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- Appendix C - Mobile Area Transportation Study Map**
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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, 2011 to September 30, 2012, by the participants of the Mobile Area Transportation Study (MATS). The UPWP contains a brief description of each specific task including its objectives, a description of any past work efforts and results, methodology or approach to the task, anticipated products, responsible agency or agencies, and source and amount of funding. Also included are tables summarizing amount and source of funds by line item (task) and how the funds are to be spent. Any significant departure from the work outlined in the UPWP requires a public review/comment period and the formal approval of the Metropolitan Planning Organization (see page ii).

I. INTRODUCTION AND TASKS OVERVIEW

The Unified Planning Work Program (UPWP) defines the transportation planning activities and products to be developed by the Mobile Metropolitan Planning Organization (MPO) and other transportation planning agencies. It is the basis for allocating federal, state, and local funds for short and long range transportation planning activities within the Mobile Area Transportation Study (MATS) area. The UPWP is required by federal law under Title 23, amended 23 USC 134 as interpreted by FHWA in 23 CFR 450.308, when federal funds are used for transportation planning. The UPWP is reviewed jointly by the Federal Highway and Transit Administrations (FHWA and FTA). This document covers a one year period from October 1, 2011 to September 30, 2012. The level of effort in this UPWP is largely based on state and federal requirements, joint efforts with planning partners that support the transportation planning process, and the cycle of updates to the Long Range Transportation Plan and the Transportation Improvement Program. The MPO conducts these activities in a manner consistent with the MPO's mission statement:

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

The Federal Aid Highway Act of 1962 requires that urban areas such as Mobile have a 3-C (cooperative, comprehensive, and continuing) transportation planning process in order to qualify for federal funding assistance for highway improvements. The agreement to implement the 3-C process and begin the Mobile Area Transportation Study was signed by the Alabama Highway Department (later known as Alabama Department of Transportation) and the South Alabama Regional Planning Commission on July 19th, 1965. The agreement was updated on several occasions to comply with regulations combining the planning requirements of the Federal Highway Administration and the Urban Mass Transportation Administration and change of MPO membership. The most recent update of the 3-C Transportation Planning Process Agreement is the 17th of October, 2007. Joining with the Alabama Department of Transportation (ALDOT) and the South Alabama Regional Planning Commission (SARPC) in this agreement were the

Cities of Mobile, Prichard, Chickasaw, Satsuma, Saraland, Creola, Bayou La Batre, and Mobile County.

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

The most recent federal transportation authorizing legislation SAFETEA-LU, was enacted by Congress and signed into law in August of 2005. Like previous authorization acts, SAFETEA-LU requires the Governor to designate an MPO to carry out the transportation planning process for each urbanized area with a population of more than 50,000. In addition, it specifies that the MPO shall:

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

A. Status of Transportation Planning Activities

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

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

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

B. Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

Although SAFETEA-LU expired October 1, 2009, the bill is under continuing resolution until September 30, 2011. The following is a summary of the planning requirements under SAFETEA-LU as provided by the U.S. Department of Transportation.

The core metropolitan and statewide transportation planning requirements remain intact under SAFETEA-LU, emphasizing the role of State and local officials, in cooperation with transit operators, in tailoring the planning process to meet metropolitan and State transportation needs.“

Continuing at both the metropolitan and statewide level are provisions concerning fiscal constraint, planning horizon, and public involvement, with modification to the list of named stakeholder groups to add freight shippers and public transit users. Current MPOs remain in effect unless re-designated, and retain responsibility for adopting the metropolitan transportation plan. Local officials, in cooperation with the State and transit operators, remain responsible for determining the best transportation investments to meet metropolitan transportation needs. MPOs are responsible for adopting the Long Range Transportation Plan (LRTP); Governor and MPO approve the Transportation Improvement Program (TIP). The LRTP and TIP remain separate documents.

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

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

Metropolitan Planning Area (MPA) boundaries are maintained as they currently reflect air quality attainment areas at the existing limits on the date of enactment, and may be extended to

reflect increases in non-attainment area boundaries at the discretion of the Governor and the MPO. For new MPOs, the boundaries will reflect the non-attainment area boundaries based on agreements between the Governor and local officials.

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

Metropolitan Planning in General

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

Long Range Transportation Plan (LRTP)

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

parties that provides reasonable opportunities for all parties to comment.

- To carry out the participation plan in accordance with SAFETEA-LU Section 6001, public meetings are to be: conducted at convenient times and at accessible locations; employ visualization techniques to describe plans; and make public information available in an electronically accessible format, such as on the internet or the Worldwide Web (www).
- The LRTP is to be published and made available electronically, including through use of CD's, PowerPoint Presentations, Email or FTP site distribution or download, and website viewing and download via the Worldwide Web.

Transportation Improvement Program (TIP)

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

C. Planning Priorities for the Metropolitan Area

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

Public Involvement and Agency Coordination Process

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

The Draft UPWP was presented to the Citizens and Technical Advisory Committees in XXX, 2011 and the MPO Board's Policy Committee in XXX 2011. All these meetings were publicly noticed and allowed time for public comment. Agendas were distributed to a wide mailing list and posted on the MPO's website. Also, review copies of the draft were sent to the ALDOT and FHWA. All comments received were addressed and revisions were made where appropriate in the UPWP. In general, all agency plans and programs comply with the prohibition against discrimination in federally funded programs provisions of Title VI, 42 USC, Section 2000d, which states:

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

D. Factors to be considered in the Metropolitan Transportation Planning Process

The MPO uses the planning factors to establish goals for the LRTP and to prioritize projects in the LRTP and TIP. There are eight planning Factors taken into consideration in the development of this Unified Planning Work Program (UPWP). These planning Factors help promote priority themes for consideration in Statewide and Metropolitan planning work programs proposed for Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funding in FY 2012.

The process for developing these products is continuing, cooperative, and comprehensive (3C's), involving regular update cycles, informal partnerships and formal review processes with metropolitan area stakeholders, and integration of multiple modes and functionalities at all levels of planning. In addition to these core products, many of the processes, plans and partnerships of the MPO support the planning factors. Title 23 CFR 450.306 lists 8 factors (from revised 23 USC 134 by SAFETEA-LU Sec. 6001), that must be considered as part of the planning process for all metropolitan areas. 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.

II. ORGANIZATION AND MANAGEMENT OF THE PLANNING PROCESS

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

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

The MPO receives technical guidance for the transportation planning process from the joint Technical Coordinating Committee (TCC) / Citizens' Advisory Committee (CAC). The TCC consists of technical and professional members of the community, who can furnish the expert guidance needed for plan development and implementation. The Citizens' Advisory Committee (CAC) provides structured citizen input to the MPO. The CAC is comprised of a cross-section of area residents appointed to serve the MPO. The TCC/CAC reviews and analyzes the procedural aspects of the planning process, coordinates the work of participating agencies, and recommends alternative transportation plans and programs to the MPO. The committee provides recommendations directly to the MPO and assures that all interested parties have an adequate opportunity to express their views on transportation related matters.

By federal and state law, urbanized areas with a population of at least 50,000 must designate a single agency, an MPO, to conduct long range transportation planning and receive federal planning funds. Federal agencies such as the FHWA, as well as the ALDOT, review the plans and programs of the MPO. Mobile's Urban Area population according to the 2000 US Census was 317,605. All MPOs with an Urban Area population of over 200,000 are classified as a Transportation Management Area (TMA) and are subject to special planning and programming requirements.

III. PLANNING TASKS

TASK 1.0 ADMINISTRATION

Task 1.1 Program Administration and Management

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

Previous Work - In FY 2011, the Metropolitan Planning Organization staff had two contracts. One was awarded to Volkert Inc. for an ITS Diversion Rerouting Plan, and the other was to Neel Schaffer Inc. for a Comprehensive Bicycle Pedestrian Plan. In FY 2011, monthly invoices, payment requisitions, audits, a “local match” budget and progress reports were completed and submitted to Alabama Department of Transportation (ALDOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) as required.

Proposed Work - Monthly invoices, payment requisitions, audits, a “local match” budget and progress reports will be completed and submitted as required. Through close collaboration with the fiscal department of the South Alabama Regional Planning Commission (SARPC), contracts, payment requisitions, audits, a “local match” budget and progress reports will be developed and submitted to ALDOT, FHWA, and FTA as required. The monthly invoices for **Task 8.0 Origin Destination Study** 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. In case of catastrophic event, the MATS Program has a Continuity of Operations Plan (COOP), **Appendix A**, which is subject to change under this task.

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 - Invoices are due each month, progress reports are due every 6 months; October, 2011 (for FY11) and March, 2012 (for 1st and 2nd Quarter). The COOP may not need to be updated, TBD if so. The local match budget will be generated in Spring of 2012 for the 2013 fiscal year. The **Task 8.0 Origin Destination Study** Consultant Selection Process has been completed in FY 2011, however the study will continue into FY 2012. Invoicing and project administration will be completed by the second quarter of FY 2012.

Financial Responsibility -

Total Cost	\$ 87,615
Federal Highway Administration Metropolitan Planning Funds (PL)	46,092
Federal Transit Administration (5307)	24,000
The Wave Transit System	6,000
Local Planning Funds	11,523

Task 1.2 Alabama Department of Transportation (ALDOT) Technical Support

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

Previous Work - ALDOT has provided local technical assistance to the MPO’s for over 30 years.

Proposed Work - ALDOT will provide continual technical assistance to MPO staff and local governments with the MPO study area. ALDOT will assist local areas as needed or requested to complete the necessary transportation planning tasks.

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 – ALDOT Technical Support is used as an as needed basis throughout the fiscal year. No reports are generated by this task, dates of Technical Support TBD.

Financial Responsibility -

Total Cost	\$ 218,750
Federal Highway Administration State Planning Funds (SPR)	175,000
Alabama Department of Transportation	43,750

TASK 2.0 DATA COLLECTION AND ANALYSIS

Task 2.1 Database Management / Computer Support

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

Previous Work – A computer was purchased in FY 2011 and in FY 2009 back up external hard drives systems were purchased, as well as an USB XDRIVE. The Metropolitan Planning Organization (MPO) staff regularly maintains the Mobile MPO web page 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. 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 (under Task 2.3) and CommuteSmart. The Alabama Department of Transportation has acquired the CitiLabs VOYAGER 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 6.7 The CommuteSmart Mobile Rideshare Program**). Staff will provide electronic technical support in the development and maintenance of the plans and documents produced by the MPO. Quarterly training with ALDOT using the VOYAGER-based model CUBE 5.0 Regional Travel Demand Model will be covered under **Task 7.0 Education and Training** of this UPWP. GPS units will need to be acquired to carry out **Task 6.6 Congestion Management Process and Safety Programs**.

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

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

Timeline – Web pages are updated on a continual basis. Database management and computer support are done on a continual basis throughout the fiscal year.

Financial Responsibility -

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

Task 2.2 Data Collection

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
Population
Automobiles
Retail Employment
Non-Retail Employment
Total Employment

Median Household Income
Post Secondary School Enrollment
Persons per Dwelling Unit
Autos per Dwelling Unit
Total Labor Force
Labor Force per Dwelling Unit

Transit Surveillance Data Items

Number of Buses
Headways
Accident Data
Total Regular Passengers
Total School Passengers
Total Elderly and Handicapped Passengers

Total Revenue Miles
Route Map and Schedules
Fare Changes
Total Hours
Total Trips

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, 2004 and 2009. 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 2009 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 Long Range Transportation Plan (LRTP) by TAZ was created. **Task 2.3 Geographical Information System (GIS)** is utilized for this product. The LRTP was adopted February 24, 2010 based on data collected from this task.

Proposed Work – Staff will analyze the 2010 US Census for the study area. All relative and pertinent demographic data relating to the MATS program will be reviewed and analyzed coupled with **Task 2.3 Geographical Information System (GIS)**. 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 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. The MPO planning area will be designated by EPA as non-conforming in one or more mobile source emissions categories, this task will provide required data support for conformity determination documentation using VOYAGER and the MOVES software.

Products - Surveillance information necessary to evaluate the planning process and to develop an updated LRTP and current Transportation Improvement Program. The cooperative local database programs will result in highly accurate four-year land use inventories for use in planning updates. 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 **Task 6.1 Long Range Transportation Plan LRTP and Task 6.6 Congestion Management Process and Safety Programs.**

Staffing - The South Alabama Regional Planning Commission will provide staff to develop, compile, review, evaluate, and forecast the economic and demographic data. The Wave Transit System will be responsible for providing necessary transit data to the MPO and the Alabama Department of Transportation. There will be no consultants used for this task.

Timeline – October of 2011 the data collection from the US Census will begin. If the modifications need to be made to the LRTP, that data will be collected at a date to be determine. Data collection for the MOVES model will begin in the first quarter of the fiscal year.

Financial Responsibility -

Total Cost	\$ 37,500
Federal Highway Administration Metropolitan Planning Funds (PL)	10,000
Federal Transit Administration (5307)	20,000
The Wave Transit System	5,000
Local Planning Funds	2,500

Task 2.3 Geographic Information Systems (GIS)

Objectives – Maintenance of a GIS system capable of supporting the MATS

Previous Work – The Mobile MPO has travel times, traffic counts, forecasted traffic volumes, all environmental, social, demographic and land use data for use with the LRTP and other documents. GIS maps have been created for use in transportation planning documents and reports, and maps have been created for use regarding transit routes and ridership for the Wave Transit. Annual maintenance fees are paid on ESRI Products ArcView and ArcGIS 9 series.

Proposed Work – Staff will upgrade GIS software and hardware as new technology becomes available, annual maintenance fees are paid on ESRI products ArcView 3.2 and ArcGIS 9 series and staff will remain trained in the latest GIS products through **Task 7.0 Education and Training** of this UPWP. MPO staff will continue to update the environmentally sensitive map used in the planning process that details properties that may 4(f) properties as defined by the Federal Highway Administration. Staff will create all maps needed for any aspect of the transportation process and its decision-making process. This will include, but is not limited to the Long Range Transportation Plan, the Congestion Management Process, the Transportation Improvement Program, Environmental Justice, and any other program or document needed database or mapping. The GIS maps, layers, databases and information gathered by Global Positioning System (GPS) Satellites will be maintained using the ESRI software ArcView and ArcGIS. The Wave Transit will create and maintain route maps using GIS.

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

Staffing - The South Alabama Regional Planning Commission and the Wave Transit will be used for this task.

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

Financial Responsibility -

Total Cost	\$ 22,500
Federal Highway Administration Metropolitan Planning Funds (PL)	10,000
Federal Transit Administration (5307)	8,000
The Wave Transit System	2,000
Local Planning Funds	2,500

Task 2.4 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. . Traffic counts were utilized for screening congestion problems and in the validation phase of model development for comparison with synthesized volumes.

Proposed Work - A network of Average Annual Daily Traffic (AADT) counts will be maintained. ALDOT conducted the MATS coverage counts in FY 2011, and staff will be analyzing that data. Local traffic counting efforts will be coordinated with the on-going state program. This information is also made available to planners and officials to use during evaluation of probable impacts of proposed new development within the study area. The GIS software ArcView will be utilized to maintain the traffic count database, and all statistical analysis will be performed in house. All inquiries from the public pertaining to traffic count information will be delivered in an efficient manner. Truck and freight counts are needed not only for the freight model but for the air quality model as well. Truck movements will be captured with counters to be purchased under this task that have vehicle classification capability.

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 1.2 Alabama Department of Transportation (ALDOT) Technical Support**) will be used to collect traffic data; there will be no consultants used for this task.

Timeline – Traffic counters with vehicle classification capability will be purchased in the first quarter of the fiscal year. Traffic count data will be entered into the database as they become available, all inquiries will be handled immediately. Any specific project relating to the Mobile traffic count database or analysis is TBD.

Financial Responsibility -

Total Cost	\$ 12,500
Federal Highway Administration Metropolitan Planning Funds (PL)	10,000
Local Planning Funds	2,500

Task 2.5 Preparation of Emissions Data Using MOVES 2010

Objectives- To collect all data necessary to run the EPA Air Quality model MOVES 2010.

Previous Work- There has been no previous work on this task.

Proposed Work -MOVES2010 will become EPA's approved motor vehicle emission factor model for estimating volatile organic compounds (VOCs), nitrogen oxides (NOx), carbon monoxide (CO), direct particulate matter (PM10 and PM2.5) and other pollutants and precursors from cars, trucks, motorcycles, and buses by the State of Alabama and the Mobile Area Transportation Study. EPA intends to include in the notice a two-year grace period for using MOVES2010 for transportation conformity purposes. All data necessary to run the MOVES model will be collected under this task in particular the County Data Manager which specifically requires data pertaining to:

- Meteorology
- Age Distribution
- Average Speed Distribution
- Ramp Fraction
- I/M Program
- Source Type Population
- Vehicle Type VMT
- Road Type Distribution
- Fuel Supply

Products- A complete inventory of data needed to accomplish a successful MOVES Model.

Staffing - The South Alabama Regional Planning Commission and The Alabama Department of Transportation (through **Task 1.2 Alabama Department of Transportation (ALDOT) Technical Support**) will be used to collect traffic data; there will be no consultants used for this task.

Timeline – Data collection and preparation will be done on a continual basis throughout the fiscal year.

Financial Responsibility -

Total Cost	\$ 15,000
Federal Highway Administration Metropolitan Planning Funds (PL)	12,000
Local Planning Funds	3,000

TASK 3.0 UNIFIED PLANNING WORK PROGRAM (UPWP)

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

Previous Work - A UPWP has been prepared annually for over 30 years for the Mobile Area Transportation Study. During the second quarter of FY 2011, SARPC staff began drafting a proposed FY 2012 UPWP. The draft UPWP was reviewed by the Technical Coordinating Committee on June 1, 2011 and then reviewed by the Alabama Department of Transportation (ALDOT).

Proposed Work - The FY 2013 UPWP will be compiled by the MPO staff from budget information supplied by all transportation agencies in the Mobile area; the FY 2012 UPWP will be updated and revised as necessary. The draft UPWP is typically completed by June 15 of the fiscal year and the final UPWP is typically adopted no later than September 1 within the fiscal year. The UPWP will be drafted by the MPO staff based on recommendations from the MPO and the Technical Coordinating / Citizens Advisory Committee (TCC/CAC). State and federal officials will review and comment on the draft document. Once the state and federal comments are received, the document will be available for public review and comment prior to being adopted by the MPO.

Products - One concise UPWP document which shows the degree of coordination in planning for the various transportation modes within the Mobile area for FY 2013, and a maintained and up to date FY 2012 UPWP.

Staffing - ALDOT (through **Task 1.2 Alabama Department of Transportation (ALDOT) Technical Support**), the SARPC and The Wave Transit System will provide adequate staff to develop the UPWP. Initial responsibility for developing the mass transit planning program rests with The Wave Transit System with final approval at the local level given by the Metropolitan Planning Organization (MPO). There will be no consultants used for this task.

Timeline – The FY 2013 draft UPWP will be prepared in June of 2012. Reviews and corrections will take place no later than August, 2012, and a final FY2013 UPWP will be adopted by September, 2012.

Financial Responsibility -

Total Cost	\$ 17,500
Federal Highway Administration Metropolitan Planning Funds (PL)	10,000
Federal Transit Administration (5307)	4,000
The Wave Transit System	1,000
Local Planning Funds	2,500

Task 4.3 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 2010, the Wave Transit System compiled a statewide list of DBE firms. DBE services are utilized whenever possible; no DBE services were contracted within FY 2011. Any consultant hired under the ALDOT Consultant Selection Procedures is quantitatively graded based on: methodology, experience, qualifications and whether or not the firm is a DBE. Extra points are given to the grade of the firm if the prime, or the sub, is a DBE.

Proposed Work -The ALDOT through **Task 1.2 Alabama Department of Transportation (ALDOT) Technical Support**, will assist SARPC and the Wave Transit System in their efforts to contract DBE enterprises and in contractual procedures. SARPC and The Wave Transit System will continue to solicit the participation of qualified DBE firms in all third-party contracts issued. Although no contracts with consulting firms are proposed in FY 2012, all planning firms contracted with SARPC must be on the ALDOT's list of qualified firms to conduct planning work. It is the 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 – Reports are generally conducted in January, and the maintenance of DBE firms is continual.

Financial Responsibility -

Total Cost	\$ 21,000
Federal Highway Administration Metropolitan Planning Funds (PL)	2,000
Federal Transit Administration (5307)	14,800
The Wave Transit System	3,700
Local Planning Funds	500

Task 4.4 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 2011, all required assurances have been included in all contracts as per federal requirements and submitted to the ALDOT. In January 2011, all Title VI required reports were documented and submitted to the ALDOT Multimodal Section.

Proposed Work - 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. ALDOT will provide SARPC with the Title VI report, SARPC will fill out and submit the Title VI report back to ALDOT. Information will be provided on local transportation activities with respect to minorities as per requirements set forth in the pertinent federal directives. This information in the report will be based on 2010 Census information as available and will be updated with local data, as available.

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 – The ALDOT Title VI Report is completed in January of each year and all other reports are reviewed on a continual basis.

Financial Responsibility -

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

Task 4.5 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, 2030 and 2035 Long Range Transportation Plan (LRTP) and an Environmental Justice report was prepared, reviewed by the public, and adopted by the Metropolitan Planning Organization (MPO). In FY 2010, the travel times from zones that are traditionally underserved to zones with a high concentration of destinations were compared to all other zonal travel times to 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.

Proposed Work - The SARPC will continue to monitor and update the socio-economic data relating to age, race and income. The 2035 LRTP will be evaluated to determine the distribution of both the benefits and adverse impacts on the traditionally underserved populations. 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 LRTP. Although the LRTP was adopted in FY 2010, it may be required to be updated.

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

Timeline – The Environmental Justice analysis may be updated at a date to be determined, all other reviews and planning are done on a continual basis throughout the fiscal year.

Financial Responsibility -

Total Cost	\$ 2,500
Federal Highway Administration Metropolitan Planning Funds (PL)	2,000
Local Planning Funds	500

Task 4.6 Public Involvement for Air Quality Conformity

Objectives - To fulfill the public involvement criteria concerning Air Quality Conformity. To provide local interagency coordination in the transportation planning process. To provide results and gain input for the air quality conformity process to all interested individuals, citizens, and organizations (public or private).

Previous Work – No previous work has been done on this task.

Proposed Work - Meetings will be attended as necessary. ADEM, having lead role in the Interagency Consultation (IAC), will conduct the IAC meetings. Since air quality conformity will be part of the transportation planning process, these meetings will be subject to the Public Involvement Procedures (Please see Attachment B). The IAC meetings and all other public meetings pertaining to air quality will be consistent with local needs, planning studies are conducted within the overall development objectives of MATS.

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

Staffing - South Alabama Regional Planning Commission; there will be no consultants used for this task.

Timeline – Meetings, documents and public involvement activities concerning Air Quality Conformity will be continual through the year with dates to be determined.

Financial Responsibility -

Total Cost	\$ 2,500
Federal Highway Administration Metropolitan Planning Funds (PL)	2,000
Local Planning Funds	500

Task 5.0 ENVIRONMENTAL MITIGATION AND STREAMLINING

5.1 Air Quality Planning

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

Previous Work – Staff members attended training seminars in FY 2011 and ADEM informational meetings and teleconferences. MPO staff monitored pollutant levels as released by ADEM, and reported Air Quality conformity/non-conformity status to the MPO and Advisory Committees on a regular basis and as an MPO meeting agenda information item.

Proposed Work - In Fiscal Year 2012, MPO staff will attend FHWA, FTA, ADEM, EPA, and ALDOT Air Quality training courses and seminars as they are made available, including Tranplan, Cube Voyager, and MOVES training, all software used to determine Air Quality conformity/non-conformity status. This task will also support Transportation Systems plans development, as applicable: Long Range, TIP, Congestion Management, Public Participation, Freight, Bicycle/Pedestrian, Transit Development, and Air Quality Conformity Determination. A staff member will be assigned as spokesperson on Air Quality and become fluent in conformity/non-conformity language and issues. The spokesperson will develop a PowerPoint presentation for use at workshops and discussions with interested groups, the general public, and local government agencies. Opportunities for peer exchanges and local agency interactions on Air Quality will be sought after and contacts encouraged. Staff will identify Air Quality groups in or near the MPO and attend meetings and participate in group events. The spokesperson will be responsible for keeping abreast of Air Quality matters and policy developments and report findings at weekly staff meetings

Products – A competent staff well versed in Federal regulations pertaining non attainment for air quality issues and reports and presentations as directed by the MPO.

Staffing - South Alabama Regional Planning Commission, state and federal training personnel.

Timeline – Although more delays are expected in relation to EPA's final decision on the standard for Ozone, the new standard is expected in July of 2011. A one year grace period will allow planning and allocation of resources for the documentation process. Responsibilities of plan conformity will begin once determination is made. All other

planning, research, training and preparation for air quality conformity will be on a continual basis for the fiscal year.

Financial Responsibility -

Total Cost	\$	12,500
Federal Highway Administration Metropolitan Planning Funds (PL)		10,000
Local Planning Funds		2,500

5.2 Climate Change and Green House Gas (GHG) Emissions

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

Previous Work – The FHWA has selected the Mobile MPO to be the Pilot MPO for recommended policy pertaining to Climate Change. In FY 2011, the federal team has worked closely with the staff of the MPO on the Climate Change Study Gulf Coast Phase II. Selected members of the TCC/CAC are on the Climate Change Study Phase II Workgroup, and have reviewed all documentation produced by the federal team.

Proposed Work – MPO staff will undergo training under this task and **TASK 7.0 EDUCATION AND TRAINING** in climate change and GHG issues as guidelines are provided by state and federal agencies, and will become familiar with the conceptual framework as provided in FHWA's *Integrating Climate Change into the Transportation Planning Process – Final Report – July 2008*. MPO staff will continue to work with the federal team to conduct the Climate Change Study Phase II.

Products – A competent staff well versed in Federal regulations pertaining to climate change and green house gas emissions, and will give full cooperation with the federal team working together on the Climate Change Study Phase II document.

Staffing - South Alabama Regional Planning Commission, state and federal training personnel.

Timeline – Training, research and planning for this task will be on a continual basis, dates to be determined. The Climate Change Study Phase II is a three year document, FY 2011- FY2013.

Financial Responsibility –

Total Cost	\$	2,500
Federal Highway Administration Metropolitan Planning Funds (PL)		2,000
Local Planning Funds		500

TASK 6.0 TRANSPORTATION SYSTEMS

Task 6.1 Long Range Transportation Plan (LRTP)

Objectives - To develop as needed the 2035 LRTP. To refine the modeling process to include non-highway modes and to validate the models for predicted vehicle speed if Mobile County is designated an ozone non-attainment area. To publish and update reports documenting the procedures used, the data development, and the adequacy of the demand forecasting models used.

Previous Work - Annual reviews of travel patterns and study area development which might affect traffic demand in the area have been conducted. Plan re-evaluations were completed and revised plans adopted by the MPO in FY 1983, 1992, 1995, 2000, 2005 and 2010. South Alabama Regional Planning Commission distributed several hundred brochures summarizing the 2035 LRTP to local governments, agencies, and the general public. South Alabama Regional Planning Commission (SARPC) receives requests for the brochures 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 2007 conditions was adopted as the 2035 Long Range Transportation Plan (LRTP) in February of 2010.

Proposed Work - Though planning data is provided by **Task 2.2 Data Collection**, a travel demand forecasting model will be updated to be validated to travel speeds and volume for air quality conformity. Public meetings will be attended and SARPC will continue to disseminate long-range planning information to the public through all available avenues including the internet. The Wave Transit System will continue to provide information regarding mid- to long-range transit needs through **Task 6.3 Public Transportation**. The four step travel demand forecasting process will be updated using the Citilabs software VOYAGER. VOYAGER has a front end program called CUBE and a geographical interface that will also be used in the development of the LRTP. This software is purchased by the Alabama Department of Transportation for the MPO to use. All statistical analysis to compare networks and alternates will be conducted using 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. Air Quality Conformity Determination will be required in the Mobile area and the MPO will prepare an amended LRTP for MPO approval and normal distribution once this is EPA and ADEM establish timelines. The air quality model MOVES must be developed under **Task 6.1.1 Air Quality Conformity Determination for LRTP Update** and requires travel speeds to come from the LTRP model. The LRTP travel demand model will have to be re-validated to travel speeds collected from **Task 2.2 Data Collection** and **Task 6.6 Congestion Management Process (CMP) and Safety Programs**.

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

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

Timeline - The travel demand forecast model will be validated to volumes and travel speeds by the end of the last quarter of the fiscal year. Draft and final air quality conformity determination is to be determined.

Financial Responsibility -

Total Cost	\$ 56,250
Federal Highway Administration Metropolitan Planning Funds (PL)	45,000
Local Planning Funds	11,250

Task 6.1.1 Air Quality Conformity Report Preparation

Objectives - The purpose of this sub-tasking is the origination and preparation of documents required under of 23 CFR 450.102 for conformity purposes. This item establishes definition, scope, and procedures for conformity compliance of the Clean Air Act, 42 USC 7506(c), and the governing rule for demonstrating conformity in transportation activities, 40 CFR part 93. The Conformity Rule provides for a one-year grace period following notification of EPA determination of non-conformity. For documentation purposes, this tasking includes the development of two separate documents by MPO staff, in addition to amending the Long Range Plan: FY 2011 Air Quality Conformity Determination for Baldwin and Mobile Counties in Alabama and summary of plan consistency with Transportation Planning and Programming Requirements. (In accordance with conformity requirements, amendment of the current FY 2012-2016 Transportation Improvement Program [TIP] will be done under that separate tasking.)

Previous Work - In FY 2010, staff attended work sessions pertaining for EPA MOVES Model. Staff examined the updated 2010 Environmental Protection Agency (EPA) standards for Ozone particulates as it pertains to the Mobile transportation planning process.

Proposed Work- Staff will amend the FY 2010 Long Range Plan to comply with Air Quality Conformity Determination requirements. Consistency with Transportation Planning and Programming Requirements for distribution to FHWA, FTA, and ALDOT.

Products - A document entitled *FY2012 Air Quality Conformity **Report** for the Amended 2035 Long Range Plan and Amended FY2012-16 Transportation Improvement Program for Baldwin and Mobile Counties in Alabama.*

Staffing - SARPC will provide staff for this task and ALDOT will provide assistance through **Task 1.2 Alabama Department of Transportation (ALDOT) Technical Support**; there will be no consultants used for this task.

Timeline – Due dates will be established with non-conformity on a date yet to be determined.

Financial Responsibility -

Total Cost	\$ 2,500
Federal Highway Administration Metropolitan Planning Funds (PL)	2,000
Local Planning Funds	500

Task 6.1.2 Amend Project Listings of the 2035 Long Range Transportation Plan for Air Quality Conformity

Objectives - The purpose of this sub-tasking is the origination and preparation of documents required under of 23 CFR 450.102 for conformity purposes. This item establishes definition, scope, and procedures for conformity compliance of the Clean Air Act, 42 USC 7506(c), and the governing rule for demonstrating conformity in transportation activities, 40 CFR part 93. The Conformity Rule provides for a one-year grace period following notification of EPA determination of non-conformity. For documentation purposes, this tasking includes the development of two separate documents by MPO staff, in addition to amending the Long Range Plan: FY 2012 Air Quality Conformity Determination for Baldwin and Mobile Counties in Alabama and, summary of plan consistency with Transportation Planning and Programming Requirements.

Previous Work - In FY 2010 and FY 2011, staff attended work sessions pertaining for EPA MOVES Model. Staff examined the updated 2010 Environmental Protection Agency (EPA) standards for Ozone particulates as it pertains to the Mobile transportation planning process.

Proposed Work- Staff will amend the LRTP project listings to comply with Air Quality Conformity Determination requirements.

Products - Amended 2035 Long Range Transportation Plan for Air Quality Conformity for Baldwin and Mobile Counties in Alabama – Project Listings Only

Staffing - SARPC will provide staff for this task and ALDOT will provide assistance through **Task 1.2 Alabama Department of Transportation (ALDOT) Technical Support**; there will be no consultants used for this task.

Timeline – Due dates will be established with non-conformity designations on a date yet to be determined.

Financial Responsibility -

Total Cost	\$2,500
Federal Highway Administration Metropolitan Planning Funds (PL)	2,000
Local Planning Funds	500

Task 6.2 Transportation Improvement Program (TIP)

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

Previous Work - The Alabama Department of Transportation (ALDOT) has annually submitted projects, which it initiated, to the local planning agency for inclusion in the Transportation Improvement Program. The Metropolitan Planning Organization (MPO) has selected and/or concurred in implementation priorities and has adopted a Transportation Improvement Program annually since 1976. So as to be fiscally constrained, the Technical Coordinating Committee/Citizens Advisory Committee created a draft 2008-2012 TIP on May 30th, 2007, reviewed by the MPO on June 13th, 2007 and finally adopted on August 29th, 2007. The 2008-2012 TIP was modified on October 17th, 2007, February 20th, 2008, April 23rd, 2008, September 10th, 2008, February 4th, 2009, April 1st, 2009, January 13th, 2010 and February 24, 2010. In FY 2011, a new FY 2012-2016 TIP was adopted.

Proposed Work - The adopted 2012-2016 Transportation Improvement Program (TIP) is a four year balanced schedule of funds; a fifth year is included (2016) as an 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. 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. In the event that Air Quality Conformity Determination is required in the Mobile area, the MPO will prepare an amended TIP for MPO approval and normal distribution.

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 2012, FY 2013, FY 2014 and FY 2015 to insure that it remains fiscally constrained. A new balanced TIP will be adopted for fiscal years 2016 -2020.

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.

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 –. All amendments will be periodic at a date to be determined. Draft and final air quality conformity determination is to be determined

Financial Responsibility -

Total Cost	\$ 50,000
Federal Highway Administration Metropolitan Planning Funds (PL)	20,000
Federal Transit Administration (5307)	20,000
The Wave Transit System	5,000
Local Planning Funds	5,000

Task 6.2.1 Amend Project Listings of the 2012-16 Transportation Improvement Program (TIP) for Air Quality Conformity

Objectives - The purpose of this sub-tasking is the origination and preparation of documents required under of 23 CFR 450.102 for conformity purposes. This item establishes definition, scope, and procedures for conformity compliance of the Clean Air Act, 42 USC 7506(c), and the governing rule for demonstrating conformity in transportation activities, 40 CFR part 93. The Conformity Rule provides for a one-year grace period following notification of EPA determination of non-conformity. For documentation purposes, this tasking includes the development of two separate documents by MPO staff, in addition to amending the Long Range Plan: FY 2011 Air Quality Conformity Determination for Baldwin and Mobile Counties in Alabama and, summary of plan consistency with Transportation Planning and Programming Requirements.

Previous Work - In FY 2010 and FY 2011, staff attended work sessions pertaining for EPA MOVES Model. Staff examined the updated 2010 Environmental Protection Agency (EPA) standards for Ozone particulates as it pertains to the Mobile transportation planning process.

Proposed Work- Staff will amend the FY 2012 TIP projects listings to comply with Air Quality Conformity Determination requirements. The amended TIP will undergo review to reestablish Financial Constraint prior to agency approval.

Products - FY2012-16 Transportation Improvement Program (TIP) – Project Listings Only.

Staffing - SARPC will provide staff for this task and ALDOT will provide assistance through **Task 1.2 Alabama Department of Transportation (ALDOT) Technical Support**; there will be no consultants used for this task.

Timeline – Amended TIP due dates TBD. Air Quality Conformity due dates TBD in consultation with EPA and FHWA. Summary of Plan Consistency due date TBD in consultation with FHWA.

Financial Responsibility -

Total Cost	\$ 2,500
Federal Highway Administration Metropolitan Planning Funds (PL)	2,000
Local Planning Funds	500

Task 6.3 Public Transportation

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). The POP was updated in FY 2009, FY 2010 and FY 2011.

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 Long Range Transportation Plan (LRTP) will be developed. The transit element of the LRTP will include the proposed Bus Rapid Transit (BRT) system and a passenger ferry system for Mobile Bay. The South Alabama Regional Planning Commission (SARPC) and the Alabama Department of Transportation (ALDOT) will support not only the Wave Transit System in their mass transportation planning efforts, but will also be advocates for mass transit and will cooperate in the formulation of any necessary related policies. The LRTP Transit Element will be updated with the assistance of the Wave Transit System with relevance to the TDP as needed. SARPC and The Wave Transit System will provide input through this task and ALDOT through **Task 1.2 Alabama Department of Transportation Technical Support**.

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

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

Timeline – The draft and final Program of Projects will be completed in the Spring of 2012. Draft and final air quality conformity determination is to be determined. All other transit planning will be done on a periodic and continual basis, dates to be determined.

Financial Responsibility -

Total Cost	\$ 75,000
Federal Highway Administration Metropolitan Planning Funds (PL)	20,000
Federal Transit Administration (5307)	40,000
The Wave Transit System	10,000
Local Planning Funds	5,000

Task 6.4 Bicycle / Pedestrian Transportation Planning

Objectives - To integrate bicycle and pedestrian components into the transportation planning process.

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

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. The 2035 MATS Plan Update will be updated with bicycle/pedestrian data from the Mobile Comprehensive Bicycle Pedestrian Plan, and the plan will be maintained and modified as necessary as implementation progresses. In addition, a listing will be provided to the public and MPO members as to which projects in the current Transportation Improvement Program (TIP) have bicycle / Pedestrian facilities included as part of the project.

Products - A planning process which allows for direct input from individuals and groups identified as interested in the bicycle and pedestrian modes as alternative transportation and a viable plan to serve these modes as an element of the LRTP and the TIP.

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 –The Bicycle pedestrian Element of the TIP will be completed no later than the summer of 2012, and may be periodic updated at a date to be determined.

Financial Responsibility -

Total Cost	\$ 15,000
Federal Highway Administration Metropolitan Planning Funds (PL)	12,000
Local Planning Funds	3,000

Task 6.5 Freight Planning

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

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

Proposed Work – Freight corridors, needs and deficiencies, projects and performance measures will be identified through surveys. All companies utilizing the network for freight will be surveyed. The surveys provide information such as tonnage per year, direction of coming and going freight, value of freight and more importantly any deficiencies or impedances experienced by the users. The FHWA Freight Analysis Framework (FAF3) was released in FY 2011 and produces truck volumes for the MATS base year and future year. This information will be input into the truck mode of the travel demand forecast model.

Products – An analysis identifying corridors, needs and deficiencies, projects and performance measures to be included as the Freight Element to the Long Range Transportation Plan (LRTP).

Timeline – Freight surveys are done on a continual basis. The freight data produced by the surveys and truck data from the FAF3, will not be introduced until the following LRTP.

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

Financial Responsibility -

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

Task 6.6 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. SARPC retained a consultant in late FY 2000 to conduct a system-wide travel time/speed survey and to develop a congestion index from the data; that work was completed in FY 2003 and was updated during FY 2008 and 2009 by SARPC staff. Updated travel time runs were completed on all roads with a minimum number of six runs on each road in 2008. The analysis and historical travel time index was conducted and the document was finalized in FY 2009. Staff screened all of the major intersections within the study area; 43 intersections met the criteria to be further studied. A Congestion Management Committee met several times in 2008 and developed a final list of intersections to be improved. The Committee made field reviews of these intersections during peak hours and developed improvements during those reviews. A benefit / cost ratio was developed for the improvements and put into a final CMP document. The CMP Element of the LRTP was adopted in February of 2010. Travel time runs were completed during FY 2011.

Proposed Work - All intersections will be screened based on CMP criteria. Projects will be selected and prioritized based on a benefit cost ratio. 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. 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.

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

Timeline – The task is updated periodically at dates to be determined. The benefit cost ratio for projects selected will be completed by the end of the fourth quarter of the fiscal year.

Financial Responsibility -

Total Cost	\$ 46,250
Federal Highway Administration Metropolitan Planning Funds (PL)	25,000
Federal Transit Administration (5307)	12,000
The Wave Transit System	3,000
Local Planning Funds	6,250

Task 6.7 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 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 for onsite presentations or to set up information booths at worksites or community events. Staff will work with established vanpools such as BayLinc to assist in promoting alternative ways to work by offering the ERH program to those commuters as well. 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 MPO no later than September 2012. 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 carpoolers that register in the program through vouchers distributed by SARPC staff. Since the ERH is a voucher based reimbursement program to the operator, the JARC funding 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 with an annual report summarizing the effectiveness of the program.

Staffing - SARPC staff and Mobile Bay Transportation Company will operate the ERH program; there will be no consultants used for this task. An annual report summarizing the effectiveness of the program will be produced and submitted to the MPO no later than September 30, 2012.

Timeline - The task is updated periodically at dates to be determined. As invoicing for ERHs come in, SARPC has 30 days to reimburse the provider.

Financial Responsibility -

Total Cost	\$ 56,250
Federal Highway Administration Metropolitan Planning Funds (PL)	45,000
Local Planning Funds	11,250

TASK 7.0 EDUCATION AND TRAINING

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 2010. 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, and the AMPO Conference in St. Louis, MO. 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 in February staff attended a CUBE training in Montgomery. A new employee hired in FY 2011 requires necessary in-house training.

Proposed Work - Monthly webinars sponsored by the National Association of Regional Commissions will be attended. At the least, there are three annual conferences that the staff may attend depending on work load. The AMPO conference in Dallas, TX may be attended, 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 2012 and training sessions pertaining to the software CUBE and VOYAGER will also be attended. Staff will purchase the TRB full series of documents and reports in FY 2012. 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 - Completed training seminars and courses by staff; dates to be determined.

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

Timeline – The AARC conference is in October of 2012, the AMPO conference is in Dallas, TX in October of 2012, and the ITE conference is in June of 2012. Dates of other training seminars and courses are to be determined.

Financial Responsibility -

Total Cost	\$ 46,250
Federal Highway Administration Metropolitan Planning Funds (PL)	25,000
Federal Transit Administration (5307)	12,000
The Wave Transit System	3,000
Local Planning Funds	6,250

TASK 8.0 ORIGIN / DESTINATION STUDY

Objectives – to create an Origin-Destination matrix and other utilities from a large sample size of data collected via aggregating cellular signaling data to further enhance the travel demand forecast model for the Mobile Area Transportation Study (MATS).

Previous Work – The consultant was given notice to proceed on this project in FY2011. Data has been collected as according to the scope of work for the project.

Proposed Work – By using cellular signaling technologies, anonymous locations of cellular telephones will be collected to produce trip patterns and travel movements that will be recorded, aggregated, averaged and extrapolated to current traffic counts. Large sample sizes of individual travel movements will be collected by aggregating cellular signaling data to traffic analysis zonal (TAZ) levels to include external-external (E-E), internal-external (I-E), and interzonal movements. For the TAZ-TAZ interzonal movements, these trip patterns will be geographically associated with locations of residential areas and locations of businesses within the study area to produce a methodology to calibrate the MATS travel demand forecast model by each trip purpose: home base work (HBW), home based other (HBO), non home based (NHB). Travel speeds will be collected and averaged using this technology to produce not only friction factors by above purposes, but average travel speeds of each road by functional classification will be created for a speed distribution table to be input for the EPA Air Quality Model MOVES.

Products – The most accurate and calibrated travel demand forecast model and an air quality model available.

Staffing – A consultant will complete this task.

Timeline – The MATS Origin Destination Study will be completed no later than the second quarter of the next fiscal year.

Previous Financial Responsibility -

Total Cost (2010 Carryover)	\$ 125,000
Spent in FY 2011 (Estimated)	70,000

Financial Responsibility FY 2012 -

Total Cost	\$55,000
Federal Highway Administration Metropolitan Planning Funds (PL)	44,000
Local Planning Funds FY 2012	11,000

*PL Funds and Local Funds were used to pay Consultant Cost.

TASK 9.0 TRANSIT DEVELOPMENT PLAN (TDP)

Objectives - To improve the existing the WAVE Transit route network through increased efficiency measures and enhanced productivity; to develop service changes as warranted by financial or other considerations; to identify needed services in areas currently unserved or underserved; to develop a funding program through identification of revenue sources and estimated proceeds from each; and to detail all recommendations in a Transit Development Plan (TDP) Update, providing the basis for the transit component of the four-year TIP and specifically the Biennial Element.

Previous Work - The WAVE Transit has conducted and/or participated in numerous surveys and studies over the years addressing potential service improvements. The last TDP was completed in 2005. Several years ago, a study was conducted outside the MATS program to determine the feasibility of (1) establishing commuter/passenger ferry service between the Mobile CBD and Baldwin County, and (2) establishing premium transit service between the Mobile CBD and the Mobile Regional Airport. The study conclusions were positive in both cases, recommending ferry service between Mobile and Fairhope and 15 minute headway BRT service in the Airport Boulevard/ Government Street corridor.

Methodology - Outlying areas will be evaluated for service potential and new services will be recommended system-wide as appropriate. Integration of the ferry, BRT and other potential innovate transit services into the overall WAVE Transit System will be detailed. Alternative funding sources and estimated revenues from each will be evaluated. Alternative service plans will be developed and compared in terms of estimated costs, farebox revenues, and other performance measures. The recommended revisions and additions will be documented in the TDP Update as will a funding program adequate to implement them. The TDP will include results of an on-board survey conducted by the WAVE and information on type of service, service pattern, areas served, service hours, projected ridership, equipment requirements and specs, facility requirements, estimated costs and farebox revenues, and the recommended funding program. The TDP Update will describe proposed service changes and capital improvements for the next five-year period in light of the identified needs, and it will also document intermodal projects and activities in which the WAVE is involved.

Products - A detailed program to guide short- to medium-term transit service modification and expansion and which will serve as the general basis for the projects included in the five-year TIP, specifically those in the Biennial Element.

Staffing - SARPC and the WAVE Transit will conduct the study. No consultants will be needed.

Timeline – The TDP completion is scheduled for the end of the fourth quarter of the fiscal year.

Financial Responsibility -

Total Cost	\$ 87,500
Federal Highway Administration Metropolitan Planning Funds (PL)	50,000
Federal Transit Administration (5307)	20,000
The WAVE Transit System	5,000
Local Planning Funds	12,500

**TABLE 2
PROPOSED FUNDING SOURCES
FISCAL YEAR 2012**

TASK	FHWA (including 5303)		FTA (WAVE)		TOTAL			
	SPR / SLS	PL / SLS	SEC5307 / SLS		Federal / SLS			
TASK 1.0 ADMINISTRATION								
Task 1.1 Program Administration and Management		46,092	11,523	24,000	6,000	\$70,092	\$17,523	
Task 1.2 Alabama Department of Transportation (ALDOT) Technical Support	\$175,000	\$43,750				\$175,000	\$43,750	
TASK 2.0 DATA COLLECTION AND ANALYSIS								
Task 2.1 Database Management / Computer Support		15,000	3,750			\$15,000	\$3,750	
Task 2.2 Data Collection		10,000	2,500	20,000	5,000	\$30,000	\$7,500	
Task 2.3 Geographic Information Systems (GIS)		10,000	2,500	8,000	2,000	\$18,000	\$4,500	
Task 2.4 Traffic Data		10,000	2,500			\$10,000	\$2,500	
Task 2.5 Preparation of Emissions Data Using MOVES 2010		12,000	3,000			\$12,000	\$3,000	
TASK 3.0 UNIFIED PLANNING WORK PROGRAM (UPWP)		10,000	2,500	4,000	1,000	\$14,000	\$3,500	
TASK 4.0 PUBLIC INVOLVEMENT								
Task 4.1 Local Assistance and Coordination (Service)		60,000	15,000	20,000	5,000	\$80,000	\$20,000	
Task 4.2 Elderly and Disadvantaged Transportation Planning		20,000	5,000	30,000	7,500	\$50,000	\$12,500	
Task 4.3 Disadvantaged Business Enterprise (DBE) Participation		2,000	500	14,800	3,700	\$16,800	\$4,200	
Task 4.4 Civil Rights Program (Title VI Reporting)		2,000	500	2,000	500	\$4,000	\$1,000	
Task 4.5 Environmental Justice		2,000	500			\$2,000	\$500	
Task 4.6 Public Involvement for Air Quality Conformity		2,000	500			\$2,000	\$500	
Task 5.0 ENVIRONMENTAL MITIGATION AND STREAMLINING								
Task 5.1 Air Quality Planning		10,000	2,500			\$10,000	\$2,500	
Task 5.2 Climate Change and Green House Gas (GHG) Emissions		2,000	500			\$2,000	\$500	
TASK 6.0 TRANSPORTATION SYSTEMS								
Task 6.1 Long Range Transportation Plan (LRTP)		45,000	11,250			\$45,000	\$11,250	
Task 6.1.1 Air Quality Conformity Report Preparation		2,000	500			\$2,000	\$500	
Task 6.1.2 Amend Project Listings of the 2035 LRTP for Air Quality Conformity		2,000	500			\$2,000	\$500	
Task 6.2 Transportation Improvement Program		20,000	5,000	20,000	5,000	\$40,000	\$10,000	
Task 6.2.1 Amend Project Listings of the 2011-15 TIP for Air Quality Conformity		2,000	500			\$2,000	\$500	
Task 6.3 Public Transportation		20,000	5,000	40,000	10,000	\$60,000	\$15,000	
Task 6.4 Bicycle / Pedestrian Transportation Planning		12,000	3,000			\$12,000	\$3,000	
Task 6.5 Freight Planning		25,000	6,250			\$25,000	\$6,250	
Task 6.6 Congestion Management Process (CMP) and Safety Programs		25,000	6,250	12,000	3,000	\$37,000	\$9,250	
Task 6.7 The CommuteSmart Mobile Rideshare Program		45,000	11,250			\$45,000	\$11,250	
TASK 7.0 EDUCATION AND TRAINING		25,000	6,250	12,000	3,000	\$37,000	\$9,250	
TASK 8.0 MOBILE ORIGIN - DESTINATION STUDY*		44,000	11,000			\$44,000	\$11,000	
TASK 9.0 THE TRANSIT DEVELOPMENT PLAN		50,000	12,500	20,000	5,000	\$70,000	\$17,500	
TOTAL	\$175,000	\$43,750	\$530,092	\$132,523	\$226,800	\$56,700	\$931,892	\$232,973

*\$125,000 are being carried over from FY2010, \$70,000 spent in 2011

FY2012 FEEL \$486,092

**TABLE 3
PROPOSED AGENCY PARTICIPATION
FISCAL YEAR 2012**

TASK	ALDOT	SARPC	WTS**	CONSULTANTS*	TOTAL
TASK 1.0 ADMINISTRATION					
Task 1.1 Program Administration and Management		57,615	30,000		87,615
Task 1.2 Alabama Department of Transportation (ALDOT) Technical Support	\$218,750	0	0		218,750
TASK 2.0 DATA COLLECTION AND ANALYSIS					
Task 2.1 Database Management / Computer Support		18,750	0		18,750
Task 2.2 Data Collection		12,500	25,000		37,500
Task 2.3 Geographic Information Systems (GIS)		12,500	10,000		22,500
Task 2.4 Traffic Data		12,500	0		\$12,500
Task 2.5 Preparation of Emissions Data Using MOVES 2010		15,000	0		\$15,000
TASK 3.0 UNIFIED PLANNING WORK PROGRAM (UPWP)					
		12,500	5,000		17,500
TASK 4.0 PUBLIC INVOLVEMENT					
Task 4.1 Local Assistance and Coordination (Service)		75,000	25,000		100,000
Task 4.2 Elderly and Disadvantaged Transportation Planning		25,000	37,500		62,500
Task 4.3 Disadvantaged Business Enterprise (DBE) Participation		2,500	18,500		21,000
Task 4.4 Civil Rights Program (Title VI Reporting)		2,500	2,500		5,000
Task 4.5 Environmental Justice		2,500	0		2,500
Task 4.6 Public Involvement for Air Quality Conformity		2,500	0		2,500
Task 5.0 ENVIRONMENTAL MITIGATION AND STREAMLINING					
Task 5.1 Air Quality Planning		12,500	0		12,500
Task 5.2 Climate Change and Green House Gas (GHG) Emissions		2,500	0		2,500
TASK 6.0 TRANSPORTATION SYSTEMS					
Task 6.1 Long Range Transportation Plan (LRTP)		56,250	0		56,250
Task 6.1.1 Air Quality Conformity Report Preparation		2,500	0		2,500
Task 6.1.2 Amend Project Listings of the 2035 LRTP for Air Quality Conformity		2,500	0		2,500
Task 6.2 Transportation Improvement Program		25,000	25,000		50,000
Task 6.2.1 Amend Project Listings of the 2011-15 TIP for Air Quality Conformity		2,500	0		2,500
Task 6.3 Public Transportation		25,000	50,000		75,000
Task 6.4 Bicycle / Pedestrian Transportation Planning		15,000	0		15,000
Task 6.5 Freight Planning		31,250	0		31,250
Task 6.6 Congestion Management Process (CMP) and Safety Programs		31,250	15,000		46,250
Task 6.7 The CommuteSmart Mobile Rideshare Program		56,250	0		56,250
TASK 7.0 EDUCATION AND TRAINING					
		31,250	15,000		46,250
TASK 8.0 MOBILE ORIGIN - DESTINATION STUDY*					
		0	0	\$55,000	55,000
TASK 9.0 THE TRANSIT DEVELOPMENT PLAN					
		62,500	25,000		87,500
TOTAL	\$218,750	\$607,615	\$283,500	\$55,000	\$1,164,865

*\$125,000 are being carried over from FY2010, \$70,000 spent in 2011

** FTA 5307 funds

APPENDIX A

**SOUTH ALABAMA REGIONAL PLANNING
COMMISSION**

Mobile Area Transportation Study

Continuity of Operations Plan (COOP)

Purpose:

In case of a local emergency or catastrophic disaster (such as a hurricane) that will physically deny employees of the Mobile Area Transportation Study (MATS) access to the Commission, this plan details the actions to be taken in case of such event. The employees of the MATS program are housed at the South Alabama Regional Planning Commission and therefore fall under the umbrella of the Commission and its policies and procedures. However, the South Alabama Regional Planning Commission currently does not have a Continuity of Operations Plan for the entire Commission, so this document only pertains to the employees of the MATS program.

Executive Order 12656 and FHWA Order 1910.2C, requires that each FHWA office formulate a Continuity of Operations Plan (COOP). In compliance with the above Order, the Alabama Department of Transportation requested the Mobile Area Transportation Study housed at the South Alabama Regional Planning Commission devise a local COOP for their program. This plan is included as a line item in the current Unified Planning Work Program under Task 1.0.

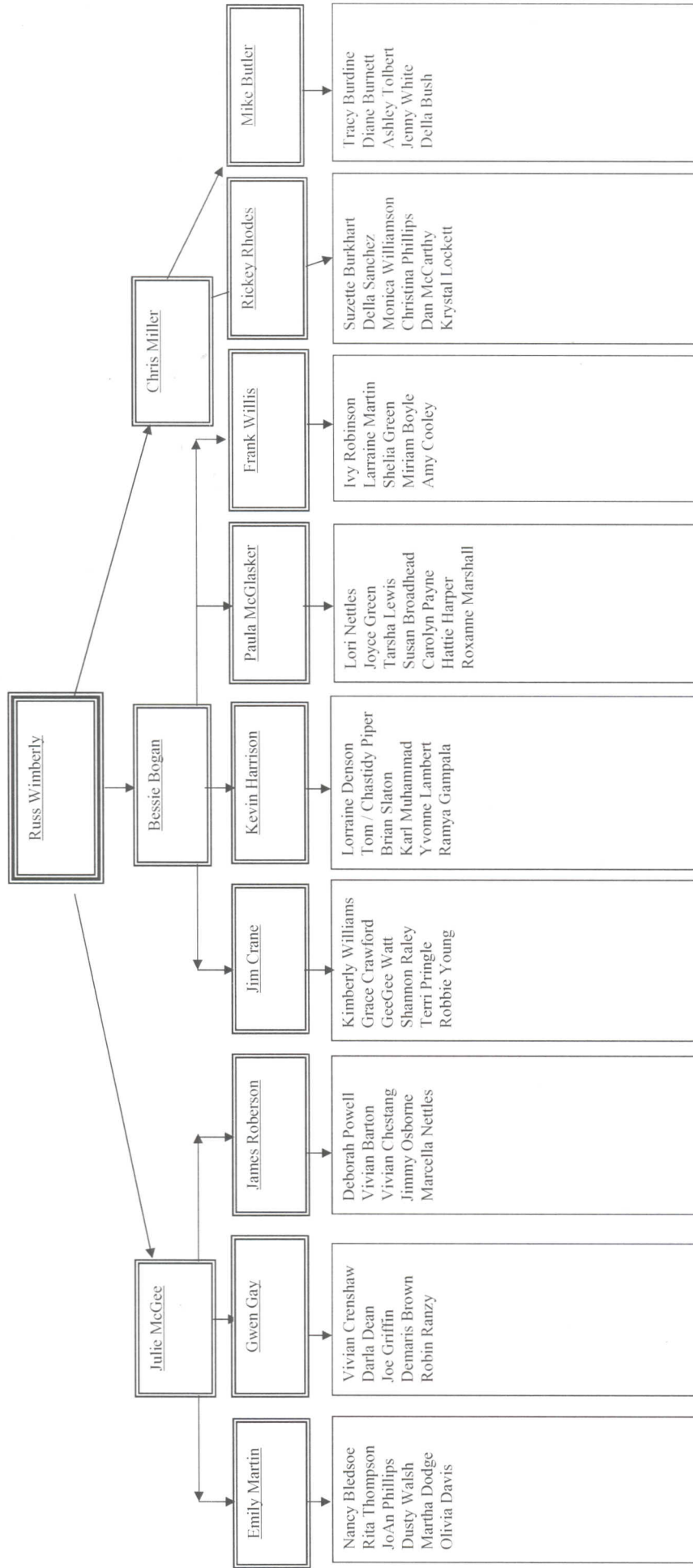
Equipment and Communication:

The equipment of the South Alabama Regional Planning Commission is inventoried through the Commission's accounting department. Each piece of equipment is labeled with a bar code that coincides with a master inventory list kept within the Accounting department. The master inventory list is stored in a fireproof cabinet on the premises of the Commission.

If the Commission is forewarned of a situation, and its Executive Director directs the employees to a temporary alternative work site, the Program Director must decide if the employees should bring the equipment necessary to continuing working and who will be responsible for the equipment (computers, printers, plotters, etc.) once off the premises of the Commission. If the Commission does not have an alternative work site and access is denied to the Commission, each employee has a personal computer at their residence that is capable of performing the duties of their job description, if so directed.

If the situation arises, and the Executive Director must make the decision for the employees to report to the Commission, go to an alternative work site, or stay at home, a telephone tree is set up (Fig. 1) in order to communicate with all SARPC employees. This list is set up so all Baldwin County employees are informed by the same person in situations involving only Baldwin County

SOUTH ALABAMA REGIONAL PLANNING COMMISSION TELEPHONE TREE EFFECTIVE 08/11/10



The Executive Director will activate the Telephone Tree by making the first contacts. It is the responsibility of each person to contact his/her designated individuals. As an example Russ Wimberly calls Julie McGee, who in turn calls Emily, Gwen and James. Emily then calls her contacts in the designated order. If a person is not available, contact the next person on the list. As an example, if Emily Martin is not available, Julie McGee contacts Nancy Bledsoe, who in turn contacts the remaining five people on her portion of the tree. **Please make note of who was not contacted and notify the Executive Director.**

Evacuations:

If an evacuation of the staff is required that poses no threat to the employees standing near the Commission building (fire drills, bomb threat drills, etc.), MATS employees are directed to evacuate the building and report to the parking lot in back of the GM&O building. It is the Program Director’s responsibility that all employees of the MATS program are present and accounted for.

If there is a bomb threat or a danger to persons standing next to the building, and the evacuation must be immediate, employees are directed to report at the northern most point of the GM&O parking lot. This should be ample distance from any destructive force threatening the Commission. It is the Program Director’s responsibility that all employees of the MATS program are present and accounted for.

If a long term evacuation is required, the Executive Director and the Program Directors will assess the situation and communicate through the telephone tree the instructions on where all employees should report, as well as TCC and MPO meetings shall be held.

Backup Procedures:

To ensure that all files and documents of the Mobile Area Transportation Study are safe not only from computer viruses but from being physically damaged, each employee is equipped with an external hard drive that automatically backs up each week. The external hard drive is the responsibility of the employee is times of evacuation.

Voting Procedures:

The Metropolitan Planning Organization members (or their proxy) are the only individuals that can vote when decisions are made regarding the TIP, UPWP, LRTP, etc. The following is a list of the FY 2010 MPO members and contact information:

Mayor, City of Mobile - Hon. Sam Jones (MPO Chairman)	208-7800
Mobile County Commissioner - Hon. Mike Dean	574-3000
Councilman, City of Mobile - Hon. Reggie Copeland	208-7441
Councilman, City of Mobile - Hon. William Carroll	208-7441
Mayor, City of Prichard - Hon. Ron Davis	452-7800
Councilman, City of Prichard – Hon. Troy Ephriam	452-7804
Mayor, City of Chickasaw - Hon. Byron Pittman	452-6463
Mayor, City of Saraland - Hon. Howard Rubenstein	675-5103
Mayor, City of Satsuma - Hon. William Stewart	675-1440 city
Mayor, Town of Creola - Hon. Don Nelson	675-8142 city
Mayor, City of Bayou La Batre - Hon. Stan Wright	824-2171 city
General Manager, Metro Transit - Mr. Tyrone Parker	344-6600
Ninth Division Engineer, ALDOT - Mr. Vince Calametti	470-8204

(Non-voting Members)

Mark Bartlett -FHWA

334-223-7370

Dave Harris - FHWA

334-223-7830

Bob Jilla - ALDOT

334-242-6438

Bill Couch - ALDOT

334-242-6439

Mr. Russell Wimberly – SARPC

433-6541

APPENDIX B

MOBILE MPO PUBLIC INVOLVEMENT PROCEDURES

**MOBILE AREA TRANSPORTATION STUDY
PUBLIC INVOLVEMENT PROCEDURES
Adopted June 15th, 1994; revised on July 25th, 2001;
April 9th, 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 in accordance with the Alabama Open Meetings Act 2005-40, 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 Long Range Transportation Plan (LRTP) 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 LRTP 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 Long Range Transportation Plan (LRTP) 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 LRTP 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 LRTP and TIP include visualization techniques to describe projects. To meet this requirement the LRTP 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](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. 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.

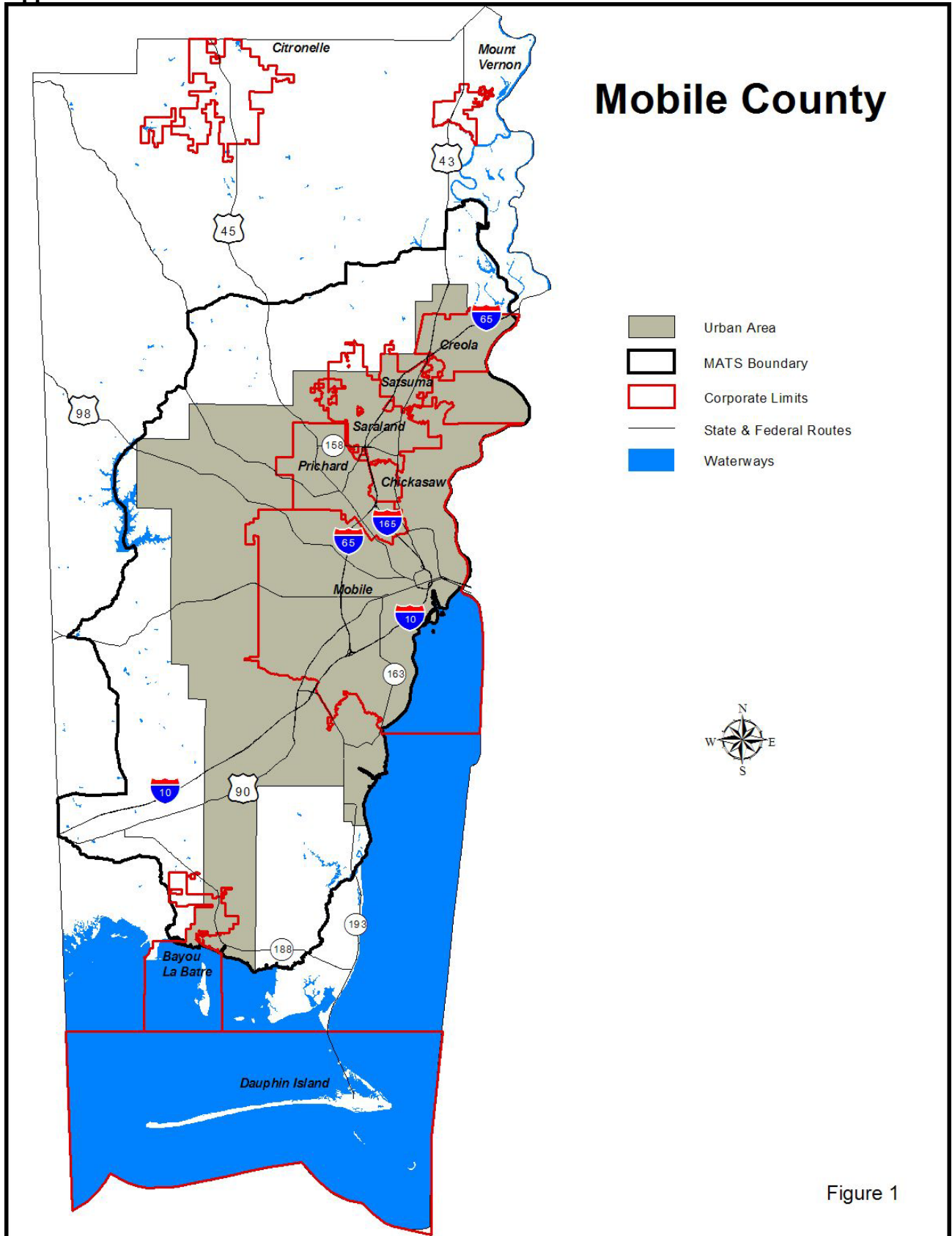


Figure 1

Appendix D

Mobile Metropolitan Planning Organization Abbreviations and Acronyms

3-C	Cooperative, Continuous, Comprehensive
AADT	Average Annual Daily Traffic
AARC	Alabama Association of Regional Commissions
ADA	Americans with Disabilities Act
ADEM	Alabama Department of Environmental Management
ADSS	Alabama Department of Human Services
ALDOT	Alabama Department of Transportation
AMPO	Association of Metropolitan Planning Organizations
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
EPA	Environmental Protection Agency
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
L RTP	Long Range Transportation Plan
MATS	Mobile Area Transportation Study
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act of 1969
NCHRP	National Cooperative Highway Research Program
OFLT	Office for Freight, Logistics, & Transportation
PIP	Public Involvement Procedures
PMP	Program Management Plan
POP	Program of Projects
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy of Users
SARPC	South Alabama Regional Planning Commission
SPR	State Planning and Research
TAZ	Traffic Analysis Zone
TCC	Technical Coordination Committee
TDP	Transit Development Plan
TIP	Transportation Improvement Program
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

