



Huntsville, Alabama

308 Fountain Circle
Huntsville, AL 35801

Cover Memo

Meeting Type: City Council Regular Meeting **Meeting Date:** 1/26/2023

File ID: TMP-2474

Department: Planning

Subject:

Type of Action: Approval/Action

Resolution authorizing the Mayor to submit an application to the United States Department of Transportation, Federal Transit Administration to request to enter the Project Development phase of the Capital Investment Grants-Small Starts program for the University-Medical Bus Rapid Transit project.

Resolution No.

Does this item need to be published? No

If yes, please list preferred date(s) of publication: _____

Finance Information:

Account Number:

City Cost Amount: \$

Total Cost: \$

Special Circumstances:

Grant Funded: N/A

Grant Title - CFDA or granting Agency: N/A

Resolution #: N/A

Location: (list below)

Address: N/A

District: District 1 ☐ District 2 ☐ District 3 ☐ District 4 ☐ District 5 ☐

Additional Comments:

RESOLUTION NO. 23-

WHEREAS, the United States, through the United States Department of Transportation, Federal Transit Administration, offers a discretionary grant program for major transit capital investment projects, the “Capital Investment Grants- Small Starts” program,

WHEREAS, the City of Huntsville, in cooperation with the Huntsville Area Metropolitan Planning Organization, has identified a project (“University-Medical Bus Rapid Transit”) that may be eligible for grant funding through the Capital Investment Grants-Small Starts program,

WHEREAS, the City of Huntsville, hereinafter referred to as the Applicant, would benefit from making application for such assistance.

BE IT RESOLVED by the City Council of Huntsville, Alabama, that the Mayor, or his designee, in his official capacity, be, and is hereby authorized and requested to make application to the United States Department of Transportation, Federal Transit Administration to request to enter the Project Development phase of the Capital Investment Grants-Small Starts program; and

BE IT FURTHER RESOLVED, that, in the event that a grant is awarded, the Mayor of the City of Huntsville, or his designee, is hereby authorized to enter into an agreement with the United States Department of Transportation, Federal Transit Administration for such grant funds and to sign assurances that the City of Huntsville will comply with all applicable federal and state laws, rules and regulations.

ADOPTED this the 26th day of January, 2023

President of the City Council of the
City of Huntsville, Alabama

APPROVED this the 26th day of January, 2023

Mayor of the City of Huntsville, Alabama

January 12, 2023

Dr. Yvette G. Taylor, PhD
Administrator, Region IV
Federal Transit Administration
230 Peachtree Street, NW
Suite 1400
Atlanta, GA 30303

RE: Request to Enter the Small Starts Program Project Development Phase for the Huntsville Corridor Small Starts, Corridor Based Bus Rapid Transit Project (University – Medical BRT)

Dear Dr. Taylor,

The Huntsville Area Metropolitan Planning Organization (MPO) and the City of Huntsville are pleased to submit this letter requesting entry into the Project Development phase of the Small Starts process for the University - Medical Bus Rapid Transit (BRT) Project. The City of Huntsville will serve as the lead agency for managing and implementing the BRT project. Advancement into Project Development will achieve progress towards meeting the goals and objectives of the City and MPO's 2019 Transit Study and other supporting documents to achieve sustainability and equity goals. The City is identifying University Drive (US 72) as a BRT investment opportunity based on current trends and regional goals. The results of the recently completed City and MPO sponsored High Capacity Corridor Study reinforce the recommendation to invest in BRT along University Dr. The requirements for completing Project Development, as defined in the Infrastructure Investment and Jobs Act (IIJA) legislation, are understood by the City and all project partners. The City of Huntsville, as the lead agency responsible for transit operations and maintenance in the Huntsville MPO area (which includes Madison County, the City of Madison, and part of Limestone County), will complete all Project Development requirements in a timely manner as described in the Federal Transit Administration's (FTA) Final Interim Policy Guidance for the Capital Investment Grant Program. This letter and attachments provide the documentation required to request entry into Project Development as specified in the IIJA legislation.

Project Overview

The University-Medical BRT project will be the City's first modern high capacity transit corridor. In October 2022, the City and the MPO completed a High Capacity Transit study, which evaluated a series of alternative corridors and modes. The study identified an 8.9-mile corridor between Huntsville Hospital (downtown) and the Village of Providence as the strongest candidate to serve as the region's first high capacity transit (HCT) investment, with BRT as the recommended transit technology. The University corridor is experiencing tremendous growth, stemming from new and re-development activity, and serves as a primary commercial corridor for the region. The proposed corridor would serve Huntsville Hospital, a primary employer in the area. The corridor also serves the University of Alabama in Huntsville (UAH), which itself is expanding in student population and footprint. Nearly all of Huntsville Transit's 10 fixed routes operate in the downtown Huntsville portion of the identified BRT corridor. Routes 4 and 9 operate on University Drive; Route 4 is the system's highest ridership route. **Figure 1-1** depicts the City's existing transit network and **Figure 1-2** depicts the proposed University-Medical BRT corridor.

Though not part of this project, the City of Huntsville intends to expand transit service along the University Drive/US 72 corridor towards the City of Madison, which would further enhance regional connectivity, introduce service to a fast-growing area not currently served by transit, and serve another key Huntsville Hospital location. The type of service and service levels are still being explored.

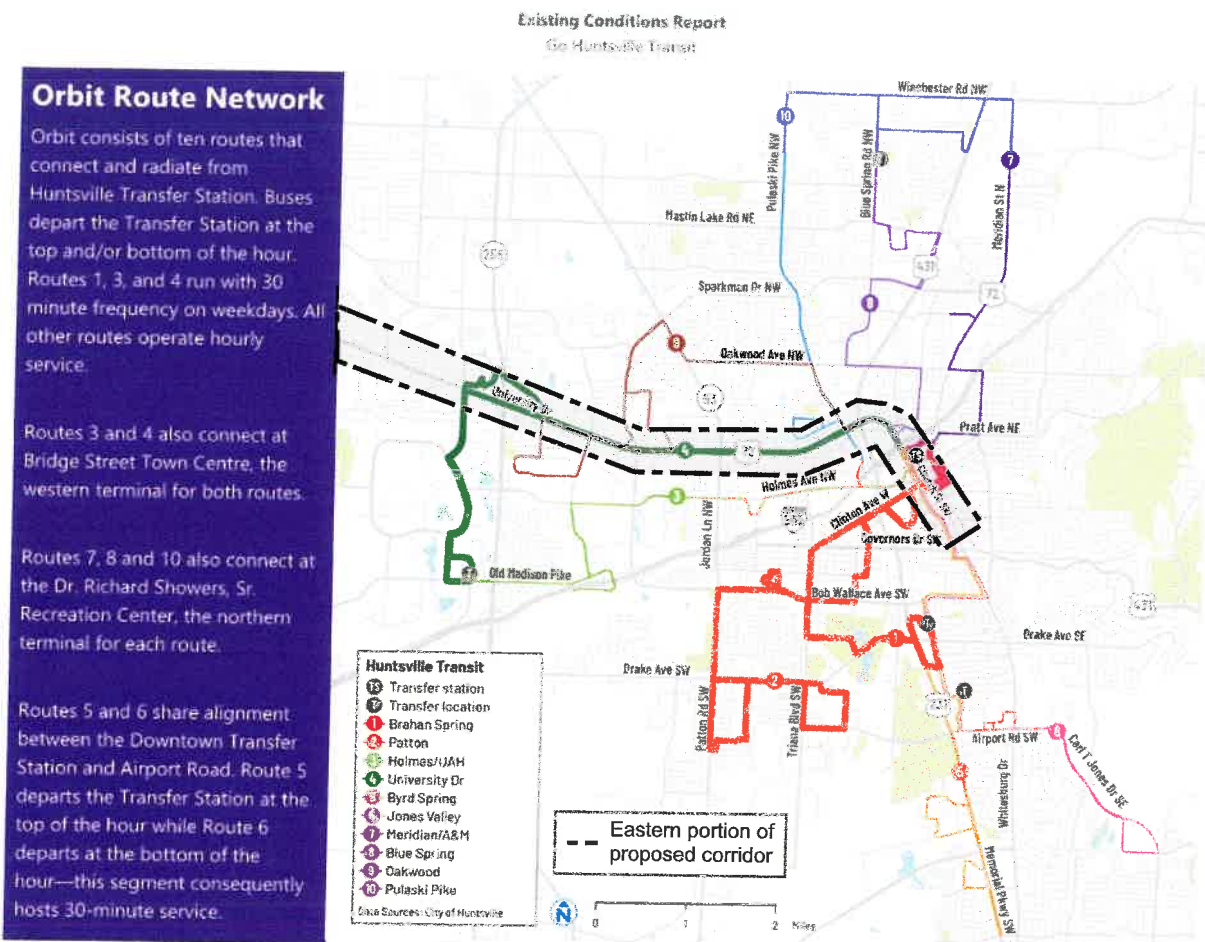


Figure 1-1: Existing City of Huntsville Transit Network (Source: Go Huntsville Transit: Existing Conditions)



Figure 1-1: Proposed University-Medical BRT corridor (Source: Huntsville High Capacity Transit Study)

In preparation for the City of Huntsville's request to FTA to enter Project Development, the City passed a resolution in January 2023 committing up to \$3.5 million for Project Development activities; including project definition, conceptual engineering, and National Environmental Policy Act (NEPA) documentation. The City's decision in January 2023 to advance a request to FTA to enter Project Development represents a commitment to successfully advancing the University-Medical BRT Project in cooperation with the MPO.

Project Sponsor and Partners

The City of Huntsville is the project sponsor for the University-Medical BRT project. The Huntsville MPO is a partnering agency and will assist the City in advancing the project and other financial support. The FTA is the lead agency for the Environmental Assessment review. The roles and responsibilities of all study partners include:

- City of Huntsville– Project management, NEPA documentation, traffic control and signal operations (on US 72 corridor), Engineering, Small Starts rating documentation and Project Readiness items
- FTA – Lead Agency
- Alabama DOT (ALDOT) – US 72 Corridor ROW owner
- Huntsville MPO - Growth Forecasts, Regional Capital Programming, and Regional Transportation Plan lead

Other partnering stakeholders include the Huntsville Hospital System, the University of Alabama/Huntsville, the Huntsville Housing Authority, the Huntsville Chamber of Commerce and representatives of large developments in the corridor. **Attachment 4** documents written support and need for the project.

The City has ongoing coordination with all project partners through membership and regular participation on the MPO Board. The City and MPO regularly updates these partners through a series of project meetings, which provides the opportunity to discuss technical issues, opportunities, and coordination efforts. The current long range transportation plan (LRTP) includes language about BRT and pursuing Small Starts to fund an initial project. The upcoming 2024-27 transportation improvement program (TIP) will specifically include the University-Medical BRT as a Regionally Significant project. It is anticipated that the final TIP will be adopted in August 2023; the next major LRTP update will occur in 2025.

Project Manager and Other Key Staff

The Project Manager and the City's consultant team assigned to the project have experience with the FTA Project Development process and coordination with the City and MPO. James Vandiver of the City of Huntsville / Huntsville Area MPO has been designated as the overall Project Manager, including responsibilities of leading the NEPA documentation and Conceptual Engineering tasks. Other key staff that will be responsible for contributing to the Project Development work include:

- Dennis Madsen – City of Huntsville / Huntsville Area MPO, Manager of Urban and Long-Range Planning
- John Autry – City of Huntsville, Manager of Public Transit
- Shane Davis – City of Huntsville / Huntsville Area MPO Director of Urban and Economic Development
- Kathy Martin – City of Huntsville, Director of Engineering
- Curtis Vincent – Alabama Department of Transportation (ALDOT), North Region Engineer

In addition to the City and MPO staff identified above, the City and MPO are fully staffed with the technical disciplines to support the project through development and implementation. Where City and MPO staff need additional technical support, the firm HDR Inc. will act as the lead consultant team to support Project Development. HDR has FTA and national experience advancing BRT projects through the FTA CIG process, inclusive of start-up. HDR has recently worked with FTA Region IV on a BRT project in South Carolina.

Description of the Proposed Project

The proposed University-Medical BRT project is an approximately 9-mile BRT line primarily along University Drive (US 72) between the Village of Providence and Downtown Huntsville. The corridor is served by multiple Huntsville Transit routes, including Route 4, the highest ridership route. Project features will include level boarding stations, improved station amenities, better pedestrian access to stations, transit priority treatments, off-board fare payment, branded transit vehicles, enhanced safety and security at stations, and increases in transit service levels. The project expects to utilize semi-exclusive side-running guideway with right-turn only for business access and queue jumps at intersections. The corridor is near several major employment areas and key activity centers including Downtown Huntsville, Huntsville Hospital, the University of Alabama in Huntsville, Mid City District, and the Village of Providence.

Several recent studies support the investment in transit service upgrades along University Dr. The 2019 Huntsville Transit Improvement Plan identified Route 4 for 15 minute service and the 2022 Huntsville High Capacity Transit Study identified the University-Medical corridor for a BRT investment. The Huntsville Transit Improvement Plan is currently undergoing an update; draft recommendations include the University-Medical BRT Project as a transit capital investment as well. **Attachment 1** provides electronic links to the locations of planning documents that support the project.

Existing Transit Service in the Corridor

Transit service is provided by the City of Huntsville Public Transit Division. The City operates 10 local bus routes and in 2019 recorded approximately 3.2M unlinked trips; see **Figure 1-1** for the existing route network. Of the total routes operated by the city, all 10 connect with the proposed University-Medical BRT. The following is a brief description of each route. The city also operates a Friday-only UAH shuttle, connecting the campus to various commercial shopping centers and destinations.

Key University Drive Routes

Route 4 operates from the City's transfer station to the west towards Bridge Street Town Center. Route 4 is the busiest in the Orbit system, with high ridership activity throughout the University Drive corridor. Route 4, also overlaps with the University-Medical BRT in downtown and along University Dr. The route operates every 30 minutes during weekdays and 60 minutes on weekends.

Route 9 operates from the City's transfer station to the west towards the Downtown Rescue Mission/Ascent Trail. Route 9 mostly operates along Oakwood Avenue and Sparkman Drive, serving a large cluster of high-density housing. The route overlaps with the University-Medical BRT in downtown along Church St. and at the transfer station. The route operates every 60 minutes during weekdays and 60 minutes on weekends.

Key Downtown Huntsville (Medical) Routes

Route 5 operates from the city's transfer station to the Logan Dr. Kroger in South Huntsville. Route 5, along with Route 6, connects riders to Huntsville Hospital. Route 5 also serves the Memorial Parkway corridor in South Huntsville.

Route 6 operates from the city's transfer station to the southeast and ending at the Valley Bend shopping center. Route 6 also serves Crestwood Medical Center.

Key Connections to University-Medical BRT

Routes 1, 2, 3, 5, 6, 7, 8, and 10 overlap with the University-Medical BRT in Downtown Huntsville and/or at the transfer center. The overlap with many of the routes creates certain transit segments with 30-minute or better service frequency. Of all the transit routes, Route 4 overlaps the most with the University-Medical BRT.

Additional Mobility for Huntsville Hospital (Downtown)

Beyond the city's transit service, the downtown area is served by the Huntsville Hospital automated tram service. The Huntsville Hospital Tram System (HHTS) is an automated people mover system located as part of the Huntsville Hospital campus. Operating on an 1,890-foot elevated concrete guideway, the tram connects the Huntsville Hospital with the

Huntsville Hospital for Women & Children. Prior to COVID 19 protocols, the tram was open to the public and hospital staff and employees and was carrying approximately 2,000 riders per day. After COVID, the tram has been restricted to hospital staff and employees and is electronically secured to assure compliance. Since this restriction has been in place, daily riders have been reduced to about 1,200 per day, causing the non-HHS public to find other means of travel. The proposed University-Medical BRT project would allow a supplemental means for travel for those no longer able to use the tram and provide car-free connections for employees and staff to areas off the hospital campus.

Transportation Problem and Need

The need for the project is based on several existing transportation deficiencies and future corridor opportunities that have been identified in recent transit studies. The need for the University-Medical BRT project is demonstrated by the following:

- ***Accommodate increasing employment and population growth along University Dr.*** – Growth forecasts confirm that neighborhoods west of downtown Huntsville are anticipated to be centers for job growth in Madison County. Activity density (population and employment density per acre) between now and 2045 forecasts over 6% growth in the majority of the corridor; this is the highest growth rate in the MPO area.
- ***Improve travel time and reliability*** – Increasing congestion impacts existing riders and hinders the ability to capture additional demand along the corridor. Traffic congestion on University Dr. during the mid-day and evening peak hours results in annual average daily traffic (AADT) between 40,000-50,000 trips (2021). Growing congestion in the corridor is causing slow and inconsistent run times on Route 4; in November 2022, 20.9 percent of trips on Route 4 were late. Congestion can be so problematic that occasionally a detour is utilized to circumvent congestion along certain parts of the corridor.
- ***Improving mobility for a highly transit-dependent population*** – The existing Huntsville Transit bus service provides vital mobility connections for existing transit dependent riders accessing several local and regional destinations. Transit dependent riders include populations considered living in poverty, zero-auto households, persons over 65 or under 18 years of age, persons with a disability, or minority populations. **Figure 1-3** depicts the populations with disability, which is a general indicator of transit dependency in the corridor. Notably, the proposed University-Medical BRT project will serve the Huntsville Housing Authority (HHA) main office, and several HHA-operated affordable housing communities.
- ***Improve pedestrian safety and access to transit*** – Pedestrian conditions along University Dr. are unsafe; there are an abundance of business curb cuts and in several locations, the bus stops are squeezed in between curb cuts. The corridor allows high traffic speeds and there are few safe pedestrian crossing locations aside from at major intersections, which themselves are a barrier given the seven or more lanes of traffic to cross. Lighting and security are also very limited at existing stops along University Dr. These challenges limit the overall walkability of the corridor and attractiveness of transit.
 - As an example, the recently completed Memorial Parkway Bicycle and Pedestrian Safety Study notes the Memorial Parkway and University Dr. intersection has no dedicated bicycle facilities, sight distance issues, limited pedestrian facilities, dangerous right turn movements from vehicles at pedestrian crossings, and transit stops with no sidewalk access. The study also found there is a greater than expected non-motorized demand in at the intersection (Memorial Parkway Bicycle and Pedestrian Safety Study, 2022).

People with a disability may be unable to operate a vehicle or feel more comfortable on public transportation. Transit stops must also accommodate persons with disabilities.

Density of Persons with Disabilities

Map of Denver

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Map of Denver showing the density of persons with disabilities by census tract. The map uses a color scale from light yellow (low density) to dark red (high density). A dashed black line outlines the city limits. Major highways like I-25, I-70, and I-76 are shown. A legend in the top right corner explains the color coding and symbols for various facilities. The map shows a high concentration of persons with disabilities in the central urban core, particularly in the areas around downtown Denver.

Project Cost Estimate – A preliminary capital cost estimate was prepared based on limited conceptual engineering work and an early project delivery schedule. This estimate provides a planning-level assessment of potential project costs, and was informed by observed local costs, peer projects, the FTA CIG Dashboard, along with professional experience. The planning-level capital costs are estimated at \$49 million, assuming year of expenditure dollars (year 2025). The cost estimate includes preliminary design services, potential right-of-way requirements, stations, revenue-service vehicles, utilities, and associated roadway/signal improvements. As additional engineering design is completed, the cost estimate will be evaluated and revised.

Timeline for Completing Project Development Activities – Preliminary schedules for key Project Development milestones to advance toward a Small Starts Grant Agreement are outlined below:

- *February 2023* – Submit request to FTA for entry into Project Development

- *August 2023* – MPO adoption of Transportation Improvement Program (TIP)
- *Fall 2023* – Submit request to use project justification warrants approach
- *Fall 2023* – Submit final environmental documentation (NEPA/CE) to FTA
- *Fall 2023* – Submit request for project justification rating
- *Spring 2024* – Notice of Small Starts design and construction funding award
- *Winter 2024* – Request to execute Small Starts Grant Agreement
- *Spring 2025* – Small Starts Grant Agreement executed
- *Summer 2025* – Long Range Transportation Plan (LRTP) update
- *Summer/Fall 2025* – Construction start date
- *Spring 2027* – Operationally complete/Begin revenue service

Summary – The City of Huntsville is dedicated to successfully completing its first BRT project, which will broaden access to employment, education, medical, and recreation opportunities in a region that continues to see rapid population and employment growth. The University-Medical BRT project will provide an equitable solution to a transit supportive population seeking improved access to jobs and regional mobility.

We are excited to advance this important project and look forward to your review of our request for entry into the Project Development phase of the Small Starts process for the University-Medical BRT project. If you have any questions, or desire to discuss the proposed project in more detail, please contact James Vandiver (james.vandiver@huntsvilleal.gov). We look forward to continuing our working relationship with you, your staff, and FTA Headquarters.

Sincerely,

Shane Davis

Director of Urban and Economic Development

Cc:

Attachments:

- Attachment 1: Previous Corridor Studies
- Attachment 2: Project Study Area Map
- Attachment 3: Local Funding Commitment
- Attachment 4: Council Resolution
- Attachment 5: Local Support Letters
- Attachment 6: Huntsville Transit Service Details

Attachment 1: Electronic Links to Applicable Plans and Studies

Huntsville Transit Study (2019)

Memorial Parkway Pedestrian and Bicycle Access Safety Study (2022)

Huntsville High Capacity Transit Study (2022)

Go Huntsville Transit Existing Conditions Report (2022)

Attachment 2: Project Study Area Map



Attachment 3: Local Funding Commitment



HUNTSVILLE

The Star of Alabama

Tommy Battle
Mayor

Shane A. Davis, P.E.
Director

Department of Urban Development

January 6, 2023

Federal Transit Administration – Region 4
Attn: Dr. Yvette G. Taylor, PhD , Administrator
230 Peachtree Street, NW
Suite 1400
Atlanta, GA 30303

RE: FTA CIG SMALL STARTS—Project Development Funding Commitment
University-Medical Bus Rapid Transit (BRT) Project - Huntsville, Alabama

Dear Dr. Taylor:

The City of Huntsville is providing this letter in regard to the match requirement for the University-Medical Bus Rapid Transit (BRT) Project entry into the Small Starts Project Development phase. The City's total PD Phase has a budget estimate of \$3.5 million.

The Huntsville region is currently experiencing a period of high population growth not seen since the 1960s. As of the 2020 Census, Huntsville is now the largest city in Alabama. Seeing this growth, our citizens, major employers, social service organizations, and higher-education institutions continue to strongly urge our elected leaders to fund expanded and improved transit options. Mayor Battle and our City Council members have consistently supported transit expansion. With their support in recent years, the City's fixed-route transit system has been able to increase frequencies on several existing routes and expand service hours, including on Saturdays and weekday evenings.

The Huntsville Area Metropolitan Planning Organization highlighted the University-Medical corridor in their High Capacity Transit study for enhanced regional transit service, citing its high existing ridership, the density of jobs and residents, and the capability to expand service to fast-growing parts of the region that are not currently served by transit.

The source for the City of Huntsville's Small Starts Grant local matching funds are secured from Ordinance 13-959 and two (2) City Council approved resolutions for funding the 2014 Capital Improvement Plan (CIP). Ordinance 13-959 established a 1 cent sales tax that is dedicated to capital improvements. As a result, this ordinance established a new fund that dedicates \$25 million annually to transportation infrastructure; \$4 million to industrial development; and \$5 million to other community projects. The City of Huntsville will be utilizing these funds as a source for our local Small Starts Project Development funding. The Capital Improvement Plan is updated annually and is adopted as part of the City of Huntsville's budget. In its next update, the CIP will include a line item for the University-Medical BRT Project Development phase, with a total of \$3.5 million split between FY 2024 and FY 2025.

In addition to the funds noted above for this project, for more than a decade the City of Huntsville has earned a Triple-A bond rating from Standard & Poor's and Moody's Investors Service. The City is not only well positioned to manage any economic uncertainty that might arise, but it also has a dedicated transportation funding source from the one-cent sales tax to support the required matching funds for the Small Starts grant award.

The City of Huntsville is confident in our ability to fund the required match portion for the Project Development phase of the Small Starts program and any preliminary engineering overruns that might occur during the Project Development phase. Should you need any additional information in regard to our application, please do not hesitate to contact our office.

Thank you in advance for consideration of our Small Starts project.

Respectfully submitted,



Shane A. Davis, P.E.
Director of Urban and Economic Development

Attachment 4: Council Resolution

Attachment 5: Local Support Letters



December 13, 2022

Dr. Yvette G. Taylor, PhD
Administrator Region 4
Federal Transit Administration
230 Peachtree Street, NW
Suite 1400
Atlanta, GA 30303

Dear Dr. Taylor:

Please allow this letter to show our support for the proposed City of Huntsville/Huntsville Area MPO, University-Medical BRT project. The Huntsville/Madison County Chamber serves to foster economic development, bring businesses to Huntsville/Madison County, and help build and maintain a strong and skilled workforce. We partner daily with the City to recruit and retain industries and talent.

Huntsville, or Rocket City as we like to be known, initially grew because of its agricultural industries. However, today it is best known for its military technology and aerospace industries. It was here that scientists designed and tested the Saturn V rocket that would send humans to the moon for the first time. Now our region needs additional mobility options closer to home.

This year, Huntsville has experienced a steady stream of expansion announcements from aerospace and defense companies. Boeing is planning a 9,000-square-foot expansion, Blue Origin is constructing a \$200-million rocket engine factory, Lockheed Martin recently broke ground on a new facility, and Aerojet Rocketdyne opened the company's newest state-of-the-art rocket propulsion Advanced Manufacturing Facility (AMF), marking the latest milestone in the company's ongoing expansion in the Rocket City. In addition, Toyota Motor Company and Mazda continue to expand their facilities in the area as more offshore automobile manufacturing transitions to the US.

Beyond the private sector, the US Department of Defense and several of its contractors are expanding their facilities given the proximity to Redstone Arsenal. The FBI continues to relocate staff from different offices and NASA continues to expand its footprint. Many of our new residents are relocating from urban areas having a comprehensive transit system and are challenging the City to provide improved transit services. As our labor force grows, equitable access to jobs continues to be a challenge. An investment in high-capacity transit, specifically the University-Medical BRT project, will assist residents in accessing much-needed reliable public transportation

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256-535-2000 **HSVCHAMBER.ORG**



and the numerous employment and educational opportunities along the corridor. Expanded transit is a major priority for the local business community and the proposed BRT line will be the continuation of a cost-effective transit system.

The Chamber looks forward to working with the City of Huntsville, Huntsville Area MPO, and other stakeholders in the development of the project and will be a proactive stakeholder during the process. The University-Medical BRT project is just one of the many projects that we have partnered with the City of Huntsville on. We look forward to our continued partnership to assure a successful project, maximizing the federal investment. Please do not hesitate to reach out if you have any questions regarding our support or involvement in the project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Chip Cherry', written over a horizontal line.

Chip Cherry, CCE
President/CEO



*Growing Communities One Family At A Time
For More Than 70 Years*

Leon D. Fountain
Chairman

Shaquille Willie
Vice Chairman

Delvin L. Sullivan
Commissioner

Chanda Crutcher
Commissioner

Larry Lowe
Commissioner

Antonio McGinnis, Sr.
Executive Director/CEO

November 30, 2022

Dr. Yvette G. Taylor, PhD
Administrator Region 4
Federal Transit Administration
230 Peachtree Street, NW
Suite 140
Atlanta, GA 30303

Dear Dr. Taylor:

Please allow this letter to serve as the Huntsville Housing Authority's (HHA) support for the proposed City of Huntsville/Huntsville MPO University-Medical BRT project. HHA's mission is to develop and preserve a high standard of safe, affordable housing for qualifying individuals and families, free from discrimination. HHA believes housing is a basic need and the foundation for a successful life. HHA's dedicated staff, along with community partners, promote neighborhood revitalization, self-sufficiency, and assist families in achieving long-term economic success and a sustained high quality of life.

The proposed University-Medical BRT project will serve HHA's Central Office, The Todd, Searcy Homes, and the Northwoods Development. Reliable transit access as well as safe pedestrian connections is noted as a challenge for HHA residents. HHA believes that the BRT project will provide a reliable, enhanced, frequent, and unique service that will afford residents new ways to travel and access additional employment, educational, recreational, and other opportunities, which is critical to sustaining a positive quality of life.

Currently HHA does not have a master plan to redevelop properties along the BRT alignment. However, HHA welcomes the possibility of the BRT serving as a catalyst to potentially securing additional opportunities for affordable housing.

HHA looks forward to working with the City of Huntsville in the development of the project and will be a proactive partner during the process. The BRT project is just one of the many that we have partnered with the City of Huntsville and look forward to our partnership to assure a successful project—maximizing the federal investment.

Sincerely,

Antonio L. McGinnis, Sr.
Executive Director/CEO





Huntsville Hospital • 101 Sivley Road • Huntsville, AL 35801

December 21, 2022

Dr. Yvette G. Taylor, PhD
Administrator, Region 4
Federal Transit Administration
230 Peachtree Street, NW, Suite 1400
Atlanta, GA 30303

Dear Dr. Taylor:

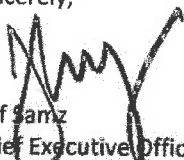
Please allow this letter to serve as the Huntsville Hospital System's support for the proposed City of Huntsville/Huntsville MPO, University-Medical BRT project. The Huntsville Hospital (HH) system includes 2,300 beds and 16,000 employees in Northern Alabama. Established in 1895, HH is located adjacent to downtown Huntsville and is the second largest hospital in Alabama and the flagship of the Huntsville Hospital Health System. Currently the 881-bed hospital campus is a community-owned, not-for-profit hospital and locally governed by the Health Care Authority of the City of Huntsville. This means all proceeds after expenses are reinvested into local health care services. In recent years, the hospital expanded its services to the region through the development of Huntsville Hospital Health System. An additional hospital campus is located in the City of Madison, along US 72.

The proposed University-Medical BRT project will pass through the HH campus in downtown Huntsville and interface with several critical major destinations providing access to the hospital. Like other rapidly growing urban hospitals, HH faces challenges with labor attraction and retention, and convenient access to the facility. Patient and employee parking is a constant challenge for us as we expand our patient care and research facilities. To address our growth, in June 2002, the HH built a rubber-tired tram, free and open to the public, to connect the four areas of Huntsville Hospital: Plaza Resource Center, Heart Center, Franklin Medical Tower (TOC), and Huntsville Hospital for Women & Children. Concerns related to COVID-19 have dictated that the tram be secured and limited to hospital employees. This security measure has caused inconveniences for hospital visitors who no longer can utilize the tram for transport and must rely on other alternatives. The University-Medical BRT will provide our visitors a convenient alternative connection to, from, and on the hospital campus.

Our future growth plans for HH are extensive and the University-Medical BRT project will help us inform our dynamic Master Plan as we plan for new care facilities. Our intent would be to rely more heavily on alternative modes for access in the future. An improved transit system would assist us in our growth plan and provide us a resilient and sustainable development for the future.

HH looks forward to working with the City of Huntsville in the development of the project and will be a proactive partner during the process. The BRT project is just one of the many that we have partnered with the City of Huntsville and we look forward to our partnership to assure a successful project, maximizing the federal investment.

Sincerely,


Jeff Samz
Chief Executive Officer

*Huntsville Hospital • Huntsville Hospital for Women & Children • Madison Hospital • Athens-Limestone Hospital
Decatur Morgan Hospital • Helen Keller Hospital • Lawrence Medical Center • Red Bay Hospital*

December 22, 2022

Dr. Yvette G. Taylor, Ph.D.
Administrator Region 4
Federal Transit Administration
230 Peachtree Street, NW
Suite 1400
Atlanta, GA 30303

Dear Dr. Taylor:

Please allow this letter to serve as the University of Alabama in Huntsville's (UAH) support for the proposed City of Huntsville/Huntsville Area MPO, University-Medical BRT project. UAH currently enrolls about 10,000 students. We hope to double that enrollment over the next 20 years. UAH is proactively pursuing policies to support a growing urban university campus with a focus on science, technology, engineering, and mathematics (STEM) programs. UAH continues to be one of the top STEM universities in the U.S.

The proposed University-Medical BRT project will service activity centers along University Drive adjacent to the UAH campus. The service will support the emerging Executive Plaza redevelopment proposal, which includes a multi-purpose facility and high-density, mixed-use development on 60 acres of campus property. The University-Medical BRT will also provide access to the center of the campus. Currently, UAH faces housing challenges related to a lack of nearby housing and other support centers that are critical to UAH's growth and sustainability. The University-Medical BRT will provide improved access to and from UAH, serving multiple areas of student interest and housing, including the new MidCity District and downtown Huntsville. The University-Medical BRT will provide new mobility options to university employees as well.

UAH is also in the process of procuring services to conduct a campus Master Plan that will focus on a vision to achieve the growth goals set by the Board of Trustees of the University of Alabama System. The University-Medical BRT project is integral to that process and will help inform the Master Plan as it develops, assuring convenient and safe access to BRT stops.

UAH looks forward to working with the City of Huntsville, Huntsville Area MPO, and other stakeholders in the development of the project and will be a proactive stakeholder during the process. The University-Medical BRT project is just one of the many that we have partnered with the City of Huntsville, and we look forward to our partnership to assure a successful project, maximizing the federal investment. Please do not hesitate to reach out if you have any questions regarding our support or involvement in the project.

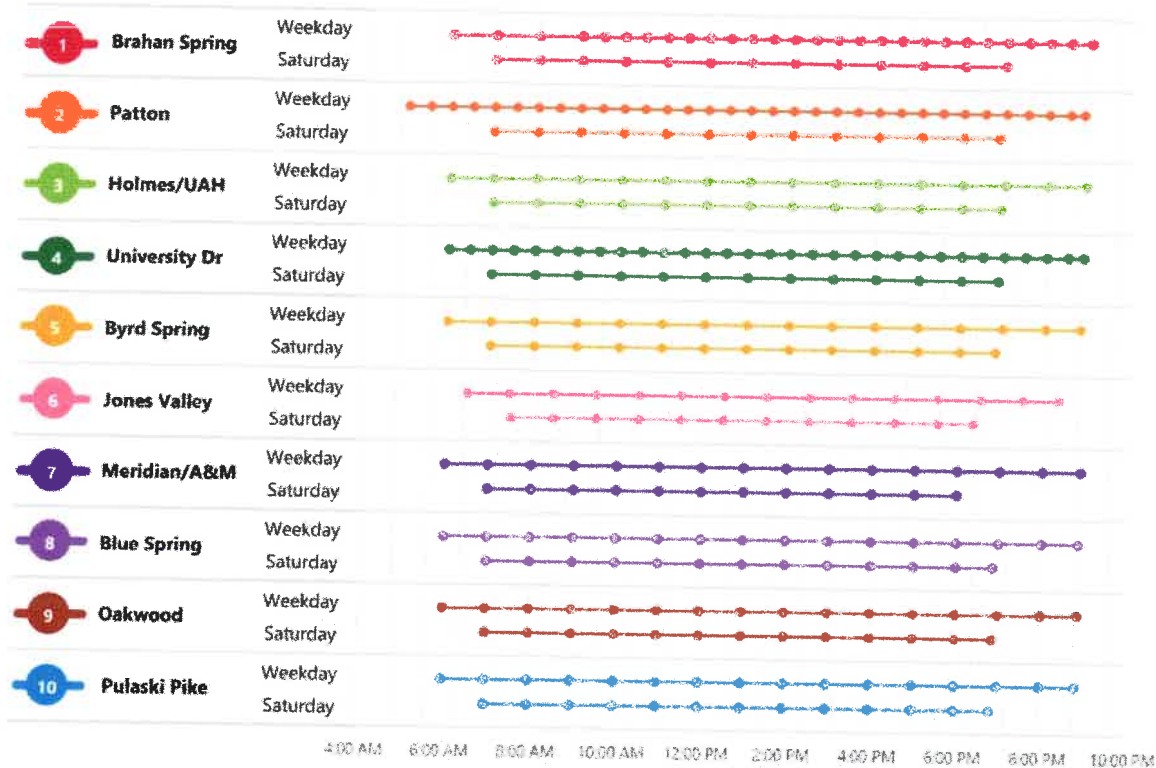
Sincerely,



Charles L. Karr
President

Attachment 6: Additional Huntsville Transit Service Details

Service Availability



Source: Go Huntsville Transit: Existing Conditions Report

Route Descriptions

Route 1 operates from the city's transfer station to the southwest and ends at the Walmart Supercenter near Parkway Place Mall. Route 1 serves Downtown Huntsville, Seminole Drive, Brahan Spring Park, as well as several employment and retail destinations along L and N Drive. The route overlaps with the University-Medical University BRT in downtown along Church and Jefferson streets. The route operates every 30 minutes during weekdays and 60 minutes on Saturdays.

Route 2 operates from the city's transfer station to the southwest towards Drake Ave. and Patton Rd. Route 2 serves Clinton Avenue West and high-density housing in Southwest Huntsville. The route overlaps with the University-Medical BRT in downtown along Church St. The route operates every 30 minutes during weekdays and 60 minutes on Saturdays.

Route 3 operates from the city's transfer station to the west towards the Bridge Street Town Center. Route 3 operates along Holmes Avenue and Old Madison Pike, serving the University of Alabama in Huntsville, Calhoun Community College, and the U.S. Space & Rocket Center. The route overlaps with the University-Medical BRT at the transfer station. The route operates every 60 minutes during weekdays and 60 minutes on Saturdays.

Route 5 operates from the city's transfer station to the Logan Dr. Kroger in South Huntsville. Route 5, along with Route 6, connects riders to Huntsville Hospital. Route 5 also serves the Memorial Parkway corridor in South Huntsville. The route overlaps with the University-Medical BRT in downtown along Church St. The route operates every 60 minutes during weekdays and 60 minutes on Saturdays.

Route 6 operates from the city's transfer station to the southeast and ending at the Valley Bend Shopping center. Route 6, along with Route 5, connects riders to Huntsville Hospital. Route 6 also serves Crestwood Medical Center and Valley Bend in Southeast Huntsville. The route overlaps with the University-Medical BRT in downtown along Church St. The route operates every 60 minutes during weekdays and 60 minutes on Saturdays.

Route 7 operates from the city's transfer station to the northeast towards Winchester Rd. Route 7 operates serves Drake State Community & Technical College and Alabama A&M University. Route 7 connects with Routes 8 and 10 at the Showers Center. The route overlaps with the University-Medical BRT at the transfer station. The route operates every 60 minutes during weekdays and 60 minutes on Saturdays.

Route 8 operates from the city's transfer station to the north towards Dr. Richardson Showers Center. Route 8 serves several key destinations in North Huntsville. Route 8 connects with Routes 7 and 10 at the Showers Center. The route overlaps with the University-Medical BRT at the transfer center. The route operates every 60 minutes during weekdays and 60 minutes on Saturdays.

Route 10 operates from the city's transfer station to the north towards Dr. Richard Showers Center. Route 10 serves the Calvary Hill neighborhood and Pulaski Pike corridor. Route 10 also connects with Routes 7 and 8 at the Showers Center. The route overlaps with the University-Medical BRT at the transfer center. The route operates every 60 minutes during weekdays and 60 minutes on Saturdays.

The overlap with many of the routes creates certain transit segments with 30-minute or better service frequency. Of all the transit routes, Route 4 overlaps the most with the University-Medical BRT.