SECTION 5.0
PUBLIC TRANSPORTATION

Public transit plays an increasingly important role in meeting the travel and mobility needs of the Mobile Urban Area. Fixed route and demand response ridership has increased over the past several years. It is important to address the role that public transportation plays in the transportation network and mobility. The goal of public transportation is to enable citizens of the area to move safely, efficiently, and economically within the community. This entails the provision of different types and levels of service, including both fixed route and demand response options. The demand for services is characteristically determined by an area's socio-economic characteristics, such as employment and income, as well as its land use patterns and densities. By promoting the integration of land use and transportation planning to provide mutually supportive development in the next 25 years, Mobile's reliance on the private automobile can be reduced.

- Objectives of the mass transportation system are:
- Provide transit service to the maximum population through availability, frequency, route spacing, and directness.
- Orient routes toward population changes, identify new travel corridors, and develop services to meet the area's needs.
- Pursue the most efficient combination of transportation resources available to provide funding for operations and fleet replacement.
- Develop a fare structure that is affordable to those who need and use the system, while maintaining a fiscally viable operation, balancing generated revenues and funding against cost.
- Encourage multi-modal transportation by providing park-and-ride lots, secure bicycle parking at transit stops, and bike racks on buses.
- Continue to pursue the coordination of the multitude of transportation services for the elderly and disabled.
- Continue to develop public-private partnerships in conjunction with the Mobile Rideshare Program in order to reduce the number of single-occupant vehicles and to maintain or improve air quality.

This section summarizes the current transit system as well as future need and strategies to address those needs. Mobile's public transportation is provided by The Wave Transit System which is operated by McDonald Transit. The Wave operates in the city limits of Mobile and on a limited basis in Prichard. There is currently no public transportation in the other parts of the county. Recently, the Baldwin Rural Area Transportation Service in conjunction with the Wave transit has provided a route with one stop in the Mobile Urban Area. It will be discussed later in the section.

5.1 Existing Public Transportation System

5.1.1 Fixed Route Public Transportation Provided by the Wave Transit

Mobile's public transportation is provided by The Wave Transit System. The Wave operates in the City of Mobile with limited routes in Prichard, Tillman's Corner and Chickasaw. Routes accommodate retail centers, hospitals, and the downtown central business district. The Wave Transit has an annual operating budget of approximately $5.5 million. Approximately $4.3 million is allocated to the fixed route system. The system has 13 routes covering 264 round-trip miles in the municipalities/areas of Mobile, Prichard, Tillman's Corner, Chickasaw, and Schillinger Road/Airport. The Wave Transit System provides a weekday total of 4,534 revenue miles and 332 route hours, requiring 23 buses in peak hours and 22 during off-peak hours; the fixed route fleet totals 34 vehicles. The Wave provides a weekend total of 3,244 revenue miles and 217 route hours, requiring 18 vehicles during peak and off-peak hours. The system employs 112 people. The fixed routes operate from approximately 5:00 a.m. to 10:00 p.m., Monday through Friday, and 6:00 a.m. to 7:00 p.m., Saturday. . As noted in Table 9, The Wave Transit System's regular fare is $1.25, with 104 transfer. Fixed route ridership in FY 2007 is 970,640 passenger-trips at a cost per trip of approximately $7.67. Figure 16 on the following page shows the current system route structure and coverage. Table 10 is data provided by The Wave Transit System showing the FY performance measures.

Extended evening service routes are available for four fixed routes, Route # 5 Highway 45, Route #7 Dauphin, Route #9 Broad/Southside, and Route #10 Crosstown.

Table 9
The Wave Transit System Fare Structure

Regular Fare	$1.25
Senior Citizen w/ Wave ID	$ .60
Medicare Card w/Wave ID	$ .60
Disabled w/ Wave ID	$ .60
ADA w/ Wave ID	$ .60
Student w/ Wave ID	$ .75
Transfer	$ .10
Children 5 & under (Accompanied by a fare paying adult)	Free

Table 10
The Wave Transit System Performance Measures and Operating Expenses

Fixed Route

Total Passenger Trips	1,110,192
Cost Per Trip	$ 7.93
Total Platform Hours	93,515
Cost Per Hour	$ 71.16
Total Operating Expenses Fixed Route	$8,799,216

Paratransit (MAP & Access-A-Ride)

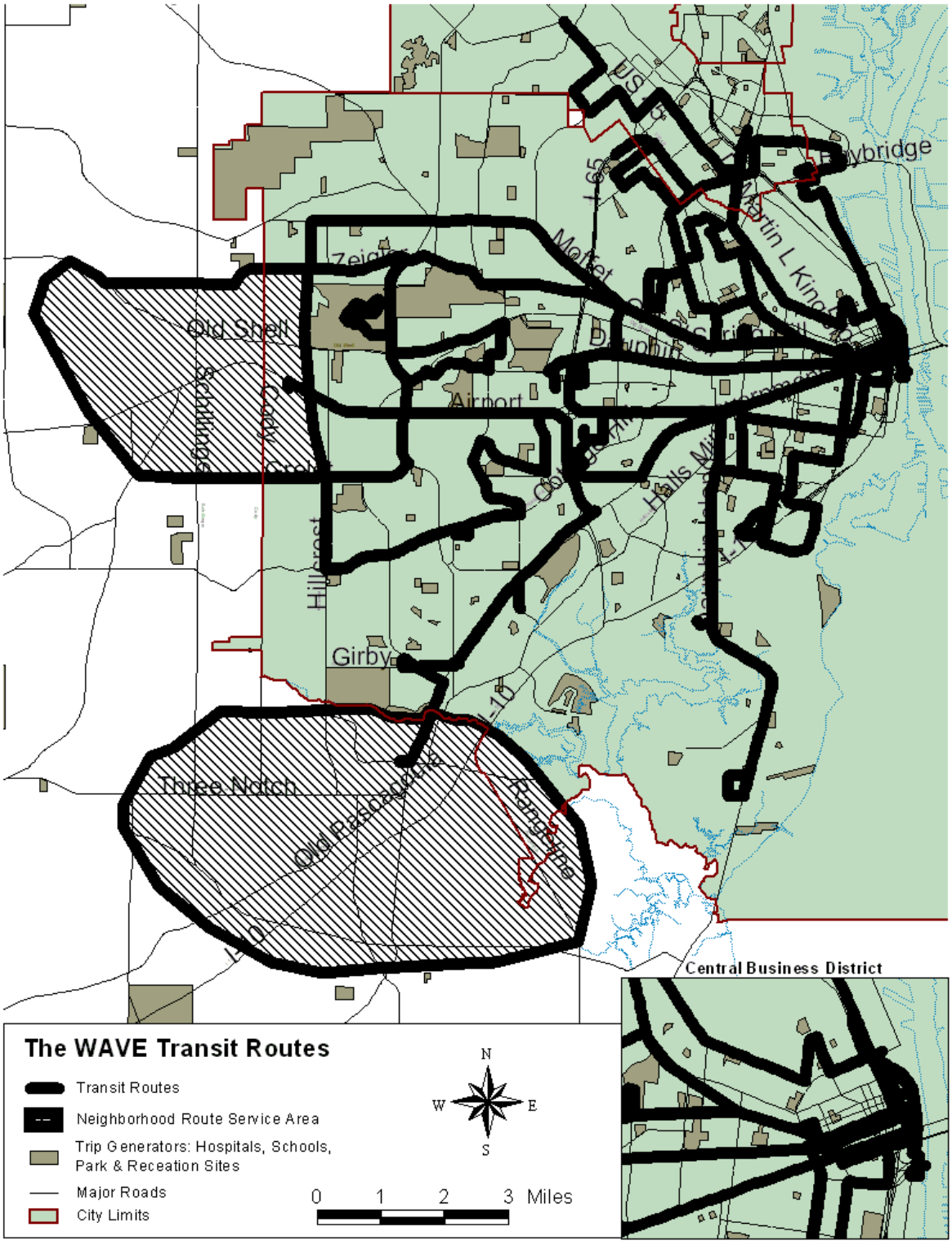
Table 10 (Continued)

Total Passenger Trips	108,523
Cost Per Trip	$ 17.62
Total Platform Hours	57,025
Cost Per Hour	$ 33.54
Total Operating Expenses Paratransit	$1,192,623
Total Operating Expenses	$10,711,839
Total Directly Generated Revenue (Farebox)	$976,219

Table 11
Summary of The Wave Transit System Fixed Route Weekday Scheduled Operations

Route No.	Route Name	Round Trip Miles	Revenue Miles	Route Hours	Headways			Required Buses		
					AM	Day	PM	AM	Day	PM
1	Airport	26.8	338.4	35.07	60	60	60	2	2	2
4	Springhill	21.7	374.1	27.17	60	60	60	2	2	2
5	Highway 45	22.2	592.0	36.76	30	30	30	3	3	3
7	Dauphin Street	19.0	451.3	35.75	30	30	30	3	3	3
9	Broad/Southside/Bel Air Mall	24.9	362.0	26.59	60	60	60	2	2	2
10	Crosstown	28.6	393.0	27.00	60	60	60	2	2	2
11	Texas/DIP	23.3	334.0	27.77	60	60	60	2	2	2
12	Highway 90	32.5	443.6	28.00	60	60	60	2	2	2
14	Moda!	1.9	198.0	26.92	20	20	20	2	2	2
15	Toulminville/Pleasant/ Allison	17.6	194.3	13.83	60	60	60	2	2	2
16	Plateau	9.1	126.0	7.04	30	30	30	.5	.5	.5
18	Cottage Hill/USA	28.2	423.8	24.67	60	60	60	2	2	2
19	Schillinger/Airport Blvd Neighborhood Route				60					
20	Tillmans's Corner Neighborhood Route				60					
	TOTAL	264.2	4,334.5	323.61				25	25	25

Figure 16
Wave Transit Routes



5.2 Special Services

5.2.1 CBD Circulator Service provided by The Wave Transit

The downtown circulator service, Moda!, was implemented in FY 2003. The current route runs down Dauphin Street to Water Street, down Water Street to Monroe Street, down Monroe Street to S. Royal Street, down S. Royal Street to Church Street, down Church Street to Washington Street, and down Washington Street to Dauphin Street. Moda! allows riders access to employment sites and a myriad of tourist activities in the downtown area. This service alleviates some downtown parking issues by having intercept parking, thereby enabling riders to circulate around downtown without having to park each time. Future plans for the expansion of Moda! include a complimenting north-south route once the Maritime Museum, Ferry terminal, are complete. Also in the future, a north-south route will travel to the GM&O Transportation Center to allow riders to transfer to the fixed route system.

5.2.2 Neighborhood Service provided by The Wave Transit

The Wave operates two neighborhood services, one in the Schillinger Road/Airport area and one in the Tillman's Corner area. The services operate on demand response. The riders contact the service 24 hours in advance to set up an appointment. Then the route is planned for the following day. The concept works by providing service to low density neighborhoods by utilizing the hub concept, where smaller vehicles carry riders into hubs or transfers centers which connect to fixed routes. The Wave is currently tracking the ridership on these routes to determine the effectiveness of the service. Future neighborhood routes could be used to service the Grand Bay area, the Bayou La Batre/Coden areas, or other outlying areas.

5.2.3 Access-A-Ride provided by The Wave Transit

The Access-A-Ride program provides same day service and operates from 4:00 a.m. to 9:00 p.m., Monday through Saturday, and 7:00 a.m. through 4:00 p.m. for qualifying customers. Access-A-Ride provides demand response service to persons with disabilities that goes beyond the requirements of the Americans with Disabilities Act. Customers can reserve their trips by calling the Wave the same day they wish to travel, and pay with either coupons or cash for the trip.

5.2.4 Paratransit Service provided by The WAVE Transit

As defined by the Americans with Disabilities Act (ADA) of 1990, persons with a physical or functional disability that limits their capacity to use accessible fixed route public transportation may be eligible for transportation service through The Wave Transit's Mobility Assistance Program (M.A.P.). To qualify for M.A.P., an application form has to be completed and approved. Reservations are required at least one day in advance and can be made 7 days a week.

5.3 Additional Existing Services

5.3.1 Campus Shuttle Service

The University of South Alabama (USA) has an on-campus shuttle system to encourage students to make USA a walking campus. The system has three shuttle routes that circulate the campus. In addition, campus administrators have subdivided the current lots into four designated areas: north, south, east, west. Students are only allowed to park in their designated lot between 7 a.m. and 1:45 p.m., Monday through Friday. One shuttle route will be near the fixed route system of The Wave allowing riders to seamlessly interface between the two systems. The shuttle and parking system has been fully operational by January 2005. The approximately $500,000 yearly cost to run the shuttle service may be offset by increased student fees.

5.3.2 Regional Services - BAYLINC

The Wave Transit System's service area is based on governmental jurisdictions rather than the type of trips made. The public transportation systems in Mobile and Baldwin Counties are completely independent. In order to provide more effective public transportation service, the scope of the systems was expanded to include appropriate regional services. Baylinc which began in November of 2007 is the result of efforts by the Baldwin Rural Area Transportation Service, the Wave Transit, local, state and federal elected official, community leaders, the Baldwin County Public Transit Coalition, and other transit stakeholders. Baylinc allows for regional connectivity between Baldwin and Mobile County. Currently there are 3 routes in the morning originating at various points along the Eastern Shore in Baldwin County. All of the routes end in Bienville Square in Mobile where a connection to the Wave Transit is available. The routes then reverse and return to the Eastern Shore. Average monthly ridership for 2008 was 1,326 and for 2009 was 1,402. Connecting the two systems increases the accessibility of both transit systems and the region as a whole.

5.3.3 Transportation Demand Strategies

Continued development and implementation of Mobile's Rideshare Program should be pursued. SARPC in coordination with The Wave Transit System will continue efforts in the following areas:

- Vanpool: The Wave Transit System has five 12-passenger and eight 15-passenger vans available to lease on a monthly basis. These were purchased with federal funds and a local match. The Wave assumes the operating cost per mile and the lessee pays only for the insurance and fuel to operate the van. The availability of vans for lease to employers who need to move their employees to and from work at an affordable rate should be promoted. Promotion of this service along with vehicle acquisitions, as needed, should be sought in an effort to reduce the reliance on private automobiles and single occupancy travel and to promote the environmental benefits of public transportation.

- Carpool: SARPC currently implements the carpool portion of the local rideshare program, CommuteSmart. Further development of the database and ongoing efforts to reach employers and citizens will continue. CommuteSmart is also advertised in Baldwin County which helps in alleviating regional congestion.
- Flextime: The Wave Transit System will encourage employers to establish flexible working schedules for their employees when possible. As the number of people traveling to and from work at different time's increases, the congestion along Mobile's roads and associated negative impact on air quality can be reduced.
- Tax Incentives: The Wave Transit System will continue to publicize federal tax incentives which allow employers to receive a tax credit by subsidizing their transit or vanpool transportation. This credit, currently $65 per month per employee, will increase in the future. As this financial benefit increases, and as commuting becomes more difficult and costly, transit and vanpool should become more viable options to the public.

5.3.4 Rural Operations

Currently there is no rural public transportation provider in Mobile County. The Wave Transit System is the most logical entity to provide this service. The Wave is currently proposing a county transportation service to ThyssenKrupp in Calvert, Alabama to help alleviate some of the traffic on US Hwy 43. While federal funds for this service are available through the State, local matching funds for capital costs must be secured for vehicle acquisitions and to provide for any operating shortfall.

Higher-density rural areas in northwest and southwest Mobile County should be provided demand response service utilizing smaller vehicles to decrease the initial capital costs and limit operating costs. Another service option is fixed route deviation, which allows routes to be adjusted based on the needs of the passengers in order to maximize geographic coverage. The current structure of the Baldwin County system should be analyzed to determine if this would be feasible in Mobile.

5.4 Future Visionary Transit Projects and Service Development

A Transit Development Plan (TDP) was finalized in March of 2006 which considered 3 alternatives for the Wave fixed-route bus network. The first assumes no change from the current route structure. The second follows the recommendations of the Mayor's Transportation and Accessibility Task Force, which calls for more frequent service and expansion of the service area. The third alternative, Network Re-Alignment, considers a number of changes to the current Wave system based on the desire to incrementally build demand on the Government/Airport Blvd. Corridor to support eventual Bus Rapid Transit and other alternatives suggested in the TDP public outreach process. This third alternative is the recommended alternative and establishes a foundation for the Wave to further grow the system as funding becomes available.

5.4.1 Alternative 1: No Change

This alternative assumes that the current transit network continues as it presently operates. No changes are assumed in terms of routing or frequency.

The principal advantage of this alternative is that there is no disruption to the Wave's current customer base. The disadvantage is that this structure, despite recent increases in ridership, has not proven to be productive compared to the Wave's transit peers and is unlikely to attract a broader market due to the circuitous routes.

5.4.2 Alternative 2: Mayor's Transportation/Accessibility Task Force Recommendations

This alternative assumes that the existing current fixed-route transit network remains essentially the same, but new park-n-ride services would be added, new routes in West Mobile would be added, frequencies are improved to every 30 minutes during peak periods and late evening service is added on a total of seven routes. The table below lists the individual route by route improvements.

Table 12
Alternate 2 Transit Improvements

Num-ber	Route	Current Weekday Headway	Recom-mended Peak-Hour Headway	Current Weekday End of Service	Recommended End of Service
1	Airport	60	**30**	6:55 PM	**9:55 PM**
4	Spring Hill	60	**30**	6:55 PM	**9:55 PM**
5	Highway 45	60	**30**	10:25 PM	10:25 PM
7	Dauphin St.	60	**30**	9:55 PM	**9:55 PM**
9	Broad/Southside/BelAir Mall	60	**30**	9:55 PM	9:55 PM
10	Crosstown	60	**30**	9:55 PM	9:55 PM
11	Dauphin Island Pkwy (2)	60	**30**	6:40 PM	**9:40 PM**
12	Hwy 90/Tillman's Corner	60	**30**	7:25 PM	**10:25 PM**
14	Moda!	10	10	6:00 PM	6:00 PM
15	Toulminville	60	**30**	6:40 PM	**9:40 PM**
16	Plateau/Prichard	60	**30**	6:50 PM	**9:50 PM**
18	Cottage Hill/USA	60	**30**	6:55 PM	**9:55 PM**
19	Schillinger/Airport Neighborhood	60	60	6:55 PM	6:55 PM
20	Tillman's Corner Neighborhood	60	60	6:55 PM	6:55 PM

Bold type indicates resulting improvements

Source: Wave Transit Development Plan

5.4.2.1 Transit Improvements (Alternative 2)

In addition to these improvements to the Wave's existing routes, this alternative calls for the following new routes:

- Saraland Plaza Shopping Center Park-n-Ride Express: New express service to Downtown Mobile, with two morning and two evening weekday trips.
- Winn Dixie at Schillinger & Ziegler Park-n-Ride Express: New express service to Downtown Mobile, with two morning and two evening weekday trips.
- Theodore Dawes & Hwy 90 Park-n-Ride Express: New express service to Downtown Mobile, with two morning and two evening weekday trips.

- Cody Rd.: New local route between the University of South Alabama campus and West Mobile.
- Extend Route 1 Airport Blvd. to Mobile Regional Airport: New extension of the existing Route 1 west to Mobile Regional Airport.
- New North-South Services: A series of new routes are proposed to connect the Greyhound bus station, cruise terminal, and Brookley Complex.

While this alternative adds a significant amount of service, it does not address the underlying finding in the peer review that the base Wave system generates lower ridership than its peers for the amount of service currently offered. Therefore, this alternative runs the risk of actually lowering the number of passengers per hour carried on Wave fixed-route services.

5.4.3 Alternative 3: Network Re-Design

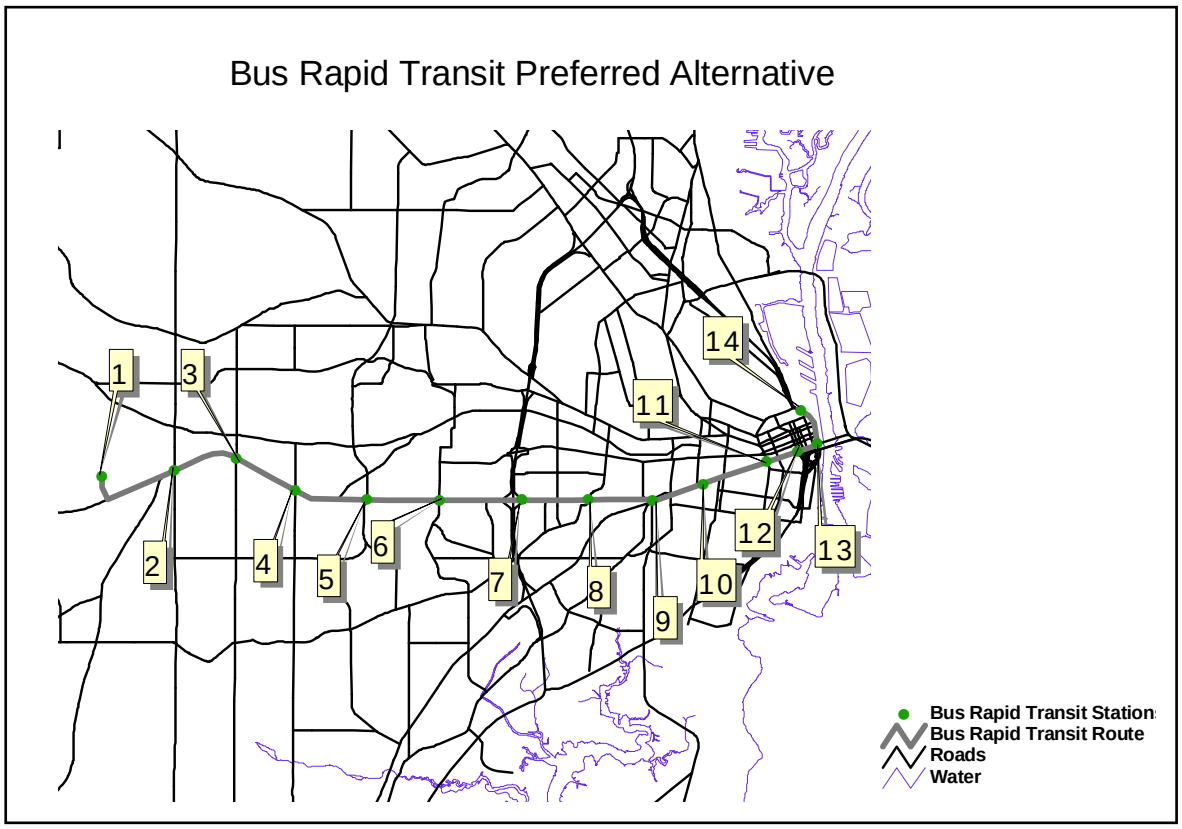
Under this alternative, a comprehensive and continuous service re-design process would begin with transit services evaluated based on their individual effectiveness in reaching their target markets. The current fixed-route network would be re-designed to improve overall customer travel times and more efficiently utilize the current fleet in order to build the foundation for future Bus Rapid Transit along the Government/Airport corridor extending from Downtown to the Mobile Regional Airport. In developing this alternative, the Wave network is segmented into a classification of different service types to create a Menu of Services. The different service types are: Rapid Transit, Trunk Routes, High-Density Circulators, Lifeline Routes, and Neighborhood Services. A description of each service type follows.

5.4.4 Bus Rapid Transit

These services operate along an exclusive or semi-exclusive right of way to offer competitive travel times to driving in traffic. Service is frequent (at least a trip every 15 minutes during peak hours) and operates throughout most hours of the day (including late evenings) seven days per week. These services operate with 30-foot or larger transit buses that are fully accessible and offer the latest in Advanced Passenger Transportation Systems technology. Most stops include lighted shelters, and many also include park-n-ride lots.

A Transit Connection Study Was completed in July 2004 that evaluated Transit Technology. The study determined that Bus Rapid Transit along the Government Street/Airport Boulevard corridor in incremental development produces a higher ridership with lower costs when compared to other options.

Figure 17
Bus Rapid Transit Alternative



5.4.5 Trunk Routes

These bus routes operate frequently (at least a trip every 30 minutes during the peak hours, and every 60 minutes at other times) with 30-foot or larger transit buses. Service operates six to seven days per week and into the late evenings. Heavily-used stops and transfer points include lighted shelters.

5.4.6 High-Density Circulators

The circulators operate frequently (at least every 20 minutes) on short routes in dense areas, generally radiating from transit hubs. The Wave's current example of this type of service is Moda!. These services operate with smaller vehicles.

5.4.7 Lifeline Routes

These traditional bus routes operate at least every 60 minutes on weekdays, and may offer more limited service on Saturdays. These routes feed into trunk routes and rapid transit lines at transit hubs.
Neighborhood Services

Neighborhood services are offered where traditional bus routes are not practical. With smaller vehicles, these services are able to access residential streets and pick up passengers at the curb. They offer timed transfers at sheltered stops with a lifeline or other bus route to provide full access to the entire Wave system. They operate at least every hour on weekdays.

With these service types in mind, a focus group reviewed the current Wave route structure and established new concepts for services. As heard throughout the public outreach process during the Transit Development Plan, the focus group also cited the need for quicker, more direct, and more frequent Wave service. Specific route concepts were for service along:

- Michigan Ave.
- Direct service between Prichard and North Mobile to Brookley Field
- Direct service between the University of South Alabama, Bel Air Mall, and Downtown
- Expansion of fixed-route service to West Mobile if demand grows beyond the capabilities of the proposed Neighborhood Services.

Table 13
Cost and ridership changes of Alternatives

	Annual Ridership	Annual Operating Cost (2006 $'s)	Incremental Capital Investment (2006 $'s)
Alternative 1: Existing Network	736,000	$4,344,000	$0
Alternative 2: Mayor's Task Force Recommendations (Frequency Improvements only)	956,800	$6,342,000	$7,440,000
Alternative 3: Network Re-Alignment	821,000	$4,422,000	$0

Source: Wave Transit Development Plan

5.4.8 Cost and ridership changes of Alternative 1

Based on the Transit Development Plan done for the Wave Transit in 2006 as shown in Table 13, annual ridership on the fixed-route bus network is approximately 736,000, and costs approximately $4.3 million annually to operate. Because Alternative 1 has no change, the current ridership and operating expense would basically remain the same.

5.4.9 Cost and ridership changes of Alternative 2

Alternative 2 is estimated to generate 957,000 passengers annually (calculated by assuming that 50 percent of the ridership will benefit from the new weekday peak-hour headway improvement from 60 minutes to 30 minutes, increasing 50 percent of the base ridership by 60 percent). Alternative 2 is estimated to cost nearly $2 million

more per year to operate, and require an initial capital investment of $7.4 million to purchase the 24 new buses to provide the new service. While the full recommendations assumed in this alternative include additional bus routes and the expansion of night service, only the impact of the weekday peak-hour frequency improvements are assessed here. If the full alternative were implemented, it would require an additional 20 buses for a capital investment of $6.2 million plus an additional $1.9 million in annual operating costs (from the Transportation Accessibility Task Force report of November 15, 2005). This would bring the total annual operating cost of Alternative 2 to over $8.2 million and a capital investment of $13.6 million.

5.4.10 Cost and ridership changes of Alternative 3

Alternative 3 is forecast to generate 85,000 more passenger trips per year, for a total of 821,000, as discussed in detail at the beginning of Section 6. Operating costs for the proposed fixed-route network are estimated to be $4.422 million, approximately $78,000 more per year than the current operation. No additional buses are required, so there is no incremental capital investment required.

Therefore, Alternative 3 is the recommended alternative for the Service Plan for this TDP. This alternative responds to the community's desire for more frequent bus service on the most heavily traveled corridors while providing more direct bus routes concentrated on the downtown hub at the GM&O Transportation Center. While there could be an additional annual operating cost of $78,000, most of it could be offset by additional fare revenue. The current Wave bus system generates $590,000 annually in fare and pass sales, resulting in an average fare of 80 cents per passenger. The increase in ridership generated by Alternative 3's system would therefore increase fare and pass revenues by $66,000, leaving just a $12,000 difference in operating subsidy requirement. This increase in operating cost could be further offset by accompanying changes in the ADA complementary paratransit service area covered by MAP.

Due mainly to changes in the area north of the University of South Alabama, where fixed-route bus service will be replaced by Neighborhood Service, just 85.2 percent of trip origins and 86 percent of trip destinations will be within the new ¾ mile ADA complementary paratransit service area These figures compare to the current 94.1 percent of trip origins and 94.2 percent of trip destinations are within the Wave service area. If the Wave can successfully transition the 8.55 percent of MAP trips that will no longer be in the .75 mile service area to the new Neighborhood service, this would be a reduction of 2,626 trips per year. At an average cost of $76.67 (excluding fare revenue), if just a quarter of these passengers are successfully transitioned to neighborhood service, the cost savings could equal over $50,000 annually. If half are transitioned, then the savings reaches nearly $101,000 annually. While this savings is not assumed in the TDP, the Wave is strongly encouraged to pursue this shift in order to help reduce what is now perceived as ever-increasing demand for paratransit service. These figures are based on the Wave's fiscal year 2004 National Transit Database reporting. They may be higher than actual savings

as the Wave brought its demand response operations in house in October 2004 and reduced the overall operating truck.

Because of the community's overwhelming desire for more frequent service, the Wave could improve headways on several routes as resources are made available. For this TDP, it is assumed that in 2011 the Wave will be able to acquire additional buses to expand service on the new routes 5A, 5B, 7, and 15. On these services, headways will improve from every 60 minutes to every 30 minutes during weekday peak periods, and will result in 15 minute headways on the route 5 trunk between Wilson & St. Stephens, downtown, and Brookley Field.

In addition, as these services are implemented, the Wave should evaluate additional night service and the feasibility of Sunday service. Both were suggested through the public outreach process and the need will be better assessed once the new services are operational.

5.5 Future Capital Improvements

Capital improvements will continue to be implemented. The following is a list of projects planned for inclusion in future Transportation Improvement Programs.

5.5.1 City of Prichard Transportation Hub

The Prichard Station will serve as the northern transfer site in the MATS area. Many Wave trips originate in Prichard, which lacks any passenger amenities, including ticket sales. This station should be developed to accommodate a ticket outlet, to provide shelter from the elements, and to serve as the northern transit hub for express service options.

5.5.2 West Side Transfer Station

A West Side facility is currently being planned and sites are being screened. This facility should serve as a hub for the feeder services, express service via the Interstate, and the main trunk routes. Shelter from the elements will also be provided at this facility.

5.5.3 Buses

The Wave Transit system recently acquired 12 new vehicles through American Recovery and Reinvestment Act. Ten buses were for the fixed routes and two were for demand response. On-going fleet replacement is necessary to address safety requirements, new technological advancements, and increased passenger comfort.

5.5.4 Passenger Amenities

Improved infrastructure through the normal planning process includes passenger amenities such as additional signage, route markers, timetables and additional bus shelters. The shelters are standard and custom depending on the area. There are

also improved passenger amenities planned for the GM&O Transportation Center such as shelters, benches, trash cans and cigarette disposers. An ADA Crosswalk and wayside signage is also scheduled.

Along with Wayside/Electronic Signage at the GM&O Transportation Center, signage is planned for Government/Joachim Street, Dauphin/St. Emmanuel Street, Bel Air Mall, and St. Francis/Joachim Street.

5.6 Future Additional Capital Improvements

5.6.1 Mobile Intermodal Passenger Terminal Complex

In 2001, the City of Mobile initiated the “Mobile Waterfront Terminal Complex.” The strategic basis of this effort is to re-establish passenger ferry service on Mobile Bay as an alternative transportation activity to reduce commuter-based and excursion-based vehicle impacts on an already overcrowded segment of Interstate 10. The Intermodal Passenger Complex will link passenger ferry and rail operations with landside public transportation. The complex will also create a gateway to the City of Mobile from the communities of Fairhope, Daphne, Gulf Shores, Orange Beach and others.

5.6.2 The Intermodal Passenger Terminal Complex includes 4 elements:

5.6.2.1 Passenger Terminal (Ferry & Rail)

The Passenger Terminal will provide for the re-establishment of passenger ferry service from a modem hub terminal located immediately adjacent to the City of Mobile's government, business and entertainment district to the many communities on the Eastern Shore of Mobile Bay, such as the City of Fairhope, as well as other communities along the Alabama Gulf Coast, such as Gulf Shores and Orange Beach. The City’s new waterfront development will serve as an intermodal terminal complex. The terminal will serve as a ferry terminal in the future as well as a transfer site for the downtown circulator that is offered through the Wave Transit.

In addition to serving as a ferry and transit connection, the terminal will serve as a high speed rail platform. There has been an interest to reinstate the Sunset Limited Rail Service by Amtrak through the City of Mobile. Studies are also being done on the Gulf Coast Rail Corridor with possibilities of passenger rail links from Mobile to Montgomery.

5.6.2.2 Parking Garages

Due to space limitations at the riverside site of the Passenger Terminal Facility, a multi-story parking garage was identified in the original master plan as a critical component to the Intermodal Terminal Complex.

5.6.2.3 Pedestrian Bridge

A pedestrian bridge was included in the master plan to provide safe access for

pedestrians traveling from the downtown area to the Passenger Terminal Facility, as well as to and from the proposed multi-story parking garage and other off-site parking locations due to the existing eight-lane arterial highway and twin -track rail corridor that run adjacent to the waterfront.

5.6.2.4 "Visitors Square"

The "Visitors Square" will serve as the main off-site staging area for downtown pedestrian access to the Passenger Terminal Facility. It will also serve as an orientation site and enhance mobility by providing links to other downtown venues and businesses. This includes connections to additional transportation opportunities beyond those provided directly at the waterfront terminal for visitors arriving via ferry or rail and entering the downtown core government, business and entertainment district by using the pedestrian bridge. This project element will also serve as a staging area for a federally supported bicycle route known as the "Crepe Myrtle Trail". "Visitors Square" will make downtown Mobile and the waterfront more pedestrian friendly and provide for connections to alternative means of transportation.

Table 14 shows the funds that have been committed as well as requested in relation to the Intermodal Passenger Terminal Complex.

Table 14
2009 Intermodal Passenger Terminal Complex (2009 dollars)

	TIGER Funds (requested)	State Funds (ALDOT)	Federal Funds	Local Funds (City of Mobile)	Private Funds	Total Funds
Land Acquisition (COMPLETED)	0	0	0	6,000,000	0	6,000,000
Site Work & Infrastructure (Planning, Design & Construction -COMPLETED)	0	0	$13,500,000	0	0	$13,500,000
Construction: Maritime Terminal Complex (less Passenger Terminal element)	0	0	6,800,000	0	$7,000,000	13,800,000
Intermodal Passenger Construction: Passenger Terminal Element, Waterfront Parking Garage, Pedestrian Bridge, Visitors Square Assemblage Area (capital and support)	19,000,000	2,125,000	1,950,000	0	3,000,000	26,075,000
TOTALS:	19,000,000	2,125,000	22,250,000	6,000,000	10,000,000	59,375,000

5.7 Transit Funding

Finance plays a central role in shaping urban transportation policy and transit system design. The provision of transit service in Mobile is a direct function of available fiscal resources to run the system. Historically, the system's dependence on the declining source of federal funding has hurt the system and has underscored

the necessity for a dedicated source of funding to insure its vitality. The operating budget currently consists of five major sources: (1) directly generated revenue (fare box), (2) local capital allotment, (3) local operating grants, (4) Job Access Reverse Commute grants, and (5) annual 5307 grants. A summary of operating grants are listed in Table 15. It should be noted that neither the State of Alabama nor any local government other than the City of Mobile provides funding to The Wave Transit System even though service is provided to other political jurisdictions.

Table 15
Mobile Urban Area Transit Funding Projections (in 2008 dollars)

MOBILE URBAN AREA
TRANSIT OPERATIONS, PREVENTATIVE MAINTENANCE, AND CAPITAL COSTS
FEDERAL FUNDS ONLY
December 10, 2009
(COSTS IN THOUSANDS)

FUNDING CATEGORY	FY 2007	FY 2008	AVERAGE PER YEAR	25 YEAR PROJECTION
*SECTION 5307 (URBAN)	$2,669	$2,669	$2,669	$66,725
SECTION 5311 (NON-URBAN)	$105	$123	$114	$2,850
SECTION 5310 (ELDERLY & DISABLED)	$82	$902	$492	$12,300
SECTION 5316 (JARC)	$563	$604	$584	$14,588
SECTION 5317 (NEW FREEDOM)	$146	$157	$152	$3,788
TOTAL	**$3,565**	**$4,455**	**$4,010**	**$100,250**

*Section 5307 Funds are based on the Federal Register February 28, 2008.

During the next 25 years, a dedicated and secure source of funding other than the City's general revenue funds should be identified. This will provide stability and insure the availability of adequate funding for operating the transit system. It will enable the system to better prepare for the future. Possible sources of additional funding for public transportation are discussed below.

5.8 Congestion Mitigation and Air Quality (CMAQ)

Should the Mobile area be designated as non-attainment with regard to air quality, the MPO will have access to additional funding to implement more rideshare programs and other transit services designed to reduce the amount of cars on the roads and to consequently improve air quality.

5.9 Local Funding

Additional local funding could be provided through different sources. Some cities across the country have enacted a sales tax that has been dedicated to the provision of mass transportation services. Although this is possible, it is viewed as

an unlikely source of funding due to the already high sales taxes in Mobile and the general lack of interest in public transit in the region.

5.10 State Funding

The State of Alabama currently does not provide financial operating assistance to public transportation systems. Changes in the State's Constitution should be made to allow such a transfer. Additional changes at the State level could also be pursued to allow the implementation of state-wide vehicle safety and maintenance inspection. The money derived from such an effort could be earmarked to cover some operational expenses of transit systems across the state.

5.11 5307 Funds

These are the local urbanized formula funds appropriated from the U.S. Congress and distributed through the Federal Transit Administration (FTA). Additional legislative changes in the appropriations process could significantly increase or decrease the amounts of federal subsidy. Since 1998, the Mobile transit system has not been eligible to receive operating assistance due to the size of the urban area, which exceeds the 200,000 population cap for operating assistance.

5.12 Rural Funding

When the implementation of rural service begins, the County would collect its state distributed funds for the provision of rural service; the required matching funds would have to be obtained from local governments.

5.13 Transit Summary and Conclusions

The long range plan identifies several key strategies and actions needed to maintain, improve, and secure the provision of mass transportation services in the Mobile area. Constant planning and review processes are necessary in order to measure the movement of the system towards the desired goals. Increased capital investment and infrastructure to complement the current land use policies should increase the effectiveness of the system overall. Additional service options offered to the public will increase the accessibility and usage of the system. Finally, efforts to secure and maintain stable funding sources to offset operating losses must be achieved in order to provide many of the transportation investments outlined in this plan.

If demand response were operated exclusively for the evening service, it could be provided with minimal additional cost because the current fleet is inactive at these times. A 24-hour notice for service would be requested by the patron and routing implemented the day before a trip is taken. This type of service could also be implemented using a different fare structure which would allow for a better cost-recovery ratio. When the four routes start evening service, the service will be analyzed for improvements in the accessibility for riders. With the knowledge gained

from these initial endeavors in evening services, the most economical and fair service can be determined, whether along the fixed route system or the demand response service.