

HUNTSVILLE-AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

FINAL UNIFIED PLANNING WORK PROGRAM

FISCAL YEAR 2021

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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.

Adoption: August 26, 2020

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HUNTSVILLE-AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

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- Shane Davis, Director, City of Huntsville Urban Development
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- James Moore, Planner III
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RESOLUTION NO. 24-20
HUNTSVILLE-AREA METROPOLITAN PLANNING ORGANIZATION
ADOPTION OF THE FINAL FY2021 UNIFIED PLANNING WORK PROGRAM

WHEREAS, the Metropolitan Planning Organization (MPO) of the Huntsville Area 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 126, 2000d-1, 7401; 23 CFR Parts 450 and 500; 40 CFR Parts 51 and 93; and

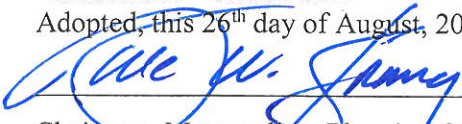
WHEREAS, the U. S. Department of Transportation requires all urbanized areas, as established by the U.S. Bureau of the Census, performing area-wide urban transportation planning that involves more than one Department of Transportation operating administration, to submit a Unified Planning Work Program 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 the FINAL Unified Planning Work Program for Fiscal Year 2021; and,

WHEREAS, pursuant to its duties, functions, and responsibilities, the Huntsville Area Planning Organization (MPO), in session this twenty-sixth day of August 2020, did review and evaluate the aforementioned Unified Planning Work Program;

NOW, THEREFORE, BE IT RESOLVED by the Huntsville Area Metropolitan Planning Organization (MPO) that the same does hereby adopt said FINAL Unified Planning Work Program for Fiscal Year 2021.

Adopted, this 26th day of August, 2020



Chairman, Metropolitan Planning Organization



Secretary, Metropolitan Planning Organization

ATTEST:

 Date 8/26/2020

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

Introduction and Tasks Overview

The Unified Planning Work Program (UPWP) defines the transportation planning activities and products to be developed by the Metropolitan Planning Organization (MPO) and other transportation planning agencies. It is the basis for allocating federal, state, and local funds for short and long-range transportation planning activities within the Huntsville Metro Area. The UPWP is required by federal law under Title 23 CFR 450.314 and Title 49 CFR 613.100 when federal funds are used for transportation planning. The UPWP is reviewed jointly by the Federal Highway and Transit Administrations (FHWA and FTA) as required by state law under Chapter 339.175 governing MPOs. This UPWP covers a one-year period from October 1, 2020 to September 30, 2021.

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 MPO was signed by the Alabama Highway Department (later known as Alabama Department of Transportation) and the City of Huntsville on September 3, 1963. The agreement was updated on June 14, 1976 to comply with regulations combining the planning requirements of the Federal Highway Administration and the Urban Mass Transportation Administration. Joining with the State of Alabama Department of Transportation and the City of Huntsville in this new agreement were the Towns of Owens Crossroads and Triana, the City of Madison, Madison County, and the Top of Alabama Regional Council of Governments (TARCOG). On July 6, 2012, the MPO approved a revised transportation planning process agreement based on the 2012 act, Moving Ahead for Progress in the 21st 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 MPO, as established by the agreement, plans and programs transportation improvements for the Huntsville urbanized area. U.S. Department of Transportation rules and regulations require MPOs, in cooperation with the state and public transit operators, to develop Unified Planning Work Programs (UPWP). The UPWP contains all significant elements of the area wide transportation planning process used in developing the transportation plans and programs. The UPWP includes estimated MPO cost requirements for both federally and non-federally funded planning activities.

The most recent federal transportation authorizing legislation, 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 (TIP) for the area, which will be updated at least once every four years in compliance with 23 CFR 450.324 and shall be approved by the MPO as part of the Statewide Transportation Improvement Program (STIP) update process.
- In developing such plans and programs, employ a continuing, cooperative, and comprehensive (3C) process;
- Develop a Congestion Management Process; and
- Comply with the Americans with Disabilities Act of 1990 (ADA), Executive Order 13166 Limited English Proficiency, Title VI of the Civil Rights Act of 1964, and regulations regarding Disadvantaged Business Enterprises (DBE).

Status of Transportation Planning Activities

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

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

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

In the past fiscal year, all federal and state requirements were met by the MPO. In addition, a number of other projects that were essential to the comprehensive transportation planning process were completed. Reports, studies, newsletters, and brochures produced by the MPO are available at the Planning Division located on the 2nd Floor of the Municipal Building (308 Fountain Circle, Huntsville AL), on the MPO website at 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 (HSCT)*
- *Unified Planning Work Program (UPWP)*
- *Transportation Improvement Program (TIP)*
- *Congestion Management Plan (CMP)*
- *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 Transportation Management Areas (TMAs) are required to produce a Congestion Management Plan (urbanized areas with populations larger than 200,000). The planning process in TMAs requires DOT certification. Metropolitan transportation planning funding remains a 1 percent reduction from certain authorized programs in Title 23, and has changed to specific funding levels in Title 49. Funding for State Planning and Research (SPR) supported activities remains a 2 percent set aside of certain apportionments in Title 23, and has changed to specific funding levels in Title 49.

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

The continued involvement of local officials in non-metropolitan areas strengthens the financial aspects of the planning process and improves coordination, cooperation, and public involvement. MPOs and states continue to encourage the coordination of the design and delivery of federally funded non-emergency transportation services. In addition, major investment studies under the provision of the Transportation Equity Act for the 21st 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 five (5) years (unless the MPO chooses to do so more frequently) in non-attainment and maintenance areas. Counties within the MPA remain on a 5-year conformity/non-conformity update cycle, subject to changes in EPA and FHWA reporting requirements. The next LRTP update is for year 2050 LRTP.
- Intermodal connectors are added as a transportation facility type.
- The LRTP includes a discussion of potential environmental mitigation activities along with potential sites to carry out the activities to be included. The discussion is to be developed in consultation with federal, state, and local government agencies, as well as tribal and wildlife, land management, and regulatory agencies.
- Transit operators are to be included in the cooperative development of funding estimates for the financial plan section.
- MPOs are required to consult with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning development of the LRTP.
- The opportunity to participate in the planning process must be extended to user groups of pedestrian walkways and bicycle transportation facilities and include the physically disadvantaged.
- The MPO is to maintain the Public Participation Process (PPP) Plan in consultation with interested parties that provides reasonable opportunities for all parties to comment.
- The Participation Plan is to be implemented in accordance with 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 2024-2027 TIP.
- It will contain a priority list of funded projects and strategies for four (4) years; a financial plan; and descriptions (type of work, termini, length, etc.) of each project.
- The published annual investments in greenways and bicycle/pedestrian facilities are to be included in the listing of projects.
- Once the TIP is adopted into the State Transportation Improvement Plan (STIP), it takes specific actions to revise both TIP and the STIP as indicated below. Only amendments to the TIP require federal approval of those actions to complete the process.
- There are two basic ways to revise a TIP once it has been adopted.
 - The first is referred to as an *administrative modification* (also called an adjustment, revision, correction, or administrative amendment). An administrative modification is a minor change to a TIP project, such as to its phase costs, funding sources, or phase initiation dates. This adjustment is usually the quickest means of changing a TIP.
 - The second way is through a formal *amendment*, which involves a major change to the TIP such as addition or deletion of a project, a major change in the project cost or initiation dates, or a major change in the design concept or design scope. Amendments require a public review and comment period, a re-demonstration of fiscal constraint, and potentially an air quality conformity determination (if in a maintenance or nonattainment area) for the proposed change to be considered.

Planning Priorities for the Metropolitan Area

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

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

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

This definition is based on the one provided in federal regulations and will be used to determine the format in which arterial roadways are documented in the Long-Range Transportation plan. In most cases, these potential projects address major roadways as well as transit, bicycle, and pedestrian facilities that either individually or collectively 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
- Research and review best practices in transit modeling for projection of future transit needs with the goal of developing a transit model for the MPO Area.

Regional Plans and Programs (Task 3.0 and Task 4.0)

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

Public Involvement and Agency Coordination Process

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

Title VI in the Preparation of the UPWP

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

- (1) An Open Process – To have an open process that encourages early and continued public participation. All MPO and committee meetings are open to the public.
- (2) Easy Information Access – To provide complete and timely information regarding plans, programs, procedures, policies and technical data produced or used during the planning process to the general public and the media. All MPO meeting announcements, documents, maps, and plans can be viewed at www.huntsvillempo.org.
- (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 continue compliance with the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990. The MPO is and will remain compliant with the following Title VI laws, processes, and programs:

- Civil Rights Act of 1964, 42 USC 2000d, et seq. which prohibits exclusion from participation in any federal program on the basis of race, color, or national origin.

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

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 2021 UPWP process will include two public involvement meetings designed to obtain input from the public concerning the UPWP process in the Huntsville Area Metropolitan Planning Area (MPA). In addition, once the draft UPWP is approved, it will be subject to a 30-day public comment period before adoption of the final document. A summary of the public outreach activities and results are included in the Appendices. All Huntsville Area MPO meetings are open to the public. At these meetings, the MPO committees review and approve the draft and final UPWP documents. Interested individuals may also review and comment upon these documents in tandem with the MPO committees. Individuals may address their concerns to the MPO committees directly at any meetings they attend.

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

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

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

- i. Coordination of public involvement activities and public hearings with the entire NEPA process.

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

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

The ADA is divided into five titles:

1. Employment (Title I) - Title I requires covered employers to provide reasonable accommodation for applicants and employees with disabilities and prohibits discrimination on the basis of disability in all aspects of employment. Reasonable accommodation includes, for example, restructuring jobs, making work-sites and workstations accessible, modifying schedules, providing services such as interpreters, and modifying equipment and policies. Title I also regulate medical examinations and inquires. For more information, see <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 2018 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 21st 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

Livability Principles and Indicators

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

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

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

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

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

- Number of housing units located within ½ mile of transit service; total number of employees located within ½ mile of transit service; housing units located ¼ mile from major retail services; housing units located ¼ mile from recreational facilities.

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

Organization and Management of the Planning Process

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

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

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

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

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

Unified Planning Work Program Tasks

TASK 1.0: PROGRAM ADMINISTRATION

1.1 MPO Administration and Management

Objectives

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

Previous Work

- Prepared meeting materials, agendas, and meeting minutes for Policy Board and all Committee meetings
- Prepared and adopted the Draft and Final FY 2020 Unified Planning Work Program
- Prepared progress reports and reimbursement request for MPO activities
- Attended trainings and workshops relevant to administrating the MPO (FHWA Planning Grants Management Training, ATPA Annual Conference, and AMPO Annual Conference)
- Updated the MPO planning agreement to FAST Act requirements
- Purchase new computers/components to upgrade existing computers, as necessary, along with other related equipment to maximize the MPO's capacity to support public outreach and the decision-making process

Proposed Work

- Prepared agendas, minutes, news releases, advertisements, and social media updates for all meetings concerning the Transportation Planning Process
- Attended and conducted all meetings of the MPO Policy Board, the TCC, and CAC
- Prepared Invoices, reports, and yearly audits
- Attended other meetings concerning the Transportation Planning Process
- Certify compliance with state and federal regulations regarding expenditure of funds for transportation planning
- Assess progress towards meeting UPWP objectives and budget targets on a monthly basis
- Manage in-house staff and consultants to accomplish planning tasks
- Participate in transportation workshops, conferences, meetings, and coordination activities to provide staff, board, and committee members training and education; maintain technical expertise
- Potential meetings/webinars and related activities with local, state, regional, and federal entities including, but not limited to, the Transportation Research Board, Institute of Transportation Engineers, American Planning Association, National Highway and Transit Institutes, bicycle/pedestrian conferences, and transportation disadvantaged activities

Products

- Progress reports (Monthly)
- Grant applications and budget submittals (Ongoing)
- Reports and presentations to the MPO Policy Board and its committees, the TCC and CAC

Staffing

MPO Staff

Timeline for Proposed Work

October 2020 through September 2021

Financial Responsibility

TYPE	SOURCE	AMOUNT
PL	FHWA	\$120,000
LOCAL MATCH	HPD	\$30,000
TOTAL		\$150,000

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

1.2 Unified Planning Work Program (UPWP)

Objectives

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

Previous Work

- Prepared and adopted the Draft and Final FY 2020 Unified Planning Work Program.
- All Tasks included in the FY 2020 UPWP were worked on.
- A Public Involvement Review Process for the FY 2020 UPWP was completed.

Proposed Work

- Annual MPO UPWP Report FY2021
- Prepare a Draft and Final FY 2022 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 FY2022 UPWP: Sept 2021

Staffing

MPO Staff

Timeline for Proposed Work

October 2020 through September 2021

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.

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
- Experienced and Tested COOP activities during COVID-19 pandemic and documented actions taken for use in future COOP planning and implementation

Proposed Work

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

Products

- COOP maintenance activities
- Upgrade software and data capacity

Staffing

MPO Staff

Timeline for Proposed Work

October 2020 through September 2021

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
- Trained on use of personal computers for transportation planning activities during the COVID-19 pandemic

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
- Staff will continue to participate in training sessions concerning implementing provisions of the new surface transportation legislation
- Attend conferences and training sessions (ITE, NHTSA, APTA, National and State APA, AMPO, APBP, ATPA, etc.)

Products

Well trained and knowledgeable MPO staff

Staffing

State and federal agency or private consultant training staff as required

Timeline for Proposed Work

August 2020, November 2020, and May 2021

Financial Responsibility

TYPE	SOURCE	AMOUNT
PL	FHWA	\$32,000
LOCAL MATCH	HPD	\$8,000
TOTAL		\$40,000

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

1.5 Transportation Management Area Review and Certification 2021

Objectives

To review and evaluate the Huntsville TMA's transportation planning process for compliance with the Federal requirements of 23 USC 134(k)(5) and 49 USC 5303(k)(5). At least once every four years, Federal Highway Administration (FHWA) Divisions and Federal Transit Administration (FTA) Regions must jointly develop a report of findings and submit a transmittal letter documenting the final certification decision (i.e., if the TMA is fully meeting the requirements). This certification determination is the basis for providing ongoing allocations of Federal funds.

Previous Work

- Reviewed the previous Certification Report
- Staff members maintained relevant documentation of all tasks/topics created and executed with federal funds
- Gathered materials requested in 2017 pre-review report and questionnaire
- Prepared for upcoming pre-review by contacting other MPOs who've already been through the new process for advice
- Utilized FHWA review reports from conference materials

Proposed Work

- Staff will focus on all topics created and executed with federal funds in order to prepare for Federal Review Teams On-Site Review
- Special attention will be given to the public participation process
- Include analysis procedures of regional data to identify minority, low-income, and/or LEP population concentrations and issues
- Establish and implement reasonable standards, measures and benchmarks
- Monitor activities of regional transportation agencies to assess compliance with requirements, including whether the regional transportation system services are accessible
- Establish method to periodically evaluate the effectiveness of procedures
- Organize and present information in an easily understandable format
- Demonstrate evidence that coordination occurred and any knowledge gained was used

Products

Knowledgeable MPO staff and FHWA/FTA region

Staffing

State and federal agency or private consultant training staff as required

Timeline for Proposed Work

Spring 2021

Financial Responsibility

TYPE	SOURCE	AMOUNT
PL	FHWA	\$28,000
LOCAL MATCH	HPD	\$7,000
TOTAL		\$35,000

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

TASK 2.0: DATA COLLECTION

2.1 Data Collection and Analysis

Objectives

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

Previous Work

- Documented projections of socio-economic data by Traffic Analysis Zones (TAZ) for 2045
- 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 2045 LRTP Update
- Updated MPO Planning Area Boundaries based upon 2010 Census data, and coordination with FHWA and ALDOT
- 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
- Investigate methods for new data; including use of secondary data, visual inspection of maps, and aerials as well as direct measurement
- Multi-modal data integration for Comprehensive Bicycle Plan Update

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
- Monitor data products used by traffic engineers and Huntsville Public Transit that measure the reliability and resiliency of the transportation network, to ensure that corridors are operating at maximum efficiency
- Maintain transportation databases enhancing the agency's technical capacity to aid in the decision-making process
- Possible travel to and participate in necessary training and workshops

Products

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

Staffing

MPO Staff

Timeline for Proposed Work

October 2020 through September 2021

Financial Responsibility

TYPE	SOURCE	AMOUNT
PL	FHWA	\$48,000
LOCAL MATCH	HPD	\$12,000
TOTAL		\$60,000

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

2.2 Computer Technical Assistance

Objectives

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

Previous Work

- Upgraded 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 and licenses
- Updated methodology and software database used to develop and maintain socio-economic data

Proposed Work

- Purchase and Update Adobe Creative Cloud subscriptions
- The ALDOT will provide technical support for maintaining the travel demand forecasting model developed for the Huntsville study area.
- Continued development of procedures and software for linkage between land use and travel demand forecasting models.

Products

Purchase hardware/software and licenses as needed

Staffing

MPO Staff

Timeline for Proposed Work

October 2020 through September 2021

Financial Responsibility

TYPE	SOURCE	AMOUNT
PL	FHWA	\$12,000
LOCAL MATCH	HPD	\$3,000
TOTAL		\$15,000

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

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

- Completed RFP for On-Call Consultant Support and provided Notice to Proceed
- Preliminary incorporation of Streetlytics into the LRTP Modeling and Forecasting Updates
- Complete Model Updates
- Drafted Livability Principles and Performance Measures
- Work with Consultant to streamline and minimize page count of 2045
- Streamline visionary projects listed in 2040 LRTP to be included in 2045
- Coordinate meetings with MPO member jurisdictions to discuss projects
- Complete fiscally constrained projects budgetary update
- Develop new maps of fiscally constrained and visionary projects
- Calibrate and validate the Huntsville Regional Planning Model to analyze alternative highway networks
- Assess and prioritize long-range transportation mode needs
- Public Outreach events scheduled

Proposed Work

- Amend the Updated 2045 Long-Range Transportation Plan – TriP2045 as necessary
- As needed, provide input to transportation fiscal impact analyses
- FTA funds will be used to develop and analyze transit options and to research transit modeling
- Continue to amend *TRiP 2045* Long Range Transportation Plan as warranted
- The MPO will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performance measures, and targets required by the FAST Act, for inclusion in the 2045 Long-Range Transportation Plan (LRTP)
- Participate in community presentations, events, and meetings to provide information and provide reasonable opportunity for receiving, recording, and analyzing public feedback
- Conduct and/or participate in technical studies and community plans (including air quality analysis and conformity determination if required) and incorporate findings as necessary
- Distribute LRTP material in various formats, such as brochures, foldout maps, and interactive website
- 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
- Possible travel to necessary training or workshops
- PL funds may be used to analyze data, prepare documents, distribute informational materials, and notify the public of public hearings or workshops

Products

- Amend the Updated 2045 Long-Range Transportation Plan – TriP2045 as necessary

Staffing

MPO Staff

Timeline for Proposed Work

October 2020 through September 2021

Financial Responsibility

TYPE	SOURCE	AMOUNT
PL	FHWA	\$48,000
LOCAL MATCH	HPD	\$12,000
TOTAL		\$60,000

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

3.2 Transportation Improvement Program (TIP)

Objectives

Draw on priorities identified in the adopted LRTP to select projects to receive state and federal funding over the next four years; use sound financial planning to accurately estimate available funds for system expansion, operations, and maintenance costs; develop, maintain, and update the scheduling of improvements and ensure consistency between the MPO's TIP and the Capital Improvement Programs in part of the Huntsville area; amend the FY2020-2023 TIP documents as needed; in the event that Air Quality Conformity Determination is required in the Huntsville Area, the MPO will prepare an amended FY2020-2023 TIP for MPO approval and normal distribution

Previous Work

- Amended and update FY2020-2023 TIP when necessary
- 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
- Through the MPO website, provide an annual listing of projects for which federal funds have been authorized in the previous year
- Coordinated with ALDOT to assist in developing a comprehensive STIP, through amendments to FY2020-2023 TIP

Proposed Work

- Analyze state and federal allocations available under the Transportation Alternative, Surface Transportation Block Grant Program (urban attributable), and state intermodal programs
- Review FY2020-2023 TIP for consistency and coordination with federal and state MPO certification comments and federal air quality requirements
- Investigate ways to make the TIP products more accessible to the public and user friendly by utilizing web-enabled software
- If required, prepare an amended TIP in accordance with NAAQS, the amended TRiP2045, and assessment of the STIP budgets and MPO pollutant estimates for conformity determination by EPA

Products

- Amend the FY2020-2023 TIP as needed

Staffing

MPO Staff

Timeline for Proposed Work

October 2020 through September 2021

Financial Responsibility

TYPE	SOURCE	AMOUNT
PL	FHWA	\$48,000
LOCAL MATCH	HPD	\$12,000
TOTAL		\$60,000

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 and various Bike/Ped webinars
- Coordination with all MPO member jurisdictions and local cyclists on regional bike routes
- Rated bike routes ease of use and comfort levels for cyclists
- Supported the Singing River Trail 80-mile regional Greenway Master Plan
- Coordinated and Participated in discussions of the Singing River Trail routes and designs with Land Trust of North Alabama, TARCOG, Committee of 100, etc.
- Greenway master plan coordinated with all MPO member jurisdictions
- FY 2020 MPO TAP funds call for projects and applications reviewed
- Produced the 2020 Regional Bicycle Network Plan for the MPO region

Proposed Work

- Support regional bike and pedestrian connectivity goals
- Add specific bicycling, and/or pedestrian descriptive language to Capacity and Maintenance and Operations project listings for inclusion in the LRTP, TIP, Congestion Management, and all other plans employing project lists
- Continue to work with Huntsville Public Transit for the identification of funding for transit shelters and sidewalk development within ½ mile of stops and within 3 miles for bike facilities.
- Continue with the review of road construction projects for bike and pedestrian considerations, which along with the member jurisdictions’ bicycle and pedestrian plans will be incorporated into *TRiP 2045*
- Coordinate distribution of Transportation Alternative (TA) Set-Aside funds among all MPO jurisdictions
- Review FY 2021 MPO TAP funds call for projects and applications
- Incorporate Singing River Trail and 2020 Regional Bicycle Network Plan into 2045 LRTP
- Coordinate construction of Singing River Trail projects with other MPO member jurisdictions
- Incorporate new maps of bike and pedestrian projects in the 2045 LRTP

Products

- 2020 Regional Bicycle Network Plan

Staffing

MPO Staff

Timeline for Proposed Work

October 2020 through September 2021

Financial Responsibilities

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.

3.4 Transit Planning

Objectives

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

Previous Work

- Coordinated with the City of Huntsville Public Transit on bus/bike stop locations
- 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, annually
- ArcGIS analysis for ridership review, ridership patterns, and bus stop analysis
- Funded and provided planning assistance for a Transit Study completed in FY 2019; includes a 5-year implementation plan

Proposed Work

- Implement service revisions approved as part of the FY 2021 budget process
- Participate in developing MPO documents to comply with federal and state requirements, including the TIP, UPWP, and ALDOT Work Program
- The MPO will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performance measures, and targets required by the FAST Act.
- 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
- Travel to and participate in necessary training and workshops

Products

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

Staffing

MPO Staff

Timeline for Proposed Work

October 2020 through September 2021

Financial Responsibilities

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.

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 2020 through September 2021

Financial Responsibilities

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

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

3.4.2 Transit Asset Management Planning

Objectives

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

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

Previous Work

- 2018 Transit Asset Management (TAM) Plan annual updates and edits in 2019 and 2020

Proposed Work

- 2021 annual update of Transit Asset Management (TAM) Plan
- Update performance targets as needed for capital assets based on state of good repair (SGR) standards and measures
- Report SGR targets as well as information related to the conditions of the capital assets to National Transit Databases.

Products

- SGR performance targets

Staffing

MPO Staff

Timeline for Proposed Work

October 2020 through September 2021

Financial Responsibilities

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

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

3.4.3 Comprehensive Regional Transit Planning

Objectives

Accelerating population growth in the Huntsville region has led to increased congestion on roadways within the MPO's area of responsibility. With limited funding for capacity improvements, the MPO is working with its member jurisdictions to implement cost-effective solutions and alternatives to congestion.

At the same time, the region's transit providers, notably Huntsville Transit, are experiencing significant ridership growth, and demand for services continues to increase. The 2018 Transit Study includes a five-year improvement plan, beginning with increased evening and weekend service. This initial phase was launched in July 2019. Subsequent phases will improve headways, culminating in 15-minute, all-day service along the highest-ridership corridor in the Huntsville region.

This proposed Comprehensive Regional Transit Plan will explore options beyond the five-year window of the Transit Study and determine the feasibility of mass transit such as Bus Rapid Transit (BRT) and Light Rail. Using results from the Commuter Study and the *TRiP 2045* LRTP, it will identify transit corridors and highlight sites for potential transit-oriented development (TOD) opportunities.

Previous Work

- *TRiP 2045* Long-Range Transportation Plan
- Commuter Study
- 2018 Transit Study

Proposed Work

- Develop Long Range Transit Plan for the Huntsville region
- Examine land-use and connectivity near proposed transit centers

Products

- Long Range Transit Plan

Staffing

MPO Staff and Consultants

Timeline for Proposed Work

October 2020 through September 2021

Financial Responsibilities

TYPE	SOURCE	AMOUNT
PL	FHWA	\$176,000
LOCAL MATCH	HPD	\$44,000
TOTAL		\$220,000

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

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

Proposed Work

- Update the 2045 Long-Range Transportation Plan – *TRiP 2045* with Chapter 7 the Regional Commuter Study data and graphics.
- Include CMP priorities in the TIP by identifying, prioritizing, and estimating the cost of projects related to congestion, maintenance, operations, security, and safety
- Produce, publish, and distribute informational material outlining CMP recommendations
- STP and/or PL funds may be used to collect and analyze data and prepare plans in support of these tasks
- Add a Congestion Management section to the MPO's website to include maps, short-term improvements, and educational information regarding demand management strategies and operational improvements

Products

- Update the 2045 Long-Range Transportation Plan – *TRiP 2045* with Chapter 7 the Regional Commuter Study data and graphics.
- Analysis of CMP throughout the fiscal year, dependent upon any significant long-range transportation plan amendments

Staffing

MPO Staff

Timeline for Proposed Work

October 2020 through September 2021

Financial Responsibility

TYPE	SOURCE	AMOUNT
PL	FHWA	\$48,000
LOCAL MATCH	HPD	\$12,000
TOTAL		\$60,000

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

3.6 Intermodal Freight Management Process

Objectives

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

Previous Work

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

Proposed Work

- Identify key freight industry stakeholders and opportunities to develop partnerships among business, trade, transportation, and economic development officials
- Research INFRA grants
- Continue to coordinate with ALDOT statewide freight plan while updating the freight element for 2045 LRTP
- Maintain data regarding “freight bottleneck” locations, identified chokepoints, and rail crossing delays, to further monitor the transportation network for efficient freight movement
- The MPO will work and coordinate with the Alabama Department of Transportation (ALDOT) on setting goals, objectives, performance measures, and targets required by the FAST Act.

Products

- Update Freight Element of *TRiP 2045* Long Range Transportation Plan
- Update Freight modeling and commodity flow data

Staffing

MPO Staff

Timeline for Proposed Work

October 2020 through September 2021

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

- Identifying specific safety 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
- The TCC serves as a safety committee.
- Safety tasks were added to the LRTP and the TIP
- MPO Adopted the ALDOT Safety Performance Measures

Proposed Work

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

Products

- CAC and staff trained on Safety Performance measures
- Potential local Safety Performance measures in 2021, if warranted

Staffing

MPO Staff

Timeline for Proposed Work

October 2020 through September 2021

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

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

Proposed Work

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

Products

- Amend Public Participation Plan as needed

Staffing

MPO Staff

Timeline for Proposed Work

October 2020 through September 2021

Financial Responsibility

TYPE	SOURCE	AMOUNT
PL	FHWA	\$24,000
LOCAL MATCH	HPD	\$6,000
TOTAL		\$30,000

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 2020, the MPO had no contracting opportunities, other than when working with Procurement to ensure RFPs consist of this.

Proposed Work

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

Products

Meet a 10 percent goal of contracting with DBEs

Staffing

MPO Staff

Timeline for Proposed Work

October 2020 through September 2021

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 updated 2018 Public Participation Plan, including how well low-income and minority populations are involved. Use this information to develop new methods to ensure all stakeholders are informed, effectively engaged and have the opportunity to participate.

Previous Work

- Held meetings and public hearings of the Citizens, Technical, Policy, Bicycle/Pedestrian, ITS, advisory committees and the MPO Board in FY2020
- Responded to requests for information
- Regularly updated the MPO's website www.huntsvillempo.org
- Analysis of comments on the effectiveness of meetings and publications

Proposed Work

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

Products

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

Staffing

MPO Staff

Timeline for Proposed Work

October 2020 through September 2021

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.

4.4 American Disability Act Planning/Compliance – Special Services

Objectives

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

Previous Work

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

Proposed Work

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

Products

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

Staffing

MPO Staff

Timeline for Proposed Work

October 2020 through September 2021

Financial Responsibility

TYPE	SOURCE	AMOUNT
PL	FHWA	\$32,000
LOCAL MATCH	HPD	\$8,000
TOTAL		\$40,000

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

TASK 5.0: ENVIRONMENTAL MITIGATION AND AIR QUALITY PLANNING

5.1 Public Involvement Activities for Air Quality Planning

Objectives

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

Previous Work

- The Huntsville MPO has promoted bicycling and walking as means to get to work and school in an effort to reduce air pollution from motor vehicles
- In FY 2020, MPO staff worked with local transit agency to assist in the wrapping and promotion of new transit buses. This experience alleviates the stigma with transit and promotes a healthier cleaner environment for the region's already congested roadways.

Proposed Work

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

Products

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

Staffing

MPO Staff

Timeline for Proposed Work

October 2020 through September 2021

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. The Huntsville urbanized area is currently an air quality attainment area and is not subject to air quality conformity requirements.

Previous Work

Staff attended appropriate workshops on electric vehicles, etc. in order to gain knowledge on new technology and how to create a cleaner climate.

Proposed Work

MPO staff will attend appropriate Air Quality training courses/seminars to stay informed of current guidelines and other requirements

Products

A knowledgeable MPO staff about climate change and/or a well-informed public about climate change.

Staffing

MPO Staff

Timeline for Proposed Work

October 2020 through September 2021

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 6.0: PLANNING STUDIES

6.1 Federal Metropolitan Planning Studies

Objectives

Provide for activities related to advancing the region's ability to meet the future travel needs. This task ensures that there is an adequate and reasonable level of public and agency interactivity during the project study phase. The planning studies permitted under this task will provide detailed evaluation of problems and potential solutions.

Previous Work

- In the past, the Huntsville-Area MPO has supported better coordination efforts of transportation planning and implementation between the MPO, Madison County, the City of Huntsville, the City of Madison, and other jurisdictions that provide safe solutions for elements of the Long-Range Transportation Plan (LRTP) and ultimately the Transportation Implementation Program (TIP).

Proposed Work

- MPO staff will continue to provide ongoing planning assistance to all federally-funded agencies within the Huntsville-Area region.

Products

The study will include identification of problems in each intersection, solutions for these problems both short and long term, and projected costs including PE, RW, UT and CN costs for a more knowledgeable MPO staff.

- 100070612 - Madison County Transportation Master Plan and Implementation Program
- 100070613 - City of Huntsville's Memorial Parkway Intersections Safety Study

Staffing

MPO Staff, Private Consultant selected by Federal and State guidelines

Timeline for Proposed Work

October 1, 2019 to September 30, 2021

Financial Responsibility

TYPE	SOURCE	AMOUNT
PL	FHWA	\$260,000
LOCAL MATCH	HPD	\$65,000
TOTAL		\$325,000

PL funds in this Task are carry over funds from years prior to 2015.

Appendices

Appendix A: Guide to Abbreviations and Acronyms

AADT Annual Average Daily Traffic

ADT Average Daily Traffic

ADA Americans with Disabilities Act

AMPO Association of Metropolitan Planning Organizations

APA American Planning Association

ALDOT Alabama Department of Transportation

BPAC Bicycle/Pedestrian Advisory Committee

BRAC Base Realignment and Closure

CAA Clean Air Act

CAC Citizens Advisory Committee

CFR Code of Federal Regulations

CIP Capital Improvements Program

CMAQ Congestion Mitigation/Air Quality

CMP Congestion Management Process

COOP Continuity of Operations Plan

EPA US Environmental Protection Agency

FAA Federal Aviation Administration

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

ITE Institute of Transportation Engineers

ITS Intelligent Transportation Systems

LOS Level Of Service

LRTP Long Range Transportation Plan

MAP-21 Moving Ahead for Progress in the 21st Century

MPA Metropolitan Planning Area

MPO Metropolitan Planning Organization

NAAQS National Ambient Air Quality Standards

PPP Public Participation Plan

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

SIP State Implementation Plan

SLS State and local share

SPS State Planning and Research Funds (used by ALDOT)

STP Surface Transportation Program

TAP Transportation Alternative Program

TAZ Traffic Analysis Zones

TCC Technical Coordinating Committee

TEA-21 Transportation Equity Act for the 21st Century

TIP Transportation Improvement Program

TMA Transportation Management Area

UPWP Unified Planning Work Program

USC United States Code

USDOT United States Department of Transportation

Appendix B: Livability Principles and Indicators

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

15 LIVABILITY INDICATORS

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

Source: TRIP 2045

Appendix C: Funding and Budget Tables

Appendix C, Table 1: Funding Sources 2021				
TASK	FHWA-SECTION 112			
	SPR ALDOT	HPD/ALDOT MATCH	PL FHWA / FTA	TOTAL
1.0 Program Administration				
1.1 Administration and Management	\$0	\$30,000	\$120,000	\$150,000
1.2 Unified Planning Work Program	\$0	\$5,000	\$20,000	\$25,000
1.3 Continuity of Operations Plan	\$0	\$50	\$200	\$250
1.4 Staff Training Activities	\$0	\$8,000	\$32,000	\$40,000
1.5 Transportation Management Area Review and Certification 2021	\$0	\$7,000	\$28,000	\$35,000
2.0 Data Collection				
2.1 Data Collection and Analysis	\$0	\$12,000	\$48,000	\$60,000
2.2 Computer Technical Assistance	\$0	\$3,000	\$12,000	\$15,000
3.0 Transportation Systems				
3.1 Long-Range Transportation Plan (LRTP)	\$0	\$12,000	\$48,000	\$60,000
3.2 Transportation Improvement Program (TIP)	\$0	\$12,000	\$48,000	\$60,000
3.3 Bicycle and Pedestrian Planning	\$0	\$10,000	\$40,000	\$50,000
3.4 Transit Planning	\$0	\$5,000	\$20,000	\$25,000
3.4.1 Transportation Planning for Disadvantaged Populations	\$0	\$1,000	\$4,000	\$5,000
3.4.2 Transit Asset Management Planning	\$0	\$1,000	\$4,000	\$5,000
3.4.3 Comprehensive Regional Transit Planning		\$44,000	\$176,000	\$220,000
3.5 Congestion Management Process	\$0	\$12,000	\$48,000	\$60,000
3.6 Intermodal Freight Management Process		\$500	\$2,000	\$2,500
3.7 Safety Management System	\$0	\$50	\$200	\$250
4.0 Public Involvement				
4.1 Public Participation Process (PPP)	\$0	\$6,000	\$24,000	\$30,000
4.2 Disadvantage Business Enterprise (DBE)	\$0	\$50	\$200	\$250
4.3 Title VI and Environmental Justice	\$0	\$50	\$200	\$250
4.4 American Disability Act Planning/ Compliance – Special Services	\$0	\$8,000	\$32,000	\$40,000
5.0 Environmental Mitigation and Air Quality Planning				
5.1 Public Involvement Activities for Air Qualities	\$0	\$50	\$200	\$250
5.2 Climate Change and Greenhouse Gas Emissions	\$0	\$50	\$200	\$250
6.0 Planning Studies				
6.1 Federal Metropolitan Planning Studies				
100070612 - Madison County LRTP Study	\$0	\$20,000	\$80,000	\$100,000
100070613 - COH Memorial Parkway Intersections Safety Study	\$0	\$45,000	\$180,000	\$225,000
State Planning Research	\$50,000			
TOTAL	\$50,000	\$176,800	\$707,200	\$884,000

Huntsville Area MPO has included all carry over funds in this budget.

Huntsville Area MPO has included all carry over funds in this budget.

APPENDIX C, TABLE 2
FISCAL YEAR 2021 UPWP SUMMARY BUDGET

TASK NUMBER AND DESCRIPTION	PL-FHWA/FTA	HUA	Consultants		SPR		TOTALS			
			PL	HUA	FHWA	ALDOT	FEDERAL		HUA& ALDOT	GRAND TOTAL
							FHWA	FTA		
STATE PLANNING RESEARCH /ALDOT Match	\$0	\$0	\$0	\$0		\$50,000		\$0	\$50,000	\$50,000
1.0 PROGRAM ADMINISTRATION										
1.1 ADMINISTRATION MANAGEMENT	\$120,000	\$30,000	\$0	\$0	\$0	\$0	\$120,000	\$0	\$30,000	\$150,000
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	\$32,000	\$8,000	\$0	\$0	\$0	\$0	\$32,000	\$0	\$8,000	\$40,000
1.5 TRANSPORTATION MANAGEMENT AREA REVIEW AND CERTIFICATION 2021	\$28,000	\$7,000	\$0	\$0	\$0	\$0	\$28,000	\$0	\$7,000	\$35,000
2.0 DATA COLLECTION										
2.1 DATA COLLECTION AND ANALYSIS	\$48,000	\$12,000	\$0	\$0	\$0	\$0	\$48,000	\$0	\$12,000	\$60,000
2.2 COMPUTER TECHNICAL ASSISTANCE	\$12,000	\$3,000	\$0	\$0	\$0	\$0	\$12,000	\$0	\$3,000	\$15,000
3.0 TRANSPORTATION SYSTEM										
3.1 LONG RANGE TRANSPORTATION PLAN	\$48,000	\$12,000	\$0	\$0	\$0	\$0	\$48,000	\$0	\$12,000	\$60,000
3.2 TRANSPORTATION IMPROVEMENT PROGRAM	\$48,000	\$12,000	\$0	\$0	\$0	\$0	\$48,000	\$0	\$12,000	\$60,000
3.3 BICYCLE AND PEDESTRIAN PLANNING	\$30,000	\$7,000	\$10,000	\$3,000	\$0	\$0	\$40,000	\$0	\$10,000	\$50,000
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	\$4,000	\$1,000	\$0	\$0	\$0	\$0	\$4,000	\$0	\$1,000	\$5,000
3.4.2 TRANSIT ASSET MANAGEMENT PLANING	\$4,000	\$1,000	\$0	\$0	\$0	\$0	\$4,000	\$0	\$1,000	\$5,000
3.4.3 COMPREHENSIVE REGIONAL TRANSIT PLANNING	\$56,000	\$22,000	\$120,000	\$22,000	\$0	\$0	\$176,000	\$0	\$44,000	\$220,000
3.5 CONGESTION MANAGEMENT	\$48,000	\$12,000	\$0	\$0	\$0	\$0	\$48,000	\$0	\$12,000	\$60,000
3.6 INTERMODAL FREIGHT MANAGEMENT PROCESS	\$2,000	\$500	\$0	\$0	\$0	\$0	\$2,000	\$0	\$500	\$2,500
3.7 SAFETY MANAGEMENT SYSTEM	\$200	\$50	\$0	\$0	\$0	\$0	\$200	\$0	\$50	\$250
4.0 PUBLIC PARTICIPATION										
4.1 PUBLIC PARTICIPATION PROCESS	\$24,000	\$6,000	\$0	\$0	\$0	\$0	\$24,000	\$0	\$6,000	\$30,000
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 DISABILITY ACT PLANNING/ COMPLIANCE -SPECIAL SERVICES	\$32,000	\$8,000	\$0	\$0	\$0	\$0	\$32,000	\$0	\$8,000	\$40,000
5.0 ENVIRONMENTAL MITIGATION AND AIR QUALITY PLANNING										
5.1 AIR QUALITY PLANNING	\$200	\$50	\$0	\$0	\$0	\$0	\$200	\$0	\$50	\$250
5.2 CLIMATE CHANGE AND GREENHOUSE GAS (GHG) EMISSIONS	\$200	\$50	\$0	\$0	\$0	\$0	\$200	\$0	\$50	\$250
6.0 PLANNING STUDIES										
6.1 FEDERAL METROPOLITAN PLANNING STUDIES										
100070612 - MADISON COUNTY LRTP STUDY	\$80,000	\$20,000	\$0	\$0	\$0	\$0	\$80,000	\$0	\$20,000	\$100,000
100070613 - COH MEMORIAL PARKWAY INTERSECTION SAFETY STUDY	\$180,000	\$45,000	\$0	\$0	\$0	\$0	\$180,000	\$0	\$45,000	\$225,000
GRAND TOTALS	\$577,200	\$151,800	\$130,000	\$25,000	\$0	\$0	\$707,200	\$0	\$176,800	\$884,000

HUA=HUNTSVILLE URBANIZED AREA 20%

PL-FHWA = FEDERAL HIGHWAY ADMINISTRATION AND FTA-FEDERAL TRANSIT ADMINISTRATION 80%

The PL-FHWA and FTA 5303 planning funds have been combined as one fund for better management and tracking.

SPR-State Planning and Research. These are Federal funds allocated for ALDOT technical support of the MPO.

ALDOT = ALABAMA DEPARTMENT OF TRANSPORTATION

*MPO's may carry over funds for three (3) years

**Huntsville MPO has included all carryover funds for FY2021 budget

*** Task 6.0 utilizes carryover funding from years prior to 2015

The oldest unexpended funds will be returned to the funding pool for reallocation.

Carryover Funds apply to most tasks.

Appendix D: Other Major Planning Activities

This list describes other major planning activities that will be ongoing during FY2020-2021. These plans are funded by the sponsor, using either 100% local funds, or a mixture of federal and State funds.

Studies Identified in this Unified Planning Work Program

SPONSOR	STATUS	DESCRIPTION	WHERE TO FIND STUDY
Huntsville-Area MPO	Current	Comprehensive Regional Transit Planning Study	Huntsville Planning Department

Identified in a previous/current Transportation Improvement Program

SPONSOR	STATUS	DESCRIPTION	WHERE TO FIND STUDY
Corridor/Interchange/ Operational Studies/EA/EIS			
Madison County	Future	Douglass Road additional lanes study	Madison County Courthouse
City of Huntsville	Future	Slaughter Road widening preliminary engineering	City of Huntsville Engineering
City of Huntsville	Future	Huntsville Northern Bypass Preliminary Engineering	City of Huntsville Engineering
Madison County	Future	Widening of Wall Triana from SR-2 (US 72) to 500' North of Nick Davis Road	Madison County Courthouse
City of Huntsville	Current	Redstone Arsenal East Connector Phase 1 corridor study	City of Huntsville Engineering

Alabama Department of Transportation Studies

SPONSOR	STATUS	DESCRIPTION	WHERE TO FIND STUDY
ALDOT	Past	Statewide Freight Plan	The ALDOT website
ALDOT	Past	Statewide Bicycle and Pedestrian Plan	The ALDOT website
ALDOT	Past	Statewide Management Plan	The ALDOT website
ALDOT	Past	Statewide Airport System Plan	The ALDOT website
ALDOT	Past	State Highway Safety Plan	The ALDOT website
ALDOT	Past	Statewide Transportation Plan	The ALDOT website
ALDOT	Future	Alabama Rail Plan	The ALDOT website
ALDOT	Future	Alabama Public Involvement Plan	The ALDOT website
ALDOT	Future	Transportation Asset Management Plan (TAM)	The ALDOT website

Non-Federally Funded and Local Government Planning Activities

SPONSOR	STATUS	DESCRIPTION	WHERE TO FIND STUDY
Greenways and Other Bike/Ped Plans			
City of Huntsville	Past	Greenway Master Plan Update	http://bigpicturehuntsville.com/greenway-master-plan-update/
City of Huntsville	Current	Huntsville-Area MPO Bike Plan	City of Huntsville Planning Department
City of Huntsville	Current	Intersection Safety for Bicyclists and Pedestrians crossing US-231 Memorial Parkway in South Huntsville	City of Huntsville Planning Department
Redevelopment Plans /Comprehensive Plans			
Committee of 100	Current	Launch 2035: A 20-year regional planning initiative covering Madison, Limestone, and Morgan Counties	https://launch2035.org/
Singing River Trail	Current	Launch 2035: Land Use Committee Regional Greenway Plan	http://www.singingrivertrail.com/
City of Huntsville	Current	Mid-City development master plan	https://www.midcitydistrict.com/
City of Huntsville	Current	Hays Farm development master plan	https://haysfarm.com/
City of Huntsville	Current	City Centre development master plan	http://experiencecitycentre.com/

Appendix E: Public Outreach Activities

Per the Huntsville-Area MPO's adopted Final 2018 Public Participation Plan (PPP), public comment was sought on the FY 2021 UPWP. Printed copies of the document were left for public review and comment at the Huntsville-Madison County Public Library Main Branch and the Huntsville Planning Department for two weeks, as specified in the following pages. Public Notices for public comment, with instructions on how to request a printed copy of the FY 2021 UPWP, if desired, were hung in each of the public offices of the City of Madison, Town of Owens Cross Roads, and Town of Triana. Additionally, a press release for public comment was sent to all local broadcast and print media.

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

No public comments were received on the DRAFT FY 2021 UPWP during the comment period during June 1 – 15, 2020. Also, no public comments were received on the FINAL FY 2021 UPWP during the comment period August 9 – 24, 2020. These designated times of public comment constitutes as the 30-day comment period.



Huntsville Area

Metropolitan Planning Organization

PUBLIC NOTICE

The **Citizens Advisory Committee** of the **Huntsville Area Metropolitan Planning Organization** will hold a meeting Monday June 15, 2020 on the first floor of the City of Huntsville Municipal Building at 5:00 pm

The **Metropolitan Planning Organization** will meet on Wednesday, June 17, 2020 on the first floor of the City of Huntsville Municipal Building, at 4:00 pm. Check out this website for more information on these meetings: <http://www.huntsvillempo.org/about/meetings-and-agendas/>

At this meeting, the DRAFT FY 2021 Unified Planning Work Program (UPWP) will be adopted.

- DRAFT FY 2021 Unified Planning Work Program (UPWP)

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

Submit comments via e-mail at longrangeplanning@huntsvilleal.gov.

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



Huntsville Area

Metropolitan Planning Organization

PRESS RELEASE

To: All Broadcast and Print Media
From: Huntsville-Area Metropolitan Planning Organization
Date: May 29, 2020

Public comment is requested for the DRAFT FY 2021 Unified Planning Work Program (UPWP).

View all documents here:

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

Printed copies of the **DRAFT FY 2021 Unified Planning Work Program (UPWP)** will be available at the following offices for public review and comment, during regular business hours, from June 1, 2020 to June 15, 2020:

1. City of Huntsville Planning Department, City Hall, 2nd Floor,
308 Fountain Circle, Huntsville, AL 35801
2. Huntsville-Madison County Public Library, Main Branch,
Second Floor Information Desk,
915 Monroe Street, Huntsville, AL 35801

Submit comments via e-mail at longrangeplanning@huntsvilleal.gov

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

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

There will be an additional chance to voice your concerns at the Huntsville-Area Metropolitan Planning Organization Board Meeting held on Wednesday June 17, 2020 on the 1st floor of City Hall.

HUNTSVILLE-AREA METROPOLITAN PLANNING ORGANIZATION

P.O. Box 308 | Huntsville, AL 35804

www.huntsvillempo.org | (256) 427-5100



Huntsville Area

Metropolitan Planning Organization

Please review the

**DRAFT FY 2021
Unified Planning Work Program (UPWP)**

and provide us with your comments.

Comment sheets are available inside the folder.

HUNTSVILLE-AREA METROPOLITAN PLANNING ORGANIZATION

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HUNTSVILLE AREA METROPOLITAN PLANNING ORGANIZATION

This comment sheet with your written comments, along with your name & address and any other information you provide hereon will become a part of the Official Record of this plan, and as such, is available to the general public for inspection upon request.

Your Address: _____

COMMENTS:

[illegible]

If returned by mail, we must receive comments by close of business June 15, 2020



Huntsville Area
Metropolitan Planning Organization

PUBLIC NOTICE

The **Citizens Advisory Committee** of the **Huntsville-Area Metropolitan Planning Organization** will hold a meeting Monday, August 24, 2020 on the first floor of the City of Huntsville's Municipal Building at 5:00 pm.

The **Metropolitan Planning Organization** will meet on Wednesday, August 26, 2020 on the first floor of the City of Huntsville Municipal Building, at 4:00 pm. Check out this website for more information on this meeting: <http://www.huntsvillempo.org/about/meetings-and-agendas/>

At this meeting, the DRAFT Commuter Study, FINAL FY2021 Unified Planning Work Program (UPWP), and amendments to the FY 2020-2023 Transportation Improvement Program (TIP) will be among reviewed and action materials.

Visit our website below:

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

Submit comments via e-mail at longrangeplanning@huntsvilleal.gov

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

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Huntsville Area

Metropolitan Planning Organization

Please review the

**FINAL FY 2021
Unified Planning Work Program (UPWP)**

and provide us with your comments.

Comment sheets are available inside the folder.

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