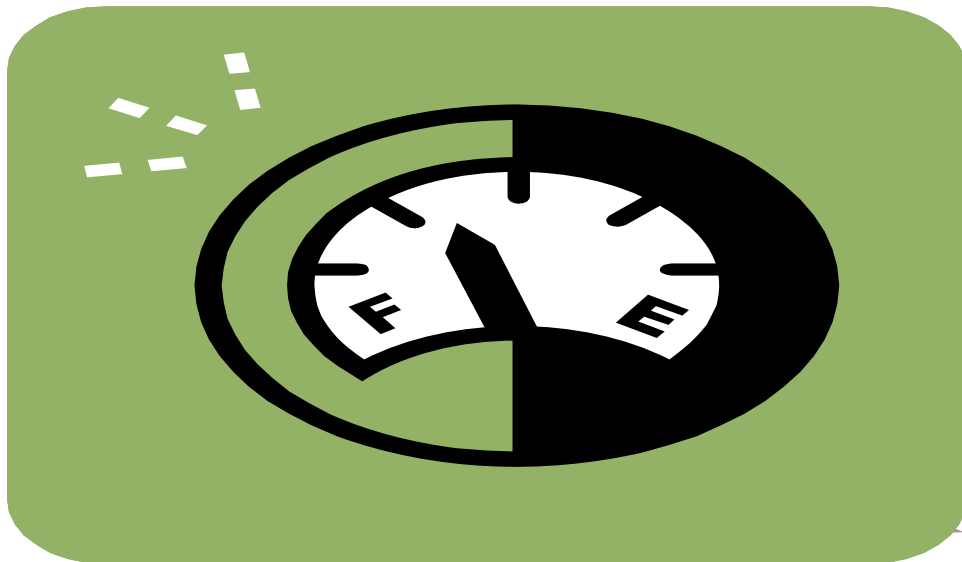


Unified Planning Work Program FY 2008



Huntsville Area Transportation Study

Prepared by the City of Huntsville Planning
Division in cooperation with the Bureau of
Transportation Planning, Alabama Department
of Transportation

DRAFT

METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION

The Alabama Department of Transportation and the Metropolitan Planning Organization for the Huntsville urbanized area hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 49 U.S.C. Section 5323 (k) and 23 U.S.C. 134;
- II. Title VI of the Civil Rights Act of 1964 and the Title IV Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- III. Section 1101 of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (Sec.105 (f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);
- IV. The provision of the Americans with Disabilities Act of 1990 (Pub. L 101-336, 104 Stat. 327. as amended) and the U.S. DOT implementing regulation;
- V. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities; and
- VI. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d). Note-only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary)

Huntsville, Alabama
Metropolitan Planning Organization

Alabama Department of Transportation

Signature

Signature

Loretta Spencer

Printed Name

Printed Name

Chairman

Title

Director

Title

Date

Date

RESOLUTION NO. 5-07

**HUNTSVILLE AREA TRANSPORTATION STUDY
FY 2008 DRAFT UNIFIED PLANNING WORK PROGRAM**

WHEREAS, the U.S. Department of Transportation requires the Metropolitan Planning Organization to maintain a current Unified Planning Work Program that outlines Transportation planning activities expected to transpire over a set period of time and sets the fund levels and sources of funding for those activities, and

WHEREAS, the City of Huntsville Planning Department, in cooperation with the Bureau of Transportation Planning of the Alabama Department of Transportation prepared a Draft Unified Planning Work Program delineating funding levels and sources of funding for transportation planning activities for Fiscal Year 2008, and

NOW, THEREFORE, BE IT RESOLVED, that the Metropolitan Planning Organization hereby adopts the attached Draft FY 2008 Unified Planning Work Program for the Huntsville Area Transportation Study.

ADOPTED, this the 13th day of June 2007

Chairman, Metropolitan Planning Organization

Secretary, Metropolitan Planning Organization

Table of Contents

I. Introduction	3
A. Status Of Planning Activities	3
B. Safe Accountable Flexible Efficient Transportation Equity Act.....	4
C. Organization and Management	6
D. Factors to be Considered in the Metropolitan Transportation Planning Process.....	7
II. UPWP Tasks	9
A. Surveillance and Data Management	9
B. Service, Studies and Reports.....	11
C. Air Quality Analysis.....	13
D. Unified Planning Work Program (UPWP)	14
E. Transportation Related Training Activities.....	16
F. Transportation Improvement Program (TIP)	17
G. Mass Transportation Planning.....	19
H. Long Range Plan Reappraisal.....	20
I. Computer Technical Assistance.....	21
J. DBE And Private Enterprise.....	22
K. Management and Monitoring Systems.....	23
CMS - Congestion Management System.....	23
IMS - Intermodal Management System	24
SMS - Safety Management System.....	25
L. Bicycle/Pedestrian Transportation Planning	26
M. Title VI & Environmental Justice.....	27

III. TABLES..... 28

A. Funding Sources.....28

B. Agency Responsibility29

C. Abbreviations30

I. Introduction

The Federal Aid Highway Act of 1962 requires that urban areas such as Huntsville have a 3-C (cooperative, comprehensive, and continuing) transportation planning process in order to qualify for federal funding assistance for highway improvements. The agreement to implement the 3-C process and begin the Huntsville Area Transportation Study was signed by the Alabama Highway Department (later known as Alabama Department of Transportation) and the City of Huntsville on September 3, 1963. The agreement was updated on June 14, 1976, to comply with regulations combining the planning requirements of the Federal Highway Administration and the Urban Mass Transportation Administration. Joining with the State of Alabama Department of Transportation and the City of Huntsville in this new agreement were the Towns of Owens Cross Roads and Triana, the City of Madison, Madison County, and the Top of Alabama Regional Council of Governments. On September 28, 1994, the MPO approved a revised transportation planning process agreement based on the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA).

The Huntsville Area Transportation Study, as established by the agreement, plans and programs transportation improvements for the Huntsville urbanized area. U.S. Department of Transportation rules and regulations require MPOs in cooperation with the state and public transit operators to develop Unified Planning Work Programs (UPWP). The UPWP contains all significant elements of the areawide transportation planning process used in developing the transportation plans and programs. The UPWP includes both federally and non-federally funded planning activities.

A. Status of Planning Activities

The UPWP outlines the transportation planning activities expected to transpire during the fiscal year, which runs October 1 through September 30. The UPWP contains all specific transportation planning activities, e.g., highways, public transportation, congestion management, multimodal transportation, as well as transportation planning support activities, including those related to land use, socioeconomic and environmental factors. Many of the elements are continuing activities that are updated year to year. In 1998, Congress enacted a six-year reauthorization bill entitled Transportation Equity Act for the 21st Century (TEA-21). TEA-21 introduced a number of new programs and planning requirements that must be reflected in the work program.

On July 8, 2002, the Huntsville Urbanized Area was designated by the FHWA and FTA as a Transportation Management Area (TMA) with a population of greater than 200,000 as determined by the 2000 census. With the designation came additional planning requirements including establishing a Congestion Management Program as part of the metropolitan planning process. Also, the MPO must go through the federal certification process within three years of being designated a TMA. The MPO went through the first certification process in 2005.

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

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

Much of the demographic and other data acquired will be utilized to continuously update the long-range plans. In 1986, a consultant was hired to provide the HATS with a traffic forecasting model which operated on personal computers. The transportation planning model TRANPLAN is now used by planning staff to study proposed changes to the Long Range Plan and for traffic impact analysis.

Additional plans and studies have been completed or are being scheduled by the Huntsville Planning Division and the City of Madison. Sidewalk, bikeway and greenway plans are currently being updated for cities of Huntsville, Madison and surrounding areas. In 2004 the Huntsville Planning Division completed projections of employment, housing and population for 2000 - 2030. These projections served as the basis for updating the long range transportation plan to the year 2030.

Several new tasks were added as a result of ISTEA and TEA-21. Congestion Management System was added in FY 1993. Bicycle/Pedestrian Transportation Planning and Intermodal Management System were new tasks added for FY 1994. Other management systems were added in FY 1995. Title VI and environmental justice was added in FY 2001 and Public Involvement and Transportation Funding Agreements were added in FY 2005.

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

The following is a summary of the planning requirements under SAFETEA-LU as provided by the U.S. Department of Transportation.

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

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

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

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

Metropolitan planning area boundaries are maintained as they currently reflect non-attainment areas, at the existing limits on the date of enactment, and may be extended to reflect increases in non-attainment area boundaries at the discretion of the Governor and the MPO. For new MPOs, the boundaries will reflect the non-attainment area boundaries based on agreements between the Governor and local officials.

The continued involvement of local officials, especially local officials in non-metropolitan areas that strengthen the financial aspects of the planning process and improve coordination, cooperation, and public involvement. MPOs and States continue to encourage the coordination of the design and delivery of federally funded non-emergency transportation services. In addition, major investment studies under the planning provisions of TEA-21 and the National Environmental Policy Act continue to be integrated.

The seven (7) factors broad “areas” are still to be considered in the planning process, both at the metropolitan and statewide level. The exemption of plans, transportation improvement plans, project or strategy, and certification actions from legal review for failure to consider any one of the “areas.” The growing importance of operating and managing the transportation system is still recognized as a focal point for transportation planning.

The key change in the SAFETEA-LU legislation is the modifications to the metropolitan planning processes that include the following:

Metropolitan Planning in General

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

Long Range Transportation Plan

- Will be updated every 4 years (unless the MPO chooses to do so more frequently) in non-attainment and maintenance areas. Attainment areas remain on a 5-year update cycle.
- Intermodal connectors are added as a transportation facility.
- Include a discussion of potential environmental mitigation activities along with potential sites to carry out the activities to be included. The discussion is to be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies.
- Transit operators are to be included in the cooperative development of funding estimates for the financial plan section.

- MPOs are required to consult with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning development of the Plan.
- Representatives of users of pedestrian walkways, bicycle transportation facilities, the disabled are specifically added as parties to be provided with the opportunity to participate in the planning process.
- The MPO is to develop a participation plan in consultation with interested parties that provides reasonable opportunities for all parties to comment.
- To carry out the participation plan, public meetings are to be: conducted at convenient and accessible locations at convenient times; employ visualization techniques to describe plans; and make public information available in an electronically accessible format, such as on the Web.
- The Plan is to be published and made available electronically, such as on the Web.

Transportation Improvement Program (TIP)

- Will be updated every 4 years.
- Will contain: priority list of projects and strategies for 4 years; financial plan; and descriptions (type of work, termini, length, etc.) of each project in the TIP.
- Investments in pedestrian walkways and bicycle transportation facilities are to be included in the published annual listing of projects.

C. Organization and Management

The Governor has designated the Huntsville Planning Division as the agency responsible for transportation planning in the MPO study area. The Planning Division staff provides much of the professional manpower that is required locally for transportation planning. The Bureau of Transportation Planning of the State of Alabama Department of Transportation is responsible for the travel demand modeling portion of highway studies. Other departments and agencies also have planning and/or functional responsibilities in the development of the 3-C planning process. These organizations, functions, and interrelationships are outlined in the prospectus for the Huntsville Area Transportation Study.

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

The MPO receives technical guidance for the transportation planning process from the Technical Coordinating Committee (TCC). The TCC consists of technical and professional members of the community who can furnish the expert guidance needed for plan development and implementation. The TCC reviews and analyzes the procedural aspects of the planning process, coordinates the work of participating agencies, and recommends alternate transportation plans and programs to the MPO.

The Citizens' Advisory Committee (CAC) provides structured citizens' input to the MPO. The CAC is comprised of a cross-section of area residents appointed to serve the MPO. The CAC provides recommendations directly to the MPO and assures that all interested parties have an adequate opportunity to express their views on transportation related matters.

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

Section 134(f) of 23 U.S.C. and Federal Transit Act Sec. 5303 (49 U.S.C. app. 1607) list 8 factors (revised by SAFTEA-LU legislation), that must be considered as part of the planning process for all metropolitan areas. The metropolitan transportation planning process for a metropolitan area under this section shall provide for consideration of projects and strategies that will:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety and security of the transportation system for motorized and non-motorized users;
3. Increase the accessibility and mobility options available to people and for freight;
4. Protect and enhance the environment, promote energy conservation, and improve quality of life;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, 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.

FHWA requested 5 Planning Emphasis Areas (PEA's) be included in all UPWP's for FY2007. Listed below are the PEA's and the Task that each applies too.

1. Incorporating Safety and Security in the Transportation Planning Process;

D. UPWP, E. Transportation Related Training Activities, F. TIP, H. LRP and K. Management and Monitoring Systems
2. Participation of Transit Operators and Statewide Planning

A. Surveillance, C. Air Quality Analysis, D. UPWP, G. Mass Transportation Planning, H. LRP, L. Bike/ Pedestrian Transportation Planning and M. Title VI and Environmental Justice
3. Consideration of Non-Emergency Human Service Transportation

B. Service, Studies and Reports, D. UPWP, F. TIP, G. Mass Transportation Planning

4. Planning for Transit System Management /Operations to Increase Ridership.

A. Surveillance, D. UPWP, E. Transportation Related Training Activities, F. TIP and G. Mass Transportation Planning and H. LRP

5. Support Transit Capital Investment Decisions through Effective System Planning

D. UPWP, F. TIP, G. Mass Transportation Planning and H. LRP

II. UPWP Tasks

TASK A

Surveillance and Data Management

1. **Objectives:** To provide data on socioeconomic, land use and environmental factors, as well as an inventory of streets and roads and daily traffic counts needed for transportation planning activities.
2. **Previous Work:** Maintain an inventory of streets and roads characteristics. Traffic count data for streets on the highway network has been collected. Socioeconomic data were collected from the Census Bureau and other sources and compiled and recorded by TAZ (Traffic Analysis Zones) using Atlas GIS. Projections of these data were developed. Other environmental and land use data were compiled and recorded using Intergraph GIS and are updated as needed. Housing estimates for 2000 were made by TAZ and displayed graphically. An employment database was developed to provide the number of retail and non-retail employees in each traffic zone. Staff developed 2030 projections by TAZ.
3. **Methodology:** ALDOT and the City of Huntsville Traffic Engineer provide traffic counts. All counts are maintained in a computer database. Many streets and roads and their characteristics were recorded and are updated on the network file in the transportation model.

Employment and income estimates are updated when information becomes available from the Census Bureau and other sources. Administrative records (e.g. residential septic system approvals) are collected periodically and traffic zones are assigned to show housing growth. School enrollment data are updated from enrollment data prepared by Huntsville City, Madison City and Madison County school systems. Projections of socioeconomic variables are based on the estimates and historical data. Staff evaluated and extracted data from the 2000 Census, including the Census Transportation Planning Package (CTPP). Projections were developed for the 2030 Transportation Plan and will be updated periodically.

Land use and environmental data are updated as changes occur and information becomes available. These data were collected and are updated to reflect conformance with regulations and to identify natural and man-made features relevant to transportation system decision making.

4. **Products:** Current and projected socioeconomic data, current and projected traffic and transportation system data and current and planned land use and environmental data, expressed in tabular, graphical and/or geographical form.
5. **Staffing:** Huntsville Planning Division and Bureau of Transportation Planning (Alabama Department of Transportation).
6. **SAFETEA-LU and subsequent legislation factors considered:** Supports the economic vitality of the metropolitan area by providing census, traffic and other data for expansion of existing business and attraction of new business to the area. Protects and enhances the environment by collecting and reviewing environmental data.

7. Schedule: Ongoing Task

Start Date: 10/1/2007

End date: 09/30/2008

8. Financial Responsibility:

TYPE	SOURCE	AMOUNT
PL	FHWA	\$50,000
LOCAL MATCH	HPD	\$12,500
TOTAL		\$62,500

TASK B

Service, Studies and Reports

1. **Objectives:** To provide information concerning the transportation planning process. To provide opportunities for citizens, affected public agencies, private providers of transportation, and other interested parties to comment on proposed plans and programs. To answer inquiries about plan implementation results and to provide advice concerning planning activities in the urbanized area to State of Alabama Department of Transportation officials. To coordinate the information exchange among the standing committees involved in the 3-C planning process.
2. **Previous Work:** All requests for transportation planning information have been filled and transportation planning publications have been distributed to local planners and other interested parties. Meetings of the standing committees have been organized and coordinated. Public involvement procedures were updated in accordance with ISTEA and federal metropolitan planning rules in FY 2005. The Transportation Quarterly Review (TQR) is published along with other planning reports and is available on the internet.
3. **Methodology:** Texts, maps, newsletters and information that detail the transportation planning process are developed and distributed to the standing committees, planning agencies and interested individuals. The Bureau of Transportation Planning provides projected traffic volumes to agencies that develop plans and to the public sector upon request.
4. **Products:** An effective system for distributing transportation planning information and results to citizens, affected public agencies, private providers of transportation, and other interested parties, including minutes and other reports necessary for communications among the committees. A newsletter will be published quarterly providing information on the transportation program. The MPO web page is maintained and updated as necessary.
5. **Staffing:** Huntsville Planning Division and Bureau of Transportation Planning (Alabama Department of Transportation).
6. **SAFETEA-LU and subsequent legislation factors considered:** Supports all factors by providing information on all aspects of the transportation planning process.
7. **Schedule:** Ongoing Task

Start Date: 10/1/2007

End Date: 09/30/2008

TQR – October, January, April and July

8. Financial Responsibility:

TYPE	SOURCE	AMOUNT
PL	FHWA	\$54,000
LOCAL MATCH	HPD	\$13,500
TOTAL		\$67,500

TASK C

Air Quality Analysis

1. **Objectives:** To demonstrate conformity of the transportation plan projects and TIP with air quality plans if designated non-attainment for an EPA air quality standard.
2. **Previous Work:** EPA's Mobile model has been used to project mobile source emissions for the build/no-build scenarios of the Year 2030 Plan.
3. **Methodology:** The Huntsville Metropolitan Area is classified as an attainment area for ozone, carbon monoxide and other pollutants.
4. **Products:** Implementation of air pollution control regulations as required and continuous air quality analysis of the urbanized area and its transportation plan. Additional modeling of the existing and future transportation networks will be necessary.
5. **Staffing:** Huntsville Planning Division, Bureau of Transportation Planning (Alabama Department of Transportation), the Alabama Department of Environmental Management (ADEM) Air Program.
6. **SAFETEA-LU and subsequent legislation factors considered:** Protects and enhances the environment and improves the quality of life by helping control air pollution.
7. **Schedule:** Ongoing Task

Start Date: 10/01/2007

End Date: 09/30/2008
8. **Financial Responsibility:**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$2,471
LOCAL MATCH	HPD	\$617
TOTAL		\$3,088

TASK D

Unified Planning Work Program (UPWP)

1. **Objectives:** The Unified Planning Work Program outlines the transportation planning activities which are planned for the budget year and serves to simplify and coordinate the state and local application for funding for transportation planning.
2. **Previous Work:** Unified Planning Work Programs prepared for the Huntsville area.
3. **Methodology:** The Unified Planning Work Program will be compiled from information supplied by all transportation agencies in the Huntsville study area and will include in general the following information:
 - Status of Planning Activities
 - Organization and Management
 - Work Program Tasks - Objectives, previous work, methodology, products, staffing, SAFETEA-LU and subsequent legislation factors considered and financial responsibility
 - Budget Tables
4. **Products:** A concise document outlining the programmed planning activities for the upcoming year for the Metropolitan Planning Organization.
5. **Staffing:** Huntsville Planning Division and Bureau of Transportation Planning (Alabama Department of Transportation).
6. **SAFETEA-LU and subsequent legislation factors considered:** The annual work program is designed to consider all TEA-21 and subsequent legislation factors.
7. **Schedule:**

ALDOT Draft – 06/15/2008

Start Date – 10/01/2007

Final Date – 09/30/2008

8. Financial Responsibility:

TYPE	SOURCE	AMOUNT
PL	FHWA	\$12,560
LOCAL MATCH	HPD	\$3,140
TOTAL		\$15,700

TASK E

Transportation Related Training Activities

1. **Objectives:** To maintain and enhance the capabilities of the planning staff to conduct and implement the varied responsibilities of metropolitan transportation planning.
2. **Previous Work:** Staff members have attended numerous statewide, regional, and national transportation training sessions. In addition, staff has been trained in the use of several computer traffic modeling packages as well as in the use of several GIS and general office software packages.
Short courses and seminars have also been attended by staff members including the U.S. Department of Transportation courses.
3. **Methodology:** In-house training sessions will be conducted and local representation at transportation related seminars and training sessions will be arranged. Current literature and periodicals for the transportation planning staff will be obtained in order to remain informed of current planning developments. Special emphasis will be placed on acquiring training for using personal computers for transportation planning and modeling. Staff will continue to participate in training sessions concerning implementing provisions of the new surface transportation legislation.
4. **Products:** A planning staff that can provide up-to-date input to the planning process.
5. **Staffing:** Huntsville Planning Division.
6. **SAFETEA-LU and subsequent legislation factors considered:** Staff may be trained in any or all of the factors outlined in SAFETEA-LU and subsequent legislation.
7. **Schedule:** Scheduled by ALDOT

Start Date: 10/01/2007

End Date: 09/30/2008
8. **Financial Responsibility:**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$11,191
LOCAL MATCH	HPD	\$2,797
TOTAL		\$13,988

TASK F

Transportation Improvement Program (TIP)

1. **Objectives:** To identify TIP projects recommended for advancement during the program period as a result of the cooperative transportation planning process. To include realistic estimates of costs and revenues for the program period, in order to prepare an annual element and a staged multi-year program of transportation improvements drawn from the transportation plan.
2. **Previous Work:** The Alabama Department of Transportation has submitted projects to the local planning agency for inclusion in the Transportation Improvement Program. The Metropolitan Planning Organization has selected implementation priorities and has adopted a Transportation Improvement Program. Staff has conducted sub-area analyses and traffic impact studies to provide analytical support for highway program decisions.
3. **Methodology:** TEA-21 and subsequent legislation provides that a TIP must be developed for each metropolitan area by the MPO in cooperation with the state and transit operators. The TIP must be updated and approved at least every two years. Projects to be undertaken in TMAs (excluding NHS, interstate and bridge projects) are selected from the approved TIP by the MPO in consultation with the state and public transit operator. The TIP must include all projects (including pedestrian walkways and bicycle transportation facilities) to be funded under Title 23 and the FTA. The TIP must include a priority list of projects to be carried out in each 3-year period after initial adoption and a financial plan that demonstrates how it can be implemented. It must be consistent with funding reasonably expected to be available, and projects in the TIP must be consistent with the long range plan.

The Alabama Department of Transportation will submit recommended projects to be included in the TIP. Local transportation projects and programs will be gathered from various local departments and agencies. The improvements will be described and programmed by year, including estimated costs and revenue sources. Early public involvement, including reasonable notice of and opportunity to comment on the proposed TIP, will be accomplished through the Citizens' Advisory Committee and other methods outlined in the Public Involvement Plan.

Staff conducts other short range highway planning tasks including sub-area analyses and traffic impact studies as requested.

4. **Products:** A staged three-year program with an annual element of program activities that indicates capital expenditures for transportation improvements and reports concerning sub-area analyses and traffic impact studies. A draft TIP covering FY 2006-2010 was adopted in June and a final version adopted in September 2005. Once adopted it can be amended as needed.
5. **Staffing:** Huntsville Planning Division and Bureau of Transportation Planning, (Alabama Department of Transportation).
6. **SAFETEA-LU and subsequent legislation factors considered:** Projects programmed in the TIP may support each of the factors in varying degrees.

7. **Schedule:** The TIP is adopted annually; it will be adopted for FY08 and rebalanced annually in FY-2009 and FY-2010

The TIP will be amended as required.

ALDOT Draft – 06/30/2008

Start Date – 10/01/2007

Final Date – 09/30/2008

8. **Financial Responsibility:**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$4,960
LOCAL MATCH	HPD	\$1,240
TOTAL		\$6,200

TASK G

Mass Transportation Planning

1. **Objectives:** To encourage greater utilization of the transit system, improve air quality, conserve energy, and promote ridesharing. To conduct transit feasibility studies when necessary. To plan transportation services that can be effectively utilized by the elderly and handicapped.
2. **Previous Work:** The Huntsville Planning Division has been involved in ride sharing and energy contingency activities. In FY 1998 a Memorandum of Understanding between the MPO and the City of Huntsville Public Transportation was drafted and approved. The UPWP will describe the planning tasks to be undertaken by each entity and source of funding. The Americans with Disabilities Act Complimentary Paratransit Service Plan for the City of Huntsville was approved by the MPO in 1992. Staff has provided technical assistance in the past including gathering demographic information, reviewing regulations and meeting with state and federal officials.
3. **Methodology:** The Planning Division will address public transportation in the long-range transportation plan and assist public transit agencies in programming projects in the TIP. Staff will also assist public transit agencies in development and maintenance of demographic data collection and analysis of minority and low-income population, land use, housing, employment and other data as needed.
4. **Products:** A program that conserves energy and encourages ridesharing or mass transportation and addresses transportation for elders and persons with disabilities. And meets all federal and state requirements
5. **Staffing:** Huntsville Planning Division, Department of Parking and Public Transportation
6. **SAFETEA-LU and subsequent legislation factors considered:** Mass transportation increases the accessibility and mobility options for people and enhances the integration and connectivity of the transportation system.
7. **Schedule:** Ongoing Task

Start Date: 10/01/2007

End Date: 09/30/2008

8. Financial Responsibility:

TYPE	SOURCE	AMOUNT
PL	FHWA	\$10,400
LOCAL MATCH	HPD	\$2,600
TOTAL		\$13,000

TASK H

Long Range Plan Reappraisal

1. **Objectives:** To continuously evaluate the adopted long-range transportation plan. To review the adequacy of the transportation demand forecasting process, including the trip generation and distribution models and to maintain the travel forecasting model. To create and develop an access classification system that assigns access management standards to roadways in accordance with their level of importance to mobility. To review and update as necessary the MPO's various planning agreements (e.g. transportation process and financial).
2. **Previous Work:** The federal aid urban boundary was realigned to reflect the 2000 census and was adopted by the Metropolitan Planning Organization. The federal aid system and functional classification maps were revised and approved by the Metropolitan Planning Organization. Computers have been updated and new versions of the travel demand models have been installed. The Long Range Transportation Plan was reevaluated and updated in accordance with ISTEA in 1995 and with TEA-21 in 2000 and 2004. The Year 2030 Transportation Plan was adopted in 2004 and amended in 2006.
3. **Methodology:** The Long Range Plan was reevaluated and updated in accordance with TEA-21 in FY 2006. Amendments to the adopted plan will be considered and evaluated during the fiscal year. Planning Agreements will be reviewed annually.
4. **Products:** A flexible long range transportation plan for the Huntsville MPO study area adopted by the Metropolitan Planning Organization.
5. **Staffing:** Huntsville Planning Division, Bureau of Transportation Planning (Alabama Department of Transportation) and Public Transit.
6. **SAFETEA-LU and subsequent legislation factors considered:** The long range transportation plan is developed to address all of the factors.
7. **Schedule:** Ongoing Task **Schedule:** MPO Planning Agreements Review
(Amended as required)

Start Date: 10/01/2007

Final Date: 09/30/2009

8. **Financial Responsibility:**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$125,600
LOCAL MATCH	HPD	\$31,400
TOTAL		\$157,000

TASK I

Computer Technical Assistance

1. **Objectives:** To analyze data in the areas of transportation planning, mass transportation, traffic engineering, and administration. To provide computer hardware and software for the MPO planning staff as needed to perform tasks outlined in the UPWP.
2. **Previous Work:** Computer hardware and software have been purchased for the development and maintenance of socioeconomic and transportation network databases and travel demand forecasting.
3. **Methodology:** This task involves the use of travel demand forecasting models, GIS and other software for transportation planning analysis and for determining traffic impacts on small areas. The State will provide technical support for maintaining the travel demand forecasting model developed for the Huntsville study area. The Huntsville Planning Division will purchase computer software updates and necessary hardware required to effectively maintain these programs. Continued development of procedures and software for linkage between land use and travel demand forecasting models.
4. **Products:** A quick, efficient, and flexible transportation planning tool for the Huntsville Area. Data processing hardware and software to improve the capabilities of planning staff. Personal computers, plotters, and other peripherals as well as software may be purchased to support transportation planning activities.
5. **Staffing:** Huntsville Planning Division and Bureau of Transportation Planning (Alabama Department of Transportation).
6. **SAFETEA-LU and subsequent legislation Factors Considered:** This task is a staff support function.
7. **Schedule:** Ongoing Task

Start Date: 10/01/2007

End Date: 09/30/2008
8. **Financial Responsibility:**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$13,590
LOCAL MATCH	HPD	\$3,398
TOTAL		\$16,988

TASK J

DBE and Private Enterprise

1. **Objectives:** To give full consideration to the potential services that can be provided by disadvantaged business enterprises in carrying out the 3-C planning program and any transit related programs. To meet all requirements of U.S. Code Part 23, 49 CFR and to maximize private transit and paratransit operator participation in the planning and provision of proposed mass transportation service.
2. **Previous Work:** A Private Enterprise Participation Plan was written by the Planning Division in 1986, encouraging private sector involvement in providing transit services. The City of Huntsville adopted and conforms to the DBE program developed by the Alabama Department of Transportation. In FY 2006, the City of Huntsville had no contracting opportunities and no DBE contracts.
3. **Methodology:** The Alabama Department of Transportation will monitor the planning agency in their efforts to contract DBE enterprises, and cooperate in the contractual procedures. The Huntsville Planning Division will review the private sector participation plan and revise and update this plan as appropriate. The Huntsville Planning Division reviews the state's list of certified DBE's periodically to determine potential contractors.
4. **Products:** A program that funds DBE enterprises and contracts their services whenever possible. Strive to meet a 10% goal of contracting with DBE's. An updated plan for private sector participation maintained by the planning staff.
5. **Staffing:** Huntsville Planning Division and Bureau of Transportation Planning (Alabama Department of Transportation).
6. **SAFETEA-LU and subsequent legislation Factors Considered:**
7. **Schedule:** Ongoing Task

Start Date 10/01/2007

End Date: 09/30/2008
8. **Financial Responsibility:**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$2,560
LOCAL MATCH	HPD	\$640
TOTAL		\$3,200

TASK K

Management and Monitoring Systems

CMS - Congestion Management System

1. **Objectives:** To maintain a CMS that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies.
2. **Previous Work:** In FY 2004, staff developed a CMS plan to conform to FHWA and FTA requirements for TMAs. These documents included a Responsibilities and Procedures Report and a CMS Report on Mobility.
3. **Methodology:** The CMS Plan will be monitored and data will be maintained. Presently this occurs every five years, after adoption and approval of the Long Range Transportation Plan.
4. **Products:** A Congestion Management Plan for the Huntsville Urbanized Area. The Responsibilities and Procedures Report was completed and adopted in 2005. The Congestion Management Report on Mobility was completed and adopted in March 2006.
5. **Staffing:** Huntsville Planning Division and Engineering Division and Bureau of Multimodal Transportation Planning, Alabama Department of Transportation.
6. **SAFETEA-LU and subsequent legislation Factors Considered:** A congestion management system promotes efficient system management and operation.
7. **Schedule:** Ongoing Task

8. **Financial Responsibility:**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$2,480
LOCAL MATCH	HPD	\$620
TOTAL		\$3,100

IMS - Intermodal Management System

1. **Objectives:** To develop an Intermodal Management System (IMS) for the Huntsville Urbanized Area, and to identify all elements of the freight community.
2. **Previous Work:** Data has been collected on intermodal transportation facilities in the study area for the Long Range Plan. Specific streets have been designated as Truck-Only routes to enhance the movement of freight through the Urbanized Area.
3. **Methodology:** The Huntsville Planning staff in conjunction with ALDOT will develop an Intermodal Management System. The IMS will identify intermodal facilities, establish efficiency measures and performance standards, collect/maintain relevant data, evaluate facilities performance, and establish strategies for the improvement of intermodal facilities in the Huntsville Urbanized Area. In addition, members from the freight community will assist the Technical Committee in establishing the criteria necessary an efficient system. This project will be completed by September 30, 2008.
4. **Products:** A detailed inventory of intermodal facilities in the Huntsville Urbanized Area and possible strategies to improve the efficiency and effectiveness of the facilities.
5. **Staffing:** Huntsville Planning Division.
6. **SAFETEA-LU and subsequent legislation Factors Considered:** Intermodal management systems enhance the integration and connectivity of the transportation system.
7. **Schedule:** Ongoing Task

Freight community member added to the TCC

Start Date: 10/01/2007

End Date: 09/30/2008
8. **Financial Responsibility:**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$2,480
LOCAL MATCH	HPD	\$620
TOTAL		\$3,100

SMS – Safety Management System

1. **Objectives:** To incorporate transportation safety into the MPO planning process.
2. **Previous Work:** Staff has participated in Alabama’s Safety Management System Steering Committee activities. MPO staff developed a Continuity of Operations Plan (COOP) for the MPO. This project was adopted November 2005 and is maintained by staff.
3. **Methodology:** A database of accident records is maintained and analyzed to identify high accident locations. A systematic process was created for reducing the number and severity of traffic accidents by the consideration of methods to improve highway safety in highway planning, design, construction and maintenance, and implementation of safety strategies and projects.
4. **Products:**
 - The TCC will serve as a safety committee
 - A safety task will be maintained identifying specific projects, prioritizing them and including them in the TIP
 - A COOP document that details contingency planning for the MPO records in instances of emergency or disaster
5. **Staffing:** Huntsville Planning Division.
6. **SAFETEA-LU and subsequent legislation Factors Considered:** Safety management systems increase the safety and security of the transportation system by identifying hazardous intersections and countermeasures.
7. **Schedule:** Ongoing Task
 Start Date: 10/01/2007
 End Date: 09/30/2008
8. **Financial Responsibility:**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$2,480
LOCAL MATCH	HPD	\$620
TOTAL		\$3,100

TASK L

Bicycle/Pedestrian Transportation Planning

1. **Objectives:** To maintain a comprehensive plan for the development of bicycle and pedestrian transportation facilities in the Huntsville Urbanized Area.
2. **Previous Work:** The City of Huntsville adopted Sidewalk Improvements, Greenway and revised Bikeway Plans in 2006 covering the majority of the Huntsville urbanized area. The City of Madison adopted a Greenway and Trails Plan in 2003, which along with the City of Huntsville’s bicycle and pedestrian plans are incorporated into the 2030 Long Range Plan. A compilation of all plans were adopted during FY07
3. **Methodology:** A compilation of all plans were adopted during FY07. The current bicycle and pedestrian plans are updated and amended as needed.
4. **Products:** Improved opportunities for bicycle and pedestrian travel in the MPO study area. Updated bicycle and pedestrian plans that will expand as public interest and needs grow. Maps will be printed as well as distributed and made available on the MPO web site to help promote the bicycle and pedestrian plans. Map production scheduled for FY 08.
5. **Staffing:** Huntsville Planning Division and Bureau of Multimodal Transportation Planning (Alabama Department of Transportation).
6. **SAFETEA-LU and subsequent legislation Factors Considered:** Bicycle and pedestrian transportation planning increases the accessibility and mobility options available to people, protects and enhances the environment, promotes energy conservation and improves the quality of life.
7. **Schedule:**

Bicycle and Pedestrian Plan – Updated as needed

8. Financial Responsibility:

TYPE	SOURCE	AMOUNT
PL	FHWA	\$27,892
LOCAL MATCH	HPD	\$6,973
TOTAL		\$34,865

TASK M

Title VI and Environmental Justice

1. **Objectives:** To ensure that the transportation system does not unfairly affect any one segment of our society and that it equally distributes benefits as well. To have a proactive public involvement process that provides timely and adequate public notice of MPO activities, and provides full public access to key decisions in the MPO planning process.
2. **Previous Work:** Staff has assisted in the preparation of the Title VI Program for the City of Huntsville as required by Title VI of the Civil Rights Act of 1964. This consists of mapping low-income and minority areas for the long-range plan. The MPO adopted a Public Participation Policy in 1994 and has maintained a Citizen’s Advisory Committee. The MPO adopted the Public Involvement Plan in 2005.
3. **Methodology:** Enhance analytical and social capabilities to ensure the long-range plan and TIP comply with Title VI. Identify residential, employment and transportation patterns of low income and minority populations to identify and address their needs and fairly distribute transportation investments. Evaluate and improve, where necessary, public involvement processes to eliminate participation barriers and engage minority and low income populations in transportation decision making. The staff will review the performance measures established in the Public Involvement Plan.
4. **Products:** Title VI Program and an improved public involvement process.
5. **Staffing:** Huntsville Planning Division and City of Huntsville Parking and Public Transit.
6. **SAFETEA-LU and subsequent legislation Factors Considered:** Increases accessibility and mobility options available to people.
7. **Schedule:** Ongoing Task
 Start Date: 10/01/2007
 End Date: 09/30/2008
8. **Financial Responsibility:**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$2,480
LOCAL MATCH	HPD	\$620
TOTAL		\$3,100

III. Tables

**TABLE A
FUNDING SOURCES**

TASK	FHWA-SECTION 112				TOTAL
	SPR	SLS	PL	SLS	
A. Surveillance	\$0	\$0	\$50,000	\$12,500	\$62,500
B. Service	\$0	\$0	\$54,000	\$13,500	\$67,500
C. Air Quality Analysis	\$0	\$0	\$2,471	\$617	\$3,088
D. Unified Planning Work Program	\$0	\$0	\$12,560	\$3,140	\$15,700
E. Transportation Related Training	\$0	\$0	\$11,191	\$2,797	\$13,988
F. Transportation Improvement Program	\$0	\$0	\$4,960	\$1,240	\$6,200
G. Mass Transportation Planning	\$0	\$0	\$10,400	\$2,600	\$13,000
H. Long Range Plan Reappraisal	\$0	\$0	\$125,600	\$31,400	\$157,000
I. Computer Technical Assistance	\$0	\$0	\$13,590	\$3,398	\$16,988
J. DBE and Private Enterprise	\$0	\$0	\$2,560	\$640	\$3,200
K. Mgt. & Monitoring System					
CMS (Congestion)	\$0	\$0	\$2,480	\$620	\$3,100
IMS (Intermodal)	\$0	\$0	\$2,480	\$620	\$3,100
SMS (Safety)	\$0	\$0	\$2,480	\$620	\$3,100
L. Bicycle/Pedestrian Planning	\$0	\$0	\$27,892	\$6,973	\$34,865
M. Title VI & Environmental Justice	\$0	\$0	\$2,480	\$620	\$3,100
ALDOT Technical Support	\$72,000	\$18,000	0	0	\$90,000
TOTALS	\$72,000	\$18,000	\$325,144	\$81,285	\$496,429

* 5303 funds and P/L funds have been combined into the P/L category

**TABLE B
AGENCY RESPONSIBILITY**

TASK	ALDOT	HPD	TOTAL	PCT
A. Surveillance	\$0	\$62,500	\$62,500	12.59%
B. Service	\$0	\$67,500	\$67,500	13.60%
C. Air Quality Analysis	\$0	\$3,088	\$3,088	0.62 %
D. Unified Planning Work Program	\$0	\$15,700	\$15,700	3.16%
E. Transportation Related Training	\$0	\$13,988	\$13,988	2.82%
F. Transportation Improvement Program	\$0	\$6,200	\$6,200	1.25%
G. Mass Transportation Planning	\$0	\$13,000	\$13,000	2.62 %
H. Long Range Plan Reappraisal	\$0	\$157,000	\$157,000	31.63%
I. Computer Technical Assistance	\$0	\$16,988	\$16,988	3.42%
J. DBE and Private Enterprise	\$0	\$3,200	\$3,200	0.64%
K. Mgt. & Monitoring Systems				
CMS (Congestion)	\$0	\$3,100	\$3,100	0.62%
IMS (Intermodal)	\$0	\$3,100	\$3,100	0.62%
SMS (Safety)	\$0	\$3,100	\$3,100	0.62%
L. Bicycle/Pedestrian Planning	\$0	\$34,865	\$34,865	7.02%
M. Title VI & Environmental Justice	\$0	\$3,100	\$3,100	0.62%
ALDOT Technical Support	\$90,000	0	\$90,000	18.13%
TOTALS	\$90,000	406,429	496,429	100%

* 5303 and P/L funds have been combined into the P/L category

TABLE C

ABBREVIATIONS

ALDOT	Alabama Department of Transportation
CMS	Congestion Management System
DBE	Disadvantaged Business Enterprise
E & H	Elderly and Handicapped
FHWA	Federal Highway Administration
FTA	Federal Transit Authority
HATS	Huntsville Area Transportation Study
HPD	Huntsville Planning Division
SPR	State Planning and Research Funds (used by ALDOT)
IMS	Intermodal Management System
MPO	Metropolitan Planning Organization
PL	Section 112 Planning Funds (used by the MPO)
SLS	State or local share (matching funds)
STIP	State Transportation Improvement Program
TAZ	Traffic Analysis Zone
TEA-21	Transportation Equity Act for the 21 st Century
TIP	Transportation Improvement Program
TMA	Transportation Management Area
UPWP	Unified Planning Work Program