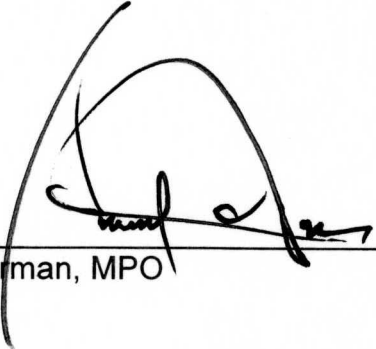
WHEREAS, consistent with the declaration of these provisions, the South Alabama Regional Planning Commission, in cooperation with the Alabama Department of Transportation and the WAVE Transit System, has prepared a Unified Planning Work Program for Fiscal Year 2009; and,

WHEREAS, pursuant to its duties, functions, and responsibilities, the Mobile Area Transportation Study Metropolitan Planning Organization in session this 10th day of September, 2008, did review and evaluate the aforementioned Unified Planning Work Program, summarized on the two pages attached; now,

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

ATTEST:

  
Chairman, TCC

  
Chairman, MPO

## **PLANNING FACTORS AND EMPHASIS AREAS**

There are eight planning Factors and five planning Emphasis Areas taken into consideration in the development of this Unified Planning Work Program (UPWP). These planning Factors and Emphasis Areas 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 the up coming fiscal year. 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 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.

This document addresses all five Emphasis Areas and the MATS will continue to work closely with local, State and Federal agencies to continue to focus on these Planning Emphasis Areas. The following are the five Planning Emphasis Areas in relation to the task included in the UPWP:

- 1) Incorporating Safety and Security in Transportation Planning
- 2) Participation of Transit Operators in 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

It should be noted that although the eight Factors and five Emphasis Areas are requirements of the highway bill SAFETEA-LU, the Factors are requirements of FHWA and the Emphasis Areas are requirements of FTA. There is some obvious overlap between Factors and the Emphasis area due to the different agencies involved. In FY 2007 the Alabama Department of Transportation combined the transit planning money (5303) with the FHWA PL funds, and the Mobile Area Transportation Study strives to consider all planning Factors and planning Emphasis Areas when developing any plan or program. Please see the following page (Table 1) for the tasks of the Mobile UPWP with considerations to Factors and Emphasis Areas.

**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
- 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 1.0 PUBLIC INVOLVEMENT**

- Task 1.1 Local Assistance and Coordination (Service)
- Task 1.2 Elderly and Disadvantaged Transportation Planning
- Task 1.3 Disadvantaged Business Enterprise (DBE) Participation
- Task 1.4 Civil Rights Program (Title VI Reporting)
- Task 1.5 Environmental Justice

**TASK 2.0 TRANSPORTATION PLANNING PROGRAM SUPPORT**

- Task 2.1 Unified Planning Work Program
- Task 2.2 Transportation-Related Training Activities
- Task 2.3 ALDOT Technical Support
- Task 2.4 Computer Support and Assistance

**TASK 3.0 TRANSPORTATION SYSTEMS EVALUATION**

- Task 3.1 Traffic Data
- Task 3.2 Planning Data

**TASK 4.0 SYSTEMS MANAGEMENT**

- Task 4.1 Congestion Management and Safety Programs
- Task 4.2 Intermodal Facilities and Freight Planning
- Task 4.3 Freight Planning Study

**TASK 5.0 LONG-RANGE TRANSPORTATION PLANNING**

**TASK 6.0 AIR QUALITY ANALYSIS**

**TASK 7.0 SHORT-RANGE TRANSIT PLANNING**

- Task 7.1 Mass Transit Planning
- Task 7.2 The CommuteSmart Mobile Rideshare Program

**TASK 8.0 BICYCLE AND PEDESTRIAN PLANNING**

**TASK 9.0 TRANSPORTATION IMPROVEMENT PROGRAM**

**TASK 10.0 PROGRAM ADMINISTRATION**

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**MOBILE AREA TRANSPORTATION STUDY**  
**PUBLIC INVOLVEMENT PROCEDURES**  
Adopted June 15<sup>th</sup>, 1994; revised on July 25<sup>th</sup>, 2001;  
April 9<sup>th</sup>, 2003; February 20, 2008

These procedures have been developed to seek out a combination of outreach, inclusion, and engagement of the public in the transportation planning process. The Mobile Metropolitan Planning Organization (MPO), in an effort to develop and implement a continuing, cooperative, and comprehensive transportation planning process, will continually pursue innovative and effective public involvement procedures.

**1. Meetings**

All MPO meetings are open to the public, and all material to be brought before the MPO is available for public inspection and review on request. Fees will be charged for photocopies.

**2. Staff Availability**

MPO staff is provided by South Alabama Regional Planning Commission (SARPC), located at 110 Beauregard Street, Mobile, (251) 433-6541, FAX 433-6009. Personnel are available during the office hours of 8:00 A.M. to 5:00 P.M. Monday through Friday to respond to questions regarding the Mobile Area Transportation Study, either by telephone or in person. Staff is available to make presentations to the public upon request.

**3. Public Notice**

Prior to MPO consideration for approval, the development process and the draft of the annual Unified Planning Work Program (UPWP), the biennial Transportation Improvement Program (TIP), and any updates of the Long-Range Transportation Plan will be advertised for public review, comment, and/or input in a Mobile County general circulation newspaper. This notification procedure will also apply to any new or substantially revised federal transportation project proposed for implementation in the study area and anticipated to have significant impact (examples include most TIP or UPWP modifications). The notice will briefly describe the proposed action, when public hearings/meetings will be held, when the MPO will meet to consider the action, and where more detailed information can be reviewed or obtained (see paragraph 4 following). The intent of this procedure is to provide a means for involvement and input from all interested parties at the earliest possible time prior to MPO decisions or action. Therefore, public notice of the proposed meeting or action will be made as soon as possible, but in no event less than two weeks prior to the date the MPO is scheduled to act on the proposal. The same newspaper notice or press release (or a more user-friendly version of the same) will be posted in senior citizen centers, Community Action Service Centers, and public housing offices within the study area.

**4. Availability of Documents for Public Review**

The public notices described above will specify that a more detailed explanation of the proposed action can be obtained from the SARPC Transportation Planning staff and will include the office mailing address and phone number. When entire documents are involved (i.e., TIP, UPWP, or Plan Update, etc.), the notice will also state that the document can be reviewed at the SARPC office, the Alabama Department of Transportation Ninth Division office, the Mobile County Engineers Office, the Wave Transit System office, the Mayors' offices (or their designees) of Bayou La Batre, Mobile, Prichard, Chickasaw, Saraland, Satsuma, and Creola, the Mobile Area Chamber of Commerce, the Saraland Chamber of Commerce, the Tillman's Corner Chamber of Commerce, all local libraries, public

housing offices, and the main Mobile Community Action office. The project documentation available at each site will include comment forms with instructions on how to contact South Alabama Regional Planning Commission (SARPC) for additional information and where to submit written comments. In addition, the documents will contain a checklist where the public can place a check that they have reviewed the document without having to leave their name.

**5. Traditionally Underserved Consideration**

The Metropolitan Planning Organization (MPO) seeks out and considers the needs of those traditionally underserved by existing transportation systems, i.e. low income and minority households by first identifying those areas that have high populations of low income and minorities based on census block data. These areas are targeted and canvassed with public notices, copies of documents for review, and comment forms at places frequented by the public such as, the libraries, town halls, public housing board offices, public transit facilities and the like. All MPO committee meetings are open to the public and invitations are posted at the public housing board offices, community service centers, senior citizen activity centers, town halls and libraries. In addition, MPO staff is available to do presentations on the Transportation Planning Process for advocacy groups in low income and minority populated areas.

**6. Open House**

The MPO will hold an annual Open House for the purpose of informing the general public about the transportation planning process. The Open House explains the process for presenting and scheduling federal funds used for transportation projects. In addition to discussing the transportation planning process, the Open House will serve as an opportunity to measure the effectiveness of the MPO's public involvement efforts through a survey and opportunities to comment on the public participation procedures.

In addition to the general public, the Mobile MPO compiles a list of contacts with State, local, and private agencies. These contacts are invited to the Open House to further a cooperative, comprehensive transportation plan through information exchange.

**7. Alabama Department of Transportation (ALDOT) Meetings**

MPO staff will be present at ALDOT public hearings on roads within the study area to display the Transportation Long Range Plan (TLRP) and other pertinent MPO documents. Staff will be available for any questions or comments. Staff will also make an Environmental Justice Fact Sheet available to the public at the ALDOT meetings.

**8. Planning Agency Consultation Process**

To the extent practicable, the MPO will consult with agencies and officials responsible for other planning activities within the Study Area that are affected by transportation when developing the TLRP and Transportation Improvement Program (TIP). This includes Federal, State and Local agencies responsible for:

- Economic growth and development
- Environmental protection
- Airport operations
- Freight movement
- Land use management
- Natural resources

- Conservation
- Historic preservation
- Human service transportation providers

A contact list of these officials and agencies will be developed and maintained. This list will be made available with the Public Involvement Procedures (PIP) at the review sites and on the website. These agencies will be invited to attend all Metropolitan Planning Organization (MPO) Technical Coordinating Committee / Citizens Advisory Committee (TCC/CAC) and Policy Committee meetings so as to be involved in the transportation planning process continuously. In addition, a request to these agencies will be made to compare the draft Transportation Long Range Plan (TLRP) and Transportation Improvement Program (TIP) with their plans, maps, and inventories. The MPO will document what agencies and officials were contacted and how, the responses received, the results of the comparison of plans, maps and inventories, and how this information might affect the TLRP and TIP.

**9. Visualization**

Provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) require that the MPO's TLRP and TIP include visualization techniques to describe projects. To meet this requirement the TLRP and TIP include maps of the road projects that are identified as part of the Mobile Area Transportation Study (MATS). The MPO also utilizes visualization tools such as large paper maps and poster boards and PowerPoint presentations at the Open House and in the various presentations to the community. All documents developed by the MPO are posted on the World Wide Web at <http://www.mobilempo.org>.

**10. Other Means for Information Dissemination**

MPO staff will utilize other available media (including public service announcements, billboards, and signs on public transportation vehicles) to encourage early and continuous involvement of citizens in the planning process and in the promotion of ongoing programs. Summary copies of most elements of the Long Range Plan are available free of charge from the South Alabama Regional Planning Commission office. The Mobile MPO also maintains a home page on the World Wide Web at <http://www.mobilempo.org>. Information on the MATS program, including the long range street plan and bicycle plan, is posted there and additional data can be obtained through the electronic mail address [mats@sarpc.org](mailto:mats@sarpc.org). MPO staff will maintain mailing lists, including area of interest if available. Upon request, notification of document availability, public hearings or meetings, or pending MPO action will be mailed to individuals who have indicated interest in related matters and have provided a current mailing address within the study area. Community involvement efforts will be used to help establish new contacts to add to the mailing list.

**11. Resolution of Public Input**

All comments received on draft plans or proposals, whether submitted in writing or orally to MPO staff independently or at public meetings or hearings, will be documented and made available to the MPO prior to any action being taken on the proposal. All relevant comments and their responses will be included in the final plan/proposal adopted by the MPO. All responses to public comments will be made in a timely manner.

**12. Accommodation of Physically Challenged**

Access to meetings or information will be available to physically challenged persons by notifying the

Metropolitan Planning Organization (MPO) staff at least seven days prior to the meeting date or date the information is desired so that adequate time is available to complete any special arrangements necessary to accommodate the individual's physical challenge.

**13. Revised Proposals**

Should any draft plans or proposals be substantially modified after being advertised for public comment, either due to such comment or otherwise, the public notice cycle will be repeated and the new proposal will be made available for public comment.

**14. Public Involvement through Other Community Development Programs**

The South Alabama Regional Planning Commission (SARPC) and the MPO staff will continue to increase communication and expand public awareness through their involvement in several community improvement initiatives and organizations (e.g. Mobile United, Mobile Area Chamber of Commerce Envision Coastal Alabama and Mobile County Community Development Partnership). These programs are all consensus-building efforts made up of concerned citizens targeting all types of social awareness and community development, including infrastructure in general and transportation in particular. Representatives of each of these organizations, in turn, will continue to serve on the Mobile Area Transportation Study (MATS) Technical Coordinating /Citizens Advisory Committee (TCC/CAC) and to have direct input to the MPO decision-making process. MPO staff has both policy and implementation involvement in Envision Coastal Alabama, which is the community visioning initiative undertaken by area citizens in 1997. Inherent in the Envision process is the concept that public involvement should drive plan development, and the program therefore provides an excellent opportunity for broad community representation in the transportation planning process. MPO staff will continue to assist in the establishment and implementation of the organization's goals and methodologies for transportation strategies in the region. The products and goals of all of these community-based efforts will continue to be integrated into all MPO plans and decisions.

**15. Meeting Time and Location**

The MPO committees have a standard meeting location, day and time. That is the SARPC board room in the G.M.& O Building in Mobile, Alabama at 10:00 a.m. on a Wednesday. However, the MPO board does not have a standard meeting date due to possible unforeseen conflicts; generally the meetings are once a quarter.

**16. Review and Revision of Procedures**

The MPO staff will review the public involvement procedures with respect to changes in local, state and federal legislation and in terms of their effectiveness in assuring that the process provides full and open access to the public. This review will be completed annually for the prior fiscal year. The current procedures will be assessed with respect to their success in meeting the performance requirements specified in the appropriate regulations pertaining to metropolitan system planning, project development, and/or certification reviews. The review will include the number of comments/responses received, citizen attendance at meetings, the number of citizens who actually review the documents distributed throughout the region, and the amount spent on public notices and advertisements. The results of this review will be summarized in a written report and presented to the MPO upon completion. If the Metropolitan Planning Organization (MPO) determines that the public involvement program is inadequate, additional involvement techniques will be developed and utilized; this might include alternate or new media resources. Should the MPO determine that it is necessary to revise these procedures; a 45-day notification/comment period will be given prior to MPO adoption of

the proposed modifications.

## **TASK 1.0 PUBLIC INVOLVEMENT**

### **Task 1.1 Local Assistance and Coordination (Service)**

Objectives - To fulfill the requirements of the adopted Mobile Public Involvement Procedures (PIP). 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.

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. On April 17, 2008 the staff of the MPO held an Open House designed to educate the MPO members, the general public and any interested parties about the transportation planning process and obtain input on the PIP. Evaluation forms and comment forms were distributed at the Open House.

Proposed Work - 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. The Wave Transit System provides information through a telephone center and direct staff contact with the public. By providing all available MATS data and documents on the internet, including an internet based Rideshare program (see Task 7.2), the public participation will increase. The MPO Open House described above will be held in March of 2009. The current PIP 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.

Methodology - The requirements of the PIP 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.

Products - An effective system for program coordination, public involvement, and information dissemination to interested parties.

Staffing - South Alabama Regional Planning Commission and the Wave Transit System; there will be no consultants used for this task.

Timeline - October 1, 2008 to September 30, 2009

Financial Responsibility -

Total Cost	\$ 93,750
Federal Highway Administration Metropolitan Planning Funds (PL)	55,000
Federal Transit Administration (5307)	20,000
The Wave Transit System	5,000
Local Planning Funds	13,750

**Task 1.2 Elderly and Disadvantaged Transportation Planning**

Objectives - To develop a Coordinated Human Services Transportation Plan (CHSTP) 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. In FY 2008, staff developed and authored the CHSTP for the Mobile Urbanized area.

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) in updating the CHSTP that details the application and funding procedures for FTA Section 5310 (Elderly Individuals and Individuals with Disabilities), Section 5316 Job Access and Reverse Commute (JARC) and Section 5317 New Freedom funds.

SARPC and the Wave Transit System staffs 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. The Wave will continue to review and document paratransit operational experience, policies and procedures, cost, and service level to improve service availability and quality through shared, coordinated efforts.

Methodology - Staff is the first point of contact for FTA Section 5316 JARC and Section 5317 New Freedom funding applications. 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 two areas: (1) the development of a CHSTP 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, and (2) integration of private sector services where functionally and

economically feasible.

Products - The establishment of a locally developed Coordinated Human Services Transportation Plan (CHSTP) for all Federal Transit Administration (FTA) programs for under served populations: the Elderly Individuals and Individuals with Disabilities program (Section 5310); the Job Access Reverse Commute (JARC) program (Section 5316); and the New Freedom program (section 5317). 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. The CHSTP will be completed no later than September 30, 2009.

Staffing - The South Alabama Regional Planning Commission (SARPC) and The Wave Transit System will provide staff to complete this task; there will be no consultants used for this task.

Timeline - October 1, 2008 to September 30, 2009

Financial Responsibility -

Total Cost	\$ 47,400
Federal Highway Administration Metropolitan Planning Funds (PL)	21,920
Federal Transit Administration (5307)	16,000
The Wave Transit System	4,000
Local Planning Funds	5,480

### **Task 1.3 Disadvantaged Business Enterprise (DBE) Participation**

Objectives - To give full consideration to the potential services that can be provided by disadvantaged business enterprises (DBE) in carrying out the Cooperative, Continuous, Comprehensive (3-C) planning program and any transit related programs. 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 FY 2008, the Wave Transit System compiled a statewide list of DBE firms. DBE services are utilized whenever possible; no DBE services were contracted within FY 2008.

Proposed Work -The ALDOT through Task 2.4, ALDOT TECHNICAL ASSISTANCE, will assist SARPC and the Wave Transit System in their efforts to contract DBE enterprises and in contractual procedures. ALDOT's Unified Certification Plan (UCP) is currently under review and the Wave Transit System is a certifying member. Once approved, the UCP will be an additional tool for coordination.

Methodology - SARPC and The Wave Transit System will continue to solicit the participation of qualified DBE firms in all third-party contracts issued. Although no new contracts with consulting firms are proposed in FY 2009, all planning firms contracted with SARPC must be on the ALDOT's list of qualified firms to conduct planning work; disadvantaged business enterprises (DBE)s must be included within the UCP. It is Alabama Department of Transportation (ALDOT)'s responsibility to maintain

and monitor that list of qualified firms. DBEs are given extra consideration when ranking firms for any given contract.

Products - A program that funds qualified disadvantaged business enterprises (DBE) firms and contracts their services whenever possible.

Staffing - The South Alabama Regional Planning Commission (SARPC) and the Wave Transit System; there will be no consultants used for this task.

Timeline - October 1, 2008 to September 30, 2009

Financial Responsibility -

Total Cost	\$ 14,175
Federal Highway Administration Metropolitan Planning Funds (PL)	3,340
Federal Transit Administration (5307)	8,000
The Wave Transit System	2,000
Local Planning Funds	835

#### **Task 1.4 Civil Rights Program (Title VI Reporting)**

Objectives - 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 2008, all required assurances have been included in all contracts as per federal requirements and submitted to the ALDOT. In January 2008, all Title VI required reports were documented and submitted to the ALDOT Multimodal Section.

Proposed Work - In January 2009, SARPC staff will complete all Title VI required reports to be documented and submitted to the ALDOT Multimodal Section. The Wave Transit System will document all required assurances included in all contracts as per federal requirements and submit them to ALDOT.

Methodology - 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 2000 Census information as available and will be updated with local data, as available.

Products - Written documentation of local compliance with civil rights programs, to be filed with the ALDOT and the U.S. DOT.

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 - October 1, 2008 to September 30, 2009

Financial Responsibility -

Total Cost	\$ 4,475
Federal Highway Administration Metropolitan Planning Funds (PL)	1,580
Federal Transit Administration (5307)	2,000
The Wave Transit System	500
Local Planning Funds	395

**Task 1.5 Environmental Justice**

Objectives - To ensure that traditionally underserved populations receive a proportional share of the benefits resulting from long-range transportation plans; to prevent disproportionately high adverse impacts on these populations from transportation projects; and to 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 and 2030 Transportation Long Range Plan (TLRP) and an Environmental Justice report was prepared, reviewed by the public, and adopted by the Metropolitan Planning Organization (MPO). In FY 2008, the MPO staff was involved in the local Welfare to Work initiative and has assisted the Envision Coastal Alabama program in the identification and assessment of the traditionally underserved community’s transportation needs. This report was published to Congressman Bonner as a “White Paper” and copies were distributed to the general public; not necessarily submitted to agencies unless requested.

Proposed Work - The SARPC will continue to collect and update socio-economic data relating to age, race and income. The 2035 TLRP 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 TLRP. Although the TLRP may be completed in the final quarter of FY2009, it will be completed no later than February of 2010.

Methodology - 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 insure future alternative scenarios do not have skewed benefits. Destination zones considered are zones with hospitals, retail, higher education or a high concentration of employment. Databases and GIS maps will be maintained using ESRI’s ArcView software.

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 will be the Environmental Justice Element of the Transportation Long Range Plan (TLRP). Although the TLRP may be completed in the final quarter of FY2009, it will be completed no later than February of 2010.

Staffing - South Alabama Regional Planning Commission (SARPC) and the Wave Transit System; there will be no consultants used for this task.

Timeline - October 1, 2008 to September 30, 2009

Financial Responsibility -

Total Cost	\$ 12,813
Federal Highway Administration Metropolitan Planning Funds (PL)	6,250
Federal Transit Administration (5307)	4,000
The Wave Transit System	1,000
Local Planning Funds	1,563

## **TASK 2.0 TRANSPORTATION PLANNING PROGRAM SUPPORT**

### **Task 2.1 Unified Planning Work Program (UPWP)**

Objectives - 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 first quarter of FY 2008, SARPC staff began drafting a proposed FY 2009 UPWP. The draft UPWP was circulated to the Alabama Department of Transportation (ALDOT), the Metropolitan Planning Organization (MPO) and the public for review and comments. The 2009 UPWP is on the August 13, 2008 MPO meeting agenda for approval.

Proposed Work - The FY 2010 UPWP will be compiled by the MPO staff from budget information supplied by all transportation agencies in the Mobile area; the FY 2009 UPWP will be updated and revised as necessary. The draft FY 2010 UPWP is typically completed by June 15 of the fiscal year and the final FY 2009 UPWP is typically adopted no later than September 1 within the fiscal year.

Methodology - 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.

Products - One concise document which shows the degree of coordination in planning for the various transportation modes within the Mobile area.

Staffing - ALDOT (through Task 2.4 below), 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 - October 1, 2008 to September 30, 2009

Financial Responsibility -

Total Cost	\$ 12,438
Federal Highway Administration Metropolitan Planning Funds (PL)	9,950
Local Planning Funds	2,488

**Task 2.2 Transportation-Related Training Activities**

Objectives - 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 South Alabama Regional Planning Commission (SARPC) staff during FY 2008. Subscription fees for ITE and TRB publications and membership dues were paid during the first half of the year. In October, staff attended an Alabama Association of Regional Commissions (AARC) conference in Orange Beach. In November staff attended a CUBE training in Montgomery, a workshop on detailed construction cost estimates for transportation projects and participated in a FHWA web conference on "Talking Freight". In January SARPC held a Strategic Session in Mobile, Alabama and staff participated in a FHWA web conference on "Talking Freight". In February staff attended a CUBE training in Montgomery. In March, staff participated in a web seminar on the CommuteSmart Ride Share Program and a seminar on integrating freight in the transportation planning process. A new employee was hired and the necessary in-house training and the familiarization of the transportation planning process continues.

Proposed Work - Monthly webinars sponsored by the National Association of Regional Commissions will be attended. At the least, there are two annual conferences that the staff will attend depending on work load. The AARC annual conference generally held in October each year, and the ITE conference held the first week of June each year. In addition, the American Planning Association local chapter will be attended by staff in FY 2009 and training sessions pertaining to the software CUBE, TRANPLAN and Voyager will also be attended. Staff will purchase the TRB full series of documents and reports in FY 2009.

Methodology - 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.

Products - An informed staff capable of producing and developing data and information required for the transportation planning process.

Staffing - South Alabama Regional Planning Commission (SARPC) and the Wave Transit System; there will be no consultants used for this task.

Timeline - October 1, 2008 to September 30, 2009

Financial Responsibility -

Total Cost	\$ 56,250
Federal Highway Administration Metropolitan Planning Funds (PL)	25,000
Federal Transit Administration (5307)	20,000
The Wave Transit System	5,000
Local Planning Funds	6,250

### **Task 2.3 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 30 years.

Proposed Work - ALDOT will provide continual technical assistance to MPO staff and local governments with the MPO study area.

Methodology - ALDOT will assist local areas as needed or requested to complete the necessary transportation planning tasks.

Products - A coordinated, comprehensive, and technically sound transportation planning program in each of the State's urban areas.

Staffing - ALDOT will provide adequate staff for this task.

Timeline - October 1, 2008 to September 30, 2009

Financial Responsibility -

Total Cost	\$ 115,000
Federal Highway Administration State Planning Funds (SPR)	92,000
Alabama Department of Transportation	23,000

## **Task 2.4 Computer Support and Assistance**

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 - In November of 2008, the South Alabama Regional Planning Commission (SARPC) purchased a new desktop computer for the employee hired to fill the newly created position Freight Planner. Also, maintenance was purchased for the licensed copies of ArcView and in April of 2008, an USB XDRIVE external hard drive was purchased to be utilized as a back-up system for staff. The Metropolitan Planning Organization (MPO) staff regularly maintains the Mobile MPO web page [www.mobilempo.org](http://www.mobilempo.org) and all fees associated with webmastering are included in this task.

Proposed Work - The Web page will be updated on numerous occasions. A desktop computer will be purchased from SARPC bid list to update the staff's outdated computer inventory. Software maintenance will be purchased.

Methodology - SARPC will purchase hardware and software and maintain licensing agreements as required. Maintenance is provided for several software including but not limited to, ArcView/ArcGIS and CommuteSmart. The Alabama Department of Transportation has acquired the TRANPLAN software which staff utilizes for the travel demand modeling. A MPO web page 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 7.2).

Products - A quick, efficient, and flexible transportation planning tool for the Mobile area.

Staffing – Web mastering will be done by SARPC; there will be no consultants used for this task.

Timeline - October 1, 2008 to September 30, 2009

Financial Responsibility -

Total Cost	\$ 16,875
Federal Highway Administration Metropolitan Planning Funds (PL)	13,500
Local Planning Funds	3,375

## **TASK 3.0 TRANSPORTATION SYSTEMS EVALUATION**

### **Task 3.1 Traffic Data**

Objectives - 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; local counts were received in June of 2008. In 2008, the traffic features inventory has been updated. The State's counting procedures were conducted in the spring of 2007, and were received by

staff in July of 2008 and will be supplemented by local counts from the City of Mobile and Mobile County. These counts included the external station counts and the external station projections as well.

Proposed Work - A network of Average Annual Daily Traffic (AADT) counts will be developed to validate the base year traffic assignment. Local traffic counting efforts will be coordinated with the on-going state program. This network should be completed by the December 31, 2008. 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.

Methodology - Traffic counts are utilized for screening congestion problems and in the validation phase of model development for comparison with synthesized volumes. The GIS software ArcView will be utilized to maintain the traffic count database, and all statistical analysis will be performed in the software Lotus 123.

Products - A realistic estimate of the completion of the average annual daily traffic network will be within the first quarter, otherwise the data necessary to conduct periodic review of the transportation plan is an on-going process.

Staffing - The South Alabama Regional Planning Commission and The Alabama Department of Transportation (through Task 2.4); there will be no consultants used for this task.

Timeline – October 1, 2008 to September 30, 2009

Financial Responsibility -

Total Cost	\$ 16,613
Federal Highway Administration Metropolitan Planning Funds (PL)	13,290
Local Planning Funds	3,323

### **Task 3.2 Planning Data**

Objectives - To develop and maintain updated information on the socio-economic, land use, and transportation systems data needed to evaluate the transportation planning process for the Mobile Area Transportation Study; these items include but are not limited to the following:

#### **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	

Other data will be collected or developed as planning program needs dictate (these will include any environmental data required by U.S. DOT regulations).

**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 and 2004. Data from the 2000 Census has been incorporated into the current database and was used to validate traffic forecasting models. Households and Employment data was compiled during FY 2008 and aggregated to the 312 traffic analysis zones (TAZs). By adding this data to the 2000 census data, accurate and up to date planning data to be used for the 2035 Transportation Long Range Plan (TLRP) by TAZ was created. A Geographical Information System (GIS)-based environmental database was initiated in the mid 1990's. This GIS database allows planners to view sensitive areas when planning for roads and is updated continually.

**Proposed Work** - The Wave Transit System will continue to collect the data for the annual National Transit Database submittal. Metropolitan Planning Organization (MPO) staff will update as needed the database of environmentally "sensitive areas". The forecasting of the socio-economic data (employment and households) will be by zone to year 2035 and will require the consideration of the Technical Coordinating / Citizens Advisory Committee (TCC/CAC) as well as special interest groups and the public.

**Methodology** - The MPO is responsible for 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, the Center for Business and Economic Research, and other data sources deemed necessary.

**Products** - Surveillance information necessary to evaluate the planning process and to develop an updated TLRP. The cooperative local database programs will result in highly accurate five-year land use inventories for use in planning updates. Detailed transit surveillance data will be available for use in performance, cost, and other reports. 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 the TLRP (Task 5.0).

**Staffing** - The South Alabama Regional Planning Commission will provide staff to develop, 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 the Alabama Department of Transportation. There will be no consultants used for this task.

**Timeline** - October 1, 2008 to September 30, 2009

Financial Responsibility -

Total Cost	\$ 64,500
Federal Highway Administration Metropolitan Planning Funds (PL)	27,600
Federal Transit Administration (5307)	24,000
The Wave Transit System	6,000
Local Planning Funds	6,900

**TASK 4.0 SYSTEMS MANAGEMENT**

**Task 4.1 Congestion Management Process (CMP) and Safety Programs**

Objectives - 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 since the demise of the original TOPICS program. SARPC and The Wave Transit System regularly conduct transit planning studies and activities for the improvement of local mass transportation services. The Wave Transit System began a van pool/transportation services brokerage program in FY 1996. SARPC, with the input of the CMP steering committee, completed development of a CMP plan in FY 1997; implementation began in FY 1998. During late FY 2002 and early 2003, the CMP Plan was updated to reflect completed projects and new 'hot spots.' In FY 2001, SARPC and the City of Mobile completed an evaluation of signal timing on all of the City's closed loop systems. 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 2007 and 2008 by SARPC staff. Updated travel time runs were completed on all roads with a minimum number of six runs on each road in 2007. The analysis and historical travel time index was conducted and the document was finalized in FY 2008. 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 CMP document.

Proposed Work - The CMP was completed in FY 2008. 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 2009. 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.

Methodology - This task will continue to evaluate Transportation System Management (TSM) measures as alternatives to additional through-lane capacity, reduce travel demand where possible, and improve operations and management on a continuing basis. Accident and safety factors have been incorporated into the Congestion Management Process (CMP) and will continue to be important criteria for ranking competing projects. The South Alabama Regional Planning Commission (SARPC), Alabama Department of Transportation (ALDOT), The Wave Transit System, and other local transportation agencies will continue to cooperatively develop the CMP and the Intelligent Transportation System (ITS) for the Mobile area.

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 will be 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 be available to present this data to the public and special interest groups, copies of the document will be made available to the public. Although the report was finalized in FY 2008, the plan may be review or updated if necessary; no new reports are anticipated.

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

Timeline - October 1, 2008 to September 30, 2009

Financial Responsibility -

Total Cost	\$ 34,625
Federal Highway Administration Metropolitan Planning Funds (PL)	15,700
Federal Transit Administration (5307)	12,000
The Wave Transit System	3,000
Local Planning Funds	3,925

#### **Task 4.2 Intermodal Facilities and Systems Management**

Objectives - To better integrate all transportation facilities and systems and to better coordinate their efficient use.

Previous Work - During FY 2001, The Wave Transit System, in cooperation with the City of Mobile and the Metropolitan Planning Organization (MPO), retained a consultant to prepare a Downtown Transportation plan for the proposed Waterfront Intermodal Complex project. It addresses current and forecast conditions (10- and 20-year horizons), parking issues, passenger ferry services, bicycle /pedestrian issues, and street capacity in an overall transportation plan for the downtown area. A routing plan for the downtown bus circulator system was developed as part of this study and has been implemented; the system will be expanded to serve the waterfront intermodal facility when it is completed.

In FY 2008, staff developed a scope of work to include freight as an element into the Transportation Long Range Plan. This scope of work included elements such as freight modeling, freight policy

freight program structure, freight program strategy, regional freight profile, engage the private sector, and a freight gap analysis. The University of Alabama at Huntsville (UAH) was hired to assist staff in developing this plan under Task 4.3 of this document.

Proposed Work - Intermodal facilities in the MPO study area will continue to be identified, operational data will be collected, performance will be evaluated, and strategies of action for improvement will be established. The Mobile Freight Study (Task 4.3) will be carried out and the administration of the contract will be through Task 10. PROGRAM ADMINISTRATION. This task will be utilized for South Alabama Regional Planning Commission (SARPC) staff to interactively collaborate with the consultant; once the study is complete, staff will monitor freight and plan for freight within the Mobile area using the guidelines recommendations from the Freight Plan produced by the UAH (Task 4.3).

Methodology - Local, state and national logistics information pertaining to volumes of freight moving in, out and through Mobile will be on hand for staff. Staff will work closely with the UAH in developing the Freight Plan in order to maintain the program. A Freight Committee will be formed and a majority of this work will go before the Freight Committee just as the Technical Coordinating / Citizens Advisory Committee (TCC/CAC) works.

Products - Strategies and plans for improving the productivity of intermodal facilities and systems for passenger and freight movements; the freight element of the TRLP.

Staffing - SARPC, the Alabama Department of Transportation (ALDOT) (through Task 2.4), and The Wave Transit System will provide staff for this task; there will be no consultants used for this task.

Timeline - October 1, 2008 to September 30, 2009

Financial Responsibility -

Total Cost	\$ 111,250
Federal Highway Administration Metropolitan Planning Funds (PL)	65,000
Federal Transit Administration (5307)	24,000
The Wave Transit System	6,000
Local Planning Funds	16,250

### **Task 4.3 Freight Planning Study**

Objectives - To efficiently plan for the movement of freight given the projected growth patterns for the region.

Previous Work - SARPC in the past has monitored intermodal freight activity in that the location of the activity was recorded. For all previous Long Range Plans, trucks were accounted for in the travel demand forecasting model but only as a percentage of non-home based trips or internal-external trips as a separate “truck and taxi” trip purpose. The ALDOT has produced truck percentages per functional classification that are estimates based on out dated data. Recently, the UAH conducted a Statewide Freight Plan that incorporated a technique called “industry cluster analysis”. Once the Statewide Freight Plan was complete, the University of Alabama at Huntsville (UAH) was seeking an urban area

to conduct a pilot program to look at and model freight at a more micro level; Mobile is that urban area.

Proposed Work - The consultant will finalize the Mobile Freight Plan, produce the written reports, and continue to educate the Metropolitan Planning Organization (MPO) staff on how plan for future freight.

Methodology - Based on the methodology detailed in NCHRP 570, the plan will identify and plan for freight movements in Mobile, there will be a freight self-assessment, a definition of the freight planning program and the identification of freight policy and planning guidelines. Freight corridors, needs and deficiencies, projects and performance measures will also be identified. Although traditional travel demand modeling uses households and employees as input, freight models use data from commodity flow studies. This step is labor intensive and will require innovative thinking. A methodology currently being developed by the UAH has developed an industry cluster analysis for the State of Alabama. The study incorporates the Freight Planning Framework developed by the Office for Freight, Logistics & Transportation (OFLT) at the UAH. The first phase in Task 4.3 will be the development of a Freight Profile to be used in a Long Range Plan Element which includes: Freight Program Structure, Freight Program Strategy, Regional Freight Profile, Engage the Private Sector, and a Freight Gap analysis. The second phase of the program will be a discrete event simulation which will be developed to show the effects of freight issues on major transportation facilities in the Mobile MPO region. This will identify current and future constraint points and can perform a what-if analysis for potential solutions.

Products - A Plan identifying freight policy, planning guidelines, corridors, needs and deficiencies, projects and performance measures to be included as a Freight Element to the Transportation Long Range Plan (TLRP).

Timeline - October 1, 2008 to December 31, 2008

Staffing - The UAH will complete this task.

Financial Responsibility -

Total Cost	\$ 58,000
Federal Highway Administration Metropolitan Planning Funds (PL)	46,400
Local Planning Funds	11,600

## **TASK 5.0 LONG-RANGE TRANSPORTATION PLANNING**

Objectives - To develop as needed the 2035 TLRP. To refine the modeling process to include non-highway modes and to validate the models for predicted vehicle speed if Mobile is designated an ozone non-attainment area. To publish 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 and 2005. Between 2005 (the year the 2030

Update was adopted) and 2008, South Alabama Regional Planning Commission distributed several hundred brochures summarizing the 2030 TLRP to local governments, agencies, and the general public. South Alabama Regional Planning Commission (SARPC) receives requests for the brochures weekly and they 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, was validated to 2000-2001 conditions and the 2030 Transportation Long Range Plan (TLRP) was adopted in February of 2005. On April 4, 2007 the MPO amended the TLRP to include the construction of a bridge over the CSXT Railroad from Interstate 10 at Virginia Street to Ezra Trice Boulevard to serve as the entrance into the Alabama State Docks Choctaw Point facility.

Proposed Work - Through planning data provided by Task 3.2 Planning Data, a travel demand forecasting model will be executed with numerous future scenarios and alternates. Public meetings will be held and SARPC will continue to disseminate long-range planning information to the public through all available avenues including the internet. A recommended list of projects, or alternate, will be developed and a ranking system for the projects will be developed to quantify priorities based on available money, need for improvement, environmentally sensitive areas, etc. The Wave Transit System will continue to provide information regarding mid- to long-range transit needs through Task 7.0. Although the TLRP may be completed in the final quarter of FY2009, it will be completed no later than February of 2010.

Methodology - The four step travel demand forecasting process will be conducted using the Citilabs software TRANPLAN. TRANPLAN has a front end program called CUBE and a geographical interface called VIPER that will also be used in the development of the TLRP. 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 the software Lotus 123, and all databases pertaining to each of the networks will be maintain in ESRI's software ArcView; both purchased by the SARPC.

Products - A well documented travel forecasting model and a TLRP of reasonable scope for the Mobile area to include all modes of transportation which will provide adequate traffic service at a realistic estimated cost. Although documentation will be developed, the final report will not be complete until FY 2010.

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

Timeline - October 1, 2008 to September 30, 2009

Financial Responsibility -

Total Cost	\$ 78,588
Federal Highway Administration Metropolitan Planning Funds (PL)	62,870
Local Planning Funds	15,718

## TASK 6.0 AIR QUALITY ANALYSIS

Objectives - To provide an analysis of air quality as affected by the existing transportation system and the forecast travel demand on the long-range transportation plan network. Also, documentation of the analysis is intended to support the state's request for certification of the transportation planning process and to determine the consistency of the Transportation Long Range Plan (TLRP) with the State Implementation Plan.

Previous Work - In FY 2008, staff attended work sessions pertaining to a privately funded Mobile Air Quality study for Mobile County. That study is expected to be finished in FY 2009. Staff examined the updated FY 2008 Environmental Protection Agency (EPA) standards for Ozone particulates as it pertains to the Mobile transportation planning process.

Proposed Work- Staff will attend all local meetings pertaining to air quality and monitor air quality for the Mobile Area Transportation Study (MATS). Staff will attend all State meetings pertaining to air quality as it pertains to transportation related issues and / or the Metropolitan Planning Organization (MPO). The TLRP will be evaluated to determine the quantity of hydro-carbons, oxides of nitrogen, and carbon monoxide emitted by the traffic volumes assigned to the plan network. Staff will review local air quality models and studies, and review community based expectations report. Investigation and analysis of air quality standards and controls will be a continuing effort of the MPO and the Alabama Department of Transportation (ALDOT).

Methodology - Staff is included in the EPA and the Alabama Department of Environmental Management (ADEM) email listserves to keep informed of the ADEM air quality monitoring stations. The quantity of hydro-carbons, oxides of nitrogen, and carbon monoxide emitted by the traffic volumes will be based on the vehicle miles traveled (VMT) produced by the TLRP.

Products - A continuing air quality analysis of the urbanized area reported through the TLRP (See Task 5.0).

Staffing - South Alabama Regional Planning Commission and ALDOT will provide assistance through Task 2.4 above; there will be no consultants used for this task.

Timeline - October 1, 2008 to September 30, 2009

Financial Responsibility -

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

## **TASK 7.0 PUBLIC TRANSPORTION PLANNING**

### **Task 7.1 Mass Transit Planning**

Objectives - 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 authored 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).

Proposed Work - The POP will be updated in accordance with Program Management Plan (PMP). New projects will be selected for FTA 5316 JARC and FTA 5317 New Freedom funding. The recommended revisions and additions documented in the Transit Development Plan (TDP) will be implemented and the transit element of the Transportation Long Range Plan (TLRP) will be developed. The transit element of the TLRP will include the proposed Bus Rapid Transit (BRT) system and a passenger ferry system for Mobile Bay.

Methodology - 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 TLRP Transit Element will be authored with the assistance of The Wave Transit System with relevance to the TDP. SARPC and The Wave Transit System will provide input through this task and ALDOT through Task 2.4.

Products - A thorough process selecting projects for funding with FTA 5316 JARC and FTA 5317 New Freedom funds. A concise Transit Element of the TLRP and a planning program that conserves energy and encourages the use of mass transportation and/or ridesharing.

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

Timeline - October 1, 2008 to September 30, 2009

#### Financial Responsibility -

Total Cost	\$ 59,600
Federal Highway Administration Metropolitan Planning Funds (PL)	23,680
Federal Transit Administration (5307)	24,000
The Wave Transit System	6,000
Local Planning Funds	5,920

## Task 7.2 The CommuteSmart Mobile Rideshare Program

Objectives - 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](http://www.mobilempo.org) that links to <http://209.114.131.11/> which enables 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 live and work near them, who have similar schedules, and are willing to share their commute.

The Mobile Area Transportation Study (MATS) hired a consultant in FY 2006 to assist staff in achieving two tasks: first, to assist and train South Alabama Regional Planning Commission (SARPC) staff in the implementation of the CommuteSmart program, and second, to operate the Emergency Ride Home (ERH) program (funded with local and Job Access Reverse Commute (JARC) funds).

Proposed Work - SARPC staff will promote CommuteSmart by contacting employers to promote Rideshare in the workplace. Staff will be available to for onsite presentations or to set up information booths. Staff will maintain the CommuteSmart database and insure the success of the ERH Program. A brief carpool summary report will be compiled and presented to the Metropolitan Planning Organization (MPO) no later than September 2009.

Methodology - 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. The Emergency Ride Home program is operated by Mobile Bay Transportation Company (Yellow Cab) and is made available to carpools that register in the program through vouchers distributed by SARPC staff. Since the ERH is a voucher based reimbursement program to the operated, the JARC funded is on an as-is based.

Products - An effective carpooling program that conserves energy and encourages the use of ridesharing using the CommuteSmart software and the Emergency Ride Home program. An annual report summarizing the effectiveness of the program will be produced and submitted to the MPO no later than September 30, 2009.

Staffing - SARPC staff and Mobile Bay Transportation Company will operate the ERH program; there will be no consultants used for this task.

Timeline - October 1, 2008 to September 30, 2009

Financial Responsibility -

Total Cost	\$ 59,463
Federal Highway Administration Metropolitan Planning Funds (PL)	47,570
Local Planning Funds	11,893

## **TASK 8.0 BICYCLE AND PEDESTRIAN PLANNING**

Objectives - To integrate bicycle and pedestrian components into the transportation planning process - both short and long term.

Previous Work - In FY 2008, staff reviewed the Bicycle /Pedestrian Element of the Transportation Long Rang Plan (TLRP) to verify its consistency with local plans and developments and communicated with a bicycle enthusiast to discuss bicycle planning for the urban and rural area. Staff worked with member governments to promote, develop and improve means and facilities for alternative forms of transportation. Staff verified the existing SARPC bicycle route was intact, signed and still a viable transportation route for bicyclists.

Proposed Work - The Transportation Long Rang Plan (TLRP) (see Task 5.0) will have an element specific to bicycling and non-motorized transportation; the plan will be maintained and modified as necessary as implementation progresses. The Bicycle Element will be built from public input, proposed bicycle facilities and existing bicycle plans.

Methodology - The input of 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 to build the non-motorized element of the TLRP. The ESRI GIS software ArcView will be used to maintain a database of current bicycle routes and trails that are used for transportation purposes. It is not the intent of this task to plan for and maintain a database of recreational bicycling trails.

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 TLRP. Although the TLRP may be completed in the final quarter of FY2009, it will be completed no later than February of 2010.

Staffing - The South Alabama Regional Planning Commission will provide adequate staff to complete this task; there will be no consultants used for this task.

Timeline - October 1, 2008 to September 30, 2009

Financial Responsibility -

Total Cost	\$ 10,013
Federal Highway Administration Metropolitan Planning Funds (PL)	8,010
Local Planning Funds	2,003

## **TASK 9.0 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 2008-2012 TIP on May 30, 2007, reviewed by the MPO on June 13<sup>th</sup>, 2007 and finally adopted on August 29, 2007. The 2008-2012 TIP was modified on October 17<sup>th</sup>, 2007, February 20<sup>th</sup>, 2008, and April 23<sup>rd</sup>, 2008.

**Proposed Work** - The adopted 2008-2012 Transportation Improvement Program (TIP) is a four year balanced schedule of funds; a fifth year is included (2012) as an unbalanced introductory year. 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 TIP becomes unbalanced the Technical Coordinating Committee/Citizens Advisory Committee (TCC/CAC) will revise the schedule to recommend to the MPO for approval.

**Methodology** - In the Mobile urban area, the TIP is developed as a five-year program with emphasis on the four year Element. It 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.

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 2008-2012 TIP was adopted by the MPO on August 29, 2007 and will continue to be maintained, updated and revised as needed. The TIP will be rebalanced in FY 2008, FY 2009, FY 2010 and FY 2011 to insure that it remains fiscally constrained.

**Products** - A five-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. Furthermore, the next update will be the FY 2012 – 2015 TIP which will be finalized by August, 2011 with a draft no later than June 2011.

Staffing - The South Alabama Regional Planning Commission (SARPC) and the Wave Transit System will provide staff for assembling the information necessary for the development of the TIP and ALDOT will provide input through Task 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, 2008 to September 30, 2009

Financial Responsibility -

Total Cost	\$ 44,975
Federal Highway Administration Metropolitan Planning Funds (PL)	19,980
Federal Transit Administration (5307)	16,000
The Wave Transit System	4,000
Local Planning Funds	4,995

## **TASK 10.0 PROGRAM ADMINISTRATION**

Objectives - To meet the administrative requirements of the urban transportation planning program.

Previous Work - In FY 2008, the Metropolitan Planning Organization staff had three contracts awarded to third parties. The Access Management Plan, completed in FY 2008, was awarded to Gresham Smith and Partners for \$70,000. The CommuteSmart carpool program had the aid of the Bellwether Group to establish relationships with businesses to get the program up and running; that contract expired in FY 2008. The University of Alabama at Huntsville was contracted with to complete the Freight Plan for Mobile. That contract is expected to be expired on December 31, 2008 and carried over as detailed in Task 4.3 FREIGHT PLANNING STUDY. In FY 2008, 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. Contact administration for Task 4.3 FREIGHT PLANNING STUDY will be continued until December 31, 2008.

Methodology - 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. The monthly invoices are within 30 days of the month to be invoiced, as is the payment requisitions. Progress reports are semi-annual and all other reports are annual.

Products - An efficiently administered planning program through accurate monthly invoices submitted to the ALDOT for reimbursement, fulfilled payment requisitions, fulfilled audit reports, progress reports and budgets.

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

Timeline - October 1, 2008 to September 30, 2009

Financial Responsibility -

Total Cost	\$ 65,413
Federal Highway Administration Metropolitan Planning Funds (PL)	36,330
Federal Transit Administration (5307)	16,000
The Wave Transit System	4,000
Local Planning Funds	9,083

**TABLE 2  
PROPOSED FUNDING SOURCES  
FISCAL YEAR 2009**

TASK	FHWA (including 5303)		FTA (WAVE)		TOTAL			
	SPR / SLS	PL / SLS	SEC5307 / SLS	Federal / SLS				
<b>1.0 PUBLIC INVOLVEMENT</b>								
1.1 SERVICE/COORDINATION		55,000	13,750	20,000	5,000	\$75,000	\$18,750	
1.2 E&D TRANSPORT (INCL ADA)		21,920	5,480	16,000	4,000	\$37,920	\$9,480	
1.3 DBE PROGRAM		3,340	835	8,000	2,000	\$11,340	\$2,835	
1.4 CIVIL RIGHTS (TITLE VI)		1,580	395	2,000	500	\$3,580	\$895	
1.5 ENVIRONMENTAL JUSTICE		6,250	1,563	4,000	1,000	\$10,250	\$2,563	
<b>2.0 PLANNING PROGRAM SUPPORT</b>								
2.1 UPWP		9,950	2,488			\$9,950	\$2,488	
2.2 TRAINING		25,000	6,250	\$20,000	5,000	\$45,000	\$11,250	
2.3 ALDOT TECHNICAL SUPPORT	\$92,000	\$23,000				\$92,000	\$23,000	
2.4 COMPUTER ASSISTANCE		13,500	3,375			\$13,500	\$3,375	
<b>3.0 SYSTEMS EVALUATION</b>								
3.1 TRAFFIC COUNTS		13,290	3,323			\$13,290	\$3,323	
3.2 PLANNING DATA		27,600	6,900	24,000	6,000	\$51,600	\$12,900	
<b>4.0 SYSTEMS MANAGEMENT</b>								
4.1 CONGESTION/SAFETY		15,700	3,925	12,000	3,000	\$27,700	\$6,925	
4.2 INTERMODAL/FREIGHT PLANNING		65,000	16,250	24,000	6,000	\$89,000	\$22,250	
4.3 FREIGHT PLANNING STUDY		46,400 *	11,600			\$46,400	\$11,600	
<b>5.0 LONG-RANGE PLAN</b>		62,870	15,718			\$62,870	\$15,718	
<b>6.0 AIR QUALITY ANALYSIS</b>		15,000	3,750			\$15,000	\$3,750	
<b>7.0 PUBLIC TRANSPORTATION PLANNING</b>								
7.1 MASS TRANSIT PLANNING		23,680	5,920	24,000	6,000	\$47,680	\$11,920	
7.2 COMMUTESMART / RIDESHARE		47,570	11,893			\$47,570	\$11,893	
<b>8.0 BICYCLE/PEDESTRIAN PLANNING</b>		8,010	2,003			\$8,010	\$2,003	
<b>9.0 TRANSPORTATION IMPROVEMENT PROGRAM</b>		19,980	4,995	16,000	4,000	\$35,980	\$8,995	
<b>10.0 PROGRAM ADMINISTRATION</b>		36,330	9,083	16,000	4,000	\$52,330	\$13,083	
<b>TOTAL</b>	\$92,000	\$23,000	\$517,970	\$129,493	\$186,000	\$46,500	\$795,970	\$198,993

\* Funds are being carried over from FY2008

**TABLE 3  
PROPOSED AGENCY PARTICIPATION  
FISCAL YEAR 2009**

<b>TASK</b>	<b>ALDOT</b>	<b>SARPC</b>	<b>WTS**</b>	<b>CONSULTANTS*</b>	<b>TOTAL</b>
<b>1.0 PUBLIC INVOLVEMENT</b>					
1.1 SERVICE/COORDINATION		68,750	25,000		93,750
1.2 E&D TRANSPORT (INCL ADA)		27,400	20,000		47,400
1.3 DBE PROGRAM		4,175	10,000		14,175
1.4 CIVIL RIGHTS (TITLE VI)		1,975	2,500		4,475
1.5 ENVIRONMENTAL JUSTICE		7,813	5,000		12,813
<b>2.0 PLANNING PROGRAM SUPPORT</b>					
2.1 UPWP		\$12,438			\$12,438
2.2 TRAINING		31,250	\$25,000		56,250
2.3 ALDOT TECHNICAL SUPPORT	\$115,000				115,000
2.4 COMPUTER ASSISTANCE		16,875			16,875
<b>3.0 SYSTEMS EVALUATION</b>					
3.1 TRAFFIC COUNTS		16,613			16,613
3.2 PLANNING DATA		34,500	30,000		64,500
<b>4.0 SYSTEMS MANAGEMENT</b>					
4.1 CONGESTION/SAFETY		19,625	15,000		34,625
4.2 INTERMODAL/FREIGHT PLANNING		81,250	30,000		111,250
4.3 FREIGHT PLANNING STUDY				58,000	58,000
<b>5.0 LONG-RANGE PLAN</b>		78,588			78,588
<b>6.0 AIR QUALITY ANALYSIS</b>		18,750			18,750
<b>7.0 PUBLIC TRANSPORTATION PLANNING</b>					
7.1 MASS TRANSIT PLANNING		29,600	30,000		59,600
7.2 COMMUTESMART / RIDESHARE		59,463			59,463
<b>8.0 BICYCLE/PEDESTRIAN PLANNING</b>		10,013			10,013
<b>9.0 TRANSPORTATION IMPROVEMENT PLAN</b>		24,975	20,000		44,975
<b>10.0 PROGRAM ADMINISTRATION</b>		45,413	20,000		65,413
<b>TOTAL</b>	\$115,000	\$589,463	\$232,500	\$58,000	\$994,963

\* Funds are being carried over from FY2008

\*\* FTA 5307 funds