

EASTERN SHORE MPO
BALDWIN COUNTY SATELLITE COURTHOUSE
1100 FAIRHOPE AVENUE
FAIRHOPE, ALABAMA 36532
TELEPHONE: (251) 990-4640 (251)-990-4643
FAX: 251-580-2590
WWW.EASTERNSHOREMPO.ORG

COMBINED MEETING AGENDA

AS OF 12/28/2020

Policy Board Work Session: Wednesday, January 13, 2021; 10:00 AM
Baldwin County Satellite Courthouse (Fairhope)
1100 Fairhope Avenue
Fairhope, AL 36532

Bike/Pedestrian Advisory Committee: Tuesday, January 19, 2021; 9:00 AM
Baldwin County Satellite Courthouse (Fairhope)
1100 Fairhope Avenue
Fairhope, AL 36532

Citizens Advisory Committee: Tuesday, January 19, 2021; 1:00 PM
Baldwin County Satellite Courthouse (Fairhope)
1100 Fairhope Avenue
Fairhope, AL 36532

Technical Advisory Committee: Wednesday, January 20, 2021; 10:00 AM
Baldwin County Satellite Courthouse (Fairhope)
1100 Fairhope Avenue
Fairhope, AL 36532

Policy Board: Wednesday, January 27, 2021; 10:00 AM
Baldwin County Satellite Courthouse (Fairhope)
1100 Fairhope Avenue
Fairhope, AL 36532

CALL TO ORDER/INVOCATION/PLEDGE

ROLL CALL

PRESENTATION BY MR. STEVE RUSSELL RE MOBILE RIVER BRIDGE AND
BAYWAY WIDENING PROJECT (**Policy Board Work Session**)

ELECTION OF OFFICERS

APPROVAL OF MINUTES

NEW BUSINESS

- 1. Action** – Adopting 2045 Long Range Transportation Plan (LRTP) (**All**)

2. **Action** – Adopting Statewide Performance Measures and Targets (**All**)
3. **Action** – State Amendments to the Transportation Improvement Program (TIP) (**All**)
 - CARES Act Apportionment – FY21 Operating
 - Widening of I-10 from East End of Bayway to 0.5 Miles East of SR-181
4. **Action** – Amending FY 2021 Unified Planning Work Program (UPWP) (**All**)
5. **Action** – Appointing Citizen Advisory Committee (CAC) Members (**All**)
 - Mrs. Coley Boone
6. **Discussion** – Widening I-10 from 0.5 Miles East of SR-181 to SR-59 (**All**)
7. **Discussion** – Twin Beech Road and Boothe Road Intersection Improvements (**All**)
8. **Informational** – MPO Coordinator’s Report (**All**)
 - ALDOT Project Update:
 - SR 181 Widening
 - US 31
 - SR 181 and I-10, Diverging Diamond
 - Intersection Alignment at US 90/SR 59
 - Project Update:
 - CR34 Signal
 - Fairhope Transit Project
 - Loxley Transit Project
 - Advisory Committee Vacancies
 - Monthly Member “Spotlight”
 - MPO Logo
 - Planning and Development Update

NEXT MPO MEETINGS (**All**)

- **Policy Board Work Session:** Wednesday, April 14, 2021; 10:00 AM; Baldwin County Satellite Courthouse (Fairhope)
- **BPAC Meeting:** Tuesday, April 20, 2021; 9:00 AM; TBD
- **CAC Meeting:** Tuesday, April 20, 2021; 1:00 PM; TBD
- **TAC Meeting:** Wednesday, April 21, 2021; 10:00 AM; TBD
- **Policy Board Meeting:** Wednesday, April 28, 2021; 10:00 AM; TBD

PUBLIC FORUM (**All**)

- **Members of the Public:**
- **Members of the Press:**
- **Board/Committee Members:**

ADJOURNMENT (**All**)

APPROVAL OF MINUTES
APPROVAL OF MEETING MINUTES FROM PREVIOUS MEETINGS

Eastern Shore MPO AGENDA ACTION FORM
<p>Policy Board Work Session – January 13, 2021</p> <p>Bicycle and Pedestrian Advisory Committee (BPAC) – January 19, 2021</p> <p>Citizens Advisory Committee (CAC) - January 19, 2021</p> <p>Technical Advisory Committee (TAC) - January 20, 2021</p> <p>Policy Board - January 27, 2021</p>
SUMMARY
<p>Approval of Meeting Minutes:</p> <ul style="list-style-type: none">• Bicycle and Pedestrian Advisory Committee (BPAC)• Citizens Advisory Committee (CAC)• Technical Advisory Committee (TAC)• Policy Board
ATTACHMENT(S)
<ol style="list-style-type: none">1.) July 2020 BPAC Meeting Minutes2.) July 2020 CAC Meeting Minutes3.) July 2020 TAC Meeting Minutes4.) July 2020 Policy Board Meeting Minutes

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)
FAIRHOPE, ALABAMA
JULY 14, 2020
8:30 AM

CALL TO ORDER/PLEDGE/INVOCATION.

- Chairperson Mr. Jeff Hudson called the meeting to order at 8:31 A.M.
- Invocation was said by Mr. Hudson
- Pledge was led by all

ROLL CALL

Mrs. Sislak called the roll.

- **Members present:** Mr. Payton Rogers, City of Daphne; Mr. Jeff Hudson, City of Fairhope; Ms. Gail Yongue (Virtual), Baldwin County; Mr. Mark Wetzel, City of Daphne; Mrs. Katie Bolton (Virtual), City of Fairhope; Mrs. Nancy Johnson (Virtual), Baldwin County; Mrs. Valery Smith (Virtual), Baldwin County.
- **Members absent:** Mr. Jeff Sheldon, City of Spanish Fort; Ms. Kathie LaRose, City of Spanish Fort; Mr. David Wells, City of Fairhope; Ms. Meredith Montgomery, City of Fairhope; Mr. Dewane Hayes, Baldwin County; Mr. David Ringler, City of Daphne; Mr. Phil Wilbourn, City of Daphne; Mr. Raymond Lovell, Town of Loxley.
- **Others present:** Mrs. Sarah Sislak, MPO Coordinator; Mrs. Katrina Taylor, ESMPO Technician; Mr. Edwin Perry, ALDOT.

DRAFT 2045 LONG RANGE TRANSPORTATION PLAN (LRTP) PRESENTATION

Mrs. Sislak updated the Committee on the status and project selection of the Draft 2045 LRTP.

APPROVAL OF MINUTES

MOTION: By Mr. Payton Rogers to approve the January 2020 minutes. The motion was seconded by Mr. Mark Wetzel.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

NEW BUSINESS

1. Action – Adopting the 2020 Public Participation Plan (PPP) (**All**)

Mrs. Sislak stated that the Public Participation Plan outlines how MPO staff will communicate and involve the public in planning activities. The requirement to publish a Final document for Public Comment was removed and the Public Comment Period for the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) was reduced to 14 days. A Draft version of the PPP was published for Public

Comment for 45 days from February 28, 2020 – April 12, 2020. No formal comments were received.

MOTION: By Mr. Wetzel to recommend the Policy Board adopt the 2020 Public Participation Plan. The motion was seconded by Mr. Rogers.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

2. Action – Adopting the FY 2021 Continuity of Operations Plan (COOP) (All)

Mrs. Sislak stated that the FY 2021 COOP outlines the policy and procedures that the MPO Staff will take if there is a catastrophic event or emergency. Procedures for Threats to Human Health were added to address the current pandemic.

MOTION: By Mr. Rogers to recommend the Policy Board adopt the FY 2021 Continuity of Operations Plan. The motion was seconded by Mr. Wetzel.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

3. Action – Adopting the FY 2021 Unified Planning Work Program (UPWP) (All)

Mrs. Sislak explained that the FY 2021 UPWP is the administrative planning budget. Funding levels remain the same as FY20. Federal: \$199,181.60, Local: \$49,795.40 covered by the BCC. This document was published for Public Comment from June 1, 2020 - June 30, 2020. No formal comments were received. The Draft version will be adopted as the Final.

MOTION: By Mr. Rogers to recommend the Policy Board adopt the FY 2021 Unified Planning Work Program. The motion was seconded by Mr. Wetzel.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

4. Action – Adopting the FY 2021 Cost Allocation Plan (CAP) (All)

Mrs. Sislak stated that the FY 2021 CAP outlines administrative expenses incurred by the MPO and produces indirect cost ratios used for reimbursement by ALDOT. The fringe benefit rate is 62.81% and the indirect allocation rate is 37.26%. The FY 2021 CAP has been reviewed and approved by ALDOT.

MOTION: By Mr. Rogers to recommend the Policy Board adopt the FY 2021 Cost Allocation Plan. The motion was seconded by Mrs. Katie Bolton.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

5. Action – Obligating 5307 Funds to the Town of Loxley (All)

Mrs. Sislak stated that the Town of Loxley has requested the use of 5307 transit funds to construct a transit hub at the Loxley Municipal Park. The total cost is \$978,294.42 (\$782,635.54 Federal, \$195,658.88 Loxley).

MOTION: By Mrs. Valerie Smith to recommend the Policy Board obligate 5307 funds to the Town of Loxley. The motion was seconded by Mrs. Bolton.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

6. Action – Public Transportation Agency Safety Plan (PTASP) (All)

Mrs. Sislak explained that the Alabama Department of Transportation developed the Public Transportation Agency Safety Plan (PTASP) in cooperation with the Baldwin Regional Area Transit System (BRATS). This safety plan is a Federal Transit Administration (FTA) requirement for the 5311 and 5307 grants.

MOTION: By Mr. Wetzel to recommend the Policy Board adopt the Public Transportation Agency Safety Plan. The motion was seconded by Mr. Rogers.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

7. Action – Support of Local Toll Authority for BBEII (All)

Mrs. Sislak explained that the Baldwin County Commission is requesting support for the creation of a Local Toll Authority for the Baldwin Beach Express II. The proposed Baldwin Beach Express II would extend the northern terminus of the Baldwin Beach Express North to connect to Interstate 65. An amendment to create the Toll Authority will be on the November ballot.

MOTION: By Mrs. Nancy Johnson to recommend the Policy Board adopt the Resolution of Support for the Local Toll Authority for BBEII. The motion was seconded by Mr. Rogers.

- Discussion: Committee members had questions regarding the project schedule and toll amount, and Mrs. Sislak informed the Committee that it will not be known until the Local Toll Authority is established.
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

8. Action - State Amendments to the Transportation Improvement Program (TIP) (All)

Mrs. Sislak stated the Alabama Department of Transportation (ALDOT) requests the following changes be made to the FY20-23 Transportation Improvement Program (TIP):

- Project: 100070392 (PE) Federal aid number: NH I010 County: Baldwin Project Description: Widening on I-10 from East End of Bayway to 0.5 Mile East of SR-181; Target Start Date: 4/1/2022; Engineers Estimate: \$500,000
- Project: 100070740 (PE) Federal aid number: ST-002-042-028-PE County: Baldwin Project Description: Adding Turn Lanes on CR-44 and Upgrading Traffic Signal at CR-44 and SR-42 (US-98); Target Start Date: 12/1/2019; Engineers Estimate: \$9,947.00
- Project: 100072025 (TR) Federal aid number: PDFTA98 TR20 County: Baldwin Project Description: Section 5307 Transit CARES Act Apportionment for Operating FY 2020; Target State Date: 7/1/2020 Engineers Estimate: \$158,000.00
- Project: 100072026 (TR) Federal aid number: PDFTA98 TR20 County: Baldwin Project Description: Section 5307 Transit CARES Act Apportionment for Rolling Stock FY 2020; Target State Date: 7/1/2020 Engineers Estimate: \$58,000.00
- Project: 100071946 (PE) Federal aid number: STPAA NR20 County: Baldwin Project Description: 5 Year Regional Traffic Operations (RTOP) TSMO for 130 Signalized Intersections along SR-59, SR-16 (US-90), and SR-42 (US-98) in the Cities of Mobile, Spanish Fort, Daphne, Fairhope, Gulf Shores, and Foley; Target Start Date: 8/1/2020; Engineers Estimate: \$2,631,200.00

MOTION: By Mrs. Johnson to recommend the Policy Board adopt the State Amendments to the Transportation Improvement Program. The motion was seconded by Mr. Rogers.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

9. Action - Amending the 2040 Long Range Transportation Plan (LRTP) (All)

Mrs. Sislak explained that the 2040 Long Range Transportation Plan (LRTP) will be amended to include all projects that have been moved to the TIP. This is an administrative action needed to ensure the documents align before the LRTP expires.

- Project: 100067784 (CN) INTERSECTION RELOCATION AND TRAFFIC SIGNAL INSTALLATION ON SR-16 (US-90) AT SR-59 IN LOXLEY; Engineers Estimate: \$279,591.93; Target Start Date: 5/29/2020
- Project: 100069345 (CN) TRAFFIC SIGNAL INSTALLATION AT THE INTERSECTION OF SR-42 (US-98) AND CR-34; Engineers Estimate: \$280,000.00; Target Start Date: 12/15/2019
- Project: 100070857 (PE) TURN LANE CONSTRUCTION AND TRAFFIC SIGNAL

- UPGRADE ON CR-30 (GAYFER AVENUE) AT SR-42 (US-98) IN THE CITY OF FAIRHOPE; Engineers Estimate: \$115,200.00; Target Start Date: 6/1/2020
- Project: 100070858 (CN) TURN LANE CONSTRUCTION AND TRAFFIC SIGNAL UPGRADE ON CR-30 (GAYFER AVENUE) AT SR-42 (US-98) IN THE CITY OF FAIRHOPE; Engineers Estimate: \$652,000.00; Target Start Date: 9/15/2020
 - Project: 100070859 (RW) WIDENING AND ADDING CENTER TURN LANE ON CR-64 FROM SR-181 TO CR-54 AND INSTALLATION OF ROUNDABOUT AT AUSTIN ROAD-RIGSBY ROAD. Engineers Estimate: \$303,000.00 Target Start Date: 9/1/2020
 - Project: 100070861 (PE) RESURFACING ON CR-64 FROM SR-42 (US-98) TO CR-13 AND INTERSECTION IMPROVEMENTS ON CR-64 AT POLLARD ROAD; Engineers Estimate: \$60,000.00 Target Start Date: 6/1/2020
 - Project: 100070862 (CN) RESURFACING ON CR-64 FROM SR-42 (US-98) TO CR-13 AND INTERSECTION IMPROVEMENTS ON CR-64 AT POLLARD ROAD; Engineers Estimate: \$1,240,000.00; Target Start Date: 9/15/2020
 - Project: 100071523 (PE) ACCESS MANAGEMENT ON SR-42 (US-98) FROM CR-64 TO VAN AVENUE IN THE CITY OF DAPHNE; Engineers Estimate: \$150,000.00; Target Start Date: 6/1/2020
 - Project: 100070860 (UT) WIDENING AND ADDING CENTER TURN LANE ON CR-64 FROM SR-181 TO CR-54 AND INSTALLATION OF ROUNDABOUT AT AUSTIN ROAD-RIGSBY ROAD; Engineers Estimate: \$1,224,120.00; Target Start Date: 11/1/2020
 - Project: 100071524 (CN) ACCESS MANAGEMENT ON SR-42 (US-98) FROM CR-64 TO VAN AVENUE IN THE CITY OF DAPHNE; Engineers Estimate: \$2,202,610.02; Target Start Date: 4/30/2021
 - Project: 100070867 (PE) RESURFACING AND WIDENING ALONG CR-68 FROM THE LOXLEY TOWN LIMITS TO THE BALDWIN BEACH EXPRESS; Engineers Estimate: \$51,005.00; Target Start Date: 11/1/2021
 - Project: 100070868 (CN) RESURFACING AND WIDENING ALONG CR-68 FROM THE LOXLEY TOWN LIMITS TO THE BALDWIN BEACH EXPRESS; Engineers Estimate: \$749,773.50 Target Start Date: 5/27/2022
 - Project: 100070869 (PE) ROUNDABOUT AT NORTH SECTION STREET/CITY 104/VETERANS DRIVE/SCENIC 98; Engineers Estimate: \$139,090.64; Target Start Date: 11/1/2022
 - Project: 100070870 (CN) ROUNDABOUT AT NORTH SECTION STREET/CITY 104/VETERANS DRIVE/SCENIC 98; Engineers Estimate: \$1,200,300.66; Target Start Date: 6/30/2022

MOTION: By Mr. Rogers to recommend the Policy Board amends the 2040 Long Range Transportation Plan. The motion was seconded by Mr. Wetzel.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

10. Informational – Designating BRATS as the Direct Recipient of 5307 Funds (All)

Mrs. Sislak stated that BRATS is researching the possibility of becoming the direct recipient of 5307 funds. BRATS is currently a sub-recipient of ALDOT.

11. Informational - MPO Coordinator's Report (All)

- ALDOT Project Update
Mr. Edwin Perry provided ALDOT's project update:

- SR 181 Widening – northbound roadway grading and draining work is under construction with the traffic shift anticipated in January, and the utility relocation is still underway. The project is expected to be complete Fall of 2021.
- US 31 – concrete items and subgrade work is ongoing. Roadway work in front of Rockwell Elementary should be complete by the start of the school year. Anticipate having 4-lanes complete and open to traffic around December. The current anticipated completion is early 2021
- SR 181 and I-10, Diverging Diamond – crossover traffic shift operating July 1. Other upcoming and ongoing project items are median barrier wall and attenuator installation, traffic islands, high mast lighting, US-90 at Dimitrios signal installation, and wearing surface and permanent markings to be placed. The project is anticipated to be completed by the end of 2020.
- Intersection Alignment at US 90/SR 59 – let to construction on 5/29/20. Construction will begin in approximately one month, 90 working days, and anticipated construction completion in approximately six months following.
- Project Update:
 - CR34 Signal – project is up and running on temporary poles, waiting for permanent poles to be installed.
 - Fairhope Transit Project – working with FTA to address NEPA concerns that were added when bathroom addition was added. City of Fairhope staff working with FTA and historical specialists to address historical and cultural concerns.
- TAP Grant Letters of Support
- Planning and Development Update
Mrs. Katrina Taylor gave an update for the first and second quarters of 2020.

OTHER DISCUSSION: None

NEXT MPO MEETINGS (All)

- **Special Called Policy Board Work Session:** Wednesday, September 9, 2020; 10:00 AM; Baldwin County Satellite Courthouse (Fairhope)
- **Policy Board Work Session:** Wednesday, October 7, 2020; 10:00 AM; Baldwin County Satellite Courthouse (Fairhope)
- **BPAC Meeting:** Tuesday, October 13, 2020; 9:00 AM; TBD
- **CAC Meeting:** Tuesday, October 13, 2020; 1:00 PM; TBD
- **TAC Meeting:** Wednesday, October 14, 2020; 10:00 AM; TBD
- **Policy Board Meeting:** Wednesday, October 21, 2020; 10:00 AM; TBD

PUBLIC FORUM (All)

- **Members of the Public:** No comments
- **Members of the Press:** No comments
- **Board/Committee Members:** No comments

ADJOURNMENT (All)

Meeting adjourned at 9:31 AM.

_____ Date: _____

Jeff Hudson, Chairperson

DRAFT

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION
CITIZENS ADVISORY COMMITTEE (CAC)
FAIRHOPE, ALABAMA
JULY 14, 2020
1:00 PM

CALL TO ORDER/PLEDGE/INVOCATION

- Chairperson Mr. Andrew James called the meeting to order at 1:06 P.M.
- Invocation was said by Mr. Richard Jaehne
- Pledge was led by Mr. Jaehne

ROLL CALL

Mrs. Sarah Sislak, MPO Coordinator, called the roll.

- **Members present:** Mr. Andrew James (Virtual), Baldwin County; Mr. Donald Ouellette (Virtual), City of Daphne; Mr. Richard Jaehne, City of Daphne; Mr. Greg Walker (Virtual), City of Daphne; Mr. Richard Ullo (Virtual), City of Spanish Fort; Ms. Diane Burnett, Town of Loxley; Mr. Kevin Morgan (Virtual), City of Spanish Fort; Mr. David Stejskal (Virtual), City of Fairhope; Mrs. Sherry Sullivan, City of Fairhope.
- **Members absent:** Mr. Tedson Meyers, City of Fairhope; Mr. Rick Davis, Baldwin County; Mr. Stephen Pierce, City of Daphne; Mr. Johnny Chaney, Baldwin County; Mr. Tom Granger, City of Fairhope; Ms. Bethany Johnston, Town of Loxley; Ms. Marissa Rennaker, Baldwin County.
- **Others present:** Mrs. Sarah Sislak, MPO Coordinator; Mrs. Katrina Taylor, MPO Technician; Mr. Vince Beebe, ALDOT; Mr. Edwin Perry, ALDOT; Mr. Matt Eriksen, ALDOT.

DRAFT 2045 LONG RANGE TRANSPORTATION PLAN (LRTP) PRESENTATION

Mrs. Sislak updated the Committee on the status and project selection of the Draft 2045 LRTP.

APPROVAL OF MINUTES

MOTION: By Mr. Jaehne to approve the January 2020 minutes. The motion was seconded by Mr. Donald Ouellette.

- Discussion: None
- Abstain: Mr. Andrew James
- In favor: All
- Opposed: None
- Result: Passed

NEW BUSINESS

1. Action – Adopting the 2020 Public Participation Plan (PPP) (**All**)

Mrs. Sislak stated that the Public Participation Plan outlines how MPO staff will communicate and involve the public in planning activities. The requirement to publish a Final document for Public Comment was removed and the Public Comment Period for the

Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) was reduced to 14 days. A Draft version of the PPP was published for Public Comment for 45 days from February 28, 2020 – April 12, 2020. No formal comments were received.

MOTION: By Mr. Greg Walker to recommend the Policy Board adopt the 2020 Public Participation Plan. The motion was seconded by Mr. Jaehne.

- Discussion: None
- Abstain: Mr. James
- In favor: All
- Opposed: None
- Result: Passed

2. Action – Adopting the FY 2021 Continuity of Operations Plan (COOP) (All)

Mrs. Sislak stated that the FY 2021 COOP outlines the policy and procedures that the MPO Staff will take if there is a catastrophic event or emergency. Procedures for Threats to Human Health were added to address the current pandemic.

MOTION: By Mr. Ouellette to recommend the Policy Board adopt the FY 2021 Continuity of Operations Plan. The motion was seconded by Mr. Jaehne.

- Discussion: None
- Abstain: Mr. James
- In favor: All
- Opposed: None
- Result: Passed

3. Action – Adopting the FY 2021 Unified Planning Work Program (UPWP) (All)

Mrs. Sislak explained that the FY 2021 UPWP is the administrative planning budget. Funding levels remain the same as FY20. Federal: \$199,181.60, Local: \$49,795.40 covered by the BCC. This document was published for Public Comment from June 1, 2020 - June 30, 2020. No formal comments were received. The Draft version will be adopted as the Final.

MOTION: By Mr. Richard Ullo to recommend the Policy Board adopt the FY 2021 Unified Planning Work Program. The motion was seconded by Mr. Ouelette.

- Discussion: None
- Abstain: Mr. James
- In favor: All
- Opposed: None
- Result: Passed

4. Action – Adopting the FY 2021 Cost Allocation Plan (CAP) (All)

Mrs. Sislak stated that the FY 2021 CAP outlines administrative expenses incurred by the MPO and produces indirect cost ratios used for reimbursement by ALDOT. The fringe benefit rate is 62.81% and the indirect allocation rate is 37.26%. The FY 2021 CAP has been reviewed and approved by ALDOT.

MOTION: By Mr. Jaehne to recommend the Policy Board adopt the FY 2021 Cost Allocation Plan. The motion was seconded by Mr. Walker.

- Discussion: None
- Abstain: Mr. James
- In favor: All
- Opposed: None
- Result: Passed

5. Action – Obligating 5307 Funds to the Town of Loxley (All)

Mrs. Sislak stated that the Town of Loxley has requested the use of 5307 transit funds to construct a transit hub at the Loxley Municipal Park. The total cost is \$978,294.42 (\$782,635.54 Federal, \$195,658.88 Loxley).

MOTION: By Mrs. Diane Burnett to recommend the Policy Board obligate 5307 funds to the Town of Loxley. The motion was seconded by Mr. Jaehne.

- Discussion: None
- Abstain: Mr. James
- In favor: All
- Opposed: None
- Result: Passed

6. Action – Public Transportation Agency Safety Plan (PTASP) (All)

Mrs. Sislak explained that the Alabama Department of Transportation developed the Public Transportation Agency Safety Plan (PTASP) in cooperation with the Baldwin Regional Area Transit System (BRATS). This safety plan is a Federal Transit Administration (FTA) requirement for the 5311 and 5307 grants.

MOTION: By Mr. Ouellette to recommend the Policy Board adopt the Public Transportation Agency Safety Plan. The motion was seconded by Mr. Jaehne.

- Discussion: None
- Abstain: Mr. James
- In favor: All
- Opposed: None
- Result: Passed

7. Action – Support of Local Toll Authority for BBEII (All)

Mrs. Sislak explained that the Baldwin County Commission is requesting support for the creation of a Local Toll Authority for the Baldwin Beach Express II. The proposed Baldwin Beach Express II would extend the northern terminus of the Baldwin Beach Express North to connect to Interstate 65. An amendment to create the Toll Authority will be on the November ballot.

MOTION: No action taken.

- Discussion: Committee members had questions regarding access points and the proposed toll amount. Mrs. Sislak informed the Committee that it will not be known until the Local Toll Authority is established.
- Abstain: N/A
- In favor: N/A

- Opposed: N/A
- Result: Failed

8. Action - State Amendments to the Transportation Improvement Program (TIP) (All)

Mrs. Sislak stated the Alabama Department of Transportation (ALDOT) requests the following changes be made to the FY20-23 Transportation Improvement Program (TIP):

- Project: 100070392 (PE) Federal aid number: NH I010 County: Baldwin Project Description: Widening on I-10 from East End of Bayway to 0.5 Mile East of SR-181; Target Start Date: 4/1/2022; Engineers Estimate: \$500,000
- Project: 100070740 (PE) Federal aid number: ST-002-042-028-PE County: Baldwin Project Description: Adding Turn Lanes on CR-44 and Upgrading Traffic Signal at CR-44 and SR-42 (US-98); Target Start Date: 12/1/2019; Engineers Estimate: \$9,947.00
- Project: 100072025 (TR) Federal aid number: PDFTA98 TR20 County: Baldwin Project Description: Section 5307 Transit CARES Act Apportionment for Operating FY 2020; Target State Date: 7/1/2020 Engineers Estimate: \$158,000.00
- Project: 100072026 (TR) Federal aid number: PDFTA98 TR20 County: Baldwin Project Description: Section 5307 Transit CARES Act Apportionment for Rolling Stock FY 2020; Target State Date: 7/1/2020 Engineers Estimate: \$58,000.00
- Project: 100071946 (PE) Federal aid number: STPAA NR20 County: Baldwin Project Description: 5 Year Regional Traffic Operations (RTOP) TSMO for 130 Signalized Intersections along SR-59, SR-16 (US-90), and SR-42 (US-98) in the Cities of Mobile, Spanish Fort, Daphne, Fairhope, Gulf Shores, and Foley; Target Start Date: 8/1/2020; Engineers Estimate: \$2,631,200.00

MOTION: By Mrs. Sherry Sullivan to recommend the Policy Board adopt the State Amendments to the Transportation Improvement Program. The motion was seconded by Mr. Walker.

- Discussion: None
- Abstain: Mr. James
- In favor: All
- Opposed: None
- Result: Passed

9. Action - Amending the 2040 Long Range Transportation Plan (LRTP) (All)

Mrs. Sislak explained that the 2040 Long Range Transportation Plan (LRTP) will be amended to include all projects that have been moved to the TIP. This is an administrative action needed to ensure the documents align before the LRTP expires.

- Project: 100067784 (CN) INTERSECTION RELOCATION AND TRAFFIC SIGNAL INSTALLATION ON SR-16 (US-90) AT SR-59 IN LOXLEY; Engineers Estimate: \$279,591.93; Target Start Date: 5/29/2020
- Project: 100069345 (CN) TRAFFIC SIGNAL INSTALLATION AT THE INTERSECTION OF SR-42 (US-98) AND CR-34; Engineers Estimate: \$280,000.00; Target Start Date: 12/15/2019
- Project: 100070857 (PE) TURN LANE CONSTRUCTION AND TRAFFIC SIGNAL UPGRADE ON CR-30 (GAYFER AVENUE) AT SR-42 (US-98) IN THE CITY OF FAIRHOPE; Engineers Estimate: \$115,200.00; Target Start Date: 6/1/2020
- Project: 100070858 (CN) TURN LANE CONSTRUCTION AND TRAFFIC SIGNAL UPGRADE ON CR-30 (GAYFER AVENUE) AT SR-42 (US-98) IN THE CITY OF FAIRHOPE; Engineers Estimate: \$652,000.00; Target Start Date: 9/15/2020
- Project: 100070859 (RW) WIDENING AND ADDING CENTER TURN LANE ON CR-64 FROM SR-181 TO CR-54 AND INSTALLATION OF ROUNDABOUT AT AUSTIN ROAD-RIGSBY ROAD. Engineers Estimate: \$303,000.00 Target Start Date: 9/1/2020
- Project: 100070861 (PE) RESURFACING ON CR-64 FROM SR-42 (US-98) TO CR-13 AND

INTERSECTION IMPROVEMENTS ON CR-64 AT POLLARD ROAD; Engineers Estimate: \$60,000.00 Target Start Date: 6/1/2020

- Project: 100070862 (CN) RESURFACING ON CR-64 FROM SR-42 (US-98) TO CR-13 AND INTERSECTION IMPROVEMENTS ON CR-64 AT POLLARD ROAD; Engineers Estimate: \$1,240,000.00; Target Start Date: 9/15/2020
- Project: 100071523 (PE) ACCESS MANAGEMENT ON SR-42 (US-98) FROM CR-64 TO VAN AVENUE IN THE CITY OF DAPHNE; Engineers Estimate: \$150,000.00; Target Start Date: 6/1/2020
- Project: 100070860 (UT) WIDENING AND ADDING CENTER TURN LANE ON CR-64 FROM SR-181 TO CR-54 AND INSTALLATION OF ROUNDABOUT AT AUSTIN ROAD-RIGSBY ROAD; Engineers Estimate: \$1,224,120.00; Target Start Date: 11/1/2020
- Project: 100071524 (CN) ACCESS MANAGEMENT ON SR-42 (US-98) FROM CR-64 TO VAN AVENUE IN THE CITY OF DAPHNE; Engineers Estimate: \$2,202,610.02; Target Start Date: 4/30/2021
- Project: 100070867 (PE) RESURFACING AND WIDENING ALONG CR-68 FROM THE LOXLEY TOWN LIMITS TO THE BALDWIN BEACH EXPRESS; Engineers Estimate: \$51,005.00; Target Start Date: 11/1/2021
- Project: 100070868 (CN) RESURFACING AND WIDENING ALONG CR-68 FROM THE LOXLEY TOWN LIMITS TO THE BALDWIN BEACH EXPRESS; Engineers Estimate: \$749,773.50 Target Start Date: 5/27/2022
- Project: 100070869 (PE) ROUNDABOUT AT NORTH SECTION STREET/CITY 104/VETERANS DRIVE/SCENIC 98; Engineers Estimate: \$139,090.64; Target Start Date: 11/1/2022
- Project: 100070870 (CN) ROUNDABOUT AT NORTH SECTION STREET/CITY 104/VETERANS DRIVE/SCENIC 98; Engineers Estimate: \$1,200,300.66; Target Start Date: 6/30/2022

MOTION: By Mr. Jaehne to recommend the Policy Board amends the 2040 Long Range Transportation Plan. The motion was seconded by Mr. Ouellette.

- Discussion: None
- Abstain: Mr. James
- In favor: All
- Opposed: None
- Result: Passed

10. Informational – Designating BRATS as the Direct Recipient of 5307 Funds (All)

Mrs. Sislak stated that BRATS is researching the possibility of becoming the direct recipient of 5307 funds. BRATS is currently a sub-recipient of ALDOT.

11. Informational - MPO Coordinator's Report (All)

- ALDOT Project Update

Mr. Edwin Perry provided ALDOT's project update:

- SR 181 Widening – northbound roadway grading and draining work is under construction with the traffic shift anticipated in January, and the utility relocation is still underway. The project is expected to be complete Fall of 2021.
- US 31 – concrete items and subgrade work is ongoing. Roadway work in front of Rockwell Elementary should be complete by the start of the school year. Anticipate having 4-lanes complete and open to traffic around December. The current anticipated completion is early 2021
- SR 181 and I-10, Diverging Diamond – crossover traffic shift operating July 1. Other upcoming and ongoing project items are median barrier wall and attenuator installation, traffic islands, high mast lighting, US-90 at Dimitrios signal installation, and wearing surface and

permanent markings to be placed. The project is anticipated to be completed by the end of 2020.

- Intersection Alignment at US 90/SR 59 – let to construction on 5/29/20. Construction will begin in approximately one month, 90 working days, and anticipated construction completion in approximately six months following.
- Project Update:
 - CR34 Signal – project is up and running on temporary poles, waiting for permanent poles to be installed.
 - Fairhope Transit Project – working with FTA to address NEPA concerns that were added when bathroom addition was added. City of Fairhope staff working with FTA and historical specialists to address historical and cultural concerns.
- TAP Grant Letters of Support
- Planning and Development Update

Mrs. Katrina Taylor gave an update for the first and second quarters of 2020.

OTHER DISCUSSION: None

NEXT MPO MEETINGS (All)

- **Special Called Policy Board Work Session:** Wednesday, September 9, 2020; 10:00 AM; Baldwin County Satellite Courthouse (Fairhope)
- **Policy Board Work Session:** Wednesday, October 7, 2020; 10:00 AM; Baldwin County Satellite Courthouse (Fairhope)
- **BPAC Meeting:** Tuesday, October 13, 2020; 9:00 AM; TBD
- **CAC Meeting:** Tuesday, October 13, 2020; 1:00 PM; TBD
- **TAC Meeting:** Wednesday, October 14, 2020; 10:00 AM; TBD
- **Policy Board Meeting:** Wednesday, October 21, 2020; 10:00 AM; TBD

PUBLIC FORUM (All)

- **Members of the Public:** No comments
- **Members of the Press:** No comments
- **Board/Committee Members:** No comments

ADJOURNMENT (All)

Meeting adjourned at 2:21 P.M.

Andrew James, Chairperson

Date: _____

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE (TAC)
FAIRHOPE, ALABAMA
JULY 15, 2020
10:00 AM

CALL TO ORDER/PLEDGE/INVOCATION.

- Mrs. Sarah Sislak, MPO Coordinator, called the meeting to order at 10:23 A.M.
- Invocation was said by Mrs. Casey Gay Williams
- Pledge was led by all

ROLL CALL

Mrs. Sislak called the roll.

- **Members present:** Mr. Richard Johnson (Virtual), City of Fairhope; Mr. Jeremy Sasser, City of Daphne; Mrs. Adrienne Jones (Virtual), City of Daphne; Mr. Hunter Simmons (Virtual), City of Fairhope; Mr. Robert Davis (Virtual), Town of Loxley; Mr. Frank Lundy (Virtual), Baldwin County (Proxy for Joey Nunally); Mr. Casey Raines, City of Spanish Fort; Mr. Bill Harbour, Baldwin County Board of Education; Mr. Matthew Brown (Virtual), Baldwin Regional Area Transit System; Mr. Edwin Perry, ALDOT; Mrs. Lian Li (Virtual), Federal Highway Administration; Mrs. Casey Gay Williams (Non-voting), Eastern Shore Chamber of Commerce.
- **Members absent:** Mr. Patrick Northcutt, Central Baldwin Chamber of Commerce; Mr. Don Lagarde, City of Fairhope Airport Authority; Mr. Greg Smith, City of Robertsdale; Mr. Michael Hora, ALDOT.
- **Others present:** Mrs. Sarah Sislak, MPO Coordinator; Mrs. Katrina Taylor, ESMPO Technician; Mr. Vince Bebee, ALDOT; Mr. Matt Ericksen, ALDOT.

DRAFT 2045 LONG RANGE TRANSPORTATION PLAN (LRTP) PRESENTATION

Mrs. Sislak updated the Committee on the status and project selection of the Draft 2045 LRTP.

APPROVAL OF MINUTES

MOTION: By Mrs. Adrienne Jones to approve the January 2020 minutes. The motion was seconded by Mr. Bill Harbour.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

NEW BUSINESS

1. Action – Adopting the 2020 Public Participation Plan (PPP) (**All**)

Mrs. Sislak stated that the Public Participation Plan outlines how MPO staff will

communicate and involve the public in planning activities. The requirement to publish a Final document for Public Comment was removed and the Public Comment Period for the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) was reduced to 14 days. A Draft version of the PPP was published for Public Comment for 45 days from February 28, 2020 – April 12, 2020. No formal comments were received.

MOTION: By Mr. Jeremy Sasser to recommend the Policy Board adopt the 2020 Public Participation Plan. The motion was seconded by Mr. Edwin Perry.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

2. Action – Adopting the FY 2021 Continuity of Operations Plan (COOP) (All)

Mrs. Sislak stated that the FY 2021 COOP outlines the policy and procedures that the MPO Staff will take if there is a catastrophic event or emergency. Procedures for Threats to Human Health were added to address the current pandemic.

MOTION: By Mrs. Jones to recommend the Policy Board adopt the FY 2021 Continuity of Operations Plan. The motion was seconded by Mr. Sasser.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

3. Action – Adopting the FY 2021 Unified Planning Work Program (UPWP) (All)

Mrs. Sislak explained that the FY 2021 UPWP is the administrative planning budget. Funding levels remain the same as FY20. Federal: \$199,181.60, Local: \$49,795.40 covered by the BCC. This document was published for Public Comment from June 1, 2020 - June 30, 2020. No formal comments were received. The Draft version will be adopted as the Final.

MOTION: By Mr. Harbour to recommend the Policy Board adopt the FY 2021 Unified Planning Work Program. The motion was seconded by Mr. Sasser.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

4. Action – Adopting the FY 2021 Cost Allocation Plan (CAP) (All)

Mrs. Sislak stated that the FY 2021 CAP outlines administrative expenses incurred by the MPO and produces indirect cost ratios used for reimbursement by ALDOT. The fringe

benefit rate is 62.81% and the indirect allocation rate is 37.26%. The FY 2021 CAP has been reviewed and approved by ALDOT.

MOTION: By Mr. Perry to recommend the Policy Board adopt the FY 2021 Cost Allocation Plan. The motion was seconded by Mr. Harbour.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

5. Action – Obligating 5307 Funds to the Town of Loxley (All)

Mrs. Sislak stated that the Town of Loxley has requested the use of 5307 transit funds to construct a transit hub at the Loxley Municipal Park. The total cost is \$978,294.42 (\$782,635.54 Federal, \$195,658.88 Loxley).

MOTION: By Mr. Sasser to recommend the Policy Board obligate 5307 funds to the Town of Loxley. The motion was seconded by Mrs. Jones.

- Discussion: A member asked the remaining funds in the 5307 account? Mrs. Sislak informed the Committee that were still over \$3,000,000.
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

6. Action – Public Transportation Agency Safety Plan (PTASP) (All)

Mrs. Sislak explained that the Alabama Department of Transportation developed the Public Transportation Agency Safety Plan (PTASP) in cooperation with the Baldwin Regional Area Transit System (BRATS). This safety plan is a Federal Transit Administration (FTA) requirement for the 5311 and 5307 grants.

MOTION: By Mr. Perry to recommend the Policy Board adopt the Public Transportation Agency Safety Plan. The motion was seconded by Mr. Harbour.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

7. Action – Support of Local Toll Authority for BBEII (All)

Mrs. Sislak explained that the Baldwin County Commission is requesting support for the creation of a Local Toll Authority for the Baldwin Beach Express II. The proposed Baldwin Beach Express II would extend the northern terminus of the Baldwin Beach

Express North to connect to Interstate 65. An amendment to create the Toll Authority will be on the November ballot.

MOTION: By Mr. Harbour to recommend the Policy Board adopt the Resolution of Support for the Local Toll Authority for BBEII. The motion was seconded by Mr. Sasser.

- Discussion: Committee members had questions regarding the toll amount, and Mrs. Sislak informed the Committee that it will not be known until the Local Toll Authority is established.
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

8. Action - State Amendments to the Transportation Improvement Program (TIP) (All)

Mrs. Sislak stated the Alabama Department of Transportation (ALDOT) requests the following changes be made to the FY20-23 Transportation Improvement Program (TIP):

- Project: 100070392 (PE) Federal aid number: NH I010 County: Baldwin Project Description: Widening on I-10 from East End of Bayway to 0.5 Mile East of SR-181; Target Start Date: 4/1/2022; Engineers Estimate: \$500,000
- Project: 100070740 (PE) Federal aid number: ST-002-042-028-PE County: Baldwin Project Description: Adding Turn Lanes on CR-44 and Upgrading Traffic Signal at CR-44 and SR-42 (US-98); Target Start Date: 12/1/2019; Engineers Estimate: \$9,947.00
- Project: 100072025 (TR) Federal aid number: PDFTA98 TR20 County: Baldwin Project Description: Section 5307 Transit CARES Act Apportionment for Operating FY 2020; Target State Date: 7/1/2020 Engineers Estimate: \$158,000.00
- Project: 100072026 (TR) Federal aid number: PDFTA98 TR20 County: Baldwin Project Description: Section 5307 Transit CARES Act Apportionment for Rolling Stock FY 2020; Target State Date: 7/1/2020 Engineers Estimate: \$58,000.00
- Project: 100071946 (PE) Federal aid number: STPAA NR20 County: Baldwin Project Description: 5 Year Regional Traffic Operations (RTOP) TSMO for 130 Signalized Intersections along SR-59, SR-16 (US-90), and SR-42 (US-98) in the Cities of Mobile, Spanish Fort, Daphne, Fairhope, Gulf Shores, and Foley; Target Start Date: 8/1/2020; Engineers Estimate: \$2,631,200.00

MOTION: By Mr. Perry to recommend the Policy Board adopt the State Amendments to the Transportation Improvement Program. The motion was seconded by Mr. Harbour.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

9. Action - Amending the 2040 Long Range Transportation Plan (LRTP) (All)

Mrs. Sislak explained that the 2040 Long Range Transportation Plan (LRTP) will be amended to include all projects that have been moved to the TIP. This is an administrative action needed to ensure the documents align before the LRTP expires.

- Project: 100067784 (CN) INTERSECTION RELOCATION AND TRAFFIC SIGNAL INSTALLATION ON SR-16 (US-90) AT SR-59 IN LOXLEY; Engineers Estimate:

\$279,591.93; Target Start Date: 5/29/2020

- Project: 100069345 (CN) TRAFFIC SIGNAL INSTALLATION AT THE INTERSECTION OF SR-42 (US-98) AND CR-34; Engineers Estimate: \$280,000.00; Target Start Date: 12/15/2019
- Project: 100070857 (PE) TURN LANE CONSTRUCTION AND TRAFFIC SIGNAL UPGRADE ON CR-30 (GAYFER AVENUE) AT SR-42 (US-98) IN THE CITY OF FAIRHOPE; Engineers Estimate: \$115,200.00; Target Start Date: 6/1/2020
- Project: 100070858 (CN) TURN LANE CONSTRUCTION AND TRAFFIC SIGNAL UPGRADE ON CR-30 (GAYFER AVENUE) AT SR-42 (US-98) IN THE CITY OF FAIRHOPE; Engineers Estimate: \$652,000.00; Target Start Date: 9/15/2020
- Project: 100070859 (RW) WIDENING AND ADDING CENTER TURN LANE ON CR-64 FROM SR-181 TO CR-54 AND INSTALLATION OF ROUNDABOUT AT AUSTIN ROAD-RIGSBY ROAD. Engineers Estimate: \$303,000.00 Target Start Date: 9/1/2020
- Project: 100070861 (PE) RESURFACING ON CR-64 FROM SR-42 (US-98) TO CR-13 AND INTERSECTION IMPROVEMENTS ON CR-64 AT POLLARD ROAD; Engineers Estimate: \$60,000.00 Target Start Date: 6/1/2020
- Project: 100070862 (CN) RESURFACING ON CR-64 FROM SR-42 (US-98) TO CR-13 AND INTERSECTION IMPROVEMENTS ON CR-64 AT POLLARD ROAD; Engineers Estimate: \$1,240,000.00; Target Start Date: 9/15/2020
- Project: 100071523 (PE) ACCESS MANAGEMENT ON SR-42 (US-98) FROM CR-64 TO VAN AVENUE IN THE CITY OF DAPHNE; Engineers Estimate: \$150,000.00; Target Start Date: 6/1/2020
- Project: 100070860 (UT) WIDENING AND ADDING CENTER TURN LANE ON CR-64 FROM SR-181 TO CR-54 AND INSTALLATION OF ROUNDABOUT AT AUSTIN ROAD-RIGSBY ROAD; Engineers Estimate: \$1,224,120.00; Target Start Date: 11/1/2020
- Project: 100071524 (CN) ACCESS MANAGEMENT ON SR-42 (US-98) FROM CR-64 TO VAN AVENUE IN THE CITY OF DAPHNE; Engineers Estimate: \$2,202,610.02; Target Start Date: 4/30/2021
- Project: 100070867 (PE) RESURFACING AND WIDENING ALONG CR-68 FROM THE LOXLEY TOWN LIMITS TO THE BALDWIN BEACH EXPRESS; Engineers Estimate: \$51,005.00; Target Start Date: 11/1/2021
- Project: 100070868 (CN) RESURFACING AND WIDENING ALONG CR-68 FROM THE LOXLEY TOWN LIMITS TO THE BALDWIN BEACH EXPRESS; Engineers Estimate: \$749,773.50 Target Start Date: 5/27/2022
- Project: 100070869 (PE) ROUNDABOUT AT NORTH SECTION STREET/CITY 104/VETERANS DRIVE/SCENIC 98; Engineers Estimate: \$139,090.64; Target Start Date: 11/1/2022
- Project: 100070870 (CN) ROUNDABOUT AT NORTH SECTION STREET/CITY 104/VETERANS DRIVE/SCENIC 98; Engineers Estimate: \$1,200,300.66; Target Start Date: 6/30/2022

MOTION: By Mrs. Jones to recommend the Policy Board amends the 2040 Long Range Transportation Plan. The motion was seconded by Mr. Sasser.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

10. Informational – Designating BRATS as the Direct Recipient of 5307 Funds (All)

Mrs. Sislak stated that BRATS is researching the possibility of becoming the direct recipient of 5307 funds. BRATS is currently a sub-recipient of ALDOT.

11. Informational - MPO Coordinator's Report (All)

- ALDOT Project Update

Mr. Edwin Perry provided ALDOT's project update:

- SR 181 Widening – northbound roadway grading and draining work is under construction with the traffic shift anticipated in January, and the utility relocation is still underway. The project is expected to be complete Fall of 2021.
- US 31 – concrete items and subgrade work is ongoing. Roadway work in front of Rockwell Elementary should be complete by the start of the school year. Anticipate having 4-lanes complete and open to traffic around December. The current anticipated completion is early 2021
- SR 181 and I-10, Diverging Diamond – crossover traffic shift operating July 1. Other upcoming and ongoing project items are median barrier wall and attenuator installation, traffic islands, high mast lighting, US-90 at Dimitrios signal installation, and wearing surface and permanent markings to be placed. The project is anticipated to be completed by the end of 2020.
- Intersection Alignment at US 90/SR 59 – let to construction on 5/29/20. Construction will begin in approximately one month, 90 working days, and anticipated construction completion in approximately six months following.

- Project Update:

- CR34 Signal – project is up and running on temporary poles, waiting for permanent poles to be installed.
- Fairhope Transit Project – working with FTA to address NEPA concerns that were added when bathroom addition was added. City of Fairhope staff working with FTA and historical specialists to address historical and cultural concerns.

- TAP Grant Letters of Support

- Planning and Development Update

Mrs. Katrina Taylor gave an update for the first and second quarters of 2020.

OTHER DISCUSSION: None

NEXT MPO MEETINGS (All)

- **Special Called Policy Board Work Session:** Wednesday, September 9, 2020; 10:00 AM; Baldwin County Satellite Courthouse (Fairhope)
- **Policy Board Work Session:** Wednesday, October 7, 2020; 10:00 AM; Baldwin County Satellite Courthouse (Fairhope)
- **BPAC Meeting:** Tuesday, October 13, 2020; 9:00 AM; TBD
- **CAC Meeting:** Tuesday, October 13, 2020; 1:00 PM; TBD
- **TAC Meeting:** Wednesday, October 14, 2020; 10:00 AM; TBD
- **Policy Board Meeting:** Wednesday, October 21, 2020; 10:00 AM; TBD

PUBLIC FORUM (All)

- **Members of the Public:** No comments
- **Members of the Press:** No comments
- **Board/Committee Members:** No comments

ADJOURNMENT (All)

Meeting adjourned at 11:18 AM.

Richard Johnson, Chairperson

Date: _____

DRAFT

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD MEETING
FAIRHOPE, ALABAMA
JULY 22, 2020
10:00 AM

CALL TO ORDER/PLEDGE/INVOCATION.

- Chairperson Mayor Dane Haygood called the meeting to order at 10:08 A.M.
- Invocation was said by Commissioner Joe Davis.
- Pledge was led by Mr. Matt Ericksen.

ROLL CALL

Mrs. Sarah Sislak, MPO Coordinator, called the roll.

- **Members present:** Mayor Karin Wilson, City of Fairhope; Councilmember Ron Scott, City of Daphne; Mayor Dane Haygood, City of Daphne; Mayor Mike McMillan (Virtual, Non-voting), City of Spanish Fort; Mr. Robert Davis, Town of Loxley (as proxy for Mayor Richard Teal); Commissioner Joe Davis, Baldwin County; Commissioner Billie Jo Underwood, Baldwin County; Mr. Matt Ericksen, ALDOT
- **Members absent:** Councilmember Jack Burrell, City of Fairhope
- **Others present:** Mrs. Sarah Sislak, MPO Coordinator; Mrs. Katrina Taylor, ESMPO Technician; Mr. Scott Mosley; Mr. Joey Nunnally; Mr. Benjamin Hughes; Mr. Rod Wilburn; Mr. John Gardner (Virtual); Mr. Edwin Perry; Mr. Jeremy Sasser; Mr. Troy Strunk; Mr. Guy Busby; and Mr. James Watkins

DRAFT 2045 LONG RANGE TRANSPORTATION PLAN (LRTP) PRESENTATION

Mr. Rod Wilburn and Mr. John Gardner of J.R. Wilburn and Associates updated the Policy Board on the status and project selection of the Draft 2045 LRTP.

- Discussion: The Policy Board Members had questions regarding the plan's narrative, traffic modeling and project selection. A Special Called Work Session was scheduled for September 9, 2020, to further discuss the Draft LRTP before the Public Comment Period begins.

APPROVAL OF MINUTES

MOTION: By Commissioner Joe Davis to approve the January 2020 minutes. The motion was seconded by Mayor Karin Wilson.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

NEW BUSINESS

1. **Action** – Adopting the 2020 Public Participation Plan (PPP) (**All**)

Mrs. Sislak stated that the Public Participation Plan outlines how MPO staff will communicate and involve the public in planning activities. The requirement to publish a Final document for Public Comment was removed and the Public Comment Period for the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) was reduced to 14 days. A Draft version of the PPP was published for Public Comment for 45 days from February 28, 2020 – April 12, 2020. No formal comments were received.

MOTION: By Councilmember Ron Scott to adopt the 2020 Public Participation Plan. The motion was seconded by Commissioner Davis.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

2. Action – Adopting the FY 2021 Continuity of Operations Plan (COOP) (All)

Mrs. Sislak stated that the FY 2021 COOP outlines the policy and procedures that the MPO Staff will take if there is a catastrophic event or emergency. Procedures for Threats to Human Health were added to address the current pandemic.

MOTION: By Commissioner Underwood to adopt the FY 2021 Continuity of Operations Plan. The motion was seconded by Mr. Robert Davis.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

3. Action – Adopting the FY 2021 Unified Planning Work Program (UPWP) (All)

Mrs. Sislak explained that the FY 2021 UPWP is the administrative planning budget. Funding levels remain the same as FY20. Federal: \$199,181.60, Local: \$49,795.40 covered by the BCC. This document was published for Public Comment from June 1, 2020 - June 30, 2020. No formal comments were received. The Draft version will be adopted as the Final.

MOTION: By Commissioner Underwood to adopt the FY 2021 Unified Planning Work Program. The motion was seconded by Mr. Robert Davis.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

4. Action – Adopting the FY 2021 Cost Allocation Plan (CAP) (All)

Mrs. Sislak stated that the FY 2021 CAP outlines administrative expenses incurred by the MPO and produces indirect cost ratios used for reimbursement by ALDOT. The fringe benefit rate is 62.81% and the indirect allocation rate is 37.26%. The FY 2021 CAP has been reviewed and approved by ALDOT.

MOTION: By Commissioner Davis to adopt the FY 2021 Cost Allocation Plan. The motion was seconded by Commissioner Underwood.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

5. Action – Obligating 5307 Funds to the Town of Loxley (All)

Mrs. Sislak stated that the Town of Loxley has requested the use of 5307 transit funds to construct a transit hub at the Loxley Municipal Park. The total cost is \$978,294.42 (\$782,635.54 Federal, \$195,658.88 Loxley).

MOTION: By Commissioner Underwood to obligate 5307 funds to the Town of Loxley. The motion was seconded by Commissioner Davis.

- Discussion: Board Members expressed that this is a great example of how member governments can partner with the MPO to improve our community.
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

6. Action – Public Transportation Agency Safety Plan (PTASP) (All)

Mrs. Sislak explained that the Alabama Department of Transportation developed the Public Transportation Agency Safety Plan (PTASP) in cooperation with the Baldwin Regional Area Transit System (BRATS). This safety plan is a Federal Transit Administration (FTA) requirement for the 5311 and 5307 grants.

MOTION: By Councilmember Scott to approve the Public Transportation Agency Safety Plan. The motion was seconded by Mayor Wilson.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

7. Action – Support of Local Toll Authority for BBEII (All)

Mrs. Sislak explained that the Baldwin County Commission is requesting support for the creation of a Local Toll Authority for the Baldwin Beach Express II. The proposed Baldwin Beach Express II would extend the northern terminus of the Baldwin Beach Express North to connect to Interstate 65. An amendment to create the Toll Authority will be on the November ballot.

MOTION: By Mayor Wilson to postpone the Resolution of Support for the Local Toll Authority for BBEII until the October Policy Board Meeting. The motion was seconded by Councilmember Scott.

- Discussion: Board Members expressed that they would feel more comfortable supporting the creation of a Local Toll Authority for BBEII after the Commission has had the opportunity to communicate the project details to the public. It was requested that all Public Outreach be shared on the MPO's social media sites. A Special Called Work Session was scheduled for September 9, 2020, for the project to be presented before the Policy Board.
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

8. Action - State Amendments to the Transportation Improvement Program (TIP) (All)

Mrs. Sislak stated the Alabama Department of Transportation (ALDOT) requests the following changes be made to the FY20-23 Transportation Improvement Program (TIP):

- Project: 100070392 (PE) Federal aid number: NH I010 County: Baldwin Project Description: Widening on I-10 from East End of Bayway to 0.5 Mile East of SR-181; Target Start Date: 4/1/2022; Engineers Estimate: \$500,000
- Project: 100070740 (PE) Federal aid number: ST-002-042-028-PE County: Baldwin Project Description: Adding Turn Lanes on CR-44 and Upgrading Traffic Signal at CR-44 and SR-42 (US-98); Target Start Date: 12/1/2019; Engineers Estimate: \$9,947.00
- Project: 100072025 (TR) Federal aid number: PDFTA98 TR20 County: Baldwin Project Description: Section 5307 Transit CARES Act Apportionment for Operating FY 2020; Target State Date: 7/1/2020 Engineers Estimate: \$158,000.00
- Project: 100072026 (TR) Federal aid number: PDFTA98 TR20 County: Baldwin Project Description: Section 5307 Transit CARES Act Apportionment for Rolling Stock FY 2020; Target State Date: 7/1/2020 Engineers Estimate: \$58,000.00
- Project: 100071946 (PE) Federal aid number: STPAA NR20 County: Baldwin Project Description: 5 Year Regional Traffic Operations (RTOP) TSMO for 130 Signalized Intersections along SR-59, SR-16 (US-90), and SR-42 (US-98) in the Cities of Mobile, Spanish Fort, Daphne, Fairhope, Gulf Shores, and Foley; Target Start Date: 8/1/2020; Engineers Estimate: \$2,631,200.00

MOTION: By Commissioner Davis to adopt the State Amendments to the Transportation Improvement Program as amended by removing “Bridge” from the project description of Project: 100070392. The motion was seconded by Commissioner Underwood.

- Discussion: The word “Bridge” was removed from the following: Project: 100070392 (PE) Baldwin Project Description: Widening on I-10 from East End of Bayway Bridge to 0.5 Mile East of SR-181
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

9. Action - Amending the 2040 Long Range Transportation Plan (LRTP) (All)

Mrs. Sislak explained that the 2040 Long Range Transportation Plan (LRTP) will be amended to include all projects that have been moved to the TIP. This is an administrative action needed to ensure the documents align before the LRTP expires.

- Project: 100067784 (CN) INTERSECTION RELOCATION AND TRAFFIC SIGNAL INSTALLATION ON SR-16 (US-90) AT SR-59 IN LOXLEY; Engineers Estimate: \$279,591.93; Target Start Date: 5/29/2020
- Project: 100069345 (CN) TRAFFIC SIGNAL INSTALLATION AT THE INTERSECTION OF SR-42 (US-98) AND CR-34; Engineers Estimate: \$280,000.00; Target Start Date: 12/15/2019
- Project: 100070857 (PE) TURN LANE CONSTRUCTION AND TRAFFIC SIGNAL UPGRADE ON CR-30 (GAYFER AVENUE) AT SR-42 (US-98) IN THE CITY OF FAIRHOPE; Engineers Estimate: \$115,200.00; Target Start Date: 6/1/2020
- Project: 100070858 (CN) TURN LANE CONSTRUCTION AND TRAFFIC SIGNAL UPGRADE ON CR-30 (GAYFER AVENUE) AT SR-42 (US-98) IN THE CITY OF FAIRHOPE; Engineers Estimate: \$652,000.00; Target Start Date: 9/15/2020
- Project: 100070859 (RW) WIDENING AND ADDING CENTER TURN LANE ON CR-64 FROM SR-181 TO CR-54 AND INSTALLATION OF ROUNDABOUT AT AUSTIN ROAD-RIGSBY ROAD. Engineers Estimate: \$303,000.00 Target Start Date: 9/1/2020
- Project: 100070861 (PE) RESURFACING ON CR-64 FROM SR-42 (US-98) TO CR-13 AND INTERSECTION IMPROVEMENTS ON CR-64 AT POLLARD ROAD; Engineers Estimate: \$60,000.00 Target Start Date: 6/1/2020
- Project: 100070862 (CN) RESURFACING ON CR-64 FROM SR-42 (US-98) TO CR-13 AND INTERSECTION IMPROVEMENTS ON CR-64 AT POLLARD ROAD; Engineers Estimate: \$1,240,000.00; Target Start Date: 9/15/2020
- Project: 100071523 (PE) ACCESS MANAGEMENT ON SR-42 (US-98) FROM CR-64 TO VAN AVENUE IN THE CITY OF DAPHNE; Engineers Estimate: \$150,000.00; Target Start Date: 6/1/2020
- Project: 100070860 (UT) WIDENING AND ADDING CENTER TURN LANE ON CR-64 FROM SR-181 TO CR-54 AND INSTALLATION OF ROUNDABOUT AT AUSTIN ROAD-RIGSBY ROAD; Engineers Estimate: \$1,224,120.00; Target Start Date: 11/1/2020
- Project: 100071524 (CN) ACCESS MANAGEMENT ON SR-42 (US-98) FROM CR-64 TO VAN AVENUE IN THE CITY OF DAPHNE; Engineers Estimate: \$2,202,610.02; Target Start Date: 4/30/2021
- Project: 100070867 (PE) RESURFACING AND WIDENING ALONG CR-68 FROM THE LOXLEY TOWN LIMITS TO THE BALDWIN BEACH EXPRESS; Engineers Estimate: \$51,005.00; Target Start Date: 11/1/2021
- Project: 100070868 (CN) RESURFACING AND WIDENING ALONG CR-68 FROM THE LOXLEY TOWN LIMITS TO THE BALDWIN BEACH EXPRESS; Engineers Estimate: \$749,773.50 Target Start Date: 5/27/2022
- Project: 100070869 (PE) ROUNDABOUT AT NORTH SECTION STREET/CITY 104/VETERANS DRIVE/SCENIC 98; Engineers Estimate: \$139,090.64; Target Start Date: 11/1/2022

- Project: 100070870 (CN) ROUNDABOUT AT NORTH SECTION STREET/CITY 104/VETERANS DRIVE/SCENIC 98; Engineers Estimate: \$1,200,300.66; Target Start Date: 6/30/2022

MOTION: By Councilmember Scott to amend the 2040 Long Range Transportation Plan. The motion was seconded by Commissioner Underwood.

- Discussion: None
- Abstain: None
- In favor: All
- Opposed: None
- Result: Passed

10. Informational – Designating BRATS as the Direct Recipient of 5307 Funds (All)

Mrs. Sislak stated that BRATS is researching the possibility of becoming the direct recipient of 5307 funds. BRATS is currently a sub-recipient of ALDOT.

- Discussion: Policy Board Members supported BRATS becoming the direct recipient of 5307 funds.

11. Informational - MPO Coordinator's Report (All)

- ALDOT Project Update

Mr. Matt Ericksen provided ALDOT's project update:

- SR 181 Widening – northbound roadway grading and draining work is under construction with the traffic shift anticipated in January, and the utility relocation is still underway. The project is expected to be complete Fall of 2021.
- US 31 – concrete items and subgrade work is ongoing. Roadway work in front of Rockwell Elementary should be complete by the start of the school year. Anticipate having 4-lanes complete and open to traffic around December. The current anticipated completion is early 2021
- SR 181 and I-10, Diverging Diamond – crossover traffic shift operating July 1. Other upcoming and ongoing project items are median barrier wall and attenuator installation, traffic islands, high mast lighting, US-90 at Dimitrios signal installation, and wearing surface and permanent markings to be placed. The project is anticipated to be completed by the end of 2020.
- Intersection Alignment at US 90/SR 59 – let to construction on 5/29/20. Construction will begin in approximately one month, 90 working days, and anticipated construction completion in approximately six months following.

- Project Update:

- CR34 Signal – project is up and running on temporary poles, waiting for permanent poles to be installed.
- Fairhope Transit Project – working with FTA to address NEPA concerns that were added when bathroom addition was added. City of Fairhope staff working with FTA and historical specialists to address historical and cultural concerns.

- TAP Grant Letters of Support

- Planning and Development Update

Mrs. Katrina Taylor gave an update for the first and second quarters of 2020.

OTHER DISCUSSION: None

NEXT MPO MEETINGS (All)

- **Special Called Policy Board Work Session:** Wednesday, September 9, 2020; 10:00 AM; Baldwin County Satellite Courthouse (Fairhope)
- **Policy Board Work Session:** Wednesday, October 7, 2020; 10:00 AM; Baldwin County Satellite Courthouse (Fairhope)
- **BPAC Meeting:** Tuesday, October 13, 2020; 9:00 AM; TBD
- **CAC Meeting:** Tuesday, October 13, 2020; 1:00 PM; TBD
- **TAC Meeting:** Wednesday, October 14, 2020; 10:00 AM; TBD
- **Policy Board Meeting:** Wednesday, October 21, 2020; 10:00 AM; TBD

PUBLIC FORUM (All)

- **Members of the Public:** No comments
- **Members of the Press:** No comments
- **Board/Committee Members:** Commissioner Davis explained the importance of the 2020 Census and for all member governments to continue to publicize for citizen's awareness. Mayor Haygood stated that he will not be seeking re-election so the October meeting will be his last meeting Chairing the Policy Board.

ADJOURNMENT (All)

Meeting adjourned at 12:00 PM

_____ Date: _____
Dane Haygood, Chairperson

AGENDA ITEM 1

ACTION - RESOLUTION ADOPTING 2045 LONG RANGE TRANSPORTATION PLAN

Eastern Shore MPO AGENDA ACTION FORM
<p style="text-align: center;">Policy Board Work Session – January 13, 2021 Bicycle and Pedestrian Advisory Committee (BPAC) – January 19, 2021 Citizens Advisory Committee (CAC) - January 19, 2021 Technical Advisory Committee (TAC) - January 20, 2021 Policy Board - January 27, 2021</p>
SUMMARY
<p>J.R. Wilburn & Associates has completed the 2045 Long Range Transportation Plan (LRTP). The LRTP was published for public comment from December 15, 2020 – January 5, 2021. MPO staff also held two public meetings regarding the 2045 LRTP. All comments received will be formally addressed.</p>
RECOMMENDATION
<ul style="list-style-type: none">• BPAC recommends:• CAC recommends:• TAC recommends:
ATTACHMENT(S)
<ol style="list-style-type: none">1. Draft 2045 Long Range Transportation Plan (LRTP)2. Resolution

Eastern Shore Metropolitan Planning Organization 2045

Long Range Transportation Plan (LRTP)

Prepared for the:

Eastern Shore Metropolitan Planning Organization (ESMPO)

In Cooperation with:

**The Baldwin County Commission, the City of Spanish Fort, the City of Daphne, the City of Fairhope, the
Town of Loxley, and the Alabama Department of Transportation**



Final Draft December 8, 2020

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Policy Board Members

Mayor Sherry Sullivan, City of Fairhope

Councilmember Jack Burrell, Fairhope City Council

Mayor Robin Lejeune, City of Daphne,

Councilmember Ron Scott, Daphne City Council

Commissioner Joe Davis, Baldwin County Commission District 2

Commissioner Billie Jo Underwood, Baldwin County Commission District 3

Mayor Michael McMillan, City of Spanish Fort

Mayor Richard Teal, Town of Loxley

Matthew Eriksen, P.E., Southwest Region Engineer, Alabama Department of Transportation

Non-Voting Members

Mark Bartlett, P.E., Division Administrator, Federal Highway Administration

D.E. Phillips, Jr., P.E., State Local Transportation Engineer, ALDOT

Richard Johnson, P.E., Chairperson of the Technical Advisory Committee

Andrew James, Chairperson of the Citizen Advisory Committee

Technical Advisory Committee (TAC) Members

Richard Johnson, P.E., Public Works Director, City of Fairhope

Adrienne Jones, Director of Community Development, City of Daphne

Hunter Simmons, Planning and Zoning Manager, City of Fairhope

Vacant, Public Works Director, City of Daphne

Carl Nelson, Planning Commission Chairman, City of Spanish Fort

Robert Davis, Superintendent of Utilities, Town of Loxley

Joey Nunnally, P.E., Baldwin County Highway Department Engineer

Matthew Brown, Director of Transportation, Baldwin Regional Area Transit System

Edwin Perry, P.E., Southwest Region Pre-Construction Engineer, ALDOT

Bill Harbour, Representative, Baldwin County Board of Education

Non-Voting Members

Nicole Spivey, Federal Transit Administration

Casey Gay Williams, Eastern Shore Chamber of Commerce Representative

Patrick Northcutt, Central Baldwin Chamber of Commerce Representative

Don Lagarde, Director, City of Fairhope Airport Authority

Lian Li, Representative, FHWA

Greg Smith, P.E., Representative, City of Robertsdale

Representative, Baldwin County (Vacant)

Representative, City of Daphne (Vacant)

Representative, City of Fairhope (Vacant)

Representative, City of Spanish Fort (Vacant)

Representative, Town of Loxley (Vacant)

Trucking Representative (Vacant)

U.S. Army Corps of Engineers Representative (Vacant)

Citizens Advisory Committee (CAC)

Donald Ouellette, City of Daphne

Stephen Pierce, City of Daphne

Rick Davis, City of Daphne

Richard Jaehne, City of Daphne

David Stejskal, City of Fairhope

Tom Granger, City of Fairhope

Vacant, City of Fairhope

Vacant, City of Fairhope

Johnny Chaney, Baldwin County

Greg Walker, Baldwin County

Andrew James, Baldwin County

Marissa Renneker, Baldwin County

Kevin Morgan, City of Spanish Fort

Richard Ullo, City of Spanish Fort

Diane Burnett, Town of Loxley

Vacant, Town of Loxley

**Bicycle and Pedestrian Advisory
Committee (BPAC)**

Phil Wilbourn, City of Daphne

Mark Wetzel, City of Daphne

David Ringler, City of Daphne

Payton Rogers, City of Daphne

Jeff Hudson, City of Fairhope

Katie Bolton, City of Fairhope

Meredith Montgomery, City of Fairhope

Vacant, City of Fairhope

Nancy Johnson, Baldwin County

Dewane Hayes, Baldwin County

Valerie Smith, Baldwin County

Gail Yongue, Baldwin County

Kathie LaRose, City of Spanish Fort

Jeff Sheldon, City of Spanish Fort

Raymond Lovell, Town of Loxley

Vacant, Town of Loxley

Executive Summary

Rapid population growth in the Eastern Shore region is transforming the area from a collection of small cities and towns into a modern suburban region. The rapid pace of growth is beginning to strain the capacity of the region's infrastructure, and the long term forecasts suggest that the region will be challenged with worsening traffic congestion, which is consistent with the experience of nearly all rapidly growing urban areas. Transportation funding from state and federal sources simply is not sufficient to both maintain and expand highways in high growth regions.

This Long Range Transportation Plan has relied on growth forecasts from the Center for Economic and Business Research (CEBR) at the University of Alabama for the long range population forecasts for the region. These forecasts were supplemented with analysis of growth trends over the past two decades. Data from the Alabama Department of Labor was used to evaluate employment trends in the region and to relate those trends to the observed and forecast population growth trends.

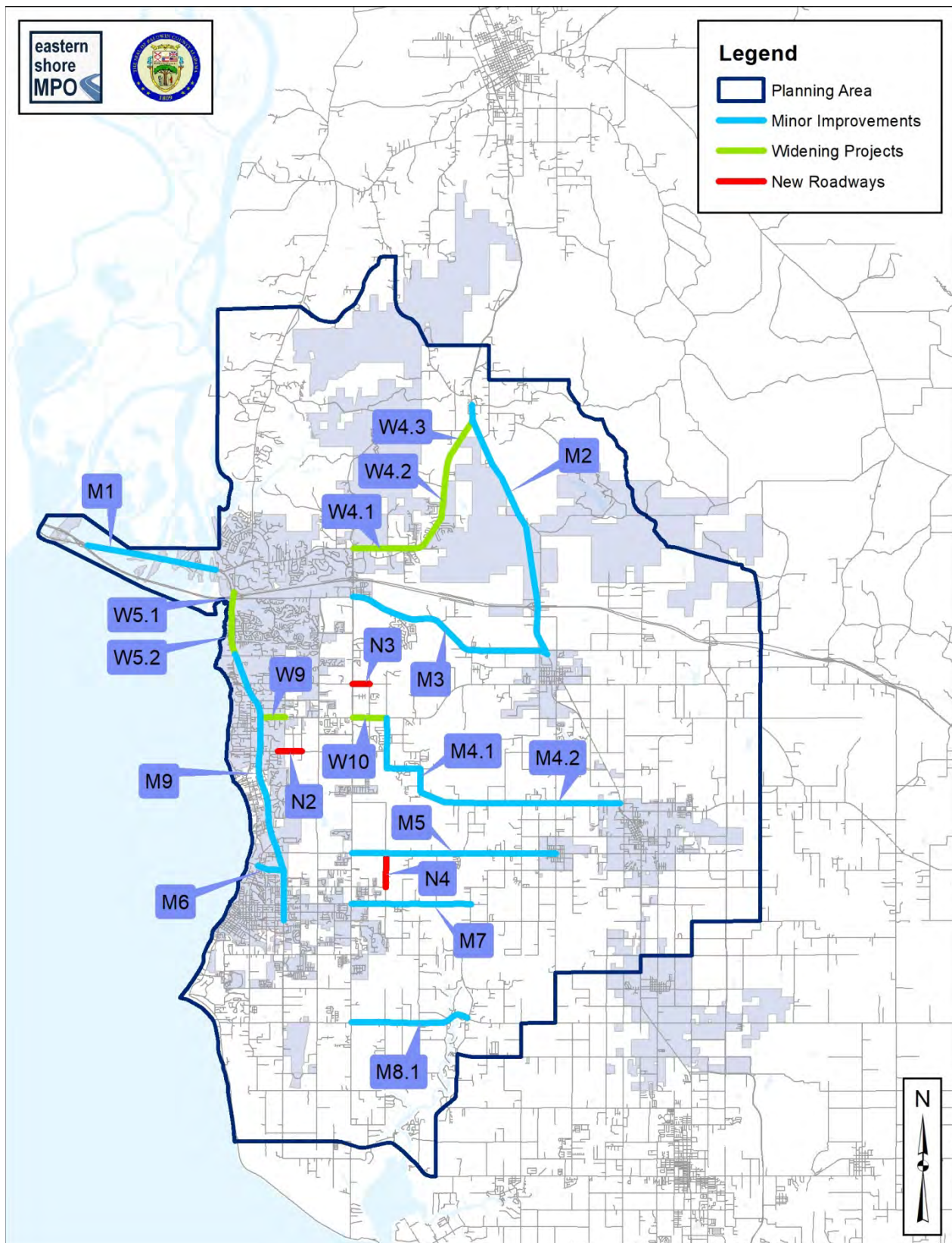
While many residents express concerns about traffic congestion, this plan finds that existing traffic congestion levels are moderate compared with larger metro areas. However, the plan also indicates that the projected rate of growth and sprawling distribution of population and employment growth will lead to rapidly worsening traffic congestion in all major highway corridors in the region. Traffic congestion invariably follows rapid suburban growth, as scarce highway funding and the long lead times for construction of new projects simply do not keep pace with growth.

An estimated \$168 million in federal and state funding for highway improvements through 2045 has been used to develop a financially feasible plan for the Eastern Shore Region. However, the highway projects that can be built with these funds only slightly improve the levels of congestion that are forecasted to occur if no further improvement were made in the highway system (the "Existing plus Committed Projects" or "E plus C" highway network). As with all fast growing regions, rapid growth translates into worsening traffic congestion. We know of no exceptions.

In evaluating projects for this long range plan, careful analysis has been conducted to assess the benefits of each project in regards to congestion levels, average traffic speed, commuter corridors, and tourism corridors. Crash frequency maps have been used to identify projects that will best address locations where collisions are common. Finally, the multimodal benefits of proposed highway projects have been assessed based on the identified freight corridors, bicycle and pedestrian routes, and transit routes.

The maps and tables below summarize the recommendations of this Long Range Transportation Plan (LRTP) for the Eastern Shore Metropolitan Planning Area and are supported by the more in depth analysis contained in the full plan document.

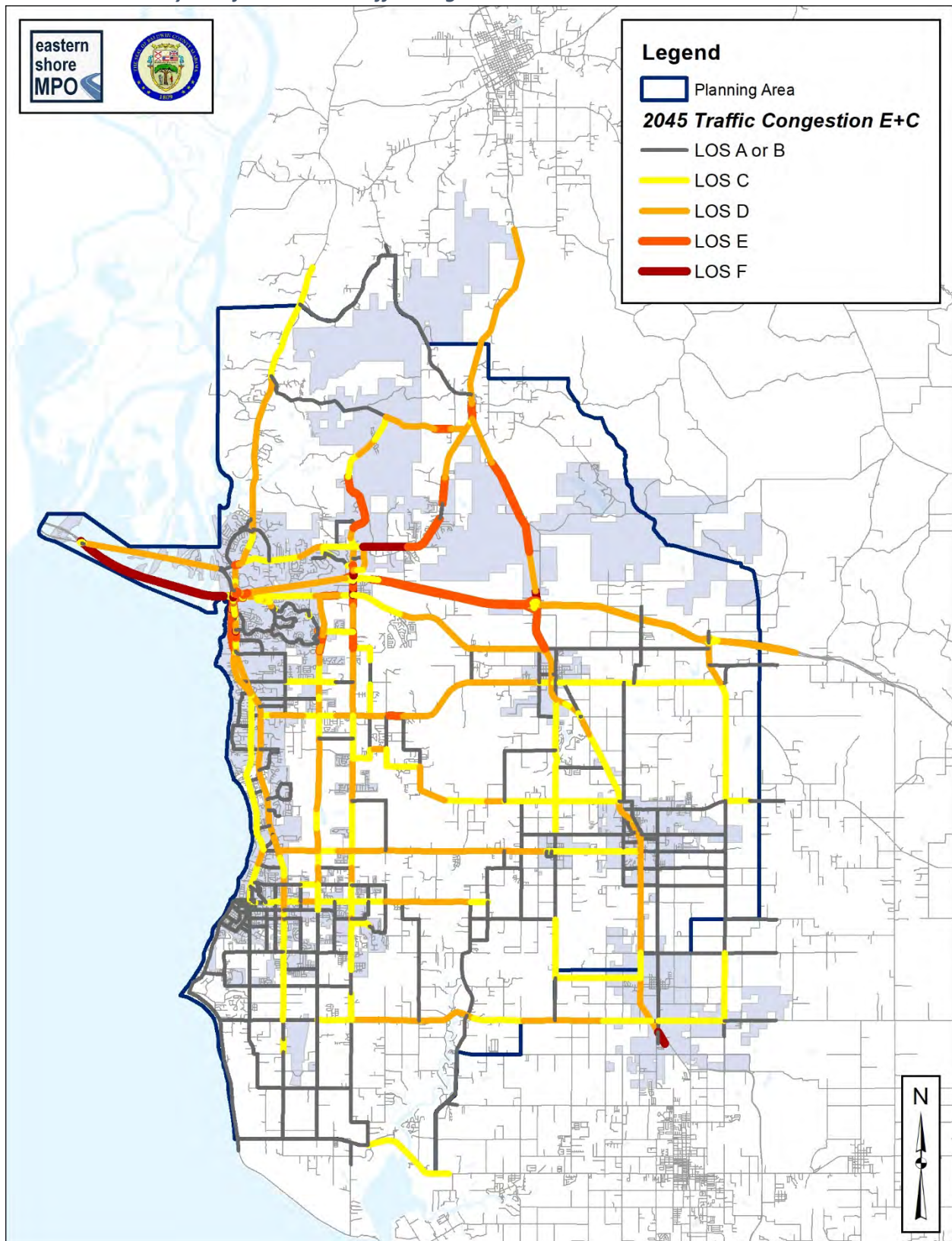
Executive Summary - Recommended Financially Constrained Highway Projects



Recommended Highway Projects through 2045

			Project Termini		
Project Type	Project ID	Project Name	Begin	End	Priority
Road Widening	W5.1	US Highway 98	Interstate 10	D'Olive Creek	High
	W4.1	US Highway 31	Jimmy Faulkner Drive (CR 27)	Old Highway 31	High
	W5.2	US Highway 98	D'Olive Creek	North Main Street (Daphne)	High
	W4.2	US Highway 31	Old Highway 31	Redmond Lane	High
	W4.3	US Highway 31	Redmond Lane	State Route 59	Medium
	W9	Daphne Ave (CR 64)	US Highway 98	Pollard Road	Medium
	W10	County Road 64	State Route 181	County Road 54	Medium
New Roads	N2	Johnson Road to Glover Lane Connector	Johnson Road	Glover Lane	High
	N3	Pleasant Road Extension	SR 181	Rigsby Road	Medium
	N4	Lawrence Road Connector	State Route 104	Gayfer Road Ext.	Medium
Minor Improvements	M2	State Route 59	US Highway 31	US Highway 90	High
	M9	US Highway 98	North Main Street (Daphne)	Nichols Avenue	High
	M5	State Route 104	State Route 181	County Road 55	High
	M1	The Causeway (US 31-US 90-US 98)	US Highway 98 Interchange	I-10 Interchange	Medium
	M8.1	County Road 32	State Route 181	County Road 9	Medium
	M3	US 90	State Route 181	State Route 59	Medium
	M4.1	County Road 54	County Road 64	County Road 49	Low
	M4.2	County Road 54	County Road 49	State Route 59	Low
	M6	Volanta Avenue (<i>Not a Federal Aid Route</i>)	Greeno Road (US 98)	North Section Street	Low
	M7	County Road 48	State Route 181	County Road 9	Low

Executive Summary - Projected 2045 Traffic Congestion



1. Introduction

The Eastern Shore Metropolitan Planning Organization (ESMPO) is designated by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Alabama Department of Transportation (ALDOT) as the lead planning agency for coordinating all federal surface transportation funding in the Eastern Shore area (see geographic definition below).

The ESMPO was created in 2012 as a result of the 2010 Census defining the Fairhope, Daphne, and Spanish Fort area as an Urbanized Area, which is a densely settled area with more than 50,000 persons. Federal agency regulations require that all Urbanized Areas must establish or join a Metropolitan Planning Organization (MPO) that will coordinate transportation planning and programming for the area.

1.1. Overview

The Long Range Transportation Plan (LRTP) coordinates transportation planning for the urbanized area along the Eastern Shore of Baldwin County. The LRTP identifies transportation improvements that will be needed in the Eastern Shore area over the next 25 years, through 2045. The LRTP implements the federal “3-C Planning Process,” which is:

- Comprehensive (including all modes);
- Cooperative (involving a broad array of stakeholders and other interested parties); and
- Continuous (being updated at least every five years).

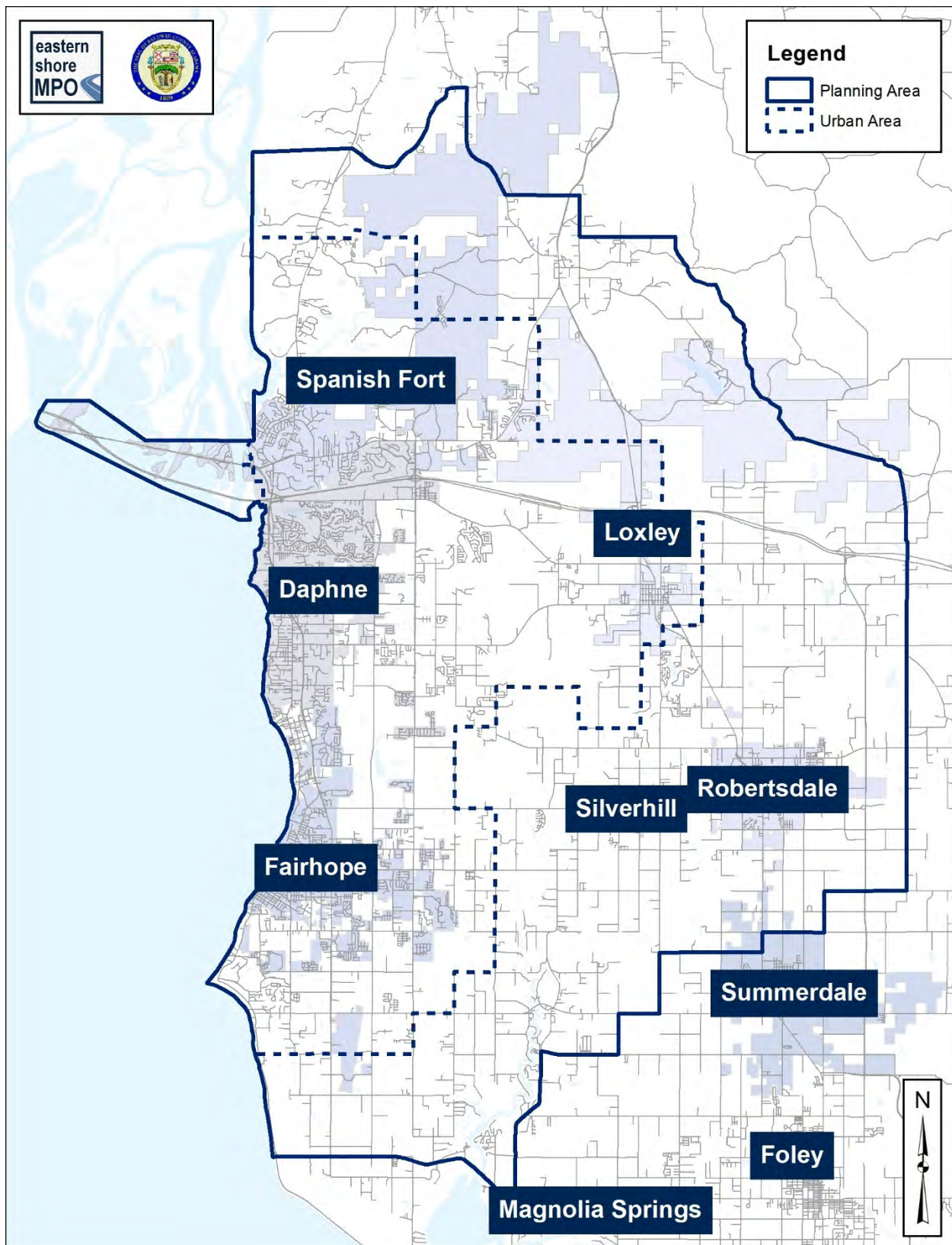
The 3-C planning process is established in Federal statute and is required for all Urbanized Areas. The LRTP is one of the key products of the planning process for the Eastern Shore Metropolitan Planning Organization (ESMPO), along with the Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP).

1.2. Eastern Shore MPO Area Description

The planning area for an MPO includes all existing Census defined Urbanized Area and should also include all area expected to become urbanized in the next 20 to 25 years. Figure 1.1. illustrates the planning area or “study area” for ESMPO, which includes all of Daphne, Fairhope, Silverhill, and Robertsedale; most of Spanish Fort and Loxley; and a portion of Summerdale.

The total land area of the Eastern Shore MPO planning area is approximately 311 square miles. The urbanized portion of the planning area is approximately 143 square miles.

Figure 1-1: Eastern Shore MPO Area



1.3. Public Participation in LRTP Development

Public participation for the Eastern Shore Metropolitan Planning Organization (MPO) update of the long-range transportation plan (LRTP) took place between Fall of 2019 and the Summer of 2020. Through the MPO's Public Participation Program, staff worked to provide opportunities for members of the public to participate in long-range transportation planning and to ensure that everyone's voice may be heard, valued, and considered.

Participation occurred during scheduled MPO meetings during public comment periods offering stakeholders a chance to offer their input into and feedback on the LRTP. During Fall of 2019, a survey was distributed via the MPO newsletter and social media feed as well as being carried by newsletters and social media feeds of the local municipalities. In Spring 2020, an open house was scheduled to present preliminary recommendations of the LRTP; however, it was interrupted by the COVID-19 pandemic. In an effort to continue the planning process during the pandemic and solicit additional feedback on those preliminary recommendations, an additional survey was developed and distributed.

1.4. FAST Act Scope of the Planning Process

The 2045 LRTP has been developed in accordance with the FAST Act (Fixing America's Surface Transportation Act). MPOs are 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 all modes of freight movement.

Under the FAST Act, the transportation planning process must consider projects, strategies, and services that will address the following ten factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. 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;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and,
10. Enhance travel and tourism.

1.5. Livability Principles and Indicators

Increasingly, federal and state agencies are using Performance Measures as a way of ensuring greater accountability for the expenditure of public funds in an ever growing number of programs and activities across a variety of disciplines. Within the transportation sector and the planning processes associated

with transportation infrastructure development, ALDOT has adopted the Livability Principles and Indicators as a sustainability measurement against future actions.

All planning tasks must be measured against these **Livability Principles**:

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

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

- 1) Percentage of LRTP projects that contain bicycle and pedestrian elements, excluding transit projects
- 2) Percentage of transportation investment from the Long Range Transportation Plan (LRTP) dedicated to enhancing accessibility of existing transportation facilities
- 3) Percentage of household income spent on housing and transportation
- 4) Percentage of Workforce Commuting to Work by Bike
- 5) Percentage of Workforce Walking to Work
- 6) Percentage of Workforce Utilizing Public Transit
- 7) Percentage of jobs and housing located within one-half (1/2) mile of transit service
- 8) Percent of workforce living within twenty-four (24) miles or less from primary job

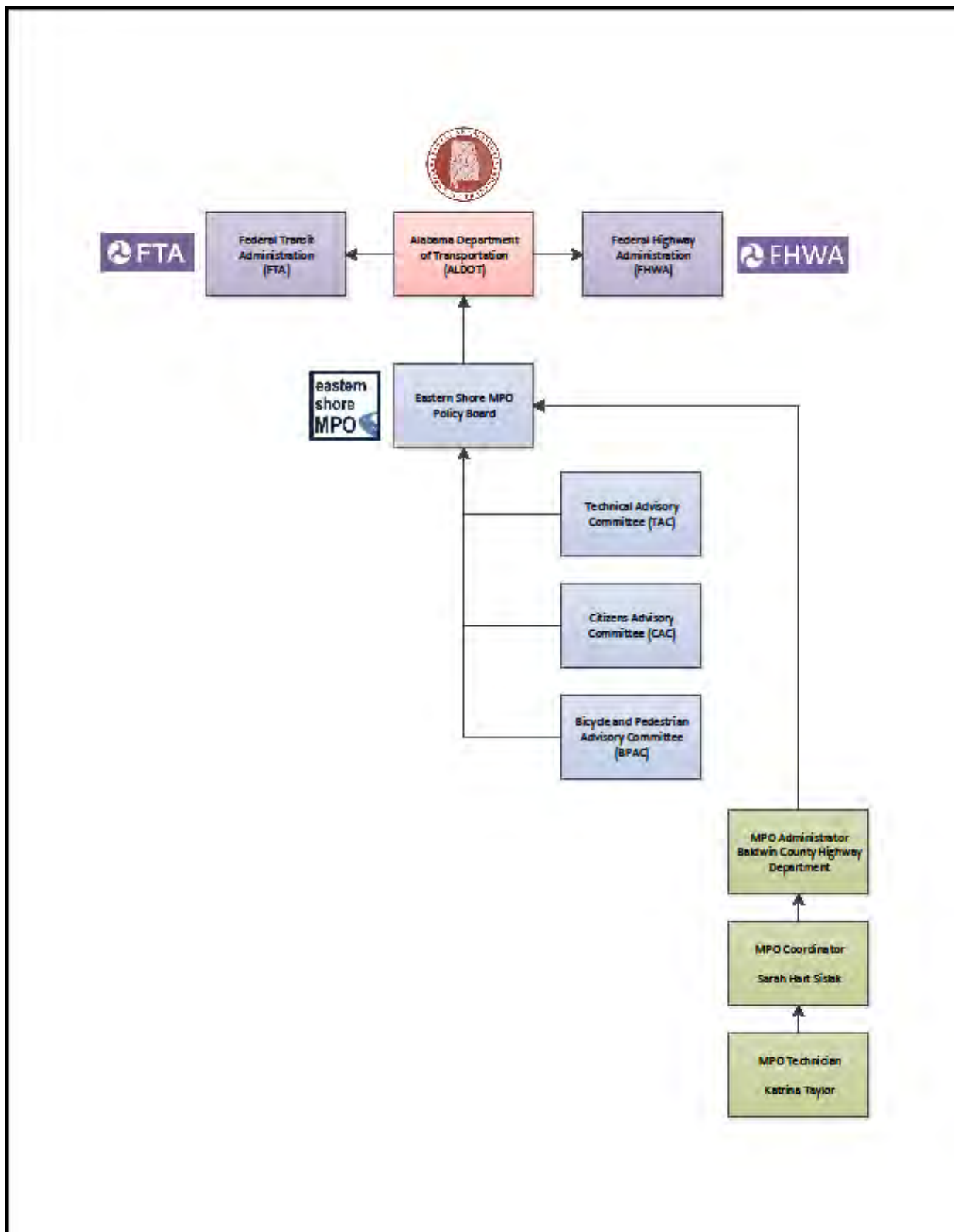
1.6. Eastern Shore MPO Structure

The Baldwin County Highway Department manages the Eastern Shore Metropolitan Planning Organization. The MPO is comprised of the MPO Policy Board, the Technical Advisory Committee (TAC), the Citizen Advisory Committee (CAC), and the Bicycle and Pedestrian Advisory Committee (BPAC).

The MPO Policy Board serves as the official policy and decision-making body of the Eastern Shore MPO. The Technical Advisory Committee, the Citizen Advisory Committee, and the Bicycle and Pedestrian Advisory Committee advise the Policy Board about transportation policy, programs, and projects. The Policy Board submits approved projects and programs to the Alabama Department of Transportation (ALDOT) for programming, funding, and implementation. MPO Policy Board members are designated by their elected positions in the City of Spanish Fort, the City of Daphne, the City of Fairhope, the Town of Loxley, the Baldwin County Commission, the Alabama Department of Transportation, and the Federal Highway Administration. The MPO Policy Board is comprised of nine voting members and four non-voting members.

The Technical Advisory Committee (TAC) provides technical assistance and input in the various planning elements involved in the transportation planning process. The Citizen Advisory Committee (CAC) serves as a formal means through which citizens may participate in the transportation planning process. The Bicycle and Pedestrian Advisory Committee (BPAC) provides a means for those engaged in local bicycle and pedestrian activities to provide input into the metropolitan planning process. The composition of the Policy Board and Advisory Committees is provided on pages v through vii. The organizational structure of the MPO is illustrated in Figure 1-2 below.

Figure 1-2: Eastern Shore MPO Structure



1.7. Environmental Mitigation Strategies

Where the projects identified in this plan impact wetlands, threatened or endangered species, archaeological sites, historic properties, hazardous waste sites, national forests, tribal lands, and other environmentally or culturally sensitive areas, the MPO will work with federal, state, and tribal regulatory agencies to identify mitigation activities.

A review of the projects proposed in this Long Range Transportation Plan indicates that the primary concerns with the identified projects are wetlands impacts and associated wildlife impacts, and historic property impacts.

Mitigation activities may be required in the environmental approvals for projects. A good mitigation strategy for wetlands impacts is acquisition and permanent protection of high quality wetlands in or near the MPO study area; this strategy is also applicable for wildlife impacts.

Some states and MPOs have created Wetland Mitigation Banks, which purchase and protect highly productive, unspoiled wetlands to create “credits” that are “spent” to offset project-related wetlands impacts.

Historic property impacts are best handled by avoidance and minimization. In other words, flexibility in highway design should be employed to the maximum extent feasible so that historic property impacts are avoided or minimized. Flexibility in highway design may include such strategies as substituting narrow non-traversable medians for “fifth lane” medians, reducing lane widths, adjusting design speeds, and shifting road centerlines away from sensitive properties.

1.8. Title VI and Environment Justice Communities

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

1. An Open Process – To have an open process that encourages early and continued public participation. All MPO and committee meetings are open to the public.
2. Easy Information Access – To provide complete and timely information regarding plans, programs, procedures, policies, and technical data produced or used during the planning process, to the general public and the media. All MPO meeting announcements, documents, maps, and plans can be viewed at www.easternshorempo.org.

3. Notice of Activities – To provide timely and adequate public notice of hearings, meetings, reviews, and availability of documents.
4. Public Input and Organizational Response – To demonstrate consideration and recognition of public input and comments, and to provide appropriate responses to public input.
5. An Inclusive Process – To encourage participation in the planning process by traditionally under-represented segments of the community; low-income groups, minorities, persons with disabilities, and the elderly; and to consider the needs of these groups when developing programs, projects, or plans.

The Eastern Shore MPO will be compliant with the Rehabilitation Act of 1973, Section 504, and the Americans with Disabilities Act of 1990 (ADA) by July 20, 2016. Additionally, the MPO is, and will be, compliant with all other Title VI programs, processes, and procedures to include the following:

- Civil Rights Act of 1964, 42 USC 2000d, et seq., which prohibits exclusion from participation in any federal program on the basis of race, color, or national origin.
- 23 USC 324, which prohibits discrimination on the basis of sexual orientation, adding to the landmark significance of 2000d. This requirement is found in 23 CFR 450.334(1).
- Rehabilitation Act of 1973, 29 USC 701 Section 504, which prohibits discrimination on the basis of a disability, and in terms of access to the transportation planning process.
- Americans with Disabilities Act of 1990, which prohibits discrimination based solely on disability.
- ADA encourages the participation of people with disabilities in the development of transportation and paratransit plans and services. In accordance with ADA guidelines, all meetings conducted by the MPO, will take place in locations which are accessible by persons with mobility limitations or other impairments.
- Language Assistance Plan (LAP), which is required by Title VI of the Civil Rights Act of 1964, Executive Order 13166, and FTA Circular C 4702.1B, October 2012. The Eastern Shore MPO has completed a Four Factor Analysis of the Eastern Shore Metropolitan Planning Area to determine requirements for compliance with the Limited English Proficiency (LEP) provisions.
- Environmental Justice, Executive Order 12898, which requires recipients of federal funds to consider the both minority and low-income population in the planning process. Based on analysis, the MPO has identified a population within the MPA that may require MPO assistance in participating in the planning process. A Language Assistance Plan has been developed and is documented in the 2013 Public Participation Plan, which can be accessed at the following on the MPO website, www.easternshorempo.org.

In order to further support the public participation goals of the ESMPO, the public was encouraged to participate in the development of the LRTP. The 2045 LRTP process has included two series of public

engagement, designed to obtain input from the public concerning the long range transportation planning process in the Eastern Shore Metropolitan Planning Area. This process will culminate in a public involvement meeting to present the draft 2045 LRTP and receive comments from the public during a 14-day public comment period. A summary of the public outreach activities and results are included in Appendix B.

All ESMPO meetings are open to the public. At these meetings, the ESMPO committees review the draft and approve the final LRTP documents. Interested individuals may also review and comment upon these documents in tandem with the MPO committees. Individuals may address their concerns to the MPO committees directly at any meetings they attend. The MPO coordinator at the Eastern Shore MPO should be contacted to obtain unapproved draft and final documents.

The Geography of Environmental Justice Communities in ESMPO

Appendix D includes mapping of several key characteristics that are indicative of the presence of underserved and disadvantaged populations. These include:

- Percent of Population Below Poverty Level
- Percent of Households Receiving Food Stamps
- Percent of Unemployment
- Percent Minority Population Versus Non-Minority
- Percent Minority Population by Census Block

The geographic distribution of each indication is variable, and high concentrations of Environmental Justice populations are not readily apparent in the region. Data to support the Environmental Justice mapping is not available at small census geography, and the Census Tract based analysis used here provides limited precision as to specific location of the subject populations. However, a few conclusions can be drawn, as described below.

Concentrations of minority population are found in south Fairhope, south of CR 64 in Daphne, east of Daphne in the CR 64 and US 90 corridors, north of Spanish Fort near the study area boundary, and along CR 32 near the study area boundary.

Unemployment levels tend to be highest in the rural areas east of Daphne along CR 64 and in the area southeast of Fairhope, and this geographic pattern is reinforced by the mapping of households below the poverty level and households receiving food stamps.

1.9. Performance Measures

ALDOT's Performance Measures

In compliance with the Joint Planning Rule from FWA (23 CFR 450 and 771) and FTA (49 CFR 613), under the MAP-21 and the FAST Act, State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) are to implement a performance-based approach to planning and programming activities. This includes setting data-driven performance targets for transportation performance measures. This approach supports the national goals for the federal-aid highway and

public transportation programs. The seven goals are as follows: 1) Improving Safety, 2) Maintaining an Infrastructure Asset System in a State of Good Repair, 3) Reducing Traffic Congestion, 4) Improving the Efficiency of the Surface System, 5) Freight Movement and Economic Vitality, 6) Protecting the Environment, and 7) Reducing Project Delivery Delays.

Under the 23 CFR 490, the DOTs and MPOs are required to establish targets for applicable national performance measures. The Safety Performance Measures (PM1), Bridge/Pavement Measures (PM2), the System Performance Measures (PM3), and the FTA's Transit Asset Management (TAM) Targets have been adopted by ALDOT and the MPOs. Some targets are required to be set on an annual basis while others are set on two (2)-year and four (4)-year cycles.

ALDOT and the MPOs, along with the Transit Providers, have a cooperative agreement in place to coordinate the development of the targets, the sharing of information related to the transportation performance measures, selection of targets, and reporting requirements.

STIP Linkage to Performance-Based Planning Documents and Targets

The FHWA/FTA Joint Planning Rule required that two years after the rules become effective that STIP/TIPs amendments or updates must meet the Performance-Based Program and Planning (PBPP) requirements (23 CFR 450. 226 and 450.340). These “phased -in” requirements became effective in 2018 and 2019. The STIP/TIPs aid in programming investments toward achieving the targets as well as align with the PBPP plans to the maximum extent practicable.

This STIP contains both Highway and Transit Projects. Typical highway projects, such as highway capacity, system preservation, bridge, and safety projects, support the established targets. The same is true for the transit projects that are capital purchases. The STIP project selection criteria considers ALDOT's goals and objectives to preserve the existing system, improve system reliability, promote safety, reduce congestion, and improve the movement of goods and people. ALDOT will continue to coordinate with the MPOs on updates and/or amendments to the STIP/TIPs and support the selected performance targets to the maximum extent practicable.

ALDOT Performance Measures & Targets

FHWA Safety Performance Measures (PM1) (Annual Targets)	Calendar Year Targets 2021	
Number of Fatalities	961	
Rate of Fatalities (per 100 million Vehicle Miles Traveled)	1.364	
Number of Serious Injuries	6595	
Rate of Serious Injuries (per 100 million Vehicle Miles Traveled)	9.355	
Number of Non-motorized fatalities and serious injuries	366	
FHWA Bridge/Pavement Performance Measures (PM2)	Original 4-Year Target 2022	
% of Pavements of the Interstate System in Good Condition	n/a	
% of Pavements of the Interstate System in Poor Condition	n/a	
% of Pavements of the Non-Interstate NHS in Good Condition	> 40.0%	
% of Pavements of the Non-Interstate NHS in Poor Condition	< 5.0%	
% of NHS bridges in Good condition by deck area	≥ 27.0%	
% of NHS bridges in Poor condition by deck area	≤ 3.0%	
FHWA System Performance Measures (PM3)	Adjusted 4-Year Target 2022	
% of Person-Miles Traveled on the Interstate that are Reliable	92.00%	
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	90.00%	
Truck Travel Time Reliability (TTTR) Index on the Interstate	1.3	
FTA Transit State of Good Repair Performance Measures	Calendar Year Targets 2021	
% of Rolling Stock (Revenue vehicles) meet or exceed Useful Life Benchmark (ULB)	Reduce inventory by 5%	
% of Equipment (over \$50K) meet or exceed Useful Life Benchmark (ULB)	Reduce by 10%	
% of FTA-funded Facilities with condition rating below 3.0 (average) of FTA Average TERM Scale	No more than 20% of facilities rate less than average	
FTA Transit Safety Performance Measures	Demand Response	Fixed Route
Fatalities	0	0
Rate of Fatalities	0	0
Injuries	0	0
Rate of Injuries	0	0
Safety Events	0	0
Rate of Safety Events	0	0
Mean distance between major mechanical failure	185,235	185,235

*rate = total number for the year/total revenue vehicle miles traveled

Performance-Based Plans Descriptions

Listed below are brief descriptions of ALDOT’s PBPP Plans. These plans align with their respective performance measures and targets and this STIP.

Strategic Highway Safety Plan (SHSP) and Highway Safety Improvement Program (HSIP) Report (HSIP) (PM1)

The SHSP is a data-driven, multiyear comprehensive plan that establishes ALDOT’s traffic safety goals, objectives, priorities and areas of focus, and facilitates engagement with safety stakeholders and partners. The SHSP provides a comprehensive framework for reducing fatalities and serious injuries on all public roads, with the ultimate vision of eradicating the State’s roadway deaths. The strategies detailed in the plan integrate the efforts of partners and safety stakeholders from the 4 Es of safety (Engineering, Education, Enforcement and Emergency Medical Services).

The Alabama SHSP 3rd Edition was completed in July 2017 and the current focus of Alabama’s SHSP is the National Goal of “Toward Zero Deaths” initiative which is to reduce fatalities by 50% by 2035.

The HSIP is an annual report required by states that documents the statewide performance measures toward the zero deaths vision. It identifies and reviews traffic safety issues around the state to identify locations with potential for improvement.

Transportation Asset Management Plan (TAMP) (PM2)

The TAMP is a focal point for information about the bridge and pavement assets, their management strategies, long-term expenditure forecasts, and business management processes. The development of ALDOT’s TAMP is consistent with ALDOT’s desire to make data-driven spending decisions related to its assets. In short, ALDOT puts into practice, both on a regular basis and more specifically in the TAMP, better decision making based upon quality information and well-defined objectives. The TAMP will be a central resource for multiple ALDOT Bureaus for asset information, management strategies around those assets, financial sources and forecasting, and business management processes.

System Performance Measures (PM3)

System Performance Measures (PM3) assess the performance of the Interstate and Non-Interstate National Highway System (NHS) for the purpose of carrying out the National Highway Performance Program (NHPP); to evaluate freight movement on the Interstate System; and to analyze traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

The Alabama Statewide Long-Range Plan provides a high-level description of existing and projected travel and maintenance conditions of Alabama’s infrastructure. This Plan places emphasis on the roadway system because it is the primary mode of transportation for the movement of people and goods. The targets support system reliability along Alabama’s infrastructure system.

The Alabama Statewide Freight Plan (FP) provides an overview of existing and projected commodity flow by mode (truck, rail, waterway, air and pipeline) along existing and projected network characteristics through data analysis. In general, the FP provides an overall profile of Alabama's multimodal freight network, existing and projected freight flows by truck, and congested areas of concern throughout the state. The targets support the movement of freight which affects economic vitality.

The targets were set utilizing the FHWA's dataset source for travel time called National Performance Management Research Data Set (NPMRDS), Regional Planning Commission of Greater Birmingham's Air Quality Conformity Data, and other resources.

Transit Asset Management (TAM)

Transit Asset Management (TAM) is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit properties to keep transit networks in a State of Good Repair (SGR). The benefits of the plan are: improved transparency and accountability, optimal capital investment and maintenance decisions, more data-driven decisions, and has potential safety benefits. This plan aligns with the transit targets under Transit Asset Management.

Project Evaluation for the ESMPO LRTP

Performance measures used in the Project Evaluation section of this plan are operationalized using travel model outputs and other measures of network characteristics are organized in three categories: Mobility; Safety; and Multimodal benefits.

Mobility is evaluated using four criteria: congestion (measured by Volume/Capacity ratios); speed (measured as the variance from free-flow speed); commuter routes (measured as the percent of daily traffic generated by commuters in each corridor); and tourism corridors (measured as the percent of traffic originating from outside of the study area in each corridor).

Safety is evaluated based on a subjective analysis of crash frequency maps. Liability concerns and ALDOT data restrictions limit the ability to present any detailed crash data or mapping, so this performance measure is based on the consultant teams review of crash frequency maps. Projects along road segments with high crash frequency are weighted favorably.

Multimodal benefits are identified based on the modal elements in this LRTP. Projects that improve freight corridors, projects that include proposed facilities in the bicycle and pedestrian networks in this plan, and projects that include existing transit routes are weighted favorably in the project evaluation process.

1.10. Goals and Objectives

The 2040 ESMPO LRTP did not explicitly state Goals and Objectives for the plan. To a significant degree, federal guidance defines the goals and objectives of the planning process, as outlined in the Planning Emphasis Areas and the ten Planning Factors listed in Section 1.4 of this plan.

The MPO Policy Committee may find it beneficial to clearly articulate a more specific set of goals and objectives for staff and consultants to use as guidance in the future for developing plans, recommendations and programs. The general goals and objectives that have been considered in this planning process are:

Goal 1: Produce a clear, concise, user-friendly plan.

Objective 1.1: Focus on maps and tables that clearly illustrate the data, assumptions, and results of the planning process

Objective 1.2: Provide a concise, readable report, with technical details and documentation provided separately in appendices.

Objective 1.3: Develop an executive summary of the plan that can be easily posted on websites and reproduced as a handout to provide an easily accessible and understandable version of the plan.

Goal 2: Effectively engage the public in the planning process, provide education regarding the MPO planning process for the region, and ensure that the plan is responsive to public input.

Objective 2.1: Seek input from all residents of the region through printed questionnaires, booths at festivals and events, Facebook posts, on-line surveys, and public information meetings.

Objective 2.2: Document public input and respond to public comments in developing the plan.

Goal 3: Develop effective strategies for maintaining and improving regional mobility for all modes and for freight, within the anticipated funding levels.

Objective 3.1: Identify existing and predicted future traffic congestion and develop strategies to mitigate and manage congestion that are consistent with available funding.

Objective 3.2: Identify opportunities to improve mobility for non-automobile users and provide alternatives to automobile travel.

Objective 3.3: Identify corridors with high truck traffic volumes and identify projects that will help to improve freight movement within and through the region.

Goal 4: Preserve the existing transportation system in a state of good repair, improve safety and operations, and support tourism in the region.

Objective 4.1: Identify maintenance deficiencies in the transportation system and address these in the project evaluation process

Objective 4.2: Identify the types of facilities that have above average crash rates and identify roadway improvement projects that address areas with high numbers of crashes.

Objective 4.3: Identify important tourism corridors and address these in the project evaluation process.

2. Existing Conditions

This section of the report summarizes the current status of the transportation and land use systems in the Eastern Shore region and is the basis for developing the future transportation needs in Section 3 of the report.

2.1. Land Use and Demographics

Effective transportation planning relies on accurate base year data about land use activities. The transportation system serves and influences land use, while land use changes also influence transportation needs. The traffic, or flow pattern, that results from land use and transportation decisions determines where additional investment in transportation facilities will be most productive.

2.1.1. Employment

Figures 2-1 and 2-2 map regional retail and non-retail employment. Both Retail and Non-retail employment is concentrated along US 98 and in the I-10 corridor. Figure 2-3 summarizes employment in tabular form.

Figure 2-1: Current Employment Data for ESMPO and Baldwin County

	July 2010	July 2015
Baldwin County Total Employment	75,120	84,511
Percent of Baldwin County Employment within MPO	55%	54%
ESMPO Total Employment Estimate	41,095	45,339

Sources: Alabama Department of Labor, Eastern Shore MPO 2010 Employment Data

Figure 2-2: Retail Employment by Traffic Analysis Zone, 2015

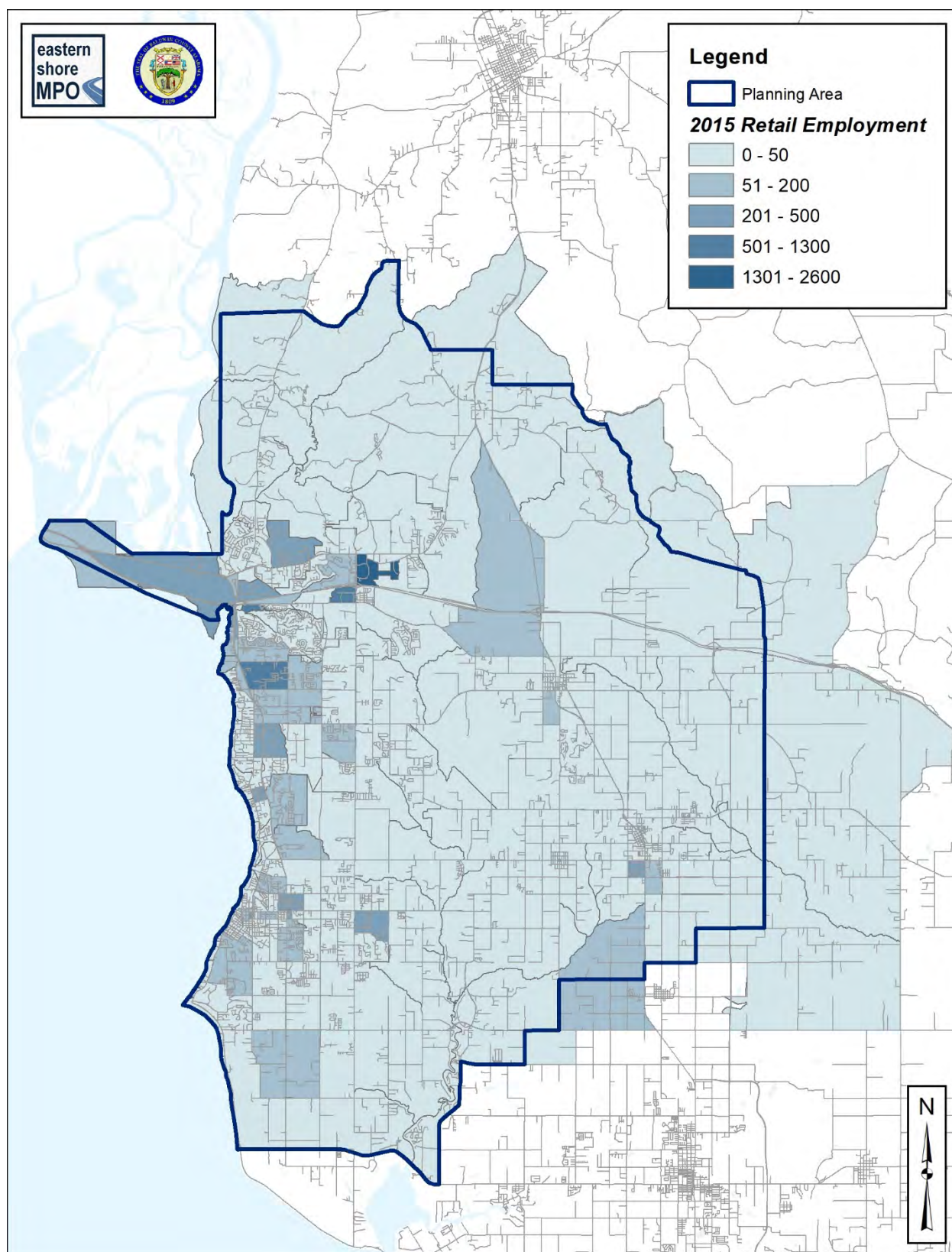
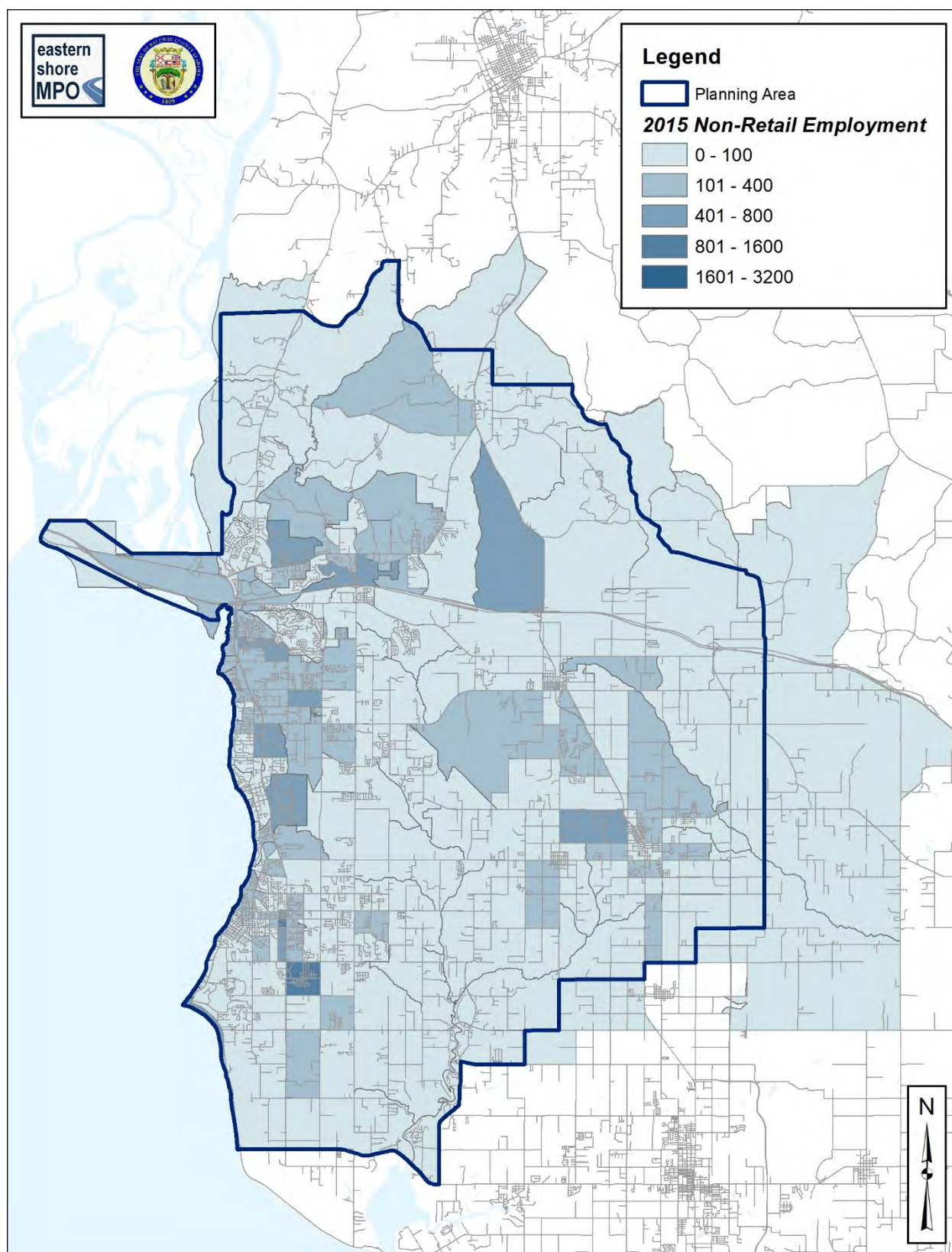


Figure 2-3: Non-Retail Employment by Traffic Analysis Zone, 2015



2.1.2. Population Overview

As the region has experienced suburban growth, population is spreading outward from the traditional central areas of Fairhope, Daphne and Spanish Fort along the US 98 corridor, and moving eastward into agricultural lands along the SR 181 corridor and into the Belforest area. Growth is also occurring in and large, undeveloped forested tracts north of I-10. The recent development in the region has focused on areas with good access to I-10, as residents seek locations that have good access to jobs in the I-10 corridor in Eastern Shore and in greater Mobile. Convenience to regional retail and services around the I-10 interchanges at US 98 and at SR 181 are also an important influence on the location of residential growth.

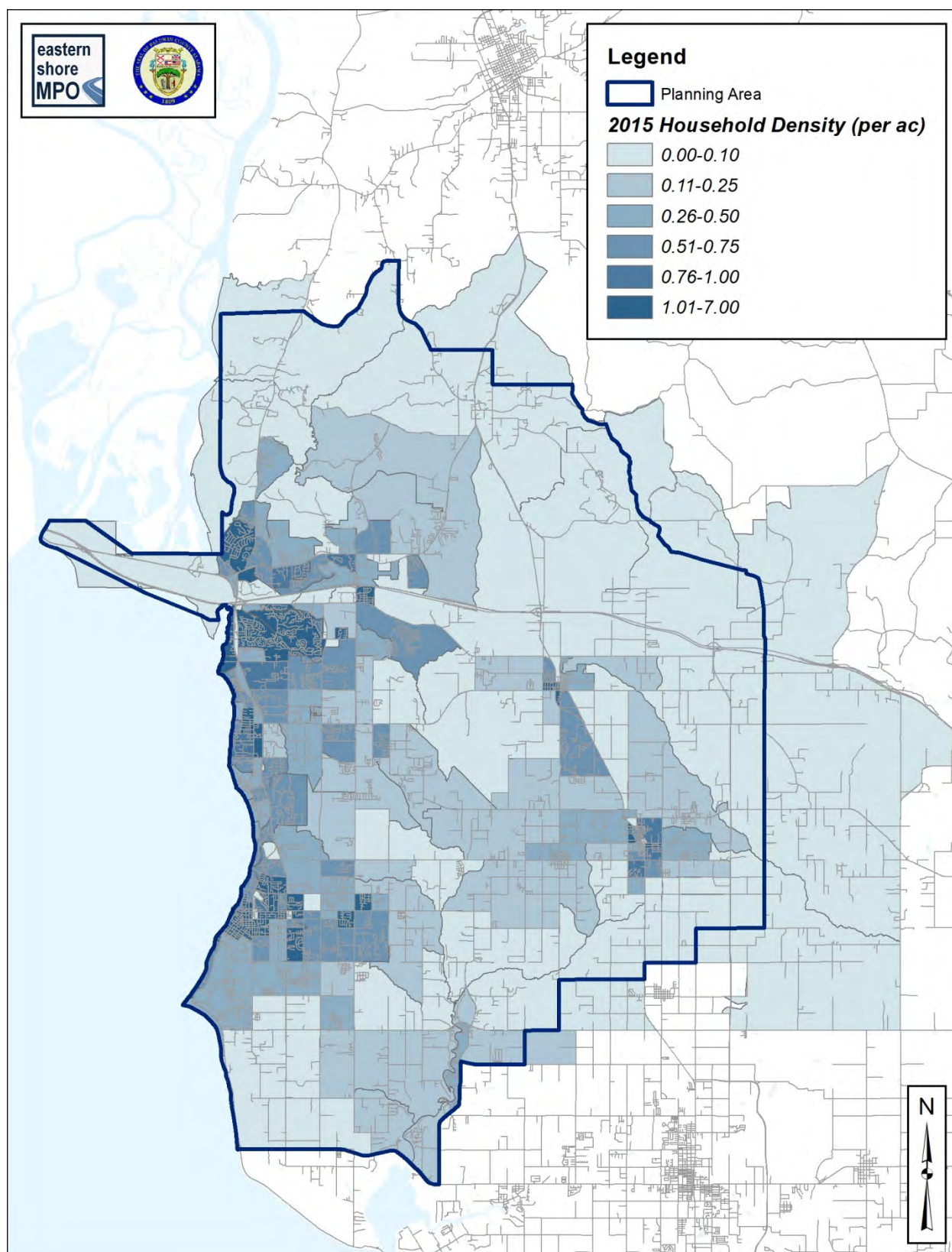
The figure below (Figure 2-4) lists the population of the MPO and Baldwin County.

Figure 2-4: Population and Households in Baldwin County and ESMPO, 2010 and 2015 Estimates

	Population (July 1)		Households		Change, 2010-2015	
	2010	2015	2010	2015	Pop	HHs
ESMPO	98,220	110,006	38,919	43,568	11,786	4,649
Remainder of Baldwin County	84,890	92,857	33,744	36,933	7,761	3,189
Baldwin County Total	183,110	202,863	72,663	80,501	19,753	7,838
Sources: U.S. Census Bureau, Population Division, and Center for Business and Economic Research, The University of Alabama, ESMPO 2010 Travel Model data						

Figure 2-5 on the next page maps the current density of households per acre in the Traffic Analysis Zones (TAZs) in the region. TAZs are the geographic units for which population and employment data is collected and growth is projected. Typically, each TAZ is bounded by the major roads that are included in the regional travel model and includes from just a few census blocks to dozens of census blocks, depending on block size.

Figure 2-5: Household Density by TAZ, 2015



2.1.3. Land Use Patterns and Commuting

Baldwin County has many more workers than jobs, producing a significant outflow of workers to adjacent counties. While Mobile is the primary destination of commuters leaving Baldwin, Escambia County is also a significant destination for out-of-county workers, as illustrated in Figure 2-6.

Figure 2-6: Baldwin County Residents Commute Patterns

County of Workplace	Workers	Percent
Baldwin	43,039	55.2%
Mobile	20,086	25.8%
Escambia, FL	3,186	4.1%
Jefferson, AL	1,723	2.2%
Montgomery	1,044	1.3%
Escambia	937	1.2%
Jackson, MS	533	0.7%
Santa Rosa, FL	494	0.6%
Madison	452	0.6%
Shelby	447	0.6%
All other locations	6,027	7.7%
Total	77,968	100.0%

Sources: U.S. Census Bureau, LEHD; Alabama Dept. of Labor, LMI Division

2.2. Highways

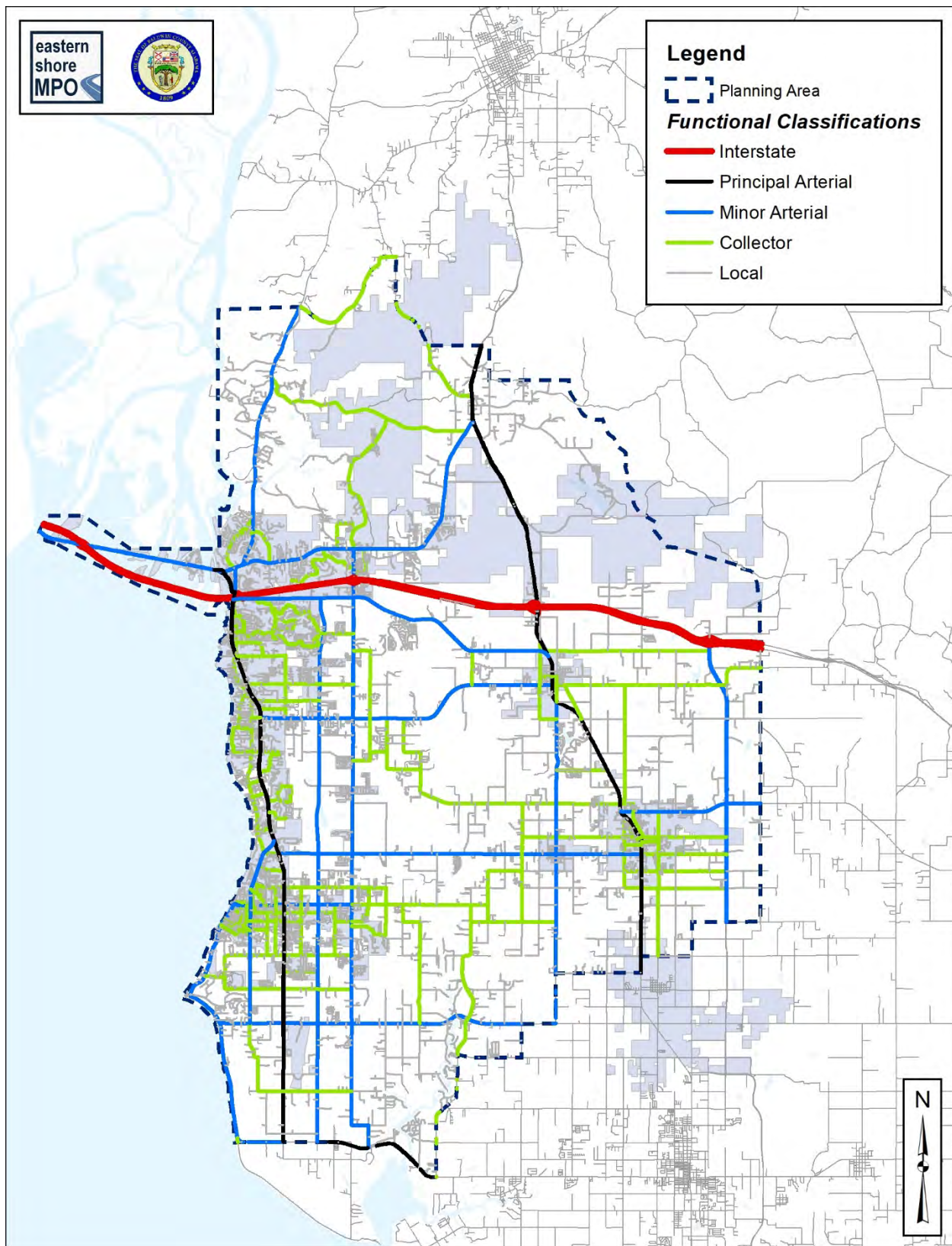
The ESMPO region is generally well served by a connected grid of arterial highways and collector roads.

2.2.1. Network description and Functional Class

Figure 2-7 shows the functional class of roads in the region. Federal Highway Administration (FHWA) classifies roads based on the type of travel served, with Principal Arterials generally serving long-distance travel between large cities, Minor Arterials connecting larger cities to smaller cities and suburbs, and collector roads distributing traffic to neighborhoods and commercial areas.

Functional classification is not based on traffic volume specifically. A minor arterial serving a major regional shopping center may have higher traffic volumes than some principal arterials in a region. The function of the road is the determining factor in classification.

Figure 2-7: Highway Functional Classification Map



2.2.2. Traffic Flow Patterns

In the ESMPO region, the roads that have been widened to four lanes are almost all north-south routes that connect to I-10, reflecting the reliance on the Interstate for many trips. Relatively few east-west corridors have been widened to four lanes, and only in short segments. No east-west four lane corridor crosses the entire study area presently except I-10. Figure 2-8 illustrates traffic flow patterns with wider lines for roads with highest traffic volumes.

2.2.3. Congestion

Level of Service (LOS) on highways in the ESMPO region is generally an acceptable “LOS C” condition, with notable exceptions along I-10 and US 98, as well as in a few other hot spots in the SR 181 corridor. In large, rapidly growing urbanized areas, LOS D is generally considered an acceptable level of congestion. Seasonal congestion associated with tourist travel to Gulf Shores and Orange Beach and other coastal destinations is an issue in the SR 59 and Baldwin Beach Express corridors. Figure 2-9 illustrates traffic congestion levels for 2015.

Figure 2-8: Map of Traffic Flow, 2015

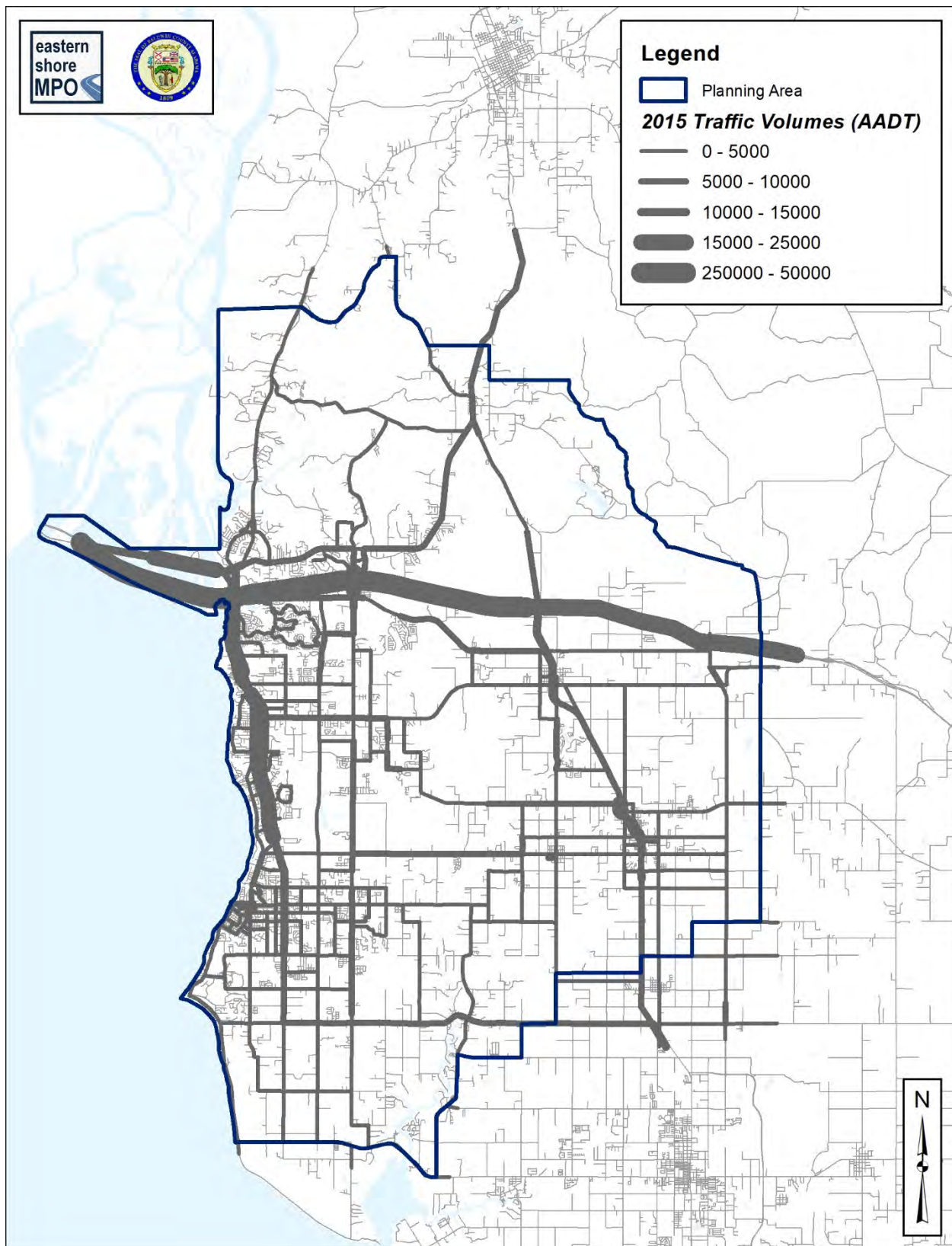
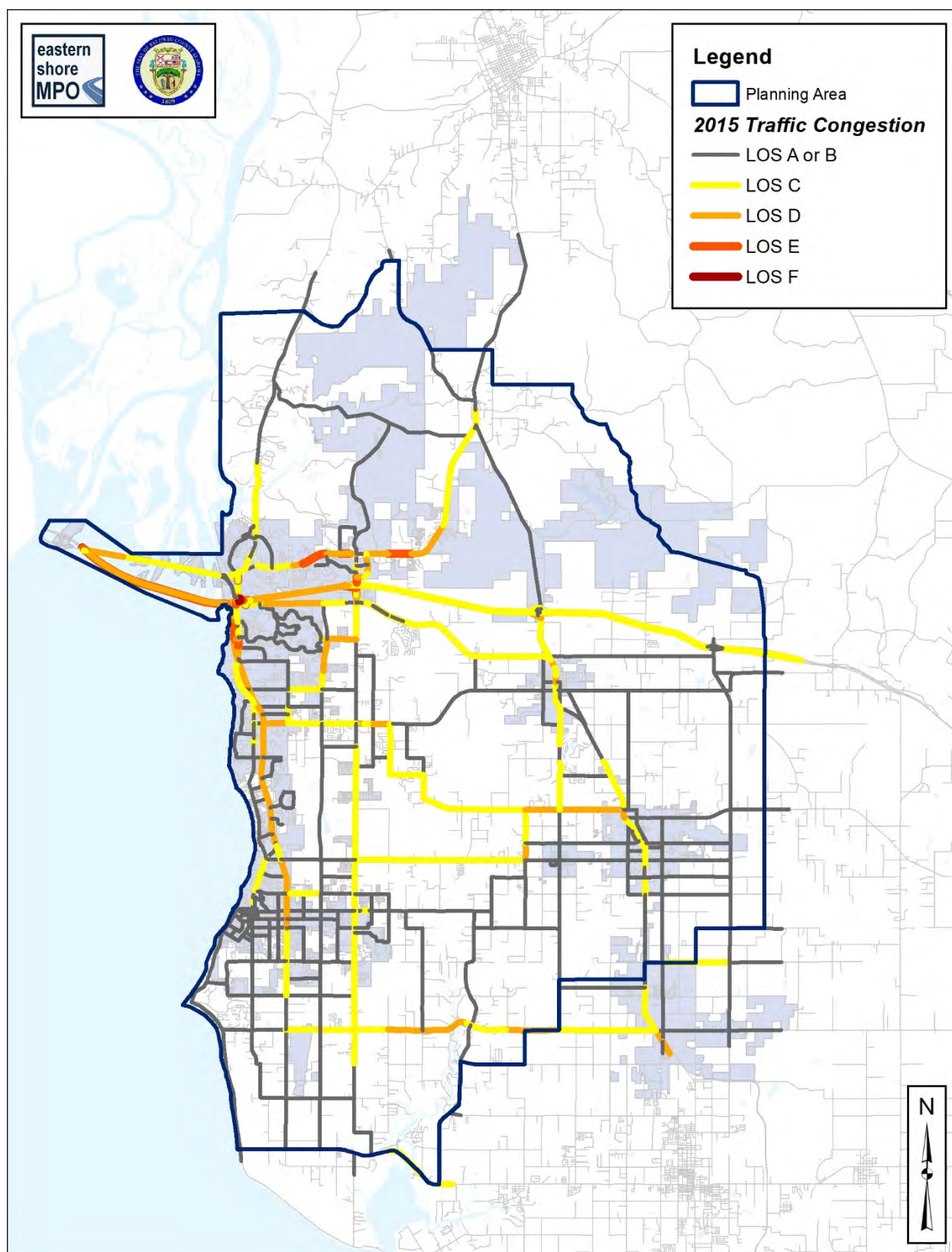


Figure 2-9: 2015 Level of Service Map



2.2.4. Safety

A review of regional crash data identified some crash hot spots, which are generally associated with the most congested areas in the region. ALDOT restrictions on publication of crash data limits the ability to map crash information. Figure 2-10 summarizes crashes by facility type, and, not surprisingly, reveals some minor reduction in crash rates when two lane arterials are widened.

Figure 2-10: Crash Rates per 100,000 VMT by Functional Class and Lanes

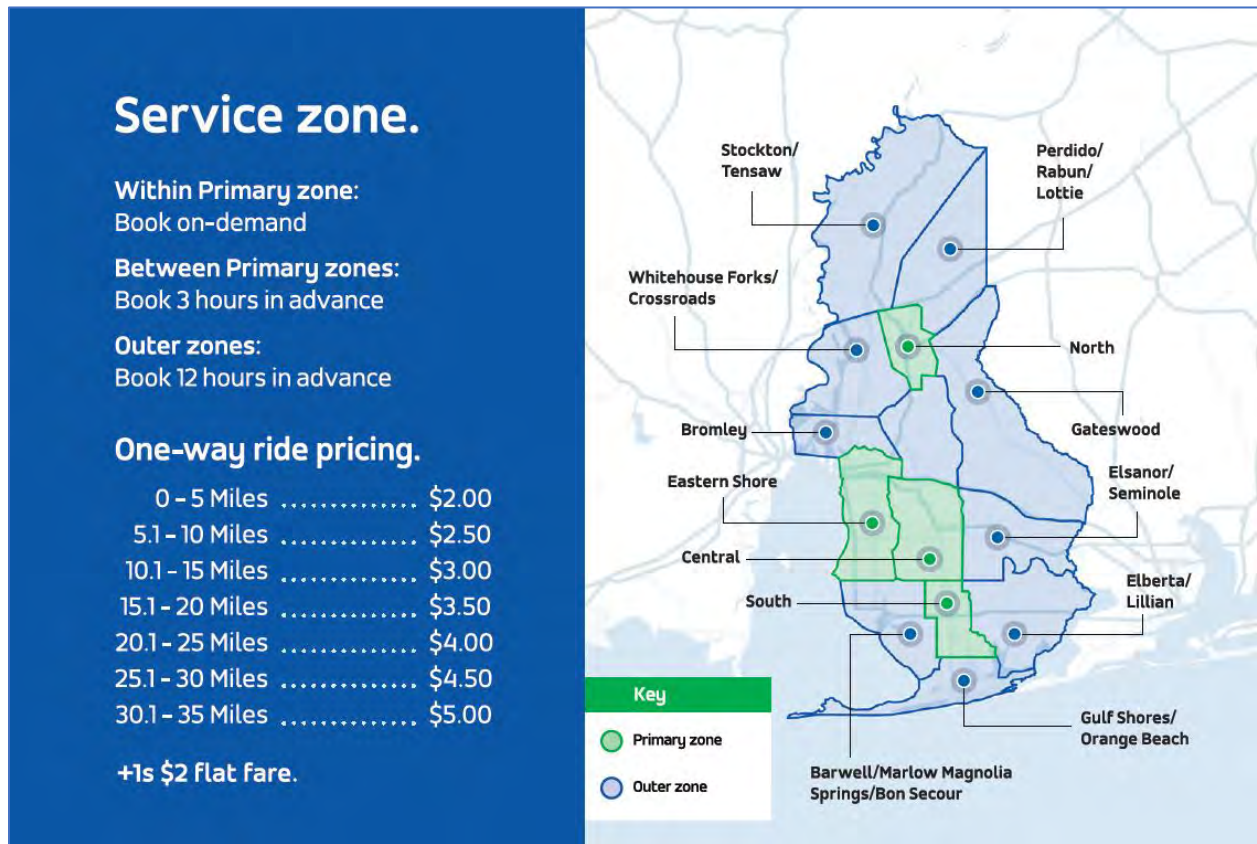
Functional Class	Lanes Per Direction			All/Avg
	1	2	3	
Interstate	-	0.82	-	0.82
Principal Arterials	0.86	3.00	3.21	2.76
Minor Arterials	6.76	4.12	11.47	6.40
Collectors	12.51	12.21	-	12.51

Source: ALDOT Crash Statistics, 2014 to 2018

2.3. Public Transportation

A transit plan was prepared and adopted in 2018, but much has changed about the transit system in the interim. Most of the festival-related service that the system previously provided will no longer be operated. In addition, BRATS is evaluating ways to leverage ridesharing services in efforts to develop improved efficiency and reduce costs per rider. Dramatic changes in service delivery and operations associated with the COVID-19 pandemic have made it difficult to assess trends in the service. BRATS is currently evaluating options for restructuring and improving the system, but the assessment is not yet complete.

Figure 2-11: Transit Routes and DR Service Area



2.4. Bicycle and Pedestrian Facilities

2.4.1. Overview

Bicycle and pedestrian facilities clearly have wide public support in the core of the ESMPO area. Public comments have been highly supportive of expanded and improved facilities for bicycle and pedestrian travel, although most public comments expressed safety concerns about cycling on most of the roads in the region. Many new subdivisions in the region have sidewalks on the residential subdivision streets. However, outside of the older sections of the City of Fairhope, very few of the region's arterial highways and collector roads have any facilities for bicycles or pedestrians.

2.4.2. Existing Network

The Eastern Shore Trail (EST) is clearly well used for recreation, but also serves some work and shopping trips as well, based on field observations. The EST has the potential to be the spine of a regional bicycle and pedestrian network that could connect much of the region and provide benefits for work travel, recreation, as well as tourism. This type of connected trail network has economic development benefits as well, as businesses of all sizes are increasingly seeking locations that have strong quality of life amenities that are attractive to employees and to customers.

Wide sidepaths (shared use sidewalks) exist along Greeno Road in Fairhope and are used by both pedestrians and cyclists. Along with the EST, these sidepaths currently serve as a central spine for both bicycle and pedestrian facilities in the region. Figure 2-12 illustrates the existing network of bicycle paths and wide shoulders that may function as bicycle lanes. Figure 2-13 presents existing pedestrian paths and sidewalks.

Figure 2-12: Existing Bicycle Facilities

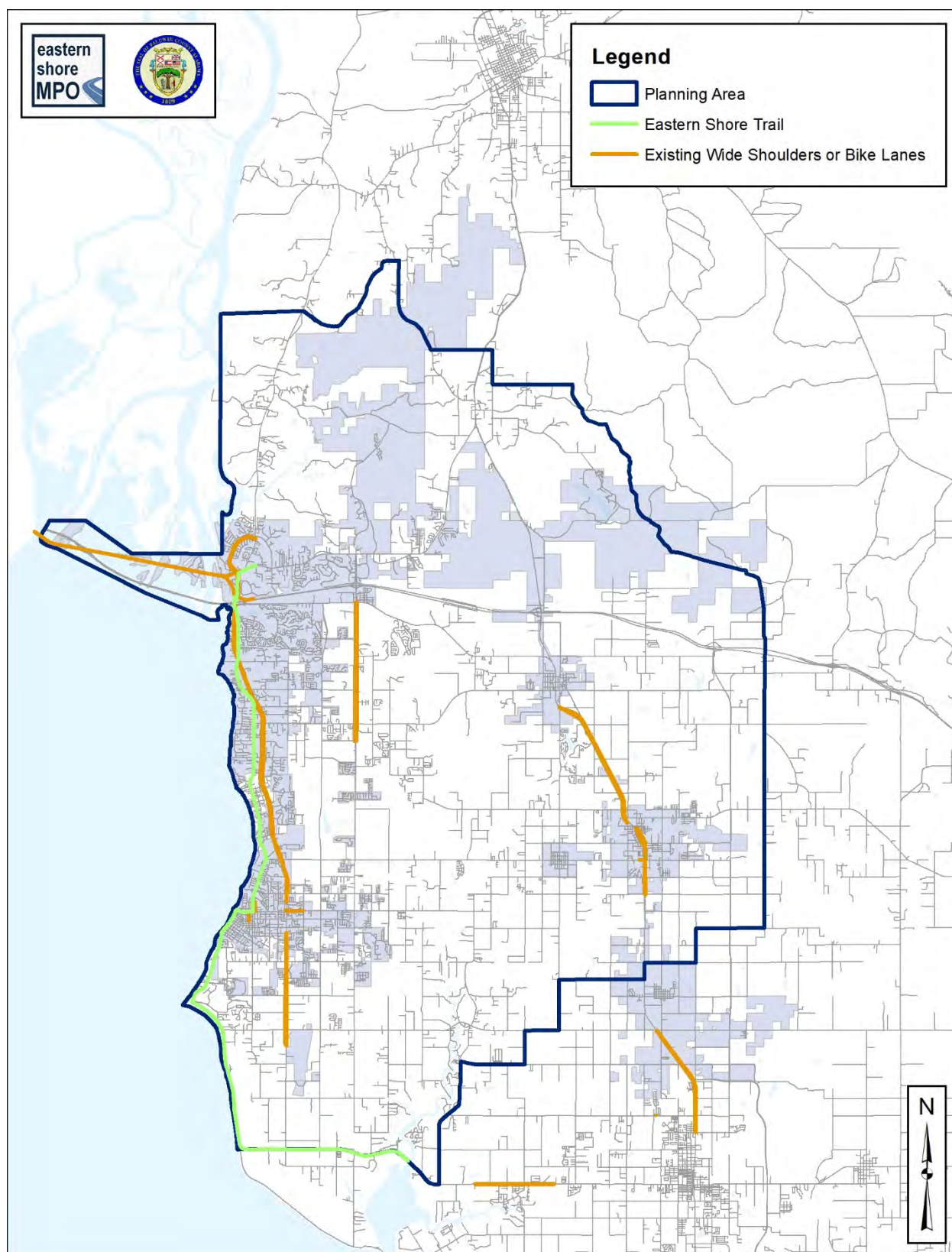
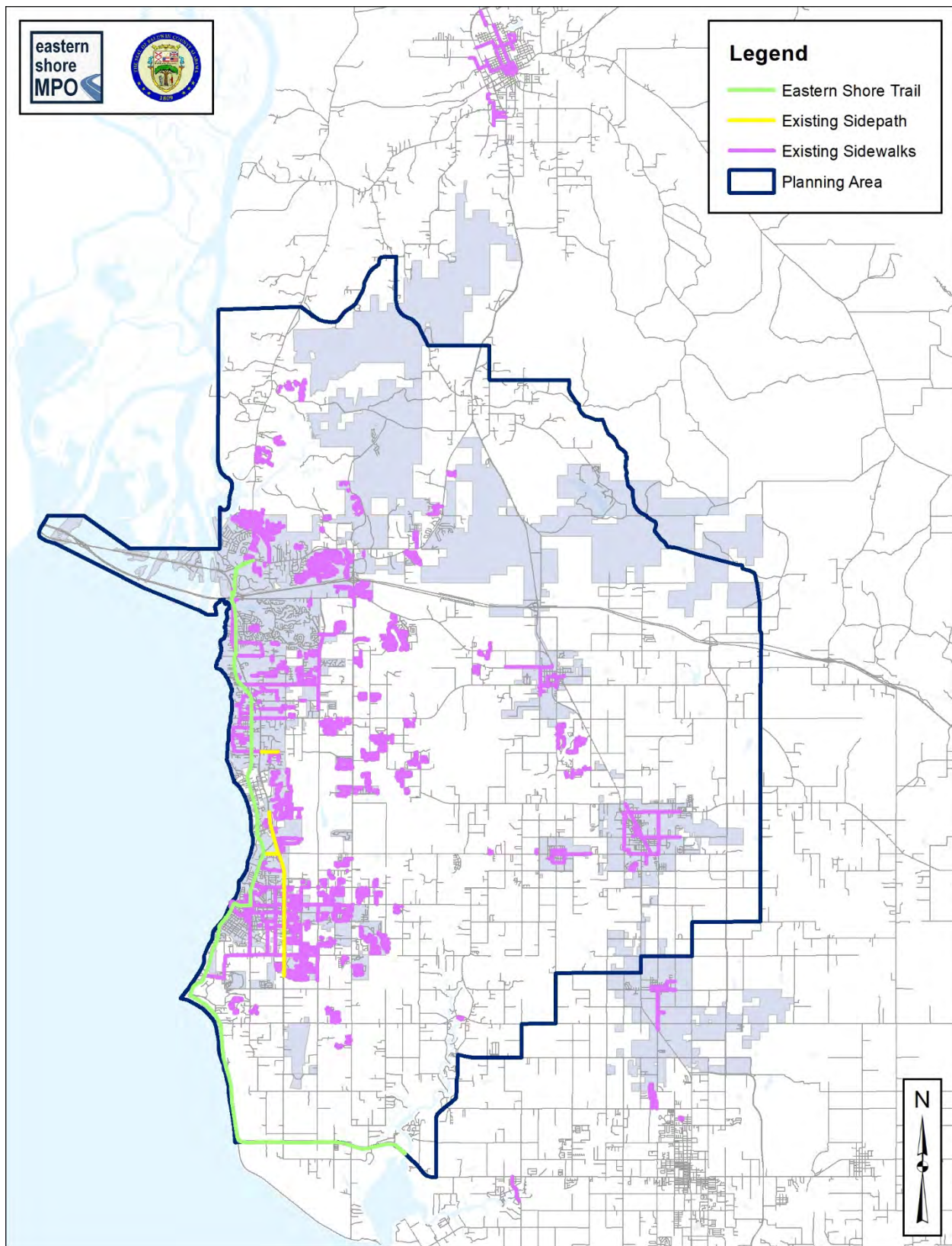


Figure 2-13: Existing Sidewalks/Pedestrian Facilities



2.5. Truck Freight

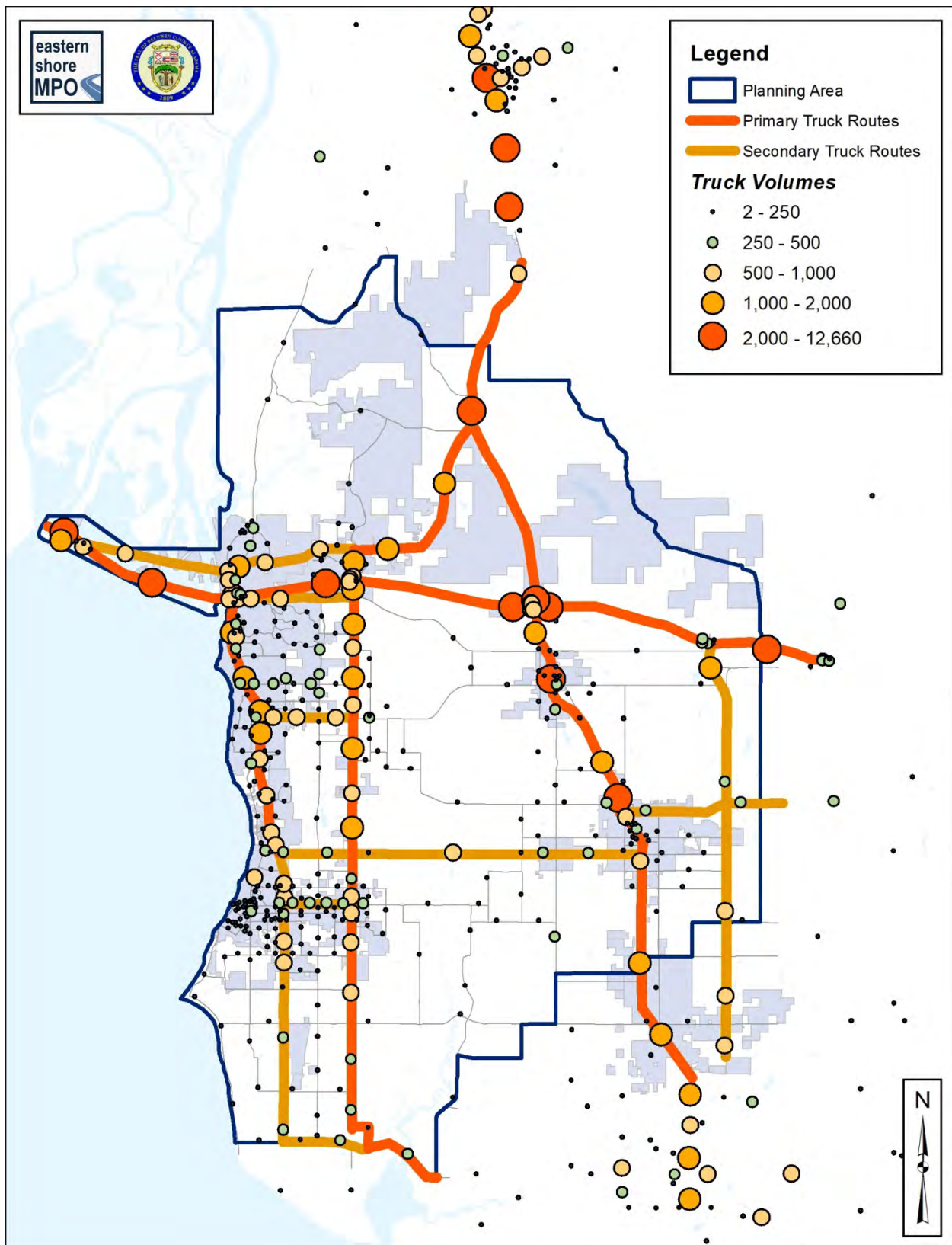
2.5.1. Overview

Essentially all freight in the ESMPO area moves by truck, as the planning area has no rail facilities, air cargo operations or port facilities.

2.5.2. Highway Freight Corridors

Figure 2-14 shows the truck traffic flows in the region using graduated size dots, with the largest dots representing the heaviest truck traffic. The truck flows are estimated using ALDOTs traffic count data and heavy vehicle count data. Based on these flows, a truck network is defined for the region, with primary routes identified as those with more than 1,000 trucks per day, and secondary routes with between 250 and 1,000 trucks per day on most segments.

Figure 2-14: Truck Traffic Flows



2.6. Aviation

The H. L. Sonny Callahan Airport in the City of Fairhope is the only general aviation airport in the study area. The airport is located 13 miles south of I-10 and is situated at the southern end of Fairhope on the east side of U.S. 98. The airport has been implementing a master plan for airport improvements and is supportive of improvements to CR 32 that would provide better access to fixed base operations as well as to the Fairhope Academy aviation training center. Airport officials believe the presence of the Fairhope Academy, a joint venture with Coastal Alabama Community College, has long-term benefits for economic development in the region and can help attract aviation-related industrial development to sites around the airport.

Commercial flights by major airlines are offered at Mobile Regional Airport on the west side of Mobile.

The Gulf Shores Airport Authority operates Jack Edwards National Airport south of the study area near Gulf Shores and has had ambitions to provide commercial airline services. It is not clear how the disruption of commercial aviation by the COVID-19 pandemic will affect the potential development of commercial flights at Jack Edwards National Airport.

2.7. Railroads

The ESMPO study area currently does not have any passenger or freight rail services. CSX operates a Class I rail that passes through northern Baldwin County, just north of the Eastern Shore MPO planning area.

A significant rail intermodal operation exists in the Mobile Bay area, just west of the ESMPO planning area. The rail operations have been enhanced by the Alabama State Port Authority's construction of the Choctaw Point and Garrows Bend facilities at the Port of Mobile.

No plans exist relating to rail service or rail infrastructure improvements, within the Eastern Shore area. Rail connectivity to the Port of Mobile remains an important transportation issue for the ESMPO, as it directly impacts the economic vitality of the MPO study area. However, decisions about rail investment are made by the private railroad corporations and are beyond the direct influence of the MPO.

3. Future Transportation Needs

The forecast for future transportation needs in the ESMPO area follows a very typical pattern for rapidly growing regions: traffic congestion is expected to increase significantly, and anticipated funding from state and federal sources is not sufficient to keep pace with increasing traffic congestion.

Overall, the recommendations of this plan are focused on maintaining the existing highway system in a good state of repair, managing traffic congestion by focusing on intersection improvements and selective widening of the most congested highway segments, and improving safety for all users of the transportation system by focusing on minor improvements along two-lane highways that are projected to have high growth in traffic volumes (but not to become severely congested).

The highway corridors identified for minor improvements in this plan typically will involve construction of left turn lanes at intersections based on crash history or peak period traffic delays, addition of wide paved shoulders to improve drainage and reduce run-off-the-road crashes (these paved shoulders also are an accommodation for cyclists and pedestrians), other roadway design and maintenance improvements, and in some cases will include construction of sidewalks or multi-use sidepaths where the pedestrian and bicycle element of this plan calls for these facilities.

3.1. Overview of Needs Identification

The primary tool used to identify and prioritize the improvements recommended in this plan is a regional travel demand forecasting model.

The “base year” travel model is developed by mapping all of the major roads in the study area (generally, the model includes only roads that are included in the federal aid eligible network of roads); collecting complete data regarding the number of lanes, speed limits, traffic volume, and length for each segment of the road network; and tabulating existing employment, population, households and school enrollment by small geographic areas called Traffic Analysis Zones (TAZs).

The ESMPO travel model is run in three steps: a trip generation step estimates the number and type of trips (e.g. work trips, school trips, and other trips) for each TAZ; a trip distribution step estimates the destination of the trips generated in each TAZ based on the proximity and size of schools and employment centers; and a traffic assignment step, which calculates the shortest route between the origin and destination TAZs based on distance, speeds, and traffic congestion (much like WAZE or Google Maps recommends routes). In large metro areas with extensive public transit systems, travel models typically include a modal split step between the trip distribution and traffic assignment steps that predicts how many trips will use transit or carpooling.

The base year travel model is “calibrated” so that overall regional travel patterns are consistent with known travel characteristics, and “validated” to ensure that the model-predicted traffic volumes in the base year are closely matched to actual traffic counts conducted annually by ALDOT on the highway system.

Once the base year model is calibrated and validated, the 2045 forecast data for employment and population in the region is used to run a future year model. The 2045 future year traffic volumes and traffic congestion levels predicted by the regional travel model are entirely dependent on the population and employment growth forecast for the region. This makes it critical to continually track growth patterns in the region and to ensure that the growth forecast matches the actual observed growth trends.

The traffic forecast for 2045 was used to identify a list of road improvement needs based on increases in traffic volumes and traffic congestion levels that would be expected if no improvements are made to the road network. The list of identified project needs is then evaluated using a set of performance criteria that address traffic flow and mobility; commuter routes and tourism routes; high crash routes and locations in the region; bridge conditions; truck freight; and bicycle and pedestrian network plans; and transit routes.

3.2. Population and Employment Forecasts

The process for developing Control totals for 2045 population, households and employment is described, below, followed by the process for geographic distribution of the growth to the TAZs in the study area.

3.2.1. Control Totals

A population control total was developed for Baldwin County for 2045 using a linear regression forecast based on the University of Alabama Center for Business and Economic Research (CBER) forecasts through 2040. This is essentially an extrapolation of the current CBER forecast.

2045 population for ESMPO was then forecast based on a linear regression forecast using the 2010 and 2015 population for the study area, and the 2040 study area population assumed in the previous LRTP update. This result is compared with the current trend of population distribution between ESMPO and the balance of Baldwin County, and the slight increase in the share of County population that is forecast to be within the ESMPO study area is considered a reasonable result.

Figure 3.1 provides details of the population forecast.

Figure 3-1: 2045 Population Forecast for Baldwin County and ESMPO

	2010	2015	2040	2045
Baldwin County Pop	182,265	202,410	300,899	321,729
MPO Pop	98,220	110,006	164,264	175,383
ESMPO Share of County Population	53.9%	54.3%	54.6%	54.5%

Sources: U.S. Census Bureau; Center for Business and Economic Research, University of Alabama

The 2045 employment control total is forecast in a similar way, using 2010 and 2015 estimates and the 2040 employment forecast from the previous LRTP in a linear regression forecast of 2045 employment.

Figure 3-2 provides details of the employment forecast for the study area. The modest increase in the ratio of employment to population is reasonable and consistent with trends in growing central counties in large metropolitan areas. The current ratio of retail employment to total employment is assumed to remain essentially constant at 0.32; many forces are affecting retail employment, most recently and notably the dramatic shift toward on-line purchases during the COVID-19 pandemic. Any attempt to forecast the long term impacts of the pandemic and the general on-line shopping trend is beyond the scope of this analysis.

Figure 3-2: 2045 Employment Forecast

	2015	2045
Retail Employment	14,278	25,398
Non-Retail Employment	31,061	54,185
Total Employment	45,339	79,582
Employment/Population Ratio	0.41	0.45
Retail Emp/Total Emp Ratio	0.31	0.32

Sources: U.S. Census Bureau LEHD Data; Center for Business and Economic Research, University of Alabama; Alabama Department of Labor, Labor Market Information Division; ESMPO 2010 Travel Model data

3.2.2. Geographic Distribution of Growth

For this forecast of growth, household growth was distributed in the same growth pattern from 2040 to 2045 as was forecast from 2015 to 2040 in the previous LRTP. This was operationalized by calculating the change in households in each TAZ between 2015 to 2040 (25 years), dividing by 5, and adding the result to the 2040 forecast value. The result of this distribution of household growth is mapped in Figure 3-3, which shows households per acre by TAZ.

Employment growth was distributed to TAZs based on the growth pattern observed in Census LEHD data from 2010 to 2015. While this is an imperfect assumption, it is the best available basis for distributing employment growth. This was operationalized by starting with the 2040 employment forecasts for each TAZ in the current LRTP data and adding the 2010 to 2015 Longitudinal Employer-Household Data (LEHD) derived growth to the 2040 value. The total Retail employment by TAZ is shown in Figure 3-4, while Non-retail employment by TAZ is mapped thematically in Figure 3-5.

MPO staff should continue to monitor current subdivision development and major employer announcements and expansions. This will enable staff to assess how well the current population and employment forecast matches with actual growth trends and continue to improve and adjust the growth forecast to better match actual development trends.

Figure 3-3: Household Density by TAZ, 2045 Forecast by TAZ

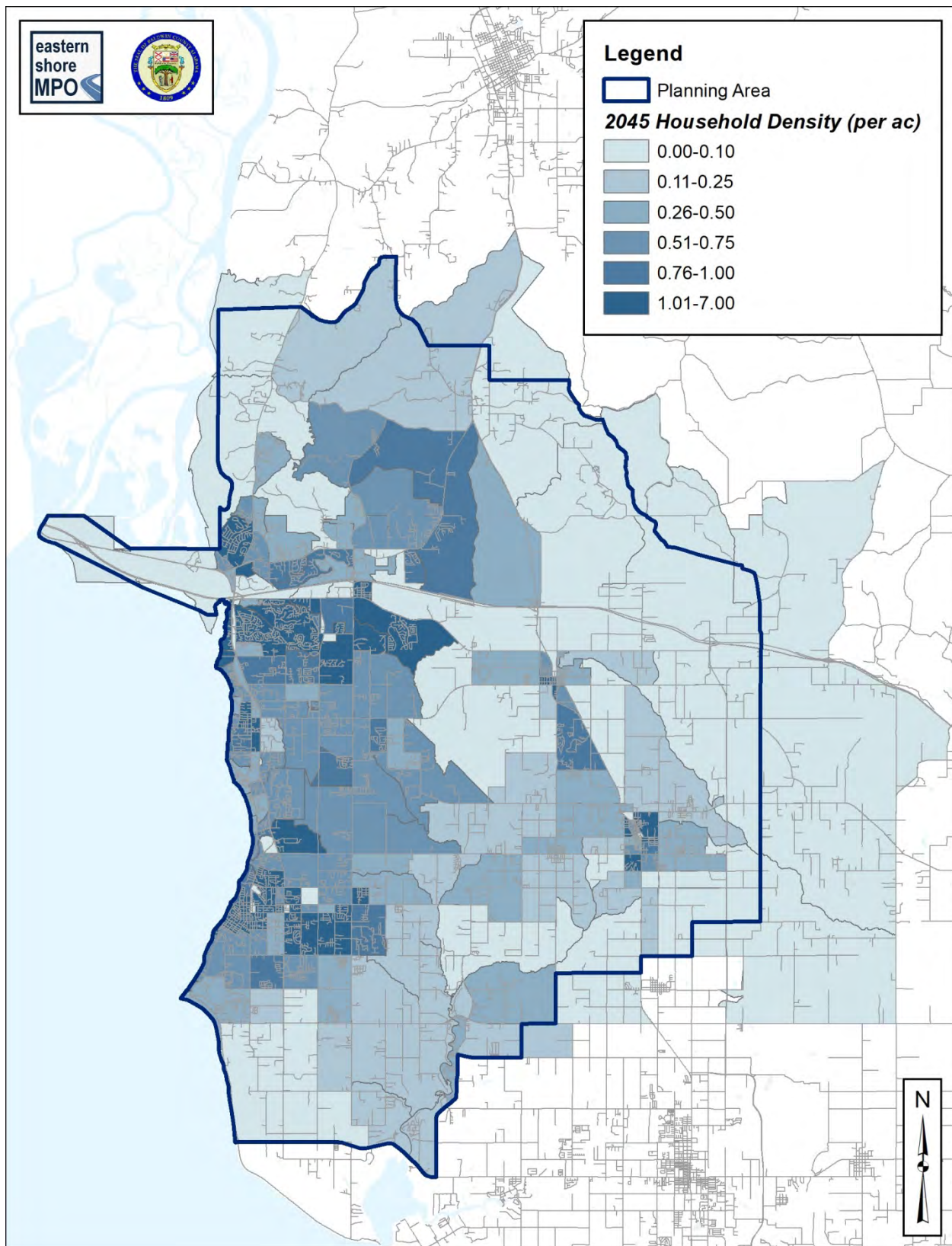


Figure 3-4: Retail Employment by Traffic Analysis Zone, 2045 Forecast

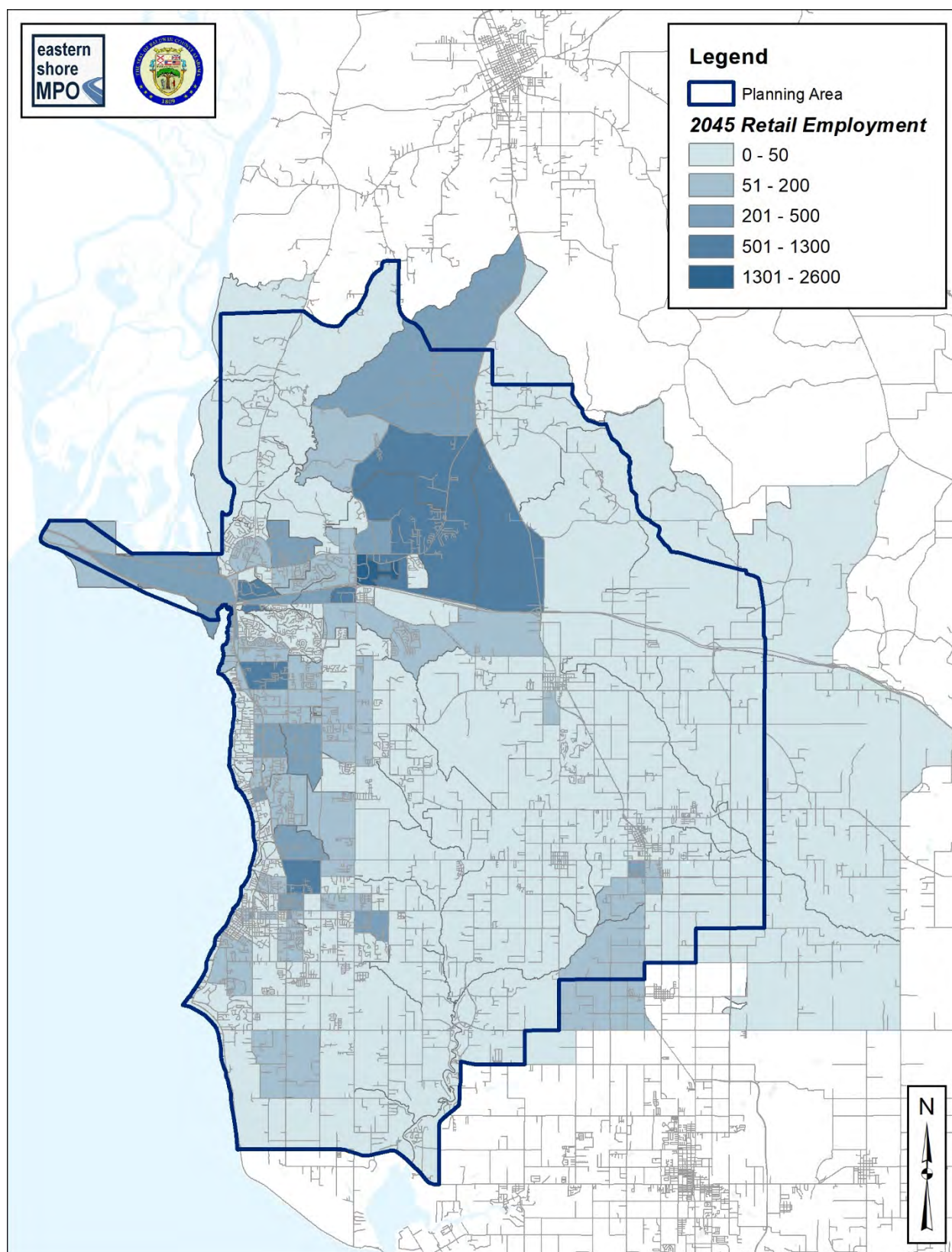
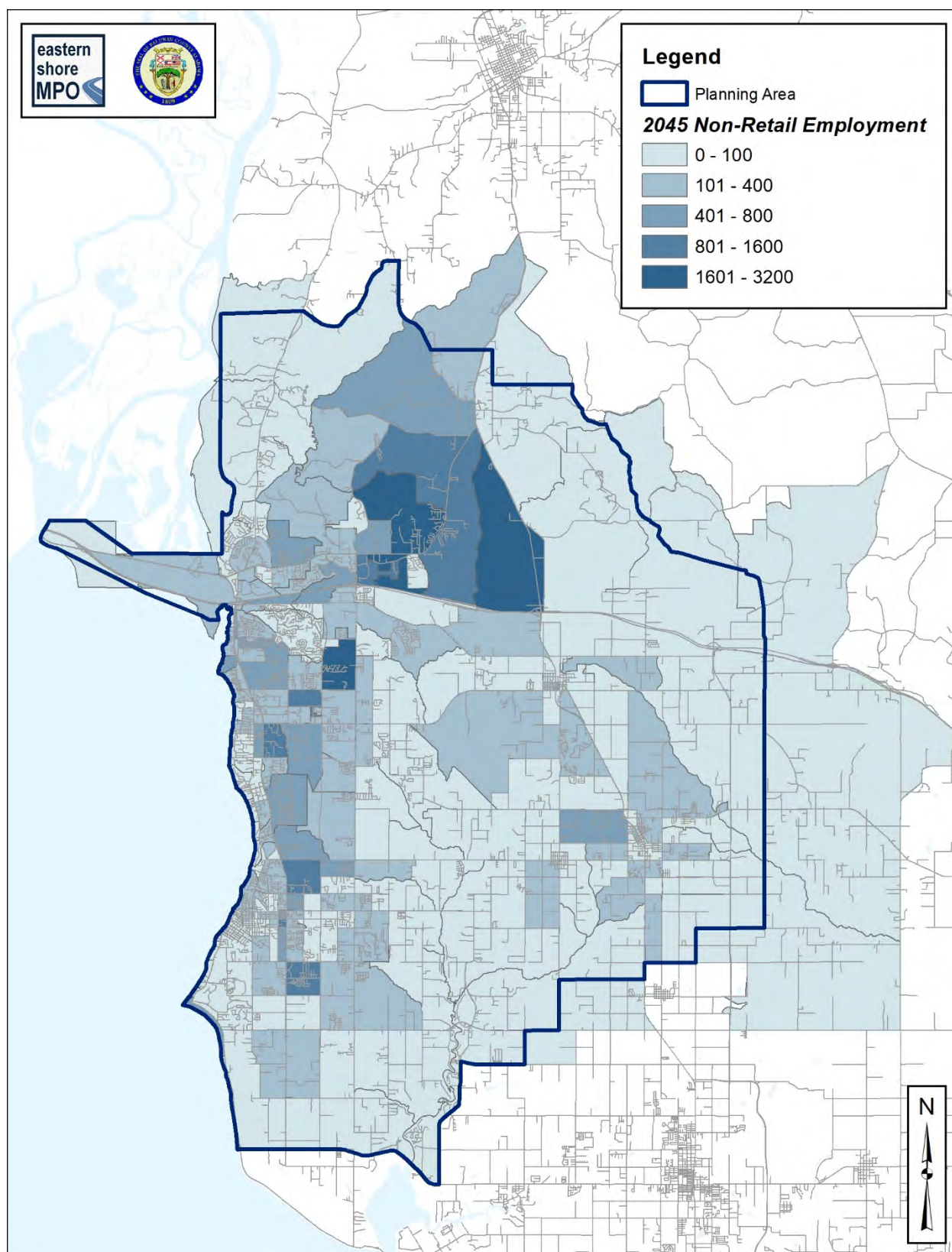


Figure 3-5: Non-Retail Employment by Traffic Analysis Zone, 2045 Forecast



3.3. Land Use Trends

Much of the ESMPO study area is in the early stages of transition from a rural, small-town centered region to a full-service suburban community. Growth now is generally focused along the arterial highway system instead of in the town centers, and the extensive grid of county roads enables residential development in a widely dispersed pattern. Agricultural uses are being gradually replaced by subdivisions in much of the study area.

Residential growth is predominantly occurring in low density single family subdivisions and is forecast to be most intense along the SR 181 corridor from Fairhope northward, eastward from the 98 corridor with concentration in the Belforest area, and north of I-10 around Spanish Fort and Loxley along US 31, SR 225, and SR 59. Significant infill development is occurring on remaining undeveloped tracts between Daphne and SR 181, and the SR 59 corridor between I-10 and Robertsdale.

Commercial, retail, and employment growth are focused along the I-10 corridor and along US Highway 98 and State Route 181 south from I-10 to Fairhope. Retail and service employment generally follows residential growth patterns and mirrors the forecast population growth pattern. Non-retail employment is forecast to be focused along US 98 south of I-10, along the I-10 corridor, and expanding northward in the US 31 corridor. While non-retail employment is increasing in the region, many workers will continue to commute to jobs outside of the study area.

3.4. Highway System Issues

Evaluation of problems in the ESMPO highway network focuses on traffic congestion, safety, and network connectivity, as detailed below.

3.4.1. Congestion

Traffic congestion predicted for 2045 closely mirrors the growth forecast for the region. Figure 3-6 illustrates the predicted traffic congestion in the region if no improvements are made to the highway system except those that are already funded and scheduled in the Transportation Improvement Program (TIP), which is the funded 4-year plan for transportation improvements that implements the long range plan.

Predicted future congestion is focused in the I-10 corridor and on the major routes north of I-10. US 31, SR 225, and SR 59 are all predicted to become substantially congested by 2045. Segments of US 98, CR 13, CR 64, and CR 54 are predicted to develop somewhat less intense congestion, while some of these segments are predicted to also be substantially congested. I-10 and US 98 (Battleship Parkway) also show dramatic increases in congestion, reflecting growth in regional through traffic as well as increased commuter traffic into the Mobile area from the Eastern Shore study area.

Figure 3-6: Level of Service 2045 Existing and Committed Improvements (E+C) Network

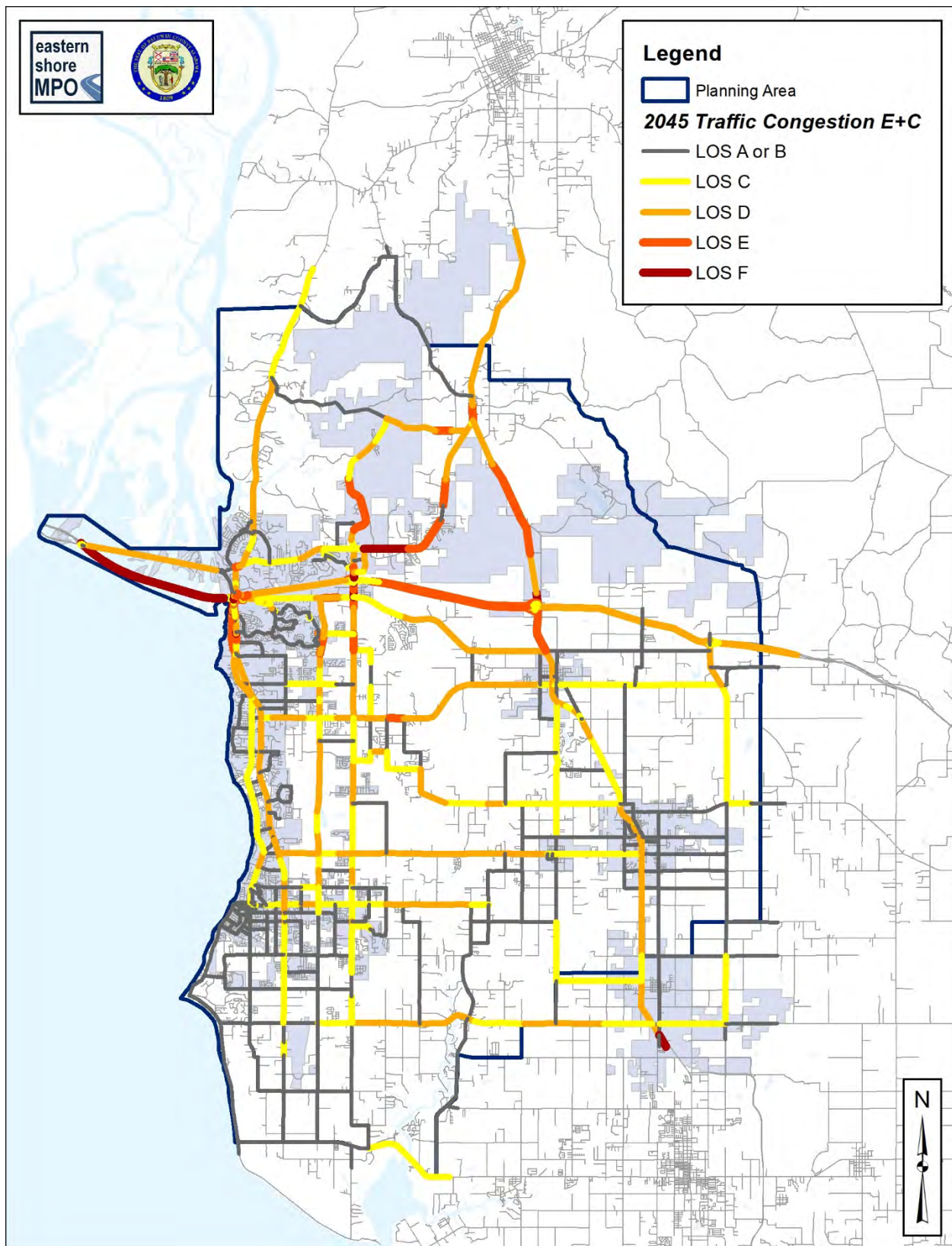
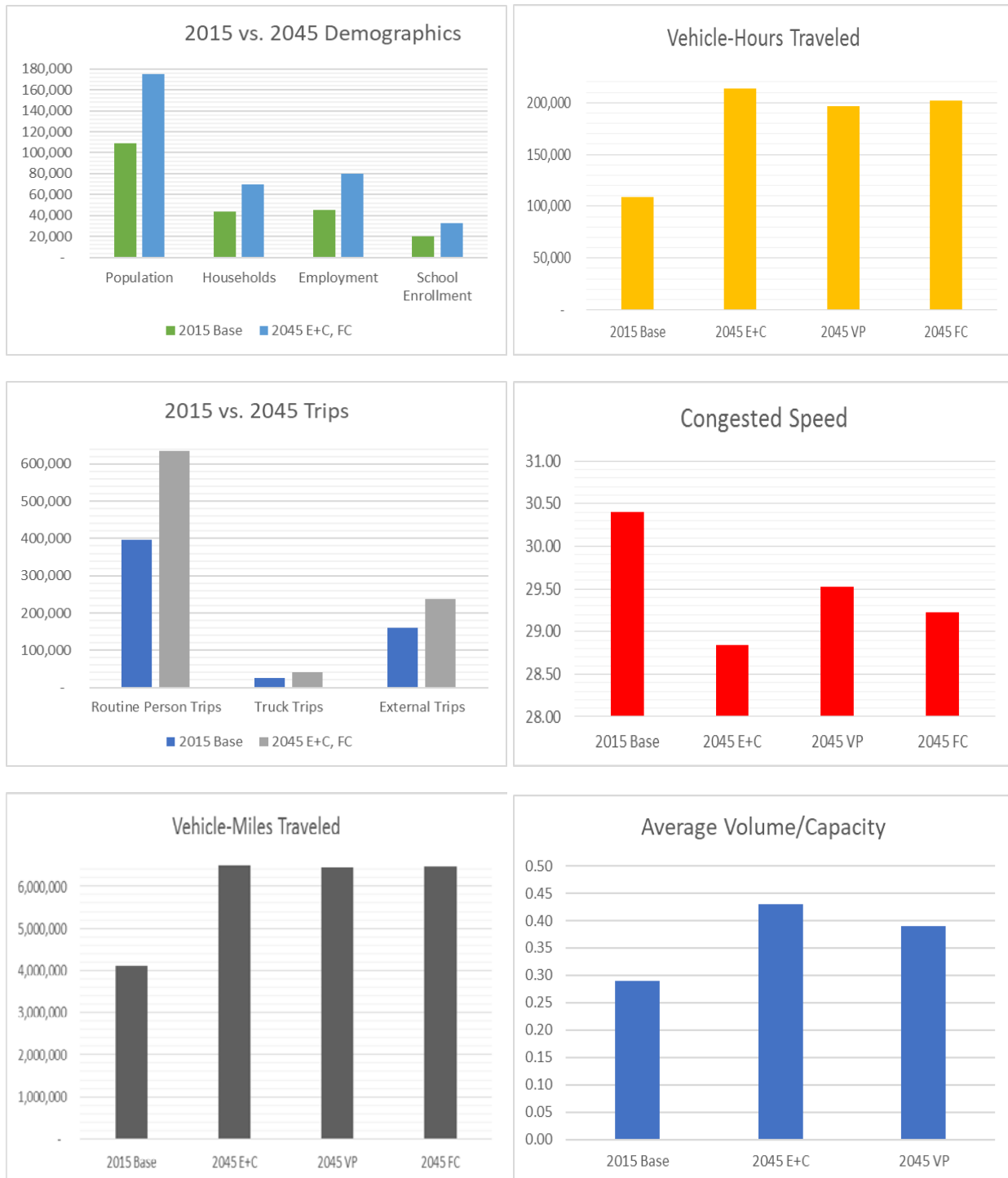


Figure 3-7 illustrates the change in key travel performance indicators from 2015 to 2045 for the 2015 Baseline, 2045 with the existing road network plus committed or funded projects (Existing plus Committed or “E+C”), for the “Visionary Plan” that includes all projects evaluated in this plan (2045 VP), and the Financially Constrained (FC) projects.

Figure 3-7: Highway Performance Indicators 2015 and 2045



3.4.2. Crashes and Highway Safety

As a general rule, two lane roadways have higher crash rates than multi-lane roads, and all roads tend to have higher crash rates as traffic volumes approach the traffic carrying capacity of the roadway.

Perhaps the most significant highway safety issue in the study area is the general increase in traffic on virtually all the two-lane east-west corridors in the study area. Generally, the major north-south corridors in the region have been widened or are under construction. This reflects a general pattern of north-south commuter and other regional travel that is focused on US 98, SR 181, and SR 59. East-west travel is dispersed on multiple facilities, which generally feed traffic onto the multi-lane north south routes that connect to I-10.

As Figure 3-6 illustrates, most of the two-lane east-west routes in the region will be approaching capacity by 2045, with significant segments operating at LOS D during peak periods. This is a normal condition in most urban areas. However, traffic crashes do tend to increase as roads approach capacity, so minor improvements to improve safety become more important in these corridors.

Funding for highway widening in the region is far below the level necessary to consider adding lanes to all the two-lane east-west routes that become more congested in the next 25 years. Instead, this plan identifies these east-west corridors for minor improvements that would focus on safety: wider paved shoulders, left turn lanes at selected intersections, and pedestrian and bicycle accommodations consistent with the bicycle and pedestrian network proposed in this plan.

Traffic safety issues are generally evaluated by tabulating or mapping crash data. While statewide crash data is available through ALDOT, publication of the data is restricted to avoid liability. For that reason, a regional crash frequency map cannot be published here, and specific crash rates are not used in the evaluation of projects in this plan. Instead, safety evaluations for individual projects were made by reviewing a general crash frequency map for the region and assigning a “safety score” from 1 to 3 to each project based on that mapped crash data. Since safety improvement is always a focus of roadway design, and the minor improvement corridors identified in the plan are geared toward safety-related improvements, all projects are given a minimum score of 1. Scores of 3 were assigned to projects in areas with highest crash counts, and scores of 2 assigned to projects in areas of moderate crash frequency in order to provide a basis for including safety in project evaluations.

3.4.3. Connectivity

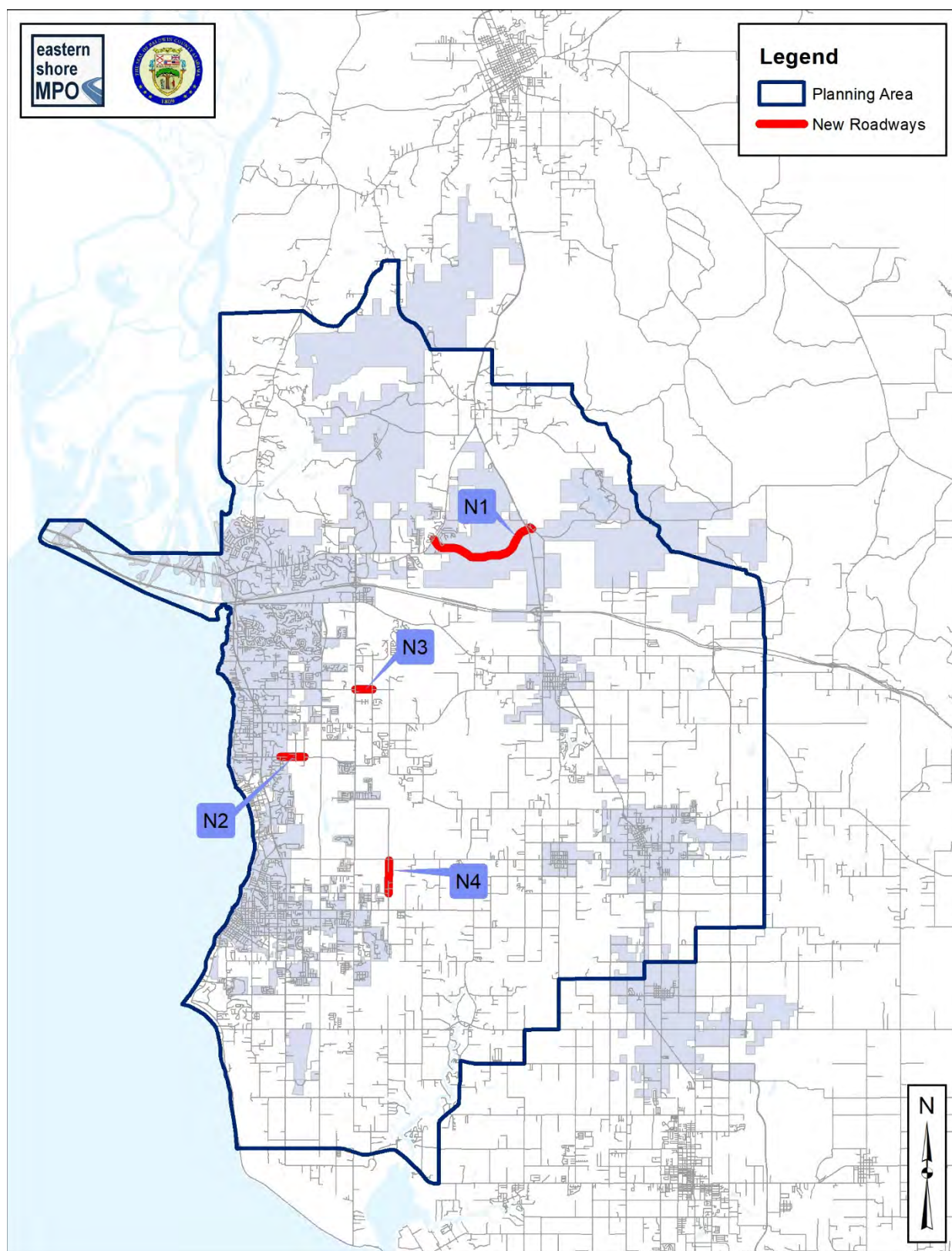
Most of the study area has a relatively well-connected network of arterial routes and collector roads. However, there are some general interruptions in the network that result from larger creeks and rivers that drain the study area, and the associated flood plains and wetlands in these riparian corridors.

North of I-10, Whitehouse Creek and Sibley Creek limit opportunities for new road connectivity in the rapidly growing areas in and between Spanish Fort and Loxley. Ideally, several east-west connections should be established to support anticipated growth in this area, but the cost of construction and environmental permitting for new roads across these creeks will limit the ability to develop a well-connected road network.

East of Daphne and Fairhope, the Fish River and its' tributaries has constrained the east-west connectivity of the road network. South of Daphne, Rock Creek and Fly Creek create a significant interruption in east-west connectivity in the road network.

Four new road segments are identified to improve connectivity in the road network and are presented in Figure 3-8.

Figure 3-8: Potential New Road Connections



3.5. Highway Needs

This section summarizes how highway projects were identified, highlights opportunities to pursue development-funded projects, discusses why traffic congestion is such a persistent problem in rapidly growing regions, and presents the list of projects that have been identified for consideration and evaluation in this plan.

3.5.1. Project Identification

Projects were identified for the “Visionary Project List” based on predicted traffic growth and traffic congestion, safety considerations, maintaining the highway network in a good state of repair, managing congestion as effectively as possible within financial limitations that preclude widening many of the roadways that are predicted to become congested. The Visionary Project List is all projects identified in the region by the planning process. Figure 3-9 maps the Visionary Projects.



3.5.2. Development-funded Improvement Strategies

One developer-funded roadway is identified in the region. The new road connection between SR 59 and US 31 north of I-10 is being built to open a large undeveloped area to new development. Such connections allow for traffic to disperse to the most direct and logical routes, rather than concentrating trips on a single regional arterial highway. Identifying additional opportunities for development-funded connections should be a priority in the rapidly developing area north of I-10.

In all of the corridors north of I-10 that are forecast to become congested by 2045, local subdivision growth is directly creating the need for road improvements. SR 225, Jimmy Faulkner Drive, US 31 and SR 59 all are forecast to develop significant traffic congestion by 2045. This results in part from the lack of a well-connected grid of collector roads, which is present in the study area south of I-10 and effectively distributes traffic to multiple minor road corridors.

While the major creek systems north of I-10 constrain development of new connections, it is essential to identify and preserve or require connectivity as new development occurs. Baldwin County, Spanish Fort and Loxley should engage large landowners and developers to develop an effective strategy for developing new collector roads between the arterial highways north of I-10 to support anticipated growth in the northern part of the study area.

3.5.3. Congestion Management, Induced Demand, and System Equilibrium

No rapidly growing urban area has succeeded in “building your way out of congestion.” Several factors contribute to the seemingly intractable urban traffic congestion problem.

First, voters have been generally unwilling to impose taxes or tolls that would be sufficient to both maintain the highway network in a good state of repair and to widen all of the roads necessary to eliminate peak period traffic congestion. Some key regional corridors – such as I-10 across Mobile Bay – are enormously expensive to widen. Financial limitations have been compounded by the fuel efficiency improvement of cars, light-duty trucks, and freight-hauling trucks over the past four decades. Americans now travel more miles per capita than ever before, using less fuel per mile of travel. Gasoline is taxed on a per-gallon basis, which insulates the revenue stream from price fluctuations, but causes revenues to decline when fuel economy of vehicles increases.

Second, increasing incomes have led to the constant growth in car ownership and annual vehicle miles of travel per person.

Third, commuters and employers are generally resistant to adoption of variable work schedules to reduce or avoid peak hour traffic congestion. However, as congestion increases in major commuter corridors, workers will tend to adjust their work schedule to avoid the worst congestion, and people making non-work trips will shift their travel to less congested times of day, or select different destinations to avoid traffic congestion, even if this is not preferred. When a congested highway is widened, people who had shifted their work commute and non-work travel to avoid congestion tend to shift their travel time back to the peak period.

Fourth, businesses and home buyers become more likely to locate in an area that relies on the previously-congested (but newly widened) road, adding new demand to the equation. This phenomenon is known as “induced demand” for highway travel and helps explain why peak period highway congestion is virtually impossible to eliminate in growing urban areas.

These factors combine to produce a “congested equilibrium” on the highway system in every large, growing urban area. Despite complaints, people’s behavior indicates a preference or tolerance for some degree of traffic congestion rather than embrace some of the potential solutions (higher taxes, shifting work schedules, carpooling or transit). For this reason, transportation planning focuses on managing congestion, and avoids creating public perceptions that peak period traffic congestion can be eliminated.

3.5.4. Visionary Project List

Potential highway improvements identified in the region are included in the table in Figure 3-11. As previously described, the project list was developed based on assessments of traffic congestion, a regional crash evaluation, tourism travel, commuter travel, highway bridge conditions, transit routes, bicycle and pedestrian plans, and public comments.

3.6. Anticipated Funding for Highway Needs

Estimated funding levels for road improvements in the ESMPO study area have been established by ALDOT, and funding is grouped in three categories:

- Capacity – Projects that add lanes to existing roads or construct new road segments;
- Operations and Maintenance – Projects that improve the operations or maintenance condition of the highway system, such as signalization of an intersection, improvements to signal system management, addition of turn lanes at an intersection, addition of paved shoulders on a road, resurfacing or reconstruction of a deteriorated road; and
- MPO Dedicated – may be used for any of the above listed project purposes at the discretion of the MPO.

Figure 3-10 provides details regarding federal and local funding available for highway improvements.

Figure 3-10: Funding Available for ESMPO Highway Improvements

ALDOT Funding Category	Available Federal Funds	Local Matching Funds	Total Federal and Local Funds
Capacity Expansion	31,063,119	7,765,780	38,828,899
MPO Dedicated	31,181,920	7,795,480	38,977,400
Operations and Maintenance	72,116,004	18,029,001	90,145,005
	134,361,043	33,590,261	167,951,304

3.7. Project Ranking, Evaluation, and Prioritization

The results of the technical evaluation and prioritization is presented in the Project Ranking List in Figure 3-12. Projects are grouped by type: Widening, New Roads, and Minor Improvements. Within each group, projects are listed in order by total score on the ranking criteria. The High, Medium, and Low priority suggested for each project is relative within each group of projects.

Federal planning regulations require that Long Range Transportation Plans must be financially constrained. In other words, an estimate of the funding available for transportation improvements from federal, state and local sources must be made, cost estimates developed for potential projects, and then all potential projects are prioritized. The highest priority projects for the MPO are identified in the Financially Constrained plan, and the performance of the plan is measured based only on cost-feasible list of projects.

For the ESMPO LRTP, projects have been evaluated using nine performance indicators, selected to be consistent with the policies and requirements of the Fixing America's Surface Transportation Act (FAST Act).

Four performance indicators measure **mobility** changes resulting from implementation of the highway improvements in the 2045 Plan. These performance indicators are 2045 volume-to-capacity (V/C) ratio (0 to 2 points), congested speeds, and identification of tourism corridors and commuter routes (one point each) based on trip characteristics in each highway corridor. Each of these measures is computed using outputs from the ESMPO travel demand forecasting model. Additional technical details about the project ranking process are provided in Appendix E.

Preservation of the existing transportation in a **state of good repair** is a high priority in the FAST Act. However, given the long horizon of the plan (25 years), no meaningful way to include pavement condition in the project evaluation process was identified, as every road evaluated will require substantial repair and complete resurfacing at least once during the plan period. Instead, bridge condition ratings from ALDOT were used to identify the number of bridges and condition on each project. Structurally deficient bridges (there is only one in the study area) were assigned a 5 point score, while bridges in “Fair” condition were assigned 1 point each, and “Good” bridges receive 0 points. All bridges within the project limits were included in the scoring.

Safety was evaluated at a regional level, as described in Section 3.4.2; safety evaluations for individual projects were made by reviewing a general crash frequency map for the region and assigning a score from 1 (low crash density) to 3 (high crash density) to each project based on that mapped crash data. This regional crash data review is unavoidably imprecise, but directionally sound.

Each highway project’s potential benefits for **all modes of travel** were measured by evaluating freight movement patterns, planned bicycle and pedestrian needs, and public transit service.

The Truck Network identified in Section 2.5 was used to assign scores of 1 to secondary truck routes and 2 to primary truck routes.

The proposed bicycle and pedestrian networks in this plan were used to assign 1 point to projects in corridors proposed for bicycle and pedestrian facilities.

The fixed route transit services provided by BRATS (two fixed routes) were used to assign 1 point to projects that are traversed by the current BRATS fixed routes.

The compilation of the scores across the 9 categories emphasizes mobility (up to 6 points per project) and safety (up to 3 points per project), but also accounts for other important factors in the project rankings.

The point scores are generalized into High, Medium, and Low priority projects based on the total scores for each project. Decision-makers should understand that there is some unavoidable imprecision in the data used to score projects on the multiple criteria, as well as an unavoidable degree of subjectivity in the project scoring and ranking process.

The priorities recommended for the financially constrained plan are never “set in stone,” are always subject to political considerations which are not factored into the rankings and may be amended over time as priorities and funding constraints change. The Eastern Shore MPO policy committee ultimately determines the projects to be included in the financially constrained plan, with guidance from the technical evaluation of the projects.

3.8. Financially Constrained Projects List

Available funding is not sufficient to widen all of the roads that are predicted to become congested by 2045. The Financially Constrained Project list in Figure 3-13 is tailored to fit available funding and includes only those projects that can be funded through 2045.

Among the widening projects on the Financially Constrained Project List, one “medium” priority project, Daphne Avenue, is listed in financially constrained project list because the next higher ranked projects would not fit within the financial constraint for widening projects, which is estimated to be \$38.8 million. The low total cost of the Daphne Avenue project allowed it to fit within the 25 year financial constraint, while higher ranked projects did not fit within the budget.

Four widening projects are highlighted in the Project Ranking List in Figure 3-12. Because these corridors will become substantially congested by 2045, but funding for widening is not available, the ESMPO Policy Committee may wish to shift these projects into the “minor improvements” category of projects. However, this will cause projects currently at the bottom of the Financially Constrained project list to drop into the Unmet Needs list of projects. Figure 3-15 maps the Financially Constrained projects.

3.9. Unmet Needs List

The projects from the Visionary Plan List that cannot be funded during the planning period are presented in the Unmet Needs List in Figure 3-14.

Figure 3-11: Visionary Project List

				Project Termini		Length (mi)
Type	Project ID	Project Name	Project Scope	Begin	End	
Road Widening Projects	W1.1	State Route 225	Widen to 4 lanes	US Highway 31	Blakely Way	1.06
	W1.2	State Route 225	Widen to 4 lanes	Blakely Way	Bay Minette Creek Bridge	1.21
	W1.3	State Route 225	Widen to 4 lanes	Bay Minette Creek Bridge	Bromley Road	3.44
	W2.1	Jimmy Faulkner Drive (CR 27)	Widen to 4 lanes	US Highway 31	Plaza de Toros Drive	0.49
	W2.2	Jimmy Faulkner Drive (CR 27)	Widen to 4 lanes	Plaza de Toros Drive	Sibley Creek	1.90
	W2.3	Jimmy Faulkner Drive (CR 27)	Widen to 4 lanes	Sibley Creek	Bromley Road	2.19
	W3	Bromley Road	Widen to 4 lanes	Jimmy Faulkner Drive (CR 27)	US Highway 31	2.46
	W4.1	US Highway 31	Widen to 4 lanes	Jimmy Faulkner Drive (CR 27)	Old Highway 31	1.32
	W4.2	US Highway 31	Widen to 4 lanes	Old Highway 31	Redmond Lane	2.60
	W4.3	US Highway 31	Widen to 4 lanes	Redmond Lane	State Route 59	1.96
	W5.1	US Highway 98	Widen to 6 lanes	Interstate 10	D'Olive Creek	0.34
	W5.2	US Highway 98	Widen to 6 lanes	D'Olive Creek	North Main Street (Daphne)	1.51
	W6.1	US Highway 90	Widen to 4 lanes	Bay View Drive	County Road 13	1.87
	W6.2	US Highway 90	Widen to 4 lanes	County Road 13	State Route 181	1.29
	W7.1	County Road 13	Widen to 4 lanes	Whispering Pines Road	Champions Way	1.52
	W7.2	County Road 13	Widen to 4 lanes	Champions Way	US Highway 90	1.07
	W8	Champions Way	Widen to 4 lanes	County Road 13	State Route 181	0.89
	W9	Daphne Ave (CR 64)	Widen to 4 lanes	US Highway 98	Pollard Road	0.74
	W10	County Road 64	Widen to 4 lanes	State Route 181	County Road 54E	1.50
	W11.1	State Route 181	Widen to 4 lanes	Mosely Road	CR 32	4.52
	W11.2	State Route 181	Widen to 4 lanes	CR 32	US Highway 98	4.20
	W12	I-10 (not ESMPO funded)	Widen to 6 lanes	State Route 181	State Route 59	5.47
	W13	I-10 Bayway	Widen to 8 lanes	Baldwin/Mobile County Line	East of Exit 35	7.60
New Roads	N1	US 31 to SR 59 Connector	New Roadway	US Highway 31	State Route 59	3.40
	N2	Johnson Road to Glover Lane Connector	New 2 lane road	Johnson Road	Glover Lane	0.70
	N3	Pleasant Road Extension	New 2 lane road	SR 181	Rigsby Road	0.50
	N4	Lawrence Road Connector	New 2 lane road	State Route 104	Gayfer Road Ext.	1.00
	N5	Baldwin Beach Express II	New 4 lane divided road	North end of BBE	Study Area Boundary	24.00
Minor Improvements	M1	The Causeway (US 31-US 90-US 98)	Project scope to be determined	US Highway 98 Interchange	I-10 Interchange	3.40
	M2	State Route 59	Corridor Study and Implementation	US Highway 31	US Highway 90	7.70
	M3	US 90	Left turn lanes, paved shoulders	State Route 181	State Route 59	6.20
	M4.1	County Road 54	Left turn lanes, paved shoulders	County Road 64	County Road 49	5.77
	M4.2	County Road 54	Left turn lanes, paved shoulders	County Road 49	State Route 59	3.39
	M5	State Route 104	Left turn lanes, paved shoulders	State Route 181	County Road 55	6.00
	M6	Volanta Avenue (Not a Federal Aid Route)	Minor improvements and resurfacing	Greeno Road (US 98)	North Section Street	0.80
	M7	County Road 48	Left turn lanes, paved shoulders	State Route 181	County Road 9	3.80
	M8.1	County Road 32	Left turn lanes, paved shoulders	State Route 181	County Road 9	6.17
	M8.2	County Road 32	Left turn lanes, paved shoulders	County Road 9	Study Area Boundary	3.52
	M9	US Highway 98	Corridor Study and Implementation	North Main Street (Daphne)	Nichols Avenue	7.94

Figure 3-12: Project Ranking List

			Project Termini							
Type	Project ID	Project Name	Begin	End	Length (mi)	Total Project Evaluation Score	Planning Level Cost Estimate (millions)	Priority	Recommended for LRTP?	LRTP Cumulative Cost
Road Widening Projects	W5.1	US Highway 98	Interstate 10	D'Olive Creek	0.34	11	\$ 2.5	High	YES	2.5
	W4.1	US Highway 31	Jimmy Faulkner Drive (CR 27)	Old Highway 31	1.32	9	\$ 9.8	High	YES	12.3
	W5.2	US Highway 98	D'Olive Creek	North Main Street (Daphne)	1.51	9	\$ 11.2	High	YES	23.5
	W12	I-10 (not an MPO funded project)	State Route 181	State Route 59	5.47	8	TBD	High	YES	Not MPO
	W4.2	US Highway 31	Old Highway 31	Redmond Lane	2.60	8	\$ 18.2	High	YES	41.7
	W4.3	US Highway 31	Redmond Lane	State Route 59	1.96	8	\$ 14.5	Medium	YES	56.2
	W6.2	US Highway 90	County Road 13	State Route 181	1.29	8	\$ 9.5	Medium	NO	
	W10	County Road 64	State Route 181	County Road 54E	1.50	6	\$ 5.6	Medium	YES	61.8
	W9	Daphne Ave (CR 64)	US Highway 98	Pollard Road	0.74	6	\$ 5.5	Medium	YES	67.2
	W7.1	County Road 13	Whispering Pines Road	Champions Way	1.52	6	\$ 11.2	Medium	NO	
	W11.1	State Route 181	Mosely Road	CR 32	4.52	5	\$ 33.4	Medium	NO	
	W6.1	US Highway 90	Bay View Drive	County Road 13	1.87	5	\$ 13.8	Medium	NO	
	W2.2	Jimmy Faulkner Drive (CR 27)	Plaza de Toros Drive	Sibley Creek	1.90	5	\$ 14.1	Low	NO	
	W3	Bromley Road	Jimmy Faulkner Drive (CR 27)	US Highway 31	2.46	5	\$ 18.2	Low	NO	
	W1.3	State Route 225	Bay Minette Creek Bridge	Bromley Road	3.44	4	\$ 25.5	Low	NO	
	W7.2	County Road 13	Champions Way	US Highway 90	1.07	4	\$ 7.9	Low	NO	
	W11.2	State Route 181	CR 32	US Highway 98	4.20	3	\$ 31.1	Low	NO	
	W1.2	State Route 225	Blakely Way	Bay Minette Creek Bridge	1.21	3	\$ 9.0	Low	NO	
	W2.1	Jimmy Faulkner Drive (CR 27)	US Highway 31	Plaza de Toros Drive	0.49	3	\$ 3.6	Low	NO	
	W2.3	Jimmy Faulkner Drive (CR 27)	Sibley Creek	Bromley Road	2.19	3	\$ 16.2	Low	NO	
	W1.1	State Route 225	US Highway 31	Blakely Way	1.06	3	\$ 7.8	Low	NO	
	W8	Champions Way	County Road 13	State Route 181	0.89	2	\$ 6.6	Low	NO	
New Roads	N2	Johnson Road to Glover Lane Connector	Johnson Road	Glover Lane	0.70	3	\$ 2.5	High	YES	69.7
	N3	Pleasant Road Extension	SR 181	Rigsby Road	0.50	2	\$ 2.6	Medium	YES	72.3
	N1	US 31 to SR 59 Connector	US Highway 31	State Route 59	3.40	2	\$ 8.5	Medium	TBD	-
	N4	Lawrence Road Connector	State Route 104	Gayfer Road Ext.	1.00	2	\$ 2.5	Medium	YES	74.8
Minor Improvements	M2	State Route 59	US Highway 31	US Highway 90	7.70	11	\$ 11.6	High	YES	86.3
	M9	US Highway 98	North Main Street (Daphne)	Nichols Avenue	7.94	6	\$ 11.9	High	YES	98.2
	M5	State Route 104	State Route 181	County Road 55	6.00	6	\$ 12.0	High	YES	110.2
	M1	The Causeway (US 31-US 90-US 98)	US Highway 98 Interchange	I-10 Interchange	3.40	5	\$ 6.8	Medium	YES	117.0
	M8.1	County Road 32	State Route 181	County Road 9	2.65	4	\$ 5.3	Medium	YES	122.3
	M3	US 90	State Route 181	State Route 59	6.20	4	\$ 12.4	Medium	YES	134.7
	M4.1	County Road 54	County Road 64	County Road 49	5.77	4	\$ 11.5	Low	YES	146.3
	M4.2	County Road 54	County Road 49	State Route 59	3.39	3	\$ 6.8	Low	YES	153.1

	M6	Volanta Avenue (<i>Not a Federal Aid Route</i>)	Greeno Road (US 98)	North Section Street	0.80	3	\$ 1.0	Low	YES	154.0
	M7	County Road 48	State Route 181	County Road 9	3.80	3	\$ 7.6	Low	YES	161.6
	M8.2	County Road 32	County Road 9	Study Area Boundary	3.52	2	\$ 7.0	Low	NO	
							\$ 385.2	TOTAL		\$ 161.63

Figure 3-13: Financially Constrained Projects List

			Project Termini							
Project Type	Project No.	Project Name	Begin	End	Length (mi)	Total Project Evaluation Score	Planning Level Cost Estimate (millions)	Priority	Recommended for LRTP?	LRTP Cumulative Cost
Road Widening Projects	W5.1	US Highway 98	Interstate 10	D'Olive Creek	0.34	11	\$ 2.5	High	YES	2.5
	W4.1	US Highway 31	Jimmy Faulkner Drive (CR 27)	Old Highway 31	1.32	9	\$ 9.8	High	YES	12.3
	W5.2	US Highway 98	D'Olive Creek	North Main Street (Daphne)	1.51	9	\$ 11.2	High	YES	23.5
	W4.2	US Highway 31	Old Highway 31	Redmond Lane	2.60	8	\$ 18.2	High	YES	41.7
	W4.3	US Highway 31	Redmond Lane	State Route 59	1.96	8	\$ 14.5	Medium	YES	56.2
	W9	Daphne Ave (CR 64)	US Highway 98	Pollard Road	0.74	6	\$ 5.5	Medium	YES	61.6
	W10	County Road 64	State Route 181	County Road 54E	1.50	6	\$ 5.6	Medium	YES	67.2
New Roads	N2	Johnson Road to Glover Lane Connector	Johnson Road	Glover Lane	0.70	3	\$ 2.5	High	YES	69.7
	N3	Pleasant Road Extension	SR 181	Rigsby Road	0.50	2	\$ 2.6	Medium	YES	72.3
	N4	Lawrence Road Connector	State Route 104	Gayfer Road Ext.	1.00	2	\$ 2.5	Medium	YES	74.8
Minor Improvements	M2	State Route 59	US Highway 31	US Highway 90	7.70	11	\$ 11.6	High	YES	86.3
	M9	US Highway 98	North Main Street (Daphne)	Nichols Avenue	7.94	6	\$ 11.9	High	YES	98.2
	M5	State Route 104	State Route 181	County Road 55	6.00	6	\$ 12.0	High	YES	110.2
	M1	The Causeway (US 31-US 90-US 98)	US Highway 98 Interchange	I-10 Interchange	3.40	5	\$ 6.8	Medium	YES	117.0
	M8.1	County Road 32	State Route 181	County Road 9	2.65	4	\$ 5.3	Medium	YES	122.3
	M3	US 90	State Route 181	State Route 59	6.20	4	\$ 12.4	Medium	YES	134.7
	M4.1	County Road 54	County Road 64	County Road 49	5.77	4	\$ 11.5	Low	YES	146.3
	M4.2	County Road 54	County Road 49	State Route 59	3.39	3	\$ 6.8	Low	YES	153.1
	M6	Volanta Avenue (Not a Federal Aid Route)	Greeno Road (US 98)	North Section Street	0.80	3	\$ 1.0	Low	YES	154.0
	M7	County Road 48	State Route 181	County Road 9	3.80	3	\$ 7.6	Low	YES	161.6
NOTE: High Priority projects should be addressed in the first 10 years of plan implementation									TOTAL	161.63

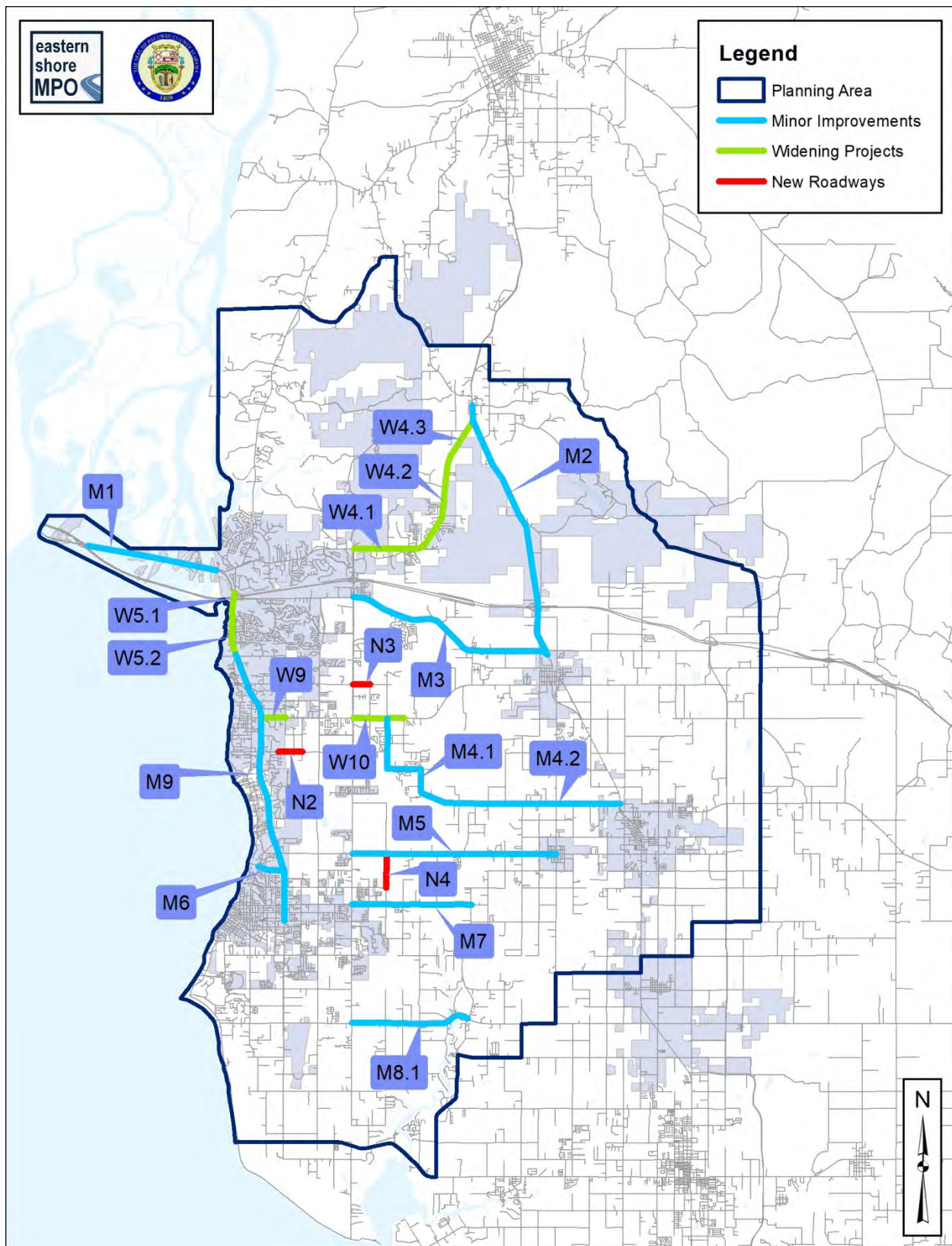
*Projected funding levels based on allocations from previous years; funding sources include ALDOT Capacity, Operations and Maintenance, and MPO Designated funds.

	\$
Available Funding	167.95
	\$
Remainder to Program	6.32

Figure 3-14: Unmet Needs List

Project Termini							
Project Type	Project ID	Project Name	Begin	End	Length (mi)	Project Evaluation Score	Planning Level Cost Estimate (millions)
Road Widening Projects	W1.1	State Route 225	US Highway 31	Blakely Way	1.06	3	\$ 7.8
	W1.2	State Route 225	Blakely Way	Bay Minette Creek Bridge	1.21	3	\$ 9.0
	W1.3	State Route 225	Bay Minette Creek Bridge	Bromley Road	3.44	4	\$ 25.5
	W11.1	State Route 181	Mosely Road	CR 32	4.52	5	\$ 33.4
	W11.2	State Route 181	CR 32	US Highway 98	4.20	3	\$ 31.1
	W12	I-10 (not an MPO funded project)	State Route 181	State Route 59	5.47	8	TBD
	W13	I-10 Bayway	Baldwin/Mobile County Line	East of Exit 35	7.60	TBD	TBD
	W2.1	Jimmy Faulkner Drive (CR 27)	US Highway 31	Plaza de Toros Drive	0.49	3	\$ 3.6
	W2.2	Jimmy Faulkner Drive (CR 27)	Plaza de Toros Drive	Sibley Creek	1.90	5	\$ 14.1
	W2.3	Jimmy Faulkner Drive (CR 27)	Sibley Creek	Bromley Road	2.19	3	\$ 16.2
	W3	Bromley Road	Jimmy Faulkner Drive (CR 27)	US Highway 31	2.46	5	\$ 18.2
	W6.1	US Highway 90	Bay View Drive	County Road 13	1.87	5	\$ 13.8
	W6.2	US Highway 90	County Road 13	State Route 181	1.29	8	\$ 9.5
	W7.1	County Road 13	Whispering Pines Road	Champions Way	1.52	6	\$ 11.2
	W7.2	County Road 13	Champions Way	US Highway 90	1.07	4	\$ 7.9
	W8	Champions Way	County Road 13	State Route 181	0.89	2	\$ 6.6
New Roads	N1	US 31 to SR 59 Connector	US Highway 31	State Route 59	3.40	2	\$ 8.5
	N5	Baldwin Beach Express II	North end of BBE	MPO Boundary	24.00	TBD	\$ 200.0
Minor Improvements	M8.2	County Road 32	County Road 9	Study Area Boundary	3.52	2	\$ 7.0
						Total	\$ 423.6

Figure 3-15: Recommended Financially Constrained Projects



3.10. Financial Plan

The estimates of available funding for this LRTP are based on guidance from ALDOT regarding expected annual revenues for capacity expansion projects, operations and maintenance projects, and MPO designated funding. The table below presents the funds projected in each of these categories, which were used to develop the financially constrained project lists. The financial plan has focused on the highway funding available for the plan. Figure 3-10 on page 46 provides details on the nearly \$168 million in highway system funding that is projected to be available to the Eastern Shore MPO through the planning period.

The recently adopted transit plan addressed the financial environment for transit, although this has been dramatically changed by the challenges associated with the COVID-19 pandemic and the associated impacts on transit ridership and revenue.

Alternative Funding Sources

The Rebuild Alabama Act (RAA) established an annual grant program open to all local governments, which can be used to fund projects on any public road or bridge. Funds awarded through the RAA Grant program must be spent or obligated within one year of the award date, and projects are limited to a total award of \$250,000. Funds may not be expended on right-of-way acquisition, preliminary engineering, or utility relocation. Because of the program guidelines and funding limits, resurfacing projects appear to be the most common use of RAA grants so far. Additional details are available on the ALDOT website.

Transportation Alternative Program (TAP) funds are administered by ALDOT and awarded competitively statewide for MPOs with populations under 200,000. TAP is a primary source of funding for bicycle and pedestrian improvements, and projects up to a total cost of \$800,000 are eligible for funding (\$640,000 federal funds and \$160,000 local match provided by the project sponsor).

Extraordinary funding sources have proven problematic, as illustrated by opposition to tolls that were proposed for the I-10 Bayway. It seems likely that local option sales taxes would also meet with opposition, particularly in light of the recent increases in state motor fuel taxes. As a result, this LRTP has not anticipated any substantial funding from tolls or local option sales taxes.

3.11. Additional Lanes on Interstate 10 Bayway

The I-10 Mobile River Bridge and Bayway project is a proposal to increase the capacity of I-10 by constructing a new six-lane bridge, across the Mobile River, and increase the capacity across Mobile Bay from four to eight lanes. The proposed project would originate in Mobile County and extend eastward to Baldwin County. For the purpose of this plan, only the Baldwin County section is included in the Visionary Element. The project would increase the capacity of the I-10 Bayway to meet existing and predicted future traffic volumes. The funding for the additional lanes on the project has not yet been determined. However, the project is a priority for the State of Alabama, and the Eastern Shore and Mobile MPOs and has been identified as a capacity project and is included in the Visionary Projects and Unmet Needs lists.

3.12. Bicycle and Pedestrian System Needs

A detailed assessment and recommendations for bicycle and pedestrian network improvements for the study area is beyond the scope of this plan. The existing 2014 Bicycle and Pedestrian Plan was reviewed, field observations of existing facilities were conducted, and local bicycle and pedestrian advocates were consulted. MPO staff is currently working to update the Bicycle and Pedestrian Plan for the MPO and provided valuable insights that have guided recommendations here.

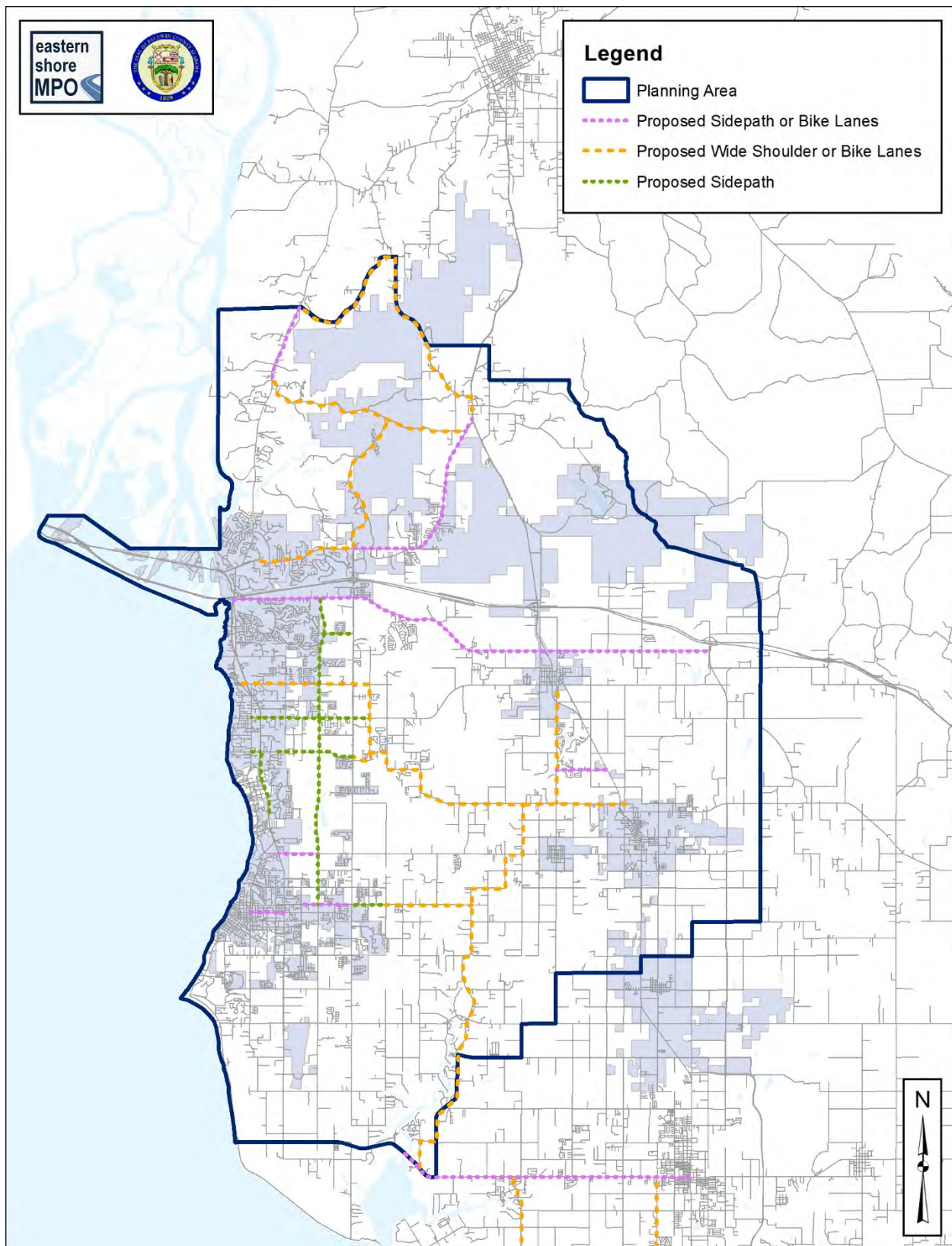
Comments from the public on the on-line survey conducted in April 2020 -- along with maps of existing sidewalks, bike lanes, wide paved shoulders, wide shared-use lane, and the EST -- make it clear that there is broad general support in the region for improved bicycle and pedestrian facilities and a better, more connected system of facilities.

The older developed areas in the cities and towns in the study area generally have reasonably connected and usable sidewalk networks. However, the many sidewalks that have been constructed in newer subdivisions across the region are rarely connected with any destinations -- schools, employment centers, shopping centers -- by sidewalks or multi-use paths on regional roads and highways.

The improvements identified in Figure 3-16 is based on a review of current bicycle and pedestrian planning efforts and field observations. The MPO staff is continuing to update the Bicycle and Pedestrian Plan for formal adoption by the MPO. Funding for implementation of elements of the Bicycle Plan that are not included in the road improvement projects in the Financially Constrained Project List will come primarily through the Transportation Alternatives Program (TAP), described above. Where improvements are identified in the Bicycle and Pedestrian Plan, those improvements should be included in the scope of road improvement projects along those routes.

The type of improvements suggested in each of the corridors is flexible in this recommended planning framework for bicycle and pedestrian facilities. A thorough review of each corridor for constructability is beyond the scope of work for this plan, so some flexibility is indicated in the type of improvement that may best fit the corridor. As road improvements are designed to implement the highway improvements in this LRTP, design issues, rights-of-way, and cost of construction will need to be considered in selecting the most appropriate bicycle and pedestrian improvement for each corridor.

Figure 3-16: Bicycle and Pedestrian Network



3.13. Transit System Needs

A transit plan was prepared and adopted in 2018, but much has changed about the transit system in the interim. Most of the festival-related service that the system previously provided will no longer be operated. In addition, BRATS is evaluating ways to leverage ridesharing services in efforts to develop improved efficiency and reduce costs per rider. Dramatic changes in service delivery and operations associated with the COVID-19 pandemic have made it difficult to assess trends in the service. BRATS currently is evaluating options for restructuring and improving the system, but the assessment is not yet complete.

3.14. Truck Freight System Needs

As noted previously, essentially all freight in the study area is moved by truck on the highways. A truck network is identified based on truck traffic volumes in Section 2.5. Critical segments in the truck system are US 31, a portion of which is proposed for widening, and SR 59, which is identified as a route where a corridor study should be done to identify strategies for addressing anticipated traffic congestion and addressing freight needs, as continued warehouse and distribution activity is expected north of I-10. Improvements to I-10 and SR 181 also will address freight movement in the region. Improvements proposed on US 98 at I-10, and between US 98 and SR 181 on Daphne Avenue should help address truck deliveries to the multiple retail destinations existing on US 98 and the expected expansion of retail and employment activity along SR 181.

3.15. Plan Review and Approval

MPO committees including the CAC, TAC, and BPAC, as well as the MPO Policy Board, met in July 2020 to review and approve the Draft LRTP. Public meetings scheduled in March 2020 were preempted by stay at home orders due to the COVID-19 pandemic; public input on the existing conditions and regional needs assessment of the plan were conducted in an on-line survey format that produced far greater participation and more detailed public input than is normally ever produced by open house public meetings.

MPO committees including the CAC, TAC, and BPAC, as well as the MPO Policy Board, are scheduled to meet in September 2020 to review and approve the Final LRTP, which may be revised in response to MPO committee input and public comment. The public engagement strategy for the draft plan is somewhat dependent upon COVID-19 developments, but regardless of whether public open house meetings can be held, an on-line survey platform to communicate key findings and recommendations of the planning process to the public will be used for the draft final plan review.

Appendix A

Modification and Amendment Process

Formal Amendments

Amendment means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to the projects that are included for illustrative purposes only do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving *non-exempt* projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the state in accordance with its public involvement process.

The Federal Highway Administration (FHWA)-Alabama Division and the Alabama Department of Transportation (ALDOT) have agreed that a formal TIP amendment is required for a *highway-oriented* project when one or more of the following criteria are met:

- Affects air quality conformity, regardless of the cost of the project or the funding source.
- Adds a new project, or deletes a project, that utilizes federal funds from a statewide line item, exceeds the thresholds listed below, and excludes those federally-funded statewide program projects.
- Adds a new project phase(s), or increases a current project phase, or deletes a project phase(s), or decreases a current project phase that utilizes federal funds, where the revision exceeds the following thresholds:
 - \$5 million or 10 percent, whichever is greater, for ALDOT federally-funded projects and Transportation Management Area (TMA) attributable projects.
 - The lesser amount of \$1 million or 50 percent, of project cost for non-TMA MPOs.
 - \$750,000 for the county highway and bridge program.
- Involves a change in the Scope of Work to a project(s) that would:
 - Result in an air quality conformity reevaluation.
 - Result in a revised total project estimate that exceeds the thresholds established between ALDOT and the Planning Partner (not to exceed any federally-funded threshold contained in this MOU).
 - Results in a change in the Scope of Work on any federally-funded project that is significant enough to essentially constitute a New Project.
 - Level of Effort (LVOE) planned budget changes, exceeding 20 percent of the original budgeted amount per ALDOT region.

Administrative Modifications

Administrative modification means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, re-

demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas). An Administrative Modification is a minor STIP/TIP revision that:

- Adds a project from a level of effort category or line item, utilizing 100 percent state or nonfederal funding, or an MPO TIP placement of the federally-funded, Statewide Program, or federal funds from a statewide line item that do not exceed the thresholds established by the Planning Partner.
- Adds a project for emergency repairs to roadways or bridges, except those involving substantive or functional adjustments, or location and capacity changes.
- Draws down, or returns funding, from an existing STIP/TIP Reserve Line Item, and does not exceed the threshold established between ALDOT and the Planning Partners.
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, from savings on programmed phases, and any other project-cost modification sent to and approved by FHWA or FTA, to another programmed project phase or line item.

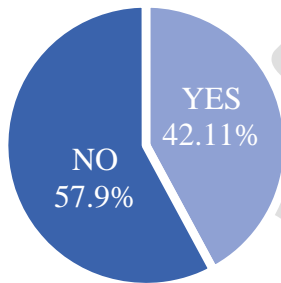
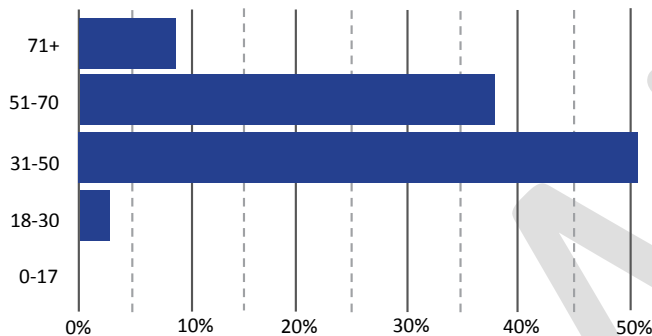
Appendix B

Public Involvement Overview

COMMUNITY SURVEY

A survey was created to receive feedback from people on the Eastern Shore MPO Transportation planning efforts. The survey consisted of 22 questions, which were multiple choice and open-ended. It contained questions regarding all facets of transportation efforts and projects and what the people feel is most and least important moving forward. Altogether, there were 269 survey participants.

AGE GROUPS FROM SURVEY

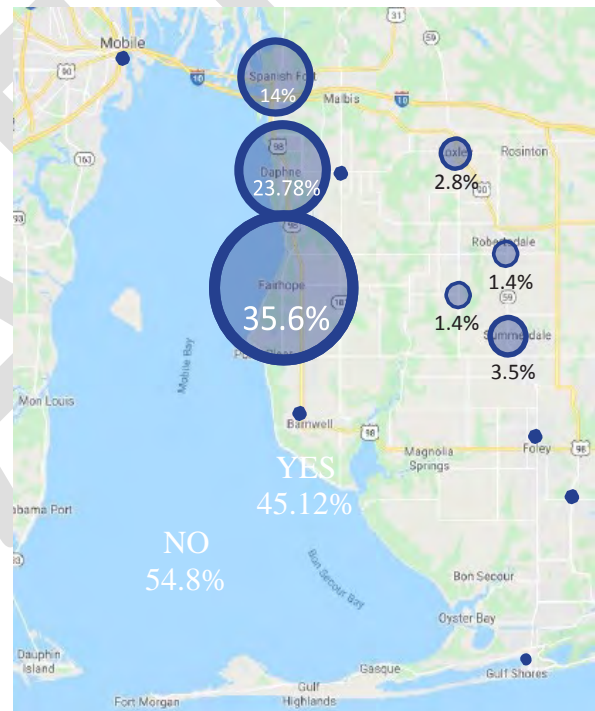


Were you previously aware that Eastern Shore has a Long Range Transportation Plan?



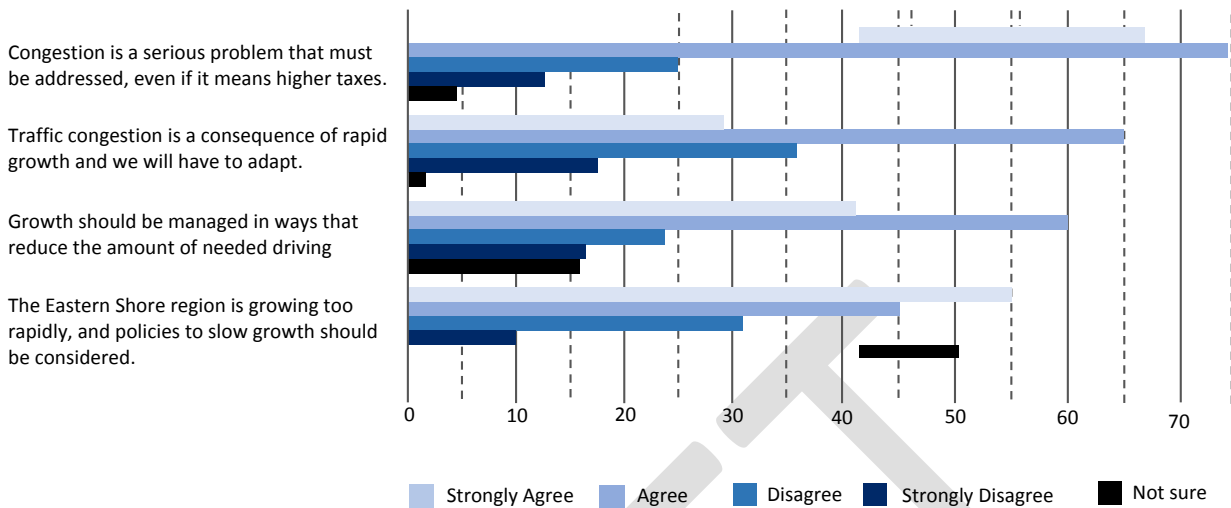
Were you previously aware that Eastern Shore has a Transportation Plan?

WHERE DO YOU LIVE?



On this survey, only **12.59%** of respondents answered that they have used a BRATS service.

RESPONSE TO THE STATEMENTS ABOUT TRAFFIC CONGESTION IN THE REGION



RESPONSE TO THE STATEMENTS ABOUT TRAFFIC CONGESTION IN THE REGION



Many want to see tolls taken away from the Bayway Bridge



Add and expand upon current bike lanes



Increase lanes or improve congestion on HWY 181

HOW FREQUENTLY DO YOU WALK OUTSIDE FOR THE FOLLOWING?

Of the respondents that answered, most of them stated that they NEVER walk for any of the listed reasons, except for those exercising or going to a park.

Ninety-seven percent of respondents answered that they NEVER walk to and from transit stops.

	Daily	At least once a week	At least once a month	At least once a year	Never
Go to work	17	5	3	0	117
Go to school	9	2	2	1	125
Get to and from a transit stop	2	0	1	2	136
Run errands	17	13	12	5	95
Go shopping/ eating	9	24	19	7	81
Exercise or go to the park	49	54	18	4	18

HOW FREQUENTLY DO YOU BIKE OUTSIDE FOR THE FOLLOWING?

This follows much of the same trends as those walking. A majority of responses stated that they NEVER bike outside for any of the listed reasons, however, exercises or going to the park's percentage is much lower than others.

At least ninety-two percent or more answered that they NEVER bike to commute to work, to school, or to run errands

	Daily	At least once a week	At least once a month	At least once a year	Never
Go to work	1	5	3	1	132
Go to school	1	2	1	3	134
Get to and from a transit stop	0	1	1	1	138
Run errands	2	7	7	5	119
Go shopping/ eating	1	8	8	7	117
Exercise or go to the park	12	23	16	11	80

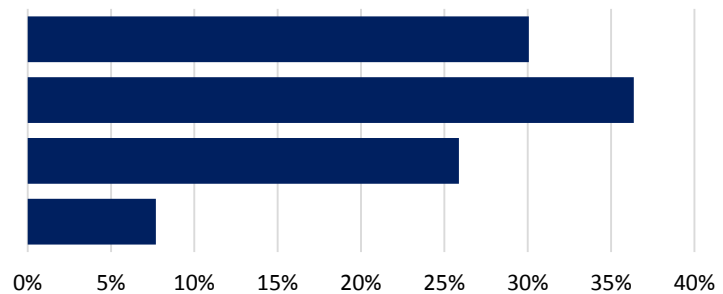
HOW DO YOU DESCRIBE YOUR LEVEL OF COMFORT OR CONFIDENCE IN BICYCLING

I do not ride a bicycle and have no plans to start

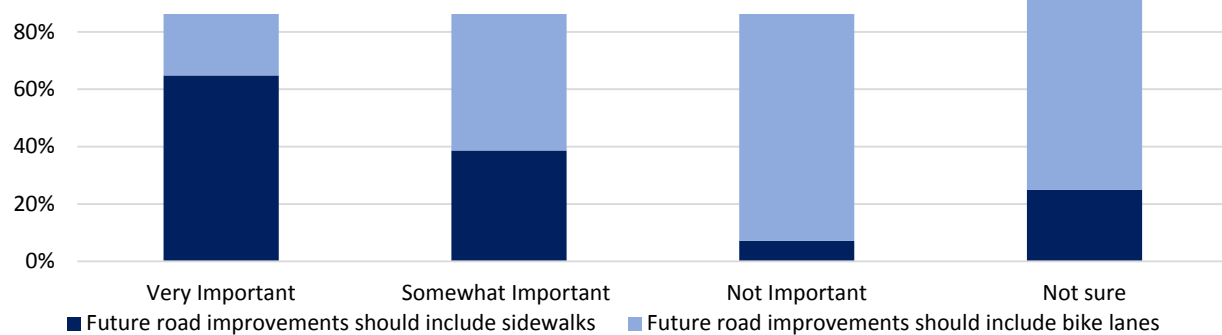
Less confident: only feel safe on separated paths with little to no traffic

Casual: prefer separated paths but will ride on some roads where manageable

Experienced: confident and comfortable riding with traffic on the road



HOW IMPORTANT ARE THE FOLLOWING IMPROVEMENTS TO ROADS?

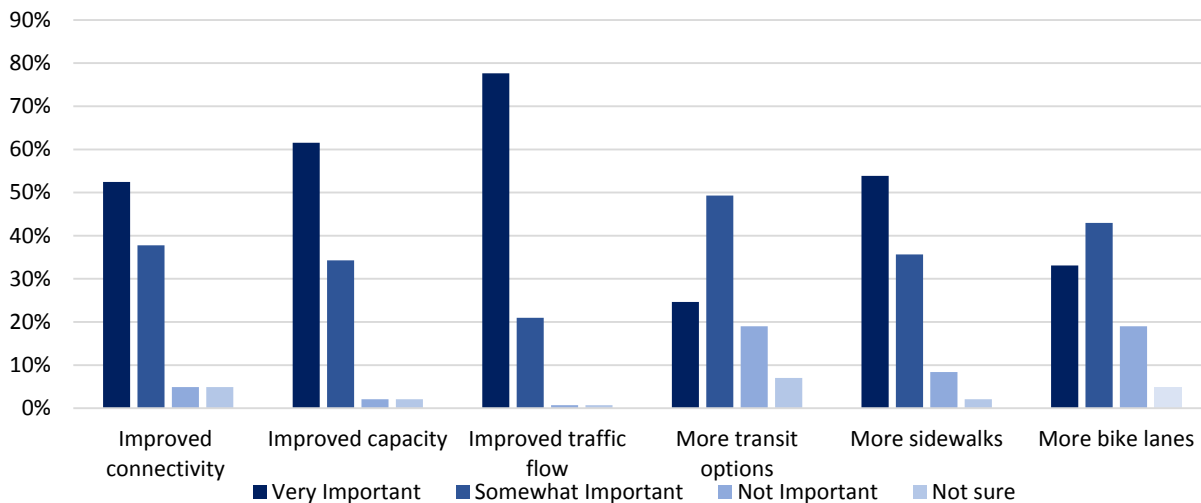


HOW IMPORTANT ARE THE FOLLOWING IMPROVEMENTS TO TRANSPORTATION SERVICES?

	Very Important	Somewhat Important	Not Important	Not sure
Additional bus services to Mobile	24.84%	29.97%	57.75%	28.67%
More scheduled bus routes to major employers in Baldwin Co.	39.47%	39.86%	28.17%	37.76%
Improved services for senior citizens and disabled persons	22.38%	16.08%	2.11%	15.38%
Parking areas along I-10 for express bus riders and carpoolers	18.18%	16.08%	11.97%	18.18%

DRAFT

HOW IMPORTANT DO YOU THINK THE FOLLOWING IMPROVEMENTS COULD BE ON THE EASTERN SHORE?



Comments and Responses

COMMENT FORM

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION (ESMPO)

DRAFT 2045 LONG RANGE TRANSPORTATION PLAN (LRTP)

Public Comment Period: December 15, 2020 – January 5, 2021

Date: 12/26/2020 Name: Steve Henley
Address: 7230 Wild Oaks Road
Phone: 251-517-7385 Email: henleys36532@gmail.com
Interest in ESMPO: Property Owner within ESMPO Area ☒ Public Official _____
Local Business Owner ☒ Other _____

Please provide comments concerning the Draft 2045 LRTP:

2.6 Aviation - no discussion is made related to Mobile's plans to move
existing commercial flight operations from the Mobile Regional Airport to
Brookley Field or potential increased traffic demands to and from Jack Edwards
Airport should commercial operations be established there, also.
The MPO should also assess the potential negative impact on the entire
Eastern Shore of having two commercial airports routing take-offs and
landings over its existing residential areas.

May we respond to your comment by email (response will be attached in pdf format) instead of U.S. Mail? Yes ☒ No _____

Please return this completed form to the ESMPO by **January 5, 2021**:

Mrs. Sarah Hart Sislak, MPO Coordinator
1100 Fairhope Avenue
Fairhope, AL 36532

coordinator@easternshorempo.org

Would you like to be notified of future MPO activity via email: Yes ☒ No _____

How did you learn about the present opportunity to give comments (circle one)?

Newspaper MPO Email List U.S. Mail MPO Website Other: _____

COMMENT FORM

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION (ESMPO)

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Date: 12/26/2020 Name: Steve Henley
Address: 7230 Wild Oaks Road
Phone: 251-517-7385 Email: henleys36532@gmail.com
Interest in ESMPO: Property Owner within ESMPO Area ☒ Public Official ☐
Local Business Owner ☒ Other ☐

Please provide comments concerning the Draft 2045 LRTP:

3.10 Alternative Funding Sources - the MPO should work with the legislature for the creation of multi-state Joint Powers Authority (JPA) or Transportation Corridor Authority (TCA) to fund/operate I-10 improvements as they not only benefit AL businesses and residents but also those of TX, LA, MS and FL. Additionally, applications for federal grant funding made by coordinated multi-jurisdictional agencies score higher and generally have higher approval rates.

May we respond to your comment by email (response will be attached in pdf format) instead of U.S. Mail? Yes ☒ No ☐

Please return this completed form to the ESMPO by **January 5, 2021**:

Mrs. Sarah Hart Sislak, MPO Coordinator
1100 Fairhope Avenue
Fairhope, AL 36532

coordinator@easternshorempo.org

Would you like to be notified of future MPO activity via email: Yes ☒ No ☐

How did you learn about the present opportunity to give comments (circle one)?

Newspaper MPO Email List U.S. Mail MPO Website Other: _____

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Public Comment Period: December 15, 2020 – January 5, 2021

Date: 12/26/2020 Name: Steve Henley
Address: 7230 Wild Oaks Road
Phone: 251-517-7385 Email: henleys36532@gmail.com
Interest in ESMPO: Property Owner within ESMPO Area ☒ Public Official ☐
Local Business Owner ☒ Other ☐

Please provide comments concerning the Draft 2045 LRTP:

3.10 Alternative Funding Sources - the MPO should work with the legislature to allow
local governments higher levels of discretion and authority to impose
impact mitigation fees and/or require mitigation construction activities both
adjacent to and in conjunction with new developments and regionally as
required by new developments

May we respond to your comment by email (response will be attached in pdf format) instead of
U.S. Mail? Yes ☒ No ☐

Please return this completed form to the ESMPO by **January 5, 2021**:

Mrs. Sarah Hart Sislak, MPO Coordinator
1100 Fairhope Avenue
Fairhope, AL 36532

coordinator@easternshorempo.org

Would you like to be notified of future MPO activity via email: Yes ☒ No ☐

How did you learn about the present opportunity to give comments (circle one)?

Newspaper MPO Email List U.S. Mail MPO Website Other: _____

COMMENT FORM

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION (ESMPO)

DRAFT 2045 LONG RANGE TRANSPORTATION PLAN (LRTP)

Public Comment Period: December 15, 2020 – January 5, 2021

Date: 12/26/2020 Name: Steve Henley

Address: 7230 Wild Oaks Road

Phone: 251-517-7385

Email: henleys36532@gmail.com

Interest in ESMPO: Property Owner within ESMPO Area ☒

Public Official ☐

Local Business Owner ☒

Other ☐

Please provide comments concerning the Draft 2045 LRTP:

3.10 Alternative Funding Sources - the MPO should work with the legislature to allow
local governments increased abilities to create Benefit Assessment
Districts and/or Maintenance Assessment Districts for new developments
to eliminate increased financial burden on local roadway financial resources

May we respond to your comment by email (response will be attached in pdf format) instead of
U.S. Mail? Yes ☒ No ☐

Please return this completed form to the ESMPO by **January 5, 2021**:

Mrs. Sarah Hart Sislak, MPO Coordinator

1100 Fairhope Avenue

Fairhope, AL 36532

coordinator@easternshorempo.org

Would you like to be notified of future MPO activity via email: Yes ☒ No ☐

How did you learn about the present opportunity to give comments (circle one)?

Newspaper

MPO Email List

U.S. Mail

MPO Website

Other:

COMMENT FORM

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION (ESMPO)

DRAFT 2045 LONG RANGE TRANSPORTATION PLAN (LRTP)

Public Comment Period: December 15, 2020 – January 5, 2021

Date: 12/26/2020 Name: Steve Henley

Address: 7230 Wild Oaks Road

Phone: 251-517-7385

Email: henleys36532@gmail.com

Interest in ESMPO: Property Owner within ESMPO Area ☒ Public Official ☐

Local Business Owner ☐ Other ☐

Please provide comments concerning the Draft 2045 LRTP:

2.4 Bicycle and Pedestrian Facilities - 2.4.2 Existing Network - while the Eastern Shore Trail is used extensively by pedestrians, its use by cyclists is infrequent as the vast majority of cyclists ride in the roadway and not on the Trail. As currently constructed, Scenic 98 is too narrow for bicycle traffic as there is insufficient lane width to legally pass a cyclist as it is impossible to maintain the state-required 3-foot separation from the cyclist without crossing over the "passing prohibited" double yellow center line.

May we respond to your comment by email (response will be attached in pdf format) instead of U.S. Mail? Yes ☒ No ☐

Please return this completed form to the ESMPO by **January 5, 2021**:

Mrs. Sarah Hart Sislak, MPO Coordinator

1100 Fairhope Avenue

Fairhope, AL 36532

coordinator@easternshorempo.org

Would you like to be notified of future MPO activity via email: Yes ☒ No ☐

How did you learn about the present opportunity to give comments (circle one)?


Newspaper MPO Email List U.S. Mail MPO Website Other:

COMMENT FORM

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION (ESMPO)

DRAFT 2045 LONG RANGE TRANSPORTATION PLAN (LRTP)

Public Comment Period: December 15, 2020 – January 5, 2021

Date: 12/26/2020 Name: Steve Henley
Address: 7230 Wild Oaks Road
Phone: 251-517-7385 Email: henleys36532@gmail.com
Interest in ESMPO: Property Owner within ESMPO Area ☒ Public Official _____
Local Business Owner  Other _____

Please provide comments concerning the Draft 2045 LRTP:

General - Left and right turn lanes for eastbound Parker Avenue at Highway 98 are much more needed than any possible improvements on Volanta Road. This will become increasingly more important once construction on a roundabout begins at the intersection of 104 and Section Street and all southbound Scenic 98 traffic is detoured onto Parker.

May we respond to your comment by email (response will be attached in pdf format) instead of U.S. Mail? Yes ☒ No _____

Please return this completed form to the ESMPO by **January 5, 2021**:

Mrs. Sarah Hart Sislak, MPO Coordinator
1100 Fairhope Avenue
Fairhope, AL 36532

coordinator@easternshorempo.org

Would you like to be notified of future MPO activity via email: Yes ☒ No _____

How did you learn about the present opportunity to give comments (circle one)?

Newspaper MPO Email List U.S. Mail MPO Website Other: _____

COMMENT FORM

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION (ESMPO)

DRAFT 2045 LONG RANGE TRANSPORTATION PLAN (LRTP)

Public Comment Period: December 15, 2020 – January 5, 2021

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Address: 7230 Wild Oaks Road
Phone: 251-517-7385 Email: henleys36532@gmail.com
Interest in ESMPO: Property Owner within ESMPO Area ☒ Public Official _____
Local Business Owner ☒ Other _____

Please provide comments concerning the Draft 2045 LRTP:

General - All widening and/or paving improvements on arterials and
collectors should incorporate right turn lanes to reduce queuing and
improve intersection efficiency

May we respond to your comment by email (response will be attached in pdf format) instead of
U.S. Mail? Yes ☒ No _____

Please return this completed form to the ESMPO by **January 5, 2021**:

Mrs. Sarah Hart Sislak, MPO Coordinator
1100 Fairhope Avenue
Fairhope, AL 36532

coordinator@easternshorempo.org

Would you like to be notified of future MPO activity via email: Yes ☒ No _____

How did you learn about the present opportunity to give comments (circle one)?

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COMMENT FORM

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION (ESMPO)

DRAFT 2045 LONG RANGE TRANSPORTATION PLAN (LRTP)

Public Comment Period: December 15, 2020 – January 5, 2021

Date: 12/26/2020 Name: Steve Henley
Address: 7230 Wild Oaks Road
Phone: 251-517-7385 Email: henleys36532@gmail.com
Interest in ESMPO: Property Owner within ESMPO Area X Public Official _____
Local Business Owner HS Other _____

Please provide comments concerning the Draft 2045 LRTP:

General - All existing and proposed traffic signal system improvements
need to incorporate lane detection technology at all locations. Too much
time is being wasted with traffic sitting at red lights while the green phase
is activated for lanes of traffic with no vehicles, especially protected left
turns, causing unnecessary heavy queuing.

May we respond to your comment by email (response will be attached in pdf format) instead of
U.S. Mail? Yes X No _____

Please return this completed form to the ESMPO by **January 5, 2021**:

Mrs. Sarah Hart Sislak, MPO Coordinator
1100 Fairhope Avenue
Fairhope, AL 36532

coordinator@easternshorempo.org

Would you like to be notified of future MPO activity via email: Yes X No _____

How did you learn about the present opportunity to give comments (circle one)?

Newspaper MPO Email List U.S. Mail MPO Website Other: _____

COMMENT FORM

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION (ESMPO)

DRAFT 2045 LONG RANGE TRANSPORTATION PLAN (LRTP)

Public Comment Period: December 15, 2020 – January 5, 2021

Date: 12/23/2020 Name: Mark Kirstein

Address: 31355 Limpkin Street Spanish Fort

Phone: 321-543-9647 Email: mdkirstein@gmail.com

Interest in ESMPO: Property Owner within ESMPO Area _____ Public Official _____

Local Business Owner _____ Other _____

Please provide comments concerning the Draft 2045 LRTP:

See attached

May we respond to your comment by email (response will be attached in pdf format) instead of U.S. Mail? Yes ☒ No _____

Please return this completed form to the ESMPO by **January 5, 2021**:

Mrs. Sarah Hart Sislak, MPO Coordinator
1100 Fairhope Avenue
Fairhope, AL 36532

coordinator@easternshorempo.org

Would you like to be notified of future MPO activity via email: Yes _____ No _____

How did you learn about the present opportunity to give comments (circle one)?

Newspaper MPO Email List U.S. Mail MPO Website Other: _____

We are new to the area from outside of Chicago - living in Stonebridge in Spanish Fort. Looking at the study I understand most of the determinations of high, medium and low - except the connector between 31 and 59 - how did that get rated medium then shows up in unfunded. While that connector doesn't send all of us in the massive residential developments occurring out here to the mall at 181 - it could alleviate and maybe even create a shopping corridor along 59 and I-10 as well as connect folks to the beach and stay off 31 heading north. The planning commission and all towns and cities need to hold DR Horton and Truland Homes accountable to build that road - it shouldn't be on the unfunded list - with the amount of profit they will make on the massive volumes they are building, they should fund the road AND fund wide bike trails all over this area from 31 to 181 and beyond.

As to bike trails, you cite the eastern shore trail as existing and imply it is OK - it isn't really recreational usable and unless you live right in daphne / fairhope not accessible. Again for the growth out here in spanish fort - fund wide bike trails from 31 to 181 then down to 64 then to eastern shore and the bay. Use Gulf State Park width and maintenance as your guide for what a great recreational walking / bike trail looks like and as you widen roads and build new, add them now.

Thank you for the overview plan - I hope it all comes to fruition.

Mark Kirstein

#5

INCOMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 21, 2020 1:11:52 PM
Last Modified: Monday, December 21, 2020 1:30:44 PM
Time Spent: 00:18:52
IP Address: 34.209.180.72

Page 2

Q1

Contact Information:

Name	Brooke Turney
Address	7297 Cypress Ave
City/Town	Daphne
State/Province	AL
ZIP/Postal Code	36526
Email Address	brookeandmatthew@gmail.com
Phone Number	2516050325

Q2

Property Owner within ESMPO Area

Interest in ESMPO:

Q3

Please provide comments concerning the Draft 2045 LRTP:

looks good

Q4

Yes

May we respond to your comment by email (response will be attached in pdf format) instead of U.S. Mail? (If yes, please provide email address in question 1.)

Page 3

Q5

Respondent skipped this question

Would you like to be notified of future MPO activity via email? (If yes, please provide email address in question 1.)

Q6

Respondent skipped this question

How did you learn about the present opportunity to give comments?

Appendix C

Model Development and Documentation

A key component of the ESMPO 2045 LRTP Update was to refine the previous 2010 base year model used during the MPO's inaugural 2040 LRTP. For the 2045 Update, the model is updated to a new base year of 2015 and model forecasts are extrapolated to the new horizon year of 2045. The earlier 2010/2040 model could be described as a simplified vehicle trip model while the vast majority of MPO models generate person trips, rather than vehicle trips. Since there has never been a household travel survey conducted in Baldwin County, the updated 2015/2045 model has to make use of nationally recognized transferable model parameters (e.g., person trip rates) and benchmarks (e.g., average trip lengths), in combination with established ALDOT standard area types, facility types and capacities.

This appendix is divided into the following sections:

- Data refinement
- Model development
- Model validation
- Model forecasting

Cube/Voyager software is the modeling platform used for all MPO models in the state of Alabama.

1.1. Data Refinement

In the wisest use of study resources, available 2010 model files were used as a starting point to develop similar files for the updated 2015 base year. Thus, the 2010/2040 traffic analysis zone (TAZ) system was maintained for the base year 2015 and horizon year 2045 and the 2015 model network was built directly from the previous 2010 network. While sections 2.1 and 2.2 of this report describe and depict 2015 socioeconomic and network conditions, respectively, this section provides additional background on how these estimates were achieved.

1.1.1. Year 2015 Population, Household, and Employment Estimates By TAZ

A control total for the ESMPO region was developed by using the Alabama Center for Business and Economic Research (CBER) 2015 population estimates for the cities and towns in Baldwin County and the county total population. The share of unincorporated county population that is within the MPO boundary was assumed to remain constant between 2010 and 2015. This produces a population control total for the MPO of 110,006 for 2015. The household (HH) control total is based on this figure divided by 2.52 persons per household (the 2010 value), producing a 2015 control total of 43,589 households in the MPO area.

Year 2015 population for each TAZ is estimated by interpolating between the 2010 TAZ population and the 2040 forecast TAZ population. This method produces a total population slightly lower than the control total. The initial estimate is factored to match the control total more closely. Based on this population growth estimate, each TAZ is characterized as having No/Low/Medium/High five-year growth. No growth is 0.0% or lower, Low is 0.5% or less, Medium is 0.5 to 2.0%, and High is above 2%.

These categories divide the TAZs into relatively even numbers of No/Low/Medium/High growth. The population growth in each TAZ for the 2010 to 2015 period is then converted to HHs by dividing the incremental population growth by 2.52 and adding that to the actual 2010 households for each TAZ.

Retail employment and non-retail employment for 2015 is estimated using a method similar to population. A 2015 value is interpolated from the 2010 and 2040 values for each TAZ. A reasonableness check is applied by calculating the ratio of employees to population for each year in the forecast, as well as a rate for the incremental change in population and employment from 2010 to 2015. In 2010, the ESMPO region had 13.4 retail employees per 100 population and 28.5 non-retail employees per 100 residents. The 2015 estimates increase these ratios to 13.6 and 28.8, respectively. Comparing change in population with change in employment for the 2010 to 2015 period, the ratio of employees to residents rises to 15.6 new retail employees per new resident and 31.4 non-retail employees per new resident. These ratios are consistent with typical trends in rapidly growing, affluent suburbs of metropolitan areas.

1.1.2. [Year 2015 Highway Network Characteristics](#)

A number of steps were taken to update the 2010 network to represent base year 2015 conditions. The first of these was to disaggregate the LINKGROUP1 codes from the 2010 model into separate attributes representing network facility type, number of lanes, and a flag to distinguish divided highways from undivided streets. This change was important to properly incorporate ALDOT's standard capacity lookup table, update characteristics to 2015 conditions, estimate roadway level-of-service (LOS) and map out network characteristics more efficiently. Table C.1 below is an equivalency between 2010 LINKGROUP1 codes and 2015 facility type/lane/divided categories.

Table C.1 ESMPO Model Network LINKGROUP1 Definitions

#	LINKGROUP1	Functional Classification	Facility Type	Divided	Number of Lanes
1	11	Freeway	1	1	4
2	32	Divided Principal Arterial	3	1	4
3	35	Undivided Principal Arterial	3	0	2
4	36	Undivided Principal Arterial	3	0	4
5	42	Divided Minor Arterial	4	1	4
6	45	Undivided Minor Arterial	4	0	2
7	46	Undivided Minor Arterial	4	0	4
8	54	Undivided Collector	5	0	2
9	61	One-Way Principal Arterial	6	0	2
10	91	Ramp	9	0	1
11	99	Centroid Connector	99	0	0

In addition to the 2010 network lacking unique attributes for facility type, lanes, and divided highways, this network did not include area types. Area types reflect generalized land uses adjacent to the roadways and are used in the model to assign capacities and terminal times. A generic area type code

was first assigned to all links in the model network using Cube attribute calculations. Then, specific area type codes were assigned to each link in the model network through the use of Cube polygons, Google Maps' satellite view, urban and MPO boundary maps, and a sample of field checks and notations.

Each TAZ was subsequently assigned a dominant area type code for the purposes of estimating terminal times, a measure of walk time between origin or destination and the vehicle used for travel. Terminal times tend to be longest in central business districts (i.e., CBD or downtown areas), moderate in outlying business districts (i.e., suburban commercial areas/activity centers), and lowest in residential and rural areas. In order to keep the number of capacity categories to a minimum, the model collapses the area type codes into area type groups. Table C.2 is a listing of area type codes and groups used in the ESMPO 2015/2045 models.

Table C.2 ESMPO Model Network Area Type Definitions

Area Type Code	Area Type Code Definition	Additional Guidance Used for ESMPO Area Type Assignment	Area Type Group	Area Type Group Definition
1	CBD Major	No Major CBD in study area	1	Urban
2	CBD Minor	Downtown Fairhope	1	Urban
3	CBD Fringe	Areas adjacent to Fairhope CBD	1	Urban
4	Urban Stable	Established residential areas	2	Suburban
5	Urban Activity Center	Suburban business districts	2	Suburban
6	Urban Growth	Recent/ongoing suburban residential Growth next to/outside urban boundary	2	Suburban
7	Urban Transitioning		2	Suburban
8	Rural Developed	Small cities outside transitioning area	3	Fringe
9	Rural Undeveloped	Undeveloped areas/outside MPO area	4	Rural

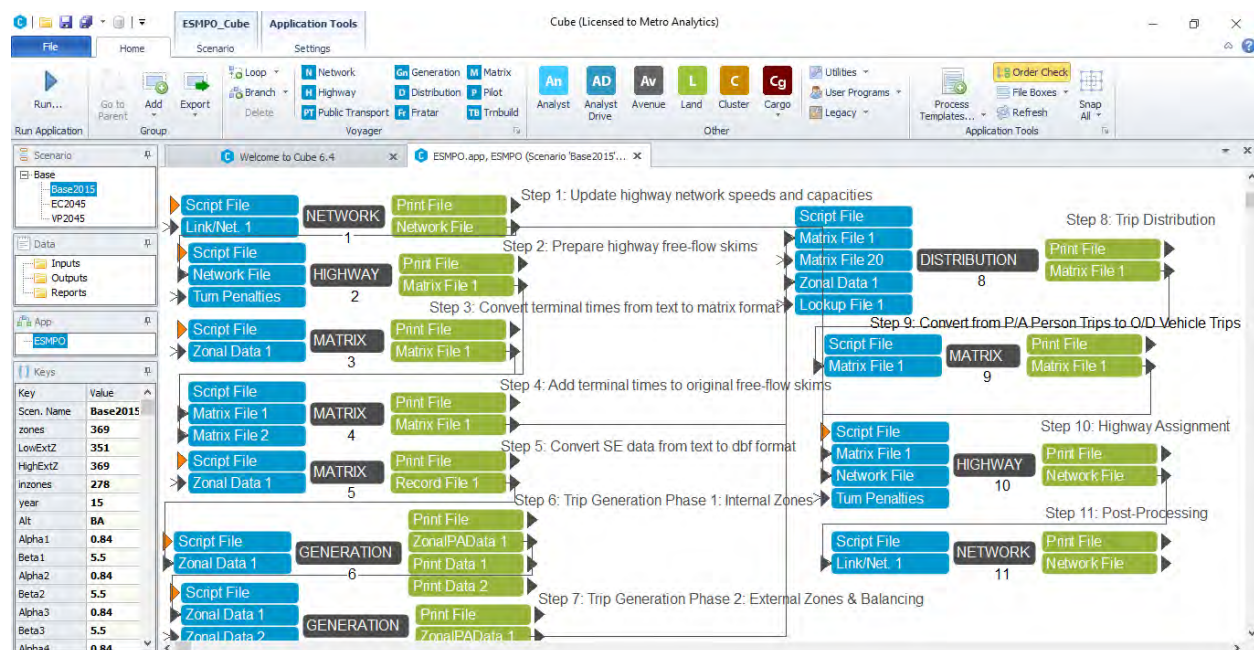
A comprehensive set of base year traffic counts is also needed to validate any travel demand forecasting model. In the case of ESMPO, year 2015 traffic counts were obtained from the Alabama Traffic Data website maintained by ALDOT and manually added to relevant links in the highway network. There are some low volume ALDOT traffic counts that appear to be estimates as the same number appears on multiple links in the network. It is very difficult to validate highway assignment volumes to low volume traffic counts so a few of these estimates were later removed from the model network. Some of these hard to validate counts also pinpoint locations where TAZs should be split for the next model update.

Screenlines are typically included in a model network to summarize traffic counts and volumes along parallel roadways that cross natural and manmade features of significance. Since these were not identified in the 2010 network, new screenlines were identified and added to the 2015 network. Locations with traffic counts on parallel roadways were identified as potential screenlines, including all roadways crossing the Fish River and I-10. A cordon line (a circular screenline) was added to cover every roadway location along the model boundary to ensure that the model properly simulated external trips – those beginning and/or ending outside the model study area. A table is provided later in the Appendix to summarize screenline locations, model volumes, and traffic counts.

A final check on the model network was to review all zone centroids and centroid connectors. Centroids represent the center of trip activity within a TAZ while centroid connectors represent locations where trips are loaded to the highway network from each TAZ. A checklist was prepared and filled in for every TAZ to confirm centroid locations, centroid connectors, and area type codes. The checklist also includes notations on changes made, including moving centroid locations, adding/deleting centroid connectors, previous and revised area types, splitting roadway links to accommodate new connectors, etc.

1.2. Model Development

The 2015/2045 ESMPO model is categorized as a four-step travel demand model while the previous 2010/2040 model was a three-step model. A step was added to the new model that applies auto occupancy factors to previously generated and distributed person trips. Since the region has never been covered by a large sample household travel survey, the study team felt it was important to use person trip rates from a national source. The use of person trip rates, as opposed to the vehicle trip rates used in the previous model, necessitated the application of auto occupancy factors prior to trip assignment. As depicted below in Figure C.1, a set of 11 individual Cube/Voyager program steps are required to run the ESMPO model. Each of these steps is described in the following subsections.



1.2.1. Step 1: Update highway network speeds and capacities

As implied, this step in the model chain performs an update of highway network speeds and capacities. This step is necessary because speeds and capacities are assigned to network links based on the previously described area types and facility types. Thus, if either of these attributes is modified, this step will replace previously assigned speeds and capacities with those intended for the updated attributes. Free-flow speeds were iteratively adjusted during model validation to minimize the difference between traffic counts and modeled traffic assignment volumes. These values and adjustments are discussed further in the section on model validation. Capacities are consistent with official values provided by ALDOT.

1.2.2. Step 2: Prepare highway free-flow skims

This step is a process that builds a matrix of minimum travel times and paths between each TAZ, known as “skims”. This includes the estimation of intrazonal times, an estimate of travel time to traverse each TAZ in the model network. Turn prohibitors are placed in the TURNPEN file to identify locations where intersection movements are not permitted (e.g., left turn restriction). The TURNPEN file can also include travel time penalties, ideally where physical barriers exist (e.g., river crossing) and assignment screenline volumes are excessive when compare to traffic counts. Turn penalties are described further during model validation. Zone-to-zone travel times are subsequently updated with terminal times during another step and used to distribute trips between pairs of TAZs.

1.2.3. Step 3: Convert terminal times from text to matrix format

As described earlier in this appendix, terminal times represent walk times from the point of origin to vehicular travel mode (e.g., auto) and from the vehicle to the final destination. An AREATYPE text file is used to assign terminal times to each TAZ in the model network. For this study, the consultant team first edited terminal times in Excel and then exported the contents to a text file format. Step 3 subsequently takes terminal times listed by zone and converts these values to a matrix of origin and destination terminal times for each pair of TAZs.

1.2.4. Step 4: Add terminal times to original free-flow skims

Step 4 simply adds the terminal times from Step 3 to the initial free-flow skims from Step 2 so that travel times between zones account for walk times to and from vehicles. The resulting updated skims are those used during Step 8, trip distribution.

1.2.5. Step 5: Convert SE data from text to dbf format

Socioeconomic data, described elsewhere in this report, were initially prepared in a spreadsheet, and exported to a text file format. During Step 5, this text file is converted to a .dbf format for input to Step 6, trip generation.

1.2.6. Step 6: Trip Generation Phase 1: Internal Zones

Trip generation is required in all four-step travel demand models to estimate the number of trips, generally produced by homes, and attracted to businesses and schools. This first phase of trip generation takes the modified socioeconomic data file from Step 5 and first runs a series of diagnostic checks to identify syntax/math errors that could lead to erroneous results (e.g., school enrollment in a zone with zero employment). After this demographic check, the model uses input data on zonal income to estimate the number of households in six income groups and four auto availability categories using guidance from *NCHRP 716, Travel Demand Forecasting: Parameters and Techniques*. Then the model calculates trip productions and trip attractions using trip rates from the same report. In addition to the summary of diagnostic checks, this model step generates an estimate of households by auto availability in each TAZ, along with a preliminary file containing zonal productions and attractions in a dbf format.

1.2.7. Step 7: Trip Generation Phase 2: External Zones & Balancing

The second trip generation phase largely focuses on external trips, those with at least one trip end outside the model study area. An input text file called EXTERNALCOUNTS is required for input, along with the socioeconomic data from Step 5 and internal productions and attractions from Step 6. As with

other text files, the external count file was generated by exporting data from a spreadsheet containing 2015 traffic counts at each external zone in the model, along with a code that provides a percent of through trips at each external zone. Instead of 2015 traffic counts, the 2045 EXTERNALCOUNTS file contains forecasted external volumes. As described later in this appendix, 2045 external forecasts were derived using available data on traffic count trends and population growth. This step outputs a final set of trip productions and attractions that are subsequently used as input to Step 8, trip distribution.

1.2.8. Step 8: Trip Distribution

In addition to trip generation, all four-step models include a trip distribution step that produces a production/attraction (P/A) matrix of person trips between each pair of internal and external zones. Inputs to this step include the updated set of travel time skims from Step 4, final set of trip productions and attractions from Step 7, a friction factor file and K-factor matrix. The FRICTIONFACTORS file provides a set of trip attenuation curves for each trip purpose in the model. The initial set of friction factors was derived from both the 2010 ESMPO and Huntsville MPO models, iteratively adjusted in a spreadsheet and then exported to a text file format. A Cube model script was used to generate a K-factor matrix aimed at encouraging the distribution of external trips between predominant external zones (e.g., I-10 west to I-10 east) and discouraging the distribution of external trips between illogical pairs of zones (e.g., trips between I-10 crossing Mobile Bay and US 90/98 crossing Mobile Bay... essentially a U-Turn movement). K-Factors were also adjusted iteratively during model validation to achieve the desired impacts.

1.2.9. Step 9: Convert from P/A Person Trips to O/D Vehicle Trips (Auto Occupancy)

Step 9 represents the auto occupancy phase of the ESMPO model. While some four-step models include a logit mode choice model to convert person trips to vehicle trips, an auto occupancy model is sufficient to use in regions where the percent share of transit trips is small. Auto occupancy factors, also derived from NCHRP 716, are applied to the person trip matrices from Step 8 to achieve a vehicle trip matrix. The resulting vehicle origin-destination (O/D) trip matrix is also “balanced” during this step such that the number of trips entering a zone is equal to the number of trips exiting a zone.

1.2.10. Step 10: Highway Assignment

Step 10, highway assignment, is also required of all travel demand models, both four-step and the most advanced activity-based models. During this step, the updated highway network from Step 1 is used, in conjunction with the vehicle O/D trip table from Step 9, and the TURNPEN file described earlier in Step 2 to load trips onto the highway network and generate congested travel time skims. During highway assignment, skims are iteratively adjusted based on volume/capacity ratios resulting from trip loadings. Using an equilibrium algorithm, travelers strive to find the shortest path from origin to destination, and network equilibrium occurs when no traveler can decrease travel effort by shifting to a new path. The output from this step is a loaded highway network with volumes, volume/capacity ratios, congested speeds, and other attributes.

1.2.11. Step 11: Post-Processing

This final step updates the loaded highway network to compute, summarize and add attributes such as volume/count ratio, root mean square error, vehicle-miles traveled, and vehicle-hours traveled. It

includes the majority of attributes in the original loaded network, though a few unimportant attributes are removed. This “post-processing” step also produces summary tables of the newly computed attributes to provide an assessment of model validity. This final loaded and updated highway network is titled HWYEVAL as it includes the additional evaluation statistics.

The next section describes some of these files in greater detail, how model validation was achieved, and compares model results to a series of benchmarks and accuracy standards.

1.3. Model Validation

Model validation is the process of taking a model from a recent base year, comparing model results against traffic counts and other available data on travel patterns, and iteratively refining the model to minimize error. Once a model is validated, it is then applied to forecasted socioeconomic data, network conditions, and other trend data to identify future potential transportation projects. A comprehensive worksheet was prepared to monitor progress during the validation process. Model validation is described for each component of the four-step modeling process, starting with trip generation, and ending with highway assignment, along with tables from the validation worksheet.

1.3.1. Trip Generation

Key trip generation parameter sources and assumptions used in the ESMPO model are listed below:

- Trip production rates – NCHRP 716 (Urban Area less than 500,000 population)
- Trip productions by purpose – NCHRP 716 (Initial trip production reasonableness check)
- Trip attraction rates – NCHRP 716 (Motorized Person Trips, Interpolation of Models 1 and 3)
- Truck trip attraction rates – NCHRP 716 (Sample Total Truck Trip Rates, Huntsville adjustments)
- Autos per household targets – NCHRP 716 (Mobile, AL MSA)
- External traffic counts – Alabama Traffic Data website (ALDOT)

The previous 2010 ESMPO model was missing some of the area’s external zones. These same external zones were missing from initial 2015 model runs. As validation progressed, a clearer picture evolved on the location of these external zones and the roadways that feed them. Iterative adjustments were also made to external zones along the Bay Crossing to offset the impact of trips attracted to new zone 278. Table C.3 provides 2015 base year model external trip estimates based on ALDOT traffic counts, along with a comparison to the 2010 model. Final 2015 external trips are found in the column “2015Adj”.

Table C.3 ESMPO 2015 External Trip Summary

Eastern Shore MPO 2045 Long Range Transportation Plan

Zones	Location	2010	2015	Rev 2015	2015 Adj	2015/Direction
351	CR 1, South of Alt US 98	944	1,051	1,440	1,440	720
352	CR 27/Mary-Ann Beach Road, South of Alt US 98	1,374	1,529	1,430	1,430	715
353	US 98, east of CR 9	7,907	9,490	9,490	9,490	4,745
354	Underwood Road, east of CR 9	2,881	3,207	1,130	1,130	565
355	CR 71/College Avenue, north of CR 32	656	730	1,000	1,000	500
356	<i>Disconnected External Zone - now CR 68</i>	-	-	720	720	360
357	AL 59, north of CR 32	23,167	27,010	27,010	27,010	13,505
358	CR 32, west of AL 59	7,721	2,910	2,910	2,910	1,455
359	<i>Disconnected External Zone - now Beach Express</i>	-	8,400	8,400	8,400	4,200
360	US 90, east of Baldwin Beach Express	4,522	4,850	4,850	4,850	2,425
361	I-10, east of Baldwin Beach Express	26,121	36,050	36,050	36,050	18,025
362	CR 64, east of Baldwin Beach Express	1,853	2,062	2,300	2,300	1,150
363	<i>Not displayed in network - now CR 36</i>	-	-	660	660	330
364	<i>Not displayed in network - now CR 38</i>	-	-	850	850	425
365	US 31, south of Holly Hills	15,770	15,810	15,810	15,810	7,905
366	CR 39 at Whitehouse Fork Road	958	1,066	1,000	1,000	500
367	SR 225, north of Whitehouse Fork Road	3,013	4,680	4,680	4,680	2,340
368	I-10, east of Baldwin/Mobile County Line	57,871	75,500	75,500	70,500	37,750
369	US 90/98, east of Baldwin/Mobile County Line	14,940	16,580	16,580	9,500	8,290
	Totals	169,698	210,925	211,810	199,730	105,905

Validation of trip generation included a series of iterative adjustments focused on achieving NCHRP trip allocation by purpose, matching benchmarks for aggregate trip rates (i.e., trips per household, person, and employee), and minimizing the difference between trip productions and unadjusted attractions by purpose. Since the ESMPO area is somewhat of a bedroom community to Mobile, it was important to attract some portion of work and shop trips to locations across Mobile Bay and beyond the model boundary. Thus, a new zone 278 was added to the model to attract a portion of these trips that otherwise, would be forced to remain with the model boundaries.

Table C.4 provides a summary of trip productions by purpose, compared to the previous ESMPO model and NCHRP 716 targets. The model does a good job of matching the NCHRP targets for person-trip purposes, as noted in the table. In addition to the three person-trip purposes in the table, the model also includes three vehicle-trip purposes for trucks and external trips.

Table C.4 ESMPO Trip Generation Purpose Summary

TRIP GENERATION - Trip Purpose Summary										
Trip Purpose	2010 Model		2015 Model						NCHRP 716 Targets	
	Trips	% Total Productions	Prior Run Trips	Prior Run % Prods	Prior Run % Person Trips	Trips (New Run)	% Total Productions	Including Truck Trips	% Person Trips	
Home-Based Work (HBW)	53,630	13%	59,226	10%	14%	59,226	10%	14%	15%	15%
Home-Based Other (HBO)	129,211	31%	215,752	37%	51%	215,752	37%	51%	54%	54%
NonHome-Based (NHB)	60,955	15%	122,683	21%	29%	122,683	21%	29%	31%	31%
Truck Trips	37,547	9%	25,383	4%	6%	25,383	4%	6%		
Internal-External (I-E)	97,737	24%	119,277	20%		119,277	20%			
External-External (E-E)	35,973	9%	40,227	7%		40,227	7%			
Total	415,053	100%	582,548	100%	100%	582,548	100%	100%	100%	100%

Table C.5 provides a summary of aggregate trip rates and balancing of productions and attractions. As indicated, the ESMPO model falls within the NCHRP acceptable range of trips per person, household, and employee. Likewise, the ESMPO model meets established targets on the ratio of productions and attractions. Thus, it was felt that the ESMPO trip generation model was validated to acceptable levels.

Table C.5 ESMPO Trip Generation Purpose Summary

TRIP GENERATION - Aggregate Trip Rate Comparisons											
Validation Measure	Total HB+NHB Productions		*Total Households 2010/2015	*Total Population 2010/2015	*Total Employees 2010/2015	Total Attractions		NCHRP Target Range	Actual Values		
	2010 Model	2015 Model Run				2010 Model	2015 Model Run		2010 Model	2015 New Model Run	Prior 2015 Model Run
Person Trips Per Household	243,796	397,661	38,976					8.0 - 10.0	6.25	9.13	9.11
Person Trips Per Person	243,796	397,661	43,575	98,220				3.3 - 4.0	2.48	3.64	3.61
HBW Trips Per Employee	53,630	59,226		109,236	41,095			1.2 - 1.55	0.77	1.23	1.28
P/A Ratio (HBW)	53,630	59,226			48,023	n/a	57,647	0.9 - 1.1	n/a	1.03	1.03
P/A Ratio (HBO)	n/a	215,752				n/a	218,894	0.9 - 1.1	n/a	0.99	0.99
P/A Ratio (NHB)	n/a	122,683				n/a	121,561	0.9 - 1.1	n/a	1.01	1.01
Trips per TAZ (277)							11,411	<15k Trucks	880	1,436	1,436

1.3.2. Trip Distribution

Key trip distribution parameter sources and assumptions used in the ESMPO model are listed below:

- Highway network speeds – Huntsville MPO model validated speeds used as starting point
- Highway network capacities – ALDOT standard model network capacities (unchanged)
- Highway network prohibitors – SB US 98 to WB I-10 loop ramp and mid-bay zones to Mobile
- Highway network penalties – iteratively added and adjusted at mid-bay crossing
- Terminal times – 4 minutes for CBDs, 2 minutes for activity centers, and 1 minute elsewhere
- Friction factors – started with prior ESMPO FFs; mostly replaced with Huntsville; then adjusted
- K-Factors – set to 1 for most zones; set to zero for select external to external zone pairs

Validation of trip distribution included a series of iterative adjustments to network speeds, penalties, terminal times, friction factors and K-factors. Iterative adjustments were also made to socioeconomic estimates of employment and school enrollment in new zone 278 to achieve a proper balance of trips leaving Baldwin County for Mobile County.

Table C.6 provides a comparison of average trip lengths by trip purpose for the 2015 model vs. targets from NCHRP 716 and the 2012-2016 American Community Survey (ACS). Average trip lengths from the earlier 2010 model were unavailable for comparison. Average trip lengths from the model were lower than benchmark statistics from NCHRP and the ACS, the latter specific to Baldwin County. While these model estimates are lower than desired, much effort was expended during validation to increase these.

Table C.6 ESMPO Average Trip Length Summary

TRIP DISTRIBUTION: Avg Trip Lengths (Minutes)					
Purpose	2010 ESMPO Model	Prior 2015 ESMPO Model Run	New 2015 ESMPO Model Run	2012-2016 ACS	NCHRP 716 Target Trip Times
HBW	N/A	18.29	18.18	27.23	20-21
HBO	N/A	11.93	11.96		18
NHB	N/A	11.02	11.05		18-19
Truck	N/A	11.65	11.68		N/A
I-E	N/A	18.97	18.97		N/A
E-E	N/A	27.35	27.35		N/A
All	N/A	14.88	14.89		N/A

Another metric commonly used in model validation is the percentage of trips distributed within the same zone, known as intrazonal trips. General guidance is a target of roughly five percent of home-based trips being distributed internally, with higher percentages for nonhome-based and truck trips, due to more frequent stops. External zones, with their pass-through nature should not have any intrazonal activity. Table C.7 provides intrazonal percentages by trip purpose, excluding external purposes.

Table C.7 ESMPO Intrazonal Summary

TRIP DISTRIBUTION: Intrazonal Trips: Number & Percent						
Purpose	2010 ESMPO Model No. INTZ	2010 ESMPO Model Pct. INTZ	2015 ESMPO Prior Model Run No. INTZ	2015 ESMPO Prior Model Run Pct. INTZ	2015 ESMPO New Model Run No. INTZ	2015 ESMPO New Model Run Pct. INTZ
HBW	924	1.7%	488	0.8%	486	0.8%
HBO	21,964	17.0%	18,760	8.7%	18,657	8.6%
NHB	10,575	17.3%	16,800	13.7%	16,736	13.6%
Truck	2,477	6.6%	2,230	8.8%	2,224	8.8%
All	35,940	8.7%	38,278	6.6%	38,103	6.5%

1.3.3. Auto Occupancy

Auto occupancy factors by trip purpose were derived from NCHRP 716, applied to the three person-trip purposes, and all zone-to-zone movements balanced, resulting in a vehicle trip table for highway assignment. ALDOT purchased a statewide license for Streetlytics data, a product that uses a combination of model estimates and GPS data to estimate existing travel flows. A series of corrections were made to the EXTERNALCOUNTS file as validation progressed, along with iterative adjustments to the K-Factors, to direct changes to the external-external (through) trip table, consistent with Streetlytics flows. Changes to the number of trips in trip generation also had an impact on this step. With each model run, it was confirmed that the desired ratios of person to vehicle trips remained intact. Table C.8 provides a summary of auto occupancy rates, person trips and resulting balanced vehicle trips.

Table C.8 ESMPO Auto Occupancy Summary

2015 MODE CHOICE/AUTO OCCUPANCY						
Trip Purpose	Person or Vehicle Trips Generated	Person Trips Generated	Prior Model Run Vehicle Trips	New Model Run Vehicle Trips	Person/ Vehicle Trip Ratio	NCHRP 716 Auto Occupancies
HBW	person trips	59,226	53,840	53,840	1.100	1.10
HBO	person trips	215,752	125,355	125,354	1.721	1.72
NHB	person trips	122,683	73,859	73,858	1.661	1.66
Truck	vehicle trips	25,383	25,382	25,382	1.000	n/a
I-E	vehicle trips	119,277	119,277	119,277	1.000	n/a
E-E	vehicle trips	40,227	40,227	40,227	1.000	n/a
All	combination	582,548	437,940	437,938	1.330	n/a

1.3.4. Highway Assignment

As the final step in the “four-step” model chain, the assignment model is influenced by all of the validation adjustments, corrections, and refinements described earlier under the other model steps. An assortment of calculations and comparisons between assignment volumes and counts are critical to an assessment of model validity. Assignment metrics used to validate the ESMPO model include these:

- 2015 Volume-over-Count by Facility Type
- 2015 Percent Root Mean Square Error (RMSE) by Facility Type
- 2015 Volume-over-Count by Number of Lanes
- 2015 Volume-over-Count by Screenline
- 2015 Vehicle-Miles Traveled (VMT)
- 2015 Vehicle-Hours Traveled (VHT)
- 2015 Volume-over-Count by Bay Crossing Location

Table C.9 presents volume/count and RMSE by facility type. For each facility type category, information is provided on FHWA recommended percent assignment error targets; volume/count ratios for the current model run, previous model run, and the older 2010 model run; and percent RMSE. For the year 2015 model, volumes, counts, and the number of links with counts in each facility type category are also provided. The green numbering under “FHWA Percent Error Target” means that the 2015 model meets all facility type targets for this measure. For the “FHWA Percent RMSE Target” all facility types meet these standards except for collector streets, which achieve an RMSE of 80.9 percent vs. the target of 77.48 percent (depicted in red numbers).

Table C.9 ESMPO Volume-over-Count Ratios and RMSE by Facility Type

2010 Volume-over-Count and PERCENT RMSE BY FACILITY TYPE						2015 Volume-over-Count and PERCENT RMSE BY FACILITY TYPE						
		FHWA % Error Target	VOL/ AADT	FHWA % RMSE Target	% RMSE	# of LINKS	Prior Model Run VOL/AADT	Prior Model Run % RMSE	AADT (New Model Run)	VOLUME (New Model Run)	New Model Run VOL/AADT	New Model Run % RMSE
NAME	FACTYPE	Target										
Interstate	1	+/- 7%	1.05	18.33	7.41	10	1.06	10.7	321,650	343,714	1.07	10.9
Principal Arterial	3	+/- 10%	0.80	36.77	30.01	58	0.96	18.0	623,950	616,425	0.99	16.5
Minor Arterial	4	+/- 15%	0.85	43.90	41.48	202	1.16	45.7	846,196	920,645	1.09	43.4
Collector	5	+/- 25%	1.24	77.48	52.22	416	0.74	85.1	491,940	410,510	0.83	80.9
One-way P Arterial	6		0.00		n/a	2	0.73	27.2	26,950	20,113	0.75	25.4
Ramps	9		-	74.85	27.96	17	0.99	57.8	88,795	90,223	1.02	59.4
Total		n/a	n/a	36.77	31.95	705	1.00	44.6	2,399,481	2,401,630	1.00	42.6

Table C.10 presents another summary of volume-over-count ratios by number of lanes categories. The typical standard of accuracy here is to have assignment error within plus or minus 15 percent. As depicted, all lane categories meet this standard. Incidentally, green numbers for results indicate improvement over the previous model run.

Table C.10 ESMPO Volume-over-Count Ratios by Number of Lanes

Volume/Count Ratios by No. of Lanes per Direction		
# Lanes/ Directio	Volume/Count	
	Previous	Current
1	1.02	1.03
2	0.96	0.97
3	1.16	1.14
Total	1.00	1.00

Table C.11 depicts volume/count ratios for the two Mobile Bay bridge crossings at the Baldwin/Mobile County Line. As indicated, the overall volume/count ratio is a perfect 1.00 for the combined I-10 and US 90/98 bridge crossings. The table provides directional volumes, counts, and ratios for both highways.

Table C.11 ESMPO Volume-over-Count Ratios by Bay Crossing

Final	Bay Crossing Summary		
	Ratio	Count	Volume
I-10 WB	0.98	37,750	36,814
I-10 EB	1.00	37,750	37,629
I-10 Total	0.99	75,500	74,443
US 90/98wb	1.12	8,290	9,281
US 90/98eb	1.02	8,290	8,465
US 90/98	1.07	16,580	17,746
Sum	1.00	92,080	92,189
Diff			(109)

Table C.12 provides volumes, counts, volume/count ratios, percent error, and accuracy standards for all screenlines in the model. A summary of non-screenline links is also provided. As indicated by the green

numbers under the “Maximum Desirable Deviation” volume/count ratios meet established standards for all except 3 of 12 screenlines. The sum of all non-screenline links achieve a perfect average 1.00 volume/count ratio, accounting for the vast majority of volumes. A sum of all roadway links across the model also shows an error margin of zero.

Table C.12 ESMPO Volume-over-Count Ratios by Screenline

Screenline Updates		Prior ESMPO 2015 Model Run					New ESMPO 2015 Model Run			
Screenline	Name	Count	Volume	Volume to Count Ratio	Percent Deviation from Base	Maximum Desirable Deviation	Count	Volume	Volume to Count Ratio	Percent Deviation from Base
1	EXTERNAL CORDON LINE	211,810	211,950	1.00	0%	(+/-) 10%	211,810	211,949	1.00	0%
2	E/W Flows, Daphne/Spanish Fort	91,260	93,118	1.02	2%	(+/-) 10%	91,260	91,435	1.00	0%
3	N/S Flows, north of I-10	66,880	69,530	1.04	4%	(+/-) 15%	66,880	67,465	1.01	1%
4	N/S Flows, north of CR 64	107,180	101,604	0.95	-5%	(+/-) 10%	107,180	102,167	0.95	-5%
5	E/W Flows, east of US 98	108,066	114,079	1.06	6%	(+/-) 10%	108,066	114,354	1.06	6%
6	N/S Flows, south of AL 104	92,350	84,943	0.92	-8%	(+/-) 10%	92,350	84,739	0.92	-8%
7	N/S Flows, south of Fairhope	47,040	39,160	0.83	-17%	(+/-) 15%	47,040	37,720	0.80	-20%
8	E/W Flows, Fish River Crossing	91,730	116,121	1.27	27%	(+/-) 10%	91,730	115,630	1.26	26%
9	N/S Flows, north of US 98	13,940	14,290	1.03	3%	(+/-) 20%	13,940	14,096	1.01	1%
10	N/S, north of Spanish Fort	19,060	19,807	1.04	4%	(+/-) 20%	19,060	20,090	1.05	5%
11	Arc north of Spanish Fort Core	24,160	24,723	1.02	2%	(+/-) 20%	24,160	23,301	0.96	-4%
12	E/W Flows, west of US 98	58,504	36,461	0.62	-38%	(+/-) 15%	58,504	38,397	0.66	-34%
0	Non-Screenline Links	1,467,501	1,468,831	1.00	0%	(+/-) 5%	1,467,501	1,480,288	1.01	1%
TOTAL		2,399,481	2,394,617	1.00	0%	(+/-) 5%	2,399,481	2,401,631	1.00	0%

Finally, Table C.13 provides a summary of VMT and VHT statistics, along with typical standards for VMT per person and household. VMT per person and household are slightly higher than typical FHWA statistics. This is likely explained by a higher than average percent of external trips, resulting from daily interactions between the ESMPO area and neighboring Mobile, Gulf Shores, Orange Beach and Pensacola. External trips are typified by longer average trip lengths and travel times than internal person trips.

Table C.13 ESMPO Vehicle-Miles Traveled and Vehicle-Hours Traveled

Trip Assignment	New 2015 VMT	VMT per Prior 2015 Run	New 2015 VHT	2015 Total HHs	2015 Total Pop		Typical VMT Statistics
VMT & VHT Total	3,853,255	3,846,177	94,748			per:	
VMT & VHT - Per HH	88.4	88.4	2.2	43,575		HH	45-82
VMT & VHT - Per Person	35.3	35.3	0.9		109,236	pop	17-33

1.4. Model Forecasting

Once the model accurately replicates base year 2015 traffic patterns, the focus can turn to preparing the model to forecast traffic for the year 2045 and using the model to identify future transportation needs. Earlier sections of this report described assumptions used in forecasting 2045 socioeconomic data, conducting the 2045 needs assessment, and use of the model in project prioritization. Thus, these topics will not be repeated here. Other key components of model forecasting are described in this section, focused on the following:

- Forecasting external travel
- Existing-plus-committed (E+C) highway network coding

1.4.1. Forecasting External Travel

While a majority of trip growth is accounted for by forecasting socioeconomic data such as households, population, employment, and school enrollment, growth in trips crossing the study area boundary requires additional analyses and assumptions. As noted in the validation discussion, the ESMPO area is influenced greatly by external trips due to its location relative to other nearby urban areas. Two alternate techniques were used to forecast traffic volumes at external zones. Historic ALDOT 2009-2018 traffic counts were used to compute compounded average annual growth rates (CAGR) for application in 2045 growth estimates. Another methodology was to use available 2045 population forecasts for Baldwin and Mobile Counties to estimate an alternate CAGR. After testing these alternate approaches, it was decided to proceed with CAGRs based on ALDOT counts for all external zones except the two Mobile Bay crossings. Final 2045 external trip forecasts are depicted in the last column of Table C.14.

Table C.14 ESMPO 2045 External Trip Summary

Eastern Shore MPO 2045 Long Range Transportation Plan

Zones	Location	First Cut	Refined External Trips		
		2045	2015 Adj	Rev 2045	2045 Adj
351	CR 1, South of Alt US 98	1,941	1,440	2,284	2,284
352	CR 27/Mary-Ann Beach Road, South of Alt US 98	1,928	1,430	2,268	2,268
353	US 98, east of CR 9	14,834	9,490	11,731	11,731
354	Underwood Road, east of CR 9	1,523	1,130	1,792	1,792
355	CR 71/College Avenue, north of CR 32	2,493	1,000	1,586	1,586
356	<i>Disconnected External Zone - now CR 68</i>	971	720	1,142	1,142
357	AL 59, north of CR 32	40,148	27,010	41,635	41,635
358	CR 32, west of AL 59	3,923	2,910	4,615	4,615
359	<i>Disconnected External Zone - now Beach Express</i>	889	8,400	13,322	13,322
360	US 90, east of Baldwin Beach Express	7,878	4,850	7,692	7,692
361	I-10, east of Baldwin Beach Express	52,798	36,050	57,173	57,173
362	CR 64, east of Baldwin Beach Express	3,099	2,300	3,648	3,648
363	<i>Not displayed in network - now CR 36</i>	n/a	660	1,047	1,047
364	<i>Not displayed in network - now CR 38</i>	n/a	850	1,348	1,348
365	US 31, south of Holly Hills	23,018	15,810	30,504	30,504
366	CR 39 at Whitehouse Fork Road	1,523	1,000	1,586	1,586
367	SR 225, north of Whitehouse Fork Road	7,993	4,680	10,052	10,052
368	I-10, east of Baldwin/Mobile County Line	98,345	70,500	99,064	92,504
369	US 90/98, east of Baldwin/Mobile County Line	28,229	9,500	17,441	9,993
	Totals	291,533	199,730	309,929	295,921

1.4.2. Existing-plus-Committed Highway Network Coding

The existing-plus-committed (E+C) highway network includes roadway projects completed or under construction since the base year of 2015 plus projects committed to construction in the ESMPO Transportation Improvement Program (TIP). Table C.15 provides a listing of roadway projects added to the 2015 base year highway network to generate the E+C network. The last column of the table indicates whether or not the additional capacity can be quantified in the travel demand model. Since the model includes through travel lanes, medians, and continuous turn lanes, these capacity projects can be included in the E+C network. Conversely, projects to add intersection turn lanes and signalization are not accounted for in model capacities and thus are not coded in the E+C network.

Table C.15 ESMPO 2045 Existing-plus-Committed Highway Network

Sponsor	Proj Fam ID	Project Description	Length	Project Scope	Capacity?
ALDOT	<i>under construction</i>	Additional Lanes on US 31, School Rd to East of SR 181		Add two lanes to existing two lane roadway	yes
ALDOT	<i>under construction</i>	Additional Lanes on SR 181, Milton Jones Rd to Mosley Rd		Add two lanes to existing two lane roadway	yes
ALDOT	<i>under construction</i>	Additional Lane on SR 181, US 90 to Eastern Shore Blvd+DDI		Add NB lane and construct DDI at I-10	yes
ALDOT	42459	Intersection Relocation and Signal US 90 at SR 59 Loxley	0.33	Add Left turn lanes and Realign roadway	no
ALDOT	22886	Additional Lanes on SR 181 from US 98 to CR 32	3.63	Add two lanes to existing two lane roadway	yes
TBD	43970	Intersection Improvement at US 90/US 31 and Spanish Main	0.24	undefined	no
ALDOT	33130	Widen I-10 from east end of Bayway to .5 mi east of SR-181	4.07	Add one lane each direction	yes
Additional	Resolution 2019-26	Gayfer Ave Turn Lanes		left turn lanes	no
Additional	Resolution 2019-26	CR 64 at Pollard Intersection		left turn lanes	no
Baldwin Co	USES	Widen and Add Ctr Turn Lane CR-64 from SR 181 to CR 54		TWLT, roundabout at Austin Rd-Rigsby Rd	yes

Further discussions with MPO and County staff provided clarification on some of the above projects. After coding the SR 181 four-laning into the model network, it was later determined that the project was

only partially funded in the TIP and thus should not be coded into the E+C network. The team was also seeking clarity on the segment of SR 181 between CR 32 and Mosley Road, which also seemed to have a partial commitment. A similar situation arose with the continuous turn lane addition to CR 64, which is still awaiting construction funding. The latter was further complicated during the needs assessment, which identified the ultimate 2045 project is to four-lane this corridor.

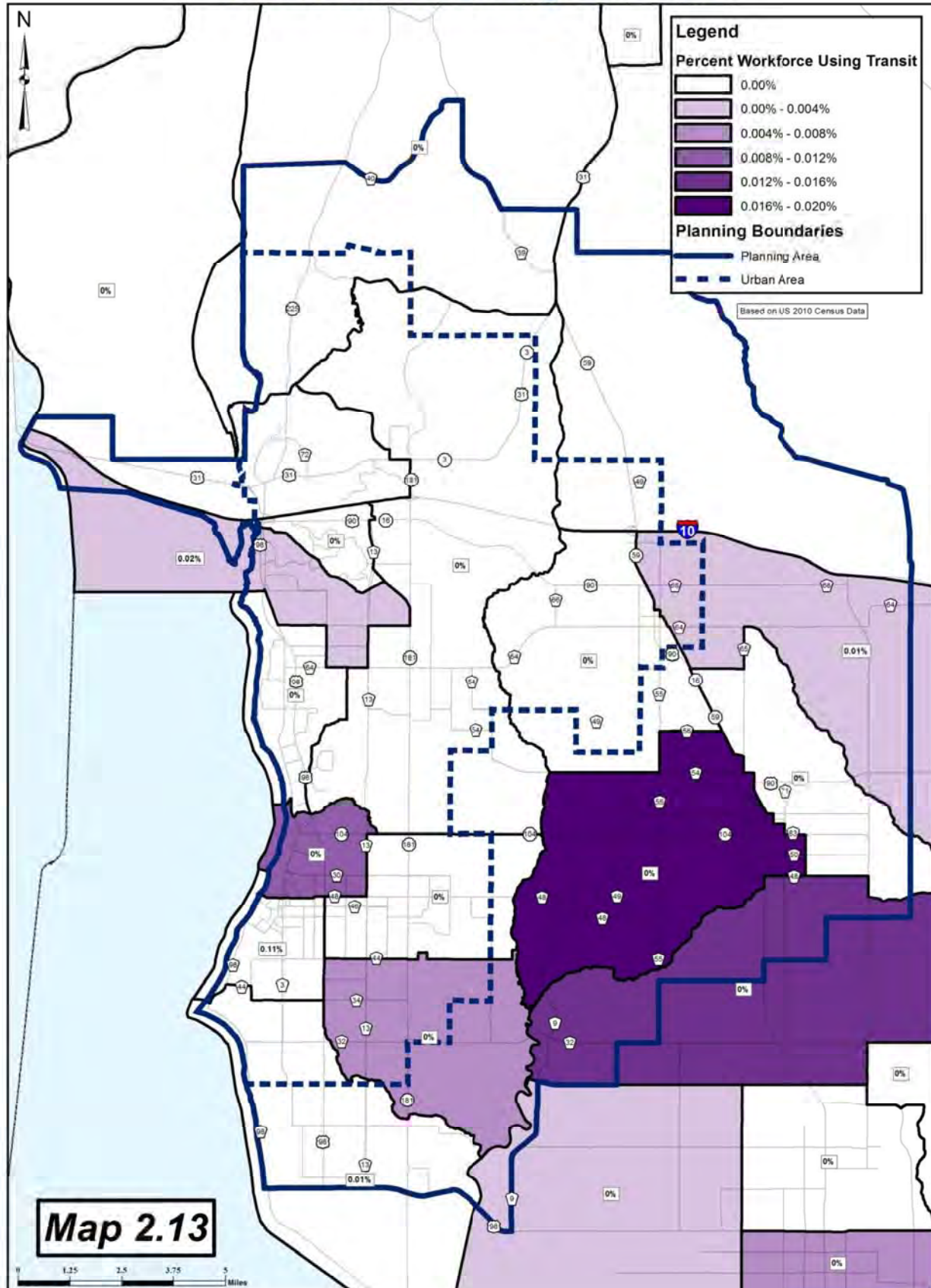
Section 3 of this report further describes application of the E+C network in the model along with the 2045 socioeconomic forecasts and external trip projections. Table C.16, found on the next page, provides a listing of all loaded network attributes, along with definitions and the range of values found in the 2015 network. Some of these attributes are duplicative, used purely for calculation, or no longer needed. The consultant team will do some additional network cleanup to streamline these attributes.

Eastern Shore MPO 2045 Long Range Transportation Plan

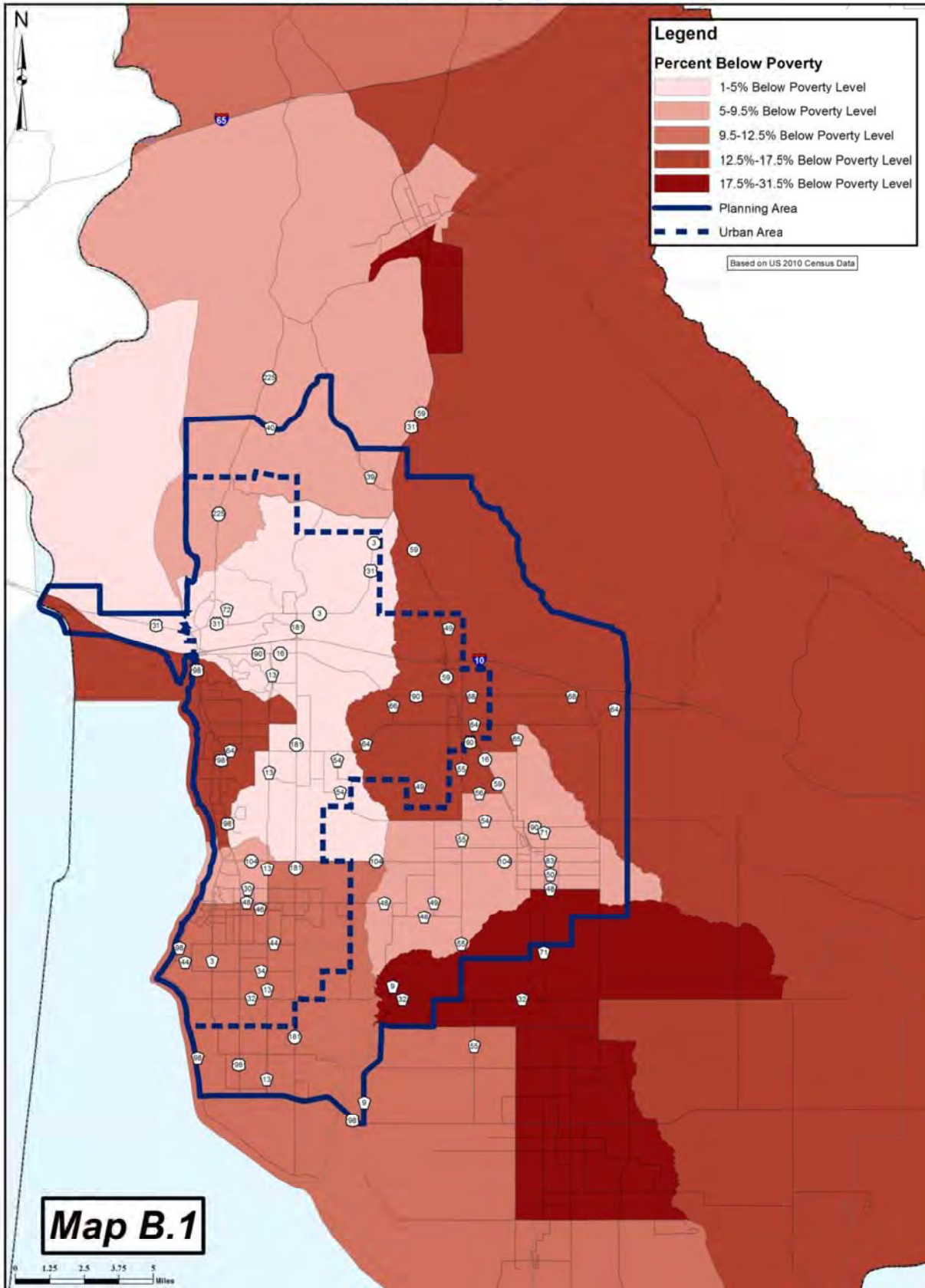
Table C.16 ESMPO Loaded Highway Network Attributes

Name	Definition	Minimum	Maximum	Total	Non-Zero	Average	Ave(<=0)
<i>Note: All are directional values unless noted otherwise</i>		<i>These are minimum, maximum, total, etc. values (2015 network)</i>					
A	A-Node	1	2714	7585900	5134	1477.581	1477.5808
B	B-Node	1	2714	7584164	5134	1477.243	1477.2427
DISTANCE	Distance in Miles	0.005734	3.5240335	1653.285	5134	0.322027	0.3220268
LINKGROUP1	No Longer Used	11	99	336146	5134	65.47448	65.474484
SPEED	Speed in MPH	15	70	161081	5134	31.37534	31.375341
TIME	Travel Time in Minutes	0.014509	11.837009	3468.713	5134	0.675636	0.6756356
CAPACITY	Capacity in Vehicles per Hour per Lane	0	34000	36489100	3448	7107.343	10582.686
DISTANCE_MILES	Distance in Miles (duplicate attribute)	0.007608	3.2918	1702.821	5134	0.331675	0.3316752
DISTANCE_FT	Distance in Feet	40.1727	14517.68	8933181	5134	1740.004	1740.0041
LANES	Number of Lanes per Direction	0	3	4009	3449	0.780873	1.1623659
FACTYPE	Facility Type	1	99	182423	5134	35.53233	35.532333
AREATYPE	Area Type	2	9	29579	5134	5.761395	5.7613946
AADT	2015 Average Annual Daily Traffic Count	0	37750	2399481	689	467.3707	3482.5559
SCREENLINE	Screenline	0	12	1320	226	0.257109	5.840708
DIVIDED	Divided=1; Undivided=0	0	1	953	953	0.185625	1
TWOWAY	Two-Way=1; One-Way=0	0	1	4989	4989	0.971757	1
V_1	Assigned Traffic Volume	0	37629.406	13488924	4708	2627.371	2865.1071
TIME_1	Travel Time in Minutes (duplicate)	0.009224	12.437765	3981.402	5134	0.775497	0.7754971
VC_1	Volume/Capacity Ratio	0	1.1378669	967.483	3343	0.188446	0.2894056
CSPD_1	Congested Speed	12.41944	68.751076	156093.7	5134	30.40392	30.403921
VDT_1	Undefined	0	52616.563	4117635	4708	802.0325	874.60381
VHT_1	Vehicle-Hours Traveled	0	1331.2948	109142.7	4708	21.2588	23.182391
V1_1	Assigned Traffic Volume - HBW only	0	3683.574	1948841	4583	379.5951	425.23266
V2_1	Assigned Traffic Volume - HBO only	0	5346.0244	2570978	4583	500.7749	560.9815
V3_1	Assigned Traffic Volume - NHB only	0	3288.0933	1400422	4584	272.7741	305.50226
V4_1	Assigned Traffic Volume - Trucks only	0	1125.3851	528140.8	4584	102.8712	115.21397
V5_1	Assigned Traffic Volume - IE only	0	15862.556	4991898	4357	972.3215	1145.7192
V6_1	Assigned Traffic Volume - EE only	0	19387.074	2048643	658	399.0345	3113.4394
VT_1	Assigned Traffic Volume - Two-Way	0	70499.203	24153260	4716	4704.57	5121.5564
VMT	Vehicle-Miles Traveled	0	52616.563	4117635	4708	802.0325	874.60381
CNT	2015 AADT Count (duplicate)*	0	37750	2399481	689	467.3707	3482.5559
VOLCNT	Volume/Count Ratio*	0	32.41243	952.7452	679	0.185576	1.4031593
SQDIFF	Root Mean Square Error*	0	69878171	1.51E+09	689	294890.7	2197342.6
<i>*These attributes only exist if traffic count is available</i>							

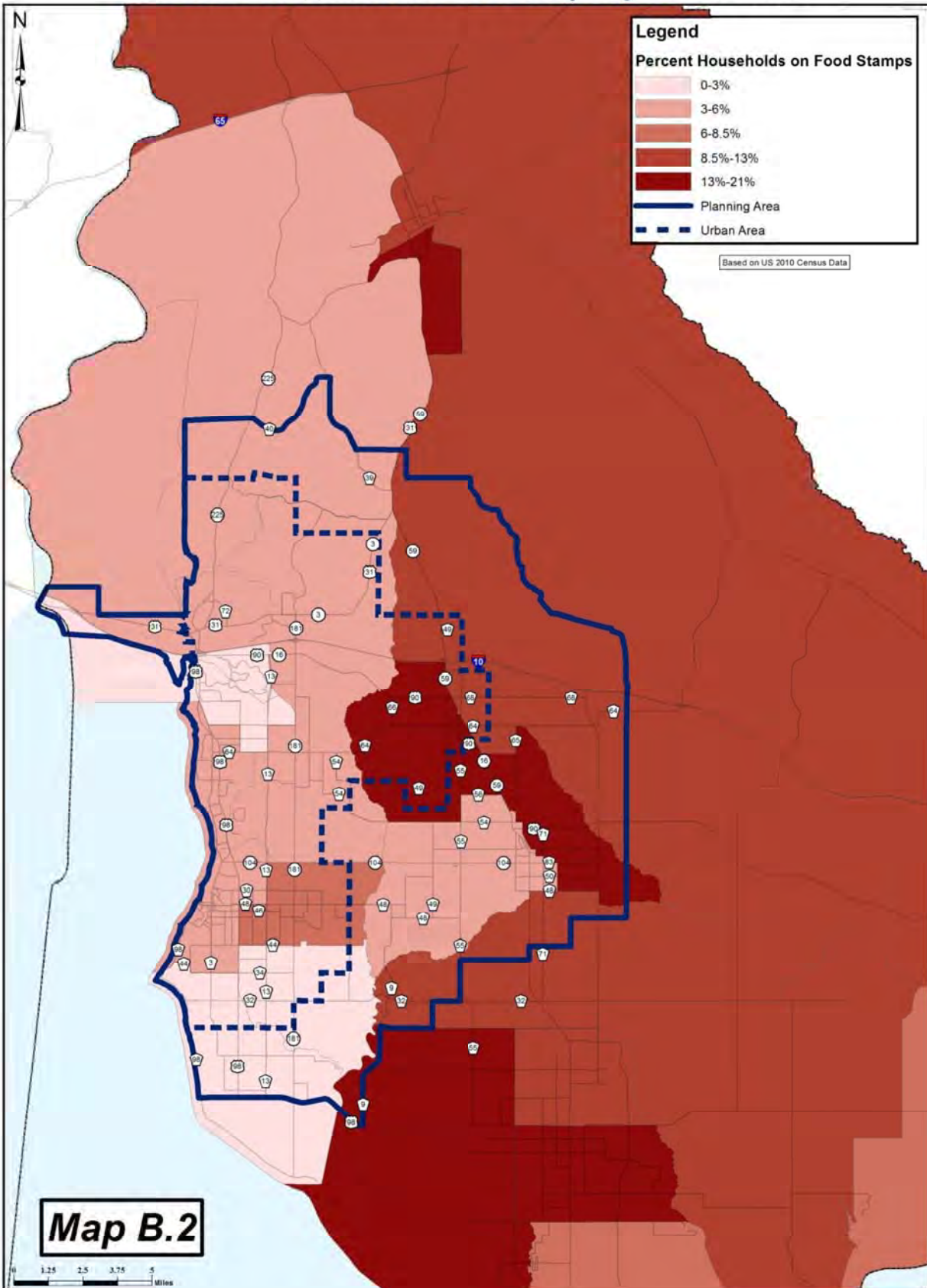
Percent Workforce Utilizing Public Transit



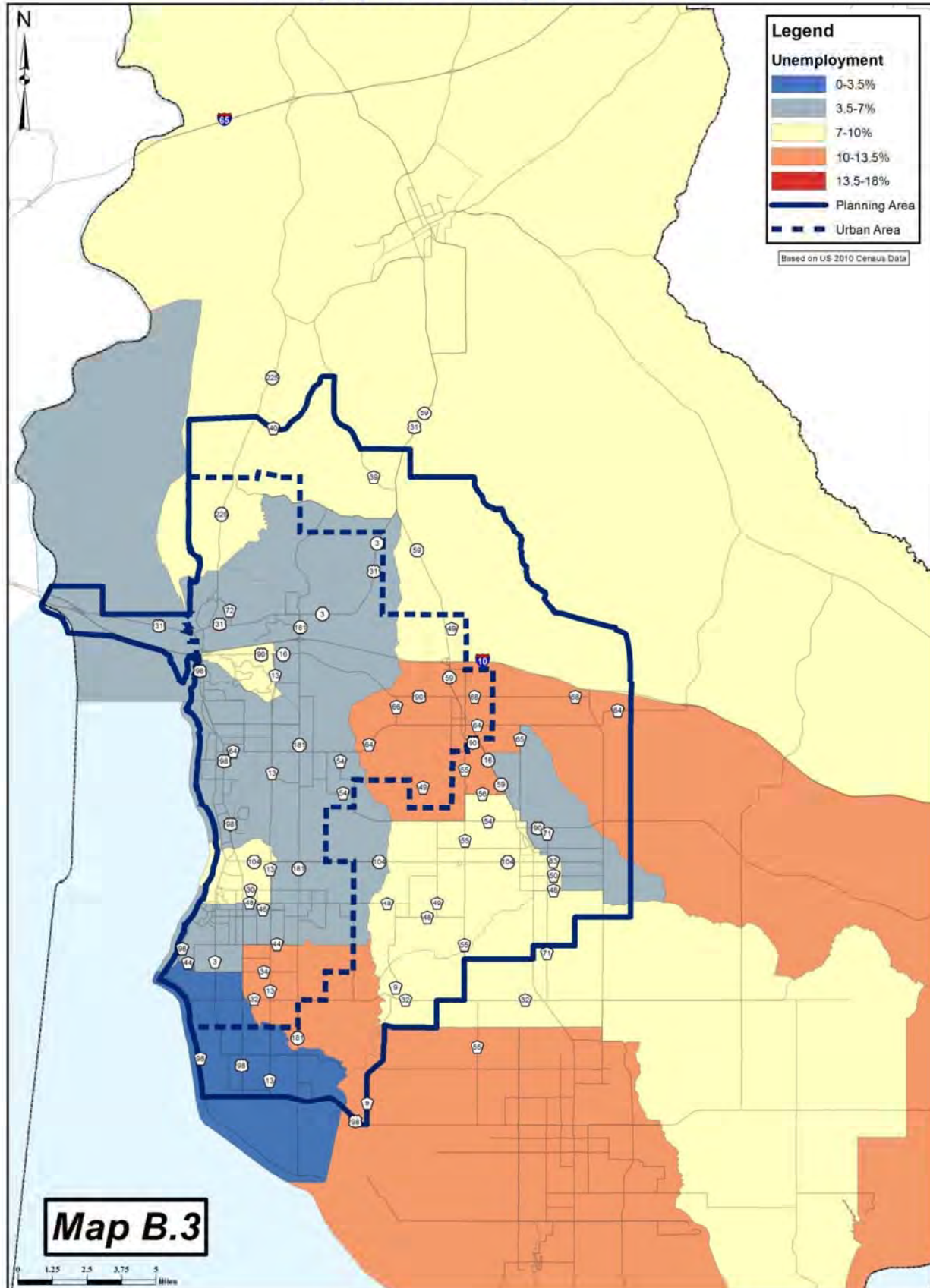
Percent Below Poverty by Census Tract



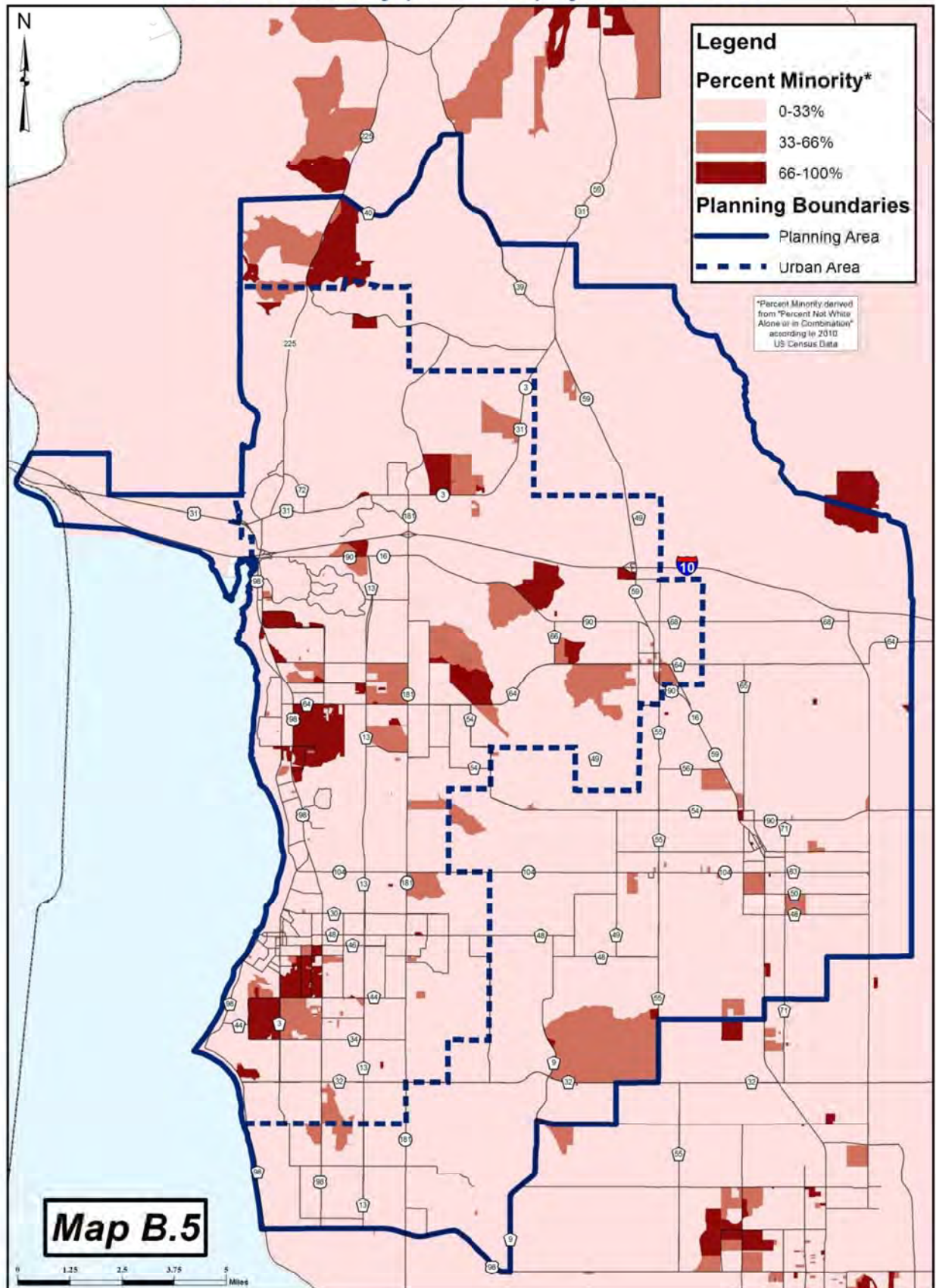
Percent Households on Food Stamps by Census Tract



Unemployment Rate by Census Tract



Percent Minority (Non-white) by Census Block



Appendix E

Project Evaluation Methodology

The 2045 ESMPO LRTP Update includes a process for prioritization of Vision Plan projects for funding. This process includes nine different performance measures, consistent with the requirements of the Fixing America's Surface Transportation Act (FAST Act). Four of these performance measures are focused on quantifying future mobility resulting from implementation of the 2045 Plan. These metrics include the 2045 volume-over-capacity (V/C) ratio, congested speeds, identification of tourism corridors and commuter routes. Each of these measures is computed using outputs from the ESMPO travel demand forecasting model. A model run of 2045 demographic forecasts, in conjunction with an existing-plus-committed (E+C) highway network, was used to quantify measures for existing corridors proposed to be upgraded in the 2045 LRTP. The E+C network includes roadway projects either under construction or committed to construction in the MPO's Transportation Improvement Program (TIP). For proposed new roadway corridors, a 2045 Vision Plan model run was used instead. This model run also used 2045 demographic forecasts, but with the proposed 2045 Vision Plan network instead of the E+C network. The E+C network model is essentially a "worst case" scenario used to identify future roadway congestion. Proposed new roadway corridors are not "committed" so the 2045 Vision Plan model run helps explain how these new projects would improve mobility if added to the roadway network.

Most 2045 LRTP projects consist of several "links" in the highway network. The year 2045 **V/C Ratio** used in these assessments represents the link with the highest V/C ratio along a proposed roadway corridor. The scoring of V/C ratio is as follows:

Less than 1.0 = 0 points

1.0 to 1.39 = 1

1.4 or above = 2

Congested Speed Change reflects the difference between model input free-flow speeds and congested speeds output by the model after loading trips onto the respective highway network. The rationale for this measure is to highlight roadway corridors where travel speeds are most greatly impacted. Scoring for change in congested speed (free flow vs. congested) is as follows:

Less than -50% = 0 points

-50% to -100% = 1

Greater than -100% = 2

Tourism Corridors are identified based on the percent of trips that come from and/or go to locations outside the MPO study area. These "external" trips are dominated by visitors to the eastern shore region, along with travelers passing through the region. Tourism corridors are those with 54 percent or more external trips, as follows:

Under 54% = 0

54% or over = 1

Commuter Routes are those with the highest percentage of home-based work trips. The rationale is that corridors used to get residents to work should be a high priority for future mobility enhancements. Commuter corridors are quantified as follows:

Less than 22% HBW trips = 0 points

22% or more HBW trips = 1

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 2021-

Adopting 2045 Long Range Transportation Plan (LRTP)

WHEREAS, the Eastern Shore Metropolitan Planning Organization (MPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (amended by the FAST Act, Sections 1201 and 1202, December 2015); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and

WHEREAS, Title 23 USC 135 and 23 CFR 450.324 require that transportation projects in urbanized areas, funded by the Federal Highway Administration and the Federal Transit Administration, be derived from a Long Range Transportation Plan adopted by vote of the Eastern Shore Metropolitan Planning Organization (MPO); and

WHEREAS, consistent with the declaration of these provisions, the Eastern Shore Metropolitan Planning Organization, in cooperation with the Alabama Department of Transportation (ALDOT), has prepared the 2045 Long Range Transportation Plan; now

THEREFORE, BE IT RESOLVED that the Eastern Shore Metropolitan Planning Organization, has reviewed the 2045 Long Range Transportation Plan and does hereby adopt said 2045 Long Range Transportation Plan.

The foregoing resolution was adopted and approved on the 27th day of January 2021, by the Eastern Shore Metropolitan Planning Organization Policy Board.

Jack Burrell, Vice Chairperson

Date: _____

ATTEST:

_____ Date: _____

AGENDA ITEM 2

ACTION – ADOPTING STATEWIDE PERFORMANCE MEASURES AND TARGETS

Eastern Shore MPO AGENDA ACTION FORM
<p>Policy Board Work Session – January 13, 2021</p> <p>Bicycle and Pedestrian Advisory Committee (BPAC) – January 19, 2021</p> <p>Citizens Advisory Committee (CAC) - January 19, 2021</p> <p>Technical Advisory Committee (TAC) - January 20, 2021</p> <p>Policy Board - January 27, 2021</p>
SUMMARY
<p>The Fixing Americas Surface Transportation Act (FAST Act) requires that MPO Transportation Plans, Long Range Transportation Plan (LRTP), and Transportation Improvement Program (TIP) include Performance Management Measures and Targets for urbanized areas.</p> <p>MPO staff had the option to develop their own targets, or adopt the statewide targets determined by ALDOT. MPO staff recommends the Policy Board adopt the statewide system performance measures and targets.</p>
RECOMMENDATION
<ul style="list-style-type: none">• BPAC recommends:• CAC recommends:• TAC recommends:
ATTACHMENT(S)
<ol style="list-style-type: none">1. ALDOT Performance Measures and Targets2. Resolution

ALDOT Performance Measures & Targets

FHWA Safety Performance Measures (PM1) (Annual Targets)	Calendar Year Targets 2019	Calendar Year Targets 2020
Number of Fatalities	932	964
Rate of Fatalities (per 100 million Vehicle Miles Traveled)	1.33	1.35
Number of Serious Injuries	8469	8143
Rate of Serious Injuries (per 100 million Vehicle Miles Traveled)	12.08	11.08
Number of Non-motorized fatalities and serious injuries	394	384
FHWA Bridge/Pavement Performance Measures (PM2)	2-Year Target 2020	4-Year Target 2022
% of Pavements of the Interstate System in Good Condition	n/a	> 50.0%
% of Pavements of the Interstate System in Poor Condition	n/a	< 5.0%
% of Pavements of the Non-Interstate NHS in Good Condition	> 40.0%	> 40.0%
% of Pavements of the Non-Interstate NHS in Poor Condition	< 5.0%	< 5.0%
% of NHS bridges in Good condition by deck area	≥ 27.0%	≥ 27.0%
% of NHS bridges in Poor condition by deck area	≤ 3.0%	≤ 3.0%
FHWA System Performance Measures (PM3)	2-Year Target 2020	4-Year Target 2022
% of Person-Miles Traveled on the Interstate that are Reliable	96.4%	92.0%
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	n/a	90.0%
Truck Travel Time Reliability (TTTR) Index on the Interstate	1.20	1.30
Congestion Mitigation and Air Quality (CMAQ)* On-Road Mobile Source Emissions (kg/day)		
Total Emission Reductions: PM2.5	20.830	19.070
Total Emission Reductions: NOx	168.590	165.200
Total Emission Reductions: VOC	17.207	28.160
Traffic Congestion		
Annual Hours of Peak Hours Excessive Delay (PHED) per capita	n/a for this period	
% Non-Single Occupancy Vehicle Travel (SOV)	n/a for this period	

*only applicable to Regional Planning Commission of Greater Birmingham

FTA State of Good Repair Performance Measures	2018	2020
% of Rolling Stock (Revenue vehicles) meet or exceed Useful Life Benchmark (ULB)	Reduce inventory by 10%	Reduce inventory by 5%
% of Equipment (over \$50K) meet or exceed Useful Life Benchmark (ULB)	Reduce by 10%	Reduce by 10%
% of FTA-funded Facilities with condition rating below 3.0 (average) of FTA Average TERM Scale	No more than 20% of facilities rate less than average	No more than 20% of facilities rate less than average

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 2021-

Adopting New and Amended Performance Measures and Targets

WHEREAS, the Eastern Shore Metropolitan Planning Organization (MPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (amended by the FAST Act, Sections 1201 and 1202, December 2015); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and

WHEREAS, federal regulations require that the Metropolitan Transportation Plans (MTP's or LRTP's) and Transportation Improvement Programs (TIP) include Performance Measurements and Targets for urbanized areas; and

WHEREAS, the Eastern Shore Metropolitan Planning Organization (MPO), in coordination with the Federal Highway Administration (FHWA) and the Alabama Department of Transportation (ALDOT) has reviewed the requirement to adopt Performance Measures and Targets for use in the transportation process as required by 23 CFR 490.105;

FHWA Safety Performance Measures (PM1) (Annual Targets)	Calendar Year Targets 2021
Number of Fatalities	961
Rate of Fatalities (per 100 million Vehicle Miles Traveled)	1.364
Number of Serious Injuries	6595
Rate of Serious Injuries (per 100 million Vehicle Miles Traveled)	9.355
Number of Non-motorized fatalities and serious injuries	366
FHWA Bridge/Pavement Performance Measures (PM2)	2-Year Target 2020
% of Pavements of the Interstate System in Good Condition	n/a
% of Pavements of the Interstate System in Poor Condition	n/a
% of Pavements of the Non-Interstate NHS in Good Condition	> 40.0%
% of Pavements of the Non-Interstate NHS in Poor Condition	< 5.0%
% of NHS bridges in Good condition by deck area	≥ 27.0%
% of NHS bridges in Poor condition by deck area	≤ 3.0%
FHWA System Performance Measures (PM3)	Adjusted 4-Year Target 2022
% of Person-Miles Traveled on the Interstate that are Reliable	92.00%
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	90.00%
Truck Travel Time Reliability (TTTR) Index on the Interstate	1.3
FTA Transit State of Good Repair Performance Measures	2020
% of Rolling Stock (Revenue vehicles) meet or exceed Useful Life Benchmark (ULB)	Reduce inventory by 5%
% of Equipment (over \$50K) meet or exceed Useful Life Benchmark (ULB)	Reduce by 10%
% of FTA-funded Facilities with condition rating below 3.0 (average) of FTA Average TERM Scale	No more than 20% of facilities rate less than average

*Targets are statewide numbers

WHEREAS, the Alabama Department of Transportation requires the Eastern Shore Metropolitan Planning Organization to implement a performance-based approach to planning and programming activities and to indicate their support of these Performance Measures and Targets within the Metropolitan Planning Organization's urbanized area; and

WHEREAS, the Metropolitan Planning Organization has reviewed these new and amended Statewide Performance Measures and Targets and believes them to be in the best interest of the community; now

THEREFORE, BE IT RESOLVED, by the Eastern Shore Metropolitan Planning Organization, hereby adopts and supports the aforementioned Performance Measures and Targets.

The foregoing resolution was adopted and approved on the 27th day of January 2021, by the Eastern Shore Metropolitan Planning Organization Policy Board.

_____ Date: _____
Jack Burrell, Vice Chairperson

ATTEST:

_____ Date: _____

AGENDA ITEM 3
ACTION – STATE AMENDMENTS TO THE FY20-23 TIP

Eastern Shore MPO
AGENDA ACTION FORM

Policy Board Work Session – January 13, 2021
Bicycle and Pedestrian Advisory Committee (BPAC) – January 19, 2021
Citizens Advisory Committee (CAC) - January 19, 2021
Technical Advisory Committee (TAC) - January 20, 2021
Policy Board - January 27, 2021

SUMMARY

The Alabama Department of Transportation (ALDOT) requests that the following changes be made to the FY20-23 TIP:

- Project: 100072628 (TR) Federal aid number: PDFTA98 TR21; County: Baldwin; Project Description: Section 5307 Transit Cares Act Apportionment for Operating FY 2021; Target Start Date: 11/1/2020; Engineers Estimate: \$165,433.00
- Project: 100055816 (CN) Federal aid number: NH 1010; County: Baldwin; Project Description: Widening on I-10 from East End of Bayway to 0.5 Mile East of SR-181; Target Start Date: 7/28/2023; Engineers Estimate: \$17,877,979.67

RECOMMENDATION

- BPAC recommends:
- CAC recommends:
- TAC recommends:

ATTACHMENT(S)

1.) Resolution

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 2021-

State Requested Amendments to the FY 2020-2023 Transportation Improvement Program (TIP)

WHEREAS, the Eastern Shore Metropolitan Planning Organization (MPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (amended by the FAST Act, Sections 1201 and 1202, December 2015); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and

WHEREAS, Title 23 USC 134 and 23 CFR 450.324 require that transportation projects in urbanized areas, funded by the Federal Highway Administration and the Federal Transit Administration, be included in a Transportation Improvement Program (TIP), amended as often as required, and adopted by the Eastern Shore Metropolitan Planning Organization (MPO); and

WHEREAS, consistent with the declaration of these provisions, the Eastern Shore Metropolitan Planning Organization, in cooperation with the Alabama Department of Transportation, adopted Resolution 2015-24 approving the Final FY 2020-2023 Transportation Improvement Program; and

WHEREAS, the Alabama Department of Transportation has proposed the following changes to the Final FY 2020-2023 Transportation Improvement Program:

- Project: 100072628 (TR) Federal aid number: PDFTA98 TR21; County: Baldwin; Project Description: Section 5307 Transit Cares Act Apportionment for Operating FY 2021; Target Start Date: 11/1/2020; Engineers Estimate: \$165,433.00
- Project: 100055816 (CN) Federal aid number: NH 1010; County: Baldwin; Project Description: Widening on I-10 from East End of Bayway to 0.5 Mile East of SR-181; Target Start Date: 7/28/2023; Engineers Estimate: \$17,877,979.67

WHEREAS, the requested amendment is required to be in the Eastern Shore MPO Transportation Improvement Program and does not involve Eastern Shore MPO funds; now

THEREFORE, BE IT RESOLVED that the Eastern Shore Metropolitan Planning Organization, has reviewed the requested amendments to the FY 2020 to 2023 Transportation Improvement Program and does hereby approve the aforementioned changes.

The foregoing resolution was adopted and approved on the 27th day of January 2021, by the Eastern Shore Metropolitan Planning Organization Policy Board.

Jack Burrell, Vice Chairperson

Date: _____

ATTEST:

Date: _____

AGENDA ITEM 4

ACTION - RESOLUTION AMENDING FY 2021 UNIFIED PLANNING WORK PROGRAM

Eastern Shore MPO AGENDA ACTION FORM
<p style="text-align: center;">Policy Board Work Session – January 13, 2021 Bicycle and Pedestrian Advisory Committee (BPAC) – January 19, 2021 Citizens Advisory Committee (CAC) - January 19, 2021 Technical Advisory Committee (TAC) - January 20, 2021 Policy Board - January 27, 2021</p>
SUMMARY
<p>The UPWP is the planning and administrative budget of the MPO and details the federally funded transportation planning activities to be undertaken in the Eastern Shore Urbanized Area in FY 2021 by the Alabama Department of Transportation (ALDOT) and the Eastern Shore MPO.</p> <p>The Eastern Shore MPO Policy Board approved Resolution 2019-30 on September 25, 2019, which authorized the use of MPO Planning Funds for the development of Traffic Calming Guidelines by the City of Daphne. The study is still on-going and should be included in the FY21 UPWP.</p> <p>The UPWP was published for public comment from September 1, 2020 – September 30, 2020; no comments were received.</p>
RECOMMENDATION
<ul style="list-style-type: none">• BPAC recommends:• CAC recommends:• TAC recommends:
ATTACHMENT(S)
<ol style="list-style-type: none">1. Proposed Amended FY 2021 Unified Planning Work Program (UPWP)2. Resolution

Eastern Shore Metropolitan Planning Organization

FY 2021

Unified Planning Work Program (UPWP)

MPO PLANNING AND ADMINISTRATIVE BUDGET

DRAFT



This document was prepared by the staff of the Eastern Shore MPO

October ~~July~~ 2020

*Asistencia de idiomas está disponible poniéndose en contacto con personal de la MPO en
coordinator@easternshorempo.org*

Eastern Shore Metropolitan Planning Organization

FY 2021

**Unified Planning Work Program (UPWP)
for the Eastern Shore MPO Urbanized Areas**

MPO PLANNING AND ADMINISTRATIVE BUDGET

This document is posted on the internet at
www.easternshorempo.org

For information regarding this document, please contact:

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Eastern Shore MPO
Baldwin County (Fairhope) Satellite Courthouse
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Fairhope, AL 36532
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This UPWP was prepared as a cooperative effort of the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Alabama Department of Transportation (ALDOT), and local governments in partial fulfillment of requirements of Title 23 USC 134 and 135, amended by FAST Act, Sections 1201 and 1202, December 4, 2015. The contents of this document do not necessarily reflect the official views or policies of the U.S. Department of Transportation.

Policy Board Members

Mayor Karin Wilson, City of Fairhope
Councilmember Jack Burrell, Fairhope City Council, Vice Chairperson
Mayor Dane Haygood, City of Daphne, Chairperson
Councilmember Ron Scott, Daphne City Council
Commissioner Joe Davis, Baldwin County Commission District 2
Commissioner Billie Jo Underwood, Baldwin County Commission District 3
Mayor Michael McMillan, City of Spanish Fort
Mayor Richard Teal, Town of Loxley
Matthew Eriksen, P.E., Southwest Region Engineer, Alabama Department of Transportation

Non-Voting Members

Mark Bartlett, P.E., Division Administrator, Federal Highway Administration
D.E. Phillips, Jr., P.E., State Local Transportation Engineer, ALDOT
Richard Johnson, P.E., Chairperson of the Technical Advisory Committee
Andrew James, Chairperson of the Citizen Advisory Committee

Technical Advisory Committee (TAC) Members

Richard Johnson, P.E., Public Works Director, City of Fairhope
Adrienne Jones, Director of Community Development, City of Daphne
Buford King, Development Services Manager, City of Fairhope
Jeremy Sasser, Public Works Director, City of Daphne
Carl Nelson, Planning Commission Chairman, City of Spanish Fort
Robert Davis, Superintendent of Utilities, Town of Loxley
Joey Nunnally, P.E., Baldwin County Highway Department
Matthew Brown, Director of Transportation, Baldwin Regional Area Transit System
Edwin Perry, P.E., Southwest Region Pre-Construction Engineer, ALDOT
Bill Harbour, Representative, Baldwin County Board of Education

Non-Voting Members

Nicole Spivey, Federal Transit Administration
Casey Gay Williams, Eastern Shore Chamber of Commerce Representative
Patrick Northcutt, Central Baldwin Chamber of Commerce Representative
Don Lagarde, Director, City of Fairhope Airport Authority
Lian Li, Representative, FHWA
Greg Smith, P.E., Representative, City of Robertsdale
Representative, Baldwin County (Vacant)
Representative, City of Daphne (Vacant)
Representative, City of Fairhope (Vacant)
Representative, City of Spanish Fort (Vacant)
Representative, Town of Loxley (Vacant)
Trucking Representative (Vacant)
U.S. Army Corps of Engineers Representative (Vacant)

**Citizens Advisory
Committee (CAC)**

Donald Ouellette, City of Daphne
Stephen Pierce, City of Daphne
Rick Davis, City of Daphne
Richard Jaehne, City of Daphne

David Stejskal, City of Fairhope
Tom Granger, City of Fairhope
Sherry Sullivan, City of Fairhope
Tedson Meyers, City of Fairhope

Johnny Chaney, Baldwin County
Greg Walker, Baldwin County
Andrew James, Baldwin County
Marissa Renneker, Baldwin County

Kevin Morgan, City of Spanish Fort
Richard Ullo, City of Spanish Fort

Diane Burnett, Town of Loxley
Bethany Johnston, Town of Loxley

**Bicycle and Pedestrian Advisory
Committee (BPAC)**

Phil Wilbourn, City of Daphne
Mark Wetzel, City of Daphne
David Ringler, City of Daphne
Payton Rogers, City of Daphne

Jeff Hudson, City of Fairhope
Katie Bolton, City of Fairhope
Meredith Montgomery, City of Fairhope
David Wells, City of Fairhope

Nancy Johnson, Baldwin County
Dewane Hayes, Baldwin County
Valerie Smith, Baldwin County
Gail Yongue, Baldwin County

Kathie LaRose, City of Spanish Fort
Jeff Sheldon, City of Spanish Fort

Raymond Lovell, Town of Loxley
Vacant, Town of Loxley

Eastern Shore MPO Staff

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**EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION
RESOLUTION NO. 2020-**

**Adopting the FY2021 Unified Planning Work Program
for the Eastern Shore Urbanized Area**

WHEREAS, the Eastern Shore Metropolitan Planning Organization (MPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (amended by the FAST Act, Sections 1201 and 1202, December 2015); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and

WHEREAS, the U. S. Department of Transportation requires all MPOs, as established by the U.S. Bureau of the Census, doing area-wide urban transportation planning that involves more than one Department of Transportation operating administration, to submit a Unified Planning Work Program as a condition for meeting the provisions of 23 Code of Federal Regulations (CFR) 450.308; and

WHEREAS, consistent with the declaration of these provisions, the Eastern Shore Metropolitan Planning Organization (MPO), in cooperation with the Alabama Department of Transportation, has prepared a Unified Planning Work Program for the Eastern Shore Urbanized Area for fiscal year 2021; and

WHEREAS, pursuant to its duties, functions, and responsibilities, the Eastern Shore Metropolitan Planning Organization (MPO), in session this 22nd day of July 2020, did review and evaluate the aforementioned FY21 Unified Planning Work Program, summarized on the attached pages; now

THEREFORE, BE IT RESOLVED by the Eastern Shore Metropolitan Planning Organization (MPO) that the same does hereby endorse and adopt said Unified Planning Work Program.

BE IT FURTHER RESOLVED that, in the interest of efficiency, the Eastern Shore MPO authorizes its staff to make maintenance adjustments and corrections to the UPWP without formal approval by the Policy Board.

Dane Haygood, Chairman

Date

ATTEST:

_____ Date: _____

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I. Introduction

Overview

The Unified Planning Work Program (UPWP) document is developed to organize the planning activities for the Eastern Shore Metropolitan Planning Organization (MPO). The purpose of the UPWP is to define work tasks necessary to conduct transportation planning activities throughout the Eastern Shore Metropolitan Planning Area (MPA). The UPWP also provides budget allocations for each work task covering Fiscal Year 2021, from October 1, 2020 to September 30, 2021.

Federal, state, and local funding sources are outlined in the UPWP. Planning Funds (PL) from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) account for 80 percent of MPO funding, while the remaining 20 percent is made up of local funds. The Baldwin County Commission provides the entire twenty percent local match for the MPO Planning Funds.

Public Participation in the Transportation Planning Process

The Eastern Shore Metropolitan Planning Organization (MPO) strongly encourages public participation in MPO Transportation Planning activities. All MPO activities and meetings are open to the public. Advertisement of planning activities, such as meeting dates, review and adoption of planning documents, and public involvement sessions are publicized at least two (2) weeks prior to the meeting date. In continuing open participation, the Bicycle and Pedestrian Advisory Committee (BPAC), Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC), and the Policy Board review and provide comments on all MPO planning documents. The public is encouraged to contact MPO staff with any questions or concerns. Staff may be contacted via phone, email, regularly scheduled MPO meetings, Public Forum periods, and/or in person to discuss all MPO planning activities and documents.

Title VI in Preparation of the UPWP

The MPO will comply with all Title VI programs, processes, and procedures according to 23 CFR 450 et al and FTA Circular 4702.1B. Refer to section 4.2 on page 19 for more information on Title VI compliance. You can also view our 2018 Public Participation plan on our website at www.easternshoremopo.org.

Scope of the Planning Process

FAST ACT, the current federal transportation legislation, outlines ten Planning Factors that must be considered in all MPO plans, proposals, and projects.

- A. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- B. Increase the safety of the transportation system for motorized and non-motorized users;
- C. Increase the security of the transportation system for motorized and non-motorized users;
- D. Increase the accessibility and mobility options available to people and for freight;
- E. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- F. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- G. Promote efficient system management and operation; and
- H. Emphasize the preservation of the existing transportation system.

- I. Improve the resiliency and reliability of the transportation system, and reduce (or mitigate) the storm water impacts on surface transportation.
- J. Enhance travel and tourism.

Special Planning Considerations

Livability Principles and Indicators

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

All planning tasks must be measured against these **Livability Principles**:

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

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

- 1. Percentage of LRTP projects that contain bicycle and pedestrian elements, excluding transit projects.
- 2. Percentage of transportation investment from the Long Range Transportation Plan (LRTP) dedicated to enhancing accessibility of existing transportation facilities.
- 3. Percentage of household income spent on housing and transportation.
- 4. Percentage of Workforce Commuting to Work by Bike
- 5. Percentage of Workforce Walking to Work
- 6. Percentage of Workforce Utilizing Public Transit
- 7. Percentage of jobs and housing located within one-half (1/2) mile of transit service.
- 8. Percent of workforce living within twenty-four (24) miles or less from primary job.

The Livability Indicators will be presented in the appendices of the following planning documents: Long Range Transportation Plan, Transportation Improvement Program, Public Participation Plan (PPP), Bicycle and Pedestrian Concept. Data will be presented as percentages or numbers in charts, graphs, or maps in the narrative or the Appendices.

Transportation Performance Management

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

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

FTA's final rule defined the term "state of good repair" (SGR) and established a minimum Federal requirement for transit asset management. This requirement applies to all recipients and subrecipients who own, operate, or manage public transportation capital assets. Three SGR performance measures include:

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

II. Organization

The Eastern Shore MPO is composed of the Policy Board and three Advisory Committees: Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Bicycle and Pedestrian Advisory Committee (BPAC).

The **Policy Board** is the decision-making body, which includes voting and non-voting MPO members. Policy Board members are elected officials (Mayors, Council Members, and County Commissioners) of the local government jurisdictions, but also includes the Region Engineer for Southwest Region of the Alabama Department of Transportation. The Policy Board proposes, adopts, and submits MPO projects to the Alabama Department of Transportation (ALDOT), and discusses or endorses ALDOT projects.

Policy Board decisions are augmented by input from the three Advisory Committees. These committees should include a representative from citizens with disabilities. Committee members serve at the pleasure are appointed by the Policy Board and provide informed and valuable input into Policy Board decisions. Committee inquiries, findings, and recommendations are conveyed to the Board by the MPO Coordinator or may be presented directly to the Board by the Committee Chairperson.

The **Technical Advisory Committee (TAC)** provides technical support to the Policy Committee. TAC members are non-elected officials, typically city and county department heads, professional staff supporting local government operations, community leaders such as Chamber of Commerce presidents/CEOs, school superintendents, police chiefs, and hospital administrators. Based on their affiliation, they may have a hand in developing transportation infrastructure or operating transportation dependent businesses.

The **Citizens Advisory Committee (CAC)** provides input as part of the public involvement process. Usually, CAC members are active members within their respective communities, including interest in transportation projects, infrastructure concerns and bicycle/pedestrian projects in general. MPO member local governments are charged with encouraging their citizens to be active in MPO transportation activities in their respective areas and to participate in the planning process through membership on the committee.

The **Bicycle and Pedestrian Advisory Committee (BPAC)** provides input as part of the public involvement process. Usually, BPAC members are active community members and leaders in bike and pedestrian issues. The

BPAC is comprised of citizens from communities within the MPA. BPAC members provide views on projects and programs from the bike and pedestrian perspective.

III. Tasks

1.0 ADMINISTRATION

1.1 MPO Administrative Duties

Objectives

The role of the MPO Administrative Duties task is to manage the transportation planning program in an efficient manner and effectively use human and material resources in developing transportation plans. It must ensure compliance with Title VI. The MPO must provide necessary secretarial and clerical services and assure compliance with U.S. DOT drug-free workplace requirements. Staff must provide necessary preparations for Policy Board and advisory committee meetings, as well as for all Public Involvement events. MPO staff must prepare agendas, support documents, sign-in sheets, minute records, hand-outs, and responses to public comments. MPO staff will also be responsible for managing MPO expenses and preparing the necessary documentation for reimbursement from ALDOT. The task includes record maintenance as required by CFRs and ALDOT directives and preparation of reports as needed by the Policy Board.

Previous Work

Preparation of FY20 monthly invoices to ALDOT; Preparation of public notices, agendas, agenda packets, presentations, meeting minutes, and press releases for MPO Policy Board Meetings; Coordination of meeting locations for FY20 MPO Policy Board Meetings; Communication with Policy Board Members and Advisory Committee Members throughout FY20; Proofing MPO documents and correspondence; Managing MPO FY20 expenses; Managing MPO assets. Communication and coordination with ALDOT; Establishing uniform standard operating procedures for MPO processes.

Proposed Work

MPO staff will carry out the appropriate management and administrative activities, including providing timely reports to various committees and member government agencies. Changes in process or documentation that are necessary to comply with new legislation will be made. Records and information will be maintained and made available to the public to foster public participation in the transportation planning program.

- Manage production of all MPO documents in accordance with the 3-C process
- Maintain Federal drug-free workplace requirements
- Provide administrative support to all MPO proceedings
- Provide Policy Board, TAC, CAC, and BPAC with appropriate information
- Maintain accurate records of MPO proceedings

Products

- Monthly invoices, reports, meeting agendas, handouts
- Required MPO, federal, and state process documentation of all kinds
- Formal and other planning documents requiring federal or state agency approval
- A transportation planning program that complies with applicable provisions of US law
- Standard Operating Procedure outlines and checklists for MPO processes

Staffing

MPO Coordinator
MPO Technician I
Baldwin County Highway Department Staff

Schedule

October 1, 2020 – September 30, 2021

Funding Responsibility

PL Funds*	\$29,600.00
Local Funds	\$7,400.00
Total Funds*	\$37,000.00

**The FHWA PL and FTA 5303 planning funds have been consolidated into one PL category*

1.2 Continuity of Operations Plan (COOP)

Objectives

The purpose of the Continuity of Operations Plan (COOP) is to provide MPO direction in the event of an emergency, natural disaster, or unforeseen threat to normal operations. The COOP outlines the measures to be taken by the MPO to ensure the safety of staff, protect sensitive and critical MPO documents, equipment, and records, and provide for relocation and/or emergency restart protocols in the event of a severe weather, accident, act of terrorism, or any other catastrophic event.

Previous Work

Review of FY20 COOP; Update Continuity of Operations Plan for FY21.

Proposed Work

Staff will update the COOP, if needed, to ensure all employees are familiar with emergency and evacuation procedures of the MPO and the Baldwin County Highway Department. MPO staff will update the COOP to follow these general guidelines:

- Establish internal procedures for evacuation and communications
- Ensure electronic systems redundancies and data backup and storage
- Install procedures for protecting documents, equipment, and sensitive inventory
- Attend relevant workshops and training sessions
- Promote alertness to hazardous weather, evacuation notices, and roadway safety
- Submit draft and final draft COOP for ALDOT review

*MPO Coordinator will evaluate the need to update or adopt a new COOP. The current COOP will remain active unless changes or additions are needed for FY22.

Products

- Updated procedures for evacuation, document and equipment protection, and system backup
- Updated Draft and Final Continuity of Operations Plan (COOP)

Staffing

MPO Coordinator
MPO Technician I
Baldwin County Highway Department Staff

Schedule

October 1, 2020 – September 30, 2021

Funding Responsibility

PL Funds	\$400.00
Local Funds	\$100.00
Total Funds*	\$500.00

**The FHWA PL and FTA 5303 planning funds have been consolidated into one PL category.*

1.3 Equipment Purchases and Supplies

Objectives

The purpose of this sub-task is to provide funds for the purchase of various kinds of equipment (computers, software, peripheral equipment) and office supplies to supply a working MPO office. Postage, copier, printer, and some shipping costs are covered under this task.

Previous Work

In FY20, the MPO continued to maintain its website server space, court reporter transcripts, and miscellaneous office equipment. The MPO also purchased office supplies for daily operations.

Proposed Work

MPO staff will purchase supplies and necessary equipment to complete work requirements as needed and as efficiently as possible. These supplies include but are not limited to: paper, ink for map plotter and standard printers, organizational supplies, office furniture, and other supplies MPO staff deems necessary to improve the efficiency of MPO operations and MPO meeting preparation. MPO staff will also research and possibly purchase tablets to be used by Policy Board and Advisory Committee members during MPO meetings

Products

Reports, agenda packets, general documents, draft and final plans, maps

Staffing

MPO Coordinator
MPO Technician I
Baldwin County Highway Department Staff

Schedule

October 1, 2020 – September 30, 2021

Funding Responsibility

PL Funds	\$9,600.00
Local Funds	\$2,400.00
Total Funds*	\$12,000.00

**The FHWA PL and FTA 5303 planning funds have been consolidated into one PL category.*

2.0 DATA COLLECTION AND ANALYSIS

2.1 Database Maintenance and Data Collection

Objectives

The MPO is charged with collecting and maintaining data to support the transportation planning process and evaluating the effectiveness of the transportation planning effort and the system; improving transportation system resiliency and reliability; assisting in the evaluation of potential developments and activities on the transportation system; and assisting in the determination of measures to be taken to mitigate impacts on the system. Staff will assist and improve the capability of member governments to monitor, analyze, and if necessary, collect traffic, accident, bicycle/pedestrian, and other forms of data.

The data to be collected, maintained and analyzed includes: socioeconomic characteristics, traffic volumes, land use, economic activity, employment, physical attributes of the MPA transportation network, accident/incident data and land parcel data for the affected areas of Central and South Baldwin County.

Previous Work

Collected Census data for Title VI program update and Travel Demand Model; Collected growth data; Collected Environmental Justice data; Collected ridership data from BRATS, the MPO Public Transit provider; Collected development data including preliminary/final plats and building permits.

Proposed Work

The MPO will maintain an ongoing data collection program. Socioeconomic data will continue to be updated by MPO staff for use in modeling and plan update activities.

- Collection of socioeconomic data as necessary and appropriate using existing databases
- Collection and analysis of traffic data including traffic accident data
- Collect, analyze, and present Livability Indicator data as needed to support other tasks. The MPO will collect, prepare, and present Livability Indicator data in the listed planning documents as required on p. 2.
- MPO staff will consult with private companies who provide services related to this tasking
- MPO staff will attend meetings, training events, presentations, or peer information exchanges as appropriate to the tasking.

Products

- Traffic data files for use in various reports, summaries, and modeling deliverables.
- Socioeconomic data for use in various planning documents and modeling.
- Transit Data
- Planning and Development Spreadsheets
- Building and Planning permit Spreadsheets

Staffing

MPO Coordinator
MPO Technician I
Baldwin County Highway Department Staff

Schedule

October 1, 2020– September 30, 2021

Funding Responsibility

PL Funds	\$2,400.00
Local Funds	\$600.00
Total Funds*	\$3,000.00

**The FHWA PL and FTA 5303 planning funds have been consolidated into one PL category.*

2.2 Geographic Information Systems (GIS)

Objectives

The MPO will develop, update, and maintain an ESRI based ArcGIS system in support of mapping and data production requirements for formal planning documents, traffic analyses, impact assessments, congestion management studies, transit planning, project presentations, and travel demand modeling support for Citilabs Voyager applications.

Previous Work

Created maps for Title VI Program and Environmental Justice issues; Created and updated Public Transit Maps; Created individual project maps for submitted projects; Created Master Project maps including all projects submitted to the MPO; Updated Bicycle and Pedestrian network map displaying all sidewalks and bike lanes in the planning area; Created map displaying ideal future Bicycle and Pedestrian Routes; Maintained online interactive project map; Created maps displaying the Eastern Shore modeled networks within Citilab Voyager; Mapped all preliminary and final plats within the Metropolitan Planning Area (MPA) for calendar years 2017, 2018, 2019, and 2020..

Proposed Work

Eastern Shore MPO will continue to upgrade computers and GIS software as needed to assure MPO staff can readily access GIS data. Transportation related data will be integrated into ArcGIS as it becomes available. Technical assistance will be made available to all MPO member governments as needed.

- Attend ALDOT sponsored modeling and GIS workshops/trainings
- Create maps to identify MPO project location(s)
- Employ GIS software to display and analyze MPO study area
- Project Maps
- Transit Maps
- Demographic Maps
- MPO staff will attend meetings, training events, presentations, or peer information exchanges as appropriate to the tasking

Products

- MPA map based on U. S. 2010 Census data
- Bicycle and Pedestrian Sidewalk and Bike Lane Network Map
- Master Project Maps
- Interactive Map
- Population projection Maps
- Transit Maps
- Travel Model Maps
- LRTP Project Maps
- Planning and Development Maps

Staffing

MPO Coordinator
MPO Technician I

Baldwin County Highway Department Staff
Schedule

October 1, 2020 – September 30, 2021

Funding Responsibility

PL Funds	\$8,000.00
Local Funds	\$2,000.00
Total Funds*	\$10,000.00

**The FHWA PL and FTA 5303 planning funds have been consolidated into one PL category.*

2.3 Transportation Model Development and Maintenance

Objectives

MPO staff will collect and maintain data to support development of the Eastern Shore Travel Demand Model for inclusion in the 2045 Long Range Transportation Plan (LRTP). The modeled network developed for inclusion in the 2045 LRTP and succeeding plans will use a 2015 Base Line and project network traffic volumes through year 2045. Data collection and model development will be done in close coordination with Metropolitan Planning Section of the Local Transportation Bureau of ALDOT.

Previous Work

MPO staff has attended training seminars for transportation model development; Prepared final draft of Traffic Analysis Zone (TAZ) map; Validated Base Model; Prepared 2020 and 2040 E+C and Build networks.

Proposed Work

- Collect and Analyze Traffic Data
- Coordinate model development with Metropolitan Planning Section staff
- Add funded projects to the model
- MPO staff will attend meetings, training events, presentations, or peer information exchanges as appropriate to the tasking

Products

ESMPO 2015 Base Model
ESMPO 2045 E+C Model
ESMPO 2045 Future Model

Staffing

MPO Coordinator
MPO Technician I
Baldwin County Highway Department Staff

Schedule

October 1, 2020 – September 30, 2021

Funding Responsibility

PL Funds	\$3,200.00
Local Funds	\$800.00
Total Funds*	\$4,000.00

**The FHWA PL and FTA 5303 planning funds have been consolidated into one PL category.*

2.4 Preparation of Emissions Data for MOVES

N/A

2.5 Intelligent Transportation System (ITS) Program

Objectives

Continuously develop and update an Intelligent Transportation System (ITS) Programs for the Eastern Shore Urban Area. Intelligent Transportation Systems improve transportation safety and mobility and enhance productivity through the use of advanced communications technologies. ITS encompasses a broad range of wireless and wire line communications-based information and electronics technologies. When integrated into the transportation system's infrastructure, and in vehicles themselves, these technologies relieve congestion, improve safety, and enhance productivity. The MPO will ultimately prepare an ITS Plan to support safety measures and other programs within the MPA.

Previous Work

Researched and review of ITS Programs from similarly situated urban areas; Attended presentations and webinars on ITS; Hired Consultant to Perform Fiber Audit/Infrastructure Analysis/Systems Engineering Report for Proposed Adaptive or Responsive Traffic Signal System; Funded an Adaptive Signal ITS system in the urbanized area using MPO Surface Funds. Developed a basic ITS Program in coordination with ALDOT, that focused on traffic management, incident response, emergency management, and traveler information Researched additional ITS and preeminent technology for future projects and funding sources; MPO staff attended meetings, training events, presentations, or peer information exchanges as appropriate to the tasking; Staff attended construction meetings, monitored construction process of the ITS.

Proposed Work

- Continue to develop a basic ITS Program in coordination with ALDOT, which will focus on traffic management, incident response, emergency management, and traveler information
- Research additional ITS for future projects and funding sources
- MPO staff will attend meetings, training events, presentations, or peer information exchanges as appropriate to the tasking.
- Market and promote the US Highway 98 Adaptive Signal system, along with the partnership between the ESMPO, FHWA, ALDOT and member governments.
- Support all stakeholders and member governments with he ITS program

Products

ITS Program
Adaptive Signal Phase II Feasibility Analysis

Staffing

MPO Coordinator
MPO Technician I
Baldwin County Highway Department Staff

Schedule

October 1, 2020 – September 30, 2021

Funding Responsibility

PL Funds	\$4,000.00
Local Funds	\$1,000.00
Total Funds*	\$5,000.00

**The FHWA PL and FTA 5303 planning funds have been consolidated into one PL category.*

3.0 Unified Planning Work Program

Objective

Develop a schedule of transportation planning tasks that will carry out the continuing, cooperative, and comprehensive (3-C) planning process for the Eastern Shore. Create a budget to fund the necessary tasks with approval of the MPO and Advisory Committees and address Planning Factors, as mandated by Federal legislation and Federal agency directives. Establish benchmarks and timelines where appropriate to enable MPO, ALDOT, and FHWA to measure progress on time-sensitive activities.

Previous Work

Mid-year review and updates to FY20 Final UPWP including review of work and funding availability.

Proposed Work

In cooperation with ALDOT, MPO staff will determine the needed planning activities (tasks) for FY 2022. These activities, along with funding levels and funding sources, will be incorporated into the Draft FY 2022 Unified Planning Work Program. The UPWP will continue to reflect the requirements of federal transportation legislation. MPO staff will also provide an annual report.

- Develop the FY 2022 Unified Planning Work Program
- **The MPO will collect, prepare, and present *Livability Indicator* data in the listed planning documents as required on page 2.**

Products

FY 2022 Draft and Final UPWP
Annual Report
Financial Reports

Staffing

MPO Coordinator
MPO Technician I
Baldwin County Highway Department Staff

Schedule

Draft in June 2021; Final in July/August 2021

Funding Responsibility

PL Funds	\$3,200.00
Local Funds	\$800.00
Total Funds*	\$4,000.00

**The FHWA PL and FTA 5303 planning funds have been consolidated into one PL category.*

4.0 PUBLIC INVOLVEMENT

4.1 Public Participation Process

Objective

Maintain a PPP that conforms with the requirements of FAST-Act and is consistent with 23 CFR 450.316 that provides specific procedures for the dissemination of transportation planning, project, and program information to communities, groups, and interested parties within the Eastern Shore MPA. Provide information about the MPO to interested individuals and groups and notify the public of opportunities to participate effectively in the transportation planning process through the MPO. Coordinate the exchange of information between the MPO, the TAC, the CAC, the BPAC, ALDOT, FHWA, and the FTA. Provide MPO, TAC, CAC, and BPAC members, agencies, the public, and all interested parties with information about ongoing planning activities and MPO projects. Maintain effective relationships with local and area print and broadcast media. This task also aims to enhance travel and tourism.

Previous Work

Provided public forum opportunities at all MPO meetings; Built new MPO website; Updated social media sites and MPO website on a regular basis; Prepared and sent email campaigns to interested parties; Prepared and distributed informational flyers to low-income and minority groups. Prepared and published public notices for MPO meetings; Conducted public forums for comment on MPO planning documents; Responded to public comments on MPO planning documents; Prepared MPO informational videos; Collected livability indicators; Delivered presentations regarding the MPO to interested groups; Communicated with the press and media regarding the MPO; Planned and conducted Advisory Committee meetings; Acted as liaison between Advisory Committee members and Policy Board members; Filled CAC and BPAC vacancies through application process; Held public meetings regarding planning documents; Continuously updated planning documents and notices with most recent versions on the MPO website; Updated the PPP in FY 18 according to the public involvement processes outlined in the PPP; Developed informational brochures outlining what the Eastern Shore MPO is; Created informational guide to local traffic improvements in the MPA; Initiated contact with new housing developments, organizations and lower economic groups; Presented informational presentations to civic groups in the MPA.

Proposed Work

The MPO will give public presentations to a variety of organizations throughout the MPA as requested or needed. Public participation activities, advertisement, and other public notice methods will be evaluated to determine their cost efficiency and effectiveness in providing information to various segments of the area population. MPOs will continue to develop and provide quality maps, reports, and other materials to inform citizens about the transportation planning process and proposed projects. MPO staff will describe Performance Measures, and the Livability Principles and Livability Indicators in the Public Participation Plan (PPP), and ensure that agencies and the public have full access to documents and data as requested. In addition, the MPO will:

- ***Periodically update the PPP to incorporate new legislation, agency directives, or MPO procedures.***
- Plan and conduct CAC and BPAC meetings.
- Provide Public Forum opportunities at MPO, TAC, CAC, and BPAC meetings.
- Promote development of transportation projects in the Eastern Shore area and provide outreach to affected communities.
- Post MPO and Advisory Committee meeting notices and other information on the MPO website.
- Post updated Transportation Planning documents on the website.
- Collect and present Livability Indicators as required on p. 2.
- MPO staff will attend meetings, training events, presentations, or peer information exchanges as appropriate to the tasking.
- Develop flyers and emails with transportation updates.

- Target new housing communities and organizations to encourage participation.

Products

Reports, meeting agendas, Public Notices, promotional flyers, and new web content

Staffing

MPO Coordinator
MPO Technician I
Baldwin County Highway Department Staff

Schedule

October 1, 2020 – September 30, 2021

Funding Responsibility

PL Funds	\$16,000.00
Local Funds	\$4,000.00
Total Funds*	\$20,000.00

**The FHWA PL and FTA 5303 planning funds have been consolidated into one PL category.*

4.2 Title VI and Environmental Justice

Objectives

Every effort is taken to ensure that protections provided in 42 United States Code (USC) 2000d-1 are addressed in the planning process. The intent is to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations in the planning process or during transportation project development. The MPO will ensure the full and fair participation by all potentially affected communities and prevent the denial of, reduction in or significant delay in the receipt of benefits of transportation system improvements by minority and low-income populations.

Previous Work

Analyzed U.S. Census data and communicated with local authorities to locate minority and low-income groups within the MPA; Maintained a contact list for these groups and prepared and mailed flyers to each contact to notify them of opportunities to be involved in transportation planning activities; Prepared and maintain a Language Assistance Plan to the extent required by Circular 4701.1B; Prepared and maintain Title VI Policies; Updated the Title VI Plan, as required.

Proposed Work

MPO staff will determine residential, employment and transportation patterns of low-income and minority populations using census information and socioeconomic data from reliable and available sources. Staff will interact and reach out to community leaders representing low-income and minority populations and groups by consulting with the Public Housing Authority, the Area Agency on Aging, local churches, and other agencies. The MPO will encourage the media, including TV, radio, and print, to disseminate information about transportation planning projects and activities. Hold public meetings in locations and times that are comfortable, familiar, and convenient. The MPO will comply with all federal agency guidelines. MPO staff will ensure that the MPO complies with the Civil Rights Act of 1964, Executive Order 13166, and FTA Circular FTA C 4702.1B, October 2012, and that it fulfills the requirements under 4702.1B of the Limited English Proficiency (LEP) provisions.

- Environmental Justice documents and reports
- Requirements set forth in 23 CFR 450 et al with regard to public participation
- Self-certification requirements set forth in 23 CFR 450.218
- Develop relationships with low-income and minority community representatives
- Provide outreach through the PPP process to minority and low-income populations in the Eastern Shore MPA
- MPO staff will attend meetings, training events, presentations, or peer information exchanges as appropriate to the tasking.

Products

Reports, plans, or activities as necessary to meet ALDOT, FHWA and FTA obligations.
Up-to-Date FTA Title VI Plan
Up to Date LEP Plan

Staffing

MPO Coordinator
MPO Technician I

Baldwin County Highway Department Staff

Schedule

October 1, 2020 – September 30, 2021

Funding Responsibility

PL Funds	\$4,000.00
Local Funds	\$1,000.00
Total Funds*	\$5,000.00

**The FHWA PL and FTA 5303 planning funds have been consolidated into one PL category.*

4.3 Disadvantaged Business Enterprise (DBE)

Objectives

Give full consideration to the potential services that can be provided by disadvantaged business enterprises in carrying out the continuing, cooperative and comprehensive (3-C) planning process and any transit related programs. This task seeks to meet requirements of 23 CFR 230 and 49 CFR 26.

Previous Work

MPO staff performed research regarding the requirements of this task and communicated with ALDOT regarding the same.

Proposed Work

ALDOT will monitor the planning agency and the Eastern Shore MPO in its efforts to contract with DBE enterprises whenever possible. ALDOT will provide information on available DBE services to assist the MPO in meeting the DBE goals.

- Attend DBE workshops and training when available
- Utilize DBE firms' resources when available and appropriate
- MPO staff will attend meetings, training events, presentations, or peer information exchanges as appropriate to the tasking.

Products

Selection of DBE in MPO projects

Staffing

MPO Coordinator
MPO Technician I
Baldwin County Highway Department Staff

Schedule

October 1, 2020 – September 30, 2021

Funding Responsibility

PL Funds	\$400.00
Local Funds	\$100.00
Total Funds*	\$500.00

**The FHWA PL and FTA 5303 planning funds have been consolidated into one PL category.*

4.4 Public Involvement for Air Quality Conformity

Note: In the event of a designation of non-conformity for ozone in 2021, the earliest possible work under this subtask would not take place until 2022.

Objectives

Provide information about activities related to air quality conformity to interested individuals, groups and the general public.

Previous Work

No work performed other than ancillary research.

Proposed Work

- Monitor air quality in the Eastern Shore and report as necessary to the Policy Board, groups, and agencies, the public and interested parties.
- Development of outreach program on air quality issues and conformity requirements under 42 USC 7401, and 40 CFR 51 and 93.
- Participate in available staff training on Air Quality concerns.
- MPO staff will attend meetings, training events, presentations, or peer information exchanges as appropriate to the tasking.

Products

A more knowledgeable MPO staff in air quality conformity

Staffing

MPO Coordinator
MPO Technician I
Baldwin County Highway Department Staff

Schedule

October 1, 2020 – September 30, 2021

Funding Responsibility

PL Funds	\$400.00
Local Funds	\$100.00
Total Funds*	\$500.00

**The FHWA PL and FTA 5303 planning funds have been consolidated into one PL category.*

5.0 Environmental Mitigation and Streamlining

Environmental Mitigation and Streamlining addresses air quality issues not directly related to specific planning documents and the potential mitigation measures from those actions. NAAQS training, emissions monitoring techniques, and public involvement administered by the MPO are specific procedures and measures to provide a successful planning process. Other federal requirements require the integration of climate change and implications of the effects of greenhouse gases (GHG) to be included in the transportation planning process.

5.1 Air Quality

Note: In the event of a designation of non-conformity for ozone in 2021, the earliest possible work under this subtask would not take place until 2022 or 2023.

Objectives

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 efforts that in turn eventually results in Air Quality Conformity Determination actions. It also provides tasking to reduce or mitigate the storm water impacts on surface transportation. Educate MPO staff in AQ conditions and documentation requirements, and ensure the MPO has sufficient resources to complete FHWA and EPA documentation requirements.

Previous Work

No work performed other than ancillary research. The EPA has not yet released a new NAAQS proposal.

Proposed Work (when applicable)

- Attend appropriate Air Quality training courses/seminars
- Stay informed of current guidelines and other requirements
- Monitor and report on Air Quality conditions and projections for the Eastern Shore MPO
- MPO staff will attend meetings, training events, presentations, or peer information exchanges as appropriate to the tasking.

Products

Reports and status updates that may be required by the MPO, ALDOT, FHWA, or EPA.

Staffing

MPO Coordinator
MPO Technician I
Baldwin County Highway Department Staff

Schedule

October 1, 2020– September 30, 2021

Funding Responsibility

PL Funds	\$200.00
Local Funds	\$50.00
Total Funds*	\$250.00

**The FHWA PL and FTA 5303 planning funds have been consolidated into one PL category.*

5.2 Environmental Mitigation

Objectives

FHWA requires climate change to be integrated into transportation planning at the local state and regional levels. FHWA also requires that appropriate steps be taken to instruct and train MPO staff in the sources and causes of Greenhouse Gas emissions as well as consider the potential long-range effects by and to the transportation process and network.

Previous Work

MPO staff has attended workshops, webinars and information exchanges relating to Climate Change and Greenhouse Gases.

Proposed Work (when applicable)

- Ensure FHWA required language regarding Climate Change is included in the 2045 Long Range Transportation Plan, the Transportation Improvement Program, and other documents as may be directed by FHWA or ALDOT.
- Attend appropriate Climate Change and Greenhouse Gas (GHG) training courses/seminars
- Stay informed of current guidelines and other requirements
- MPO staff will attend meetings, training events, presentations, or peer information exchanges as appropriate to the tasking.

Products

Reports and status updates may be required by the MPO, ALDOT, FHWA, or EPA

Staffing

MPO Coordinator
MPO Technician I
Baldwin County Highway Department Staff

Schedule

October 1, 2020 – September 30, 2021

Funding Responsibility

PL Funds	\$200.00
Local Funds	\$50.00
Total Funds*	\$250.00

**The FHWA PL and FTA 5303 planning funds have been consolidated into one PL category.*

6.0 Transportation Systems

6.1 Long Range Transportation Plan (LRTP)

Objective

Develop the 2045 Long Range Transportation Plan (LRTP) for the Eastern Shore MPO, with a minimum 20-year planning horizon, to include the cities of Fairhope, Daphne, Spanish Fort, and the Town of Loxley, and the non-urbanized areas of the Metropolitan Planning Area (MPA) for publication in 2020. The LRTP will include components of the Bicycle and Pedestrian Concept, freight planning, safety planning, Congestion Management Process, and the Transportation Improvement Program (TIP) projects. The LRTP will be representative of the anticipated transportation needs of year 2045. The updated LRTP will include federally required Safety Performance Management Measures and Targets and the Transit Asset Management Performance Measures and Targets. The MPO will also stay informed of transportation planning activities occurring throughout the MPA.

Previous Work

Preparation of LRTP narrative; Attendance at local road and bridge meetings; Communication with the Mobile and FL-AL MPO to remain informed of transportation and growth issues in neighboring communities; Development of the Travel Model; Developed project lists for inclusion in the LRTP; Maintenance of maps showing LRTP projects; Adopted project lists for inclusion in the 2045 LRTP; Collected and presented Livability Indicator Data in the 2045 LRTP; Summarized Bike/Ped Plan and ITS Program in the LRTP; Updated LRTP with Mobile River Bridge and Bayway Project.

Proposed Work

The MPO staff will work with ALDOT, member MPO governments, FHWA, FTA, and EPA to ensure that the Long Range Transportation Plan is maintained in coordination with the statewide transportation plan and consistent with the Highway Functional Classification Map. Member governments and communities comprising the MPO will take into account the objectives of the transportation plan and the projected 2045 network, including the need to preserve transportation corridors and promote multimodal coordination in all land use policies. Copies of the adopted Long Range Transportation Plan updates are made available to all interested parties and will be available on the MPO website upon completion. The MPO will continually monitor the progress of the implementation of the Plan as well as its effectiveness in addressing local transportation needs. MPO staff will develop or partner with consultants to perform research and/or studies that contribute to long term planning. MPO staff will also prepare and present the Livability Indicator data, as required on page 2. This data will be displayed in the Plan as numbers or percentages in charts, tables, or maps. MPO will work and coordinate with ALDOT on setting goals, objectives, performance measures and targets required by the FAST Act.

- Maintain 2045 LRTP
- **The MPO will collect, prepare, and present *Livability Indicator* data in the listed planning documents as required on page 2.**
- MPO staff will attend meetings, training events, or presentations as appropriate to the tasking.
- Map plats and track building permit data

Products

Up-to-date 2045 Long Range Transportation Plan
Planning Studies (as requested)
Planning and Development spreadsheets

Staffing

MPO Coordinator
MPO Technician I
Baldwin County Highway Department Staff

Schedule

October 1, 2020 – September 30, 2021

Funding Responsibility

PL Funds	\$30,400.00
Local Funds	\$7,600.00
Total Funds*	\$38,000.00

**The FHWA PL and FTA 5303 planning funds have been consolidated into one PL category.*

6.2 Air Quality Conformity

N/A

6.3 Amend LRTP for Air Quality Conformity

N/A

6.4 Transportation Improvement Program (TIP)

Objective

This task allows for MPO preparation of *funded* transportation system improvements brought forward from the Long Range into the short-range, four-year work program document. The ALDOT four-year work program usually consists of projects from the financially constrained side of the LRTP. Regardless of origin, a project moving into the short-range TIP document must be funded or have reliable funding identified. MPO staff prepares the TIP document for approval by the Governor and the MPO. The TIP may be amended at any time under procedures of TIP amendment agreed to by the Eastern Shore MPO and ALDOT.

Previous Work

MPO staff has reviewed example documents from similarly situated MPOs. MPO staff has begun preparation of Draft TIP. MPO staff has reviewed information regarding federal funds to be expended within the MPA and have presented the same to the MPO Policy Board. MPO staff has prepared letters of support for grant applications stating the status of preparation of the TIP; Presented Policy Board with projects to be funded and added to the Draft and Final FY2020-2023 TIP; Adopted Final FY2020-2023 TIP in September 2019; Amended FY2020-2023 TIP as requested by Policy Board; Assisted Member Governments with ADA Plan compliance

Proposed Work

- The MPO will amend the FY2020-23 TIP to add/delete projects as necessary. Funded projects from the Long Range Transportation Plan may be moved into the four-year TIP for completion. Subject to amendment criteria, the process used may require re-establishment of financial constraint. The MPO will continue to provide opportunities for citizens to be involved in the identification and proposed phasing of projects; MPO staff will track and manage the status of projects in the TIP; MPO will promote coordination among the various transportation modes and facilities. MPO staff will also prepare and present the Livability Indicator data, as required on page 2. This data will be displayed in the Plan as numbers or percentages in charts, tables, or maps. MPO staff will work and coordinate with ALDOT on setting goals, objectives, performance measures and targets required by the FAST Act.
- Manage updates to the Transportation Improvement Program and monitor funding availability
- Coordinate with ALDOT as needed on funding and document preparation
- Track and manage the status of projects in the TIP
- **The MPO will collect, prepare, and present *Livability Indicator* data as required on page 2.**
- MPO staff will attend meetings, training events, presentations, or peer information exchanges as appropriate to the tasking

Products

Up-to-date FY2020-23TIP

Studies (when applicable)

Livability Indicator data, as required on page 2. This data will be displayed in the Plan as numbers or percentages in charts, tables, or maps.

Annual Obligated Projects List

Staffing

MPO Coordinator

MPO Technician I

Baldwin County Highway Department Staff

Schedule

October 1, 2020 – September 30, 2021

Funding Responsibility

PL Funds	\$28,000.00
Local Funds	\$7,000.00
Total Funds*	\$35,000.00

**The FHWA PL and FTA 5303 planning funds have been consolidated into one PL category.*

6.5 Amend TIP for Air Quality Conformity

N/A

6.6 Public Transportation

Objectives

This task is to provide public transportation services planning for Section 5303 public transit funding for the Eastern Shore Urbanized Areas and the Metropolitan Planning Area. The funds are to assist in providing transportation and other services to citizens of the Eastern Shore, assist in the collection and maintenance of information needed to improve services, and the scheduling, dispatching, and routing of transit vehicles.

This task will provide for monitoring of transit-related services in the Eastern Shore MPA and evaluation of potential ridership required for developing bases for transit service.

Previous Work

Coordination with BRATS regarding 5307 transit funds; Attendance for various transit related webinars; Review of existing Public Transit Plan; Coordination with BRATS regarding future funding and budgeting issues; Preparation of Part I of the new Public Transit Plan; review of FTA circulars relating to 5307 funding; Meeting with Policy Board members regarding possible transit capital improvement within the MPO planning area; Information exchange with SARCOR Consultants for assistance with a regional Transit Plan; Participation in CTAA research; Review of transit data; Adopted both Draft and Final Title VI Plan; Assisted with drafting of 5307 draft grant application; Mapped all routes and identified ridership within in MPA; Worked with BRATS and Spanish Fort on proposed park-and-ride facility, as well as associated NEPA process; produced public information video regarding public transit; Incorporated public transit into the Long Range Transportation Plan; Worked with BRATS and City of Fairhope on transit shelter site at the Fairhope Parking Deck location. Helped with the NEPA process and coordination with FTA on transit projects; Worked with BRATS and the City of Daphne on determining transit shelter locations in Daphne; Adopted performance measure and Transit Asset Management performance measures.

Proposed Work

The Eastern Shore MPO will be responsible for short-range and long-range transit planning and needs assessments. MPO staff will incorporate public transit into the Long Range Transportation Plan. MPO staff will work with social service agencies to identify needs of clients. The following activities will take place:

- Provide annual funding actions for inclusion into the Transportation Improvement Program project listings.
- Act as a liaison between stakeholders and Transit Officials
- Address client, ridership, and corrective action needed
- MPO staff will attend meetings, training events, presentations, or peer information exchanges as appropriate to the tasking.
- Ensure ADA and Title VI compliance for the MPO's transit related activities
- Assist in preparation of 5307 grant application
- Implement strategies identified in Public Transit Plan and updated LRTP.
- MPO will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performance measures, and targets required by the FAST Act for the inclusion in the LRTP, TIP, and other necessary documentation required by ALDOT.

Products

5307 Grant Application

5307 Project Conceptual Designs

*** In Alabama, the Consolidated Planning Grant formula is used, in which PL and 5303 funds are combined**

Staffing

MPO Coordinator
MPO Technician I
Baldwin County Highway Department Staff

Schedule

October 1, 2020 – September 30, 2021

Funding Responsibility

PL Funds	\$16,000.00
Local Funds	\$4,000.00
Total Funds*	\$20,000.00

**The FHWA PL and FTA 5303 planning funds have been consolidated into one PL category.*

6.7 Bicycle/Pedestrian Transportation Planning

Objectives

The MPO has adopted a Bicycle and Pedestrian Concept for the Eastern Shore MPO. Staff will work with Metropolitan Planning Section (ALDOT) and other appropriate agencies to promote bicycle and pedestrian programs, projects, safety, and the Safe Routes to School Program. The MPO will adopt the Complete Streets concept and incorporate needed improvements, as appropriate, in all proposed projects. The MPO will coordinate, plan, and conduct Bicycle and Pedestrian Advisory Committee (BPAC) meetings.

Previous Work

Communicated with public and local advocacy groups on proposed bicycle and pedestrian projects; Reviewed example Bike/Ped Plans from similarly situated MPOs; Researched funding sources available for bicycle and pedestrian projects; Researched bicycle and pedestrian infrastructure costs; Sought input from BPAC on Bicycle and Pedestrian Plan; Drafted initial Bicycle and Pedestrian Action Plan Mapped bicycle and pedestrian facilities in the planning area.; Attended webinars on bicycle and pedestrian infrastructure and safety; Prepared Bike/Ped Classifications; Filled vacancies on BPAC committee. Prepared a Draft and Final Bicycle and Pedestrian Plan; Included a Summary of the Bicycle/Pedestrian Plan in the 2045 Long Range Plan; Produced Bicycle and Pedestrian Safety Video; Developed a School Bicycle and Pedestrian Program and reached out to Public Schools in the planning area; Facilitated meetings with the BPAC, ALDOT and the Mobile MPO concerning the Mobile River Bridge bicycle and pedestrian access ways.

Proposed Work

Staff will work with Eastern Shore bicycle clubs, local school systems, public interest groups, area law enforcement agencies, Eastern Shore Area Chambers of Commerce, and other appropriate organizations and individuals to identify and eliminate existing barriers to bicyclists and pedestrians. MPO staff will assist in evaluating suitability of streets and roads for bicycle use. As provided in 23 USC 217(c), bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted. Additionally, existing streets and roads will be assessed for retrofit projects. All bicycle and pedestrian planning will be in coordination with ALDOT's statewide bike/ped plan

- Plan and conduct BPAC meetings.
- Research multiple local, federal, and state funding sources.
- Collect data to establish baseline for future bicycle and walking improvements.
- MPO staff will attend meetings, training events, presentations, or peer information exchanges as appropriate to the tasking.
- Update Bicycle and Pedestrian Concept
- Work with the Walking School Bus program
- Work with County Bike/Ped Connectivity Group

Products

Updated Bicycle and Pedestrian Concept
Connectivity Maps

Staffing

MPO Coordinator
MPO Technician I
Baldwin County Highway Department Staff

Schedule

October 1, 2020 – September 30, 2021

Funding Responsibility

PL Funds	\$7,200.00
Local Funds	\$1,800.00
Total Funds*	\$9,000.00

**The FHWA PL and FTA 5303 planning funds have been consolidated into one PL category.*

6.8 Congestion Management Process

Objectives

This task provides for a process for minimizing and reducing delay and other adverse impacts of traffic congestion in the Eastern Shore MPO by maximizing the operating efficiency of existing transportation facilities. This program will utilize alternate funding sources when available and support safety, bicycle/pedestrian, air quality, ITS, and other programs to alleviate congestion effects.

Previous Work

Reviewed Congestion Management Process resources on FHWA website. Incorporated CMP into Draft Long Range Transportation Plan; Attended briefing at ALDOT regarding Congestion Management.

Proposed Work

Staff will analyze local traffic conditions and optimize operation of existing systems. All work in support of this task will be performed in conformity with established metropolitan planning requirements and procedures. ALDOT will assist through the network modeling process in assessing travel demand reduction methods and assist MPO and Baldwin County efforts to increase the numbers of area residents using public transportation.

- CUBE Voyager will be used to analyze traffic volume changes
- Network modeling will reflect how new projects relate to traffic volumes and pattern changes
- MPO staff, Baldwin County Highway Department, city engineers, and ALDOT will analyze the effectiveness of the current signal systems within the MPA
- A Congestion Management Process component will be included in the Long Range Transportation Plan and the TIP
- MPO staff will attend meetings, training events, presentations, or peer information exchanges as appropriate to the tasking.

Products

MPO staff will provide documentation of proposed work, if requested by ALDOT or the FHWA.

Staffing

MPO Coordinator
MPO Technician I
Baldwin County Highway Department Staff

Schedule

October 1, 2020 – September 30, 2021

Funding Responsibility

PL Funds	\$1,600.00
Local Funds	\$400.00
Total Funds*	\$2,000.00

**The FHWA PL and FTA 5303 planning funds have been consolidated into one PL category.*

6.9 Freight Planning

Objectives

MPO staff will develop a program to review and assess current freight movement within the Eastern Shore MPO planning area and project future freight transportation needs and demands in the transportation planning process. Freight planning will cover all applicable modes of transportation and intermodal combinations; rail/truck, air/truck, water/rail, and water/truck.

Previous Work

Attended freight planning webinars; Reviewed freight planning resources; Meetings with local freight companies; Assessed local freight routes and identified future needs of freight companies;

Proposed Work

- Begin development of a Freight Plan.
- Research existing Freight Planning activities and peer state Plans.
- Incorporate proposed freight planning component in the Long Range and TIP documents.
- Assess and develop knowledge of local and regional freight facilities and routes.
- Consult Statewide Freight Plan
- MPO staff will attend meetings, training events, presentations, or peer information exchanges as appropriate to the tasking.
- MPO will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performance measures, and targets required by the FAST Act for the inclusion in the LRTP, TIP, and other necessary documentation required by ALDOT.

Products

Freight Plan

Staffing

MPO Coordinator
MPO Technician I
Baldwin County Highway Department Staff

Schedule

October 1, 2020 – September 30, 2021

Funding Responsibility

PL Funds	\$8,000.00
Local Funds	\$2,000.00
Total Funds*	\$10,000.00

**The FHWA PL and FTA 5303 planning funds have been consolidated into one PL category.*

7.0 Transportation Safety

Objective

MPO staff will incorporate transportation safety and security measures into the MPO transportation planning process and applicable planning documents. A Safety component has been included in the 2045 Long Range Transportation Plan and FY2020-23 TIP.

Previous Work

Attended webinars, seminars and information exchanges on safety; Participated in the review and preparation of Draft Circulation Standards; Produced informational safety videos; attended Safety Performance Measures seminar; Adopted State Safety Performance Measures and Targets; Identified Highway safety improvement program (HSIP) funds to be used in the MPA; Coordinated with ALDOT and FHWA regarding potential eligible projects and grant applications. Submitted projects in the MPA for HSIP funds, notably Fairhope and Loxley projects which were either identified or approved through the MPO for use of funds.

Proposed Work

- Develop maps and reports concerning safety issues.
- Identify bicycle and pedestrian movement to improve safety.
- Perform sidewalk/crosswalk/signal assessments as appropriate.
- Produce and update informational Safety Videos.
- Adopt Safety Performance Measures
- MPO will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performance measures, and targets required by the FAST Act for the inclusion in the LRTP, TIP, and other necessary documentation required by ALDOT.
- Assist member governments with Highway Safety Improvement Program applications.

Products

Safety Videos
Safety Performance Measures

Staffing

MPO Coordinator
MPO Technician I
Baldwin County Highway Department Staff

Schedule

October 1, 2020 – September 30, 2021

Funding Responsibility

PL Funds	\$6,400.00
Local Funds	\$1,600.00
Total Funds*	\$8,000.00

**The FHWA PL and FTA 5303 planning funds have been consolidated into one PL category*

8.0 Education and Training

Objective

Staff will take advantage of available training resources in transportation planning, public participation, transit, safety, bicycle and pedestrian and other areas. The MPO will ensure staff are afforded opportunities for training and will participate in order to maintain professional standards.

Expenditures for out of state travel and lodging must be approved by ALDOT in writing.

Previous Work

MPO staff attended training seminars and conferences regarding the following: Cube Voyager modeling, transportation planning, Arc GIS training, Census, and other various administrative courses. MPO staff also assisted with the preparation of and attended the Alabama Transportation Planners (ATPA) Annual Conference.

Proposed Work

MPO staff will continue to attend workshops, training sessions, and seminars in order to improve the planning capabilities of MPO planning staff. Staff will assist in the preparations of the annual ATPA Conference. MPO staff will attend classes on the Citilabs Cube Voyager Travel Demand model held quarterly. Other training will consist of:

- GIS training
- Various Planning-related Workshops, Seminars, Meetings, Conferences, and Peer Exchanges
- General administrative training
- Maintenance of Safety Video Kiosk

Products

Certifications
Up-to-Date Travel Model
Safety Videos

Staffing

MPO Coordinator
MPO Technician I
Baldwin County Highway Department Staff

Schedule

October 1, 2020 – September 30, 2021

Funding Responsibility

PL Funds	\$10,400.00
Local Funds	\$2,600.00
Total Funds*	\$13,000.00

**The FHWA PL and FTA 5303 planning funds have been consolidated into one PL category.*

9.0 Special Projects, Corridor Development, and Developments of Regional Impact (DRI)

Objectives

MPO staff will evaluate the impact of commercial, industrial, residential, and institutional developments on the transportation system. The MPO will assist developers, investors, and others to design developments with minimal impact on the transportation system, and where appropriate, provide funding or in-kind assistance. Staff will advise local authorities on cost-effective measures to be taken to alleviate traffic problems and mitigate adverse impacts of private development on the transportation system.

Previous Work

- MPO staff continues to evaluate current roadways to identify areas of deficiencies.
- Provided funding to member governments for various plans and studies.

Proposed Work

ALDOT, Baldwin County, and MPO traffic counts; turning movement counts; traffic generation tables; on-site inspections; and negotiations with developers are methods that have been used in the past and will continue to be used to anticipate development impact on the transportation system and determine the most appropriate mitigation measures. Signalization optimization programs and other traffic operations software will be used to assist developers in the critical movement analysis and signal phasing. MPO staff will continue to work with developers and property owners to develop measures to best accommodate access to the transportation system and will recommend such measures to the local governments and MPO Policy Board members. MPO staff will receive training in conjunction with updates to the Long Range Transportation Plan to enhance its ability to predict traffic likely to be generated by proposed developments.

- Coordinate with appropriate municipal, county and state personnel on major developments to evaluate the potential impact on the Metropolitan Planning Area.
- Continue to evaluate current roadways to identify areas of deficiencies.
- Work with the appropriate municipal, county, and state personnel to evaluate how a new commercial/residential development design will impact the transportation system.
- Feasibility Studies for specific projects or program development in support of related tasking.
- Contract Consultants and Engineers to perform work as related to tasking

Products

- Reports, presentations to interested parties, and outreach events as directed or requested by senior MPO staff or the Eastern Shore MPO Policy Board.
- Planning Studies (as requested)
- Planning and Development Spreadsheets

Staffing

MPO Coordinator
MPO Technician I
Baldwin County Highway Department Staff

Schedule

October 1, 2020 – September 30, 2021

Funding Responsibility

PL Funds	\$9,581.60
Local Funds	\$2,395.40
Total Funds*	\$11,977.00

**The FHWA PL and FTA 5303 planning funds have been consolidated into one PL category.*

10.0 Future Planning Studies

Objectives

MPO staff will use carryover funds to carry out future planning activities.

Previous Work

MPO staff partnered with consultants to develop the 2045 Long Range Transportation Plan. ~~Provided funding to the City of Daphne for Traffic Calming Guidelines.~~

Proposed Work

MPO staff will partner with Consultants to prepare various planning documents as needed and as requested. The MPO will provide funding to the City of Fairhope to hire a consultant to prepare a Complete Streets Policy Guide (Estimated Total Cost of \$ 30,000 or less with federal portion of \$24,000 or less); The MPO will provide funds to the Town of Loxley for a Corridor Study/Access Management Plan (Estimated Total Cost of \$40,000 or less with federal portion of \$32,000 or less); **The MPO will provide funding to the City of Daphne for Traffic Calming Guidelines.**

Products

City of Fairhope Complete Streets Policy Guide
Town of Loxley Corridor Study/Access Management Plan
City of Daphne Traffic Calming Guidelines
Miscellaneous Planning Documents

Staffing

MPO Coordinator
MPO Technician I
Baldwin County Highway Department Staff

Schedule

October 1, 2020 – September 30, 2021

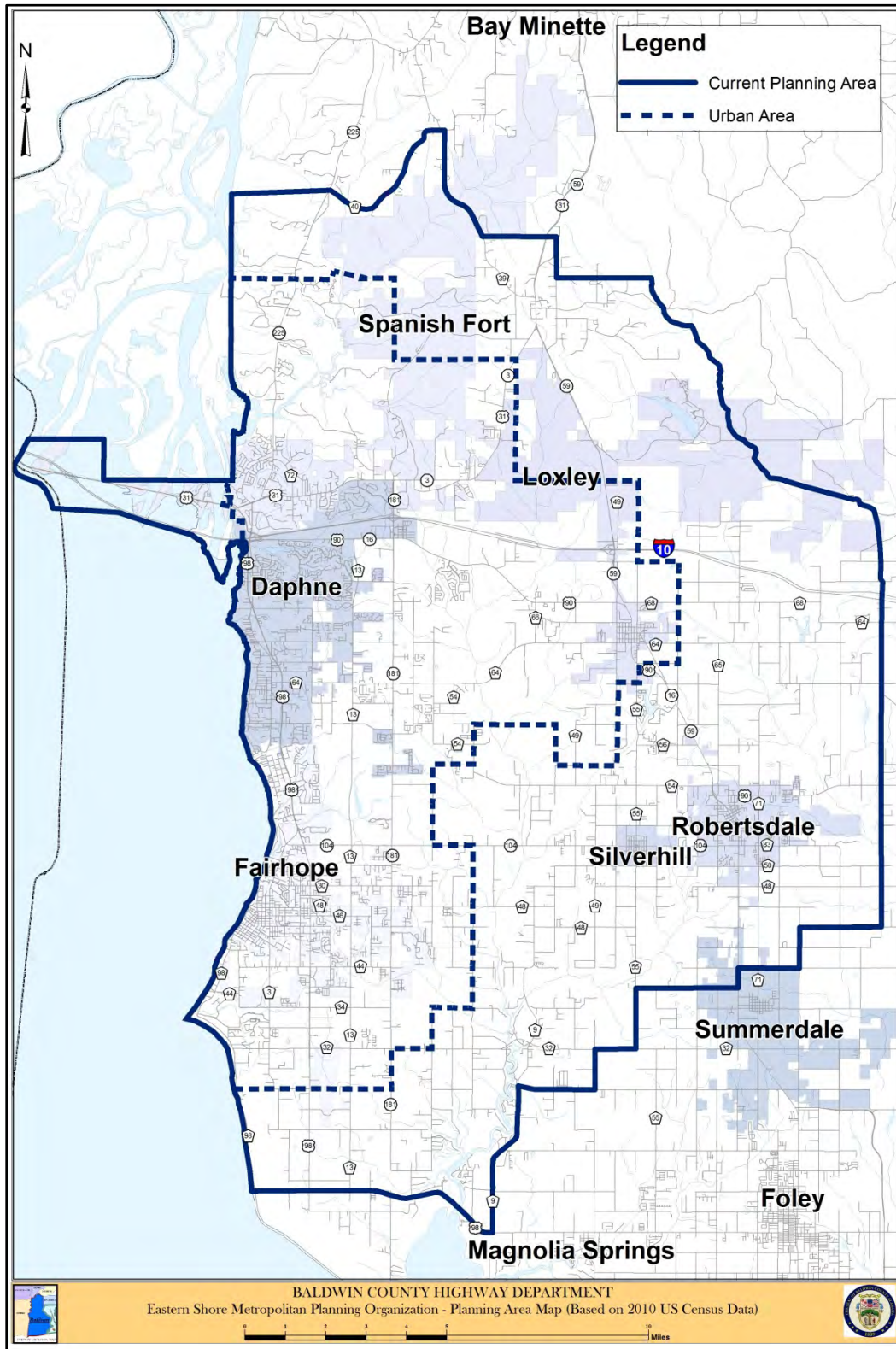
Funding Responsibility

PL Funds	\$113,653.60
Local Funds	\$28,413.40
Total Funds*	\$142,067.00

**The FHWA PL and FTA 5303 planning funds have been consolidated into one PL category.*

Appendices

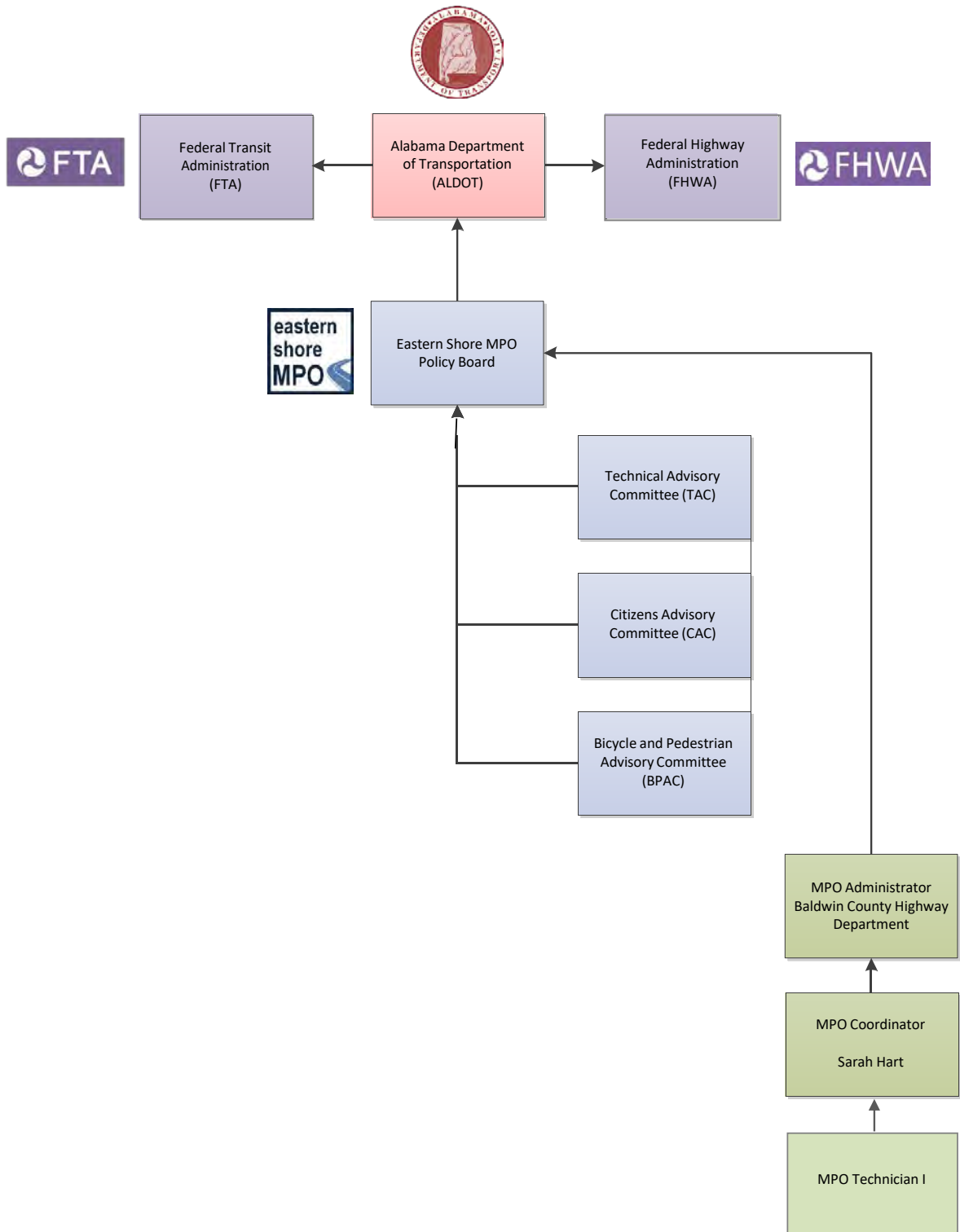
Appendix A Eastern Shore MPO



Source: MPO Staff

Appendix B

MPO Organizational Chart



Appendix C

Abbreviations and Acronyms

3-C	Comprehensive, Cooperative, and Continuing
ADA	Americans with Disabilities Act
ADEM	Alabama Department of Environmental Management
ALDOT	Alabama Department of Transportation
APA	American Planning Association
AQ	Air Quality
BPAC	Bicycle and Pedestrian Advisory Committee
CAC	Citizens Advisory Committee
CAD	Computer Aided Design
CFR	Code of Federal Regulations
COOP	Continuity of Operations Plan
CTAA	Community Transportation Association of America
DBE	Disadvantaged Business Enterprise
DRI	Developments of Regional Impact
DOT	Department of Transportation
EPA	Environmental Protection Agency
ESRI	Environmental Scientific Research Institute
ESMPO	Eastern Shore Metropolitan Planning Organization
ETS	Environmental Technical Section
FAS	Federal Aid System
FAST ACT	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information System
GHG	Greenhouse Gases
HSIP	Highway Safety Improvement Program
ITS	Intelligent Transportation System
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century
MPA	Metropolitan Planning Area

MPO	Metropolitan Planning Organization
MOVES	Motor Vehicle Emission Simulator
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act of 1969
NHS	National Highway System
O₃	Ozone
PL	Planning Funds
PM 2.5	Particulate Matter 2.5 - Pollution in the form of tiny particles or droplets in the air that are two and one half microns or less in width.
PPP	Public Participation Plan (or Process depending on use)
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SARPC	South Alabama Regional Planning Commission
SIP	Statewide Implementation Plan
SPR	State Planning and Research
STIP	Statewide Transportation Improvement Program
TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program
TAZ	Traffic Analysis Zone
TEA-21	Transportation Equity Act for the 21 st Century
TDP	Transit Development Plan
TIP	Transportation Improvement Program
TSM	Transportation System Management
UPWP	Unified Planning Work Program
USC	United States Code

Appendix D

Summary Tables

Table 1: FY 2021 Planning Funds – Overview

FY 21 MPO Planning (PL) Funds - Breakdown by Subtask					
TASK	TASK DESCRIPTION	MPO	ALDOT	Consultant	Total
1	Administration	\$ 49,500.00			\$ 49,500.00
2	Data Collection and Analysis	\$ 22,000.00			\$ 22,000.00
3	UPWP	\$ 4,000.00			\$ 4,000.00
4	Public Involvement	\$ 26,000.00			\$ 26,000.00
5	Environmental Mitigation and Streamlining	\$ 500.00			\$ 500.00
6	Transportation Systems	\$ 114,000.00			\$ 114,000.00
7	Transportation Safety	\$ 8,000.00			\$ 8,000.00
8	Education and Training	\$ 13,000.00			\$ 13,000.00
9	Special Projects, Corridor Development, and Developments of Regional Impact (DRI)	\$ 11,977.00			\$ 11,977.00
10	Future Planning Studies	\$ 152,029.50		\$75,000.00	\$ 77,029.50
	State Planning and Research (SPR)***		\$ 50,000.00		\$ 50,000.00
TOTAL MPO PLANNING AND ADMIN. BUDGET:		\$401,006.50	\$ 50,000.00	\$ 75,000.00	\$ 376,006.50

Table 2: FY 2021 Planning Funds – Detailed View

FY21 Planning Funds (from FHWA):	\$199,181.60
FY21 Match Funds (20% from County):	\$49,795.40
Total FY21 MPO Planning Funds:	\$248,977.00

MPO Planning (PL) Funds - Breakdown by Subtask							
Task	Subtask	Description	FY 21 PL-FHWA/FTA	FY 21 Local	FY 21 Total	FY 20 Total	FY 19 Total
1	Administration						
	1.1	MPO Administrative Duties	\$ 29,600.00	\$ 7,400.00	\$ 37,000.00	\$ 37,000.00	\$ 32,000.00
	1.2	Continuity of Operations Plan (COOP)	\$ 400.00	\$ 100.00	\$ 500.00	\$ 500.00	\$ 500.00
	1.3	Equipment Purchases and Supplies	\$ 9,600.00	\$ 2,400.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00
Task 1.0 Subtotal			\$ 39,600.00	\$ 9,900.00	\$ 49,500.00	\$ 49,500.00	\$ 44,500.00
2	Data Collection and Analysis						
	2.1	Database maintenance and Data collection	\$ 2,400.00	\$ 600.00	\$ 3,000.00	\$ 3,000.00	\$ 3,000.00
	2.2	Geographic Information Systems (GIS)	\$ 8,000.00	\$ 2,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00
	2.3	Transportation Model Dev. and Maint.	\$ 3,200.00	\$ 800.00	\$ 4,000.00	\$ 4,000.00	\$ 6,000.00
	2.4	Prep. of Emissions Data for MOVES2010a	\$ -	\$ -	\$ -	\$ -	\$ -
	2.5	Intelligent Transportation System (ITS)	\$ 4,000.00	\$ 1,000.00	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00
Task 2.0 Subtotal			\$ 17,600.00	\$ 4,400.00	\$ 22,000.00	\$ 22,000.00	\$ 24,000.00
3	Unified Planning Work Program						
Task 3.0 Subtotal			\$ 3,200.00	\$ 800.00	\$ 4,000.00	\$ 4,000.00	\$ 3,500.00
4	Public Involvement						
	4.1	Public Participation Process	\$ 16,000.00	\$ 4,000.00	\$ 20,000.00	\$ 20,000.00	\$ 17,000.00
	4.2	Title VI Planning and Environmental Justice	\$ 4,000.00	\$ 1,000.00	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00
	4.3	Disadvantaged Business Enterprise (DBE)	\$ 400.00	\$ 100.00	\$ 500.00	\$ 500.00	\$ 500.00
	4.4	Public Involv. for Air Quality Conformity	\$ 400.00	\$ 100.00	\$ 500.00	\$ 500.00	\$ 500.00
Task 4.0 Subtotal			\$ 20,800.00	\$ 5,200.00	\$ 26,000.00	\$ 26,000.00	\$ 23,000.00
5	Environmental Mitigation and Streamlining						
	5.1	Air Quality	\$ 200.00	\$ 50.00	\$ 250.00	\$ 250.00	\$ 250.00
	5.2	Environmental Mitigation	\$ 200.00	\$ 50.00	\$ 250.00	\$ 250.00	\$ 250.00
Task 5.0 Subtotal			\$ 400.00	\$ 100.00	\$ 500.00	\$ 500.00	\$ 500.00
6	Transportation Systems						
	6.1	Long Range Transportation Plan (LRTP)	\$ 30,400.00	\$ 7,600.00	\$ 38,000.00	\$ 38,000.00	\$ 35,000.00
	6.2	Air Quality Conformity	\$ -	\$ -	\$ -	\$ -	\$ -
	6.3	Amend LRTP for Air Quality Conformity	\$ -	\$ -	\$ -	\$ -	\$ -
	6.4	Transportation Improvement Program (TIP)	\$ 28,000.00	\$ 7,000.00	\$ 35,000.00	\$ 35,000.00	\$ 30,000.00
	6.5	Amend TIP for Air Quality Conformity	\$ -	\$ -	\$ -	\$ -	\$ -
	6.6	Public Transportation*	\$ 16,000.00	\$ 4,000.00	\$ 20,000.00	\$ 20,000.00	\$ 30,000.00
	6.7	Bicycle/Pedestrian Planning	\$ 7,200.00	\$ 1,800.00	\$ 9,000.00	\$ 9,000.00	\$ 9,000.00
	6.8	Congestion Management Process	\$ 1,600.00	\$ 400.00	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00
	6.9	Freight Planning	\$ 8,000.00	\$ 2,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00
Task 6.0 Subtotal			\$ 91,200.00	\$ 22,800.00	\$ 114,000.00	\$ 114,000.00	\$ 116,000.00
7	Transportation Safety						
Task 7.0 Subtotal			\$ 6,400.00	\$ 1,600.00	\$ 8,000.00	\$ 8,000.00	\$ 8,000.00
8	Education and Training						
Task 8.0 Subtotal			\$ 10,400.00	\$ 2,600.00	\$ 13,000.00	\$ 13,000.00	\$ 13,000.00
9	Special Projects, Corridor Development, DRI						
Task 9.0 Subtotal			\$ 9,581.60	\$ 2,395.40	\$ 11,977.00	\$ 11,977.00	\$ 45,922.00
10	Future Planning Studies						
FY 2020 Carryover			\$ 121,623.60	\$ 30,405.90	\$ 152,029.50	\$ 152,029.50	\$ -
Task 10.0 Subtotal			\$ 121,623.60	\$ 30,405.90	\$ 152,029.50	\$ 152,029.50	\$ -
TOTAL TASKS 1.0 THROUGH 10.0:			\$ 320,805.20	\$ 80,201.30	\$ 401,006.50	\$ 401,006.50	\$ 278,422.00
SPR Funds Allocated Utilized by ALDOT:***			\$ 50,000.00	\$ -	\$ 50,000.00	\$ 37,500.00	\$ 48,000.00
TOTAL MPO PLANNING AND ADMIN. BUDGET:			\$ 320,805.20	\$ 80,201.30	\$ 320,805.20	\$ 401,006.50	\$ 326,422.00

* In Alabama, the Consolidated Planning Grant formula is used, in which PL and 5303 funds are combined.

** Leftover PL funds from FY17-20 are carried over into future fiscal years and have been allocated to Future Planning Studies. The oldest unexpended funds will be returned to the funding pool for reallocation.

*** State Planning and Research (SPR) funds remain with ALDOT and the MPO has no authority or oversight related to the expenditure of these funds.

Table 3: FY 2020 Planning Activities

Sponsor: City of Fairhope			
Task	Description	Type	Status
10	Complete Streets Policy Guide	Traffic	Ongoing

Sponsor: Town of Loxley			
Task	Description	Type	Status
10	SR 59 Corridor Study/Access Management Plan	Traffic	Ongoing

Sponsor: City of Daphne			
Task	Description	Type	Status
10	Traffic Calming Guidelines	Traffic	Ongoing

The following statewide planning documents can be found on the ALDOT website: Freight Plan, Statewide Bicycle and Pedestrian Plan, Statewide Transportation Plan, State Airport System Plan, and the Alabama Statewide Management Plan.

Future plans include the Alabama Rail Plan, the Alabama Public Involvement Plan, and the Transportation Asset Management Plan.

Appendix E - Inventory of MPO Assets

MPO Asset Inventory				
Ledger Date:	Asset Description:	Quantity:	Purchase Price:	Status:
11/8/2012	LG LED Monitor- 23"- Full HD (for Coordinator)	2	\$ 396.00	In Use
12/3/2012	T1300PS 44 IN. DesignJet Plotter	1	\$ 7,465.86	In Use
12/3/2012	Adobe Acrobat 11 (for Coordinator)	1	\$ 239.00	In Use
12/26/2012	iPhone 4S Black; 16 GB (for Coordinator)	1	\$ 99.99	Disposed
12/27/2012	HP Z620 Workstation (for Coordinator)	1	\$ 2,155.00	Disposed
12/27/2012	HP Probook 657B Notebook PC (for Coordinator)	1	\$ 794.00	Disposed
12/27/2012	36"x300' 24# Inkjet Plotter Paper	1	\$ 41.32	Disposed
12/27/2012	36"x300' 24# Inkjet Plotter Paper	1	\$ 41.32	Disposed
1/7/2013	44"x300' CAD One Premium Coated Plotter Paper	1	\$ 68.47	Disposed
1/7/2013	44"x300' CAD One Premium Coated Plotter Paper	1	\$ 68.46	Disposed
1/8/2013	Black Business Briefcase (for Coordinator)	1	\$ 99.75	In Use
2/14/2013	HP Plotter Cartridge - Grey	1	\$ 57.16	Disposed
2/14/2013	HP Plotter Cartridge - Grey	1	\$ 57.16	Disposed
2/14/2013	HP Plotter Cartridge - Cyan	1	\$ 57.16	Disposed
2/14/2013	HP Plotter Cartridge - Yellow	1	\$ 57.16	Disposed
2/14/2013	HP Plotter Cartridge - Yellow	1	\$ 57.16	Disposed
2/14/2013	HP Plotter Cartridge - Matte Black	1	\$ 57.16	Disposed
2/14/2013	HP Plotter Cartridge - Photo Black	1	\$ 57.16	Disposed
2/14/2013	HP Plotter Printhead - Magenta/Cyan	1	\$ 55.17	Disposed
2/14/2013	HP Plotter Printhead - Magenta/Cyan	1	\$ 55.16	Disposed
2/14/2013	HP Plotter Printhead - Grey/Photo Black	1	\$ 55.17	Disposed
2/14/2013	HP Plotter Printhead - Grey/Photo Black	1	\$ 55.17	Disposed
2/14/2013	HP Plotter Printhead - Matte Black/Yellow	1	\$ 55.17	Disposed
2/14/2013	HP Plotter Printhead - Matte Black/Yellow	1	\$ 55.16	Disposed
3/9/2013	Otterbox iPhone Protector (for Coordinator)	1	\$ 36.95	Disposed
5/14/2013	GCOP - 8 1/2"x11" Sign Holder	4	\$ 27.60	In Use
5/22/2013	Microsoft Software Package (Coordinator Laptop)	1	\$ 231.70	In Use
5/22/2013	Microsoft Software Package (Coordinator Workstation)	1	\$ 240.55	In Use
5/30/2013	GCOP - Bulliten Bar 36"	1	\$ 20.30	Disposed
5/30/2013	GCOP - Bulliten Bar 48"	2	\$ 44.48	Disposed
7/17/2013	Microsoft Software Package (Coordinator Asst. Laptop)	1	\$ 231.70	In Use
7/17/2013	Microsoft Visio Pro 2013	1	\$ 311.16	In Use
7/24/2013	Adobe Acrobat (Coordinator Asst.)	1	\$ 355.00	In Use
8/6/2013	HP Probook 6570b Notebook PC (Coordinator Asst.)	1	\$ 794.00	Disposed
8/6/2013	HP 90W DOCK STATION (Coordinator Asst.)	1	\$ 134.00	Disposed
9/6/2013	CDW - GOVERNMENT, INC; CAR CHARGER	1	\$ 28.00	Disposed
9/9/2013	KAISERCOMM INC; OPTIPOINT 420 ADVANCE	1	\$ 275.00	In Use
9/11/2013	GCOP; SELF-ADHESIVE NAME BADGE	1	\$ 3.54	In Use
9/30/2013	iPhone 4S Black; 16 GB (for Coordinator Asst.)	1	\$ 99.00	Disposed
10/8/2013	COPY PAPER 8.5x11	5	\$ 147.50	Disposed
10/8/2013	COPY PAPER 11x17	2	\$ 59.00	Disposed
10/8/2013	COPY PAPER 8.5x14	1	\$ 40.00	Disposed
10/8/2013	GCOP - BULLETIN BAR 48" (Coordinator Asst.)	1	\$ 22.24	In Use
1/8/2014	ITE; Urban Street Geometric Design Handbook	1	\$ 142.50	In Use
1/8/2014	ITE; Traffic Engineering Design Handbook	1	\$ 137.50	In Use
1/8/2014	ITE; A Policy on Geometric Design of Highways and Streets	1	\$ 250.00	In Use
1/21/2014	HP Plotter Cartridge - Magenta	1	\$ 62.20	Disposed
1/21/2014	HP Plotter Cartridge - Magenta	1	\$ 62.20	Disposed
1/21/2014	HP Plotter Cartridge - Photo Black	1	\$ 62.20	Disposed
1/21/2014	HP Plotter Cartridge - Matte Black	1	\$ 62.20	Disposed
1/21/2014	HP Plotter Cartridge - Cyan	1	\$ 62.20	Disposed
1/27/2014	GCOP; Folder Dividers	6	\$ 9.60	In Use
1/27/2014	GCOP; Letter Size Envelopes (500)	1	\$ 22.93	Disposed
1/27/2014	GCOP; Pad Holder for Coordinator	1	\$ 9.85	In Use

MPO Asset Inventory				
Ledger Date:	Asset Description:	Quantity:	Purchase Price:	Status:
2/24/2014	HP Plotter Cartridge - Gray	1	\$ 67.71	Disposed
2/24/2014	HP Plotter Cartridge - Photo Black	1	\$ 67.71	Disposed
2/24/2014	HP Plotter Cartridge - Matte Black	1	\$ 67.71	Disposed
4/8/2014	GCOP; Small Binder Clips	10	\$ 9.60	Disposed
4/8/2014	GCOP; Medium Binder Clips	7	\$ 22.93	Disposed
4/8/2014	GCOP; File Folders	1	\$ 9.85	Disposed
5/20/2014	GCOP; Name Badge Holders	40	\$ 18.99	In Use
5/20/2014	GCOP; Report Covers	25	\$ 17.33	Disposed
6/23/2014	GCOP - Name Place Holders	12	\$ 101.40	In Use
7/3/2014	COPY PAPER 8.5x11	5	\$ 147.50	Disposed
7/29/2014	AASHTO Design Guide	1	\$ 144.00	In Use
10/8/2014	CDW - GOVERNMENT, INC - Power Strip for Coordinator Asst.	1	\$ 19.19	In Use
11/6/2014	GCOP - Legal Pads	12	\$ 23.03	Disposed
11/6/2014	GCOP - Fine Point Pens	24	\$ 18.48	Disposed
11/6/2014	GCOP - Drawer Tray	1	\$ 3.47	In Use
1/20/2015	GCOP - BIC Ball Point Pens	48	\$ 5.56	Disposed
3/30/2015	GCOP; Self-Seal Envelopes (500)	500	\$ 25.52	Disposed
3/30/2015	GCOP; Binders	6	\$ 16.08	In Use
5/7/2015	Iphone 5s White; (For Coordinator)	1	\$ -	Disposed
5/7/2015	Iphone 5s White; (For Coordinator Assistant)	1	\$ -	In Use
7/27/2015	GCOP - Stow Away Folding Caddy	1	\$ 49.50	In Use
9/11/2015	GCOP - Phone Stand	1	\$ 23.68	In Use
9/11/2015	GCOP - File Sorter	1	\$ 10.80	In Use
9/11/2015	GCOP - Digital Voice Tracer	1	\$ 92.69	Disposed
9/11/2015	GCOP - Copy Paper 8.5x11	5	\$ 147.50	In Use
9/22/2015	CDW - GOVERNMENT, INC - Car Charger	1	\$ 37.05	Disposed
11/3/2015	CDW - GOVERNMENT, INC - Wireless Mouse/Keyboard	1	\$ 41.38	In Use
11/3/2015	GCOP - Hanging Folders	50	\$ 18.98	Disposed
11/3/2015	GCOP - Folders	50	\$ 16.78	Disposed
11/3/2015	GCOP - Monitor Stand	1	\$ 24.75	In Use
12/1/2015	CDW - GOVERNMENT, INC - Logitech Speakers	1	\$ 27.29	In Use
12/1/2015	TSA INC - HP Laptop Battery	1	\$ 138.00	Disposed
12/22/2015	Business Cards - MPO Coordinator	1,000	\$ 76.00	In Use
2/17/2016	GCOP - Document Stand	1	\$ 7.47	In Use
2/17/2016	GCOP - Business card holder	1	\$ 5.91	In Use
2/17/2016	GCOP - Document carrying box	1	\$ 12.14	In Use
2/17/2016	GCOP - Highlighters	12	\$ 13.46	Disposed
2/17/2016	GCOP - Envelopes	100	\$ 20.96	Disposed
2/17/2016	GCOP - Medium Binder Clips	48	\$ 16.92	Disposed
2/23/2016	GCOP - Small Binder Clips	72	\$ 4.92	Disposed
2/16/2016	CDW - GOVERNMENT INC. - SONY DVD PLAYER	1	\$ 43.00	In Use
2/16/2016	CDW - GOVERNMENT INC. - SLIM DIRECT LED TV	1	\$ 545.26	In Use
2/25/2016	CDW - GOVERNMENT INC. - MOBILE MEDIA CENTER UHD	1	\$ 774.88	In Use
8/3/2016	Med Binder Clips	3	\$ 3.16	Disposed
8/3/2016	Sparco Doc. Holder	1	\$ 11.00	In Use
8/3/2016	Round Ring View Binder	2	\$ 20.64	In Use
8/3/2016	Slanted Ring Presentation Bind	1	\$ 12.08	In Use
8/3/2016	Report Covers	25	\$ 21.61	In Use
8/3/2016	Lg Binder Clips	2	\$ 1.98	Disposed
8/3/2016	Sharpie Retractable Highlighte	12	\$ 12.61	In Use
8/3/2016	Sharpie Ultra-Fine Perm Marker	12	\$ 9.97	Disposed
8/3/2016	Smead File Folders	100	\$ 32.07	In Use
8/3/2016	Smead File Jackets	50	\$ 29.78	In Use
8/3/2016	Color Hanging File Folders	100	\$ 37.96	In Use

8/3/2016	POST-It DURABLE INDEX TAGS	4	\$ 6.51	In Use
8/3/2016	Desktop Tape Dispenser	1	\$ 3.82	In Use
8/3/2016	Fiskars All Purpose Scissors	1	\$ 3.01	In Use
8/3/2016	White Copy Paper	5	\$ 89.70	Disposed
1/6/2017	Binders	2	\$ 12.08	In Use
1/6/2017	Envelopes	100	\$ 25.67	In Use
MPO Asset Inventory				
Ledger Date:	Asset Description:	Quantity:	Purchase Price:	Status:
1/6/2017	Carrying Case	1	\$ 75.00	In Use
1/6/2017	Folders	50	\$ 18.98	In Use
1/27/2017	TSA INC; Surface Pro Mouse	1	\$ 68.00	In Use
1/27/2017	TSA INC; Surface Pro Keyboard	1	\$ 118.00	In Use
1/17/2017	TSA INC; Microsoft Surface Pro	1	\$ 2,352.00	In Use
1/17/2017	TSA INC; Microsoft Surface Pro Docking Station	1	\$ 164.00	In Use
2/1/2017	CDW - Canon Digital Camera	1	\$ 241.87	In Use
2/1/2017	CDW - Camera Carrying Case	1	\$ 24.06	In Use
2/1/2017	CDW - USB Cord	1	\$ 16.40	In Use
2/1/2017	CDW - Memory Card	1	\$ 30.55	In Use
3/27/2017	CDW - Laptop Replacement Batter - Coord. Assist.	1	\$ 70.08	Disposed
6/14/2017	CDW - GOVERNMENT, INC - PO - Logitech Keyboard/Mouse	1	\$ 51.97	In Use
7/7/2017	TSA INC - HP Elitebook 850 for Coord. Assistant	1	\$ 1,120.00	In use
7/7/2017	TSA INC - Docking station	1	\$ 134.00	In use
7/27/2017	GULF COAST OFFICE PRODUCTS INC - Gem clips	1	\$ 6.96	Disposed
7/27/2017	GULF COAST OFFICE PRODUCTS INC - Post its	5	\$ 13.77	In Use
7/27/2017	GULF COAST OFFICE PRODUCTS INC - Clasp Envelopes	500	\$ 22.17	In Use
7/27/2017	GULF COAST OFFICE PRODUCTS INC - Legal Pads	10	\$ 19.75	Disposed
7/27/2017	GULF COAST OFFICE PRODUCTS INC - Tape	1	\$ 3.48	Disposed
7/27/2017	GULF COAST OFFICE PRODUCTS INC - Pens	10	\$ 6.13	Disposed
8/21/2017	Staples, STAPLER/RED	1	\$ 13.51	Disposed
8/21/2017	Staples, SCISSORS/GRY-YELLOW	1	\$ 4.03	In Use
8/21/2017	Staples, TAPE DISPENSER	1	\$ 3.07	In Use
8/21/2017	Staples, MAGNETIC CLIP DISPENSER	1	\$ 3.44	In Use
8/21/2017	Staples, WALL CALENDAR	1	\$ 39.79	Disposed
8/21/2017	Staples, POST IT NOTE DISPENSER	1	\$ 5.01	In Use
8/22/2017	Pitman HP MGN CARTRIDGE	1	\$ 67.71	In Use
8/22/2017	Pitman, HP PHOTO GRY CARTRIDGE	1	\$ 67.71	In use
8/22/2017	Pitman, HP YEL CARTRIDGE	2	\$ 135.42	In use
8/22/2017	Pitman HP PHOTO BLK CARTRIDGE	2	\$ 135.42	In Use
8/22/2017	Pitman, HP MATTE BLK CARTRIDGE	2	\$ 135.42	In Use
8/22/2017	Pitman, HP CYN CARTRIDGE	2	\$ 135.42	In Use
8/24/2017	Pitman, HP MGN CARTRIDGE	1	\$ 67.71	In Use
8/24/2017	Pitman, HP PHOTO GRY CARTRIDGE	1	\$ 67.71	In Use
8/25/2017	CDW- Government, in SAMSUNG TAB A (10.1)	1	\$ 293.99	In Use
8/25/2017	CDW- Government, Inc, SAMSUNG FLIP COVER (10.1)	1	\$ 33.68	In Use
11/1/2017	Adobe Software for Coordinator Assistant	1	\$ 214.02	In Use
11/28/2017	ESMPO Polo Shirts	2	\$ 37.00	In Use
11/7/2017	CDG- Government- Griffin Survivor Case	1	\$ 73.33	In Use
1/2/2018	STAPLES CONTRACT & COMMERCIAL, 30" x 40" Foam Board	1	\$ 54.08	In Use
1/2/2018	STAPLES CONTRACT & COMMERCIAL, Sharpie blue	1	\$ 10.32	Disposed
1/3/2018	STAPLES CONTRACT & COMMERCIAL, Display Easel	2	\$ 53.54	In Use
1/8/2018	STAPLES CONTRACT & COMMERCIAL, Envelopes	2	\$ 35.66	In Use
1/8/2018	STAPLES CONTRACT & COMMERCIAL, Red Pens	1	\$ 9.24	Disposed
1/8/2018	STAPLES CONTRACT & COMMERCIAL, File Folders	1	\$ 14.08	In Use

3/13/2018	STAPLES; Presentation Clicker/Pointer	1	\$ 39.95	In Use
3/13/2018	STAPLES; Card Stock	1	\$ 7.17	In Use
3/13/2018	STAPLES; 8.5 x 11 Paper (5 boxes)	5	\$ 147.50	Disposed
3/21/2018	Coordinator Desktop Computer	1	\$ 2,105.00	In Use
4/6/2018	SOFTWARE HOUSE INT - Adobe Pro	1	\$ 332.99	In Use
4/6/2018	SOFTWARE HOUSE INT - MS Visio Pro	1	\$ 55.78	In Use
4/19/2018	CDW - GOVERNMENT, INC - Logitech Keyboard	1	\$ 50.04	In Use
4/26/2018	CDW - GOVERNMENT, INC - PO - Iphone 5 Charger	1	\$ 41.92	In Use
MPO Asset Inventory				
Ledger Date:	Asset Description:	Quantity:	Purchase Price:	Status:
5/2/2018	STAPLES CONTRACT & COMMERCIAL, Expandable Wall Pockets	2	\$ 19.58	In Use
5/2/2018	STAPLES CONTRACT & COMMERCIAL, Wall Calendar	1	\$ 40.29	Disposed
7/16/2018	STAPLES CONTRACT & COMMERCIAL - Ballot Boxes	11	\$ 77.49	Disposed
9/18/2018	STAPLES CONTRACT & COMMERCIAL, Pens	1	\$ 11.76	Disposed
9/18/2018	STAPLES CONTRACT & COMMERCIAL, Binder Clips	1	\$ 4.29	Disposed
9/18/2018	STAPLES CONTRACT & COMMERCIAL, Rubber Bands	1	\$ 0.94	In Use
9/18/2018	STAPLES CONTRACT & COMMERCIAL, Post It Flags	1	\$ 10.34	In Use
9/18/2018	STAPLES CONTRACT & COMMERCIAL, Post It Tabs	1	\$ 9.86	In Use
9/18/2018	STAPLES CONTRACT & COMMERCIAL, Hanging Folders	2	\$ 41.74	In Use
9/18/2018	STAPLES CONTRACT & COMMERCIAL, Hanging Folders	2	\$ 23.00	In Storage
9/18/2018	STAPLES CONTRACT & COMMERCIAL, Folders	1	\$ 9.14	In Storage
9/18/2018	STAPLES CONTRACT & COMMERCIAL, Post It Flags/Arrows	1	\$ 8.67	In Use
9/18/2018	STAPLES CONTRACT & COMMERCIAL, Ivory Cardstock	1	\$ 10.35	In Use
9/18/2018	STAPLES CONTRACT & COMMERCIAL, Legal Size Card Stock	1	\$ 24.99	In Use
9/24/2018	OEC - 8.5x11 Copy Paper	4	\$ 117.96	Disposed
9/25/2018	STAPLES CONTRACT & COMMERCIAL, Gem Clips	1	\$ 7.49	In Use
10/31/2018	MPO Technician Desktop Monitor	1	\$ 185.00	In Use
11/5/2018	STAPLES CONTRACT & COMMERCIAL, Whiteboard	1	\$ 46.57	In Use
11/5/2018	STAPLES CONTRACT & COMMERCIAL, Pad Holder	1	\$ 12.64	In Use
11/5/2018	STAPLES CONTRACT & COMMERCIAL, Envelopes	1	\$ 10.99	In Use
11/5/2018	STAPLES CONTRACT & COMMERCIAL, Sheet Protectors	1	\$ 7.59	In Storage
11/5/2018	STAPLES CONTRACT & COMMERCIAL, Address Labels	2	\$ 17.86	In Use
11/5/2018	STAPLES CONTRACT & COMMERCIAL, File Folders	2	\$ 37.46	In Storage
11/5/2018	STAPLES CONTRACT & COMMERCIAL, File Jackets	2	\$ 38.84	In Storage
11/26/2018	RAYNOR GROUP, THE; Desk Chair	1	\$ 317.90	In Use
12/6/2018	STAPLES CONTRACT & COMMERCIAL, Rolling Organizer	1	\$ 56.89	In Use
2/6/2019	OEC; Coordinator Desk	1	\$ 1,556.27	In Use
3/26/2019	STAPLES CONTRACT & COMMERCIAL, Jump Drive	1	\$ 12.99	In Use
3/26/2019	STAPLES CONTRACT & COMMERCIAL, Notepads	1	\$ 4.56	In Use
3/26/2019	STAPLES CONTRACT & COMMERCIAL, Sign-here Post-It	1	\$ 9.04	In Use
3/26/2019	STAPLES CONTRACT & COMMERCIAL, Stapler	1	\$ 4.56	In Use
3/26/2019	STAPLES CONTRACT & COMMERCIAL, Claw Staple Remover	1	\$ 0.75	In Use
3/26/2019	STAPLES CONTRACT & COMMERCIAL, Scotch Spray	2	\$ 3.56	In Use
3/26/2019	STAPLES CONTRACT & COMMERCIAL, Magnetic Staple Remover	1	\$ 2.32	In Use
4/22/2019	STAPLES CONTRACT & COMMERCIAL, Post-it Flags	1	\$ 10.86	In Use
4/4/2019	OEC; 8.5x11 Paper	4	\$ 117.96	In Use
MPO Asset Inventory				
Ledger Date:	Asset Description:	Quantity:	Purchase Price:	Status:
4/11/2019	STAPLES CONTRACT & COMMERCIAL, Elmer's Adhesive Spray	1	\$ 10.86	In Use
4/11/2019	STAPLES CONTRACT & COMMERCIAL, 8" Scissors	1	\$ 10.49	In Use
4/11/2019	BAY AREA PRINTING - Yellow Ink Cartridge	1	\$ 76.85	In Use
4/11/2019	BAY AREA PRINTING - Matte Black and Yellow Printer Head	1	\$ 80.60	In Use
4/11/2019	BAY AREA PRINTING - Matte Black Ink Cartridge	1	\$ 76.85	In Use

4/11/2019	BAY AREA PRINTING - MaGENTA AND Cyan Print Heads	1	\$	80.60	In Use
4/11/2019	BAY AREA PRINTING - Grey and Photo Black Print Heads	1	\$	80.60	In Use
8/2/2019	STAPLES CONTRACT & COMMERCIAL, Post-it Notes	1	\$	12.45	In Use
8/2/2019	STAPLES CONTRACT & COMMERCIAL, 8.5x11 Paper	2	\$	67.00	In Use
8/2/2019	STAPLES CONTRACT & COMMERCIAL, Paper Clips	2	\$	5.28	In Use
8/2/2019	STAPLES CONTRACT & COMMERCIAL, 4" White 3 Ring Binder	1	\$	13.99	In Use
8/2/2019	STAPLES CONTRACT & COMMERCIAL, 1" Black 3 Ring Binder	10	\$	18.00	In Use
8/2/2019	STAPLES CONTRACT & COMMERCIAL, 3" White 3 Ring Binder	2	\$	36.96	In Use
8/2/2019	STAPLES CONTRACT & COMMERCIAL, Avery Tab Dividers	10	\$	16.50	In Use
10/10/2019	CDW - Government, Ink, Epson Powerlite 179SF Projector	1	\$	891.37	In Use
11/25/2019	Notary Public Underwriters - Impression Inker	1	\$	21.50	In Use
12/2/2019	iPhone 7 (for coordinator)	1	\$	-	In Use
12/2/2019	iPhone 7 otterbox (for coordinator)	1	\$	41.93	In Use
12/12/2019	BAY AREA PRINTING & GRAPHICS, 36" x 300' Inkjet Plotter Paper	1	\$	147.00	In Storage
12/12/2019	BAY AREA PRINTING & GRAPHICS, 42" x 300' Inkjet Plotter Paper	1	\$	197.00	In Storage
12/30/2019	STAPLES CONTRACT & COMMERCIAL, Binder 1" White/dozen	1	\$	36.96	In Storage
12/30/2019	STAPLES CONTRACT & COMMERCIAL, 8.5 x 11 Copy Paper	2	\$	67.00	In Use
12/30/2019	STAPLES CONTRACT & COMMERCIAL, Sharpie/pk	1	\$	10.76	In Use
12/30/2019	STAPLES CONTRACT & COMMERCIAL, Cardstock Paper	1	\$	18.01	In Use
12/30/2019	STAPLES CONTRACT & COMMERCIAL, Pilot Pens Blue/pk	1	\$	23.52	In Use
12/30/2019	STAPLES CONTRACT & COMMERCIAL, True Red Pens/ Black	1	\$	3.58	In Use
12/30/2019	STAPLES CONTRACT & COMMERCIAL, True Red Pens/Blue	1	\$	3.98	In Use
12/30/2019	STAPLES CONTRACT & COMMERCIAL, Scotch Tape	1	\$	6.44	In Use
12/30/2019	STAPLES CONTRACT & COMMERCIAL, Highlighter/pk	1	\$	10.53	In Use
12/30/2019	STAPLES CONTRACT & COMMERCIAL, Tab Dividers/pk	10	\$	16.50	In Use
12/30/2019	STAPLES CONTRACT & COMMERCIAL, Post-it Notes	1	\$	10.86	In Use
2/7/2020	BAY IMAGES, Brass Nametags	2	\$	24.00	In Use
2/10/2020	STAPLES CONTRACT & COMMERCIAL, Guest Chairs (for Technician)	2	\$	229.48	In Use
2/10/2020	STAPLES CONTRACT & COMMERCIAL, Wall Shelf (for Technician)	2	\$	72.18	In Use
3/3/2020	STAPLES CONTRACT & COMMERCIAL, 4 1/8 x 9 1/2 Envelopes	2	\$	37.98	In Use

Appendix F – Public Notices, Comments, and Responses

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION

FOR IMMEDIATE RELEASE:

May 21, 2020

CONTACT:

Sarah Hart Sislak, MPO Coordinator
(251) 990-4643

PUBLIC NOTICE

Eastern Shore Metropolitan Planning Organization

REQUEST FOR PUBLIC COMMENTS REGARDING THE PROPOSED DRAFT FISCAL YEAR 2021 UNIFIED PLANNING WORK PROGRAM (UPWP)

The Eastern Shore Metropolitan Planning Organization (ESMPO) has prepared the Draft FY 2021 UPWP for review by the MPO Policy Board and Advisory Committees in July 2020.

The UPWP is the planning and administrative budget of the MPO and details the federally funded transportation planning activities to be undertaken in the Eastern Shore Urbanized Area in FY 2021 by the Alabama Department of Transportation (ALDOT) and the Eastern Shore MPO.

The Draft FY 2021 UPWP will be available for review at the locations listed below from June 1st through June 30th. The document may also be viewed on the ESMPO website, www.easternshorempo.org.

The MPO would like input from the public and welcomes written comments during this time. Comment forms will be available at each of the following locations:

Fairhope

City Hall, Clerk's Office

Public Library

Robertsdale

Robertsdale Public Library

Mobile

Alabama DOT, Division Engineer's Office

Written comments may be submitted as follows:

U.S. Mail or Hand Delivery:

Eastern Shore Metropolitan Planning Organization
c/o Baldwin County (Fairhope) Satellite Courthouse
1100 Fairhope Avenue
Fairhope, Alabama 36532

Email:

coordinator@easternshorempo.org

Facsimile:
(251) 580-2590

To schedule an appointment to review the document in person, or for additional information regarding this document, contact the MPO Coordinator, Sarah Hart Sislak, at (251) 990-4643 or shart@baldwincountyal.gov or visit our website at www.easternshorempo.org.

Public participation is solicited without regard to race, color, national origin, sex, age, religion, or disability. Persons who require special accommodations under the Americans with Disabilities Act or those requiring language translation services should contact the Eastern Shore MPO at 251-990-4643.

Asistencia de idiomas está disponible poniéndose en contacto con personal de la MPO en coordinator@easternshorempo.org.

Comment Response Log

Eastern Shore MPO: Comment Processing Form for _____ Draft FY21 Unified Planning Work Program (UPWP)						
Locations:	# of Comments:	# of Sign-Ins:	Other:	Sent To (check all that apply):	Date:	Verification:
Fairhope City Hall, Clerk's Office, Fairhope	0	0		BPAC CAC TAC PB		SHS
Fairhope Public Library, Fairhope	0	0		BPAC CAC TAC PB		SHS
Alabama DOT, Division Engineer, Mobile	0	0		BPAC CAC TAC PB		SHS
Robertsdale Public Library, Robertsdale	0	0		BPAC CAC TAC PB		SHS
Newspaper - Public Notice Regarding Comment Period	0	0		BPAC CAC TAC PB		SHS
Website	0	0		BPAC CAC TAC PB		SHS
Social Media	0	0		BPAC CAC TAC PB		SHS
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TOTALS:	0	0				

Appendix G – Livability Indicators

1. Percentage of LRTP projects that contain bicycle and pedestrian elements, excluding transit projects.

- Approximately 30%

2. Percentage of transportation investment from the Long Range Transportation Plan (LRTP) dedicated to enhancing accessibility of existing transportation facilities.

- Approximately 50%

3. Percentage of household income spent on housing and transportation.

Transportation Costs as a Percentage of Income*					
	ESMPO	Average AL MPOs	Lake-Sumter (FL) MPO	Midland-Odessa (TX) MPO	Fargo-Moorhead (ND) MPO
Minimum:	28.8%	27.0%	26.9%	24.2%	22.2%
Average:	31.1%	33.4%	30.3%	29.6%	28.4%
Maximum:	34.5%	45.9%	39.8%	38.4%	37.2%

*Household Transportation Costs are calculated as the sum of Auto Ownership Costs, Auto Use Costs, and Public Transit Costs. Dividing these costs by the representative income illustrates the Cost Burden placed on a Typical Household by Transportation Costs.

Housing Costs as a Percentage of Income*					
	ESMPO	Average AL MPOs	Lake-Sumter (FL) MPO	Midland-Odessa (TX) MPO	Fargo-Moorhead (ND) MPO
Minimum:	11.4%	8.1%	8.2%	6.8%	10.7%
Average:	25.1%	22.7%	19.0%	18.5%	23.1%
Maximum:	36.9%	48.7%	49.1%	39.2%	55.8%

*Housing Costs factored as a percent of income has widely been utilized as a measure of affordability. Traditionally, a home is considered affordable when the costs consume no more than 30% of household income.

Housing + Transp. Costs as a Percentage of Income*					
	ESMPO	Average AL MPOs	Lake-Sumter (FL) MPO	Midland-Odessa (TX) MPO	Fargo-Moorhead (ND) MPO
Minimum:	45.3%	37.5%	35.7%	32.0%	33.8%
Average:	56.2%	56.1%	49.3%	48.1%	51.5%
Maximum:	66.8%	84.6%	80.7%	71.3%	88.0%

*H+T has been developed as a more complete measure of affordability beyond the standard method of assessing only Housing Costs. By taking into account both the cost of housing as well as the cost of transportation associated with the location of the home, H+T provides the true cost of housing decisions. Dividing these costs by the representative income illustrates the Cost Burden placed on a Typical Household by combined H+T expenses.

(Data derived from the Center for Neighborhood Technology, Housing + Transportation Affordability Index, available at <http://htaindex.cnt.org/>)

4. Percentage of Workforce Commuting to Work by Bike

Percentage of Workforce Commuting to Work by Bike *	
	Percent Workforce:
Percent by Bike:	0.64%
Percent Males by Bike:	0.37%
Percent Females by Bike:	0.27%

*Data collected from the American Communities Survey at the census tract level. Percentages include data from all census tracts that intersect the MPO Planning Area.

(Data derived from the U.S. Census Bureau's American Community Survey, available at <http://factfinder2.census.gov/>)

5. Percentage of Workforce Walking to Work

Percentage of Workforce Walking to Work*	
	Percent Workforce:
Percent Walking:	0.84%
Percent Males Walking:	0.32%
Percent Females Walking:	0.52%

*Data collected from the American Communities Survey at the census tract level. Percentages include data from all census tracts that intersect the MPO Planning Area.

(Data derived from the U.S. Census Bureau's American Community Survey, available at <http://factfinder2.census.gov/>)

6. Percentage of Workforce Utilizing Public Transit

Percentage of Workforce Commuting to Work on Public Transit*	
	Percent Workforce:
Percent Using Transit:	0.26%
Percent Males Using Transit:	0.03%
Percent Females Using Transit:	0.24%

*Data collected from the American Communities Survey at the census tract level. Percentages include data from all census tracts that intersect the MPO Planning Area.

(Data derived from the U.S. Census Bureau's American Community Survey, available at <http://factfinder2.census.gov/>)

7. Percentage of jobs and housing located within one-half (1/2) mile of transit service.

Percentage Jobs and Housing within One-half (1/2) Mile of Transit Service		
	For Work Trips*	For Day Trips**
Housing:	49.7%	100.0%
Jobs:	63.4%	100.0%

*Represent the number of jobs or homes in a census block within one-half mile of a transit route that operates on a schedule that would allow a passenger to arrive at work by 8 AM and depart from work after 5 PM.

**The Baldwin Rural Area Transit Service (BRATS) operates a demand response system that can provide rides from any home or business in the planning area to any other home or business in the planning area during any business day. However these rides must be scheduled in advance and are limited to only one or two pick-up or drop-off times in a given day. These demand response routes do not offer sufficient flexibility to service individuals desiring to commute to work.

(Data provided by Baldwin Rural Area Transportation System administrative offices)

8. Percent of workforce living within twenty-four (24) miles or less from primary job.

Percentage of Workforce with 24 Miles of Primary Job	
	Percent Workforce:
Less than 10 Miles:	34.1%
10 to 24 Miles:	49.9%
Total within 24 Miles:	84.0%

(Data derived from the U.S. Census Bureau's on the Map Application, available at <http://lehdmap.ces.census.gov>)

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 2021-

Amending the FY2021 Unified Planning Work Program (UPWP)

WHEREAS, the Eastern Shore Metropolitan Planning Organization (MPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (amended by the FAST Act, Sections 1201 and 1202, December 2015); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and

WHEREAS, the U. S. Department of Transportation requires all MPOs, as established by the U.S. Bureau of the Census, doing area-wide urban transportation planning that involves more than one Department of Transportation operating administration, to submit a Unified Planning Work Program as a condition for meeting the provisions of 23 Code of Federal Regulations (CFR) 450.308; and

WHEREAS, consistent with the declaration of these provisions, the Eastern Shore Metropolitan Planning Organization (MPO), in cooperation with the Alabama Department of Transportation, has prepared a Unified Planning Work Program for the Eastern Shore Urbanized Area for fiscal year 2021; and

WHEREAS, the Eastern Shore MPO Policy Board approved Resolution 2019-30 on September 25, 2019, which authorized the use of MPO Planning Funds for the development of Traffic Calming Guidelines by the City of Daphne. The study is still on-going and should be included in the FY21 UPWP; now

THEREFORE, BE IT RESOLVED that the Eastern Shore Metropolitan Planning Organization (MPO) has reviewed the requested amendment to the FY21 Unified Planning Work Program and does hereby approve the aforementioned changes.

The foregoing resolution was adopted and approved on the 27th day of January 2021, by the Eastern Shore Metropolitan Planning Organization Policy Board.

Jack Burrell, Vice Chairperson

Date: _____

ATTEST:

Date: _____

AGENDA ITEM 5

ACTION – RESOLUTION APPOINTING CITIZEN ADVISORY COMMITTEE (CAC) MEMBER

Eastern Shore MPO
AGENDA ACTION FORM

Policy Board Work Session – January 13, 2021
Bicycle and Pedestrian Advisory Committee (BPAC) – January 19, 2021
Citizens Advisory Committee (CAC) - January 19, 2021
Technical Advisory Committee (TAC) - January 20, 2021
Policy Board - January 27, 2021

SUMMARY

There are several vacancies on the Citizens Advisory Committee (CAC). The following individual has submitted an application to serve on the CAC:

- **City of Fairhope:** Mrs. Coley Boone

RECOMMENDATION

- BPAC recommends:
- CAC recommends:
- TAC recommends:

ATTACHMENT(S)

1. Application from Mrs. Boone (redacted)
2. Resolution

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION (ESMPO)

CITIZENS ADVISORY COMMITTEE (CAC) APPLICATION

Application period will remain open until positions are filled.

Date: 10/23/2020

Name: Coley Boone

Address:

Phone:

Email:

U.S. or Naturalized Citizen: yes ☒ no ☐ 21 years of age or older: yes ☒ no ☐

Reside or work in the MPA*: yes ☒ no ☐

*You must be at least 21 years of age, a U.S. or naturalized citizen and either reside or work in the MPA (see map on MPO website; the pink, yellow and green regions make up the MPA) to serve on an MPO Advisory Committee.)

Interest in ESMPO:

Live/work within ESMPO Area ☒ Local Business Owner ☐ Other _____

Meetings are generally held on the third Tuesday (at 1:00 PM) of October, January, April, July, and the fourth Wednesday of September.

Please provide comments regarding why you should be selected as a member of the CAC (please print):

I'm a resident of Fairhope, mom to children in the school system, and active on the Thomas Hospital Foundation Board and the Weeks Bay Foundation Board. I travel to Mobile multiple times a week to my office on Old Shell. I'm looking for more ways to serve my community as well as expand my network.

Please fill out and return to MPO staff.

Eastern Shore MPO
1100 Fairhope Ave Fairhope, AL 36532
(P) (251) 990-4643
(F) (251) 580-2590
coordinator@easternshorempo.org

Would you like to be notified of future MPO activity via email: Yes ☒ No ☐

How did you learn about the present opportunity?

Newspaper ☐ MPO Email List ☐ U.S. Mail ☐ MPO Website ☐ Other: _____

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 2021-

Appointing Citizens Advisory Committee Member

WHEREAS, the Eastern Shore Metropolitan Planning Organization (MPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (amended by the FAST Act, Sections 1201 and 1202, December 2015); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and

WHEREAS, in conformity with the federal codes cited above, the State of Alabama requires the Eastern Shore Metropolitan Planning Organization to have an advisory body composed of local Citizens; and

WHEREAS, the ESMPO Bylaws specify that the membership of the Citizens Advisory Committee (CAC) shall include sixteen (16) representatives of the local member governments; and

WHEREAS, the ESMPO sought and received an application from a citizen who lives within the Metropolitan Planning Area; now

THEREFORE, BE IT RESOLVED that the Eastern Shore Metropolitan Planning Organization hereby appoints Mrs. Coley Boone to represent Fairhope on the ESMPO Citizens Advisory Committee (CAC).

The foregoing resolution was adopted and approved on the 27th day of January 2021, by the Eastern Shore Metropolitan Planning Organization Policy Board.

Jack Burrell, Vice Chairperson

Date: _____

ATTEST:

_____ Date: _____

AGENDA ITEM 6

DISCUSSION – WIDENING I-10 FROM 0.5 MILE EAST OF SR-181 TO SR-59 (ALL)

Eastern Shore MPO AGENDA ACTION FORM	
<p>Policy Board Work Session – January 13, 2021</p> <p>Bicycle and Pedestrian Advisory Committee (BPAC) – January 19, 2021</p> <p>Citizens Advisory Committee (CAC) - January 19, 2021</p> <p>Technical Advisory Committee (TAC) - January 20, 2021</p> <p>Policy Board - January 27, 2021</p>	
SUMMARY	
<p>Project Description: Widening I-10 from 0.5 Mile East of SR-181 to SR-59</p>	
RECOMMENDATION	
<p>N/A</p>	
ATTACHMENT(S)	
<p>N/A</p>	

AGENDA ITEM 7

DISCUSSION – TWIN BEECH ROAD AND BOOTHE ROAD INTERSECTION

Eastern Shore MPO AGENDA ACTION FORM
<p>Policy Board Work Session – January 13, 2021</p> <p>Bicycle and Pedestrian Advisory Committee (BPAC) – January 19, 2021</p> <p>Citizens Advisory Committee (CAC) - January 19, 2021</p> <p>Technical Advisory Committee (TAC) - January 20, 2021</p> <p>Policy Board - January 27, 2021</p>
SUMMARY
<p>The City of Fairhope has requested the MPO discuss possible intersection improvements at the intersection of Twin Beech Road and Boothe Road.</p>
RECOMMENDATION
<p>N/A</p>
ATTACHMENT(S)
<p>N/A</p>

AGENDA ITEM 8
INFORMATIONAL – MPO COORDINATOR’S REPORT

Eastern Shore MPO AGENDA ACTION FORM
<p>Policy Board Work Session – January 13, 2021</p> <p>Bicycle and Pedestrian Advisory Committee (BPAC) – January 19, 2021</p> <p>Citizens Advisory Committee (CAC) - January 19, 2021</p> <p>Technical Advisory Committee (TAC) - January 20, 2021</p> <p>Policy Board - January 27, 2021</p>
SUMMARY
<ul style="list-style-type: none">• ALDOT Project Update:<ul style="list-style-type: none">○ SR 181 Widening○ US 31○ SR 181 and I-10, Diverging Diamond○ Intersection Alignment at US 90/SR 59• Project Update:<ul style="list-style-type: none">○ CR34 Signal○ Fairhope Transit Project○ Loxley Transit Project• Advisory Committee Vacancies• Monthly Member “Spotlight”• MPO Logo• Planning and Development Update
RECOMMENDATION
N/A
ATTACHMENT(S)
N/A