UNIFIED PLANNING WORK PROGRAM
For the
Birmingham Metropolitan Planning Organization

FY 2011
October 1, 2010 - September 30, 2011

Prepared By The
Regional Planning Commission of Greater Birmingham

September 2010
Birmingham Metropolitan Planning Organization

Unified Planning Work Program (UPWP)

Membership
FY 2011
October 1, 2010 – September 30, 2011

Metropolitan Planning Organization
Chairman: Mayor Doug Brewer, City of Graysville
Vice Chairman: Mayor Thomas Henderson, City of Center Point
Secretary: Mr. Wayne Sullivan, Director, Jefferson County Roads and Transportation

Transportation Citizens Committee
Chairman: Ms. Ouida Fritschi, South/Southeast Jefferson County
Vice Chairman: Ms. Doris Powell, City of Birmingham

Transportation Technical Committee
Chairman: Mr. David Hunke, Shelby County Planning Services Supervisor
Vice Chairman: Mr. Greg Dawkins, Birmingham Traffic Engineer

Regional Planning Commission of Greater Birmingham
Staff to the MPO
Mr. Charles Ball, Executive Director
Mr. William Foisy, Director of Planning
TRANSPORTATION CITIZENS COMMITTEE (TCC)

July 2010

Chairman: Ouida Fritschi
Vice-Chairman: Doris Powell

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**TRANSPORTATION TECHNICAL COMMITTEE (TTC)**  
**July 2010**

Chairman:       David Hunke  
Vice-Chairman:    Greg Dawkins  

*(All persons listed below are voting members unless otherwise noted)*

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<tr>
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### METROPOLITAN PLANNING ORGANIZATION (MPO)

**July 2010**

Chairman: Mayor Doug Brewer  
Vice Chairman: Mayor Thomas Henderson  
Secretary: Wayne Sullivan  

* Serves on MPO Subcommittee

<table>
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<td>Multimodal Transportation Engineer</td>
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RESOLUTION 9/8/2010

Birmingham Metropolitan Planning Organization (MPO)
Adopting the FY2011 Unified Planning Work Program
As prepared by the Regional Planning Commission of Greater Birmingham

WHEREAS, the Birmingham 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 amended 23 USC 134 and 135 (SAFETEA-LU 6001, August 2005); 29 USC 794; 42 USC 126, 2000d-1, 4321 et seq., 7401 et seq.; 49 USC 5303, 5304; 23 CFR 450 and 500; 40 CFR 51 and 93; 49 CFR 26 and 613; and,

WHEREAS, the U. S. Department of Transportation requires all urbanized areas, as established by the U. S. Bureau of the Census, doing area-wide urban transportation planning that involves more than one Department of Transportation operating administration, to submit a Unified Planning Work Program as a condition for meeting the provisions of Title 23, U. S. Code, Section 134; and,

WHEREAS, consistent with the declaration of these provisions, the Regional Planning Commission of Greater Birmingham, in cooperation with the Alabama Department of Transportation, has prepared a Unified Planning Work Program for Fiscal Year 2011; and,

WHEREAS, pursuant to its duties, functions, and responsibilities, the Birmingham Metropolitan Planning Organization, in session this 8th day of September, 2010, did review and evaluate the aforementioned Unified Planning Work Program, summarized on the attached pages; now,

THEREFORE, BE IT RESOLVED by the Birmingham Metropolitan Planning Organization (MPO) that the same does hereby adopt said Unified Planning Work Program for FY 2011.

ADOPTED, this the 8th day of September, 2010

[Signature]
Mayor Doug Brewer, Chairman
Birmingham Metropolitan Planning Organization

ATTEST:

[Signature]
Charles Ball, Executive Director
Regional Planning Commission of Greater Birmingham

Date 9.8.10
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THE TRANSPORTATION PLANNING PROCESS
FOR THE
BIRMINGHAM METROPOLITAN PLANNING AREA

Overview

Each metropolitan planning area, as a condition to the receipt of Federal highway and transit capital or operating assistance, is required to have a transportation planning process. Required by this process is the development of a long-range transportation plan, a short-range transportation improvement program, plans to promote attainment of air quality standards, including ozone and fine particle matter for the Birmingham nonattainment area, special efforts to plan public mass transportation for the disabled and a planning work program which includes other planning and project development activities which address transportation issues in the area.

Certification of the transportation planning process is conducted every four years by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) under the requirements of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Certification that the planning process is being carried on in conformance with these requirements is necessary for the receipt of surface transportation program, air quality, national highway system, interstate maintenance, state bridge replacement, and transit capital and operating funds. Certification is conducted by the FHWA and the FTA. A decertified process would result in the loss of approximately $50,000,000 in Federal highway and transit funds per fiscal year for the Birmingham Metropolitan Planning Area.

The Birmingham Metropolitan Planning Organization (MPO) is the group of local elected officials responsible for the development of the required transportation products. The Birmingham MPO is designated by the Governor, in agreement with local governments.

The Regional Planning Commission of Greater Birmingham (RPC) is the designated recipient of Department of Transportation (USDOT) planning funds used to assist the Birmingham MPO in the performance of its responsibilities. Designation of the planning funds recipient is made by the State in agreement with local governments. The Birmingham MPO's multi-jurisdictional responsibility is most logically provided by a multi-jurisdictional organization such as the RPC.

Two additional committees provide information and advisory recommendations to the Birmingham MPO. The Transportation Citizens Committee and Transportation Technical Committee meet regularly and have active memberships.

The work tasks described in this report are conducted on a continuous basis in order to maintain certification and eligibility for Federal highway and transit funds. An agreement among the Alabama Department of Environmental Management (ADEM), Alabama Department of Transportation (ALDOT), Birmingham-Jefferson County Transit Authority (BJCTA), RPC, Jefferson County Department of Health (JCDH), and the Birmingham MPO outlines the responsibility of each organization in the transportation planning process.
FY 2011 Status

The planning tasks for FY 2011 reflect the eight planning factors under SAFETEA-LU passed by Congress in 2005 and the Planning Emphasis Areas documented in FHWA correspondence.

The Committee process is the basis for conducting UPWP tasks. Meetings of the Transportation Citizens Committee, Transportation Technical Committee, Birmingham MPO Subcommittee and the Birmingham MPO are held monthly.

In addition to the three transportation committees, subcommittees and joint committees are regularly used for the development of the Transportation Improvement Program (TIP), Regional Transportation Plan, Congestion Management Activities, and major transit projects.

Most traditional tasks are funded with PL transportation planning funds. Additional specialized tasks related to ridesharing, air quality, and local land use/transportation planning utilize supplemental funds from the Congestion Mitigation Air Quality Program (CMAQ) and Surface Transportation Program (STP) Birmingham Attributable funds programmed in the TIP. Large-scale transit planning projects also continue to be funded through the FTA and Congressional earmark.

Transportation Planning Vision, Goals, Principles, Objectives and Policies

The transportation planning goals included in the adopted 2035 Regional Transportation Plan, June 2010, embody the spirit of the guiding transportation legislation – the Transportation Equity Act for the 21st century (TEA-21), its successor SAFETEA-LU, and the 1990 Clean Air Act (CAA) Amendments. Required by the metropolitan transportation plans nationwide, federal planning factors were taken into consideration by the Birmingham MPO in the development of the regional transportation goals.

Based on input from the Birmingham MPO’s stakeholders and the public, three distinct goal statements were developed consistent with key principles and to represent the long-term end toward which programs and activities are ultimately directed. Objectives that provide specific intermediate ends that mark progress towards meeting the goals are also identified. Ultimately, specific policies derived from these principles and goals were developed to guide the Birmingham MPO’s future transportation investments.

The establishment of goals, objectives, and policies is important because they provide a regional response to identified long-term challenges and opportunities. Recognizing that the Birmingham region is growing, the goals, objectives, and policies will serve as the “road map” to achieve the region’s vision.

The vision statement is:
Transportation has become the connective tissue of the region. By foot, by bike, by car, or by public transportation, residents experience reduced congestion and higher mobility, both of which are the result of four important decisions:
1. Preserving and improving both the existing local and interstate highways.
2. Developing a responsive, efficient, and highly effective public transportation system.
3. Supporting the use of alternative transportation modes, and
4. Encouraging sustainable development patterns.

The region’s three overarching goals, adopted by the MPO as part of the 2035 Regional Transportation Plan, June 2010, are:

**Goal 1 - Transportation System Sustainability**
Manage, maintain, and enhance the transportation system to ensure efficient, safe, convenient, and economical movement of people and goods.

**Key principles** for this goal include:
- Transportation facilities and services are well maintained.
- Transportation infrastructure and service development, system expansion, system maintenance, and system operations are adequately provided.

**Specific objectives** that will enable this goal to be achieved include:
- Establishing a financial management system to guide the Birmingham MPO’s federal funding investments.
- Encouraging local governments to provide additional funding for projects.
- Supporting continuous transportation infrastructure preservation activities, including those that pursue permanent solutions and improve both facility and service operations.
- Improving the ability to monitor the region’s roadways and public transit system for greater security.
- Pursuing congesting mitigation strategies according to severity.
- Maintaining and improving the existing levels of service for all modes of travel by using operational strategies to optimize system efficiencies.
- Pursuing transportation infrastructure improvements according to documented safety concerns.
- Developing alternative travel modes and redundant ways to access areas.

**Goal 2 - Transportation System Integration and Connectivity**
Develop and maintain a regional transportation system that integrates land use and transportation, improving the traveler’s ability to move around the region and to access to services and opportunities.

**Key principles** for this goal include:
- Transportation facilities and services enhance mobility within and between areas, making services and opportunities more accessible.
- Transportation facilities and services support the metropolitan area’s existing and future economy.
- Transportation facilities and services support local, regional, state and national security.
- Travelers are provided multiple mobility options.
- Transportation facilities and services promote safe travel.

**Specific objectives** that will enable this goal to be achieved include:
- Developing an interconnected network of roadways, sidewalks and transit services that connect with other transportation facilities, important land uses, and activity centers.
- Improving access to intermodal freight facilities, the Birmingham airports and inland ports.
• Building additional roadways to provide increased access and cross-regional mobility.
• Developing public transit services that serve more of the region and include different service types such as those that target suburban commuters.
• Developing public transit services that provide a variety of different service types including services that target suburban commuters, services that support secondary and post-secondary students, and specialized transportation services for both the elderly and disabled.
• Supporting programs that encourage travelers to use alternative commuting programs and strategies such as those offered by CommuteSmart.
• Developing a network of bike paths and trails to establish a regional system.

Goal 3 - Community Driven Transportation Planning Process
Develop an open and transparent transportation planning process that is based on involving the community in the transportation decision-making process and is built upon locally developed and adopted plans.

Key principles for this goal include:
• Transportation decisions and resource impacts are integrated.

Specific objectives that will enable this goal to be achieved include:
• Giving preference to transportation infrastructure projects that originate from and/or are identified either specifically or in concept within locally developed and adopted planning documents.
• Improving the consideration and inclusion of low-income, minority, elderly, disabled and traditionally underserved (Environmental Justice) populations in the planning and decision-making process.
• Giving preference to projects that avoid and/or minimize negative environmental impacts, historical and cultural impacts, and are sensitive to the local character.
• Encouraging state and local transportation agencies and local elected officials to provide written support for transportation infrastructure projects.
• Giving higher consideration to transportation infrastructure projects that are identified in locally endorsed regional or agency developed plan documents.
• Eliminating and/or minimizing physical barriers, such as rail crossings, for motorized and non-motorized travel.

Planning Emphasis Areas
The FTA and FHWA have outlined five emphasis areas to promote priority themes for consideration, as appropriate, in metropolitan and statewide UPWPs. These are outlined as follows to include the associated Birmingham MPO FY 2011 UPWP Program Area and Project:

1. Incorporating Safety and Security in Transportation Planning
   a. Task 6.1, Long-Range Transportation Plan/Thoroughfare Plan (LRTP).
   c. Task 6.9, Transportation System Maintenance Planning.
2. **Participation of Transit Operators in Metropolitan Planning and Statewide Planning**
   a. Task 1.0, Administration.
   c. Task 6.2, Transportation Improvement Program (TIP).
   e. Task 6.4, Public Transportation – Coordinated Human Service Transportation Planning.
   f. Task 6.5, Public Transportation – FTA 5310 Elderly and Disabled Transportation.
   g. Task 10.0, CommuteSmart Program (Rideshare).
   h. Task 7.1, U.S. 280 Corridor Alternatives Analysis.

3. **Coordination of Non-Emergency Human Service Transportation**
   b. Task 6.5, Public Transportation – FTA 5310 Elderly and Disabled Transportation.

4. **Planning for Transit System Management/Operations to Increase Ridership**
   a. Task 6.2, Transportation Improvement Program (TIP).
   c. Task 6.10, CommuteSmart Program (Rideshare).

5. **Support Transit Capital Investment Decisions through Effective System Planning**
   a. Task 4.0, Public Involvement.
   b. Task 5.2, Climate Change and Greenhouse Gas Emissions.
   c. Task 6.1, Long-Range Transportation Plan/Thoroughfare Plan (RTP).
   d. Task 6.2, Transportation Improvement Program (TIP).
   f. Task 6.4, Public Transportation – Coordinated Human Service Transportation Planning.
   g. Task 6.5, Public Transportation – FTA 5310 Elderly and Disabled Transportation.
   h. Task 6.6, Bicycle, Pedestrian, Greenway Planning.
   i. Task 6.7, Freight Planning.
   k. Task 6.9, Transportation System Maintenance Planning.

In metropolitan planning areas, planning funds are available from the FTA and the FHWA PL to support transportation planning activities as required by FTA-FHWA regulations.

The UPWP as outlined in this document contains the work tasks necessary for the RPC, the BJCTA, and the ALDOT to conduct the necessary transportation planning activities for the Birmingham Metropolitan Planning Area.
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TASK 1.0
ADMINISTRATION

Birmingham MPO Transportation Committee Coordination, Member Government Services, Continuity of Operations Plan (COOP) Implementation, Education and Training

Objectives
To provide regular transportation committees, associated agencies, member governments and the general public with necessary transportation related information that is supported by emergency operations policies and procedures and improved capability through education and training.

Previous Work
During FY 2010, the Birmingham MPO, upon recommendations from the Transportation Citizens and Technical Committees, adopted the Birmingham 2035 Regional Transportation Plan (RTP), the FY 2009 Rebalanced/Updated FY 2008-2011 Transportation Improvement Program, an updated Air Quality Conformity Determination for the FY 2010 of the Birmingham 2035 RTP and submitted a TIGER grant to the U.S. Department of Transportation.

The Birmingham MPO reviewed informational items on the State of Alabama’s proposal for improving U.S. 280 via elevated lanes, Norfolk Southern Rail Corporation’s planned construction of an intermodal freight facility in the McCalla area of Jefferson County, the I-65/U.S. 31 Mobility Matters (transit alternatives) project, the U.S. 280 transit alternatives project, the formation of a Congestion Management Committee, the annual report for the Alabama Partners for Clean Air (APCA), and the CommuteSmart/Rideshare Program.

An updated COOP was completed and staff attended multiple education and training events as documented in the semi-annual reporting.

Proposed Work
A. Birmingham MPO / RPC Transportation Committees and Meetings.
   1. Transportation Citizens, Technical, Birmingham MPO Subcommittee and Birmingham MPO meetings (monthly).
   2. Periodic Transportation Improvement Program (TIP) Subcommittee meetings.
   4. Regional Transportation Plan Advisory Committees meetings (project related).
   5. I-65/U.S. 31 Alternatives Analysis Task Force (project related).
   6. U.S. 280 Corridor Transit Study Task Force (project related).
   8. Human Services Transportation Committee (project related).

B. Planning Process Agreements
   Review planning process agreements to include the transportation planning process, financial assistance for transportation planning and conformity criteria and consultation procedures, among others, for consistency with the bylaws of all transportation committees.
C. Member Government Services
Provide RPC member governments in the Birmingham Metropolitan Planning Area with services for functional areas such as transportation planning and engineering, economic and community development, transportation related zoning and subdivision issues, grants, mapping and demographics.

D. Organizational Coordination
The RPC staff participates in cooperative transportation efforts with agencies and organizations at all levels, including regional, state, federal and national. FY 2011 activities include, among others, meetings and committee participation with county mayors associations, the regional and local chambers of commerce, Operation New Birmingham (ONB), the Alabama Association of Regional Councils (AARC) (planning committee), and the Alabama Planning Association (APA).

E. COOP Implementation
Continuity of Operations Program (COOP) implementation activities to include (1) Procedures, (2) Activation, (3) Alternate Operations, (4) Reconstitution and Termination and (5) Information Technology (COOP-IT).

F. Software, Capital and Network Projects and Support
Software purchases, to include maintenance fees and upgrades, are regularly made for transportation related applications for geographic information systems, surveys, databases and spreadsheets, graphics, and operating systems.

Capital purchases, to include servers, personal computers and peripherals, and hardware/software for field data collection are regularly made for transportation related applications.

As outlined in the “Agreement for Administering U.S. Department of Transportation Financial Assistance for Financial Assistance for Transportation Planning between the State of Alabama and the Regional Planning Commission of Greater Birmingham, as dated and signed by Governor Riley on the 18th of September 2008,” Article 21, in part, states that “All nonexpendable purchases over $1,500 must be approved by the State, in advance, in writing, to be eligible for reimbursement.” A letter dated February 11, from the Alabama Department of Transportation, further states that “Anticipated purchases in excess of $5,000 will require a line item entry in the UPWP”.

The following software and hardware is programmed:
- Citilab - Cube Avenue License and Maintenance: $7,500
- Citilab - Sugar Network Editor License (2 seats): $6,000
- Citilab – Cube Land: $14,500

G. Training
Staff attends relevant local, state and national training and conferences related to UPWP tasks.
**Products**
A. Functioning committees and staff services that produce products necessary to ensure certification of the transportation planning process.
B. COOP implementation activities.
C. Software, capital and network projects.

**Staffing**
Regional Planning Commission of Greater Birmingham.

**Timeline for Proposed Work**
None.

**Financial Responsibility**
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TASK 2.0
DATA COLLECTION AND ANALYSIS

Objectives
To conduct data collection and forecasting activities which support local and regional transportation planning functions.

Previous Work
During FY 2010, model variables for base year, intermediate years, and future years continued to be refined in order to reflect current trends and changes within the region. As an Alabama State Data Center Affiliate, staff assisted local governments with preparation for the 2010 Census. Staff participated in several US Census Programs including the Participant Statistical Areas Program (PSAP), the local Boundary and Annexation Survey (BAS), Rural Statistical Areas Program (RSAP), and the local area Building Permit Survey Program.

The reconciliation of the Index reference polygons and the loading of base-level attribute data have been completed. The Index model can utilize hundreds of variables in its calculations and scenario assessments, therefore attribute determinations for required variables will need to be developed on a project-by-project basis, depending on the scope of the project.

Proposed Work
A. Socioeconomic Data Development and Distribution
   Demographic software was purchased for use in the maintenance of transportation model variables. Employment by place of work information was purchased from Nielson-Claritas and geo-referenced to traffic zones. Housing start information was also purchased from a third-party vendor in order to maintain current base year households and track housing construction trends. This information insures an accurate base year (2005) and a projected horizon year (2035). Selected updates to the horizon year projections are also done to reflect the latest development trends and proposals.

   Additional demographic information concerning existing and projected year demographics for income, population, households and other variables by census tract will be purchased from groups such as Claritas, InfoUSA, and Woods and Poole Economics. The types of reports include demographic, comparison, and socioeconomic profiles.

   Specifically programmed is $6,000 for employment by place of work information from InforUSA.

B. Census Activities, Including Census Transportation Planning Package (CTPP)
   The RPC is an Alabama State Data Center affiliate and participates in and provides related report information to the public, elected officials and businesses. The RPC staff is also participating in the traffic zone definition for the next release of products detailing results from the 2010 Census.
C. INDEX Reference Polygon Development
INDEX Plan Builder software is used to compare land use conditions and associated demographic and socioeconomic variables in order that it can be used to evaluate the effects of various alternative land use and transportation scenarios.

INDEX reference polygons, including parcels, have been reconciled for topological consistency and edited to meet the requirements for successful loading into INDEX Plan Builder. This has been performed for all reference polygons within Jefferson and Shelby Counties.

Demographic and socioeconomic data, including population, school enrollment, income, employment by place of residence and place of work by employment sector, continues to be collected and attributed within the INDEX reference polygons for modeling purposes. Additional data requirements for INDEX will be collected, attributed and loaded into the modeling software for other UPWP tasks, such as 5.2 Climate Change and Greenhouse Gas Emissions.

D. Regional Travel Demand and Land Use Model Development
The RPC is responsible for developing and maintaining a regional transportation demand model for the Birmingham Metropolitan Planning Area. This travel demand model is a primary screening tool for identifying expected deficiencies in the future transportation system. The RPC continuously looks for ways to improve its travel demand modeling capabilities and modeling products. The RPC has converted its existing Cube TranPlan travel demand model to CitiLab’s Cube Voyager. The Cube Voyager model is used in conjunction with the existing TranPlan travel demand model and has not replaced it, particularly for use in air quality conformity analysis. However, over the long term it is expected that the ALDOT will migrate to the Cube Voyager model, replacing the existing TranPlan model as the primary travel demand modeling tool.

Cube Avenue, an add-in to Cube Voyager, will be purchased by the RPC for use in the modeling of roadway corridors and sub-areas, congestion management functions including incident and emergency management.

Sugar for Arc/GIS will also be purchased for use by the transportation planners. Applications include a transportation network editor which is an extension that efficiently codes and maintains the appropriate topology of roadways, public transit services, and intersection related data. The software also has a suite of transportation mapping tools that enables users to graph roadway traffic, speeds and congestion. It can also map public transport ridership, as well as, stop level on and offs. There is a travel access and travel time mapping extension for use with ArcGis that measures accessibility to and from any point based on travel costs through highway and public transit networks.

E. Transportation Geographic Information System (GIS)
As part of the Birmingham MPO’s functions, the Birmingham MPO is a resource to not only the public, but to other agencies whether they are local, state, or federal. The Birmingham MPO is expanding its Geographic Information System (GIS) to provide more detailed information related to transportation facilities, transportation systems, operational and asset condition data, as well as information about the supporting land uses. All of this is used to inform the regional
The core functions typically performed under this work element include, but are not limited to:

1. Data collection, analysis and management, and technical support for the continued coordination and collaboration with planning partners and member jurisdictions.
2. The development, application, and maintenance of data necessary for the support of the regional travel demand model for the MPO area.
3. The implementation and support of on-going equipment, data, and software purchases.
4. The expansion, development, and refinement of GIS capabilities, including the dissemination, visualization, and analysis tools of this evolving technology.
5. The development and maintenance of databases related to the traffic model and supporting GIS systems.
6. The standardization of database collection and management.
7. The continued improvement of analytical tools used for transportation planning.
8. The utilization of the integrative capabilities of GIS to analyze the relationships between and effects of land use changes on the regional transportation system.
9. The continued provision of data and the continued support of data sharing between the planning partners and member jurisdictions within the MPO area.
10. The development, determination, and analysis of Environmental Justice (EJ) areas within the MPO area.
11. The development, determination, and analysis of data and maps associated with Rural Planning Organization (RPO) projects and programs.
12. To support data acquisition and analysis related to specific transportation planning programs including the Regional Transportation Plan (RTP), Regional Transit Development Plan, the Coordinated Human Services Transportation Plan, Freight planning, Bicycle-Pedestrian-Greenways planning, and the Air Quality Conformity Determination Plan.
13. Participation in Census related activities and programs, as well as, those of the Alabama State Data Center.

The activities necessary to further the Transportation Data Management Program include:

1. To calibrate base and forecast year datasets for the transportation model for use in assessing current and long range transportation and land use issues and opportunities.
2. The refinement of regional traffic analysis zones (TAZs) and the development of TAZ data and associated model update information through the design of a systematic process to update zonal information by incorporating building permits, residential removal rates and other socioeconomic attribute changes.
3. The acquisition, analysis, and utilization of the most recent demographic and socioeconomic estimates and projections.
4. The development and dissemination of demographic and socioeconomic profile reports for planning partners, member jurisdictions and citizens.
5. The continued expansion of GIS databases, analysis tools, and visualization methods of GIS data.

6. The compilation of data sources from various agencies to integrate into GIS for the improvement of the transportation planning process.

7. To provide assistance to local governments through the integration of transportation planning and access management plans with other local planning projects.

8. To add focus to the collection and development of GIS data associated with transportation planning, especially in terms of traffic counts, functionally classified roadway system, identified projects, and roadway inventory.

9. To add focus to the collection and development of GIS data associated with Transit planning and associated activities.

10. To add focus to the collection and development of GIS data associated with the Bicycle-Pedestrian-Greenways plan and associated activities.

11. To add focus to the collection and development of GIS data associated with Freight planning and associated rail corridor activities.

12. The design and management of a transportation data model within the architecture of the Spatial Database Engine (SDE).

13. The purchase and maintenance of hardware and software required to perform technical tasks.

14. The continuation of staff training required to maintain a high level of technical precision.

15. The continued participation in Census related activities and programs, as well as those of the Alabama State Data Center.

The anticipated GIS work products for FY 2011 and 2012 may include but are not limited to:

1. Thematic maps, data analysis, and models for transportation and land use planning, as needed.

2. The implementation of the Index model for transportation and land use planning scenarios.

3. Transportation model updates and documentation.

4. Demographic profiles and reports.

5. Census 2010 Program activities, including the CTPP.

6. The design and implementation of a transportation data model (SDE) including, but not limited to, traffic counts, functionally classified roadways, transportation projects, roadway inventory, travel demand, congestion management, and air quality.

7. The addition of datasets and application tools into the GIS system for additional analytical capabilities.

8. The expansion of the GIS system to include online interactive mapping capabilities.

9. A standardization of GIS data maintenance, sharing, structuring, and updating for the improvement of cataloging methods and analysis.

10. Local government planning assistance through the integration of transportation planning and access management plans with other local planning projects.

F. Transportation Conformity Emissions Budgets

One part of demonstrating that transportation plans, funding programs and projects are consistent with the State Implementation Plan is to conduct Early Progress data activities for the development of target level emissions. The transportation portion of this task includes the development of updated fleet age distributions, speeds, and vehicle miles traveled from the travel demand model. Migration will be completed from MOBILE 6.2, Mobile Source Emission Factor
Model to MOVES (Motor Vehicle Emissions Simulator). Emissions factors will be developed in accordance with the guidance and recommendations provided in “MOVES Users Guide” to meet the requirements set forth in 40 CFR 51 and 93.

**Staffing**
Regional Planning Commission of Greater Birmingham.

**Timeline for Proposed Work**
None.

**Financial Responsibility**
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TASK 3.0
UNIFIED PLANNING WORK PROGRAM (UPWP)

Objectives
To produce a document that outlines a statement of work identifying the planning priorities and activities to be carried out within the Birmingham Metropolitan Planning Area.

Previous Work
During FY 2010, a draft UPWP was produced for ALDOT review, with adoption of tasks and budget fund sources by the Transportation Citizens Committee, Transportation Technical Committee, Birmingham MPO Subcommittee and Birmingham MPO. Two Semi-Annual reports were produced for ALDOT review.

Proposed Work
A. Task Development
The UPWP activities are identified by the RPC staff using the planning emphasis areas for expenditure of PL funds and through the supplemental planning tasks programmed by the Birmingham MPO in the TIP to include funding for programs such as air quality outreach, rideshare, and community and land use planning. The FTA appropriates funds for coordinated social service planning and transit Alternatives Analysis projects which are included in the UPWP.

The priorities for funding are determined in several ways. The SAFETEA-LU Planning Goals, the interests of the transportation committees and the RPC Strategic Plan, developed by the RPC Board, all contribute to the priority areas and planning activities. The development of the RPC fiscal year budget identifies match requirements, especially those requiring RPC local dues. The amount of RPC dues budgeted for match for transportation programs is a function of the agency budget. Match requirements that support 100 percent funding or the use of donated services provide a greater opportunity for varied programs.

B. Draft UPWP
A draft UPWP was submitted to the ALDOT by June 2010, who then conducted the first review. Modifications were then made to the draft UPWP for presentation to the transportation committees.

C. Final UPWP
The tasks, including subtasks, are reviewed by the Transportation Citizens and Technical Committees and modified before review of the final tasks and budget by the Birmingham MPO Subcommittee and Birmingham MPO. The Birmingham MPO adopts the tasks and funding tables at a regularly scheduled meeting prior to the start of the fiscal year.

D. Semi-Annual UPWP Reports
Two Semi-Annual Reports will be drafted, April 2011 and October 2011, noting the status of tasks to date of the current UPWP and the Disadvantaged Business Enterprise (DBE) participation. Staff will complete the reports and submit to ALDOT for review.
**Products**
A document that includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.

**Staffing**
Regional Planning Commission of Greater Birmingham.

**Timeline for Proposed Work**
Completion Date: Draft UPWP, June 2011; Final UPWP, August 2011.

**Financial Responsibility**

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TASK 4.0
PUBLIC INVOLVEMENT

Objectives
To maintain a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled and other interested parties with reasonable opportunities to be involved in the transportation planning process.

Previous Work
During FY 2010 the updated Public Participation Plan (PPP) completed in FY 2008 continued to be implemented, including an updated, reprinted Transportation Public Contact List. Visualization and interactive exercises continue to be used extensively in all MPO meetings. The most extensive public outreach activity included public participation in development of the 2035 Regional Transportation Plan (RTP) and the Public Involvement Meeting relating to the adoption of the RTP. The Latino community outreach included educational seminars and information translated in their local newspaper inviting them to participate in the committee process. The Title VI, Americans with Disabilities Act, and Disadvantaged Business Enterprise policy was updated and posted on the MPO website. Regular reports were submitted to the Alabama Department of Transportation.

Proposed Work
A. Public Participation Plan Activities
An updated Public Participation Plan to reflect regulations under SAFETEA-LU was adopted by the Birmingham MPO in June 2008. During FY 2011, the Birmingham MPO will actively pursue public involvement through regular and special meetings of the Birmingham MPO and its advisory committees which are conducted in an open forum, development of the updated TIP, and ongoing updates of the Birmingham MPO activities to the general public by the internet website, media coverage, and e-mail newsletters. Additionally, this task will provide for activities required under the Alabama Statewide Air Quality Conformity Early Process and all other requirements set forth in the 40 CFR Part 93 Conformity Rule.

Birmingham MPO staff, through the RPC Public Information Officer and Marketing Specialist, will conduct the following outreach activities during FY 2011:

1. MPO Website will include basic information about the Birmingham MPO process, members, calendar of meetings/events and contact information, with major functional areas to include public involvement, transportation projects and studies, Regional Transportation Plan, transit planning, air quality, documents and maps, committee meetings, CommuteSmart, and “what’s new.” Links are provided to project websites for APCA, I-65 Alternatives Analysis, In-Town Transit Partnership (ITP), U.S. 280 transit corridor study, and CommuteSmart/Rideshare.

2. MPO Database is updated annually by the Transportation Citizens Committee. The database is maintained in Microsoft Outlook with multiple categories for sorting and
represents over 2,000 organizations and names representing business, civic, federal, state and local agencies, and the general public.

3. **Public Access to Information** will be provided for technical and policy information used to develop the Regional Transportation Plan and Transportation Improvement Program. Timely information about transportation issues and processes will be made available to citizens, affected public agencies, private transportation providers, and other segments of the community.

4. **Regular Meeting Announcements** will continue for the Birmingham MPO, the Transportation Citizens Committee, the Transportation Technical Committee and other meetings, as required.

5. **Public Involvement Meetings** required in accordance with the transportation planning activities identified in 23 CFR Part 450, 49 CFR part 613, and for the Air Quality Conformity, the 40 CFR Part 93 Conformity Rule. In general, the activities include the Long-Range Transportation Plan, the Transportation Improvement Program, and the amendments to those plans required in the transportation air quality conformity determination process.

6. **Training Programs** for elected officials, transportation committee members, professional personnel and the general public on best practices concerning transportation and community planning issues.

7. **Legal Advertisements** will be purchased for public involvement meetings in major newspapers in Jefferson and Shelby Counties and largest minority based publication when required.

8. **Newsletters** will continue as a monthly electronic newsletter (*Connections Update*) that is distributed to interested citizens as well as representatives of advocacy groups, elected officials, municipalities, the media, private entities and other agencies. Opportunities to request being added to the distribution list occur during public meetings hosted by the Birmingham MPO, on the Birmingham MPO website, and when citizens contact the Birmingham MPO staff. Hard copies are placed in the reception area of the RPC’s headquarters.

9. **Project Specific Newsletters** will continue to be used for individual projects (i.e. corridor studies) and are typically performed using consulting services. These newsletters are mailed to targeted residents, businesses and property owners in the area that are expected to be impacted by a particular project or program. Information regarding upcoming project meetings, alternatives being proposed in the area, and other related project news is reported in these newsletters.

10. **Other Newsletters** produced by municipalities, homeowner associations, church groups, civic groups, or others that may have an interest in the projects will be used through submission of articles for publication. These articles are subject to the publication dates and space restrictions of the individual publishers.
11. **Direct Mailings** will be used to announce upcoming meetings or activities or to provide information to a targeted area or group of people. Direct mailings include postcards, letters or flyers. An area may be targeted for a direct mailing because of a potential impact(s) from a project. Groups are targeted that may have an interest in a specific issue.

12. **Press Releases** will be sent to local media (newspaper, television and radio) to announce upcoming meetings and activities and to provide information on specific issues being considered by the Birmingham MPO or their committees.

13. **Project Specific Websites** will be used for individual projects (i.e. corridor studies) that are typically performed using consulting services. These sites are used when project information is too extensive to be included on the Birmingham MPO web site. Project web sites can contain study area maps, meeting announcements, descriptions of potential alternatives, comment forms, user surveys and project team contact information. Links to project web sites are provided on the Birmingham MPO web site.

14. **Project Workshops / Open Houses** will be used when appropriate and are public meetings that are generally open and informal, with project team members interacting with the public on a one-on-one basis, and/or through an open microphone. Short presentations may be given at these meetings. Project specific meetings provide information to the public and are used to solicit public comment(s).

15. **Community Outreach** meetings will be used during projects such as planning studies. Targeted meetings are held with specific small groups that have an interest in the project. For example, meetings could be held with homeowner or neighborhood associations, civic groups, special interest groups, municipal and county planners and engineers, or other groups of affected or interested parties. Projects related to the City of Birmingham are coordinated with their Community Development Department and their Planning, Engineering and Permits Department.

16. **Speakers Bureau** will be available for the greatest opportunity to inform the public and encourage their involvement in the transportation planning process. Birmingham MPO staff will schedule speaking engagements before civic, community and business groups interested in transportation issues and related topics in Jefferson and Shelby Counties. This provides a forum for groups to learn about transportation planning issues, including long and short term projects. Additionally, educational talks are offered which can address various topics.

17. **E-mail Announcements** will be e-mailed to interested individuals and groups who have submitted their e-mail address to Birmingham MPO staff.

18. **Fact Sheets** will be used to provide summary information regarding Birmingham MPO policy, programs and projects. Fact sheets can be distributed at public meetings, on the Birmingham MPO web site, and in public places such as libraries and community centers. Individuals and special interest groups may request fact sheets directly from the Birmingham MPO staff office. Informational items may provide background information on an upcoming planning project or activity, or be used as general educational material.
19. **Notices, Posters and Flyers** are used to announce meetings and events and are distributed for display in public places such as municipal buildings (i.e. city halls), libraries and community centers. Special interest groups, homeowner associations and individuals may request posters and flyers for distribution and display. The announcement may contain a brief description of the purpose of the meeting, the time(s) and location(s), contact information and website address where additional information can be obtained. Posters and flyers may be used to reach a large audience that cannot be reached using direct mailings, newsletters, e-mails, etc. They shall include a point of contact for any person requiring special arrangements related to the Americans with Disabilities Act (ADA). Notification of need shall occur no less than seven days prior to the date of the scheduled meeting so that necessary special arrangements can be made in order to facilitate participation.

20. **Comment Forms** are often used to solicit public comment on specific issues presented at a workshop, open house or other public meeting. Comment forms may be very general in nature, or may ask for very specific feedback. Comment forms may also be included in publications and on web sites to solicit input regarding the subject of the publication and/or the format of the publication or web site.

21. **Surveys** are used when very specific input from the public is desired. A survey can be used in place of comment cards to ask very specific questions, such as whether a person supports a specific alignment in a corridor study. Surveys are also used to gather technical data during corridor and planning studies. For example, participants may be asked about their daily travel patterns. Another use of surveys can be gathering information to develop community characteristic inventories which will assist the Birmingham MPO in making transportation decisions that compliment the values and desires of the citizens of Jefferson and Shelby Counties.

22. **Visualization** techniques are used to strengthen participation in the planning process and to aid the public in understanding proposed plans. The Birmingham MPO uses techniques in a clear and easily accessible format such as PowerPoint, maps, pictures and/or displays, affinity exercises (dot representation), digitized photographic stills, mini-cherettes, and video simulation to promote improved understanding of existing or proposed transportation plans and programs.

B. **Title VI, Americans with Disabilities Act, and Disadvantaged Business Enterprise**

1. Documentation of minority representation in the annual Title VI documentation report submitted to the ALDOT.

2. Documentation of third-party Disadvantaged Business Enterprise activities conducted for FHWA and FTA funded projects under agreement between the RPC and the BJCTA.

**Products**
Documentable public participation activities.
Staffing
Regional Planning Commission of Greater Birmingham.

Timeline for Proposed Work
Title VI Report, February 2011; Disadvantaged Business Enterprise activities documentation November 2010 for fiscal year 2010.

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5.1 Air Quality Planning (Outreach Activities)

**Objectives**
To achieve and maintain compliance with the national air quality standards in the Birmingham nonattainment area of Jefferson and Shelby Counties, to protect and improve public health, and to minimize the economic impacts on existing businesses and support economic growth consistent with clean air goals.

**Previous Work**
A report documenting the program and funding activities of the Alabama Partners for Clean Air (APCA) for the period April 1, 2008 – September 30, 2009 was completed in December 2009.

**Proposed Work**
The following activities will be conducted by the APCA, with assistance provided by the RPC:

A. **Public Outreach and Marketing**
The purpose of this program is to educate the general public about air quality issues and the consequences that individual choices, such as travel behavior and preferences, have on air quality. The RPC coordinates the overall public outreach program for the APCA. Strategies include advertising on television and radio (paid and public service announcements), various promotional items, informational pamphlets, a speaker’s bureau for presentations to community and business groups, and an internet site. Advertising on television and radio requires production of yearly media campaigns. In addition, the ADEM and the JCDH issue coordinated daily air quality forecasts. On Air Quality Alert Days, RPC staff work with the local media to ensure public awareness, including ALDOT’s variable message boards. The public outreach and education program also includes an evaluation component comprised of market research through public and business surveys and focus groups.

B. **Employer and Employee Outreach**
The purpose of this program is to get major employers involved in air quality issues and to encourage their employees to travel to work by modes other than single-occupant vehicles. The Policy Exchange Foundation (PEF), in cooperation with the RPC’s CommuteSmart program, is the lead partner for outreach to businesses. Strategies include setting up customized trip reduction programs, educating employees through lunch-and learns and brochures, notifying employees when air pollution is predicted to be high, and providing incentives to employees who alter their travel behavior. PEF also provides air quality materials to the general public by attending public events.
C. **Clean Cities and Alternative Fuels**  
The purpose of this program is to reduce emissions from fleets of vehicles through the use of hybrid technology and alternative fuels, including natural gas, ethanol, propane, electricity and biodiesel. Key to the use of alternative fuels is the development of infrastructure projects. The Alabama Clean Fuels Coalition is the lead partner.

D. **Science and Environmental Education**  
The purpose of this program is to educate children about air pollution, its health impact, and how it can be prevented. The focus is also on creating and implementing idle-free zone programs for public and private schools in Jefferson and Shelby Counties to reduce air pollution in the vicinity of schools thereby protecting students’ health. In addition, presentations are made to community and business groups. Development of materials will include student handouts and other support materials. Auntie Litter, Inc is the lead partner.

E. **Voluntary Emissions Testing and Vehicle Repair**  
The purpose of this program is to provide a quick, free emissions check for vehicle owners and to encourage owners of high emitters to have their vehicles serviced. The car care program assists owners of vehicles that fail the emission check to repair their vehicles. The Waste Reduction and Technology Transfer (WRATT) Foundation coordinates these programs.

F. **Program Administration**  
The RPC serves as the lead agency and administrator of the Voluntary Air Quality Program. Administrative duties for the Voluntary Air Quality Program includes managing all air quality contracts, processing invoices, monitoring performance and execution of contracts and providing support functions to the APCA.

**Products**  
A. Annual Report documenting contract performance of organizations, including emissions reductions for the period October 2009 – September 2010.  
B. Conformity reports for LRTP/TIP.  
C. Conformity determinations for individual projects.  
D. State Implementation Plans for attainment of ambient air quality standards.

**Staffing**  
Regional Planning Commission of Greater Birmingham and contracts for activities and with organizations identified under Proposed Work.

**Timeline for Proposed Work**  

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Per direction from the Federal Highway Administration, this UPWP task will be required to be funded with another funding source in lieu of CMAQ. Funding currently programmed in the Transportation Improvement Program for FY 2011 under CMAQ is in an approved contract between the RPC and ALDOT, Project Reference No. 100054513. Programming of subsequent funding for this project is proposed to be with Surface Transportation Program Birmingham (STPBH) funds, effective with development of the Transportation Improvement Program for FY 2012-2015.
5.2 Climate Change and Green House Gas Emissions

Objectives
To provide guidance and offer strategies for Birmingham MPO actions to develop a more energy efficient region and reduce and/or mitigate transportation related greenhouse gas (GHG) emissions contributing to global climate change.

Previous Work
Assessed the practices of other MPOs and regional planning agencies that have inventoried GHG emissions and documented mitigation strategies associated with transportation, land use and settlement patterns. Described the relationship between transportation, land use, energy, GHG emissions and climate change in Chapters 5 and 7 of the 2035 Regional Transportation Plan. Documented mitigation strategies associated with mobile sources, land use and settlement patterns. Referenced the Birmingham MPO’s existing programs (e.g. Alabama Partners for Clean Air, CommuteSmart, Active Transportation, etc.) and associated activities that inherently mitigate tailpipe emissions including GHGs.

Proposed Work
Current FHWA/FTA planning requirements (23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304) call for MPOs and State DOTs to consider land use and economic development impacts in their transportation planning processes. The FHWA/FTA issued guidance to clarify the eligibility and criteria for use of FHWA/FTA metropolitan and statewide planning program funds to support UPWP and SPR work activities addressing the integration of transportation, land use, and climate change. When agencies request transportation planning funds for activities related to climate change, primarily to reduce VMT and GHG emissions in an effort to meet state, regional or local or future Federal GHG emission reduction targets, they must employ generally-agreed to and reasonable assumptions, as well as state of the practice methodologies for the calculation of those VMT and GHG reductions. The following generally describes how the Birmingham MPO will assess existing GHGs and determine a methodology for incorporating GHGs into its metropolitan transportation planning process:

A. Existing Conditions and Regional Context
   Documentation and mapping will characterize the region’s unique natural, built, cultural and socioeconomic environments:
   
   1. Demographic, housing and employment data.
   2. Transportation systems.
   3. Climate and weather patterns.
   4. Geography and geology.
   5. Hydrology, water resources and uses.
   6. Land use and land cover.

B. GHG Emissions Inventory, Data Collection and Modeling
   The EPA recently released MOVES2010 (“Motor Vehicle Emission Simulator”), an entirely new software modeling tool for measuring emissions from highway vehicles. MOVES2010 replaced the MOBILE6.2 model and represents an entirely new approach to projecting vehicular emissions with the use of more current data and redesigned software for estimating emissions at
a more detailed level. In addition to serving as the new mobile source emission for air quality conformity determination of the MPO’s Transportation Improvement Program (TIP), MOVES2010 also provides the best available tool for estimating GHGs from the transportation sector and will therefore be utilized to develop the baseline and future GHG projections for on-road mobile sources.

On-road vehicular GHGs will be inventoried and analyzed for the base year set by EPA for PM 2.5 and ozone conformity reporting. Likewise, MOVES2010 will be utilized to estimate base year GHGs and compared with other current and readily available metropolitan level data. GHGs from other off-road transportation activities (other than highway vehicle emissions) will also be assessed to the greatest extent possible with readily available data (e.g. air, water and rail transportation and freight operations). Although off-road transportation data can not be incorporated into the analysis with the MOVES2010 model, it will be documented and characterized if credible data exists for the metropolitan area. Data gaps and deficiencies will also be identified.

RPCGB staff will obtain input from the Interagency Air Consultation (IAC) group during data collection and analysis. The IAC includes air quality and transportation representatives with ADEM, EPA, ALDOT, FHWA, JCDH and the RPCGB. The IAC will serve an advisory role in collecting data and utilizing MOVES2010 (or any other applicable transportation and GHG related tools). MOVES2010 will also be utilized to calculate the projected GHGs associated with the projects in the TIP and the LRTP.

C. Climate Change/GHG Impacts and Potential Mitigation Strategies

Document potential climate change related impacts affecting the region, along with proposed mitigation, reduction and adaptation strategies. Characterize the feasibility of each strategy. Feasibility determination will include, but not be limited to factors such as:

1. Cost.
2. Time.
3. Cultural and institutional barriers.
4. Required policy changes.

Transportation related strategies should address the role of:

1. Alternative fuels and renewable energy resources.
2. Vehicle electrification.
3. Travel demand management.
5. Walkable and bike-friendly community development.

Adaptation strategies should address the means for addressing potential impacts that cannot or will not be mitigated or avoided:

1. Adapting to irregular and/or extreme changes in precipitation.
2. Heat waves.
3. Extreme drought periods.
4. Other known climatic changes.

**Products**
A. Mobile Source GHG Inventory.
B. Assessment of Potential Climate Change/GHG Impacts and Mitigation Strategies.

**Staffing**
Regional Planning Commission of Greater Birmingham.

**Timeline for Proposed Work**
A. October 1, 2010 to March 31, 2011 to complete the Regional GHG Emissions Inventory Baseline Modeling.

B. April 1, 2011- September 30, 2011 to complete the Climate Change Action Strategy.

**Financial Responsibility**

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6.1 Long-Range Transportation Plan/Thoroughfare Plan

Objectives
To ensure that the Birmingham MPO maintains a long range transportation plan for the Birmingham metropolitan planning area that is:

A. Technically based on the latest available data on land use, demographics and travel patterns.
B. Comprehensive in nature and supports the development of a multimodal transportation system.
C. Philosophically based on regional goals and values.
D. Financially based on predictable, reliable funding sources.

Previous Work
The 2035 Regional Transportation Plan Update was adopted by the Birmingham MPO in June 2010. Major product categories included:

A. Adopted Regional Transportation Plan.
B. Model conversion from TranPlan to Cube Voyager.
C. Bicycle, Pedestrian, and Greenways Plan.
D. Congestion Management Process integration.
E. Staged Improvement Plan.
D. Final Reports.

Proposed FY 2011 Work
A. 2040 Regional Transportation Plan Development

1. Data Preparation and Analysis
   a. Refine planning geography.
   b. Population and employment forecasting.
   c. Continue refinement of regional travel demand model to improve long range travel demand forecasts and improve long-range plan decision-making and project prioritization.
   d. Continue development of land use model and other planning tools to examine the impacts of a various growth scenarios on travel demand.
   e. Develop regional freight model.
   f. Continue assessment of existing and forecast local, state, and federal revenues and Regional Transportation Plan expenditures.

2. Functional Components and Policy Development
   a. Goals assessment.
   b. Stakeholder/public outreach.
   c. Regional Transportation Plan functional components to include Regional Transit Plan, UPWP Task 6.3; Bicycle, Pedestrian and Greenways Plan, UPWP Task 6.6; Regional
d. Review and refine Regional Transportation Plan policies. Develop tools and strategies to
implement and monitor Plan policies.
e. Incorporation of updated Environmental Justice Report, Documentation of the
Transportation Planning Process and Approach to Environmental Justice.

B. Regional Thoroughfare Plan
The Birmingham MPO staff will finish the development of a regional thoroughfare plan in order
to inform the continued development of the roadway capacity portion of the metropolitan
transportation plan. The regional thoroughfare plan will help MPO staff to quantify the future
capacity needed particularly for arterial and major collector roadways. It will also establish a
framework for roadway planning for the Birmingham Metropolitan Planning Area, identifying:

1. Corridor preservation strategies.
2. Opportunities to incorporate non-motorized transportation infrastructure.
3. Improvements to accommodate increased freight movement.

Also included within the regional thoroughfare plan will be recommendations for roadway
typical sections and approaches to incorporating context sensitive solutions in the planning and
project development process.

C. Scenario Planning
The Birmingham MPO staff will develop a market-based, regional land use scenario plan in
order to inform the development of the regional transportation plan. The land use scenarios will
consider the Birmingham metropolitan planning area’s growth and development under a number
of different circumstances. These scenarios might include:

1. Business as usual.
2. Infill.
3. Highway oriented.
4. Activity center based.
5. Compact growth.

Each scenario will be analyzed using the Criterion Index indicators model in order to assess the
probable impact of the scenario on the built and natural environment. The scenarios will also be
assessed to see how well they achieve regional goals. A preferred land use scenario will be
developed based on this information and an area-wide public involvement process. The preferred
land use scenario will be used to inform the regional travel demand model and subsequent
transportation scenarios.

Products
A. Regional Transportation Plan
1. Planning Geography (GIS) and Reference Tables.
3. Travel Demand Model - Model Development Methodology Documentation.
5. Regional Assessment Report.
9. Regional Land Use Scenario.

B. Thoroughfare Plan
1. Regional Thoroughfare Plan Map.
2. Regional Thoroughfare Plan Report.
3. Local Thoroughfare Plan Development Guide.

C. Land Use Scenarios
1. Preferred Land Development Scenario.
2. Indicator Score Card.
3. Land Use Classification Guide.
4. Regional Land Development Compact and Policies.

$10,000 has been specifically budgeted for printing the 2035 RTP.

**Staffing**
Regional Planning Commission of Greater Birmingham and a third-party contractor for the Regional Thoroughfare Plan (Sain Associates) ($80,000 federal) and Land Use Scenario Development ($40,000 federal).

**Timeline for Proposed Work**

B. Regional Transportation Plan Reports (Assessment, Stakeholder Engagement Outcomes, and Functional Component Status); September 30, 2011.

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6.1.1 Air Quality Conformity Report Preparation (RTP)

Objectives
To demonstrate conformity with the 1990 Clean Air Act of plans (Regional Transportation Plan), programs (Transportation Improvement Program) and projects funded or approved by the Federal Highway Administration.

Previous Work:
Air Quality Conformity Determination Report for 2035 Regional Transportation Plan (RTP) and the FY2010 rebalanced/Updated FY 2008-2011 Transportation Improvement Program (TIP) for Jefferson and Shelby Counties and a portion of Walker County in Alabama, June 2010.

Proposed Work
6.1.1.1 Regional Transportation Plan Amendments
Project schedule changes for existing highway capacity projects can result in adjusted air quality conformity years (open to traffic). Such adjustments require modifications to the transportation network and an air quality conformity determination to ensure that emissions from transportation sources do not exceed established emissions budget for each conformity attainment year.

In addition, proposed new highway capacity projects constituting a Plan Amendment are subject to assignment to an air quality conformity year and a system level conformity determination.

6.1.1.2 System Level Conformity Determination
A quantitative demonstration is conducted for the geographic area designated as nonattainment to determine if motor vehicle emissions from the planned transportation system exceed the established motor vehicle emissions budget. The following activities are conducted:

A. Identify regionally significant (highway capacity) projects in the Regional Transportation Plan and the Transportation Improvement Program.

B. Develop “build” networks and traffic assignment model demographics for base year, intermediate test years and future years; years to be determined by the Interagency Air Consultation (IAC) group for Alabama. Collect and calculate traffic volumes for a “donut” area based on off-model methodology.

C. Produce network performance report using regional traffic assignment model which identifies, by link type, model inputs for the Environmental Protection Agency (EPA) approved emissions model. These include, among others, link type, link count, link total distance, link average speed, vehicle percent utilization and link capacity.

D. Migrate from MOBILE 6.2, Mobile Source Emission Factor Model to MOVES (Motor Vehicle Emissions Simulator). Develop emissions factors in accordance with the guidance and recommendations provided in “MOVES’ Users Guide” to meet the requirements set forth in 40 CFR 51 and 93.
E. Document resultant data from MOVES for each modeled year and for all pollutants in a draft report containing all administrative and technical support information.

F. Distribute report to IAC group for review.

G. Conduct applicable public involvement for the air quality conformity determination for the Regional Transportation Plan and the Transportation Improvement Program.

H. Document public involvement results and conduct Birmingham MPO transportation committee approval process.

I. Prepare final conformity report that includes, among other information, technical documentation, USDOT and EPA letters concurring with conformity determinations on RTP and TIP, IAC Group meeting minutes, conformity checklists, EPA notification of approval of motor vehicle emissions budgets, TIP project list, and RTP projects crossing an air quality conformity analysis year.

**Products**
An Air Quality Conformity Report document that demonstrates that the total emissions projected for the Regional Transportation Plan and the Transportation Improvement Program are within the emissions limits (budgets) for volatile organic compounds, oxides of nitrogen, and particulate matter established by the State Implementation Plan (SIP) or the Early Progress SIP provided for the Alabama Statewide Air Quality Early Process.

**Staffing**
Regional Planning Commission of Greater Birmingham.

**Timeline for Proposed Work**
A. December 2010 for Updated Air Quality Conformity Report for 24-hour PM 2.5 standard and 2035 RTP amended.

B. January – March 2011 Draft Updated Conformity Report for PM 2.5 estimates and ground-level ozone based on 2008-2010 data and using Early Progress budgets provided by ADEM.

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6.2  Transportation Improvement Program (TIP)

Objectives
To develop a short term list of federally funded transportation projects to be completed by the ALDOT, the BJCTA, local governments and other project sponsors. Monitor the program balance and the status of projects programmed under the Surface Transportation Program (STP) – Birmingham Attributable and the Congestion Mitigation and Air Quality (CMAQ) Program. Administer TIP Amendment requests.

Previous Work
FY 2008-2011 TIP adopted by the Birmingham MPO in September 2007 and rebalanced/updated for FY 2010 in June 2010. Monitored the progress of the Recovery Act projects and added alternate projects to ensure all funding was obligated before the March 2010 deadline.

Proposed Work
A.  Project Development
  Working with individual project sponsors, the ALDOT 3rd Division, and the ALDOT’s Environmental Technical Section under the Design Bureau in order to assist in the timely development of projects in order to assess their eligibility for federal funding and to determine their scopes of work prior to seeking of federal funds through the TIP process.

B.  Birmingham MPO TIP Subcommittee Meetings
  Hold meetings with major project sponsors to monitor program balances and project advancement.

C.  TIP Subcommittee Reports to Birmingham MPO Subcommittee
  Report on program balance, project status and project development process issues.

D.  Transportation Improvement Program Amendment Process
  This task will provide a description of the requirements and process for amending the TIP in order to program funding for roadway capacity adding projects. The description will include the process for moving capacity projects from the Regional Transportation Plan into the TIP, Birmingham MPO requirements for TIP entry to include confirmation of matching funds, reaffirmation of local commitment, documentation of environmental decision, and TIP submittal timelines.

E.  Progress Status Matrix
  Create and update a project status matrix for CMAQ and STP Attributable projects where funding has not been authorized. The matrix will identify the completion of key milestones in each project’s advancement and provide appropriate details about the project and list any issues which may delay the project.

F.  Fund Re-Balancing
  Re-balancing of the CMAQ and STP Attributable Programs is done per SAFETEA-LU requirements using TELUS Software.
G. Communications
   Between ALDOT and Birmingham MPO staff on program balance through monthly federal funds Spreadsheet distribution.

H. Administrative Modifications
   Support ALDOT efforts to develop a statewide policy on the use of administrative modification provisions in TIPs.

I. Regionally Significant Projects
   Listing of non-federally funded regionally significant projects.

J. Annual Obligations Listing
   Print and post a listing of obligated projects for the previous fiscal year for the TIP.

K. FY 2012-2015 TIP Development
   Develop an updated TIP with new future fiscal years to include FY 2012-2015.

Products
A. Draft and Final FY 2012 – 2015 TIP.
B. TIP Project Status Matrix.
C. Annual Listing of Projects.

Staffing
Regional Planning Commission of Greater Birmingham.

Timeline for Proposed Work
Next full TIP for FY 2012-2015 due September 2011.

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6.2.1 Air Quality Conformity Report (FY 2012 – 2015 TIP - Project Listings Only)

**Objectives**
To demonstrate conformity with the 1990 Clean Air Act of plans (Regional Transportation Plan), programs (TIP) and projects funded or approved by the FHWA and the FTA.

**Previous Work**
Air Quality Conformity Determination Report for 2035 Regional Transportation Plan (RTP) and the FY2010 rebalanced/Updated FY 2008-2011 Transportation Improvement Program (TIP) for Jefferson and Shelby Counties and a portion of Walker County in Alabama, June 2010. Project-level emissions calculations for Congestion Mitigation/Air Quality Program in TIP.

**Proposed Work**
A quantitative demonstration is conducted for the geographic area designated as nonattainment to determine if motor vehicle emissions from the planned transportation system exceed the established motor vehicle emissions budget. The following activities are conducted:

A. Review project hot spot analysis through the Interagency Air Consultation (IAC).

B. Migrate from MOBILE 6.2, Mobile Source Emission Factor Model to MOVES (Motor Vehicle Emissions Simulator). Develop emissions factors in accordance with the guidance and recommendations provided in “MOVES’ Users Guide” to meet the requirements set forth in 40 CFR 51 and 93.

C. Produce Annual Summary Report of Emissions Reductions to FHWA for Congestion Mitigation and Air Quality Program projects in TIP.

D. Document resultant data from MOVES for each modeled year and for all pollutants in a draft report containing all administrative and technical support information.

E. Distribute report to IAC group for review.

F. Conduct applicable public involvement for the air quality conformity determination for the Regional Transportation Plan and the TIP.

G. Document public involvement results and conduct Birmingham MPO transportation committee approval process.

H. Prepare final conformity report that includes, among other information, technical documentation, USDOT and EPA letters concurring with conformity determinations on RTP and TIP, IAC Group meeting minutes, conformity checklists, EPA notification of approval of motor vehicle emissions budgets, TIP project list, and RTP projects crossing an air quality conformity analysis year.

**Products**
FY2012-2015 TIP for Air Quality Conformity for Jefferson, Shelby and a portion of Walker County in Alabama – Project Listings Only.
**Staffing**
Regional Planning Commission of Greater Birmingham.

**Timeline for Proposed Work**
A. June 2010 - December 2010 for Updated Air Quality Conformity Determination for 24-hour PM 2.5 standard and 2035 RTP amended.


C. February 2011 for Annual Summary Report of Emissions Reductions to FHWA for Congestion Mitigation and Air Quality Program projects in TIP.

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6.3 Public Transportation – Regional Transit Planning, Including Transit Development Program (TDP)

Objectives
A. To update the Birmingham-Jefferson County Transit Authority (BJCTA) Transit Development Program in order to reflect changing conditions.
B. To identify strategies that help the BJCTA to sustain, maintain and improve public transportation services.
C. To review and revise existing policies, and well as to identify new, needed policies.
D. To acquire analyze, and maintain data.
E. To provide training for key planning personnel.
F. To improve communications between current and potential MAX/VIP and passengers.
G. To improve the overall image of BJCTA and MAX/VIP services.

Previous Work
A. Comprehensive Transit Development Program and Operations Analysis.
B. Conceptual capital and operating costs for transit super stops, park and ride, and express bus services.
C. Developed a regional transit plan brochure.
D. Coordinated transit study stakeholder group activities related to regional transit governance, funding and service delivery.
E. Developed recommendations for the implementation of magnetic fare cards.
F. Completed visioning and goal setting with the BJCTA board of directors.

Proposed Work
A. Plan and Policy Development

1. Update Transit Development Plan. Update the existing Transit Development Plan and Operations Analysis to refine maps, evaluate transit routes, and identify both passenger and system wide needs. The plan update will consist of multiple phases to be accomplished over the course of two fiscal years.

The plan update will also standardize the plan horizon to more closely match with the metropolitan transportation plan horizons as well as adjustments to better coordinate TDP recommendations with regional transportation plan recommendations. Phase 1 activities not yet completed in FY 2010 are described below:

a. Vision and Goal Setting – Key Stakeholders (funding partners)
The Birmingham Jefferson County Transit Authority’s funding partners (i.e. participating municipalities and contract agencies) will be engaged through stakeholder interviews and/or focus groups in order to obtain information about their perspective of the transit authority’s existing operations, their vision/desires for public transit services as it relates to the region, and their desires for transit system funding. Stakeholder inputs will be used to inform the development of specific goals and SMART objectives (developed by staff) for achieving the articulated vision.

Deliverable: Stakeholder Interview Summary Report, Input to Chapter 1 of TDP
b. Vision and Goal Setting – Partnering Agencies/Committees
The Birmingham Jefferson County Transit Authority’s partnering agencies and committees (i.e. the BJCTA Transit Advisory Committee, BJCTA VIP Advisory Committee, Regional Planning Commission of Greater Birmingham/Birmingham Metropolitan Planning Organization, Jefferson County Department of Public Health, Birmingham Business Alliance – Blue Ribbon Transit Committee, etc.) will be engaged through one on one stakeholder interviews in order to obtain perspectives about the transit authority’s existing operations, and to gather their vision/desires for public transit services as it relates to the region. Stakeholder inputs will be used to inform the development of specific goals and SMART objectives (developed by staff) for achieving the articulated vision.

Deliverable: Partnering Agency/Committees Summary Report, Input to Chapter 1 of TDP

c. Vision and Goal Setting – Riders
The Birmingham Jefferson County Transit Authority’s riders will be engaged through public outreach activities in order to obtain input to the development of the BJCTA’s vision for the provision of public transit services. Rider input also will be used to inform the development of specific goals and SMART objectives (developed by staff) for achieving the vision.

Deliverable: Rider Input Summary Report, Input to Chapter 1 of TDP

d. Data Collection and Analysis
The Birmingham Jefferson County Transit Authority will collect data regarding ridership of specific bus routes, noting (a) rider characteristics i.e. fixed route vs. ADA, household incomes, languages spoken, etc. (b) rider attitudinal information (c) boarding and alighting passenger locations (d) bus stop inventory and the stop characteristics (e) vehicle characteristics (i.e. type, age and operational features); (f) rider origins/destinations, (g) mode of access, (h) fare payment characteristics, and attitudinal information, and; (i) peer analysis. Finally, GIS data reflecting geographically illustrative information and thematic maps will be developed.

Deliverable: Transit Data Dictionary, GIS Database and Maps, Peer Review, Data Analysis Technical Memorandum

e. Transit Development Plan
The Birmingham Jefferson County Transit Authority will assemble both a plan that describes the short, medium, and long-term development of the transit system based on the vision, goals, and objectives which will have been developed through a public involvement process. The plan will be modeled after the regional transportation plan where the long range plan (2035 Long Range Transit Plan) will address longer term transit system development, and a shorter term program (FY2012 - FY2015 Transit Development Program i.e. TDP) drawn from the long range transit plan will be used to program projects into the Birmingham MPO developed and maintained Transportation Improvement Program. The long range transit plan will present a number of different
scenarios regarding service configuration and costing information which will be presented to both stakeholders and the public in order that they might identify which elements of the scenarios that are desirable. These elements will be combined into a single, preferred scenario. This near term elements of this preferred scenario will be advanced to become the transit development plan (TDP). The TDP will be based on expected revenues (federal, state, and local) over four fiscal years. Also included within the TDP will be recommendations for major capital purchases such as vehicles and technology as part of an overall implementation schedule. Finally, the TDP will incorporate a marketing plan that details how to competitively position BJCTA transit services as a preferred travel mode.

Deliverable: Transit Development Plan document, Capital Purchasing Analysis, Marketing Plan

2. **Creation of a Service Development Policy Manual.** The Service Development Policy Manual will update service standards to include, but not be limited to, crush capacities, standard headways, bus stop requests and installation procedures, and route alignment and elimination.

3. **Update to the BJCTA Public Involvement Process.** The Public Involvement Process procedures will be updated in order to clarify role and responsibilities, as well as to better utilize the BJCTA’s advisory committees. A portion of the update will include public outreach/involvement specifically designed to reach beneficiaries of Title VI.

4. **Fare Card Deployment Plan.** Develop a deployment plan to implement ITS recommendations regarding magnetic fare cards. The deployment plan follows through on recommendations prepared by the BJCTA’s Pass Committee. It will provide guidance for the installation of magnetic fare media, as well as, goals for expanding and improving the system. Goals for expansion may include acquiring Ticket Vending Machines or moving to a contactless fare system.

5. **Development of a Marketing Plan.** A marketing plan will be developed to assist the BJCTA in increasing ridership, developing public/private partnerships, increasing discretionary ridership and investigate the utilization of social media for marketing and providing service information to the public.

6. **Planning Service Agreement/Cooperative Planning Service Agreement.** The Memorandum of Agreement will describe the cooperative roles for Transit Service Planning between the RPCGB and BJCTA.

B. **Data Collection and Analysis**

1. **System-wide route audits.** Route audits will assist in route planning and design and check the accuracy of equipment. A baseline audit of routes will be conducted as part of UPWP task 7.3 in FY 2011. The BJCTA and the RPCGB will work cooperatively to collect and analyze the route data. Starting in FY 2012, annual route audits will be conducted.

2. **Periodic passenger and stakeholder surveys.** Passenger and Stakeholder surveys will assist in determining the needs of its passengers and assist in the development of the new Transit
Development Plan.

C. **Customer Service and Communications Improvements**
A Passenger Transit Guide will be a tool which BJCTA Passengers will use to plan trips. The guide can be used to communicate policies and the types of services BJCTA provides. It will be an invaluable tool for those who are visitors to the Birmingham area.

D. **Transit Planning Staff Training**
BJCTA planning staff will take advantage of training opportunities as they present themselves in order to improve their competency in critical area.

**Products**
A. 2012 - 2016 Transit Development Program
B. Service Development Policy Manual
C. Marketing Plan
D. The BJCTA Riders Guide
E. BJCTA Public Involvement Process
F. Route and System Maps
G. Fare Card Deployment Plan

**Staffing**
Birmingham-Jefferson County Transit Authority, Regional Planning Commission of Greater Birmingham.

**Timeline**
Transit Development Program, June 30, 2011.

**Financial Responsibility**
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6.4 Public Transportation – Coordinated Human Service Transportation Planning

Objectives
To develop and maintain a Coordinated Human Services Transportation Plan that identifies strategies for improving mobility and access for transportation disadvantaged individuals.

Previous Work
Programmed JARC and New Freedom projects in the TIP for FY 2010.

Proposed Work
A. Maintain and Update Coordinated Human Services Transportation Plan (CHSTP)
   Review and revise the Coordinated Human Service Transportation Plan for the Greater Birmingham region to reflect current and changing needs of the area.

B. Implement 2008 Update of the CHSTP
   Strategies outlined in the plan for implementation include:
   1. Improve Coordination.
   2. Improve Efficiency.
   3. Improve the Quality of Transportation Services.
   4. Improve Awareness of Available Services.
   5. Expand the Capacity of Human Services and Rural Transportation Services.

C. Administration of FTA Section 5316 and 5317 (JARC/New Freedom) Grant Programs
   1. RPCGB will ensure that updates to the CHSTP are developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by the public.

   2. RPCGB will conduct a competitive selection process for funding projects through the JARC and New Freedom programs. An ad hoc Human Services Transportation Committee is used to assist in the competitive selection process for projects. The following elements will be considered in evaluating proposals for final selection:
      a. The extent to which the proposed project fills an identified gap in service
      b. Completion of all required responses in the correct format
      c. The extent to which the proposed project fulfills requirements as set out in this RFP
      d. An assessment of the ability to deliver the proposed service(s) in accordance with the specifications set forth herein
      e. The agency’s stability, experiences, and record of past performance in delivering such services
      f. Availability of sufficient personnel with the required skills and experience for the proposed project

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g. Overall cost of project proposal, including operational, technical, cost, and management requirements

h. The value of the project compared to other projects submitted in the application process

3. RPCGB, in cooperation with the Birmingham-Jefferson County Transit Authority (BJCTA), will ensure that each project selected for JARC and New Freedom funding is in compliance with the CHSTP.

4. RPCGB will coordinate the development of agreements between BJCTA and sub-recipients.

5. For grants awarded for the purchase of vehicles, RPCGB will assume responsibility for obtaining specifications and ordering vehicles on behalf of sub-recipient, unless declined in writing by sub-recipient.

6. RPCGB will develop, distribute, and review applications for certification of transportation providers, then forward to BJCTA for final review and approval.

7. RPCGB will work closely with grant awardees and BJCTA to facilitate project implementation and maintenance.

8. RPCGB will assist BJCTA with any tasks necessary to administer these grant programs, including, but not limited to, reporting requirements, invoices, contracts, etc.

9. RPCGB will be allowed to utilize five percent (5%) of the annual regional allocation for program and project administrative purposes.

10. RPCGB will ensure JARC and New Freedom dollars are programmed into the Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP).

**Products**
A. Updated Human Services Coordinated Transportation Plan.
B. Ad Hoc Human Services Transportation Committee.
C. JARC and New Freedom projects funded for location organizations.

**Staffing**
Regional Planning Commission of Greater Birmingham.

**Timeline for Proposed Work**
The following tasks and timetable will be used in the next competitive selection process for Section 5316/5317 projects:

- **July 2010** Call for Projects
- **July 2010** Grant application workshop
- **August 2010** Grant applications due
- **September 2010** Review and scoring of grant applications by BJCTA and RPCGB staff
September 2010  Ad hoc committee meets to review scores and make funding recommendations

October 2010  MPO citizens and technical committees review recommendations. MPO subcommittee provides funding recommendation to full MPO.

November 2010  Full MPO review and approval of projects. Projects approved for inclusion in regional and state TIP.

Financial Responsibility

| Total    | $ 62,500 |
| 5316/5317 (FTA) | $ 50,000 |
| PL (FHWA)   | $ 10,000 |
| Local      | $  2,500 |
6.5 Public Transportation -- FTA 5310: Elderly and Disabled Transportation

Objectives
To serve as the administrator of the FTA 5310 program for the Birmingham Urbanized Area, as set forth in FTA Circular 9070.1F.

Previous Work
Programmed FTA 5310 grant funds in the TIP for FY 2010.

Proposed Work
A. Develop and update the Coordinated Human Services Transportation Plan through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by the public.

B. Certify that projects selected for funding under Section 5310 are in compliance with the Coordinated Human Services Transportation Plan.

C. Submit reports and other documents required by FTA under the Section 5310 program funding.

D. Submit monthly and annual National Transit Database (NTD) reports.

E. Verify the annual budget for Section 5310 expenditures and ensure that no more than 10 percent of funds received under Section 5310 are allocated for the purpose of administration. Also determine, in consultation with ClasTran and the Birmingham-Jefferson County Transit Authority (BJCTA), how the 10 percent for administration is divided between the three parties.

F. Review monthly invoices submitted by ClasTran. After approval of monthly invoice, RPCGB will forward to BJCTA for payment.

G. Approve ClasTran’s service contracts with transportation providers.

H. Ensure that services provided under Section 5310 are consistent with the regulations and are within the Birmingham Urbanized Area.

I. Ensure that services provided under Section 5310 meet FTA’s measurable goals of filling gaps in service with “provision of transportation options that would not otherwise be available for older adults and individuals with disabilities” and increasing ridership (FTA Circular 9070.1F, p.II-2). This includes working to expand transportation options for a variety of needs.

J. Ensure that all Section 5310 projects approved by the MPO are included in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP).

Products
A. Updated Human Services Coordinated Transportation Plan.
B. Efficient operation of 5310 demand response services.
**Timeline**
Updated Human Services Coordinated Transportation Plan: December 31, 2010.

**Staffing**
Regional Planning Commission of Greater Birmingham.

**Financial Responsibility**

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6.6 Bicycle, Pedestrian, Greenway Planning

Objectives
To support regional connectivity and active transportation networks utilizing multimodal streets, greenways, parks, and other publicly accessible greenspace by establishing short-term and long-term implementation strategies.

Previous Work
The MPO’s 2035 Regional Transportation Plan (RTP) includes an Active Transportation Program. The RTP also includes a complementary Complete Streets Policy designed to ensure cyclists and pedestrians are routinely accommodated in all roadway improvement projects. A separate functional area plan, the Active Transportation Plan (ATP), provides a more detailed policy and route development framework for the development of a network of walkways and bikeways in the Birmingham Metropolitan Planning area.

The ATP included an inventory of readily identifiable existing facilities, RTP projects and proposed high priority connections that collectively serve as a framework for a regional network of both on and off-road facilities. An on-road bicycle suitability analysis was conducted along most of the region’s major thoroughfares and overlaid with a proposed regional bike route identified during a route planning workshop. Existing and proposed compact/mixed-use pedestrian activity centers were also identified and mapped along with other key origins and destinations including schools, parks and cultural resources.

Previous (GIS) analysis of the region provides a sound framework for walkable and bicycle-friendly community planning and development. It should also inform local and regional land conservation priorities through a more holistic approach to developing an active transportation network and preserving the region’s green infrastructure (e.g. inclusion of multi-use trails along greenways that also protect water quality and wildlife habitat).

Proposed Work
A. Refine Existing and Proposed Pedestrian Activity Centers
The existing and potential activity centers (PACs) identified in the ATP were developed with cursory level stakeholders input primarily based on anecdotal evidence of what are generally considered core areas that either are or have the potential to evolve into pedestrian-oriented nodes of development. These core areas deserve more rigorous quantitative and qualitative analysis and subjected to more specific criteria associated with the proximity between and mix of uses, street connectivity, urban density and accessibility of pedestrian facilities.

First, more specific quantitative and qualitative criteria for both regionally and locally significant PACs will be developed by RPC staff based on current state of the practice information available from respected transportation planning resources (e.g. American Planning Association, Institute of Transportation Engineers, Federal Highway Administration, Transportation Research Board, etc.). The criteria must also align with in-house technical capabilities and available analytical resources such as the regional travel demand model and the Index indicators model. The criteria will then be presented to the MPO’s Technical Committee and the Bicycle and Pedestrian Advisory Committee. Once the criteria is affirmed and refined, it will be utilized to evaluate the existing and potential PACs previously identified. Additional existing and potential PACs will
also be identified with input from the MPO Citizens, Technical and CMP Committees before quantifying and analyzing the nodes.

Once the existing PACs are identified and quantified they will be catalogued and categorized based on a typology that informs both regional and local-level planning and development (e.g. regional city center, area town center, neighborhood village, etc.) General characteristics as well as the various opportunities and challenges specific to each PAC will be documented in a matrix. Potential PACs will also be catalogued and described based on their proximity to other uses, transit, employment centers, walkable neighborhoods or other factors associated with the strategic locations each.

Special attention should be given to identifying both existing and potential PACs that could evolve into transit-oriented developments (TODs) that are not only connected but integrated with any number of transit options such as light rail, Bus Rapid Transit or a streetcar network. Past and ongoing planning processes such as the Regional Transit Alternatives Analysis, the In-Town Transit Partnership project, US 11 and US 280 Alternatives Analysis will inform the identification of regionally significant TODs.

B. Regional Pedshed Analysis

Much like a watershed is a geographic area determined by the catchment area that drains to a given body of water, a “pedshed” (a.k.a. “walkshed”) is the walkable area around a particular point of interest. The points of interest for pedestrians are often the same and also serve as origins and destinations for motorists, cyclists and transit riders. Examples include housing, parks, schools, employment centers as well as mixed use nodes such as the PACs described above.

Pedsheds range in size and shape depending upon a variety of factors such as street connectivity, accessibility, topography and a host of other social and cultural variables. As a general rule, the theoretical pedshed in an ideally flat and well connected built environment has a radius of ¼-mile from the respective point of interest. A ¼-mile walk typically takes the average person anywhere from 5 to 10 minutes and represents the distance for which most people will chose to walk in lieu of driving in a safe and highly pedestrian-oriented built environment.

The first step in the regional pedshed analysis will be to identify the points of interest for which local pedsheds will be delineated and evaluated in GIS. Radial buffers of ¼-mile will be generated and overlaid to identify the straight-line pedsheds from the center of each point (“as a crow flies”). Network analysis will then be utilized to map the pedsheds based on the surrounding street and walkway networks. An overlay of the theoretical and network-based pedsheds will identify areas where connectivity is deficient and can potentially be improved. Likewise, any major barriers such as the lack of sidewalks, steep slopes and railroad tracks that can be delineated from aeras or other in-house GIS data will documented for each network-based pedshed. These barriers and deficiencies will guide priorities for project funding and development. Special attention will be given to the existing conditions and needs within the pedsheds of existing PACs. Recommended walkability related improvements to the built environments within the PACs will be documented for follow-up consideration during project
design and development (signalized and marked pedestrian crossings, streetscape improvements, innovative intersection treatments, urban design recommendations, etc.)

C. Safe Routes to School Toolkit
A Safe Routes to School (SRTS) toolkit will be developed to serve as a regionally specific “menu” of resources for area school districts in urban, suburban and rural parts of the region. The toolkit will be developed and promoted with collaboration from a number of partner and stakeholder organizations (Alabama Department of Transportation, the Alabama Department of Public Health, the Alabama Department of Education, the Community Foundation of Greater Birmingham, YMCA Birmingham, United Way of Central Alabama, the Jefferson County Department of Health, JCCEO’s Head Start Program, Children’s Hospital, Birmingham Safe Kids Coalition, the University of Alabama at Birmingham, etc.). This work will also be coordinated with the work of the $16M Recovery Act grant (Communities Putting Prevention to Work) from CDC to the Jefferson County Department of Health and its partner organizations and subcontractors.

Resources in the toolkit will be organized and made available online. Hardcopies will be provided when requested and on a case-by-case basis. The toolkit will contain the following types of information for specific target audiences or users:

1. Social, health and psychological benefits of walking and biking to school.
2. Best practices for school siting and design.
3. Walkability and bikability checklist (audit forms).
4. Dealing with “stranger danger” and other social, cultural and behavioral factors.
5. Instructions on starting a “walking school bus” or “bike train”.
6. Recommendations for improving pedestrian access and safety to bus stops.
7. Engineering strategies to make school zones more walkable and bike-friendly.
8. Encouragement strategies to promote safe walking and biking to school.
9. Enforcement strategies to discourage speeding and other safety hazards.
10. Education strategies to incorporate SRTS programming into school curriculums.
11. Evaluation strategies to evaluate the results of local SRTS projects and programs.
12. Other resources provided by the National Center and Alabama SRTS programs.

D. Bicycle and Pedestrian Coordination and Education
The purpose of this program is to assist and work closely with local governments and other stakeholders with planning, funding, and implementing bikeways, walkways, and other non-motorized transportation projects. Ongoing programmatic activities associated with improving non-motorized transportation on a regional level are equally important. Relevant tasks and activities include:

1. Facilitate and/or participate in Bike-to-Work Day, Walk-to-School Day and other events that arise and are related to the promotion of non-motorized transportation. Whenever possible such events should be coordinated with and supported by CommuteSmart program staff, local biking and walking clubs, and advocates.

2. Partner with local government officials, other public agencies, school administrators, parents, teachers, and other citizens to promote local Safe Routes to School (SRTS) projects and
programs consistent with the federal and state SRTS programs. Examples include SRTS workshops, walkability assessments, setting up walking school buses, and bike rodeo events.

3. Work with local media outlets to educate the public with articles, interviews, news briefs, and public service announcements (PSAs) that promote non-motorized transportation. Examples include “Share the Road” campaigns and bicycle and pedestrian safety awareness.

4. Promote and assist with bicycle parking projects and programs at a local and regional level and coordinate with relevant CommuteSmart program activities and partners. Examples include assist with setting up a UAB Bike Parking Program.

5. Advise local governments with respect to grant writing and project funding for walkways, bikeways, and other multimodal transportation projects. Ensure Birmingham MPO letters of concurrence and other necessary documentation is included with grant applications.

6. Monitor and document the status of all non-motorized projects programmed in the Birmingham MPO’s TIP. Communicate periodically with ALDOT staff, project sponsors, and consultants to ensure all parties are apprised and actively managing TIP projects.

7. Share information and resources associated with Context Sensitive Solutions (CSS), Complete Streets, and other “state-of-the-practice” techniques associated with multimodal transportation planning and design. Ensure local governments, stakeholders, and citizens are provided with such information on an as needed basis. Publicize the release of current research and practices such as CSS in Designing Major Urban Thoroughfares for Walkable Communities and other similar design policy reports published and/or endorsed by credible sources including the Institute of Transportation Engineers (ITE), the FHWA, the Association of State and Highway Transportation Officials (AASHTO), the Transportation Research Board (TRB) and the Association of Pedestrian and Bicycle Professionals (APBP).

8. Set up and facilitate the annual Building Communities Conference. Determine an appropriate thematic focus that relates to community and regional planning, multimodal transportation, economic development and environmental quality. Build upon the knowledge gained and information collected during past RPC/ Birmingham MPO hosted conferences that addressed a variety of relevant topics such as Smart Growth, New Urbanism/Ruralism, quality public spaces, livability, multimodal transportation and planning and design.

$7,500 is programmed expenses related to this conference.

9. Work with local partners to coordinate and co-host a multimodal street design workshop such as the Complete Streets Implementation workshop facilitated by the Association of Pedestrian and Bicycle Professionals.
**Products**
A. Pedestrian Activity Centers Inventory.
B. Regional Pedshed Analysis.
C. Safe Routes to School Toolkit.

**Staffing**
Regional Planning Commission of Greater Birmingham.

**Timeline for Proposed Work**
A. Pedestrian Activity Centers Inventory (February 1, 2011).
B. Regional Pedshed Analysis (June 1, 2011).
C. Safe Routes to School Toolkit (September 30, 2011).

**Financial Responsibility**
- Total: $ 112,500
- PL (FHWA): $ 90,000
- Local: $ 22,500
6.7 Freight Planning

Objectives
To lay the groundwork for the development of a regional multimodal goods movement transportation program that will identify and make recommendations to:

A. Maximize roadway capacity for freight movement.
B. Improve inland port facilities.
C. Eliminate key rail choke points—physical, operational, and information-system.
D. Enhance air freight facilities and movement.
E. Minimize air quality degradation.

In considering these options, conceivably the region’s freight capacity might be increased and congestion on the region’s rail and highway systems relieved.

Previous Work
RPC Staff continued to participate in Talking Freight Webinars, and have successfully completed the National Highway Institute’s course 139006, Integrating Freight in the Transportation Planning Process. Also, the RPC identified freight stakeholders and initiated outreach to them. The RPC has been collecting data on freight, and has begun developing a framework for modeling freight movements in the region. A basic freight profile has been developed.

Proposed Work
A. Stakeholders. RPC Staff will build upon outreach to stakeholders with stakeholder meetings, and with site visits to private sector freight suppliers. The staff will work with the stakeholders and with available data to identify chokepoints and with ways to improve movements through these points. Also, the staff will work with the stakeholders to refine the program goals and objectives.

B. Data Collection. The data collection system for freight will also be developed. There are currently data collection systems for programs such as congestion management which will be leveraged against those resources to improve freight data. Private sector data such as InfoUSA or Claritas will be used to disaggregate federal Freight Analysis Framework 2 (FAF2) (and later) data.

C. Freight Flows. Using the data that is collected regarding freight resources as well as traffic volumes and congested conditions, the RPC staff will identify and illustrate regional freight flows by mode and travel facility. These freight flows will be used to inform both regional and corridor specific planning efforts. Areawide economic assessments and site specific project development will also benefit from the data collection. The data will also be used to forecast future freight flows and to inform the development of the regional transportation plan. Freight forecasting will be aided by the use of Cube Cargo software which offers specific methodologies for studying freight demand using a commodity-based approach.

Cube Cargo will be purchased for $11,400 federal.
D. Project Evaluation Criteria. Using the data collected through both the traditional sources and through stakeholder outreach, the RPC staff will develop a set of project evaluation criteria to rank projects and to assist in getting the projects into the appropriate documents.

E. Training: The RPC staff will attend appropriate training for including freight in the transportation planning process. The National Highway Institute’s two day course 139003 – Advanced Freight Planning and workshop for Engaging the Private Sector in Freight Planning are the preferred courses. Also, RPC staff sees the value in attending the I-95 Corridor Coalition’s Freight Academy at Rutgers.

Products
A. Meeting notes, chokepoint maps.
B. Methodology for disaggregation of freight data.
C. Freight Flow Map and matrix.
D. Regional Freight Model Development (Regional Travel Demand Model).
F. Training.

Staffing
Regional Planning Commission of Greater Birmingham

Timeline for Proposed Work
A. Chokepoint maps/methodology for freight data (December 31, 2010).
C. Regional Freight Model Development (September 30, 2011).

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6.8 Congestion Management Process (CMP)

Objectives
A. To establish a Regional Data Clearinghouse for the purpose of collecting and sharing data in order to monitor the transportation system as part of the Birmingham Regional CMP.

B. To coordinate Incident Management Functions (IMF) across the Birmingham Metropolitan Planning Area for the purpose of better managing and mitigating congestion along the region’s interstate and arterial roadway system.

Previous Work
The Birmingham CMP was completed in December 2008. Throughout FY 2010 (Oct. 2009 – Sept 2010), the Birmingham MPO continued to update and maintain critical data. This included corridor specific travel times, and both corridor specific and areawide traffic counts.

During FY 2010, the Birmingham MPO also formally initiated a Congestion Management Committee (CMC). The CMC is comprised of five working groups, each of which has been assigned the task of developing and maintaining an area of the congestion management process. The Birmingham MPO also began working in earnest on establishing the Birmingham Regional Transportation Data Center. Work on the transportation data center included organizing historic traffic counts and travel time information, identifying alternate/supplemental sources of transportation data, securing analytical software, and performing research to assess the efficacy of using electronic probe data versus traditional floating car data.

Proposed Work
A. Data Collection and Management

Continue to collect basic transportation data system data such as traffic counts and travel times, organizing this information, and managing it for use within the overall local and regional planning environment. This includes collecting the following:

1. Traffic Counts - Segment Counts
   Continue to count 300 fixed locations annually. Count locations will be determined by the RPC. All counts will be collected via automated traffic recorder device for a consistent 48-hour collection period to occur between Monday and Friday during a typical work week over a nine (9) month period, typically excluding the winter holiday period.

2. Travel Time Studies
   Collect, update, and maintain a database of peak period travel times for the metropolitan planning area’s Congestion Monitoring Network (CMN) which consists of more than 1,100 directional roadway miles. The Congestion Monitoring Process contractors will collect data for 50% of the total number of CMN facilities each contract year, collecting data for the remaining 50% in alternating years to achieve a 100% update of the CMN every two years. Collected data will be provided to the Birmingham Regional Transportation Data Center, and made available to the professional architecture, engineering, and planning community via a Regional Data Clearinghouse. Both the transportation data center and the data clearing house are part of an overall concept for transportation system monitoring.

The transportation data center will continue to collect site transportation impact studies
performed for new development and/or expansions of existing development, transportation studies for specific corridors and/or study areas, and selective intersection turning movement counts on major roadways. In addition to these data, an inventory of traffic control devices, signal timing plans, and Synchro roadway networks will be collected from external information sources and agencies. Other data assembled by the Data Clearinghouse is envisioned to include:

a. Crash and safety data.
b. Truck and commercial vehicle movement.
c. Intelligent Transportation Systems inventory.
d. Public perception surveys.

B. Transportation Data Center Website Design

Design and implement a website for the Birmingham Regional Transportation Data Center. The website, as envisioned by the RPC, will serve as a clearinghouse for information and provide the public access to information such as:

1. Current and historic traffic counts.
2. Travel time data.
3. Level of service estimates.
4. Transit routes.

Sensitive data that has value for transportation planning will be accessible only to authenticated persons. These include:

1. Traffic safety data to include crash data.
2. Traffic control device inventory.
3. Transportation system infrastructure inventory.
4. Traffic signal timing plans.
5. Transit ridership information.
6. Truck and commercial vehicle movement data.

Finally, it is envisioned that the transportation data center website will provide access to a repository of traffic impact study reports and other transportation reports containing roadway operational data. RPC staff will provide guidance and final approval of the transportation data center’s website design and content.

Data collection and data maintenance will be consistent with the existing database structure and be input into the existing linear geographic information system. This will include video logs of all facilities, travel times, and travel distances, all of which will correlate with geo-referenced in-vehicle travel time runs. Data will be collected using a floating car methodology that utilizes GPS receivers and automated data loggers to record peak travel hour travel times. At a minimum, two travel runs per corridor will be conducted.

C. Performance Reporting Activities

1. Develop a bi-annual congestion report on congestion for the Birmingham Metropolitan Planning Area’s transportation system. The report will provide an account of the congested
state of travel on the region’s transportation system, changes in baseline congestion and transportation system performance measures, implemented programs and projects, and these programs’ and projects; impacts. Prepare a draft of the report for review and comment prior to the start of the 4th quarter of the fiscal year. Upon approval of the draft report by the RPC, the consultant will present the report, its findings and any recommendation for future actions to the Birmingham MPO’s Congestion Management Committee. Based on the feedback from the Committee, the consultant will finalize and publish the report.

2. Participate in and contribute to quarterly meetings of the Congestion Management Committee, primarily by providing reports on collected data, anticipated/expected and/or experienced challenges, and results of project specific analysis.

D. Incident Management
The Birmingham Regional Incident Management Function will continue its work to improve communications between first responders, the ALDOT, and the traveling public. Tasks include:

1. Communications Software and Equipment
   Communications software and the necessary equipment to support it will be purchased and installed so that the metropolitan area’s county Emergency Management Agencies, local fire and police, and the ALDOT all might communicate about the best strategy to clear traffic incidents in the most timely and efficient manner in order to relieve congestion.

2. Pavement/Barrier Markings
   Appropriate locations for pavement and/or barrier markings to assist emergency responders and travelers to identify their location so that they might communicate it to a central dispatcher, towing and recovery services, and the traveling public.

3. Post-Incident Review
   Post-incident debriefings from actual traffic incidents will be organized to review the incident and make recommendations on how to improve the process.

4. Towing and Recovery Program
   A towing and recovery program will be developed in order that traffic crashes might be cleared in a timely and efficient manner.

E. Transportation Management and Operations
The Congestion Management Committee met in 2010 to organize itself into functional working groups. One of these functional working groups, the Real-time Traffic Operations Work Group, is specifically dedicated to developing and maintaining a regional Transportation Systems Operations Plan to conduct the following activities:

1. Update Regional Intelligent System (ITS) Architecture
   a. Assess progress on ITS deployment in the Birmingham metropolitan planning area.
   b. Evaluate the Birmingham metropolitan planning area’s ITS practices with the state of the practice in ITS system deployment.
   c. Assess technologies and their compatibility with existing, deployed technologies.
   d. Reconfirm/update the proposed ITS architecture costs and deployment strategies.
2. Develop a Transportation Systems Operations Plan

In order to support the update to the regional ITS architecture, a regional transportation systems operations plan will be developed. The intended purpose is to:

a. Define a strategic transportation operations plan for the Birmingham metropolitan planning area.
b. Bridge the regional ITS architecture with existing local efforts and current real-time operational needs.
c. Link statewide guidance with identified regional needs.
d. Identify and prioritize existing and new regional operations projects.
e. Establish uniform standards for communications, traveler information, and incident response.
f. Establish a cooperative, working relationship between regional transportation operators and planning partners.

Products

A. Transportation System Data (i.e. traffic counts, travel times, turning movements).
B. Transportation Data Center website with clearinghouse capabilities.
C. Bi-annual congestion report.
D. Quarterly Reports to Congestion Management Committee.
E. Quarterly Congestion Management Committee meetings.
F. Communications software for incident management.
G. Towing and recovery program guidelines and incentives.
H. Intelligent Transportation System Architecture update.

Staffing

Regional Planning Commission of Greater Birmingham and a third-party contractor (UAB Transportation Center, $100,000 federal), website development ($8,000 federal), report reproduction/printing ($8,000 federal).

Timeline for Proposed Work

A. Intelligent Transportation System Architecture update (September 30, 2011).

Financial Responsibility

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6.9 Transportation System Maintenance Planning

Objectives
The Birmingham 2035 Regional Transportation Plan (RTP) identifies the need to better maintain the existing transportation system, advocating a “fix it first” strategy. The RTP recommended that the Birmingham MPO develop a roadway maintenance program, to include a pavement management program, in order to identify and prioritize roadway resurfacing and bridge maintenance needs for the Birmingham Metropolitan Planning Area.

The objective of this task is to develop a uniform methodology by which the Birmingham MPO can identify and prioritize roadway resurfacing needs for functionally classified, non-state roadways within the Birmingham metropolitan planning area to which MPO controlled federal funding might be applied. The ultimate goal of the project is to:

A. Return roadways to a state of good repair.
B. Establish a framework to support regular roadway resurfacing in order to maintain roadways in a state of good repair.
C. Maximize local dollars for roadway resurfacing.
D. Minimize long-term roadway maintenance costs through preventive maintenance of roadway surfaces.

Previous Work
Birmingham Regional Transportation Plan, Transportation System Maintenance section, and geographic mapping of metropolitan planning area bridge system.

Proposed Work
A. Pavement Management Program

The Birmingham MPO is proposing to inventory the pavement conditions of each functionally classified, non-state roadway within the Birmingham metropolitan planning area in order to determine their actual condition and rate them according to their need. Based on this information, as well as information regarding:

1. Functional classification.
2. Travel demand.
3. Previous roadway resurfacing/maintenance work.
4. Scheduled roadway resurfacing/maintenance work.

The Birmingham MPO will develop a prioritized listing of roadway facilities to which MPO controlled federal funding might be made available. Input from a stakeholders committee also will be used to help develop both the prioritization methodology and an annual listing of facilities/projects.

Specific information about this task and how it will be accomplished will be developed as part of a detailed scope of work. Third-party assistance may be necessary to conduct the inventory, assess roadway conditions, and provide guidance to Birmingham MPO staff about the development of a prioritization methodology.
B. Bridge Maintenance/Management Program

As part of the overall Transportation System Maintenance Planning effort, the Birmingham MPO proposes to supplement local funding efforts aimed at maintaining bridges on the functionally classified, non-state roadway network. Much like the proposed pavement management program, an inventory of all bridges located on the Birmingham metropolitan planning area’s functionally classified roadway network that are not part of the state maintained bridge system will be conducted in order to: (a) ascertain the total number of bridges that might qualify and (b) to determine these bridges’ age and condition.

Existing bridge inspection data will be utilized as much as possible. However, in cases where inspection reports are not available or have not been performed within a specific timeframe, it may be necessary to secure updated information. It is expected that increase coordination with the Alabama Department of Transportation, county and local departments of roads/transportation, as well as third-party assistance may be necessary in order to secure adequate/accurate information. This would include assistance with conducting an inventory of facilities, assess bridge conditions, and provide guidance to Birmingham MPO staff about the development of a prioritization methodology. Input from a stakeholders committee also will be used to help develop both the prioritization methodology and an annual listing of facilities/projects.

Products
A. Regional Pavement Condition Inventory.
B. Regional Bridge Inventory.
C. Pavement Management Plan (includes prioritization methodology, prioritized listing of facilities, and initial funding recommendations).
D. Bridge Maintenance Program (includes prioritization methodology, prioritized listing of facilities, and funding recommendations).

Staffing
Regional Planning Commission of Greater Birmingham.

Timeline
None.

Financial Responsibility

| Total     | $ 50,000 |
| PL (FHWA) | $ 40,000 |
| Local     | $ 10,000 |
6.10 CommuteSmart Program (Rideshare)

**Objectives**
To reduce reliance on the single-occupant automobile through programs that result in air emissions reductions.

**Previous Work**
Ongoing activities have been conducted for employer based outreach programs, vanpool operations services, and park-and-ride lot development. A 2009 CommuteSmart Annual Report documenting accomplishments was printed.

**Proposed Work**
A. **Outreach and Marketing Activities**
   Conduct outreach and marketing activities designed to increase the number of employers who encourage use of commuting alternatives and the number of participants in the program. Specific activities include an interactive web site for on-line rideshare applications and matching, employer transportation coordinator training, and a template for standardized marketing and promotional materials messaging for presentations to various audiences.

   The development of the marketing materials will be directed to three audiences to include employers, employees and the commuting public. The variety of collateral materials may include a general brochure, presentations, posters, direct mail pieces, and promotional items. Public outreach will include advertising on television, radio, and other media outlets.

B. **Employer Outreach and Marketing Activities**
   Conduct the following employer outreach and marketing activities designed to increase the number of employers who encourage use of commuting alternatives:

   1. Continue outreach and marketing efforts at company partners.
   2. Pursue signing up more companies with 150 or more employees.
   3. Facilitate events such as “transportation days” and “try it days” to encourage clean commuting.
   4. Promote commuter incentive programs such as Get Green and Commuter Club.
   5. Manage the Emergency Ride Home program.
   6. Expand the number of vanpools by marketing program through outreach efforts.
   7. Pursue media opportunities including interviews, editorial boards, and press releases.
   8. Presentations at Birmingham MPO meetings, professional and civic groups and other interested organizations.
   10. Provide on-site posters at employer sites, paycheck stuffers, company newsletter articles, and new hire packet inserts.
   11. Quarterly ride matching letters, postcards and follow-up calls to database participants.
   12. Attend community events to promote commuting alternatives.
   13. Provide customer service support to program participants.
C. Turn-Key Vanpool Operations Services
   Conduct turn-key vanpool operations services to include:
   1. Perform customer service and administration.
   2. Assist in database maintenance.
   3. Accomplish vehicle acquisition and maintenance.
   4. Perform insurance and risk management.
   5. Provide volunteer driver screening, training and orientation.
   7. Collect and provide reporting of data in a format consistent with FHWA/and FTA requirements.
   9. Provide a demonstration vehicle.
  10. Support the emergency ride home program.

D. Park and Ride
   Complete design for park-and-ride lot at the Shelby County Airport and construction administration for signing and striping of shared use lots within the cost amount in the approved ALDOT contract with Gresham-Smith and Partners.

Products
Documentable emissions reduction estimates for employer outreach, marketing and operations aspects of the Rideshare Program. A report will be prepared for the period October 2009-September 2010.

Staffing
Regional Planning Commission of Greater Birmingham and a third-party contractor (VPSI, $400,000 federal), marketing/media ($200,000 federal).

Timeline for Proposed Work
None.

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Funding is currently programmed in the Transportation Improvement Program for FY 2011 with Surface Transportation Program Birmingham (STPBH) funds.
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TASK 7.0
SPECIAL PROJECTS AND CORRIDOR MANAGEMENT PLANNING

7.1 U.S. 280 Corridor Alternatives Analysis

Objectives
To perform an Alternatives Analysis consistent with FTA guidelines for potential New Starts/Small Starts projects. The transit analyses will include land use alternatives as well as highway alternatives such as the proposed Elevated Toll Road.

Previous Work
A. Completed a Birmingham Regional Transportation Alternatives Analysis in 2004 for Jefferson and Shelby Counties that identified transportation deficiencies and developed various modal and alignment options that address mobility needs.
C. Issued a Request for Proposal in May 2009 for a U.S. 280 Corridor Transit Study.
D. Selected Reynolds, Smith, & Hills and their sub-consultant team in September 2009.
E. Signed contract and initiated work on the Study in January 2010.
F. Held an interagency meeting to coordinate the Study scope with ALDOT, FHWA, and FTA.
G. Met with community leaders in each of the cities and counties in the corridor.
H. Reviewed previous studies and performed data collection efforts.
I. Performed travel forecast modeling analyses.
J. Developed both land-use alternatives and highway alternatives.

Proposed Work
The project is scheduled to be completed in June 2011. Work will continue on the Study through the FTA’s New Starts Process.

A scope of work for the U.S. 280 Corridor Transit Study was designed to identify options for land development/redevelopment as well as options to serve existing and future travel markets within the context of the greater Birmingham area. A study is intended to provide agreed upon public transportation alternatives to improve travel in the U.S. 280 travel corridor. This would include alternatives that augment, support, and complement previous recommendations to improve non-motorized travel, expand roadway capacity, and manage access to U.S. 280.

A. Plans
1. Project Coordination Plan - Prepare a Project Coordination Plan that presents a detailed scope of work to complete the project. Include a detailed project schedule and budget, both of which are based on project specific tasks, milestones, and deliverables.

2. Public Engagement and Community Stakeholder Involvement Action Plan - Because of this corridor’s planning history and significance to the overall regional transportation system, a strong public engagement and community stakeholder involvement action plan is critical to the success of the study. Therefore, the management of meetings, preparation of material,
and organization of comments will be required throughout the plan development process. It is also anticipated that this study will result in the development of a NEPA compliant environmental document.

**B. Data Collection and Needs Analysis**
The task requires an analysis of both transportation conditions and land use conditions within the study corridor. The goals and objectives of the LRTP shall guide both the transportation and land use analytical processes, informing the data needs for each. However, the study planning process should be flexible enough to reflect local goals and desires. To that end, the task may involve gathering data and information necessary to perform transportation and transit alternatives analysis, as well as traditional land use and transit adjacent/transit oriented development plan development. This may include gathering information and data from both residents and businesses of the U.S. 280 study corridor, as well as travelers of the corridor. Information gathering may also include conducting interviews with local government officials of the municipalities and government entities having jurisdictional control of the study corridor.

**C. Alternatives**

1. **Transportation Scenario Alternatives**
   Identify and clearly delineate all reasonable transportation scenario alternatives. This will include the universe of modal and route alternatives. In addition to modal and route alternatives, a baseline alternative scenario reflective of historical trends extended into the future will be developed. A Transportation System Management (TSM) alternative, reflective of iterative, low-cost corridor improvements will also be developed. All other alternatives will be compared against these. Alternatives will include visualization techniques that enable stakeholders and interested participants to understand the trade-offs in the transportation scenario alternatives.

2. **Land Use Scenario Alternatives**
   Identify and clearly delineate potential land use/land development scenario alternatives. This will include development of a baseline scenario which is reflective of historic trends and known land development projects that will come online within the study time horizon. Work with local planning partners and governing jurisdictions having control over land use in the U.S. 280 study corridor to develop an understanding of existing land use/land development conditions. This will include using as guidance adopted land use and transportation plans, zoning and subdivision regulations (or the lack thereof), and land development proposals. Development scenarios should reflect the varying characteristics of the existing development pattern along the corridor, and may suggest changes to land use patterns, land development regulations, legal frameworks, and other implementation tools.

**D. Integrated Land Use Transportation Plan**
Develop an integrated land use and transportation plan for the U.S. 280 study corridor based on the identified locally preferred land use and transportation scenarios.

**E. Plan Implementation Strategies**
Develop a detailed implementation strategy that lays out specific actions that need to be taken by the Birmingham MPO and each of the affected government agencies as well as local municipal and county jurisdictions located in and along the U.S. 280 study corridor. Strategies should
provide specific guidance for policy and regulatory tool changes, legislative changes, and strategic partnerships.

**Products**
Updated transit element for the Long-Range Transportation Plan, per Federal Transit Administration New Starts guidelines.

**Staffing**
Regional Planning Commission of Greater Birmingham and a contractor (RS&H, $689,000 federal).

**Timeline for Proposed Work**
Project complete July 31, 2011.

**Financial Responsibility**

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7.2 I-65/U.S. 31 Corridor Alternatives Analysis and Environmental Documentation

**Objectives**
To conduct an Alternatives Analysis under the FTA’s New Starts guidelines to explore and define roadway and transit alternatives in the I-65 and U.S. 31 corridor through a series of successive study tasks that include a public engagement program, a scoping process, conceptual definition of alternatives, planning and conceptual engineering, analysis and refinement of alternatives, and the selection of a locally preferred alternative (LPA).

**Previous Work**
A. Data Collection, Analysis, Modeling Effort, and Policy Framework.
B. Purpose and Need Statement.
C. Preliminary Screening Methodology.
D. Preliminary Definition of Alignment and Modal Alternatives.
E. Evaluation of Preliminary Definition of Alternatives.
F. Conceptual Engineering.
G. Operational Plan Concepts.
I. Capital, Operating, and Life-Cycle Cost Estimates.
J. Transportation Impact Assessment.
K. Land Use Planning for Enhanced Transit.

**Proposed Work**
Proposed work for FY2011 on the I-65/US 31 Mobility Matters Project will include refining and finalizing the locally preferred alternative (LPA) that was selected as a result of the Tier 2 alternatives evaluation. The alternatives evaluation from Tier 1 and Tier 2 that culminated in the selection of the LPA will be incorporated into an environmental document. The environmental document will also include a detailed environmental evaluation of the LPA. Future work will also include visualization of the LPA in the form of animation for use at public meetings.

**Products**

**Staffing**
Regional Planning Commission of Greater Birmingham and a third-party contractor (PBSJ, $485,000 federal).

**Timeline for Proposed Work**
Complete by February 28, 2011.

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7.3 U.S. 11/Bessemer Super Highway Alternatives Analysis

Objectives
Provide public transportation alternatives to improve travel in the U.S. 11 Southwest travel corridor. This would include alternatives that augment, support, and complement previous recommendations to improve non-motorized travel, expand roadway capacity, and manage access to U.S. 11 Southwest. The study should consider and build upon the preliminary recommendations identified in the Birmingham Regional Alternatives Analysis of 2004, the plan that developed the basis of the regional transit system plan.

Provide land development/redevelopment scenarios along the U.S. 11 Southwest corridor as it changes character. Land use scenarios shall be supportive of the potential alternatives for transportation system improvements, influencing the character of the transportation system where appropriate, and likewise responding to the needs of the transportation system.

Previous Work
A. City of Midfield Comprehensive Master Plan - Transportation Element.
B. City of Fairfield Master Plan - Transportation Element.
C. City of Bessemer Major Thoroughfare Plan.
D. Consultant Services Secured in FY 2010.
E. Project Initiated.

Proposed Work
A. On-board Transit Survey
   Comprehensive ride-check of transit system ridership that considers where riders are getting onto and off of the bus along specific routes.

B. Refinement and Establishment of the Project Study Area
   Based on the results of a public scoping meeting and the availability of financial resources, project area boundaries will be refined.

C. Public Engagement and Stakeholder Outreach Process
   Public involvement is an essential part of any planning process. The public engagement and stakeholder outreach process will seek to use innovative strategies to secure input regarding plan scenario development, potential alignment/routing, and technology alternatives. It will also seek to foster a public consensus for action and identify effective implementation strategies.

D. Data Compilations and Analysis
   Collected data will be compiled into appropriate data bases and analyzed using a variety of technical tools.

E. Comprehensive Corridor-Wide Vision for Development
   Using the public engagement and stakeholder outreach process, a comprehensive vision for land use and urban design, transportation, economic development, and civic/community infrastructure and services will be developed to guide detailed station area planning activities.
F. Identification of Transit Modal and Alignment Alternatives
   Based on the development of a preferred corridor vision, transit modes and alignment
   alternatives that support the vision will be identified and incorporated into the overall analytical
   process.

G. Corridor-Wide Land Use and Transportation System Development Scenarios
   Corridor wide land use and transportation system development scenarios
   Based on the development of a preferred corridor vision, a number of different land use and
   transportation system development scenarios will be developed in order to assess how well each
   of these helps the corridor achieve its overall goals for accessibility, mobility, and connectivity.

H. Detailed Transit Station Area Plans
   Detailed plans for individual transit station areas will be developed in order to address and/or
   guide land use, urban design, economic opportunities, social services, community and civic
   infrastructure/services, and other quality of life issues.

I. Detailed Development Proforma
   Station area specific development proformas will be developed for the governing organization, whether it be a municipality or other entity, so that they might use it to secure financing and recruit development.

J. Area Specific Implementation Strategies
   A comprehensive implementation strategy specific to each station area and the “wedges” in
   between will be developed in order to provide guidance to local communities about how they
   might advance plan concepts and recommendations.

K. Funding Packages for Land Use and Transportation System Improvements.
   A funding package that looks at a variety of different revenue sources and their appropriateness
   will be identified. From this listing, funding sources will be recommended and a strategy to
   secure them presented.

Products
A. Public Involvement and Stakeholder Outreach Plan.
B. Scoping Document.
C. Data Dictionary.
D. Corridor Vision Plan.
E. Definition of Alternatives Report.
F. Corridor Development Scenarios.
G. Refined Travel Demand Model.
H. Detailed Station Area Plans and Implementation Strategies.
I. Funding Strategies.

Staffing
Regional Planning Commission of Greater Birmingham and third-party contractor (PBSJ, $1,032,751 federal).
Timeline
A. Public Involvement and Stakeholder Outreach Plan (November 2010).
B. Corridor Vision Plan (March 2011).

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7.4 Building Communities Program

Objectives
The SAFETEA-LU encourages metropolitan planning areas to address the relationship between transportation and land use, recognizing that land use decisions have impacts to the transportation system and vice-versa. Specifically cited under 23 U.S.C. 450.306 is that the metropolitan transportation planning process shall promote consistency between transportation improvements and state and local planned growth and economic development patterns.

It is, therefore, the intended purpose of the Building Communities Program to provide grants to local communities within the Birmingham Metropolitan Planning Area of Jefferson and Shelby Counties for projects, strategies and services that support the SAFETEA-LU planning factors, including transportation and land use integration, economic vitality, safety and security, accessibility and mobility, environmental/air quality, and system preservation.

Previous Work
Initial applications and projects developed with local governments in 2007 and fee agreements approved in FY 2008 by ALDOT for projects A-G. Subsequent projects H-N were developed in consultation with local governments through RPC’s public involvement process, with scopes of work provided to ALDOT to support expenses incurred. Some of these projects are currently underway but scheduled to be complete by September 30, 2010.

A. Highland Park Neighborhood Assessment and Zoning Code Review.
B. City of Vestavia Hills Zoning Ordinance and Subdivision Regulations Update.
C. City of Vestavia Hills Cahaba Heights Neighborhood Plan.
D. City of Graysville Form Based Codes.
E. City of Calera Comprehensive Plan Update.
F. City of Fairfield Comprehensive Plan.
G. City Center One-Way Street Conversion Study.
H. City of Bessemer Transportation/Transit Plan, Master Plan Update, Form Based Code Overlay.
I. City of Chelsea Major Street Plan, Zoning Ordinance and Subdivision Regulations Update.
J. City of Leeds Update Master Plan and Major Street Plan.
K. Strategic Plan for Implementation of the Five Mile Creek Trail Location Study.
L. Birmingham/Fountain Heights 16th Street Corridor Design Plan.
M. City of Irondale U.S. 78 Corridor Study.
N. City of Birmingham Collegeville Plan and Access Study.

Proposed Work
While the amount remaining in the Building Communities grant October 1, 2010 is projected to be approximately $500,000, the amount programmed in the UPWP per current obligations is $173,267 for staff expenses and $120,000 for contract expenses. Additional expenses will be documented through negotiated agreements with local governments, which will be documented in the semi-annual UPWP report.

A negotiated process between the RPC and Birmingham MPO governments is used to develop Building Communities projects consistent with the eligible transportation and land use activities outlined in A-H of the proposed work. Development of these projects involves a process consistent
with RPC’s Public Involvement Process, UPWP Task 4.0, which includes, among other measures, community outreach meetings with local government officials, local government planners and engineers, and neighborhood associations. Land use and transportation needs are identified in this process, a determination then made for consistency with Building Communities’ goals, a project scope of work and budget then developed, and a cost sharing agreement made.

This process occurs throughout the fiscal year due to the difficulty in identifying specific projects far enough in advance for inclusion in the UPWP. The MPO is required to document such projects in the semi-annual report, however, or otherwise be subject to the formal UPWP amendment process.

An example of a Building Communities project developed using a public outreach process is the Collegeville Plan and Access Study, City of Birmingham, in which serious pedestrian and vehicular access issues with railroad train movements were identified at a public involvement meeting sponsored by ALDOT. The subsequent agreement between the RPC and the City of Birmingham to develop a Draft Plan and Access Study for Collegeville supported the ALDOT decision to provide, in cooperation with the Birmingham MPO, funding for projects identified as part of the Plan.

Projects currently in progress which will carry into FY 2011 include:
A. City of Bessemer Transportation/Transit Plan, Master Plan Update, Form Based Code Overlay.
B. City of Chelsea Major Street Plan, Zoning Ordinance and Subdivision Regulations Update.
C. City of Leeds Update Master Plan and Major Street Plan.
D. Strategic Plan for Implementation of the Five Mile Creek Trail Location Study.
E. I-20/59 Lowering Project.

Projects currently being negotiated for FY 2011 include:
A. Titusville neighborhood transportation plan (City of Birmingham).
B. Montevallo streetscape and code update (Shelby County).

An additional $150,000 has been programmed for potential projects.

A. Comprehensive Transportation Plan (CTP)

The purpose of the CTP is to develop structured, yet flexible, short-term and long-term strategies that can be implemented systematically to take advantage of available funding to improve the transportation network. The CTP will serve as the blueprint to improve and maintain the transportation system, and will demonstrate how local government units (city or county) will provide an integrated transportation system that will serve the needs of its residents, support the local government unit’s development plans, and complement the metropolitan transportation system. When adopted, the CTP will carry the weight of an official Thoroughfare Plan, and may be used by local decision-makers in making land use and transportation infrastructure investment decisions. Additionally, the CTP informs regional, state, and federal actions related to the local transportation system. The CTP is multi-modal in nature, and consists of four distinct elements:

1. Roadways.
2. Bicycle and pedestrian facilities.
3. Transit.
4. Land use.
B. Corridor Transportation Plan
For the purposes of this program, a corridor is defined as being ¼ mile wide. Corridors should be roadways functionally classified as major collectors or higher. Corridor plans proposed to be funded under the Program should have logical termini which may or may not be political boundaries. Plans should address transportation and land use and:
1. Consider transportation facilities at multiple scales, i.e. roadways, sidewalks, and transit.
2. Focus on developing “livable or walkable corridors and communities”.
3. Address multiple travel modes.
4. Consider strategies and/or policies that will effectively reduce vehicle miles traveled.
5. Speak to the corridor’s role within the context of the neighborhood, community, city, or region.

C. Sub-Area Transportation Plan
Similar to the CTP, the Sub-Area Transportation Plan generally breaks out a smaller geographic area than comprehensive transportation plan. The Sub-Area Transportation Plan may provide a narrower focus, concentrating on specific transportation system elements, development, and/or services. However, in order for the Sub-Area Transportation Plan to meet the intent of the Building Communities Program, the relationship between transportation and land use must be clearly articulated. Sub-Area Transportation Plans should evaluate the impacts that proposed changes to activity center’s land use will have on the transportation network. Impact analysis should consider multiple development scenarios such as maturation (densification), expansion (outward), and redevelopment of the center. Additionally, the Sub-Area Transportation Plan will consider the impacts to “regionally significant” roadways as defined by 40 CFR 93.101. Sub-Area Transportation Plans may include:

1. Neighborhood Transportation Plan
For the purposes of this program, neighborhood planning areas should be delineated based on a one-quarter mile radius, representing a five-minute walking distance from an identified geographic center (typically an intersection or group of intersections). The neighborhood transportation plan looks at travel characteristics to, from, through, and within the neighborhood and addresses both accessibility and mobility issues for both residents and goods.

2. Station Area Plan
Station Area Plans are focused on existing or planned public transportation stations. With the exception of the BJCTA’s Central Station and planned expansion to become an intermodal center, no other transit stations exist within the Birmingham area. There are, however, several planned “Super Stops” and Park and Ride lots, as well as local transit stations which will serve future bus service and proposed rail services.

3. Activity Center Transportation Plan
Activity Centers are defined as being high density employment centers that typically are urban in character or are becoming urban in character and are accessible by frequent public transportation; suburban employment centers that are more dispersed and have a lower density of jobs (measured in jobs/acre), are typically located in suburban areas and include “campus-style” office complexes that may contain a mix of office and light-industrial uses; mixed-use centers that are generally urban in character and include a mixture of office, retail,
service, residential, or civic uses that create a central focus for a larger area; and emerging centers that are not yet fully developed as a center or corridor, but are experiencing strong growth pressures and could develop as a mixed-use, multimodal center or corridor. Examples of this include interchange areas and areas experiencing rapid population growth.

D. Non-Motorized Transportation Plan
Non-motorized Transportation Plans identify the means to establish a physical and cultural environment that supports and encourages safe, comfortable and convenient ways for pedestrians and bicyclists to travel throughout their community. This would include walking, bicycling, small-wheeled transport (skates, skateboards, push scooters, and hand carts), and wheelchair travel. Non-motorized Transportation plans may address Complete Streets-type activities to include, but not be limited to:

1. The development of policies to ensure that walking and cycling travel needs are taken into account in all appropriate roadway projects.
2. Planning to identify barriers to non-motorized travel.
3. Identification of programs, projects, and funding to correct deficiencies.
4. Developing avenues to foster relationships between different levels of government, such as match funding and maintenance agreements between state/provincial transportation agencies and local governments.

E. Administrative and Regulatory Tools
Administrative and regulatory tools developed with Program funding shall implement and/or enforce all or part of an adopted plan document. In addition, administrative and regulatory tools developed with Program funding shall address the SAFETEA-LU planning factors and clearly demonstrate how it addresses those goals. Following are some detailed examples of the types of tools that are eligible to be funded under the Program.

1. Traffic Impact Analysis Procedures
The purpose of developing Traffic Impact Analysis Procedures is to provide local government staff with sufficient information concerning the transportation impacts of a project and to determine appropriate mitigation measures so as to inform decision-makers so that they make educated decisions within the development review and approval process. The Traffic Impact Analysis also assures that the applicant is aware of traffic and access conditions that may affect the use of, or benefit derived from the property, enabling them to make decisions about transportation system investments that will favorably impact their project. Impacts to the transportation system may include increased congestion, diminished safety, and conflicts with site access.

2. Subdivision Regulations (Transportation Element)
Subdivision Regulations are a key component in ensuring that land uses complement and support transportation infrastructure investments and that plan documents are implemented as envisioned. Subdivision regulatory documents developed with the Program’s Planning Assistance grant funds must demonstrate a consideration of the impacts of land use on transportation and vice-versa, and provide for mechanisms to ensure that each of these elements complement the other. These might include access management regulations and roadway design criteria.
3. **Zoning Ordinance (Transportation Element)**

Zoning Ordinances are another key tool used to regulate the type and placement of land uses, including but not limited to:

- Limiting land uses to locations based on the functional classification of roadways.
- Roadway access.
- Parking regulation.
- Provision of non-motorized transportation facilities.
- Land development densities – useful for public transit planning.
- Form based code.

4. **Capital Improvement Plan**

A multiyear Capital Improvement Plan (CIP) is another key tool which is meant to guide local governments in implementing these plans by helping department heads, elected officials, and the general public to adequately anticipate capital improvement needs in order that plan elements, funding, and support might be secured in advance of the annual budgeting cycle.

**Products**

Plans and programs suitable for implementation under the Building Communities Implementation Program.

**Staffing**

Regional Planning Commission of Greater Birmingham and a contractor for selected components of projects or for a total project.

**Timeline for Proposed Work**

None.

**Financial Responsibility:**

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ALDOT Technical Support $200,000

TOTAL $1,945,640 $200,000 $4,675,651 $6,821,291
## TABLE 2
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#### FY 2011

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**TOTAL** | $1,075,273 : $268,818 | $2,332,751 : $583,188 | $145,000 : $23,750 | $1,743,267 : $135,817 | $1,325,000 : $0 | | $6,821,291 : $1,061,573 |

*Note:* FHWA PL = $875,273 (annual FY 2011 mark) + $200,000 projected carryover from FY 2010 – $1,075,273
The staff of the Regional Planning Commission of Greater Birmingham also serves as staff to the Birmingham Metropolitan Planning Organization.