

**HUNTSVILLE AREA  
TRANSPORTATION STUDY  
METROPOLITAN PLANNING  
ORGANIZATION (MPO)**

***(FINAL)***

***UNIFIED PLANNING WORK PROGRAM***

***FISCAL YEAR 2017***

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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 FAST Act, Sections 1201 and 1202, December 4, 2015. The contents of this UPWP do not necessarily reflect the official views or policies of the U.S. Department of Transportation.*

Date adopted: AUGUST 2016

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**HUNTSVILLE AREA TRANSPORTATION STUDY  
METROPOLITAN PLANNING ORGANIZATION (MPO)**

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Melvin McKinstry – Marshall Space Flight Center  
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Transit  
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Bryant Moss – Limestone County Engineer  
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Tony Smith – Huntsville  
Gary Whitley – Huntsville  
Dave Cousins – Huntsville  
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Pat Mason – Madison  
Jurlene Rogers – Triana  
Luis Ferrar – Triana  
Scott Baker – Owens Cross Roads  
Larry Furlough – Owens Cross Roads

**Resolution 07-16**

**Huntsville Area Transportation Study  
Metropolitan Planning Organization (MPO)  
Adoption of the Draft FY 2017 Unified Planning Work Program**

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

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

WHEREAS, consistent with the declaration of these provisions, the City of Huntsville Planning Division, as staff of the MPO, in cooperation with the Alabama Department of Transportation, has prepared a Draft Unified Planning Work Program for Fiscal Year 2017; and

WHEREAS, pursuant to its duties, functions, and responsibilities, the Huntsville Area Transportation Study Metropolitan Planning Organization (MPO), in session this \_\_\_\_ day of \_\_\_\_\_, 2016, did review and evaluate the aforementioned Draft Unified Planning Work Program; now

THEREFORE, BE IT RESOLVED that by the Huntsville Area Transportation Study Metropolitan Planning Organization (MPO) that the same does hereby adopt said Draft Unified Planning Work Program for fiscal year 2017.

ADOPTED, this the 8<sup>th</sup> day of June 2016.

\_\_\_\_\_  
Chairman, Metropolitan Planning Organization

\_\_\_\_\_  
Secretary, Metropolitan Planning Organization

ATTEST:

\_\_\_\_\_ Date \_\_\_\_\_  
Chairman, MPO TCC

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## INTRODUCTION

### 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 and Title (XXVI) governing MPOs. This UPWP covers a one year period from October 1, 2016 to September 30, 2017.

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 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 Transportation Study was signed by the Alabama Highway Department (later known as Alabama Department of Transportation) and the City of Huntsville on September 3, 1963. The agreement was updated on June 14, 1976 to comply with regulations combining the planning requirements of the Federal Highway Administration and the Urban Mass Transportation Administration. Joining with the State of Alabama Department of Transportation and the City of Huntsville in this new agreement were the Towns of Owens Crossroads and Triana, the City of Madison, Madison County, and the Top of Alabama Regional Council of Governments (TARCOG). On February 20, 2009, 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. In December 2015, the MPO approved a revised transportation agreement based upon the 2015 legislation, the Fixing America’s Surface Transportation Act (FAST Act).

The Huntsville Area Transportation Study, as established by the agreement, plans and programs transportation improvements for the Huntsville urbanized area. U.S. Department of Transportation rules and regulations require MPOs, in cooperation with the state and public transit operators, to develop Unified Planning Work Programs (UPWP). The UPWP contains all significant elements of the 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, Fixing America’s Surface Transportation Act (FAST Act), was enacted by Congress and signed into law in December of 2015. Like previous authorization acts, FAST Act 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 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 then ALDOT, FHWA, and FTA 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 UPWP, the 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*
- *Bicycle/Pedestrian Plan*
- *Public Participation Plan (PPP)*
- *Disadvantaged Business Enterprise (DBE) Program*
- *Transportation Disadvantaged Service Plan, also called the Human Services Coordinated Transportation Plan*
- *Unified Planning Work Program (UPWP)*
- *Transportation Improvement Program (TIP)*
- *Congestion Management Plan*
- *2040 Long Range Transportation Plan (LRTP)*

### **Fixing America's Surface Transportation Act (FAST Act) (Summary)**

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

The core metropolitan and statewide transportation planning requirements remain intact under FAST Act, 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.

FAST Act 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 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.

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 FAST Act 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 four (4) 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.
- 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 FAST Act, 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 2020-2023 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 and incorporated into the State Transportation Improvement Plan (STIP), it takes specific actions to revise both the TIP and the STIP, and federal approval of those actions is needed 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 Transportation Study 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 Area Transportation MPO Study Area.

*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 serves 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 in 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 jurisdictions.
- 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

***Regional Plans and Programs (Task 3.0 and Appendix 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 under represented segments of the community; low-income groups, minorities, persons with disabilities, and the elderly; and to consider the needs of these groups when developing programs, projects, or plans.

Additionally, the Huntsville Area MPO will be compliant with the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990 by July 2016. 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 2017 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 regulates medical examinations and inquires. For more information, see <http://AskJAN.org/links/adalinks.htm#I>
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 <http://AskJAN.org/links/adalinks.htm#II>
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 <http://AskJAN.org/links/adalinks.htm#III>
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 be in compliance with applicable provisions of FTA C 4702.1B. A Language Assistance Plan consistent with provisions of the Limited Proficiency requirements is available in the 2013 Public Participation Plan.

### **Scope of the Planning Process and FAST Act**

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.



FAST Act 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 other factors were added by the FAST Act. 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, and improve quality of life
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**

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) identifies Planning Emphasis Areas (PEAs) annually to promote themes for consideration in the transportation process. For fiscal year 2017 the following three key planning themes are:

- 1) FAST Act Implementation – Transition to Performance Based Planning and Programming. The development and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.
  - Tasks 1.1, 1.2, 3.1, 3.2, 3.3, 3.4, 4.1, and 4.2
- 2) Models of Regional Planning Cooperation - Promote cooperation and coordination across MPO boundaries and across state boundaries, where appropriate, to ensure a regional approach to transportation planning. This is particularly important where more than one MPO or state serves an urbanized area or adjacent urbanized areas. This cooperation could occur through the metropolitan planning agreements that identify how the planning process and how the planning products will be coordinated, through the development of joint planning products, and/or by other locally coordination of transportation plans and programs, corridor studies, and products across adjacent operators of public transportation on activities such as: data collection, data storage, and analytical tools and performance based planning.
  - Tasks 1.1, 2.1, 2.3, 3.1, 3.3, 3.4, 3.5, 4.1, 4.2, and 5.0
- 3) Ladders of Opportunity - Access to essential services - As part of the transportation planning process, identify transportation connectivity gaps in access to essential services. Essential services include housing, employment, health care, schools/education, and recreation. This Ladders of Opportunity Initiative makes funds available to public transportation providers to finance capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities, including programs of bus and bus-related projects for assistance to sub-recipients that are public agencies, private companies engaged in public transportation, or private non-profit organizations. This emphasis area could include MPO and state identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.

- Tasks 1.1, 1.2, 2.1, 3.1, 3.2, 3.3, 3.4, 4.1, and 4.2

### **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**:

- 1) Percent of jobs and housing located within one-half (1/2) mile of transit service
- 2) Percent of household income spent on housing and transportation
- 3) Percent of workforce living within a twenty-nine (29) minute or less commute from primary job centers
- 4) Percent of workforce living within a thirty (30) minutes or more commute from primary job centers
- 5) Percent of transportation investment dedicated to enhancing accessibility of existing transportation systems
- 6) Percent of transportation projects where more than one federal funding source is utilized
- 7) Percent of housing units located within 1/4 mile of major retail centers and recreational facilities.

The Indicators may be found in Appendix B of this document.

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

The Governor has designated the Huntsville Area Transportation Study 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 Bureau of Transportation Planning and Modal Programs, Metropolitan Planning section, 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 Transportation Study.

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

The MPO receives technical guidance for the transportation planning process from the Technical Coordinating Committee (TCC). The TCC consists of technical and professional members of the community who can furnish the expert guidance needed for plan development and implementation. The TCC reviews

and analyzes the procedural aspects of the planning process, coordinates the work of participating agencies, and recommends 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 requirement and to monitor and report on progress in achieving objectives.

##### Previous Work

- Prepared meeting materials, agendas, and meeting minutes for all Board and Committee meetings
- Prepared and adopted the Draft and Final FY 2016 Unified Planning Work Program
- Prepared annual Title VI Report
- Attended trainings and workshops relevant to administrating the MPO (ALDOT Cube Voyager travel demand model training program)
- Updated the MPO planning agreement to FAST Act requirements

##### Proposed Work

- Coordinate with other transportation planning agencies in the metropolitan area and provide opportunities for input in the development of the UPWP
- Certify compliance with state and federal regulations regarding expenditure of funds for transportation planning
- Update Memorandum of Agreements and Contracts to reflect the FAST ACT as required
- Assess progress towards meeting UPWP objectives and budget targets on a monthly basis.
- Prepare amendments as necessary
- Keep grant records and effectively administer contracts and agreements
- Assist with annual audit and forward to ALDOT
- Annual UPWP amendments to update UPWP and preparation of next year's UPWP
- Manage in-house staff and consultants to accomplish planning tasks
- Monitor progress towards goals, including Disadvantaged Business Enterprise goals
- Participate in transportation workshops, conferences, meetings, and coordination activities to provide staff, board, and committee members training and education; maintain technical expertise
- Potential meetings 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
- Purchase new computers or components to upgrade existing computers, as necessary, along with other related equipment and furniture to maximize the MPO's capacity to support public outreach and the decision-making process

##### Products

- Updated Requirements and Procedures – Title VI of the Civil Rights Act of 1964
- Update Disadvantaged Business Enterprise Goal
- Progress reports (Monthly)
- Grant applications and budget submittals (Ongoing)
- Reports and presentations to the MPO and its committees, the TCC and CAC

##### Staffing

MPO Staff

**Timeline for Proposed Work**

October 2016 through September 2017

**Financial Responsibility**

<b>TYPE</b>	<b>SOURCE</b>	<b>AMOUNT</b>
PL	FHWA	\$183,053
LOCAL MATCH	HPD	\$ 45,763
TOTAL		\$ 228,816

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 2017 Unified Planning Work Program

### **Proposed Work**

- Prepare a Draft and Final FY 2018 UPWP
- Annual UPWP amendments as required to update UPWP and preparation of next year's UPWP
- Assess progress towards meeting UPWP objectives and budget targets on a quarterly basis
- Coordinate with other transportation planning agencies in the metropolitan area and provide the opportunities for input in the development of the UPWP

### **Products**

- Draft and Final 2018 UPWP: Sept 2017

### **Staffing**

MPO Staff

### **Timeline for Proposed Work**

Prepare Draft and Final FY 2018 UPWP, June through September 2017

### **Financial Responsibility**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$20,000
LOCAL MATCH	HPD	\$5000
TOTAL		\$25,000

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**

- Tested data implementation of COOP.
- Updated and backed up data for transportation planning files.

#### **Proposed Work**

- Implement COOP activities, including procedures, activation, alternate operations, reconstitution, and information technology
- Update COOP during FY 2017.

#### **Products**

- COOP maintenance activities
- Upgrade software and data capacity

#### **Staffing**

MPO Staff

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

October 2016 through September 2017

#### **Financial Responsibility**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$200
LOCAL MATCH	HPD	\$50
TOTAL		\$250

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 conferences, seminars, and webinars on relevant topics statewide, regionally, and nationally.
- Short courses have also been attended by staff members including courses sponsored by the U.S. DOT, FHWA, FTA, and ALDOT.

### Proposed Work

- Staff will attend quarterly training with ALDOT using the Cube Voyager Regional Travel Demand Model.
- In-house training sessions will be conducted and local representation at transportation related seminars and training sessions will be arranged.
- Current literature and periodicals for the transportation planning staff will be obtained in order to remain informed of current planning developments.
- Special emphasis will be placed on acquiring training for using personal computers for transportation planning and modeling.
- Staff will continue to participate in training sessions concerning implementing provisions of the new surface transportation legislation.
- Attend conferences and training sessions including, but not limited to:
  - APA – [American Planning Association](#)- May 6-9, 2017 New York, New York
  - ALAPA- Alabama Chapter of the American Planning Association
  - AARC- [Alabama Association of Regional Councils](#) - 2017 dates to be determined, usually in Montgomery
  - AMPO- [Association of Metropolitan Planning Organizations](#) – Fort Worth, TX October 25-28.
  - TRB – [Transportation Research Board](#) – Washington DC, January 8-12, 2017
  - ITE – [Institute of Transportation Engineers](#) – Toronto, Ontario, Canada, July 30–August 2, 2017
  - [Rail~Volution](#) – San Francisco, October 9-12, 2016

### Products

None

### Staffing

State and federal agency or private consultant training staff as required

### Timeline for Proposed Work

October 2016 through September 2017

### Financial Responsibility

TYPE	SOURCE	AMOUNT
PL	FHWA	\$20,000
LOCAL MATCH	HPD	\$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, 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 2040
- Provided inputs and reviewed socio-economic and land use data for the Huntsville regional model
- Prepared baseline socio-economic 2010 data for use in the 2040 LRTP Update
- Updated MPO Planning Area Boundaries based upon 2010 Census data, and coordination with FHWA and ALDOT
- Utilized data to develop layers in GIS, to include land use; population; employment; environmentally sensitive areas; areas of significant travel and tourism; and storm water management locations on the transportation network to include mapping of manholes, inlets, retention and detention ponds, etc.
- The MPO collected, prepared, and presented *Livability Indicator* data as required on p. 43. This work task is in response to an FHWA directive to the Alabama Department of Transportation on May 2<sup>nd</sup>, 2012. The collected data will be presented in the following planning documents: Long Range or Regional Plan, Transportation Improvement Program, Public Participation Plan, Congestion Management Plan (TMAs only), and the Air Quality Conformity Report (as applicable). The data to be provided include:
  - 1) Percent of jobs and housing located within one-half (1/2) mile of transit service
  - 2) Percent of household income spent on housing and transportation
  - 3) Percent of workforce living within a twenty-nine (29) minute or less commute from primary job centers
  - 4) Percent of workforce living within a thirty (30) minute or more commute from primary job centers
  - 5) Percent of transportation investment dedicated to enhancing accessibility of existing transportation systems
  - 6) Percent of transportation projects where more than one federal funding source is utilized
  - 7) Percent of housing units located within ¼ mile of major retail centers and recreational facilities

#### Proposed Work

- 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
- Quarterly training with ALDOT using the Cube Voyager-based Regional Travel Demand Module
- Maintain data in GIS, to 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. so that transportation issues related to these elements are considered during the planning process
- Monitor, through 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
- 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

**Products**

- Updated existing and future year highway databases based on 2040 LRTP amendments
- Updated traffic count information and redesigned MPO transportation database
- Transit-supportive area maps for current conditions
- Multi-modal data integration for Comprehensive Bicycle Plan Update
- Population and household estimates and projections for the MPO documents

**Staffing**

MPO Staff

**Timeline for Proposed Work**

October 2016 through September 2017

**Financial Responsibility**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$40,000
LOCAL MATCH	HPD	\$10,000
TOTAL		\$50,000

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

**2.1.1 Air Quality Conformity Emissions Modeling – MOVES2014a**

**Objectives**

To develop basic competence and familiarity of MOVES2014a among Huntsville MPO staff members; work with ALDOT to integrate transportation modeling software Cube for the necessary outputs needed for the MOVES model

**Previous Work**

- Introduction to MOVES2014 Emission modeling training course with ALDOT and ADEM
- Continued MOVES2014 training of staff to ensure required emissions data and results are accurate and concise when reported

**Proposed Work**

- Develop expertise to run MOVES2014 Model and Cube Voyager to develop emission estimates

**Products**

None

**Staffing**

MPO Staff

**Timeline for Proposed Work**

October 2016 through September 2017

**Financial Responsibility**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$200
LOCAL MATCH	HPD	\$50
TOTAL		\$250

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 Transportation modeling software to Cube.6.2.1
- 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
- Updated methodology and software database used to develop and maintain socio-economic data

### **Proposed Work**

- The State 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.

### **Products**

None

### **Staffing**

MPO Staff

### **Timeline for Proposed Work**

October 2016 through September 2017

### **Financial Responsibility**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$10,000
LOCAL MATCH	HPD	\$2,500
TOTAL		\$12,500

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**

- Adopted 2040 Long Range Transportation Plan
- Amended 2040 Long Range Transportation Plan
- The MPO prepared and presented the *Livability Indicator* data as required on page 43. The data was displayed in the Plan in charts, tables, or maps
- Incorporated short and long term transit system initiatives within the 2040 Long Range Transportation Plan
- Provided maps for visionary and funded projects
- Evaluated the financial status of projects to determine what improvements could be retained, and which projects would be deferred

#### **Proposed Work**

- Continue to amend the 2040 Long Range Transportation Plan as warranted
- Conduct and/or participate in technical studies and community plans (including air quality analysis and conformity determination if required) and incorporate findings as necessary
- Validate and use the Huntsville Regional Planning Model to analyze alternative highway networks
- Assess and prioritize long-range bicycle, pedestrian, congestion, intermodal, safety, transit, Transportation Demand Management (TDM), and Intelligent Transportation Systems (ITS) needs
- Distribute LRTP collateral material in various formats, such as brochures, foldout maps, and interactive website
- Participate in community presentations, events, and meetings to provide information and receive feedback
- Provide reasonable opportunity for public review of the LRTP amendments, and record, analyze, and respond to public feedback
- Continue 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
- Monitor best practices for implementing FAST Act requirements in advance of next major LRTP update
- As needed, provide input to transportation fiscal impact analyses
- FTA funds will be used to develop and analyze transit options
- Travel to necessary training or workshops
- STP and/or PL funds may be used to analyze data, prepare documents, distribute informational materials, and notify the public of public hearings or workshops

#### **Products**

- Amended Long Range Plans

#### **Staffing**

MPO Staff

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

October 2016 through September 2017

**Financial Responsibility**

<b>TYPE</b>	<b>SOURCE</b>	<b>AMOUNT</b>
PL	FHWA	\$40,000
LOCAL MATCH	HPD	\$10,000
TOTAL		\$50,000

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

### 3.1.1 Air Quality Conformity Report Preparation

#### **Objectives**

The National Ambient Air Quality Standards (NAAQS) were released in October 2015. The Huntsville Area is still designated as *attainment for ground level ozone (O<sub>3</sub>) and particulate matter (PM<sub>2.5</sub>)*. If a future assessment determines the Huntsville Area is at non-attainment, an Air Quality Conformity Report will be prepared to demonstrate that the 2040 Long Range Transportation Plan and the FY 2016-2019 Transportation Improvement Program (TIP), will conform to requirements for PM<sub>2.5</sub> and O<sub>3</sub>. Under applicable provisions of Titles 23 and 49 of United States Code, projects cannot be approved, funded, or advanced through the planning process, unless they are included in conforming, financially constrained Long Range Plan, and its equally documented subset, the TIP.

#### **Previous Work**

No Prior assignment

#### **Proposed Work**

- The MPO will present the Livability Indicator data as required on p. 43
- The data will be presented as percentages, graphs, maps, or charts
- Perform and document conformity procedures and results of any amendments
- Evaluate travel demand model for conformity years throughout fiscal year

#### **Products**

- Validate travel demand model for conformity years throughout fiscal year as required
- Report documenting conformity of TIP Projects as required
- Draft and Final Air Quality Conformity Report for the Amended 2040 Long Range Transportation Plan (LRTP), and the Amended FY 2016-2019 Transportation Improvement Program (TIP) for the Madison County and City of Huntsville Alabama, Project listings only
- Note: The National Ambient Air Quality Standards (NAAQS) were released in October 2015. The Huntsville Area is still designated as attainment for ground level ozone (O<sub>3</sub>) or particulate matter (PM<sub>2.5</sub>).

#### **Staffing**

MPO Staff

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

Current Task – Contingent upon designation of non-attainment, to be carried out immediately

#### **Financial Responsibility**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$200
LOCAL MATCH	HPD	\$50
TOTAL		\$250

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

### 3.1.2 Amend Long Range Plan and TIP Project Listings for Air Quality Conformity

#### **Objectives**

To amend project listings within the current Long Range Transportation Plan and its FY 2016-2019 Transportation Improvement Program subset, consistent with findings of the Statewide Implementation Plan (SIP) and MPO pollutant budget assessment using MOVES2014a, in which projects may be added, deleted, required to undergo design modifications, be declared exempt or non-exempt, or have funding augmented or limited under the Final Conformity Rule.

#### **Previous Work**

Staff participated in state-level air quality conformity conference calls, the Introduction to Conformity course in Montgomery (April 2010), and began to update efforts associated with anticipated conformity activities.

#### **Proposed Work**

In October 2015, the EPA proposed new nationwide National Ambient Air Quality Standards (NAAQS) for ground-level ozone (O<sub>3</sub>). Madison County is at attainment for ozone pollutants, and will not be required to undergo a process to establish they are in conformity with the Clean Air Act and Air Quality standards. The following tasks will be accomplished if it is determined that Madison County is at non-attainment:

- Prepare a Final Amended FY 2040 Long Range Transportation Plan, Project Listings Only.
- Amend the existing FY 2016-2019 Transportation Improvement Program subset of the 2040 Long Range Plan, in which projects may be added, deleted, required to undergo design modifications, be declared exempt or non-exempt, or have funding augmented or limited under the Final Conformity Rule.
- Re-establish Financial Constraint based upon revised project listings for the LRTP and the TIP.
- Monitor readings and trends in relation to established attainment standards.
- Monitor Federal legislation that may change procedures or require actions to address additional pollutants (Mobile Source Air Toxics, etc.) or greenhouse gases.
- Attend training sessions for the MOVES (Motor Vehicles Emissions Model) released by the EPA.
- Conduct air quality conformity modeling and analysis, and produce determinations for the LRTP, TIP, and other documents as required.

#### **Products**

- An amended Long Range Capacity Listing
- An amended TIP Project Listing
- TIP and LRTP Conformity Analysis as well as ongoing adherence to all Federal and state programs and requirements relating to air quality as required.

#### **Staffing**

MPO Staff assisted by a consultant as selected

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

Current Task – Contingent upon designation of non-attainment, to be carried out immediately

#### **Financial Responsibility**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$200
LOCAL MATCH	HPD	\$50
TOTAL		\$250

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 FY 2016-2019 TIP documents as needed; in the event that Air Quality Conformity Determination is required in the Huntsville Area, the MPO will prepare an amended FY 2016-2019 TIP for MPO approval and normal distribution

#### **Previous Work**

- Amended FY 2016-2019 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 on p.43. The data will be displayed in charts, tables, or maps.

#### **Proposed Work**

- Analyze state and federal allocations available under the Transportation Enhancement, Surface Transportation Program (urban attributable), and state intermodal programs
- Coordinate annually with agencies and local governments to develop a tentative and final four-year multi-modal TIP (with required certifications) consolidating roadway, transit, transportation disadvantaged, bicycle, pedestrian, and intermodal improvements
- 2016-2019 TIP will be amended as needed
- Review the TIP for consistency and coordination with federal and state MPO certification comments and federal air quality requirements
- Through the MPO website, provide an annual listing of projects for which federal funds have been authorized in the previous year
- 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 Long Range, and assessment of the SIP budgets and MPO pollutant estimates for conformity determination by EPA

#### **Products**

- Amend the FY 2016-2019 TIP as needed.

#### **Staffing**

MPO Staff

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

October 2016 through September 2017

#### **Financial Responsibility**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$40,000
LOCAL MATCH	HPD	\$10,000
TOTAL		\$50,000

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

### **3.3 Bicycle and Pedestrian Planning**

#### **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
- Established a Bike/Ped Committee of the Technical Coordinating Committee
- Participated in various Bike/Ped webinars
- Organized and hosted a Bike/Ped speaker event
- Developed a procedure to distribute TAP funds
- Developed a map that overlays transit routes and stops, bike paths, and sidewalks, to indicate any gaps of bike/ped service. Incorporated in the map is the Year 2040 Transportation Plan and programmed bike/ped projects as needed.

#### **Proposed Work**

- Update the Bicycle and Pedestrian Plan
- Add specific bicycling, and/or pedestrian descriptive language to Capacity and Maintenance and Operations project listings for inclusion in the Long Range, TIP, Congestion Management, and all other plans employing project lists
- Prioritize and recommend bicycle and pedestrian infrastructure projects and safety/public awareness programs for inclusion in the TIP and other documents
- Analyze and develop countermeasures for safe walking and cycling at select locations.
- Monitor transportation facility projects, community plans, and development proposals to ensure that the needs of non-motorized travelers have been considered
- Assist local jurisdictions to implement adopted bicycle, pedestrian, and livable roadways plans and guidelines
- Organize and conduct, or assist and participate in programs to educate motorists, bicyclists, and pedestrians, such as promotional events, bicycle safety rodeos, and other public education campaign strategies. Special efforts will be made to reach minority communities and speakers of other languages
- Provide information, produce, and distribute awareness-raising materials in support of these tasks
- 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.
- Post transit/bike/ped overlay map on the MPO website
- Continue with the review of road construction projects for bike and pedestrian considerations, which along with the City of Huntsville’s bicycle and pedestrian plans are incorporated into the 2040 Long Range Plan
- Educational and informational programs on bicycle and pedestrian safety
- Coordinate distribution of TAP funds among all MPO jurisdictions
- Plan for implementation of bike share program

#### **Products**

- Comprehensive Bicycle Plan Update
- Educational and informational programs on bicycle and pedestrian safety

#### **Staffing**

MPO Staff

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

October 2016 through September 2017

**Financial Responsibilities**

<b>TYPE</b>	<b>SOURCE</b>	<b>AMOUNT</b>
PL	FHWA	\$20,000
LOCAL MATCH	HPD	\$5,000
TOTAL		\$25,000

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 Area Transportation System (HATS) transit and services; use this information to monitor service and develop transit service improvements

#### **Previous Work**

The City of Huntsville Planning Division has been involved in ride sharing and energy contingency activities. In FY 1998, a Memorandum of Understanding between the MPO and the City of Huntsville Public Transportation was drafted and approved. The UPWP will describe the planning tasks to be undertaken by each entity and source of funding. The Americans with Disabilities Act Complimentary Paratransit Service Plan for the City of Huntsville was approved by the MPO in 1992 and was updated by the City of Huntsville in June 2015. Staff has provided technical assistance in the past including gathering demographic information, reviewing regulations, and meeting with state and federal officials. Additional work is as follows:

- Programmed projects for FY 2016 federal grants
- Coordinated with the City of Huntsville, bus/bike stop locations
- Participation 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
- ADA Complimentary Transit Plan Update, June 2015
- Input into the development of the TIP and UPWP
- ArcGIS analysis for ridership review, ridership patterns, and bus stop analysis

#### **Proposed Work**

- Implement service revisions approved as part of the FY 2016 budget process
- Participate in developing MPO documents to comply with federal and state requirements, including the TIP, UPWP, and ALDOT Work Program
- Public Transit will comply with the new Transit Asset Management (TAMS) Tier II directives, due 2018, including inventory, performance targets and annual condition assessments.
- Coordinate with other transit providers in Madison County 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 service monitoring, data collection, and analysis and reporting
- Prepare ridership and revenue forecasts for existing and proposed services
- Develop and implement outreach activities to educate the public on transportation options and obtain their input on needs and service improvement proposals
- Develop funding applications and undertake administrative and planning requirements related to the grants, including planning analysis, compliance activities, and quarterly reporting
- Review new federal and state funding programs and pursue opportunities for obtaining additional funding for service and capital projects
- Compare peer statistics from other communities, underlying demographics, trip purpose, and trends over time
- Travel to and participate in necessary training and workshops
- Expand Technical Coordinating Committee to add representatives from Universities throughout the Metropolitan Planning Area

#### **Products**

- Transit elements for TIP, UPWP, and ALDOT Work Program
- Title VI/Environmental Justice Analysis
- Bus Ridership Survey

**Staffing**

MPO Staff

**Timeline for Proposed Work**

October 2016 through September 2017

**Financial Responsibilities**

<b>TYPE</b>	<b>SOURCE</b>	<b>AMOUNT</b>
PL	FHWA	\$20,000
LOCAL MATCH	HPD	\$5,000
TOTAL		\$25,000

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, TARCOC 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
- Adoption of and amendments to the Human Services Coordinated Transportation Plan

#### **Proposed Work**

- Update sections of the Human Services Coordinated Transportation Plan as required. Include transportation disadvantaged issues into local and regional Comprehensive Plans.
- Monitor state and federal legislation pertaining to the transportation disadvantaged population
- Coordinate with ALDOT, the designated recipient of Section 5310 monies, to add the awarded funds to the TIP so they may be distributed to grantees.

#### **Products**

- Update Human Services Coordinated Transportation Plan as required.
- Advertise the availability of Section 5310 funds on the MPO website, when informed by ALDOT

#### **Staffing**

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

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

October 2016 through September 2017

#### **Financial Responsibilities**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$800
LOCAL MATCH	HPD	\$200
TOTAL		\$1,000

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

### 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**

- In FY 2006, staff initially developed a Congestion Management Plan (CMP) to conform to FHWA and FTA requirements for TMAs. The staff also developed the Responsibilities and Procedures Report and a CMP Report on Mobility. The Congestion Management Reports were incorporated into the Long Range Transportation Plan.
- The MPO prepared and presented the Livability Indicator data as required on page 43. The data is displayed in charts, tables, or maps.
- Developed maps with LOS and travel times, and incorporated them in the Year 2040 Transportation Plan.
- Developed map that shows connectivity of transit routes to bike/ped infrastructure.
- Updated/maintained new version of Transportation Inventory Database located in Appendix F of the Year 2040 Transportation Plan
- Evaluated the effectiveness of implemented strategies from Corridor and Sub-Area Studies

#### **Proposed Work**

- Include CMP priorities in the TIP by identifying, prioritizing, and costing out current projects related to congestion, maintenance, operations, security, and safety
- Produce, publish, and distribute informational material outlining CMP recommendations
- Travel to and participate in necessary workshops/meetings
- 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**

- Assist agencies in implementing management systems and CMP recommendations under development
- Analysis throughout the fiscal year, dependent upon any significant long range transportation plan amendments

#### **Staffing**

MPO Staff

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

October 2016 through September 2017

#### **Financial Responsibility**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$1,600
LOCAL MATCH	HPD	\$400
TOTAL		\$2,000

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

### 3.6 Intermodal Freight Management Process

#### **Objectives**

To develop a Freight Intermodal Management System (FIMS) for the Huntsville Urbanized Area, and to identify all elements of the freight community. The FIMS will identify intermodal facilities, establish efficiency measures and performance standards, collect/maintain relevant data, evaluate facilities performance, and establish strategies for the improvement of intermodal facilities in the Huntsville Urbanized Area.

#### **Previous Work**

- Attended ALDOT freight planning meetings with other MPOs
- Identified chokepoints, rail crossing delays for ALDOT freight plan
- Updated list of Huntsville MPO freight hot-spot locations
- 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.
- The Freight Element was developed and incorporated into the Year 2040 Transportation Plan

#### **Proposed Work**

- Identify key freight industry stakeholders and opportunities to develop partnerships among business, trade, transportation, and economic development officials
- Identify best practices in freight movement planning, including programs to generate revenue specifically for freight-related transportation improvements
- Research FASTLANE grants
- Work with ALDOT consultants to identify freight routes in the State and assess freight movement and needed road improvements
- Maintain data regarding freight hot-spot locations, identified chokepoints, and rail crossing delays, to further monitor the transportation network for efficient freight movement

#### **Products**

Huntsville Area materials to be incorporated into the ALDOT Freight Plan  
Update the Freight Element of the Year 2040 Transportation Plan as needed

#### **Staffing**

MPO Staff

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

October 2016 through September 2017

#### **Financial Responsibility**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$2,000
LOCAL MATCH	HPD	\$500
TOTAL		\$2,500

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**

- Staff has participated in Alabama's Safety Management System Steering Committee activities.
- MPO staff developed a Continuity of Operations Plan (COOP) for the MPO. This document was adopted November 2005 and is maintained by staff
- MPO staff and local jurisdictions participated in CARE training
- The TCC serves as a safety committee
- Safety tasks were added to the LRTP and the TIP

#### **Proposed Work**

- A safety task will be maintained identifying specific projects, prioritizing them and including them in the TIP
- Provide data requested by ALDOT in its development of the Strategic Highway Safety Plan
- Travel to necessary workshops/meetings

#### **Products**

None

#### **Staffing**

MPO Staff

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

October 2016 through September 2017

#### **Financial Responsibility**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$2,000
LOCAL MATCH	HPD	\$500
TOTAL		\$2,500

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

### 3.8 BRAC Transportation Impact Study

#### **Objectives**

The MPO will assess the transportation-related impacts of the federal Base Realignment and Closure (BRAC) Commission's recommendations on the Huntsville Urbanized Area. Another BRAC program may be scheduled for 2017, and therefore it is necessary to maintain its current structure. The product will continue to provide refined local and state network forecasts that more accurately reflect current and anticipated roadway volumes and conditions. This recommendation will, hopefully, provide an expanded analysis approach in determining transportation infrastructure investments in the future years.

#### **Previous Work**

- In FY 2008, MPO staff worked with the local jurisdictions and the University of Alabama to conduct a more detailed analysis of the potential transportation implications of BRAC-related initiatives.
- MPO staff assisted in defining subzone boundaries and provided supporting demographics for these split zones. The resulting simulation runs provided information to be used in future subarea related analysis.
- The MPO worked with a consultant hired by the Huntsville-Madison County Chamber of Commerce to investigate the regional road needs.

#### **Proposed Work**

- Develop scenarios with local participation
- Provide more detailed input data at a subzone level
- Provide more detail to the highway and transit networks, if needed
- Determine the need for additional traffic counts as needed

#### **Products**

None

#### **Staffing**

MPO Staff

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

*October 2016 through September 2017*

#### **Financial Responsibility**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$200
LOCAL MATCH	HPD	\$50
TOTAL		\$250

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

- Updated the format of the Transportation Quarterly Review, a department newsletter
- Initiated a transportation blog
- 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
- Maintained community outreach web pages
- Updated department Public Participation Plan pursuant to federal transportation legislation
- The MPO described the Livability Principles and Livability Indicators in the Public Participation Plan and insured that agencies and the public have full access to documents and data as requested. The most current available data used in the operational plans (Long Range, TIP, Congestion Management) was provided in the documents
- Updated and maintained the MPO website and utilized other social media tools for public outreach

#### Proposed Work

- Re-evaluate the Public Participation Plan and update for all FAST Act requirements.
- Continue with ongoing public involvement activities
- Work with MPO member governments to prominently link their website to MPO website
- Continue to post copies of updates to plan documents for public review at city and county government sites as indicated in the PPP
- Ensure that adequate public notice of meetings and hearings are in the local newspapers, broadcast radio where possible, TV spot ads, and the MPO website
- Provide copies of all draft and final documents on the MPO website upon request, with personal copies provided by the Huntsville MPO for the cost of printing
- Distribute copies of all drafts and finals to MPO subcommittees and interested parties upon request
- Post copies of updates to plan documents for public review at city and county government sites as indicated in the PPP
- Annual review of the Public Participation Plan's effectiveness in conformance with the guidelines in FAST Act

#### Products

- Updated Public Participation Plan

#### Staffing

MPO Staff

#### Timeline for Proposed Work

October 2016 through September 2017

**Financial Responsibility**

<b>TYPE</b>	<b>SOURCE</b>	<b>AMOUNT</b>
PL	FHWA	\$20,000
LOCAL MATCH	HPD	\$5,000
TOTAL		\$25,000

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 give full consideration to the potential services that can be provided by disadvantaged business enterprises in carrying out the 3-C planning program and any transit related programs. 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 2016, the MPO had no contracting opportunities.

### 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

None

### Staffing

MPO Staff

### Timeline for Proposed Work

October 2016 through September 2017

### Financial Responsibility

TYPE	SOURCE	AMOUNT
PL	FHWA	\$200
LOCAL MATCH	HPD	\$50
TOTAL		\$250

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 2013 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, Policy, Bicycle/Pedestrian, ITS, advisory committees and the MPO Board in FY15/16
- Title VI maps were posted on the MPO website
- 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
- Produce written records of regular and special meetings
- 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
- Use demographics to identify key population groups with a stake in transportation planning decisions, and target information and involvement efforts to key audiences
- 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

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

October 2016 through September 2017

**Financial Responsibility**

<b>TYPE</b>	<b>SOURCE</b>	<b>AMOUNT</b>
PL	FHWA	\$200
LOCAL MATCH	HPD	\$50
TOTAL		\$250

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.
- Coordination of ADA transition plan updates with other jurisdictions.

##### **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.
- Procedures include ongoing monitoring and review process for all ADA applications, 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 are reviewed and processed in accordance with local and federal guidelines.

##### **Staffing**

MPO Staff

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

Current Task - Activities related to this task should be completed by the summer of 2016, with implementation ongoing throughout the Fiscal Year

##### **Financial Responsibility**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$200
LOCAL MATCH	HPD	\$50
TOTAL		\$250

The 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**

This is intended as an all-inclusive task to fund activities other than Air Quality Conformity document production and to support MPO staff training, provide pollutant monitoring reports to the MPO Policy Board, and establish interagency contacts and resources.

**Previous Work**

None

**Proposed Work**

- Implementation of air pollution control regulations as required and continuous air quality analysis of the urbanized area and its transportation plan; additional modeling of the existing and future transportation networks as necessary

**Products**

None

**Staffing**

MPO Staff

**Timeline for Proposed Work**

October 2016 through September 2017

**Financial Responsibility**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$200
LOCAL MATCH	HPD	\$50
TOTAL		\$250

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

### 5.1.1 Public Involvement Activities for Air Quality

#### **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.

#### **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

#### **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

#### **Products**

None

#### **Staffing**

MPO Staff

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

October 2016 through September 2017

#### **Financial Responsibility**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$200
LOCAL MATCH	HPD	\$50
TOTAL		\$250

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

## 5.2 Climate Change and Greenhouse Gas (GHG) Emissions

### **Objectives**

FHWA has determined that climate change should be integrated into transportation planning at the state, regional, and local levels, and appropriate steps be initiated to instruct and train MPO staff in sources and causes of Greenhouse Gas (GHG) emissions and consider potential long range effects by and to the transportation network. Some effects are currently being addressed through Air Quality Conformity Determination actions in areas that have been designated as NAAQS non-con-forming.

### **Previous Work**

None

### **Proposed Work**

MPO staff will undergo training in climate change and GHG issues as guidelines are provided state and federal agencies, and will become familiar with the conceptual framework as provided in FHWA's Integrating Climate change into the Transportation planning Process-Report-July 2008.

### **Products**

None

### **Staffing**

MPO Staff

### **Timeline for Proposed Work**

Current Task - Ongoing activities throughout the Fiscal Year

### **Financial Responsibility**

TYPE	SOURCE	AMOUNT
PL	FHWA	\$200
LOCAL MATCH	HPD	\$50
TOTAL		\$250

The 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
- ALDOT** Alabama Department of Transportation
- BPAC** Bicycle/Pedestrian Advisory Committee
- BRAC** Base Realignment and Closure
- CAA** Clean Air Act
- CAC** Citizens Advisory Committee
- 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
- FAST Act** Fixing America's Surface Transportation Act
- FHWA** Federal Highway Administration
- FTA** Federal Transit Authority
- FY** Fiscal Year
- GHG** Greenhouse Gas
- GIS** Geographic Information Systems
- ITS** Intelligent Transportation Systems
- 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
- 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

**USDOT** United States Department of Transportation

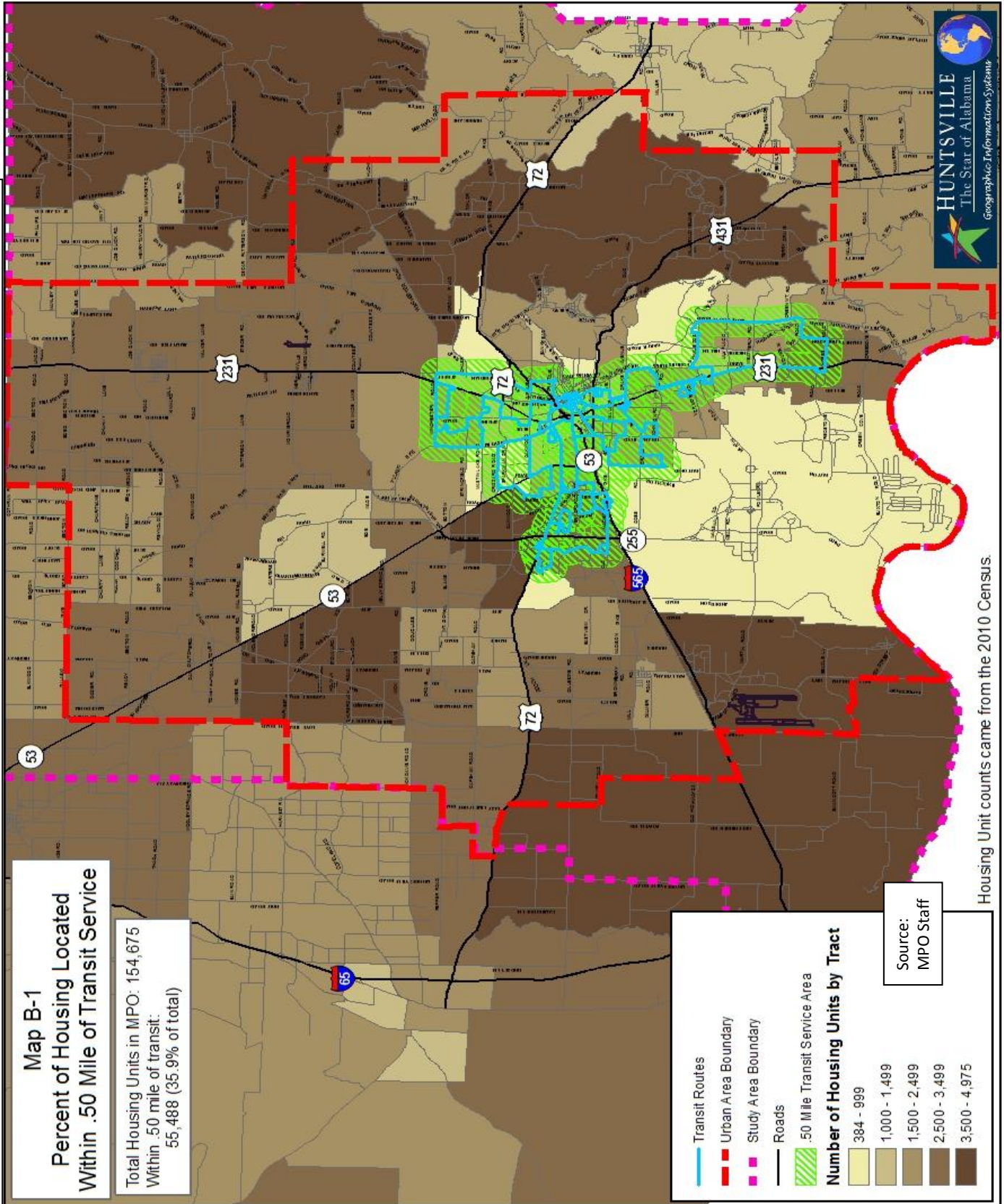
**Appendix B: Livability Principles and Indicators**

Page 10 of the document provides the details of Livability Principles and Indicators required to make better informed planning decisions. The measurement of the sustainability of these Livability Principles are indicated with the maps and charts that follow. 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.

Following are the Livability Principles and the Livability Indicators that measure each:

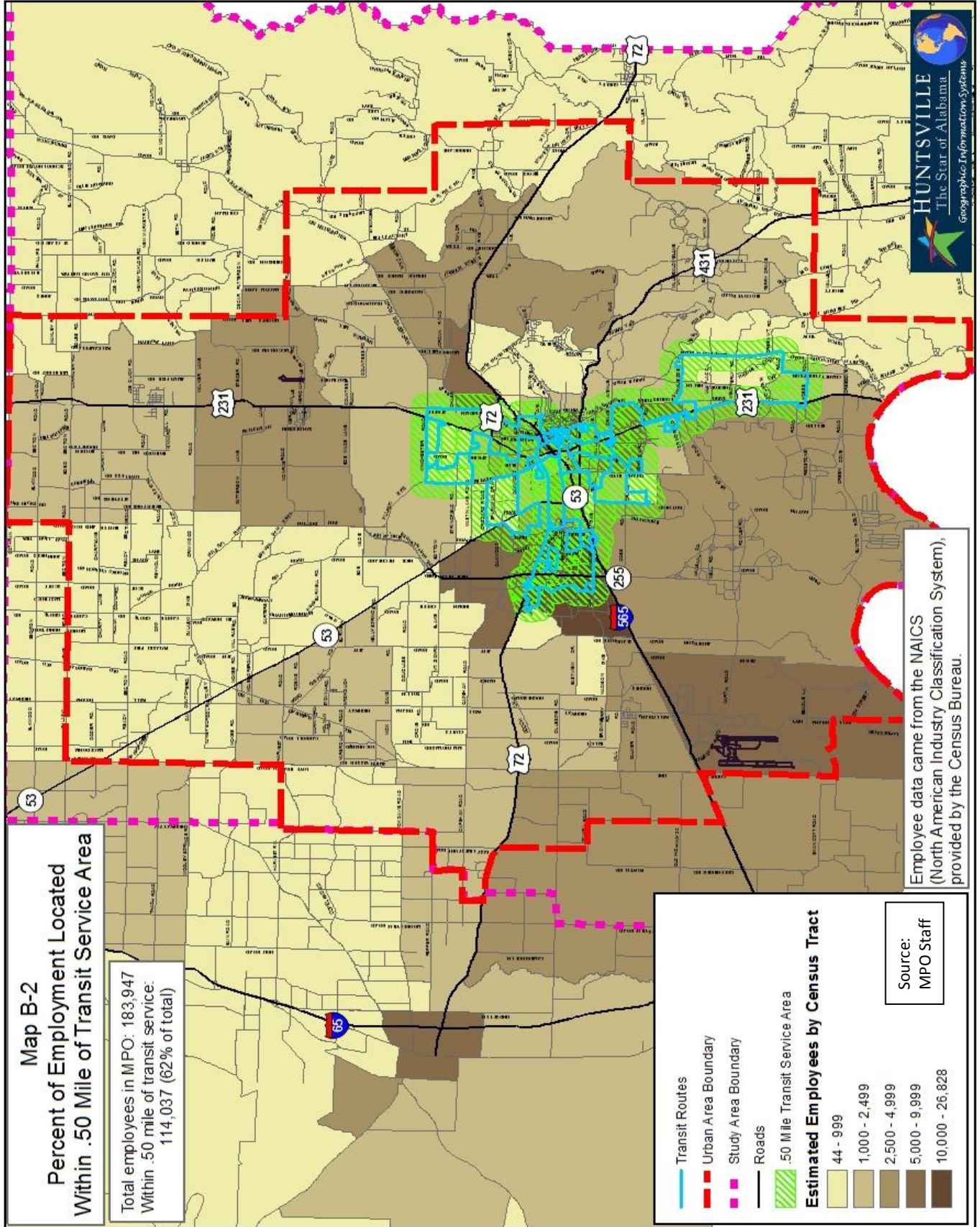
1. Provide more Transportation Choices  
Map B-1: Percent of Housing Located Within 1/2 Mile of Transit Service Area  
Map B-2: Percent of Employment Located Within 1/2 Mile of Transit Service
2. Promote Equitable and Affordable Housing  
Map B-3: Percent of Household Income Spent on Housing  
Map B-4: Percent of Household Income Spent on Transportation
3. Enhance Economic Competitiveness  
Map B-5: Percent of Workforce With 29 Minute or Less Commute Time  
Map B-6: Percent of Workforce With 30 Minute or More Commute Time
4. Support Existing Communities  
Figure 1: Percent of Transportation Investment Dedicated to Enhancing Accessibility of Existing Transportation Systems per Fiscal Year  
Figure 2: Percent of Transportation Investment Dedicated to Enhancing Accessibility of Existing Transportation Systems Fiscal Years 2016-2019
5. Coordinate Policies and Leverage Investments  
Table 1: Percent of Transportation Projects Where More Than One Funding Source is Utilized
6. Value Communities and Neighborhood  
Map B-1: Percent of Housing Located Within 1/2 Mile of Transit Service Area  
Map B-2: Percent of Employment Located Within 1/2 Mile of Transit Service  
Map B-7: Percent of Housing Units Located 1/4 Mile From Major Retail Services  
Map B-8: Percent of Housing Units Located 1/4 Mile From Recreational Facilities

1. Provide More Transportation Choices  
 Develop safe, reliable, and reliable economic transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse emissions, and promote public health.



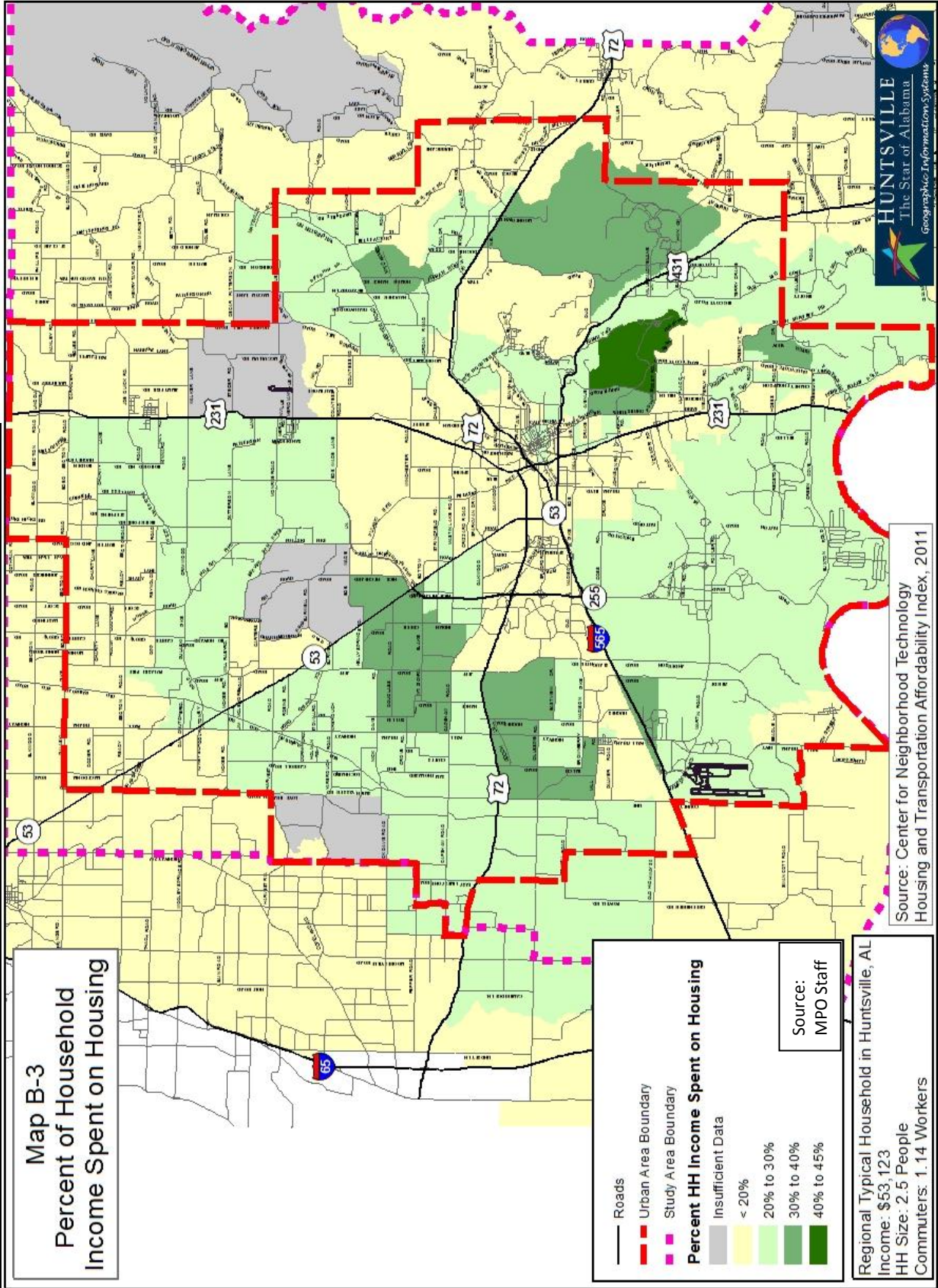
Indicators

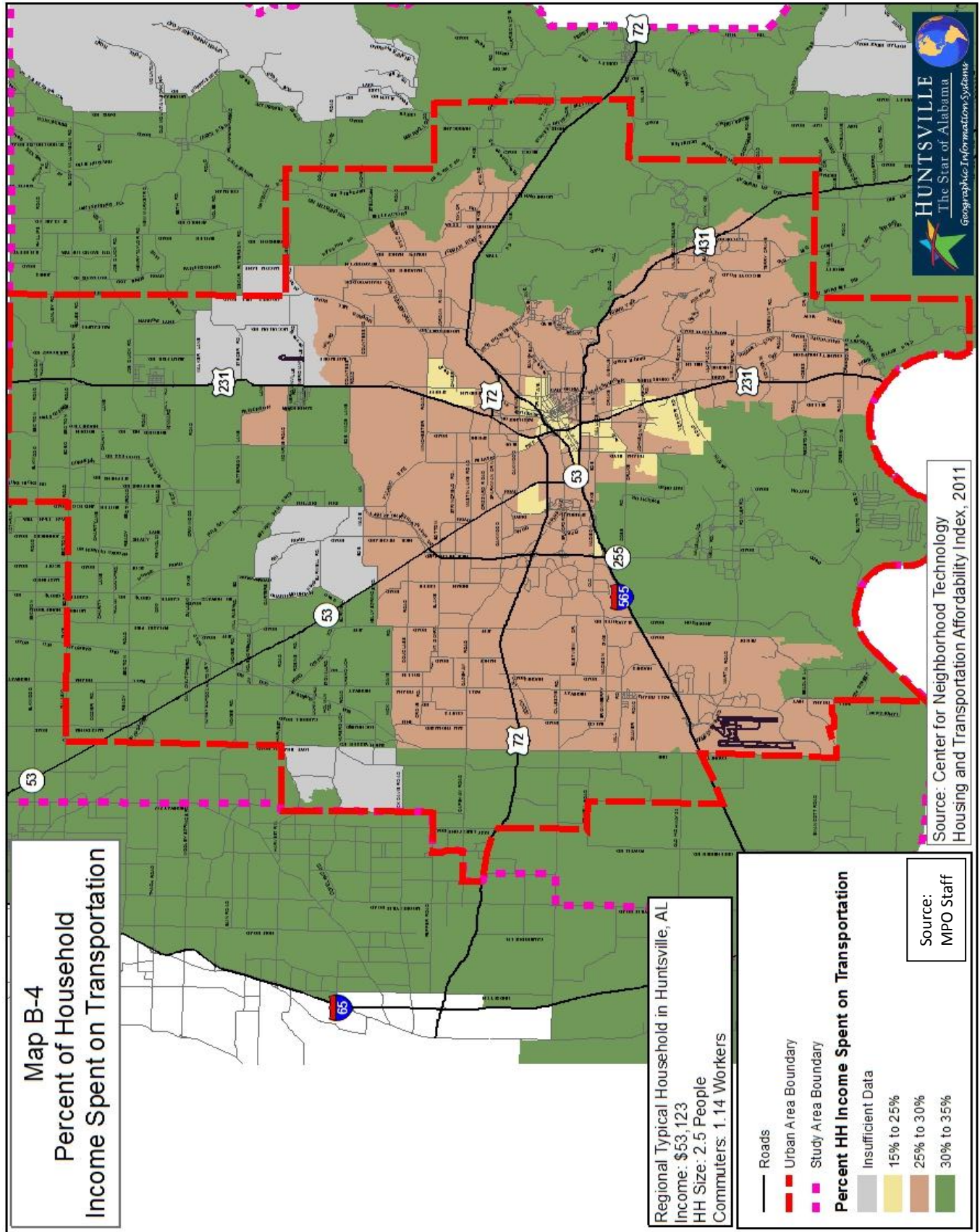
- Percent of transit ridership in Planning Area= 62%
- Percentage of workers using other means of transportation to work (transit, walk, bicycle, etc.)





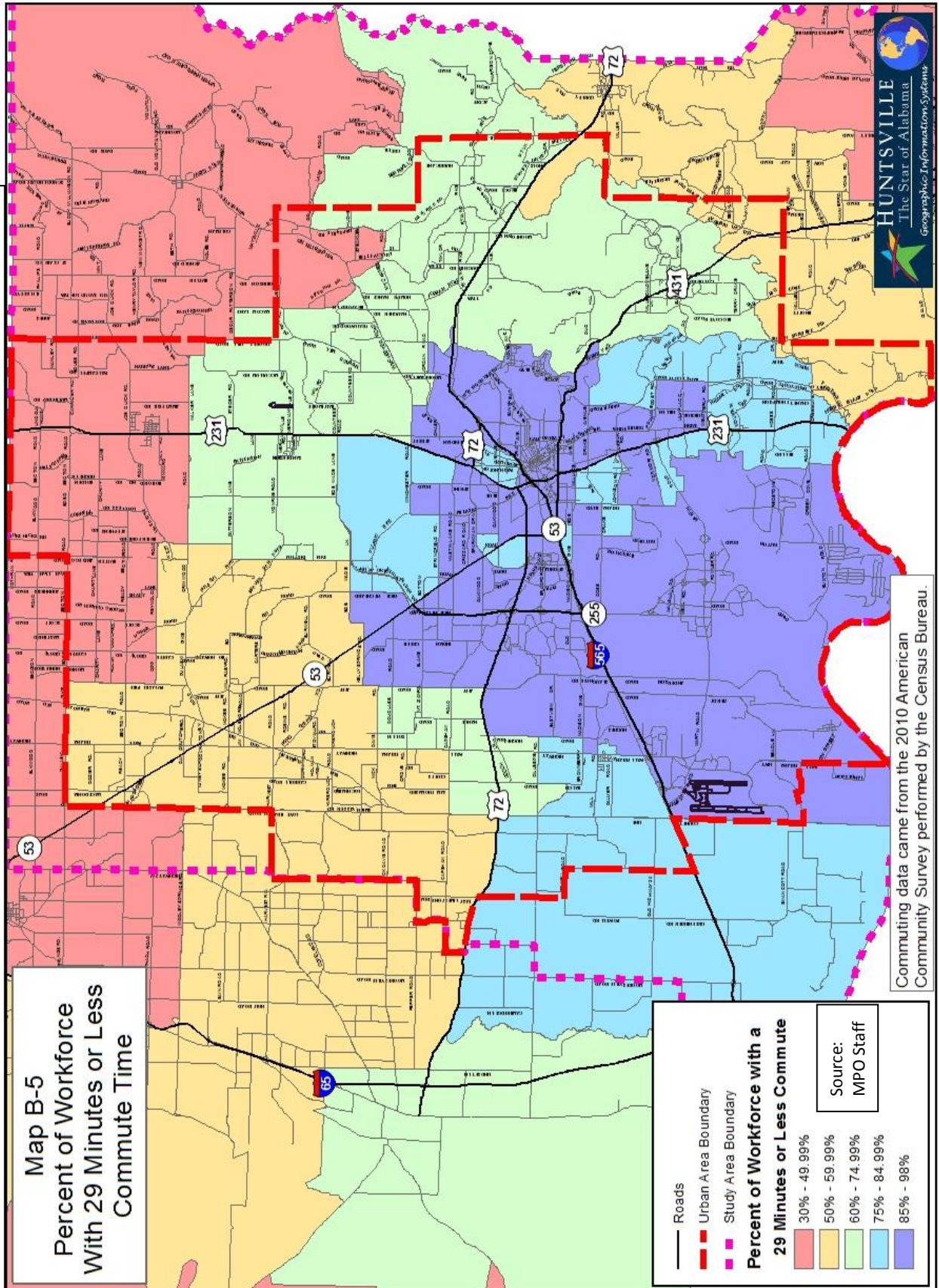
**2. Promote Equitable and Affordable Housing**  
 Expand location and energy efficient housing choices for people of all ages, income, races, and ethnicities to increase mobility and lower the combined cost housing and transportation

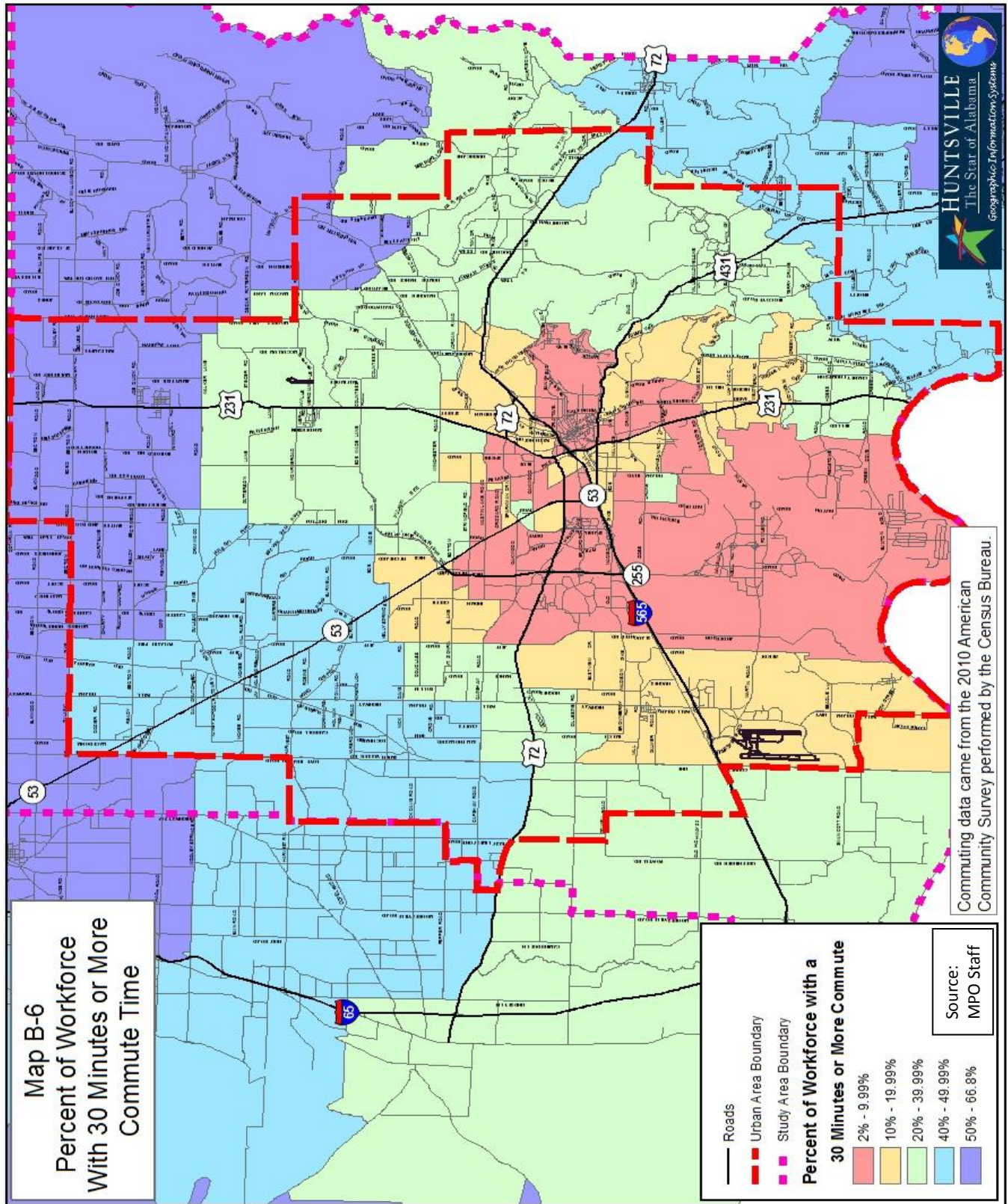




**3. Enhance Economic Competitiveness**

Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services, and other basic needs by workers as well as expanded business access to markets

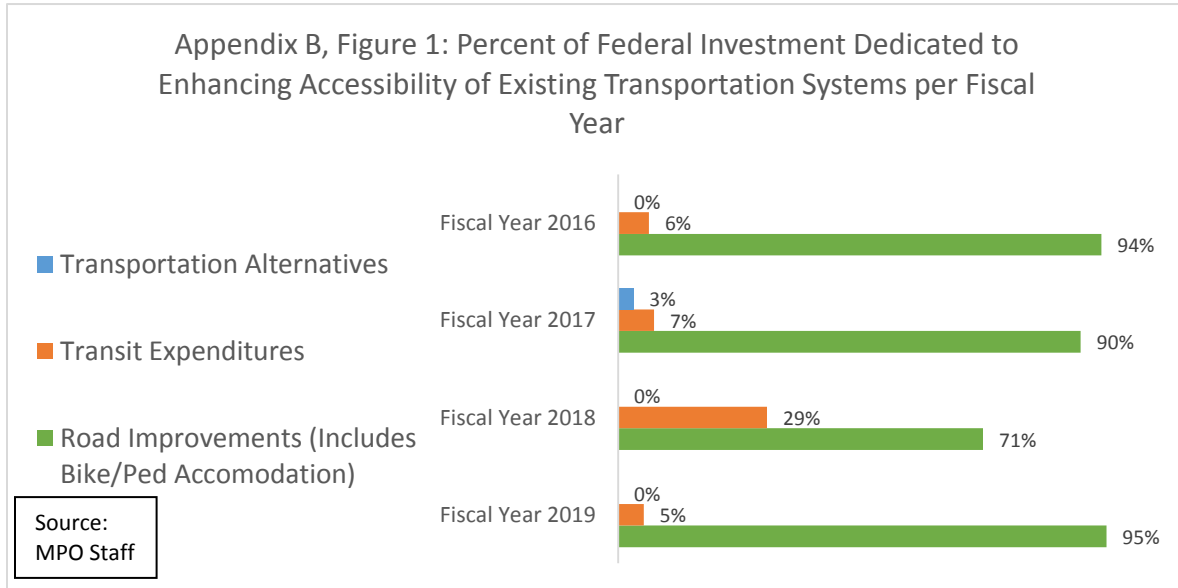




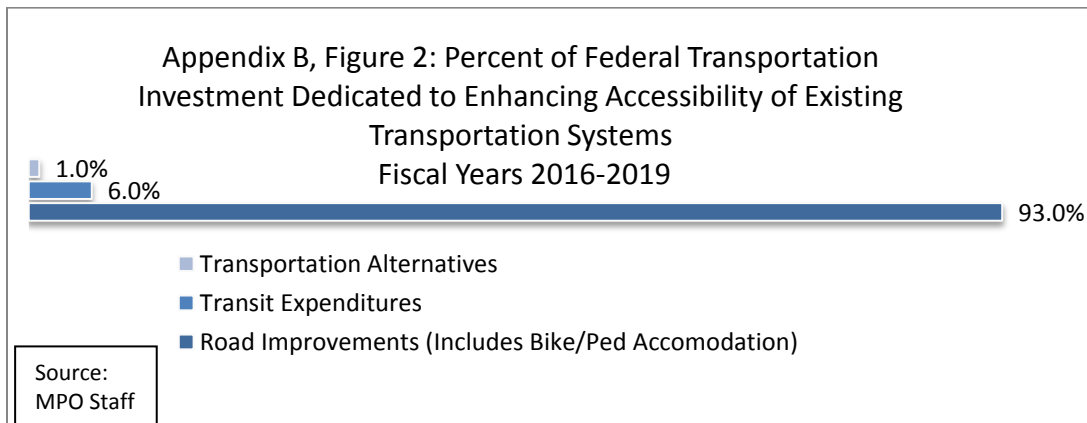
**4. Support Existing Communities**

Target federal funding toward existing communities—through strategies like transit-oriented, mixed-use development and land recycling—to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes.

One of the primary goals of sustainability is to target federal funding toward existing communities through such strategies as developing system-level alternatives that identify specific corridors and centers, as well as different multimodal alternatives (e.g. transit modes or bicycle facilities). Incorporating complete streets design standards in areas within walking distance of schools or transit stations/stops to increase community revitalization, improves the efficiency of public works investments and intermodal accessibility.



Transit Expenditures are primarily based upon a formula grant. Transportation Alternatives Program funding is determined by competitive grant and allocation amounts provided to State. All road improvements provide for bike/ped accomodation.



Transit Expenditures are primarily based upon a formula grant. Transportation Alternative Program funding is determined by competitive grant and allocation amounts provided to State. All road improvements provide for bike/ped accomodation.

**5. Coordinate Policies and Leverage Investment**

Align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.

Transportation Improvement Projects are funded through multiple funding sources, identified through various funding codes. The information presented below is based upon the adopted FY 2016-2019 TIP. The tables below show that transportation funds are leveraged, split, and utilized among various funding categories to ensure that project delivery is efficient and streamlined. Additionally, programs listed apply only to corridor improvements. More information concerning funding categories can be found at:

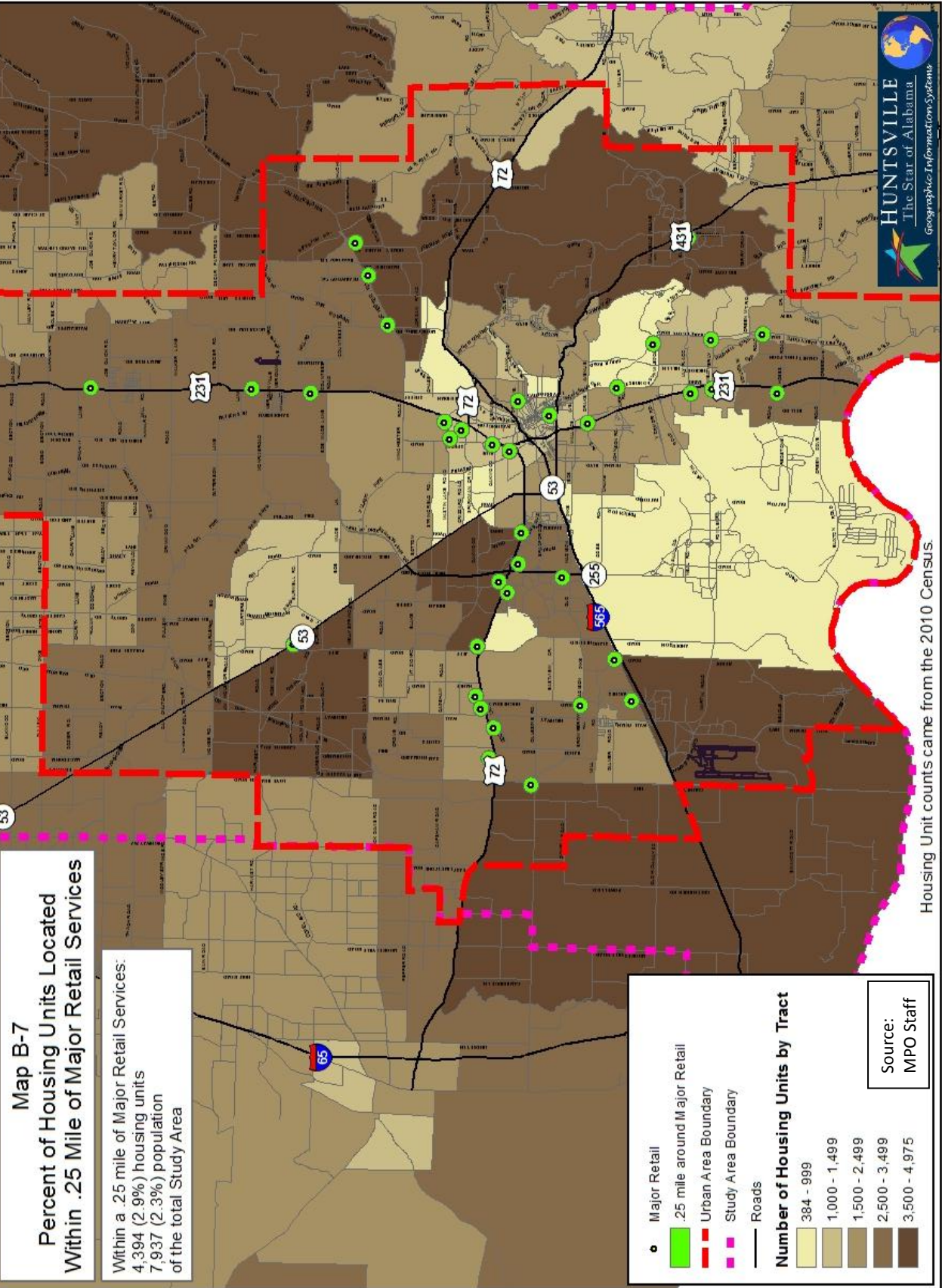
[http://www.fhwa.dot.gov/federalaid/guide/guide\\_current.cfm](http://www.fhwa.dot.gov/federalaid/guide/guide_current.cfm)

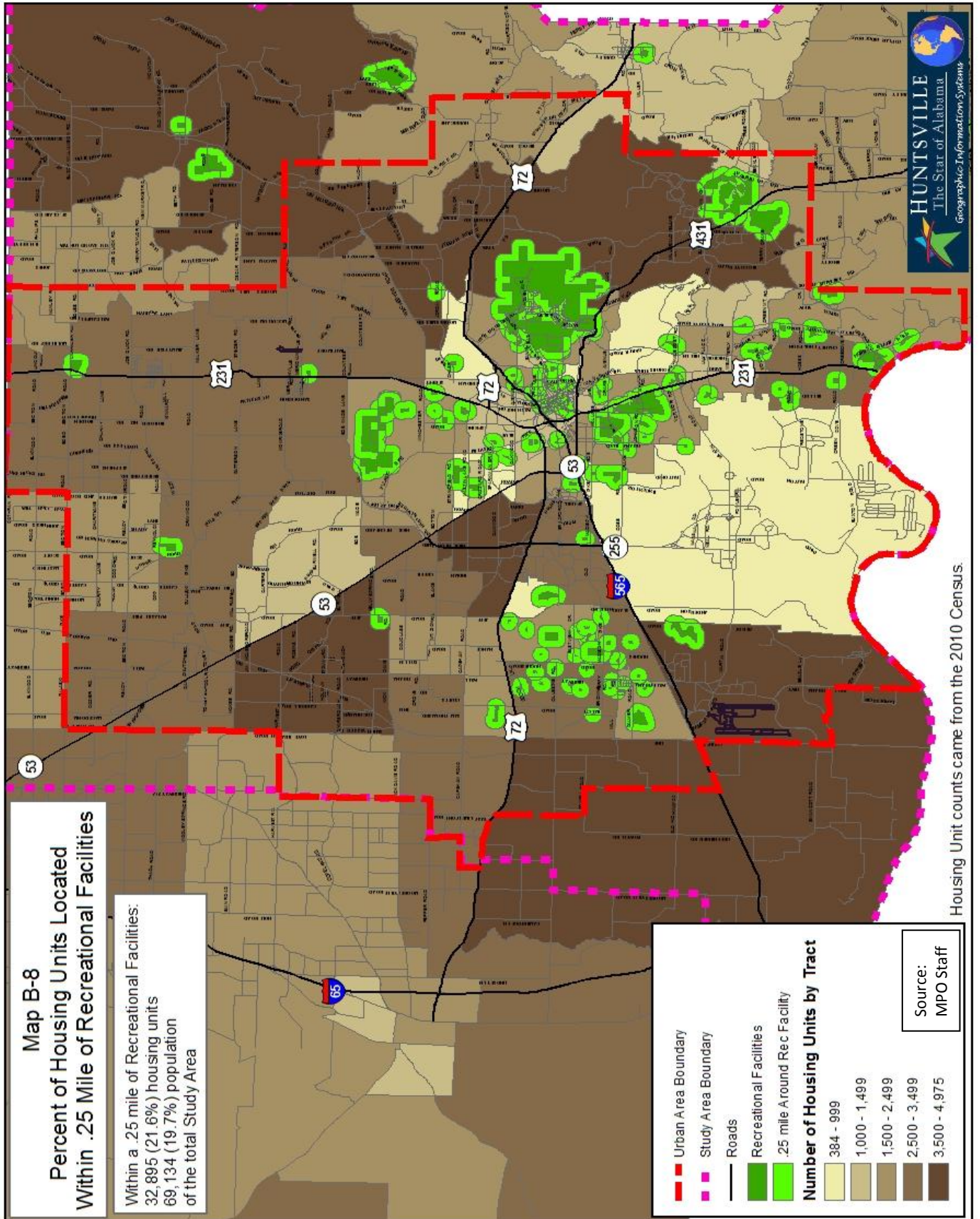
**Appendix B, Table 1: Percent of Transportation Improvement Projects Where More Than One Funding Source is Utilized**

Program Identification Code	Funding Category Description	Total Funds Programmed	% of All Funds Programmed
STPHV-STPAA or STPAA-STPHV	Combination of Surface Transportation Any Area and Surface Transportation Urbanized Area funds (This match is paid by locals)	\$711,656	.1%
STPHV	Surface Transportation Urbanized Area - Huntsville (Federal/local match)	\$19,483,995	6%
STPHV-ACAA	Combination of ATRIP and Surface Transportation Huntsville Urban Area funds (local match)	\$9,300,000	3%
STPAA	Surface Transportation Program Any Area	\$1,364,363	.3%
STPAA-NR	Combination of Surface Transportation Any Area and National Highway System funds	\$478,067	.1%
ACAAXxxxx-ATRP	Alabama Transportation Rehabilitation and Improvement Program	\$88,909,600	27%
ACBRZxxxx-ARTP	Alabama Transportation Rehabilitation and Improvement Program dedicated to Bridges	\$929,000	.2%
NH, NHF, or NR	National Highway System	\$209,518,550	60%
NH-HSIP	Combination of National Highway System and Highway Safety Improvement Program Funds	\$2,573,480	.7%
IM-STPSA	Combination of Interstate Maintenance and STEA Any Hazards funds	\$1,370,459	.3%
TAPHV	Transportation Alternatives > 200K Huntsville MAP-21	\$1,135,741	.2%
HSIP	Highway Safety Improvement Projects	\$373,700	.1%
FAUP	Federal Aid Unique Programs	\$5,200,000	2%

**6 Value Communities and Neighborhoods**

Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods - rural, urban, or suburban







**Appendix C: Funding and Budget Tables**

**Appendix C, Table 1: Funding Sources**

TASK	FHWA-SECTION 112				PCT
	SPR	HPD LOCAL	PL	TOTAL	
	ALDOT	MATCH	FHWA / FTA		
<b>1.0 Program Administration</b>					
1.1 Administration and Management	\$0	\$45,763	\$183,053	\$228,816	30.7
1.2 Unified Planning Work Program	\$0	\$5,000	\$20,000	\$25,000	3.40
1.3 Continuity of Operations Plan	\$0	\$50	\$200	\$250	0.03
1.4 Staff Training Activities	\$0	\$5,000	\$20,000	\$25,000	3.34
<b>2.0 Data Collection</b>					
2.1 Data Collection and Analysis	\$0	\$10,000	\$40,000	\$50,000	6.70
2.1.1 Air Quality Conformity Emissions Modeling-MOVES2014	\$0	\$50	\$200	\$250	0.03
2.2 Computer Technical Assistance	\$0	\$2,500	\$10,000	\$12,500	1.70
<b>3.0 Transportation Systems</b>					
3.1 Long Range Transportation Plan	\$0	\$10,000	\$40,000	\$50,000	6.70
3.1.1 Air Quality Conformity Report Preparation	\$0	\$50	\$200	\$250	0.03
3.1.2 Amend Long Range Plan Project Listings for Air Quality Conformity	\$0	\$50	\$200	\$250	0.03
3.2 Transportation Improvement Program (TIP)	\$0	\$10,000	\$40,000	\$50,000	6.70
3.3 Bicycle and Pedestrian Planning	\$0	\$5,000	\$20,000	\$25,000	3.33
3.4 Transit Planning	\$0	\$5,000	\$20,000	\$25,000	3.33
3.4.1 Transportation Disadvantaged Planning	\$0	\$200	\$800	\$1,000	0.13
3.5 Congestion Management Process	\$0	\$400	\$1,600	\$2,000	0.26
3.6 Intermodal Freight Management Process	\$0	\$500	\$2,000	\$2,500	0.33
3.7 Safety Management System	\$0	\$500	\$2,000	\$2,500	0.33
3.8 BRAC Transportation Impact Study	\$0	\$50	\$200	\$250	0.03
<b>4.0 Public Involvement</b>					
4.1 Public Participation Process	\$0	\$5,000	\$20,000	\$25,000	3.40
4.2 Disadvantage Business Enterprise	\$0	\$50	\$200	\$250	0.03
4.3 Title VI and Environmental Justice	\$0	\$50	\$200	\$250	0.03
4.4 American Disability Act Planning/Compliance – Special Services	\$0	\$50	\$200	\$250	0.03
<b>5.0 Environmental Mitigation and Air Quality Planning</b>					
5.1 Air Quality Planning	\$0	\$50	\$200	\$250	0.03
5.1.1 Public Involvement Activities for Air Quality	\$0	\$50	\$200	\$250	0.03
5.2 Climate Change and Greenhouse Gas (GHG) Emissions	\$0	\$50	\$200	\$250	0.03
State Planning and Research	\$218,750	\$0	\$0	\$0	29.3
<b>TOTALS</b>	\$218,750	\$105,413	\$421,653	\$745,816	100.00

\* No carry over funds in this budget

Draft Unified Planning Work Program- 2017

TABLE B										
FISCAL YEAR 2017 UPWP SUMMARY BUDGET										
TASK NUMBER AND DESCRIPTION	PL-FHWA/FTA	HUA	Consultants		SPR		FEDERAL		TOTALS	
			PL	HUA	FHWA	ALDOT	FHWA	FTA	HUA&ALDOT	GRAND TOTAL
<b>1.0 PROGRAM ADMINISTRATION</b>										
1.1 ADMINISTRATION MANAGEMENT	\$183,053	\$45,763	\$0	\$0	\$0	\$0	\$183,053	\$0	\$45,763	\$228,816
1.2 UNIFIED PLANNING WORK PROGRAM	\$20,000	\$5,000	\$0	\$0	\$0	\$0	\$20,000	\$0	\$5,000	\$25,000
1.3 CONTINUITY OF OPERATIONS PLAN	\$200	\$50	\$0	\$0	\$0	\$0	\$200	\$0	\$50	\$250
1.4 STAFF TRAINING ACTIVITIES	\$20,000	\$5,000	\$0	\$0	\$0	\$0	\$20,000	\$0	\$5,000	\$25,000
<b>2.0 DATA COLLECTION</b>										
2.1 DATA COLLECTION AND ANALYSIS	\$40,000	\$10,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$10,000	\$50,000
2.1.1 AIR QUALITY CONFORMITY EMISSION MODELING=MOVES2014	\$200	\$50	\$0	\$0	\$0	\$0	\$200	\$0	\$50	\$250
2.2 COMPUTER TECHNICAL ASSISTANCE	\$10,000	\$2,500	\$0	\$0	\$0	\$0	\$10,000	\$0	\$2,500	\$12,500
<b>3.0 TRANSPORTATION SYSTEM</b>										
3.1 LONG RANGE TRANSPORTATION PLAN	\$40,000	\$10,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$10,000	\$50,000
3.1.1 AIR QUALITY CONFORMITY REPORT PREPARATION	\$200	\$50	\$0	\$0	\$0	\$0	\$200	\$0	\$50	\$250
3.1.2 AMEND LRP AND TIP PROJECT LISTINGS FOR AIR QUALITY CONFORMITY	\$200	\$50	\$0	\$0	\$0	\$0	\$200	\$0	\$50	\$250
3.2 TRANSPORTATION IMPROVEMENT PROGRAM	\$40,000	\$10,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$10,000	\$50,000
3.3 BICYCLE AND PEDESTRIAN PLANNING	\$20,000	\$5,000	\$0	\$0	\$0	\$0	\$20,000	\$0	\$5,000	\$25,000
3.4 TRANSIT PLANNING	\$20,000	\$5,000	\$0	\$0	\$0	\$0	\$20,000	\$0	\$5,000	\$25,000
3.4.1 TRANSPORTATION DISADVANTAGED PLANNING	\$800	\$200	\$0	\$0	\$0	\$0	\$800	\$0	\$200	\$1,000
3.5 CONGESTION MANAGEMENT	\$1,600	\$400	\$0	\$0	\$0	\$0	\$1,600	\$0	\$400	\$2,000
3.6 INTERMODAL FREIGHT MANAGEMENT PROCESS	\$2,000	\$500	\$0	\$0	\$0	\$0	\$2,000	\$0	\$500	\$2,500
3.7 SAFETY MANAGEMENT SYSTEM	\$2,000	\$500	\$0	\$0	\$0	\$0	\$2,000	\$0	\$500	\$2,500
3.8 BRAC TRANSPORTATION IMPACT	\$200	\$50	\$0	\$0	\$0	\$0	\$200	\$0	\$50	\$250
<b>4.0 PUBLIC PARTICIPATION</b>										
4.1 PUBLIC PARTICIPATION PROCESS	\$20,000	\$5,000	\$0	\$0	\$0	\$0	\$20,000	\$0	\$5,000	\$25,000
4.2 DISADVANTAGED BUSINESS ENTERPRISE	\$200	\$50	\$0	\$0	\$0	\$0	\$200	\$0	\$50	\$250
4.3 TITLE VI AND ENVIRONMENTAL JUSTICE	\$200	\$50	\$0	\$0	\$0	\$0	\$200	\$0	\$50	\$250
4.4 AMERICAN DIABILITY ACT PLANNING/ COMPLIANCE -SPECIAL SERVICES	\$200	\$50	\$0	\$0	\$0	\$0	\$200	\$0	\$50	\$250
<b>5.0 ENVIRONMENTAL MITIGATION AND AIR QUALITY PLANNING</b>										
5.1 AIR QUALITY PLANNING	\$200	\$50	\$0	\$0	\$0	\$0	\$200	\$0	\$50	\$250
5.1.1 PUBLIC INVOLVEMENT ACTIVITIES FOR AIR QUALITIES FOR AIR QUALITIES	\$200	\$50	\$0	\$0	\$0	\$0	\$200	\$0	\$50	\$250
5.2 CLIMATE CHANGE AND GREEN HOUSE GAS EMISSIONS	\$200	\$50	\$0	\$0	\$0	\$0	\$200	\$0	\$50	\$250
<b>STATE PLANNING RESEARCH /ALDOT Match</b>		\$0	\$43,750	\$0	\$0	\$175,000	\$0	\$0	\$0	\$218,750

HUA=HUNTSVILLE URBANIZED AREA 20%  
 PL-FHWA = FEDERAL HIGHWAY ADMINISTRATION AND FEDERAL TRANSIT ADMINISTRATION 80%  
 FTA = FEDERAL TRANSIT ADMINISTRATION  
 SPR-State Planning and Research. These are Federal funds allocated for ALDOT technical support of the MPO.  
 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.  
 The oldest unexpended funds will be returned to the funding pool for reallocation.  
 Huntsville MPO is not including any carryover funds in this FY2017 budget

**Appendix D: Other Major Planning Activities**

This list describes other major planning activities that will be ongoing during FY 2017-2018. These plans are funded by the sponsor, using either 100 % local funds, or a mixture of federal and State funds.

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

SPONSOR	DESCRIPTION
<b>Corridor/Interchange/Operational Studies/EA/EIS</b>	
Madison County	Kellner Road Extension to Zierdt Road
Madison County	US 72 W. to 500 feet North of Nick Davis Road
City of Huntsville	Huntsville Northern Bypass from 1500 feet East of SR-1 (US-231/431) Intersection to Winchester Road - for State Support Services Only
City of Huntsville	Connector Road from Maysville Road to Epworth Drive – for State Support Services Only

**Alabama Department of Transportation Studies**

SPONSOR	DESCRIPTION
ALDOT	Statewide Freight Plan <a href="http://cpmsweb2.dot.state.al.us/TransPlan/FreightPlanning/Default.aspx">http://cpmsweb2.dot.state.al.us/TransPlan/FreightPlanning/Default.aspx</a>
ALDOT	Statewide Bicycle and Pedestrian Plan <a href="http://conferences.dot.state.al.us/BicyclePedestrianPlan/index.html">http://conferences.dot.state.al.us/BicyclePedestrianPlan/index.html</a>
ALDOT	Statewide Mobility Report - <a href="https://cpmsweb2.dot.state.al.us/TransPlan/FreightPlanning/Docs/2014%20Alabama%20Mobility%20Report.pdf">https://cpmsweb2.dot.state.al.us/TransPlan/FreightPlanning/Docs/2014%20Alabama%20Mobility%20Report.pdf</a>
ALDOT	Statewide Plan / Model Update
ALDOT	Strategic Highway Safety Plan <a href="http://www.safehomealabama.gov/SHAHome.aspx">http://www.safehomealabama.gov/SHAHome.aspx</a>

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

SPONSOR	DESCRIPTION
<b>Greenways and Other Bike/Ped Plans</b>	
City of Huntsville	EUL Bike lanes and trailhead at Governors West Boulevard
City of Huntsville	HMCRR Corridor Study (greenway study)
City of Huntsville	Aldridge Creek Greenway between Weatherly and Esslinger
City of Huntsville	Holmes Avenue Corridor Study between UAH and Monroe Street (Multiuse Path)
City of Huntsville	Pulaski Pike Sidewalk Improvements between Winchester Road and Blue Spring Road
<b>Redevelopment Plans/Comprehensive Plans</b>	
City of Huntsville	Research Park East Urban Renewal / Redevelopment Plan
City of Huntsville	John Hunt Park Master Plan
TARCOG	Comprehensive Plan for the Town of Triana
TARCOG	Launch 2035: A 20-year regional planning initiative covering Madison, Limestone, and Morgan Counties
<b>Corridor Studies/Environmental Assessments with Design</b>	
City of Huntsville	Resolute Way Interchange Corridor Study (Environmental and Design)
City of Huntsville	Northern Bypass East Section between US 231 and US 72 (Environmental and Design)
<b>Access Management Plans</b>	
City of Huntsville	Access Management at US72 West between Old Monrovia Road and SR-255
City of Huntsville	SR-255 Improvement between I-565 and US72 West (access management and capacity)

**Appendix E: Summary of Public Outreach Activities and Results**

To be completed after public involvement and public meetings are held.