

# **HUNTSVILLE-AREA METROPOLITAN PLANNING ORGANIZATION (MPO)**

## ***DRAFT UNIFIED PLANNING WORK PROGRAM (UPWP)***

### ***FISCAL YEAR 2025***

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*This UPWP was prepared as a cooperative effort of the U. S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Alabama Department of Transportation (ALDOT), and local governments in partial fulfillment of requirements in Title 23 USC 134 and 135, as amended by Infrastructure Investment and Jobs Act, Sections 11201, November 2021. The contents of this UPWP do not necessarily reflect the official views or policies of the U.S. Department of Transportation.*

**Tentative Adoption date: August 7, 2024**

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## **HUNTSVILLE-AREA METROPOLITAN PLANNING ORGANIZATION (MPO)**

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## Table of Contents

<b>Title Page</b>	<b>1</b>
<b>MPO and Advisory Committee Officers</b>	<b>3</b>
<b>Resolution</b>	<b>5</b>
<b>Table of Content</b>	<b>6</b>
<b><u>Introduction to the Unified Planning Work Program Huntsville-Area MPO</u></b>	<b><u>8-18</u></b>
Task 1.0 Program Administration	
1.1 Administration and Management	<b>22</b>
1.2 Unified Planning Work Program (UPWP)	<b>23</b>
1.3 Continuity of Operations (COOP)	<b>24</b>
1.4 Staff Training Activities	<b>25</b>
Task 2.0 Data Collection	
2.1 Data Collection and Analysis	<b>26</b>
2.2 Computer Technical Assistance	<b>28</b>
Task 3.0 Transportation Systems	
3.1 Long-Range Transportation Plan (LRTP)	<b>29</b>
3.2 Transportation Improvement Program (TIP)	<b>30</b>
3.3 Safe and Accessible Transportation Options	<b>31</b>
3.4 Transit Planning	<b>32</b>
3.4.1 Transportation Disadvantaged Planning	<b>33</b>
3.4.2 Transit Asset Management Planning	<b>34</b>
3.4.3 Transit Oriented Development (TOD) Planning	<b>35</b>
3.5 Congestion Management Process	<b>36</b>
3.6 Intermodal Freight Management Process	<b>37</b>
3.7 Safety Management Systems	<b>38</b>
Task 4.0 Public Involvement	
4.1 Public Participation Process	<b>39</b>
4.2 Disadvantage Business Enterprise (DBE)	<b>40</b>
4.3 Title VI and Environmental Justice	<b>41</b>
4.4 American Disability Act Planning/Compliance – Special Services	<b>42</b>
Task 5.0 Environmental Mitigation and Air Quality Planning	
5.1 Air Quality Planning	<b>43</b>
5.2 Electric Vehicle Infrastructure Plan Development	<b>44</b>
<b><u>Appendices</u></b>	
Appendix A: Glossary	<b>46</b>
Appendix B: Livability Principles & Indicators	<b>48</b>
Appendix C: Funding and Budget Tables	
Table 1	<b>49</b>
Table 2	<b>50</b>
Appendix D: Other Major Planning Activities	<b>51</b>
Appendix E: Public Outreach Activities	<b>52</b>
Appendix F: MPO Boundary Study Area	<b>57</b>

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## THE UNIFIED PLANNING WORK PROGRAM for the Huntsville-Area Metropolitan Planning Organization

### Introduction and Tasks Overview

The Unified Planning Work Program (UPWP) defines the transportation planning activities and products to be developed by the Metropolitan Planning Organization (MPO) and other transportation planning agencies. It is the basis for allocating federal, state, and local funds for short and long-range transportation planning activities within the Huntsville Metro Area. The UPWP is required by federal law under Title 23 CFR 450.314 and Title 49 CFR 613.100 when federal funds are used for transportation planning. The UPWP is reviewed jointly by the Federal Highway and Transit Administrations (FHWA and FTA) as required by state law under Chapter 339.175 governing MPOs. This UPWP covers a one-year period from October 1, 2024, to September 30, 2025.

The level of effort in this UPWP is largely based on state and federal requirements, joint efforts with planning partners that support the transportation planning process, and the cycle of updates to the *Long-Range Transportation Plan* and the *Transportation Improvement Program*. The MPO conducts these activities in a manner consistent with the MPO's mission statement:

*“To develop a comprehensive long-range transportation plan which supports the mobility needs and economic development of the community as reflected in the adopted comprehensive plans. An integral part of the plan will be policies to guide the development of a balanced transportation system. These policies shall encourage preservation of neighborhoods, protect the environment, enhance the community's quality of life and promote public transportation. Cooperation and coordination between the community and agencies are required for the plan to work.”* Huntsville MPO Mission statement June 2015

The Federal Aid Highway Act of 1962 requires that urban areas such as Huntsville have a 3-C (cooperative, comprehensive, and continuing) transportation planning process, in order to qualify for federal funding assistance for highway improvements. The agreement to implement the 3-C process and begin the Huntsville-Area MPO was signed by the Alabama Highway Department (later known as Alabama Department of Transportation) and the City of Huntsville on September 3, 1963. The agreement was updated on June 14, 1976, to comply with regulations combining the planning requirements of the Federal Highway Administration and the Urban Mass Transportation Administration. Joining with the State of Alabama Department of Transportation and the City of Huntsville in this new agreement were the Towns of Owens Crossroads and Triana, the City of Madison, Madison County, and the Top of Alabama Regional Council of Governments (TARCOG). On July 6, 2012, the MPO approved a revised transportation planning process agreement based on the 2012 act, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) legislation. On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. On November 15, 2021, President Joe Biden signed H.R. 3684 into law, better known as Bipartisan Infrastructure Law (BIL). The Huntsville-Area MPO has a transportation agreement based upon the MAP-21 and I/JA/BIL legislation, and now the Infrastructure Investment and Jobs Act (IIJA).

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

The most recent federal transportation authorizing legislation Infrastructure Investment and Jobs Act (IIJA), was enacted by Congress and signed into law in November 2021. Like previous authorization acts, IIJA requires the Governor to designate an MPO to carry out the transportation planning process for each urbanized area with a population of more than 50,000. In addition, it specifies that the MPO shall:



- Prepare a Long-Range Transportation Plan (LRTP) and provide citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other parties an opportunity to comment.
- Develop a Transportation Improvement Program (TIP) for the area, which will be updated at least once every four years in compliance with 23 CFR 450.324 and shall be approved by the MPO as part of the Statewide Transportation Improvement Program (STIP) update process;
- In developing such plans and programs, employ a continuing, cooperative, and comprehensive (3C) process.
- Develop a Congestion Management Process; and
- Comply with the Americans with Disabilities Act of 1990 (ADA), Executive Order 13166 Limited English Proficiency, Title VI of the Civil Rights Act of 1964, and regulations regarding Disadvantaged Business Enterprises (DBE).

### **Status of Transportation Planning Activities**

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

Most of the continuing activities included in the UPWP are directed toward accomplishing tasks required of the 3-C transportation planning process. Included in these activities are the Transportation Improvement Program (TIP), the Long-Range Transportation Plan (LRTP), the Unified Planning Work Program (UPWP), the Congestion Management Plan (CMP), the Bike/Ped Plan, and in the event of air quality non-conformity, the Air Quality Conformity Report. Although the current tasks in these continuing elements may be more oriented toward resolving different issues than have been faced in the past, the basic format and scope of the elements remain similar to past years' efforts.

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

In the past fiscal year, all federal and state requirements were met by the MPO. In addition, a number of other projects that were essential to the comprehensive transportation planning process were completed. Reports, studies, newsletters, and brochures produced by the MPO are available at the Planning Division located on the 2<sup>nd</sup> Floor of the Municipal Building (308 Fountain Circle, Huntsville AL), on the MPO website at [www.huntsvillempo.org/plans-and-reports/](http://www.huntsvillempo.org/plans-and-reports/), or in other formats by request. Recent items available include:

- *The Huntsville Development Review*
- *MPO Bicycle/Pedestrian Plan*
- *Public Participation Plan (PPP)*
- *Disadvantaged Business Enterprise (DBE) Program*
- *Transportation Disadvantaged Service Plan, also called the Human Services Coordinated Transportation Plan (HSCT)*
- *Unified Planning Work Program (UPWP)*
- *Transportation Improvement Program (TIP)*
- *Congestion Management Plan (CMP)*
- *Long Range Transportation Plan (LRTP)*

**Infrastructure Investment and Jobs Act (IIJA) (Summary)**

The following is a summary of the planning requirements under the IIJA, as provided by the U.S. Department of Transportation.

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

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

IIJA embraces and reinforces a 20-year planning perspective, air quality conformity, fiscal constraint, and public involvement established under Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The long-range plan must contain operational and management strategies to improve the performance of existing transportation facilities; investment and other strategies that provide for multimodal capacity increases based on regional priorities and needs; and proposed transportation and transit enhancement activities.

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

Metropolitan planning area (MPA) boundaries are maintained as they currently reflect air quality non-attainment areas at the existing limits on the date of enactment. They may be extended to reflect increases in non-attainment area boundaries at the discretion of the Governor and the MPO. For new MPOs, the boundaries will reflect the non-attainment area boundaries based on agreements between the Governor and local officials. This does not apply to the Huntsville Area MPO.

The continued involvement of local officials in non-metropolitan areas strengthens the financial aspects of the planning process and improves coordination, cooperation, and public involvement. MPOs and states continue to encourage the coordination of the design and delivery of federally funded non-emergency transportation services. In addition, major investment studies under the provision of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) and the National Environmental Policy Act of 1969 (NEPA) continue to be integrated.

The key changes in the IIJA legislation are the modifications to the metropolitan planning processes that include the following:

***Metropolitan Planning in General***

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

**Long Range Transportation Plan (LRTP)**

- The LRTP will be updated every five (5) years (unless the MPO chooses to do so more frequently) in non-attainment and maintenance areas. Counties within the MPA remain on a 5-year conformity/non-conformity update cycle, subject to changes in EPA and FHWA reporting requirements. The next LRTP update is for the year 2050 LRTP.
- Intermodal connectors are added as a transportation facility type.
- The LRTP includes a discussion of potential environmental mitigation activities along with potential sites to carry out the activities to be included. The discussion is to be developed in consultation with federal, state, and local government agencies, as well as tribal and wildlife, land management, and regulatory agencies.
- Transit operators are to be included in the cooperative development of funding estimates for the financial plan section.
- MPOs are required to consult with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning development of the LRTP.
- The opportunity to participate in the planning process must be extended to user groups of pedestrian walkways and bicycle transportation facilities and include the physically disadvantaged.
- The MPO is to maintain the Public Participation Process (PPP) Plan in consultation with interested parties that provides reasonable opportunities for all parties to comment.
- The Participation Plan is to be implemented in accordance with IIJA/BIL, Sections 1201 and 1202, *public meetings are to: be conducted at convenient times and at accessible locations; employ visualization techniques to describe plans; and make public information available in an electronically accessible format, such as on the Internet or the World Wide Web (www).*
- The LRTP is to be published and made available electronically, including through use of PowerPoint presentations, e-mail, or FTP site distribution or download, and website viewing and download via the World Wide Web.

**Transportation Improvement Program (TIP)**

- The TIP will be amended as needed but subject to being updated every 4 years. The next TIP will be the FY 2024-2027 TIP.
- It will contain a priority list of funded projects and strategies for four (4) years; a financial plan; and descriptions (type of work, termini, length, etc.) of each project.
- The published annual investments in greenways and bicycle/pedestrian facilities are to be included in the listing of projects.
- Once the TIP is adopted into the State Transportation Improvement Plan (STIP), it takes specific actions to revise both TIP and the STIP as indicated below. Only amendments to the TIP require federal approval of those actions to complete the process.
- There are two basic ways to revise a TIP once it has been adopted.
  - The first is referred to as an *administrative modification* (also called an adjustment, revision, correction, or administrative amendment). An administrative modification is a minor change to a TIP project, such as to its phase costs, funding sources, or phase initiation dates. This adjustment is usually the quickest means of changing a TIP.
  - The second way is through a formal *amendment*, which involves a major change to the TIP such as addition or deletion of a project, a major change in the project cost or initiation dates, or a major change in the design concept or design scope. Amendments require a public review and comment period, a re-demonstration of fiscal constraint, and potentially an air quality conformity determination (if in a maintenance or nonattainment area) for the proposed change to be considered.

### **Planning Priorities for the Metropolitan Area**

The Huntsville Area MPO has established planning priorities, focusing on local and regional issues that are intended to supplement and further support the emphasis areas established at the state and federal level. In response to the on-going development throughout the Huntsville Metro Area, state and local governments and transportation agencies have utilized various policy tools and system improvements to ensure the future functionality of the transportation system and the mobility of its users. Currently there are a number of regionally significant transportation projects that have the potential to increase efficiency and enhance interconnectivity for facilities which serve the Huntsville region.

*Regionally significant project* means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guide way transit facilities that offer an alternative to regional highway travel.

Regionally Significant Roadways include Freeways and expressways documented in the Long-Range Transportation Plan, roadways included in the federally-adopted National Highway System (NHS), roadways included as intermodal connectors in the NHS, and roadways identified as principal arterials in the Federal Regional Functional Classification System.

This definition is based on the one provided in federal regulations and will be used to determine the format in which arterial roadways are documented in the Long-Range Transportation plan. In most cases, these potential projects address major roadways as well as transit, bicycle, and pedestrian facilities that either individually or collectively serve regional travel needs. These efforts include major investments in infrastructure, transit planning, and providing transportation choices by supporting all modes of travel and planning for sub-areas and corridors. These projects must be on a separate table in the Long-Range Plan and TIP with appropriate mapping.

The MPO plays a vital and central role in this process by providing a forum for transportation decision-making and by creating the Long-Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), and associated work products. The products of the MPO serve as the central source for the envisioned future transportation network and as support in the efforts of its partners to implement projects and policies that lead to that future. Through emphasizing the planning activities and priorities described below, the MPO will continue in this role by implementing its work program. MPO staff will focus on a wide range of planning activities. Most notable among these are:

#### ***Data Collection and Analysis (Task 2.1)***

- Monitor the physical and performance characteristics of the highway system to assist planning efforts that seek to preserve capacity, maximize personal mobility, and maintain system integrity.
- Provide technical support to local officials, agencies, and jurisdiction.
- Maintain data in GIS, which may include land use; population; employment; environmentally sensitive areas; *areas of significant travel and tourism; and stormwater management locations on the transportation network to include mapping of manholes, inlets, retention and detention ponds, etc.*
- Investigate methods for new data, including use of secondary data, visual inspection of maps, and aerials as well as direct measurement
- Maintain transportation databases enhancing the agency's technical capacity to aid in the decision-making process
- Travel to and participate in necessary training and workshops

#### ***Pedestrian and Bicycle Access and Safety (Task 3.3)***

- Pursue development of and promote plans and projects that improve roadway safety
- Identify effective safety countermeasures, conduct public education for vulnerable road users, and increase the usage of bicycles and walking as viable modes of transportation
- Work with Huntsville Public Transit for the identification of funding for transit shelters and sidewalk development within ½ mile of stops and within 3 miles for bike facilities.

**Transit Planning (Task 3.4)**

- Public Transit, in coordination with MPO staff, will continue efforts to ensure that the needs of minority and low-income populations are considered in the planning for transit services, including service monitoring, data collection, and analysis and reporting
- Develop and implement outreach activities to educate the public on transportation options and obtain their input on needs and service improvement proposals
- Review new federal and state funding programs and pursue opportunities for obtaining additional funding for service and capital projects
- Develop funding applications and undertake administrative and planning requirements related to the grants, including planning analysis, compliance activities, and quarterly reporting
- Research and review best practices in transit modeling for projection of future transit needs with the goal of developing a transit model for the MPO Area.

**Regional Plans and Programs (Task 3.0 and Task 4.0)**

- Strengthen the ongoing process for developing and coordinating regional plans, priorities, and programs.

**Public Involvement and Agency Coordination Process**

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

**Title VI in the Preparation of the UPWP**

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

- (1) An Open Process – To have an open process that encourages early and continued public participation. All MPO and committee meetings are open to the public.
- (2) Easy Information Access – To provide complete and timely information regarding plans, programs, procedures, policies and technical data produced or used during the planning process to the general public and the media. All MPO meeting announcements, documents, maps, and plans can be viewed at [www.huntsvillempo.org](http://www.huntsvillempo.org).
- (3) Notice of Activities – To provide timely and adequate public notice of hearings, meetings, reviews, and availability of documents.
- (4) Public Input and Organizational Response – To demonstrate consideration and recognition of public input and comments and to provide appropriate responses to public input.
- (5) An Inclusive Process – To encourage participation in the planning process by traditionally underrepresented segments of the community; low-income groups, minorities, persons with disabilities, and the elderly; and to consider the needs of these groups when developing programs, projects, or plans.

Additionally, the Huntsville Area MPO will continue compliance with the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990. The MPO is and will remain compliant with the following Title VI laws, processes, and programs:

- Civil Rights Act of 1964, 42 USC 2000d, et seq. which prohibits exclusion from participation in any federal program on the basis of race, color, or national origin.
- 23 USC 324 which prohibits discrimination on the basis of sexual orientation, adding to the landmark significance of 2000d. This requirement is found in 23 CFR 450.334(1).
- Rehabilitation Act of 1973, 29 USC 701 Section 504, which prohibits discrimination on the basis of a disability, and in terms of access to the transportation planning process.
- Americans with Disabilities Act of 1990 which prohibits discrimination based solely on disability. ADA encourages the participation of people with disabilities in the development of transportation and paratransit plans and services. In accordance with ADA guidelines, all meetings conducted by the MPO will take place in locations which are accessible by persons with mobility limitations or other impairments.
- Executive Order 12898 or referred to as *Environmental Justice*, which requires that federal programs, policies and activities affecting human health, or the environment will identify and avoid disproportionately high and adverse effects on minority or low-income populations. The intent was to ensure that no racial, ethnic, or socioeconomic group bears a disproportionate share of negative environmental consequences resulting from government programs and policies.
- Limited English Proficiency (LEP) Plan which is required by Title VI of the Civil Rights Act of 1964, Executive Order 13166, and FTA Circular C 4702.1B, October 2012. The Huntsville Area MPO has completed a Four Factor Analysis of the Huntsville Area Metropolitan Planning Area (MPA) to determine requirements for compliance with the Limited English Proficiency (LEP) provisions. Based on the analysis, the MPO has identified a population within the MPA that may require MPO assistance in participating in the planning process. A Limited English Proficiency (LEP) Plan has been developed and is incorporated into the PPP. It can be accessed at [www.huntsvillempo.org](http://www.huntsvillempo.org).

In order to further support the public participation goals of the Huntsville Area MPO, the public is encouraged to participate in the development of the UPWP. The 2025 UPWP process will include two public involvement meetings designed to obtain input from the public concerning the UPWP process in the Huntsville Area Metropolitan Planning Area (MPA). In addition, once the draft UPWP is approved, it will be subject to a 30-day public comment period before adoption of the final document. A summary of the public outreach activities and results are included in the Appendices. All Huntsville Area MPO meetings are open to the public. At these meetings, the MPO committees review and approve the draft and final UPWP documents. Interested individuals may also review and comment upon these documents in tandem with the MPO committees. Individuals may address their concerns to the MPO committees directly at any meetings they attend.

**Section 504 of the Rehabilitation Act of 1973 is a national law that protects qualified individuals from discrimination based on their disability.**

The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any federal department or agency, including the U.S. Department of Health and Human Services (DHHS). These organizations and employers include many hospitals, nursing homes, mental health centers, and human service programs. Section 504 forbids organizations and employers from excluding or denying individuals with disabilities an equal opportunity to receive program benefits and services. It defines the rights of individuals with disabilities to participate in, and have access to, program benefits and services.

The agencies with enforcement authority for actions which allege employment discrimination under this subchapter and under the Rehabilitation Act of 1973 [29 U.S.C. 701 et seq.] shall develop procedures to ensure that administrative complaints filed under this subchapter and under the Rehabilitation Act of 1973 are dealt with in a manner that avoids duplication of effort and prevents imposition of inconsistent or conflicting standards for the same requirements under this subchapter and the Rehabilitation Act of 1973. For the Federal-aid highway program: (1) Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program pursuant to 23 U.S.C. 128 and 139 and CEQ regulation. (2) State public involvement/public hearing procedures must provide for:

- i. Coordination of public involvement activities and public hearings with the entire NEPA process.
- ii. Early and continuing opportunities during project development for the public to be involved in the identification of social, economic, and environmental impacts, as well as impacts associated with relocation of individuals, groups, or institutions.
- iii. One or more public hearings or the opportunity for hearing(s) to be held by the state highway agency at a convenient time and place for any federal-aid project which requires significant amounts of right-of-way, substantially changes the layout or functions of connecting roadways or of the facility being improved, has a substantial adverse impact on abutting property, otherwise has a significant social, economic, environmental or other effect, or for which the FHWA determines that a public hearing is in the public interest.

The Americans with Disabilities Act (ADA) was signed into law on July 26, 1990. Its overall purpose is to make American Society more accessible to people with disabilities. In 2008, the ADA Amendments Act (ADAAA) was passed. Its purpose is to broaden the definition of disability, which had been narrowed by U.S. Supreme Court decisions.

The ADA is divided into five titles:

1. Employment (Title I) - Title I requires covered employers to provide reasonable accommodation for applicants and employees with disabilities and prohibits discrimination on the basis of disability in all aspects of employment. Reasonable accommodation includes, for example, restructuring jobs, making work-sites and workstations accessible, modifying schedules, providing services such as interpreters, and modifying equipment and policies. Title I also regulate medical examinations and inquires. For more information, see <https://askjan.org/ADA-Library.cfm#spy-scroll-heading-3>
2. Public Services (Title II) - Under Title II, public services (which include state and local government agencies, the National Railroad Passenger Corporation, and other commuter authorities) cannot deny services to people with disabilities or deny participation in programs or activities that are available to people without disabilities. In addition, public transportation systems, such as public transit buses, must be accessible to individuals with disabilities. For more information, see <https://askjan.org/ADA-Library.cfm#spy-scroll-heading-3>
3. Public Accommodations (Title III) - Public accommodations include facilities such as restaurants, hotels, grocery stores, retail stores, etc., as well as privately owned transportation systems. Title III requires that all new construction and modifications must be accessible to individuals with disabilities. For existing facilities, barriers to services must be removed if readily achievable. For more information, see <https://askjan.org/ADA-Library.cfm#spy-scroll-heading-3>
4. Telecommunications (Title IV)- Telecommunications companies offering telephone service to the general public must have telephone relay service to individuals who use telecommunication devices for the deaf (TTYs) or similar devices.
5. Miscellaneous (Title V) - This title includes a provision prohibiting either (a) coercing or threatening or (b) retaliating against individuals with disabilities or those attempting to aid people with disabilities in asserting their rights under the ADA. The Draft UPWP will be presented to the Citizens and Technical Advisory Committees and the MPO Board's Policy Committee. All these meetings will be publicly noticed and allowed time for public comment. Agendas were distributed to a wide mailing list and posted on the MPO's website. Also, review copies of the draft were sent to the ALDOT and FHWA. All comments received were addressed and revisions were made where appropriate in the UPWP. In general, all agency plans and programs comply with the prohibition against discrimination in federally funded programs provisions of Title VI, 42 USC, Section 2000d, which states:

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

The MPO will comply with applicable provisions of FTA C 4702.1B. A Language Assistance Plan consistent with provisions of the Limited Proficiency requirements is available in the 2018 Public Participation Plan.

### **Scope of the Planning Process and IIJA**

The MPO uses the planning factors to establish goals for the LRTP and to prioritize projects in the LRTP and TIP. The process for developing these products is continuing, cooperative, and comprehensive (3-C), involving regular update cycles, informal partnerships, and formal review processes with metropolitan area stakeholders, and integration of multiple modes and functionalities at all levels of planning. In addition to these core products, many of the processes, plans, and partnerships of the MPO support the planning factors.

IIJA retains the eight (8) MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century) planning factors as the Scope of the Planning Process, and these factors must be considered in development of road projects, programs, and strategies. Additionally, two (2) other factors were added by the IIJA/BIL. In all, the following factors must be considered:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility options available to people and for freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system
9. Improve the resiliency and reliability of the transportation system, and reduce (or mitigate) the stormwater impacts on surface transportation
10. Enhance travel and tourism

### **Planning Emphasis Areas**

Planning Emphasis Areas (PEAs) are usually themes promoted for consideration in the transportation process. For Fiscal Year 2025, the key planning themes are those jointly issued in 2021 by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) which are listed below:

- Tackling the Climate Crisis- Transition to a Clean Energy, Resilient Future
- Equity and Justice<sup>40</sup> in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

With continued focus on transportation planning the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning are jointly issuing updated Planning Emphasis Areas (PEAs). The PEAs are areas that FHWA and FTA field offices should emphasize when meeting with the metropolitan planning organizations, State departments of transportation, Public Transportation Agencies, and Federal Land Management Agency counterparts to identify and develop tasks associated with the Unified Planning Work Program and the Statewide Planning and Research Program.

#### **• Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future**

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State



DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

- **Equity and Justice40 in Transportation Planning**

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

Executive Order 13985 (Advancing Racial Equity and Support for Underserved Communities) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, Executive Order 14008 and M-21-28 provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

- **Complete Streets**

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle

movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

- **Public Involvement**

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.

- **Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination**

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies. These can be a useful resource in the State and MPO areas covered by these route analyses.

- **Federal Land Management Agency (FLMA) Coordination**

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMA's in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMA's, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMA's before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMA's that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMA's in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

- **Planning and Environmental Linkages (PEL)**

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources.

- **Data in Transportation Planning**

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making at the State, MPO, regional, and local levels for all parties.

**Livability Principles and Indicators**

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

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

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

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

- Number of Housing Units Located Within ½ Mile of Transit Service Area; Total Number of Employees Located Within ½ Mile of Transit Service; Total Miles of Alternative Transportation Routes currently built in MPO Area.
- Percent of Household Income spent on Housing; Percent of Household Income Spent on Transportation.
- Percent of Workforce with 29 minutes or less commute time; Percent of workforce with 30 minute or more commute time.
- Number of projects contained in current Transportation Improvement Program (TIP) that enhance or support existing communities (non-roadway projects); Percentage of current LRTP projects that contain bicycle and pedestrian elements, excluding transit projects.
- Percent of transportation projects where more than one funding source is utilized; list of policies and plans coordinated with MPO policies and plans
- Number of housing units located within ½ mile of transit service; total number of employees located within ½ mile of transit service; housing units located ¼ mile from major retail services; housing units located ¼ mile from recreational facilities.

Greater detail of the Livability Principles and Indicators may be found in **Appendix B** of this document.

### **Transportation Performance Management**

I/JA maintains performance-based measures that surface transportation program with requirements for State Departments of Transportation, Metropolitan Planning Organizations, and transit agencies. Along with DOTs, FHWA has required MPOs to adopt targets and accept the state target for the following categories:

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

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

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

On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). The PTASP Final Rule requires that all public transportation providers develop safety performance measures. The below measures must be reflected in Metropolitan Transportation Plans and Transportation Improvement Programs updated or amended after July 20, 2021.

- Fatalities and rate of Fatalities
- Injuries and Rate of Injuries
- Safety Events and Rate of Safety Events
- Mean Distance between Major Mechanical Failures

### **Organization and Management of the Planning Process**

The Governor has designated the Huntsville-Area MPO as the agency responsible for transportation planning in the MPO study area. The City of Huntsville Planning Division staff provides much of the professional manpower that is required locally for transportation planning. The Local Transportation Bureau of the Alabama department of Transportation is responsible for providing the MPO with Technical planning and funding data support and guidance, and travel modeling portion of highway studies. Other departments and agencies also have planning and/or functional responsibilities in the development of the continuing, cooperative, and comprehensive (3-C) planning process. These organizations, functions, and interrelationships are outlined in the prospectus for the Huntsville Area MPO.

The governing body for the transportation planning process is the Huntsville-Area Metropolitan Planning Organization (MPO). The MPO is a committee of officials representing the state and local governments that are involved in planning and programming transportation improvements for the Huntsville-Area MPO study

area. The MPO sets the goals and objectives of the study and directs the execution of all phases of the ongoing plan.

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

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

By federal and state law, urbanized areas with a population of at least 50,000 must designate a single agency, an MPO, to conduct long range transportation planning and receive federal planning funds. Federal agencies such as the FTA and FHWA, as well as the state agency ALDOT, review the plans and programs of the MPO.

## Unified Planning Work Program Tasks

### TASK 1.0: PROGRAM ADMINISTRATION

#### 1.1 MPO Administration and Management

##### Objectives

To oversee the management and monitoring of planning tasks in compliance with administrative, financial, and legal requirements for maintaining the continuing, comprehensive, and cooperative (3C) process for the Huntsville Urbanized Area. To maintain a transportation planning work program that responds to the needs of the community and meets state and federal requirements. To monitor and report on progress in achieving objectives.

##### Previous Work

- Prepared meeting materials, agendas, and meeting minutes for Board and all Committee meetings
- Prepared and adopted the Draft and Final FY 2024 Unified Planning Work Program
- Prepared progress reports and reimbursement request for MPO activities
- Attended in-person and virtual trainings and workshops relevant to administrating the MPO (FHWA Planning Grants Management Training, ATPA Annual Conference, AL APA Statewide Conference and AMPO Annual Conference)
- Development of new Urban and Study Area Boundaries based on the 2020 Census results; revise Functional Classification map to reflect changes

##### Proposed Work

- Prepare agendas, minutes, news releases, advertisements, and social media updates for all meetings (virtually or in-person) concerning the Transportation Planning Process
- Attend and conduct all meetings of the MPO Policy Board, the TCC, and CAC
- Prepare invoices, reports, and yearly audits
- Comply with state and federal regulations regarding expenditure of funds for transportation planning
- Assess progress towards meeting UPWP objectives and budget targets on a monthly basis
- Potential in-person and/or virtual meetings/webinars and related activities with local, state, regional, and federal entities including, but not limited to, the Transportation Research Board, Institute of Transportation Engineers, American Planning Association, National Highway and Transit Institutes, bicycle/pedestrian conferences, and transportation disadvantaged activities
- Prepare materials for the 2025 TMA Certification Review

##### Products

- Progress reports (Monthly)
- Grant applications and budget submittals (Ongoing)
- Reports and presentations to the MPO Policy Board and its committees, the TCC and CAC
- Annual Listing of Obligated Projects report to ALDOT

##### Staffing

MPO Staff

##### Timeline for Proposed Work

October 2024 through September 2025

##### Financial Responsibility

TYPE	SOURCE	AMOUNT
PL	FHWA/FTA	\$240,000
LOCAL MATCH	HUA	\$60,000
TOTAL		\$300,000

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

## 1.2 Unified Planning Work Program (UPWP)

### Objectives

To develop and obtain MPO endorsement/adoption and state and federal agency approval of an annual Unified Planning Work Program (UPWP) that provides a description and cost estimates of the overall transportation planning activities ongoing and anticipated within the Urbanized Area, including funding sources and agency responsibilities

### Previous Work

- Prepared and adopted the Draft and Final FY 2024 Unified Planning Work Program.
- Most tasks included in the FY 2024 UPWP were performed. Any rollover in task will be included in that itemized task and subsequent funding.
- A Public Involvement Review Process for the FY 2024 UPWP was completed.

### Proposed Work

- Prepare an annual report for FY 2024
- Amend FY 2025 UPWP as needed
- Prepare a Draft and Final FY 2026 UPWP
- Assess progress towards meeting UPWP objectives and budget targets on a monthly basis
- Coordinate with other transportation planning agencies in the metropolitan area and provide the opportunities for input in the development of the UPWP

### Products

- Annual MPO UPWP Report FY2024
- Draft and Final FY2026 UPWP

### Staffing

MPO Staff

### Timeline for Proposed Work

October 2024 through September 2025

### Financial Responsibility

TYPE	SOURCE	AMOUNT
PL	FHWA/ FTA	\$40,000
LOCAL MATCH	HUA	\$10,000
TOTAL		\$50,000

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

### 1.3 Continuity of Operations Plan (COOP)

#### **Objectives**

To maintain and update the COOP for the Huntsville Metropolitan Area, which will allow for rapid recovery from a disaster to resume the transportation planning process

#### **Previous Work**

- Completed a review of the current Continuity of Operations Plan.
- Tested data implementation of COOP
- Updated and backed up data for transportation planning files
- Developed a new Continuity of Operations Plan based on some COVID19 guidelines and other pandemic or natural disaster materials.

#### **Proposed Work**

- Implement COOP activities, including procedures, activation, alternate operations, reconstitution, and information technology.
- Complete a yearly review of the current Continuity of Operations Plan.

#### **Products**

- COOP maintenance activities and updated plan of action
- Continue to upgrade software and data capacity

#### **Staffing**

MPO Staff

#### **Timeline for Proposed Work**

August 2025

#### **Financial Responsibility**

TYPE	SOURCE	AMOUNT
PL	FHWA/ FTA	\$400
LOCAL MATCH	HUA	\$100
TOTAL		\$500

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



**1.4 Staff Training Activities**

**Objectives**

To maintain and enhance the capabilities of the planning staff to conduct and implement the varied responsibilities of metropolitan transportation planning.

**Previous Work**

- Staff members-maintained expertise by attending in-person and/or virtual conferences, seminars, and webinars on relevant topics statewide, regionally, and nationally.
- Short workshops have also been attended in-person and/or virtually by staff members including courses sponsored by the U.S. DOT, FHWA, FTA, and ALDOT
- Trained on use of personal computers for transportation planning activities during the COVID-19 pandemic

**Proposed Work**

- Participate in in-person and/or virtual transportation workshops, conferences, meetings, and coordination activities to provide staff, board, and committee members training and education; maintain technical expertise
- Staff will attend training using the TransCAD Regional Travel Demand Model
- In-person and/or virtual training sessions will be conducted and local representation at transportation related seminars and training sessions will be arranged
- Current literature and periodicals for the transportation planning staff will be obtained in order to remain informed of current planning developments
- Staff will attend in-person and/or virtual conferences and training sessions (ITE, TRB, NHTSA, APTA, National and State APA, AMPO, APBP, ATPA, Mpact, etc.) concerning implementing provisions of new surface transportation and multi-modal legislation
- Staff will acquire the necessary training materials to pursue relevant professional certifications (AICP, PE, PTP, etc.)
- Renew AMPO (Association of Metropolitan Planning Organizations) organizational membership, estimated dues of \$3,000

**Products**

Well trained and knowledgeable MPO staff

**Staffing**

State and federal agency or private consultant training staff as required

**Timeline for Proposed Work**

November 2024, April 2025, and August 2025

**Financial Responsibility**

TYPE	SOURCE	AMOUNT
PL	FHWA/ FTA	\$20,000
LOCAL MATCH	HUA	\$5,000
TOTAL		\$25,000

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

## TASK 2.0: DATA COLLECTION

### 2.1 Data Collection and Analysis

#### Objectives

To monitor changes in demographic characteristics and to ensure transportation projections are compatible with current patterns, and local land use policies. To provide required inputs to the regional transportation models; monitor the physical and performance characteristics of the transportation system to preserve capacity, maximize personal mobility, and freight movement. To ensure user safety and system security and maintain system integrity; evaluate the system's operating efficiency and conditions to assess current needs, validate the long-range transportation planning model, project future travel demand, and identify future improvements.

#### Previous Work

- Documented projections of socio-economic data by Traffic Analysis Zones (TAZ) for 2050
- Continued conversation on inputs and reviewed socio-economic and land use data for the Huntsville regional model
- Continued to provide socio-economic and demographic data from the *TRIP 2045* LRTP
- Discussions on how to update MPO Planning Area Boundaries based upon new 2020 Census data, and coordination with FHWA and ALDOT
- Updated methodology and software database used to develop and maintain socio-economic data
- Trainings using the TransCAD-based Regional Travel Demand Model
- Investigated methods for third-party data, including use of secondary data, visual inspection of maps, and aerials as well as direct measurement
- Multi-modal data integration for Comprehensive MPO Bicycle Plan Update
- Updated MPO Planning Area Boundaries based on 2020 Census data, in coordination with FHWA, ALDOT, and surrounding MPOs/RPOs
- Finalized Traffic Analysis Zones (TAZ) based on new study area boundaries
- Prepared baseline income and school enrollment data for use in the 2050 LRTP Update
- Collected baseline traffic count data from ALDOT and member jurisdictions for use in the 2050 LRTP update and purchased 2021 and 2022 AADT data from Streetlight for all street segments in the MPO study area.

#### Proposed Work

- Document projections of socio-economic data by Traffic Analysis Zones (TAZ) for use in the 2050 LRTP update
- Utilizing information from Census Bureau and regional entities, update the MPO's inventory of land use, socio-economic, and environmental data for use in transportation modeling
- Update methodology and software database used to develop and maintain socio-economic data
- Training using the TransCAD-based Regional Travel Demand Model
- Monitor data products used by traffic engineers and Huntsville Public Transit that measure the reliability and resiliency of the transportation network, to ensure that corridors are operating at maximum efficiency
- Update the MPO's Environmental Justice data and maps
- Maintain transportation databases enhancing the agency's technical capacity to aid in the decision-making process
- Possible travel to and participate in necessary in-person and/or virtual training and workshops

#### Products

- Transit-supportive area maps for current conditions
- Updated population and household estimates and projections for the MPO documents according to new Census information

#### Staffing

MPO Staff

#### Timeline for Proposed Work

October 2024 through September 2025

**Financial Responsibility**

<b>TYPE</b>	<b>SOURCE</b>	<b>AMOUNT</b>
PL	FHWA/ FTA	\$80,000
LOCAL MATCH	HUA	\$20,000
TOTAL		\$100,000

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

**2.2 Computer Technical Assistance**

**Objectives**

To provide computer hardware and software for the MPO planning staff as needed to perform tasks outlined in the UPWP.

**Previous Work**

- Upgraded ArcGIS 8.0 to ArcGIS 10
- Purchased laptop computer, monitors, projector, and printers
- Purchased Adobe Creative Cloud subscriptions
- Continued purchasing of computer software updates and licenses
- Updated methodology and software database used to develop and maintain socio-economic data
- Purchase two replacement laptops for staff use, valued at \$1,800 each

**Proposed Work**

- Upgrade or replace transportation modeling software as approved by ALDOT
- Purchase and Update Adobe Creative Cloud subscriptions for staff use, total value of approximately \$5,000
- ALDOT will provide technical support for maintaining the travel demand forecasting model developed for the Huntsville study area.
- Continued development of procedures and software for linkage between land use and travel demand forecasting models.
- Upgrade GIS software to ArcGIS Pro
- Purchase one additional ArcGIS Pro license
- Purchase additional Wi-Fi Hotspots for remote work

**Products**

Purchase hardware/software and licenses as needed

**Staffing**

MPO Staff

**Timeline for Proposed Work**

October 2024 through September 2025

**Financial Responsibility**

TYPE	SOURCE	AMOUNT
PL	FHWA/ FTA	\$20,000
LOCAL MATCH	HUA	\$5,000
TOTAL		\$25,000

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

**TASK 3.0: TRANSPORTATION SYSTEMS**

**3.1 Long-Range Transportation Plan**

**Objectives**

Continue to support the Huntsville Area Regional Transportation Model as the primary tool to test alternative networks on a regional basis; review planning assumptions and recommend any amendments needed to keep the plan current, cost affordable, and conforming to federal laws.

**Previous Work**

- Updated the 2045 Long-Range Transportation Plan – *TRiP2045* as necessary
- As needed, provide input to transportation fiscal impact analyses
- FTA funds were used to develop and analyze transit options and to research transit modeling
- Conducted and/or participated in technical studies and community plans (including air quality analysis and conformity determination if required) and incorporated findings as necessary
- Distributed LRTP material in various formats, such as brochures, foldout maps, and interactive website
- Continued to evaluate projects based on Environmental Justice and Title VI criteria for disproportionate impacts on and distribution of benefits to low-income and minority populations
- Traveled to necessary in-person/virtual training and/or workshops as needed
- PL funds were used to analyze data, prepare documents, distribute informational materials, and notify the public of public hearings or workshops
- Created a System Performance Report for the 2045 LRTP, adopted in August 2022

**Proposed Work**

- Adopt final 2050 LRTP
- Adopt ALDOT’s Performance Measures
- The MPO will coordinate with ALDOT on setting goals, objectives, performance measures and targets required by the BIL/IIJA, to be amended into the *TRiP2050* LRTP
- FTA funds will be used to develop and analyze transit options, safety and system performance and to research transit modeling component
- Participate in community presentations, events, and meetings to provide information and provide reasonable opportunity for receiving, recording, and analyzing public feedback
- Monitor best practices for implementing BIL/IIJA requirements in advance of next major LRTP update
- Incorporation of Regional Commuter Study into the LRTP Modeling and Forecasting Updates
- Calibrate and validate the Huntsville Regional Planning Model to analyze alternative highway networks
- Assess and prioritize long-range transportation model needs
- Schedule public outreach events

**Products**

- Amended the Updated 2045 Long-Range Transportation Plan – *TRiP2045* as necessary
- Final 2050 Long-Range Transportation Plan

**Staffing**

MPO Staff

**Timeline for Proposed Work**

October 2024 through September 2025

**Financial Responsibility**

TYPE	SOURCE	AMOUNT
PL	FHWA/ FTA	\$200,000
LOCAL MATCH	HUA	\$50,000
TOTAL		\$250,000

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

### 3.2 Transportation Improvement Program (TIP)

#### **Objectives**

Draw on priorities identified in the adopted LRTP to select projects to receive state and federal funding over the next four years; use sound financial planning to accurately estimate available funds for system expansion, operations, and maintenance costs; develop, maintain, and update the scheduling of improvements and ensure consistency between the MPO's TIP and the Capital Improvement Programs in part of the Huntsville area; amend the FY2024-2027 TIP documents as needed; in the event that Air Quality Conformity Determination is required in the Huntsville Area, the MPO will prepare an amended FY2024-2027 TIP for MPO approval and normal distribution.

#### **Previous Work**

- Adopted FY2024-2027 TIP
- Established highway, transit, bicycle, pedestrian, intermodal, air quality, and transportation disadvantaged priorities for Huntsville Urbanized Area
- The MPO prepared and presented the Livability Indicator data as required
- Provided an annual listing of projects for which federal funds have been authorized in the previous year
- Coordinated with ALDOT to assist in developing a comprehensive STIP, through amendments to FY2024-2027 TIP

#### **Proposed Work**

- Amend the FY2024-2027 TIP as necessary
- Analyze state and federal allocations available under the Transportation Alternatives, Surface Transportation Block Grant Program (urban attributable), Carbon Reduction, and state intermodal programs
- Investigate procedures for making the project prioritization for TIP projects more accessible
- Review FY2024-2027 TIP for consistency and coordination with federal and state MPO TMA certification comments and federal air quality requirements
- Investigate ways to make the TIP products more accessible to the public and user friendly by utilizing web-enabled software
- If required, prepare an amended TIP in accordance with NAAQS, the amended *TRiP2045*, and assessment of the STIP budgets and MPO pollutant estimates for conformity determination by EPA

#### **Products**

- Amended FY2024-2027 TIP

#### **Staffing**

MPO Staff

#### **Timeline for Proposed Work**

October 2024 through September 2025

#### **Financial Responsibility**

TYPE	SOURCE	AMOUNT
PL	FHWA/ FTA	\$40,000
LOCAL MATCH	HUA	\$10,000
TOTAL		\$50,000

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

### 3.3 Safe and Accessible Transportation Options

#### Objectives

With publication of USDOT Bicycle/Pedestrian policy in 2009 and 2010 [per FHWA letter of June 12, 2009 and USDOT announcement March 15, 2010] that states that “bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist,” it becomes necessary that the MPO pursue development of and promote plans and projects that improve roadway appearance, identify effective safety countermeasures, conduct public education for vulnerable road users, and increase the usage of bicycles and walking as viable modes of transportation.

#### Previous Work

- Educational and informational programs on bicycle and pedestrian safety
- Participated in the annual Mayor’s Bike Ride and various in-person and/or virtual Bike/Ped webinars
- Coordinated with all MPO member jurisdictions and local cyclists on regional bike routes
- Rated bike routes ease of use and comfort levels for cyclists
- Incorporated new relationships and supported the local bike shops
- Coordinated and participated in discussions of the Singing River Trail routes and designs with Land Trust of North Alabama, TARCOG, Committee of 100, etc.
- Began work on the MPO Bike Plan (Bike the Rocket City)

#### Proposed Work

- Support regional bike and pedestrian connectivity goals
- Complete the MPO Bike Plan (Bike the Rocket City)
- Add specific bicycling, and/or pedestrian descriptive language to Capacity and Maintenance and Operations project listings for inclusion in the LRTP, TIP, Congestion Management, and all other plans employing project lists
- Coordinate Greenway master plan with all MPO member jurisdictions
- Continue to work with Huntsville Public Transit for the identification of funding for transit shelters and sidewalk development within ½ mile of stops and within 3 miles for bike facilities.
- Continue with the review of road construction projects for bike and pedestrian considerations, which along with the member jurisdictions’ bicycle and pedestrian plans will be incorporated into *TRiP 2045*
- Coordinate and review ALDOT TAP projects
- Coordinate distribution of Transportation Alternative (TA) Set-Aside funds among all MPO jurisdictions
- Using STRAVA computer application to determine which bike routes are used the most frequent
- Coordinate distribution of Transportation Alternative (TA) Set-Aside funds among all MPO jurisdictions
- Review MPO TAP funds call for projects and applications

#### Products

- MPO Bike Plan (Bike the Rocket City)

#### Staffing

MPO Staff, and Consultants as needed

#### Timeline for Proposed Work

October 2024 through September 2025

#### Financial Responsibilities

TYPE	SOURCE	AMOUNT
PL	FHWA/ FTA	\$184,000
LOCAL MATCH	HUA	\$46,000
TOTAL		\$230,000

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

### 3.4 Transit Planning

#### **Objectives**

Continue to develop services and programs that focus on analyzing needs, identifying and evaluating alternatives and priorities, and developing strategies to implement the selected improvements, coordinate with passengers, businesses, local and regional governments, community groups, other stakeholders, and transit operators. Continue collection of transit system and route level data including ridership and schedule performance to support detailed analysis of Huntsville Metropolitan Planning area transit and services; use this information to monitor service and develop transit service improvements

#### **Previous Work**

- Coordinated with the City of Huntsville Public Transit on bus/bike stop locations
- Implement service revisions approved as part of the FY 2024 budget process
- Participated in local transportation planning activities, including the prioritization of transit funds
- MPO approved the designated recipient status for the City of Huntsville for Section 5307 funds, as submitted by Public Transit
- MPO approved the designated recipient status for the State of Alabama for Section 5310 funds, as submitted by Public Transit
- Participated in developing MPO documents to comply with federal and state requirements, including the TIP, UPWP, and TMA Certification materials
- ADA Complimentary Transit Plan Update, annually
- ArcGIS analysis for ridership review, ridership patterns, and bus stop analysis
- Funded and provided planning assistance for the Transit Improvement Plan, including the 5-year implementation plan

#### **Proposed Work**

- Continue to aid as needed for Transit Improvement Plan updates
- Participate in developing MPO documents to comply with federal and state requirements, including the TIP, UPWP, and TMA Certification materials
- The MPO will work and coordinate with ALDOT on setting goals, objectives, performance measures, and targets required by the BIL/IIJA.
- Coordinate with all transit entities serving the MPO study area on needs and potential service strategies
- Public Transit, with the MPO staff, will continue efforts to ensure that the needs of minority and low-income populations are considered in the planning for transit services, including performance measures, service monitoring, data collection, and analysis and reporting
- Coordinate with public transit and prepare ridership and revenue forecasts for existing and proposed services
- Develop and implement outreach activities to educate the public on transportation options and obtain input on needs and service improvement proposals
- Review any NOFOs pursuant to new opportunities for obtaining additional funding for service and capital projects
- Possible travel to and participation in various in-person and/or transit related webinars and workshops
- Support jurisdictions in implementation of proposed projects from the Regional Commuter Study and Regional High-Capacity Transit Study

#### **Products**

- Transit elements for TIP, LRTP, UPWP, and related ALDOT Work Program

#### **Staffing**

MPO Staff

#### **Timeline for Proposed Work**

October 2024 through September 2025

#### **Financial Responsibilities**

TYPE	SOURCE	AMOUNT
PL	FHWA/ FTA	\$120,400
LOCAL MATCH	HUA	\$30,100
TOTAL		\$150,500

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



### 3.4.1 Transportation Disadvantaged Planning

#### **Objectives**

Identify transportation disadvantaged populations and their travel needs and monitor the activities of the Huntsville Urbanized Area Transportation Disadvantaged Program; assess the level of unmet needs. While the Alabama Department of Transportation is the direct recipient of Section 5310 funds for distribution, TARCOG maintains the community plan, called the Human Services Coordinated Transportation Plan.

#### **Previous Work**

- MPO approved resolution appointing the State of Alabama as designated recipient and distributor of Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities Program) funds
- Coordination with TARCOG on the updated Human Services Coordinated Transportation Plan

#### **Proposed Work**

- Include transportation disadvantaged issues into local and regional Comprehensive Plans and all transportation related plans and programs
- Monitor state and federal legislation pertaining to the transportation disadvantaged population
- Coordinate with ALDOT, the designated recipient of Section 5310 funding, to add the awarded funds to the TIP as needed to be distributed to grantees

#### **Products**

- Advertise the availability of Section 5310 funds on the MPO website and other publications and social media platforms, when informed by ALDOT

#### **Staffing**

MPO Staff, Top of Alabama Regional Council of Governments, Alabama Department of Transportation

#### **Timeline for Proposed Work**

October 2024 through September 2025

#### **Financial Responsibilities**

TYPE	SOURCE	AMOUNT
PL	FHWA/ FTA	\$800
LOCAL MATCH	HUA	\$200
TOTAL		\$1,000

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

### 3.4.2 Transit Asset Management Planning

#### **Objectives**

The Federal Transit Administration issued a final rule on Transit Asset Management (TAM) that was made effective on October 1, 2016. This final rule requires public transportation providers to develop and implement transit asset management plans. The TAM plans must include an asset inventory, condition assessments of inventoried assets, and a prioritized list of investments to improve the state of good repair of their capital assets.

The final rule also establishes a state of good repair (SGR) standards and four state of good repair (SGR) performance measures. Transit Providers are to set performance targets for their capital assets based on the SGR measures and report their targets as well as information related to the conditions of their capital assets, to the National Transit Databases.

#### **Previous Work**

- Assistance with the update of the Transit Asset Management (TAM) Plan

#### **Proposed Work**

- Continue to coordinate on the update of Transit Asset Management (TAM) Plan
- Update performance targets as needed for capital assets based on state of good repair (SGR) standards and measures
- Report SGR targets as well as information related to the conditions of the capital assets to National Transit Databases.

#### **Products**

- SGR performance targets and measures
- TAM performance targets and measures

#### **Staffing**

MPO Staff

#### **Timeline for Proposed Work**

October 2024 through September 2025

#### **Financial Responsibilities**

TYPE	SOURCE	AMOUNT
PL	FHWA/ FTA	\$800
LOCAL MATCH	HUA	\$200
TOTAL		\$1,000

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

### 3.4.3 Transit Oriented Development (TOD) Planning

#### **Objectives**

The City of Huntsville was one of 20 communities in 16 states selected by the Federal Transit Administration for its Pilot Program for Transit-Oriented Development (TOD) Planning grant in FY 2023. This annual grant program provides funding to integrate land use and transportation planning with a new high-capacity transit project.

The University-Medical TOD Planning Study will identify opportunities for quality, transit-supportive development along the future high-capacity transit corridor. The study will focus on three clusters along University Dr. where the opportunity for TOD is highest: Northwoods, UAH, and Mid-City. These clusters each present unique opportunities for residential development, including housing for essential workers, students, and families. The study will also develop conceptual designs of station areas and first/last mile connections in order to visualize how TOD might look along the corridor and link to nearby areas.

Affordable housing strategies were a priority in this year’s grant announcement, and the TOD study will examine a wide variety of policies for different housing needs. The total grant award is \$850,000—100% Federal funds (no local match required). The study is expected to start in Summer 2024, with a final report in mid-2025. This is a City of Huntsville project being added to the UPWP at the request of FTA; no MPO funding is being applied to this task.

#### **Previous Work**

- N/A

#### **Proposed Work**

- Prepare TOD Planning Study for the University-Medical BRT Corridor

#### **Products**

- TOD Planning Study for the University-Medical BRT Corridor

#### **Staffing**

City of Huntsville Planning Staff  
Consultants

#### **Timeline for Proposed Work**

June 2024 through September 2025

#### **Financial Responsibilities**

TYPE	SOURCE	AMOUNT
TOD PLANNING GRANT	FTA	\$850,000
LOCAL MATCH	HUA	\$0
TOTAL		\$850,000

### 3.5 Congestion Management Process

#### Objectives

To maintain a Congestion Management Plan (CMP) that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies; in addition, examine travel patterns and system performance data in the Huntsville urbanized area and develop, prioritize, and recommend effective and achievable strategies to increase mobility within corridors and sub-areas.

#### Previous Work

- Updated *TRiP 2045* LRTP with Chapter 7 the Regional Commuter Study data and graphics
- Developed maps with Level of Service and travel times, and incorporated them in the *TRiP 2045* LRTP
- Developed map that shows connectivity of transit routes to bike/ped infrastructure
- Updated/maintained new version of Transportation Inventory Database located in Appendix D of the 2045 Long-Range Transportation Plan

#### Proposed Work

- Prepare CMP update for the 2050 LRTP
- Include CMP priorities in the TIP by identifying, prioritizing, and estimating the cost of projects related to congestion, maintenance, operations, security, and safety
- Produce, publish, and distribute informational material outlining CMP recommendations
- STP and/or PL funds may be used to collect and analyze data and prepare plans in support of these tasks
- Add a Congestion Management section to the MPO’s website to include maps, short-term improvements, and educational information regarding demand management strategies and operational improvements

#### Products

- Analysis of CMP throughout the fiscal year, dependent upon any significant long-range transportation plan amendments and possible census updates
- Final CMP in 2050 LRTP

#### Staffing

MPO Staff

#### Timeline for Proposed Work

October 2024 through September 2025

#### Financial Responsibility

TYPE	SOURCE	AMOUNT
PL	FHWA	\$80,000
LOCAL MATCH	HPD	\$20,000
TOTAL		\$100,000

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

### 3.6 Intermodal Freight Management Process

#### Objectives

Support the 2017 ALDOT Statewide Freight Plan, comply with the 10 National Freight Goals in H.R 22 70101(b) of the IJJA/BIL, and participate in ALDOT’s Freight Advisory Committee (FAC) to eventually develop a Huntsville-Area MPO intermodal freight plan with ALDOT and FHWA guidance. Maintain the most updated commodity flow data on all local freight modes and support local freight partners such as the Huntsville International Intermodal Center.

#### Previous Work

- Updated the Freight Element for the Long-Range Transportation Plan – *TRiP 2045*
- Data has been collected on intermodal transportation facilities in the study area for the Long-Range Transportation Plan. Specific streets have been designated as Truck-Only routes to enhance the movement of freight through the Urbanized Area.

#### Proposed Work

- Identify key freight industry stakeholders and opportunities to develop partnerships among business, trade, transportation, and economic development officials
- Research federal grants
- Maintain data regarding “bottleneck” locations, identified chokepoints, and rail crossing delays, to further monitor the transportation network for efficient freight movement
- The MPO will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performance measures, and targets required by the IJJA/BIL.
- Finalize freight element for the LRTP

#### Products

- Update Freight modeling and commodity flow data as needed
- Final freight element for the LRTP

#### Staffing

MPO Staff

#### Timeline for Proposed Work

October 2024 through September 2025

#### Financial Responsibility

TYPE	SOURCE	AMOUNT
PL	FHWA	\$400
LOCAL MATCH	HPD	\$100
TOTAL		\$500

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

### 3.7 Safety Management System

#### Objectives

To incorporate transportation safety into the MPO planning process

#### Previous Work

- Identifying specific safety projects, prioritizing them, and including them in the TIP and *TRiP 2045* LRTP
- Provide data requested by ALDOT in its development of the Strategic Highway Safety Plan
- Travel to necessary workshops/meetings
- The TCC serves as a safety committee.
- Safety tasks were added to the LRTP and the TIP
- MPO Adopted the ALDOT Safety Performance Measures

#### Proposed Work

- CAC requested further training and understanding of the ALDOT Safety Performance Measures, MPO will conduct training with ALDOT for CAC on Safety Performance Measures
- Research into developing MPO specific Safety Performance Measures; work with member jurisdictions to gather traffic incident data and determine if a local performance measure is appropriate or needed.
- The MPO will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performance measures, and targets required by the IJJA/BIL.
- Attend TSMO meetings, and trainings when necessary

#### Products

- CAC and staff trained on Safety Performance measures
- Potential local Safety Performance measures in 2025, if warranted

#### Staffing

MPO Staff

#### Timeline for Proposed Work

October 2024 through September 2025

#### Financial Responsibility

TYPE	SOURCE	AMOUNT
PL	FHWA	\$8,000
LOCAL MATCH	HPD	\$2,000
TOTAL		\$10,000

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

**TASK 4.0: PUBLIC INVOLVEMENT**

**4.1 Public Participation Process**

**Objectives**

- To provide information concerning the transportation planning process
- To provide opportunities for citizens, affected public agencies, private providers of transportation, and other interested parties to comment on proposed plans and programs
- To answer inquiries about plan implementation results and to provide advice concerning planning activities in the urbanized area to State of Alabama Department of Transportation officials
- To coordinate the information exchange among the standing committees involved in the Continuing, Cooperative, and Comprehensive (3-C) planning process

**Previous Work**

- Reviewed State Public Involvement Plan
- Maintained public involvement and media databases
- Responded to citizens’ requests via phone, e-mail, and internet
- Held public meetings throughout region
- Provided written summaries of public meetings
- Wrote and distributed press releases
- Responded to media requests and facilitated interviews, briefings, and news coverage
- Updated and maintained the MPO website and utilized other social media tools for public outreach

**Proposed Work**

- Continue with ongoing public involvement activities
- Continue to post copies of updates to plan documents for public review at city and county government sites as indicated in the PPP
- Share public notice of meetings and hearings with local newspapers, broadcast radio where possible, TV spot ads, and the MPO website, as well as social media
- Provide copies of all draft and final documents on the MPO website upon request, with personal copies provided by the Huntsville-Area MPO for the cost of printing
- Distribute copies of all drafts and finals to MPO subcommittees and interested parties upon request
- Review of the Public Participation Plan’s effectiveness in conformance with the guidelines in BIL/IIJA
- Initiate and solicit public participation in the review and adoption of the LRTP

**Products**

- Public outreach materials
- Updated MPO website

**Staffing**

MPO Staff

**Timeline for Proposed Work**

October 2024 through September 2025

**Financial Responsibility**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$7,815
LOCAL MATCH	HPD	\$1,954
TOTAL		\$9,769

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

## 4.2 Disadvantaged Business Enterprise

### Objective

The goals of contracting with Disadvantaged Business Enterprise (DBE) Programs are to ensure non-discrimination in the award and administration of contracts, ensure firms meet eligibility standards, help remove barriers to participation, create a level playing field, and to consider the potential services that can be provided by disadvantaged business enterprises in carrying out the 3-C planning program and any transit related programs. The MPO's objectives are:

- To meet all requirements of U.S. Code Part 23, 49 CFR and to maximize private transit and para-transit operator participation in the planning and provision of proposed mass transportation service
- A program that funds DBE enterprises and contracts their services whenever possible
- Strive to meet a 10 percent goal of contracting with DBEs
- To successfully complete a desk audit conducted by the Alabama Department of Transportation, to ensure DBE compliance

### Previous Work

- In FY 2024, the MPO had no contracting opportunities, other than when working with Procurement to ensure RFPs consist of this.

### Proposed Work

- The Alabama Department of Transportation will monitor the planning agency in their efforts to contract DBE enterprises and cooperate in the contractual procedures.
- The MPO staff reviews the state's list of certified DBEs periodically to determine potential contractors.

### Products

Meet a 10 percent goal of contracting with DBEs

### Staffing

MPO Staff/ALDOT

### Timeline for Proposed Work

October 2024 through September 2025

### Financial Responsibility

TYPE	SOURCE	AMOUNT
PL	FHWA	\$400
LOCAL MATCH	HPD	\$100
TOTAL		\$500

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



### 4.3 Title VI and Environmental Justice

#### **Objectives**

To support early and continuing public involvement in the development of plans and programs; consult the public through an open process including regular public meetings of the MPO Board and its advisory committee. Provide enhanced citizen awareness, comprehension, and participation in developing plans and programs. Ensure timely response to inquiries and requests for data from citizens, public agencies, consultants, elected and appointed officials, and boards. Confirm MPO compliance with Title VI of the Civil Rights Act and Environmental Justice Orders. Document outreach activities as described in the updated 2018 Public Participation Plan, including how well low-income and minority populations are involved. Use this information to develop new methods to ensure all stakeholders are informed, effectively engaged and have the opportunity to participate.

#### **Previous Work**

- Held meetings and public hearings of the Citizens, Technical, advisory committees and the MPO Board in FY2024
- Responded to requests for information
- Regularly updated the MPO’s website [www.huntsvillempo.org](http://www.huntsvillempo.org)
- Analysis of comments on the effectiveness of meetings and publications

#### **Proposed Work**

- Consult with local and regional officials on developing transportation plans and programs and identify critical transportation issues to be put on agendas and research as needed
- Ensure compliance with applicable laws, rules, and procedures when conducting meetings and board and committee business, especially when videoconferencing and voting
- Produce written records of regular and special meetings
- Facilitate virtual meetings and all obligations to the public through the Open Meeting Law Act and subsequent governor’s memos.
- Continue posting meeting calendar, agendas, agenda packets, and other meeting materials on the MPO’s website
- Create and place legal ads and required notice for public hearings
- Consult the public through meetings, presentations to community groups, public events, surveys and questionnaires, and other means to elicit equity impacts of transportation plans and projects
- Continue to enhance the agency’s website to expand public access to information and make use of the latest available technology for access to persons with disabilities.

#### **Products**

- Public notices and advertisements of public meetings, workshops and hearings
- Updated membership rosters, mailing lists, and bylaws
- Translation and other services as needed to comply with ADA and Title VI Requirements

#### **Staffing**

MPO Staff/ ALDOT/ FHWA

#### **Timeline for Proposed Work**

October 2024 through September 2025

#### **Financial Responsibility**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$400
LOCAL MATCH	HPD	\$100
TOTAL		\$500

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

**4.4 American Disability Act Planning/Compliance – Special Services**

**Objectives**

To plan, implement and maintain policies, procedures and training methods for maintaining transit related American with Disabilities Act (ADA) awareness and compliance. The MPO will assist local governments within the MPO with the preparation of transition plans.

**Previous Work**

- Attended statewide, regional, and local conferences and meetings.

**Proposed Work**

- Staff, with assistance from local agencies and consultants, as well as the disabled community, will review current procedures to ensure continued compliance with the Americans with Disabilities Act.
- Update MPO ADA Accessibility Plan for new public meeting locations
- Procedures include ongoing monitoring and review process for all ADA regulations as well as staff training and education
- Attend further training
- Prepare documents as required by ALDOT

**Products**

- The product will be a program that meets the requirements of the ADA eligibility process to ensure that ADA applications to various jurisdictions are reviewed and processed in accordance with local and federal guidelines.
- Updated MPO ADA Accessibility Plan

**Staffing**

MPO Staff/ ALDOT/ FHWA

**Timeline for Proposed Work**

October 2024 through September 2025

**Financial Responsibility**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$4,000
LOCAL MATCH	HPD	\$1,000
TOTAL		\$5,000

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

**TASK 5.0: ENVIRONMENTAL MITIGATION AND AIR QUALITY PLANNING**

**5.1 Air Quality Planning**

**Objectives**

Provide for activities related to the Clean Air Act processes under applicable provisions of 42 USC 7506 (c) and 40 CFR 93.154. This task ensures that there is an adequate and reasonable level of public and agency interactivity during the Conformity Process and that documentation is carried out in support of the process. The Huntsville urbanized area is currently an air quality attainment area and is not subject to air quality conformity requirements.

**Previous Work**

- The Huntsville MPO has promoted bicycling and walking as means to get to work and school in an effort to reduce air pollution from motor vehicles
- In FY 2021, MPO staff worked with local transit agency to assist in the wrapping and promotion of new transit buses. This experience alleviates the stigma with transit and promotes a healthier cleaner environment for the region’s already congested roadways.

**Proposed Work**

- MPO staff will continue training to become familiar with Air Quality terminology, monitoring methods and measurement, Conformity Process procedures and techniques, and develop interagency contacts with federal and state agencies responsible for Air Quality Conformity
- Continue to inform the general public of changing issues concerning air quality using local media, TV, radio, newspapers, and the MPO website, as well as conducting public meetings
- Provide and staff the required number of public meetings and hearings to fulfill Conformity Public Involvement requirements under the cited provisions, if applicable
- Support member jurisdictions in applications for funding in FTA Low-No Emissions grants related to cleaner air and the electric vehicle process

**Products**

A knowledgeable MPO staff about air quality and/or a well-informed public about air quality

**Staffing**

MPO Staff

**Timeline for Proposed Work**

October 2024 through September 2025

**Financial Responsibility**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$400
LOCAL MATCH	HPD	\$100
TOTAL		\$500

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

## 5.2 Electric Vehicle Infrastructure Plan Development

### **Objectives**

To develop a plan for the growing Huntsville Area MPO region, implement and maintain policies, procedures and training methods for maintaining Electric Vehicle Infrastructure. The MPO will assist local governments within the MPO area with the preparation of existing inventory and need based on affordability and availability to close gaps in the fast-evolving realm of electric vehicles.

### **Previous Work**

- The Alabama Department of Economic and Community Affairs (ADECA) has developed this statewide Electric Vehicle Infrastructure Plan (EVIP).

### **Proposed Work**

- Develop and prepare the Huntsville Area MPO Electric Vehicle Infrastructure Plan
- Create an overall strategy for the installation of electric charging infrastructure along corridors
- Assess risks, challenges, and success of electric vehicle deployment
- Plan should include analysis of funding programs sought after for resources made available each fiscal year
- Investigate ways to make the existing inventory more accessible to the public
- Assess how installing, maintaining, and operating electric vehicle infrastructure will create new opportunities for disadvantaged communities and skilled workers.
- Create procedures for ongoing monitoring and review of all EV regulations as well as staff training and education.

### **Products**

- MPO Electric Vehicle Infrastructure Plan working draft

### **Staffing**

MPO Staff/ ALDOT/ FHWA

### **Timeline for Proposed Work**

October 2024 through September 2025

### **Financial Responsibility**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$16,000
LOCAL MATCH	HPD	\$4,000
TOTAL		\$20,000

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

# **Appendices**

## **Appendix A: Guide to Abbreviations and Acronyms**

**AADT** Annual Average Daily Traffic

**ADT** Average Daily Traffic

**ADA** Americans with Disabilities Act

**AMPO** Association of Metropolitan Planning Organizations

**APA** American Planning Association

**ALDOT** Alabama Department of Transportation

**BIL/IJJA** Bipartisan Infrastructure Law / Infrastructure Investment and Jobs Act

**BPAC** Bicycle/Pedestrian Advisory Committee

**BRAC** Base Realignment and Closure

**CAA** Clean Air Act

**CAC** Citizens Advisory Committee

**CFR** Code of Federal Regulations

**CIP** Capital Improvements Program

**CMAQ** Congestion Mitigation/Air Quality

**CMP** Congestion Management Process

**COOP** Continuity of Operations Plan

**EPA** US Environmental Protection Agency

**FAA** Federal Aviation Administration

**IJJA/BIL** Infrastructure Investment and Jobs Act/ Bipartisan Infrastructure Law

**FHWA** Federal Highway Administration

**FTA** Federal Transit Authority

**FY** Fiscal Year

**GHG** Greenhouse Gas

**GIS** Geographic Information Systems

**ITE** Institute of Transportation Engineers

**ITS** Intelligent Transportation Systems

**LOS** Level Of Service

**LRTP** Long Range Transportation Plan

**MAP-21** Moving Ahead for Progress in the 21<sup>st</sup> Century

**MPA** Metropolitan Planning Area

**MPO** Metropolitan Planning Organization

**NAAQS** National Ambient Air Quality Standards

**PPP** Public Participation Plan

**SAFETEA-LU** Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users

**SIP** State Implementation Plan

**SLS** State and local share

**SPS** State Planning and Research Funds (used by ALDOT)

**STP** Surface Transportation Program

**TAP** Transportation Alternative Program

**TAZ** Traffic Analysis Zones

**TCC** Technical Coordinating Committee

**TEA-21** Transportation Equity Act for the 21<sup>st</sup> Century

**TIP** Transportation Improvement Program

**TMA** Transportation Management Area

**UPWP** Unified Planning Work Program

**USC** United States Code

**USDOT** United States Department of Transportation

## Appendix B: Livability Principles and Indicators

The details of Livability Principles and Indicators are listed on page nine and ten of the narrative. The measurement of the sustainability of these Livability Principles are included below. These measurements were collected through the US Census Bureau and other sources. The future provision of this data is dependent upon these agencies and organizations.

# 15 LIVABILITY INDICATORS

1. PROVIDE MORE TRANSPORTATION CHOICES		Source: Est. 2019 Estimates
Number of Housing Units Located Within 1/2 Mile of Transit Service Area • 48,356 (27.6% of total)	48,356 Units: 1/2 Mile To Transit	
Total Number of Employees Located Within 1/2 Mile of Transit Service • 114,386 (46.7% of total)	114,386 Employees: 1/2 Mile To Transit	
Total miles of alternative transportation routes currently built in MPO Area • Total Multi-use paths: 11.25 miles • Total Greenways: 37.25 miles • Total Bike Lanes: 7.28 miles	11.25 Miles Multi-Use Paths 37.25 Miles Greenways 7.28 Miles Bike Lanes	
2. PROMOTE EQUITABLE AND AFFORDABLE HOUSING		Source: Housing & Transportation Affordability Index, Center for Neighborhood Technology
Percent of Household Income Spent on Housing • 24%	24% On Housing	
Percent of Household Income Spent on Transportation • 24%	24% On Transportation	
3. PROMOTE EQUITABLE AND AFFORDABLE HOUSING		Source: US Census Bureau, 2013-2017 American Community Survey, 5-Year Estimates
Percent of Workforce With 29 Minute or Less Commute Time • 72.8%	72.8% Commute < 29 Minutes	
Percent of Workforce With 30 Minute or More Commute Time • 27.2%	27.2% Commute > 30 Minutes	
<i>Note: Includes workers ages 16 and over who did not work at home within Madison County and the Census tracts within Limestone County that intersect the MPO study area.</i>		
4. SUPPORT EXISTING COMMUNITIES		
Number of projects contained in the current Transportation Improvement Program that enhance or support existing communities (non-roadway projects) • There are 49 non-roadway projects in the current 2020-2023 TIP. Three alternative modes projects and 46 transit projects.	49 Non-Roadway Projects 46 Transit Projects	
Percentage of current L RTP projects that contain bicycle and pedestrian elements, excluding transit projects • 198 bicycle and pedestrian projects listed in 2040 L RTP • 441 total projects listed in the 2040 L RTP • ~45% of projects in the current L RTP contain bike-pedestrian elements	198 Bike-Ped Projects 441 Total Projects	
5. COORDINATE POLICIES AND LEVERAGE INVESTMENTS		
Percent of Transportation Projects Where More Than One Funding Source is Utilized • Considering local match, local purchase or donation of right of way, and various state and local funding partnership programs (ATRIP, Restore our Roads), all projects (100%) in the TIP have multiple funding sources. • Considering multiple federal funding sources for a single project, six projects in the TIP have multiple federal funding sources.	100% Multiple Funding Sources 6 Projects Multiple Federal Funding Sources	
List of policies and plans coordinated with MPO policies and plan • 2040 L RTP • 2020-2023 TIP • 2018 Public Participation Plan • BIG Picture master plan for City of Huntsville • Huntsville International Airport Master Plan • Congestion Management Process • City of Madison 2040 Transportation Plan • 2015 Human Services Coordinated Transportation Plan • 2019 Huntsville Transit Study	9 Plans and Policy Documents Leading To TRIP2045	
6. VALUE COMMUNITIES AND NEIGHBORHOODS		Source: Est. 2019 Estimates
Number of Housing Units Located Within 1/2 Mile of Transit Service Area • 48,356 (27.6% of total)	48,356 Units: 1/2 Mile To Transit	
Total Number of Employees Located Within 1/2 Mile of Transit Service • 114,386 (46.7% of total)	114,386 Employees: 1/2 Mile To Transit	
Housing Units Located 1/4 Mile From Major Retail Services • 7,814 (4.5% of total)	7,814 Units: 1/4 Mile To Major Retail	
Housing Units Located 1/4 Mile From Recreational Facilities • 35,066 (20.1% of total)	35,066 Units: 1/4 Mile To Recreation	

Source: TRIP 2045



**Appendix C: Funding and Budget Tables**

Appendix C, Table 1: Funding Sources			
TASK NUMBER AND DESCRIPTION	PL-FHWA/FTA	HUA & ALDOT	TOTAL
<b>1.0 PROGRAM ADMINISTRATION</b>			
1.1 ADMINISTRATION MANAGEMENT	\$240,000	\$60,000	\$300,000
1.2 UNIFIED PLANNING WORK PROGRAM	\$40,000	\$10,000	\$50,000
1.3 CONTINUITY OF OPERATIONS PLAN	\$400	\$100	\$500
1.4 STAFF TRAINING ACTIVITIES	\$20,000	\$5,000	\$25,000
<b>2.0 DATA COLLECTION</b>			
2.1 DATA COLLECTION AND ANALYSIS	\$80,000	\$20,000	\$100,000
2.2 COMPUTER TECHNICAL ASSISTANCE	\$20,000	\$5,000	\$22,000
<b>3.0 TRANSPORTATION SYSTEM</b>			
3.1 LONG RANGE TRANSPORTATION PLAN	\$200,000	\$50,000	\$250,000
3.2 TRANSPORTATION IMPROVEMENT PROGRAM	\$40,000	\$10,000	\$50,000
3.3 SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS	\$120,000	\$30,000	\$150,000
3.4 TRANSIT PLANNING	\$120,400	\$30,100	\$150,500
3.4.1 TRANSPORTATION DISADVANTAGED PLANNING	\$800	\$200	\$1,000
3.4.2 TRANSIT ASSET MANAGEMENT PLANING	\$800	\$200	\$1,000
3.5 CONGESTION MANAGEMENT	\$80,000	\$20,000	\$100,000
3.6 INTERMODAL FREIGHT MANAGEMENT PROCESS	\$400	\$100	\$500
3.7 SAFETY MANAGEMENT SYSTEM	\$8,000	\$2,000	\$10,000
<b>4.0 PUBLIC PARTICIPATION</b>			
4.1 PUBLIC PARTICPATION PROCESS	\$7,815	\$1,954	\$9,769
4.2 DISADVANTAGED BUSINESS ENTERPRISE	\$400	\$100	\$500
4.3 TITLE VI AND ENVIRONMENTAL JUSTICE	\$400	\$100	\$500
4.4 AMERICAN DIABILITY ACT PLANNING/ COMPLIANCE -SPECIAL SERVICES	\$4,000	\$1,000	\$5,000
<b>5.0 ENVIRONMENTAL MITIGATION AND AIR QUALITY PLANNING</b>			
5.1 AIR QUALITY PLANNING	\$400	\$100	\$500
5.2 ELECTRIC VEHICLE INFRASTRUCTURE PLAN DEVELOPMENT*	\$16,000	\$4,000	\$20,000
<b>GRAND TOTALS</b>	<b>\$1,063,815</b>	<b>\$265,954</b>	<b>\$1,329,769</b>
* Huntsville Area MPO has NOT included any of the carryover funding from FY2024 in this budget			
**Huntsville MPO has NOT included any consultant funding in this chart.			

DRAFT Unified Planning Work Program – 2025

APPENDIX C, TABLE 2											
FISCAL YEAR 2025 UPWP SUMMARY BUDGET											
TASK NUMBER AND DESCRIPTION	PL-FHWA/FTA	HUA	Consultants		SPR		TOTALS				
			PL	HUA	FHWA	ALDOT	FEDERAL		HUA&	GRAND	
								FHWA	FTA	ALDOT	TOTAL
<b>1.0 PROGRAM ADMINISTRATION</b>											
1.1 ADMINISTRATION MANAGEMENT	\$240,000	\$60,000	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$60,000	\$300,000
1.2 UNIFIED PLANNING WORK PROGRAM	\$40,000	\$10,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$50,000
1.3 CONTINUITY OF OPERATIONS PLAN	\$400	\$100	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$100	\$500
1.4 STAFF TRAINING ACTIVITIES	\$20,000	\$5,000	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$5,000	\$25,000
<b>2.0 DATA COLLECTION</b>											
2.1 DATA COLLECTION AND ANALYSIS	\$80,000	\$20,000	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$20,000	\$100,000
2.2 COMPUTER TECHNICAL ASSISTANCE	\$20,000	\$5,000	\$0	\$0	\$0	\$0	\$20,600	\$0	\$0	\$5,000	\$25,000
<b>3.0 TRANSPORTATION SYSTEM</b>											
3.1 LONG RANGE TRANSPORTATION PLAN	\$200,000	\$50,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$50,000	\$250,000
3.2 TRANSPORTATION IMPROVEMENT PROGRAM	\$40,000	\$10,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$50,000
3.3 BICYCLE AND PEDESTRIAN PLANNING	\$184,000	\$46,000	\$0	\$0	\$0	\$0	\$184,000	\$0	\$0	\$46,000	\$230,000
3.4 TRANSIT PLANNING	\$120,400	\$30,100	\$0	\$0	\$0	\$0	\$120,400	\$0	\$0	\$30,100	\$150,500
3.4.1 TRANSPORTATION DISADVANTAGED PLANNING	\$800	\$200	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$200	\$1,000
3.4.2 TRANSIT ASSET MANAGEMENT PLANING	\$800	\$200	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$200	\$1,000
3.5 CONGESTION MANAGEMENT	\$80,000	\$20,000	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$20,000	\$100,000
3.6 INTERMODAL FREIGHT MANAGEMENT PROCESS	\$400	\$100	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$100	\$500
3.7 SAFETY MANAGEMENT SYSTEM	\$8,000	\$2,000	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$2,000	\$10,000
<b>4.0 PUBLIC PARTICIPATION</b>											
4.1 PUBLIC PARTICPATION PROCESS	\$7,815	\$1,954	\$0	\$0	\$0	\$0	\$7,815	\$0	\$0	\$1,954	\$7,769
4.2 DISADVANTAGED BUSINESS ENTERPRISE	\$400	\$100	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$100	\$500
4.3 TITLE VI AND ENVIRONMENTAL JUSTICE	\$400	\$100	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$100	\$500
4.4 AMERICAN DIABILITY ACT PLANNING/ COMPLIANCE -SPECIAL SERVICES	\$4,000	\$1,000	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$1,000	\$5,000
<b>5.0 ENVIRONMENTAL MITIGATION AND AIR QUALITY PLANNING</b>											
5.1 AIR QUALITY PLANNING	\$400	\$100	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$100	\$500
5.2 ELECTRIC VEHICLE INFRASTRUCTURE PLAN DEVELOPMENT*	\$16,000	\$4,000	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$4,000	\$20,000
<b>GRAND TOTALS</b>	<b>1,063,815</b>	<b>\$265,954</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,063,815</b>	<b>\$0</b>	<b>\$0</b>	<b>\$265,954</b>	<b>\$1,329,769</b>
HUA=HUNTSVILLE URBANIZED AREA 20%											
PL-FHWA = FEDERAL HIGHWAY ADMINISTRATION AND FTA-FEDERAL TRANSIT ADMINISTRATION 80%											
The PL-FHWA and FTA 5303 planning funds have been combined as one fund for better management and tracking.											
ALDOT = ALBAMA DEPARTMENT OF TRANSPORTATION											
*MPO's may carry over funds for three (3) years											
**Huntsville MPO has NOT included any carryover funds from FY2023 budget											

## Appendix D: Other Major Planning Activities

This list describes other major planning activities that will be ongoing during FY2024-2025. These plans are funded by the sponsor, using either 100% local funds, or a mixture of federal and State funds.

### Studies Identified in this Unified Planning Work Program

SPONSOR	STATUS	DESCRIPTION	WHERE TO FIND STUDY

### Identified in a previous/current Transportation Improvement Program

SPONSOR	STATUS	DESCRIPTION	WHERE TO FIND STUDY
<b>Corridor/Interchange/ Operational Studies/EA/EIS</b>			
Huntsville-Area MPO	Current	Comprehensive Regional Transit Planning Study	Huntsville Planning Department
City of Huntsville	Ongoing	Old Big Cove Road Corridor Study	City of Huntsville Engineering
City of Huntsville	Future	Huntsville Northern Bypass Preliminary Engineering	City of Huntsville Engineering
Madison County	Future	Widening of Wall Triana from SR-2 (US 72) to 500' North of Nick Davis Road	Madison County Courthouse
City of Huntsville	Current	Redstone Arsenal East Connector Phase 1 corridor study	City of Huntsville Engineering

### Alabama Department of Transportation Studies

SPONSOR	STATUS	DESCRIPTION	WHERE TO FIND STUDY
ALDOT	Past	Statewide Freight Plan	<a href="http://www.dot.state.al.us">www.dot.state.al.us</a>
ALDOT	Past	Statewide Bicycle and Pedestrian Plan	<a href="http://www.dot.state.al.us">www.dot.state.al.us</a>
ALDOT	Past	Statewide Management Plan	<a href="http://www.dot.state.al.us">www.dot.state.al.us</a>
ALDOT	Past	Statewide Airport System Plan	<a href="http://www.dot.state.al.us">www.dot.state.al.us</a>
ALDOT	Past	Strategic Highway Safety Plan	<a href="http://www.dot.state.al.us">www.dot.state.al.us</a>
ALDOT	Past	Statewide Transportation Plan	<a href="http://www.dot.state.al.us">www.dot.state.al.us</a>
ALDOT	Past	Alabama Rail Plan	<a href="http://www.dot.state.al.us">www.dot.state.al.us</a>
ALDOT	Future	Alabama Public Involvement Plan	<a href="http://www.dot.state.al.us">www.dot.state.al.us</a>
ALDOT	Past	Transportation Asset Management Plan (TAMP)	<a href="http://www.dot.state.al.us">www.dot.state.al.us</a>
ALDOT	Future	Transit Asset Management Plan (TAM)	<a href="http://www.dot.state.al.us">www.dot.state.al.us</a>
ALDOT	Future	Public Transit Agency Safety Plan	<a href="http://www.huntsvillempo.org/plans-and-reports/">www.huntsvillempo.org/plans-and-reports/</a>

### Non-Federally Funded and Local Government Planning Activities

SPONSOR	STATUS	DESCRIPTION	WHERE TO FIND STUDY
<b>Greenways and Other Bike/Ped Plans</b>			
City of Huntsville	Current	Bicyclists and Pedestrians Intersection Safety on US-231/Memorial Parkway	City of Huntsville Planning Department
<b>Redevelopment Plans /Comprehensive Plans</b>			
Committee of 100	Current	Launch 2035: A 20-year regional planning initiative covering Madison, Limestone, and Morgan Counties	<a href="https://launch2035.org/">https://launch2035.org/</a>
Singing River Trail	Current	Launch 2035: Land Use Committee Regional Greenway Plan	<a href="http://www.singingrivertrail.com/">http://www.singingrivertrail.com/</a>
City of Huntsville	Current	Mid-City development master plan	<a href="https://www.midcitydistrict.com/">https://www.midcitydistrict.com/</a>
City of Huntsville	Current	Hays Farm development master plan	<a href="https://haysfarm.com/">https://haysfarm.com/</a>
City of Huntsville	Current	City Centre development master plan	<a href="http://experiencecitycentre.com/">http://experiencecitycentre.com/</a>
City of Huntsville	Current	Five Points/NE Huntsville Small Area Plan	<a href="https://bigpicturehuntsville.com/places/the-cove-small-area-plan/">https://bigpicturehuntsville.com/places/the-cove-small-area-plan/</a>
City of Huntsville	Current	Cove Small Area Plan	<a href="https://bigpicturehuntsville.com/places/the-cove-small-area-plan/">https://bigpicturehuntsville.com/places/the-cove-small-area-plan/</a>
City of Huntsville	Current	Downtown Master Plan	<a href="https://bigpicturehuntsville.com/places/downtown-master-plan/">https://bigpicturehuntsville.com/places/downtown-master-plan/</a>
Huntsville/Madison County Chamber of Commerce	Current	Research Park Master Plan	<a href="https://cumminsresearchpark.com/park-of-the-future/master-plan/">https://cumminsresearchpark.com/park-of-the-future/master-plan/</a>
Huntsville/Madison County Airport Authority	Current	Port of Huntsville Master Plan	<a href="https://www.portofhuntsville.com/wp-content/uploads/2020/07/MasterPlan2020-opt.jpg">https://www.portofhuntsville.com/wp-content/uploads/2020/07/MasterPlan2020-opt.jpg</a>
City of Madison	Ongoing	On Track 2045 Comprehensive Plan	<a href="https://www.madisonontrack2045.com/">https://www.madisonontrack2045.com/</a>

## **Appendix E: Public Outreach Activities**

Per the Huntsville-Area MPO's adopted Final 2018 Public Participation Plan (PPP), public comment was sought on the FY 2025 UPWP. Printed copies of the document were left for public review and comment at the Huntsville Planning Department for two weeks, as specified in the following pages. Public Notices for public comment, with instructions on how to request a printed copy of the FY 2025 UPWP, if desired, were provided to the member jurisdictions, along with a press release.

Find all above reference materials on the following pages, as well as a copy of the public comment sheet and public comment folder cover left at the location specified above.



## PUBLIC NOTICE

The **Citizens Advisory Committee** of the **Huntsville Area Metropolitan Planning Organization** will hold a meeting Monday, August 5, 2024 on the sixth floor of the City of Huntsville Municipal Building at 5:00 pm.

The **Metropolitan Planning Organization Policy Board** will meet on Wednesday, August 7, 2024 on the sixth floor of the City of Huntsville Municipal Building, at 4:00 pm. Check out this website for more information on these meetings: <http://www.huntsvillempo.org/about/meetings-and-agendas/>

At this meeting, the FINAL FY2025 Unified Planning Work Program (UPWP) will be adopted.

- FINAL FY2025 Unified Planning Work Program (UPWP)

<http://www.huntsvillempo.org/plans-and-reports/>

Submit comments via e-mail at [longrangeplanning@huntsvilleal.gov](mailto:longrangeplanning@huntsvilleal.gov).

For additional information concerning these items, please visit the Huntsville-Area Metropolitan Planning Organization’s website at: <http://www.huntsvillempo.org> or call the Huntsville-Area MPO staff at 256-427-5100.



## PRESS RELEASE

**To:** All Broadcast and Print Media  
**From:** Huntsville-Area Metropolitan Planning Organization  
**Date:** June 4, 2024

Public comment is requested for the DRAFT FY 2025 Unified Planning Work Program (UPWP).

View all documents here:

<http://www.huntsvillempo.org/plans-and-reports/>

Printed copies of the **DRAFT FY2025 Unified Planning Work Program (UPWP)** will be available at the following offices for public review and comment, during regular business hours, from June 4, 2024 to August 5<sup>th</sup>, 2024:

1. City of Huntsville Planning Department, City Hall, 4<sup>th</sup> Floor,  
305 Fountain Circle, Huntsville, AL 35801

Submit comments via e-mail at

[longrangeplanning@huntsvilleal.gov](mailto:longrangeplanning@huntsvilleal.gov)

Or by regular mail to:  
City of Huntsville Planning Department  
ATTN: Huntsville-Area Metropolitan Planning Organization  
P.O. Box 308  
Huntsville, AL 35804

For additional information concerning these items, please visit the Huntsville-Area Metropolitan Planning Organization’s website at: <http://www.huntsvillempo.org> or call the MPO staff at 256-427-5100.

There will be an additional chance to voice your concerns at the Huntsville-Area Metropolitan Planning Organization Policy Board Meeting held on Wednesday, August 7, 2024 on the 6<sup>th</sup> floor of City Hall.



Huntsville Area

**Metropolitan Planning Organization**

Please review the

**DRAFT FY 2025**

**Unified Planning Work Program (UPWP)**

and provide us with your comments.

Comment sheets are available inside the folder.

HUNTSVILLE-AREA METROPOLITAN PLANNING ORGANIZATION

P.O. Box 308 | Huntsville, AL 35804

[www.huntsvillempo.org](http://www.huntsvillempo.org) | (256) 427-5100





### Appendix F: MPO Boundary Map

