



United States  
Department of Transportation

# Certification Review

## Huntsville Metropolitan Area Planning Process

Conducted by:

Federal Highway Administration  
Alabama Division

Federal Transit Administration  
Region 4

Huntsville, Alabama  
May 7 & 8, 2013

CERTIFICATION DATE: AUGUST 19, 2013

## Final REPORT



## Table of Contents

1. EXECUTIVE SUMMARY
2. INTRODUCTION AND BACKGROUND INFORMATION
  - a. Scope of the Certification Review
  - b. Objectives of the Certification Review
  - c. Description of the Planning Area
  - d. Federal, State, Local and Public Participation in the Review
3. PREVIOUS RECOMMENDATIONS & MPO RESPONSES
4. CURRENT FINDINGS OF PLANNING PROCESS
  - a. Noteworthy Practices
  - b. Corrective Actions
  - c. Recommendations
5. USDOT Review Team & MPO Participants / Attendees
6. GENERAL DISCUSSION
7. PLANNING PROCESS DISCUSSION
8. THE 3-C PLANNING PROCESS ELEMENTS AND RELATED ACTIVITIES
9. DISCUSSIONS WITH THE GENERAL PUBLIC
10. CONCLUSION
11. APPENDICES
  - a. Appendix A – Huntsville MPO Boundary Map
  - b. Appendix B – Advertised Notice for Public Meeting
  - c. Appendix C – List of Acronyms
  - d. Appendix D – Federal Active Highway Projects list



## Executive Summary

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted a joint review and evaluation of the transportation planning process carried out for the Huntsville Metropolitan Planning Organization (MPO). This review and evaluation concluded with a comprehensive certification review meeting on May 7-8, 2013, in Huntsville, Alabama.

The review has shown that the Huntsville MPO has made improvements to its transportation planning process in many areas since the last certification review. The MPO has instituted a number of noteworthy practices that indicate a commitment to a continually improving planning process, which may be used as examples for other MPOs. The review identified noteworthy practices of the MPO, one corrective action and a number of recommendations and suggested improvements.

Based on this review, the review team has determined that the metropolitan transportation planning process in the Huntsville MPO continues to meet the requirements of 23 USC 134 and 23 CFR 450.334. The result of the review is FHWA and FTA jointly certifying the transportation planning process for the Huntsville MPO subject to the MPO addressing the "Corrective Actions" and the "Recommendations identified in this report.



## Introduction & Background Information

The *Intermodal Surface Transportation Efficiency Act of 1991* (ISTEA) established a requirement in 23 U.S.C 134 and 49 U.S.C. 1607 for the FHWA and FTA to jointly certify the transportation planning processes in metropolitan areas of 200,000 populations (i.e. Transportation Management Areas (TMAs)) at least every three years, with the first cycle of TMA certification reviews to be completed by FHWA/FTA before September 30, 1996.

As revised by the enactment of the *Moving Ahead for Progress in the 21<sup>st</sup> Century*, 23 U.S.C.134(k)(5) continues to require that the FHWA/FTA jointly certify the metropolitan planning process in TMAs at least every four years. These reviews must also provide for public involvement appropriate to the metropolitan area under review. Moreover, 23 U.S.C.134(k)(5)(B) states that the certifications may be issued if: (1) the transportation planning process complies with the requirements of 23 U.S.C. 134 and 49 U.S.C. 1607 and other applicable Federal requirements; and (2) there is a Transportation Improvement Program (TIP) for the TMA that has been approved by the MPO and the Governor (or Governor's designee). Moreover, the FHWA and FTA certification finding remains in effect for four years, unless a new certification finding is issued sooner.

### Huntsville Transportation Management Area Designation and Reviews:

- July 8, 2002
  - The Secretary of the U.S. Department of Transportation designated the Huntsville urbanized area as a Transportation Management Area (TMA).
- May 24, 2005
  - The Huntsville Urbanized Area planning process was certified, conditioned upon the TMA planning process participants satisfactorily addressing the previously identified "Corrective Actions" and "Recommendations".
- May 4, 2009
  - The Huntsville Urbanized Area planning process was certified, conditioned upon the TMA planning process participants satisfactorily addressing the previously identified "Corrective Actions" and "Recommendations".



On May 7 & 8, 2013, representatives from FHWA and FTA met with staff of the Huntsville MPO, the Alabama Department of Transportation (ALDOT), the City of Huntsville Transit, the Madison County Transit operator, and the public. As part of these meetings, MPO public officials and technical committee members were met with for comment. The site visit also included an open forum at which members of the public were offered an opportunity to provide input. Prior to the site visit, the team reviewed extensive documentation on the planning processes in the area.

### **A. Scope of the Certification Review**

The purpose of this review was to allow FHWA and FTA to evaluate whether the transportation planning process meets joint Federal planning regulations, and to certify, as appropriate, the planning process as required by 23 CFR 450.334, entitled "Self-certifications and Federal certifications." The certification review also provides the FHWA and FTA with an opportunity to assess the state-of-the-practice for an area's transportation planning program and to identify ways that the MPO can improve the current planning program. This certification review report contains two types of comments and findings that relate to these different purposes:

1. Observations and findings of noteworthy practices which highlight a planning process or activity; and
2. Recommendations and corrective actions that highlight imminent (i.e. within 1-4 years) regulatory deficiencies in the planning process where corrective actions are required as a condition of the planning certification.

As part of this review, the team considered products and materials related to the transportation planning process, including the following:

- Long-Range Transportation Plan (LRTP);
- Transportation Improvement Program (TIP);
- Congestion Management Process (CMP); and
- Unified Planning Work Program (UPWP).
- Public Participation Plan (PPP)

### **B. Objectives of the Certification Review**

The objectives of the planning certification review are to determine the following:

1. Are the planning activities of the MPO, ALDOT and other agencies with responsibilities for regional transportation planning conducted in accordance with



FHWA and FTA regulations, policies, and procedures, including the provisions of MAP-21?

2. Is the regional transportation planning process for the MPO area a continuing, cooperative, and comprehensive (3-C) process that results in the development, implementation, and support of transportation improvements?
3. Does the UPWP adequately document the MPO's planning activities and all other significant transportation planning activities occurring in the region?
4. Are products of the regional transportation planning process, including the TIP and the LRTP, reflecting the identified transportation needs, priorities, and funding resources?
5. Are products of the transportation planning process multi-modal in perspective, complete, based on current information, and interrelated?
6. Are requirements and objectives of SAFETEA-LU/MAP-21, the Clean Air Act Amendments (CAAA), Title VI of the Civil Rights Act, and the Americans with Disabilities Act (ADA) considered and incorporated where appropriate into the planning process and supported through development activities?
7. Have the issues raised in the 2009 Certification report been addressed by the MPO?

### **C. Description of the Planning Area**

For transportation planning purposes, the Huntsville MPO includes all of Madison County and the eastern portion of Limestone County. According to the U.S. Census Bureau, changes were made to the 2010 Urbanized Area boundaries. The population in the Urbanized Area increased from 212,604 in 2000 to 286,692 in 2010. The MPO Study Area also changed between 2000 and 2010. While the size of the Study Area decreased in size (21 square miles), the population in the Study Area increased from 290,135 in 2000 to 352,118 in 2010. The MPO consists of 7 voting members as designated by the Governor of the State of Alabama. These members represent the following governmental entities: City of Huntsville (2 members), City of Madison, Town of Owens Cross Roads, Town of Triana, Madison County, and the ALDOT Division Engineer. Representation of voting members is based upon the population for each district. In addition to these members, the MPO incorporates 4 non-voting members into its membership. The non-voting members include a representative from the following agencies: Top of Alabama Regional Council of Governments (TARCOG), ALDOT Transportation Planning Bureau, ALDOT Multimodal Bureau, and FHWA. A figure depicting the MPO's urbanized and study area boundaries is included as **Appendix A**.



#### *D. Federal, State, Local and Public Participation in the Review*

The Federal review team consisted of members from the FHWA-Alabama Division and the FTA Region 4 Office. The review team met with representatives of the MPO, ALDOT, the Huntsville Transit Section, the Madison County Rural Transit, public officials and the general public. A listing of review team and participants is included in the report. Individuals on staff at the state and various local transportation agencies were interviewed or provided input during the review. The public was provided an opportunity to provide input to the review team and express their concerns on transportation planning as part of a public meeting held on May 7, 2013. This meeting was advertised in *The Huntsville Times* on April 21, 2013, in accordance with the MPO's public involvement procedures. A copy of the notice is included as **Appendix C**. The MPO also used techniques such as local cable access channel, emails, and their website to advertise the public meeting.



## PREVIOUS 2009 Certification Review Corrective Actions and Recommendations & With MPO Responses

The following corrective actions and recommendations were identified in the 2009 Certification Report for the Huntsville MPO and shown below with the MPO responses to each.

### Previous Corrective Actions

1. **Self-certifications:** Develop and implement a self-certification process, including criteria and supporting documentation (23 CFR 450.334 & 23 CFR 450.322(f)(2)); this should be a cooperative effort between ALDOT and the Huntsville MPO.

At the present time, the Alabama Department of Transportation is actively developing a formal self-certification process for implementation. The Huntsville MPO will cooperatively work with ALDOT to develop and implement this process.

***USDOT has reviewed the issue of self-certification and has determined it to be a statewide issue. Subsequently, this issue was addressed by the USDOT in the State Planning Finding in 2009 and is ongoing.***

2. **Bicycle and Pedestrian Planning:** Ensure the ongoing update of the MPO's long-range transportation plan fully provides for pedestrian walkways and bicycle facilities that function as an integrated metropolitan transportation system (23 CFR 450.322(f)(2)).

For example, it was noted during the review of the MPO's Long Range Plan that many State Routes were excluded from consideration as bicycle routes. All routes regardless of jurisdiction must be considered by the MPO in the ongoing update.

Since the last certification in 2009, the MPO has made it a priority not only to incorporate a change in policy, but to educate the general public about bicycle and pedestrian safety. Every road project since that time has and will construct bicycle lanes and will comprehensively address the need for creating a sustainable network of bicycle lanes and routes, greenways, and other





pedestrian facilities for the City of Huntsville, City of Madison, and Madison County, which includes State and federal routes.

***USDOT acknowledges the progress made in addressing bicycle and pedestrian planning. Noteworthy practices as well as recommendations for further progress are listed in this report.***

## **Previous Recommendations**

***USDOT acknowledges the progress made in considering or addressing the recommendations from the 2009 review. Some results are noted in the noteworthy practices as well as in the recommendations and are expanded upon in this review for further progress.***

- 1. Transit: The MPO should increase the coordination effort between the Huntsville Transit Section and the Madison County Rural Transit provider in order to apply for additional Job Access Reverse Commute (JARC) funding.**

Huntsville Public Transit has identified a project to be funded with JARC funds that will help achieve the desired goal. This project is a ridesharing program. A grant application has been submitted for the development, use and sharing of a Rideshare Matching Software that will enhance and promote the City of Huntsville's Ridesharing program for the citizens of Huntsville, rural Madison County, and other surrounding areas. Huntsville Public Transit also coordinates dispatch services with the City of Madison by providing dispatching and scheduling services for them on a daily basis. This helps Huntsville Public Transit coordinated services in the western parts of their service area that joins Madison's service area.

- 2. Transit: The MPO should complete the Comprehensive Operations Analysis (COA) and revise the Transit Development Plan TDP accordingly.**

A Comprehensive Operating Analysis (COA) was completed in January 2012. The plan outlined the most effective way to increase ridership while maintaining or improving cost efficiencies. In order to implement the plan, the transfer station's pull in/out bays required re-configuration. This project was planned for construction in the FY 2012 budget and completed in November 2012. The proposed route changes made in the COA were implemented beginning November 19, 2012. There was an initial decrease in ridership during November while construction was in process, but ridership numbers increased by 17% from the same time last year. Ridership continues to increase at a steady pace.



**3. Public Involvement:** The MPO should increase the visibility and accessibility of its documents and programs by updating the website to include a table of contents, links for each document section, a list of figures, maps, and other visual aids.

It was noted during the review that locating and accessing information about the MPO process or MPO documents may prove difficult for the public. Additionally, visual aids such as photos, traffic simulations and sketches of different alternatives as well as detailed maps including the use of geographical information systems (GIS) could be provided to give added details about the MPO and projects. This could be added as a yearly subtask under Task 2.2 Computer Technical Assistance in the UPWP or added as an additional task to be completed as part of the yearly *work* program.

The MPO's website was reviewed and updated immediately after this recommendation, and plans, publications, and other data were segregated by category for better access to certain documents. The MPO website (at <http://www.huntsvilleal.gov/Planning/mpo/index.php>) includes relevant maps, plans and meeting agendas as they become available. The MPO staff works hard to keep all information updated. However, it has been brought to the staff's attention that the website is not user friendly and after further observation, it was discovered that one of the primary problems may be because the site is located within the City of Huntsville's website domain.

The staff is currently in the process of developing a new MPO website with its own domain ([huntsvillempo.org](http://huntsvillempo.org)) and used only for the purpose of MPO-related topics. The new site will be easier to navigate—for example, the most requested plans and reports (such as the Long-Range Transportation Plan) will be featured prominently on the home page. Other features include a "News and Events" section alerting the public on upcoming plans and meetings, and an expanded demographics section with socioeconomic profiles of the MPO and the areas included within it. Interested parties may view the site as it is being built by going to <http://cityofhuntsville.wordpress.com/>. The goal is to launch the site by the end of 2013. The update and maintenance of the website as well as the utilization of other social media tools will be added to the FY 2014 UPWP under *Task 2.2: Computer Technical Assistance*.

**4. Congestion Management Process:** The MPO should consider enhancing the Congestion Management Process, enhancements for consideration could include:

- a. **Revise ranking criteria using the University of Alabama Critical Analysis Reporting Environment (CARE) software to include crash data. Although current procedures list the top intersection with the highest number of crashes, the ranking system does not incorporate the list into the process.**



The Congestion Management process was amended at the time of the Year 2035 Transportation Plan to specifically mention that CARE's traffic accident data was being utilized for non-recurring congestion measures. Additionally, the ranking criteria used to identify congested corridors utilizes the CARE data by incorporating the number of traffic accidents per segment as a measure of corridor safety.

- b. Include the travel demand model “travel time” or “travel speed” for each of “the isolated segments”, each “segment” and total time for each congested corridor. These travel times/ speeds along with the volume to capacity ratio, and the average daily traffic may provide a more comprehensive view of the congested roads. Verification of these times may or may not be done by the MPO staff or the individual technical representative for each area, but may just provide a measuring stick to gauge the ranking process of congested roads.**

The MPO staff has investigated the use of travel time and travel speed to provide a more comprehensive view of congested corridors and segments in the study area. Additionally, the MPO staff is awaiting the MAP-21 performance measures to be further defined. This will help determine if any additional purchase of software and/or data products is required to address potential multiple planning activities, and will allow the MPO to effectively manage costs.

- c. Consider producing maps and legend of the entire network showing the “travel time/speed”.**

This recommendation will be incorporated into the congestion management portion of the Year 2040 Transportation Plan.

**5. Program Development:** The MPO should include some access management initiatives in their work program, as part of the congestion management process, and/or in developing their long range plan. Access management was specifically cited in the Base Realignment and Closure (BRAC) study as a need to preserve all future road expansions.

- a. As an example, the MPO could identify one or more of the congested corridors in the congestion management plan for further evaluation, which may include contracting an independent detailed access management and traffic study to examine all operational and/or policy changes (subdivision and development) that could result in improving the capacity and safety of the corridor.**

- b. Additionally, access management is a major part of a Level 2 strategy in the congestion management process which is specifically identified for a number of corridors in the Huntsville Congestion Management document. Some additional, independent, or peer review of these corridors may provide additional opportunities for managing the access along these corridors.**



Since the Year 2035 Transportation Plan was being developed during the last TMA certification review, the MPO staff considered these recommendations and made modifications to the plan's *Section 8: Congestion Management, Safety Management, and Security Element*. This section identifies various access management strategies to control congestion, as well as manage safety and security on the network.

Eight projects were identified in *Section 8.4* to address congestion management and safety issues. The projects focus on geometric improvements, signalization, and/or the construction of acceleration lanes.

Additionally, corridors were identified through the Congestion Management Process for improvement in *Section 8.2.4: Strategy Recommendations*. While quite a few corridors are already scheduled for improvement and are in various phases of engineering design, utility relocation, or construction; access management pertaining to those corridors and the surrounding road network was part of the project's engineering design process.

Several projects have been identified for more specific corridor studies, which includes a detailed analysis of access management. A traffic access management plan is being developed for US 72 West from Providence Main Street to County Line Road. The primary purpose of this study is to identify improvements that can be made to the traffic flow on the existing roadway without the construction of additional lanes. This corridor includes the following segments identified in *Section 8.2.4*:

- US 72 West from Hughes Road to Jeff Road
- US 72 West from Jeff Road to Enterprise Way

Additionally, a comprehensive study is being performed for I-565 between Wall Triana Highway and I-65 for the purpose of widening the corridor. While the purpose of this particular study is to widen the interstate, the study will focus on various strategies to correct problems and issues, determine constraints to correct the problems and issues, and a timeline for the corrections to occur. The I-565 corridor includes the following segments identified in *Section 8.2.4*:

- I-565 from County Line to Wall Triana
- I-565 from Mooresville Road to Greenbrier Road

Two other corridors have been identified through the congestion management process for access management strategies. Old Madison Pike from Voyager Way to Wynn Drive has been recommended for monitoring and potential traffic signal retiming as conditions warrant. US 231 South (Memorial Parkway) from Governors Drive to Airport Road has been recommended for ITS strategies and improvements to traffic signal operations.



**6. Public Involvement:** The MPO should consider additional means of public input as well as additional response mechanisms to the public.

It was noted in discussions with staff, the public, and in some of the documented procedures, the preferred avenue for public input and response is the Citizen's Advisory Committee. While the citizen's committee can be an integral part of the process, there must be additional opportunities for public input. Some techniques used in other areas of the state are listed below:

- a. Provide a standing item for public comment on the MPO policy board agenda.
- b. Provide for the Citizen's Advisory Committee CAC chair (and any other committee chairs) a non-voting membership to the MPO policy committee.
- c. Provide for the Citizen's Advisory Committee chair (and any other committee chairs) an agenda item to make a committee report to the policy committee.
- d. Provide a standing agenda item on the MPO Policy Board agenda for MPO Staff to present CAC issues, any general issues and any responses provided to the public.

Comments are always welcome at Citizens' Advisory Committee meetings, as well as at public meetings held for MPO projects. In addition to a new website, the MPO staff is exploring options for a social media presence, using Twitter and Facebook pages to reach a larger audience.

**7. Financial Considerations:** The MPO staff should fully evaluate the upcoming long range financial plan with the projected highway funding and the investment required for operations and maintenance. Review of the Alabama DOT analysis for the Huntsville MPO Area funding and expenditure history should be completed by the MPO as part of the upcoming Long Range Plan Update.

A full evaluation of projected highway funding, to include the investment required for operations and maintenance was performed during the development of the Year 2035 Transportation Plan. This evaluation is presented in *Section 10: Financial Plan Element*.

**8. Air Quality and Transportation Conformity:** The MPO should proactively seek information about conformity meetings, technical assistance, workshops and monitor all decisions being reached for the area.

Huntsville (more specifically, the Huntsville MSA -Metropolitan Statistical Area – which includes Madison and Limestone counties), is classified as an attainment area for all criteria pollutants, i.e. all pollutants for which EPA has promulgated a NAAQS (National Ambient Air Quality Standard). We are not classified as non-attainment for any criteria pollutant.



On May 11, 2010, the MPO hosted a "Transportation Conformity Interagency Meeting." The meeting was moderated by EPA Region 4 and included all major agencies that would be involved in the anticipated transportation conformity process. Although it appeared that the Huntsville MSA would be designated non-attainment under the 2008 ozone standard, by the time the initial designations were made, we attained the standard and were designated "attainment." We currently meet all Federal ambient air quality standards. Consequently, transportation conformity requirements do not apply. The MPO staff continues to be involved in discussions with the State, FHWA, and ADEM staff concerning what to expect in the near future once designations are made.

The MPO is fortunate to have a representative from the City of Huntsville's Department of Natural Resources on the Technical Coordinating Committee, who can assist the MPO staff with any technical questions.



## **2013 Huntsville Certification Review May 7 & 8, 2013 USDOT Review Team & MPO**

### **USDOT REVIEW TEAM:**

Clint Andrews, FHWA Alabama Division

Tim Heisler, FHWA Alabama Division

Abigail Rivera, FTA Region 4

### **REVIEW PARTICIPANTS AND ATTENDEES:**

#### **Huntsville MPO**

Dennis Madsen

James Moore

Tanjie Kling

Tommy Brown

Kim Smith

Connie Graham

James Vandiver

Phyllis Seymour (Madison County Transit)

Falguni Patel (TARCOG- Human Services, JARC, New Freedom)

#### **Alabama DOT**

Dr. Emmanuel Oranika

Jim Doolin

Les Hopson

#### **MPO Board Members**

Tommy Battle, City of Huntsville Mayor

Troy Trulock, City of Madison Mayor

Mary Caudle, Town of Triana, Mayor

Dale Strong, Chairman, Madison County Commission

Nancy Robertson, Top of Alabama Council of Governments

#### **Others Present:**

Joey Ceci, Madison County

Jeff Pruitt, TARCOG





## 2013 Certification Review CURRENT FINDINGS OF THE PLANNING PROCESS

The following items represent a summary of the overall findings and recommendations for further action that are included in this certification review report. These findings, which are identified as noteworthy practices, corrective actions, and recommendations, as indicated previously, are intended to not only ensure continuing regulatory compliance of the Huntsville urbanized area transportation planning process with federal planning requirements, but to also foster good planning practice and improve the transportation planning program and process in the area.

### Noteworthy Practices:

1. Greenways and Shared Path Planning: The MPO's Greenway planning as well as its goal of creating pedestrian and bike friendly communities is resulting in a highlight reel for the area. The existing greenways are outstanding facilities and should serve as a model for other MPOs.



2. Certification Review Documentation: The MPO's written documentation of the issues addressed in the Certification Review provides a thorough summary of the transportation planning process in the urbanized area, and could be a useful tool for conveying this information to the public.
3. Inactive Projects: The MPO's review and documentation of the planning process and status of all "Active and Inactive Projects in the MPO Area was a tremendous





effort and proved to document many of its member's project management through the years.

## **B. Corrective Actions:**

### **Transit:**

1. The MPO shall ensure the Transportation Improvement Program (TIP) specifies projects for no less than 4 years. The MPO shall ensure the project descriptions in the TIP and STIP have sufficient detail to identify the projects individually unless the scale of the project allows them to be grouped under **23 CFR.771(c) and (d) and/or 40 CFR part 93**. The funding categories and improvement year will require ALDOT coordination of the Statewide Transportation Improvement Program including any section heading changes. **(23 CFR 450.324)**

## **C. Recommendations:**

1. **Public Involvement and the Planning Agreement:** The MPO should provide a way for public comments originating in the Citizen's Advisory Committee (CAC) to be publicly addressed by the MPO board. In the previous review and in the current planning agreement, the preferred avenue for public input and response is stated as the Citizen's Advisory Committee. A number of techniques were listed for direct input in the last review and some additional improvements are listed below:
  - a. Publish and post minutes of all committee meetings on the MPO website and provide at all MPO meetings.
  - b. Provide responses to all issues and comments raised at any point in the process.
  - c. Provide for opportunities of discussion, comment and responses on the MPO website prior to and following meetings.

Additional public comments were received on improving the MPO process and the "3-C" planning process depends on a transparent flow of information between policymakers and the public. All information provided and planning processes must be easily understood by all stakeholders. FHWA and FTA will monitor the MPO's progress for providing a public forum and timely information in the planning process.

2. **Boundaries and Agreements:** The MPO should fully consider the planning boundaries for its MPO in cooperation with the Athens, Alabama urban area and the Decatur Area MPO. Additional boundary shifts and or agreements should be considered by all entities in the region.



3. Planning Agreements: The Planning Agreements should be updated to include all MAP-21 changes and language. The MPO should consider adding FTA as a nonvoting member in all documents.
4. Public Involvement: The MPO should reevaluate its Public Participation Plan and update for all MAP-21 requirements.
5. Public Involvement: The MPO should expedite the development of its own domain and website at [www.huntsvillempo.org](http://www.huntsvillempo.org) to help the MPO's progress in providing information to the public. All member governments should be requested to prominently display a link from their own home page to the MPO homepage and the MPO should provide links to any member websites. Since the site review the Huntsville MPO staff have committed to completing the website by the end of 2013.
6. Long Range Planning for Transit: Ensure the update of the MPO's 2040 long-range transportation plan fully provides short term and long term plans for the transit system including demonstrating fiscal constraint of transit funds reasonably expected to be available in the next 20 years. The plans may include expanded routes, transfer facilities and other capital outlays. Operations and maintenance should also be considered as an integral part of the long range planning.
7. Long Range Transportation Plan: The MPO should provide separate maps, sections and lists of identified "visionary projects". Projects should be clearly designated as unfunded projects for the next 20 years. The MPO should identify and prioritize all projects in the "Active Projects" list (**Appendix D**) reviewed during the site visit.
8. Financial Considerations: The MPO staff should fully evaluate the upcoming long range financial plan with the projected highway funding and the investment required for operations and maintenance. Review of the Alabama DOT short term (10 year list) Huntsville area projects and analyze the (10-20 year list) for the Huntsville MPO Area funding. Projects with limited expenditures of funds, low priority for the MPO and/or not fully funded should be considered for termination as part of the next LRTP update.
9. Congestion Management Process: The MPO should continue enhancing the Congestion Management Process including additional public involvement in the process. Included are additional ways that MPOs have used to improve the process:
  - a. Consider maps showing of level of service (LOS), travel times and planned short term improvements for the most congested corridors on the MPO website.



- b. Provide information on the MPO website about demand management strategies, operational improvements and other avenues the public could provide input. Include route maps and schedules for transit overlaying bike and pedestrian facility maps.
- 10. Program Development: The MPO should continue promoting access management initiatives in their work program, as part of the congestion management process, and/or in developing their long range plan. Examples for consideration:
  - a. Review and adopt the Alabama DOT access management manual policies.
  - b. Review the Zoning and Subdivision Regulations that are listed in the MPO Certification Review Documentation Attachment 5 "Summary of Local and Regional...Plans.." to ensure compatibility with ALDOT and other regional access management as well as any transit oriented development.
- 11. Multimodal Considerations: The MPO should expedite development of its Transportation Alternatives Program (TAP).
- 12. Multimodal Considerations: The MPO should evaluate connectivity of transit routes with bicycle and pedestrian routes. The MPO should seek transit funding to expand shelters and sidewalk development within ½ mile of stops and within 3 miles for bike facilities. The MPO could overlay its geographical information layers onto a map and/or on the website to including bike paths, sidewalks and transit stops and routes.
- 13. STIP Format Development: FTA finds inconsistency with the formatting and programming of transit projects for the STIP. FTA will address issues in the development of the STIP for transit projects during the next statewide planning finding review. **(23 CFR 450.218)**



## GENERAL DISCUSSION

### Organization and Management of the Planning Process

The local Metropolitan Planning Organization consists of seven (7) voting members as designated by the Governor of the State of Alabama. These members formally approve transportation plans and set policy for the MPO area. These members represent the following governmental entities: Alabama Department of Transportation Division Engineer, City of Huntsville, City of Madison, Town of Owens Cross Roads, Town of Triana, and Madison County. Representation of voting members is based upon the population for each district. In addition to these members, the MPO incorporates non-voting members into its membership. The non-voting members include a representative from the following agencies: The Top of Alabama Regional Council of Governments (TARCOG), Federal Highway Administration (FHWA), and ALDOT Bureau of Multi-modal and Transportation Planning.

The MPO is the overall organization that sets transportation policy within its jurisdiction. This is done through formal input from the Citizen's Advisory Committee and the Technical Coordinating Committee. The Citizens Advisory Committee meetings provide a formal public forum for citizens to provide additional input to the transportation planning process and associated policies. Basically, the Citizens Advisory Committee has the first opportunity to provide input to transportation plans, policies, and initiatives and advises the Technical Coordinating Committee and the MPO. The Technical Coordinating Committee takes into account the activities and actions taken by the Citizens Advisory Committee and provides further input to the MPO regarding transportation plans, policies, and initiatives. After reviewing public input and the recommendations given by the Citizens Advisory Committee and the Technical Coordinating Committee, the MPO takes action on transportation plans, policies, and/or initiatives.

The central city and most populated municipality is the City of Huntsville, Alabama. It is represented by two voting members on the MPO. Area transit agencies are represented through the Technical Coordinating Committee. The serving transit members are representatives of Huntsville Parking and Public Transit Department, and Madison County Planning and Economic Development (TRAM Program). Huntsville Parking and Public Transit and Madison County's demand response service operate under the City of Huntsville and Madison County's administration. The Mayor of Huntsville and the Chairman of the Madison County Commission formally represent transit interests through the MPO Policy Board.

The MPO has cooperative agreements in place between member governments and the Alabama DOT. All member jurisdictions of the MPO have finalized an "Agreement Concerning a Transportation Planning Process for the Huntsville Urbanized Area"



between the County of Madison and the Municipalities of Huntsville, Triana, Madison, and Owens Cross Roads and the Top of Alabama Regional Council of Governments and the State of Alabama during 2009.

The City of Huntsville and State of Alabama has signed an Agreement for Administering U.S. Department of Transportation Financial Assistance for Transportation Planning between the State of Alabama and the City of Huntsville, Alabama. The effective date of the agreement is December 2008.

The MPO has signed an agreement with the Top of Alabama Regional Council of Governments (TARCOG) concerning the Human Services Coordinated Transportation Plan. This agreement stipulates that TARCOG shall be the designated recipient of JARC and New Freedom funds for the Huntsville MPO area and will administer a competitive grant selection process to ensure a fair and equitable distribution of funds. TARCOG will manage the program for their jurisdiction, which includes the Huntsville area.

A Memorandum of Understanding has been signed by the MPO and the City of Huntsville, Department of Parking and Public Transportation, the designated Federal Transit Administration - Urbanized Area Formula Program recipient. This agreement delineates the responsibilities of the MPO and the Department of Parking and Public Transportation, to insure that a cooperative planning process occurs. The agreement was signed in January 1998.

The Congestion Management Process' (CMP) Procedures and Responsibilities Report, incorporated into the Appendix of the Year 2035 Transportation Plan, defines which agencies will collect what data to meet the needs of the former Congestion Management Process. Both documents were previously adopted as free-standing plans, but were incorporated into the Year 2035 Transportation Plan in Section 8.1 and Section 8.2 during the last plan update. While it is not a formal agreement, the Procedures and Responsibilities Report is voted on and approved by the Technical Coordinating Committee (whose members perform the prescribed data collection and formulate congestion management strategies) as well as the Citizens Advisory Committee, and adopted by the MPO.



## PLANNING PROCESS PRODUCTS

### Congestion Management Process

The CMP is updated, and its strategies and projects are re-evaluated every five years as part of the LRTP.

*Section 8* of the Year 2035 Transportation Plan is dedicated to congestion management as well as safety management and security of the transportation network. The congestion management process was incorporated into the Year 2035 Transportation Plan since the plan is the vehicle for the identification of and programming of long range and short range transportation projects.

*Section 8.1.2.3* of the Year 2035 Transportation Plan, and *Appendix C*, which addresses the procedures and responsibilities for the implementation of a congestion management process, identifies two main congestion management strategies: Transportation System Management (TSM) and Transportation Demand Management (TDM). *Appendix C* goes into great detail by providing five progressive levels of screening questions that assists in determining the appropriate strategies that may be considered. Generally, the TSM approach to congestion management seeks to identify improvements to new and existing facilities that are operational in nature, such as geometric improvements, signalization improvements, and the implementation of Intelligent Transportation Systems. These techniques are designed to improve traffic flow through better management of existing facilities. The TDM approach to congestion management focuses on user demand and behavior modification strategies to reduce drive-alone and peak-period travel, such as encouragement of carpooling, transit use, and bicycling. Specific strategies for both broad categories are discussed in great detail in *Section 8*.

Specific congestion management projects, primarily operational improvements, have been identified in *Section 8.4* of the Year 2035 Transportation Plan.

Since the development of the Year 2035 Transportation Plan, the City of Huntsville has modified its transit routes to be more user-friendly and efficient and has taken actions to encourage safe bicycling. These TDM improvements will be addressed in the next long range plan update.

The MPO performance measures are listed as follows:

- Congestion Based Measures (V/C ratios of the current and projected CMP network and fixed route rate of occupancy). These measures are facility oriented and are being used to determine how much of the road or bus capacity is being used within a corridor.





- System Efficiency Based Measures (Average Daily Vehicle Miles of Travel, Average Daily Vehicle Miles of Travel by Person, Average Daily Vehicle Miles Traveled by Subarea, and Roadways Operating at Congested Corridors). These measures provide an overall assessment of the transportation system's performance by measuring system demand and the level of congestion in an area.
- System Mobility Measures (Transit Ridership, Estimated Travel Speed provided by the Transportation Network Model). These measures are trip oriented and measure the ease and freedom in which persons can travel from one location to another. It also measures the number of persons traveling by differing modes within the corridor.
- System Accessibility Measures (Public Transit Accessibility and CMS Network Accessibility). These measures are activity oriented, and can be used to determine the ease that persons are able to access activities such as work, shopping, etc. as well as other modes of transportation.
- Non-Recurring Congestion Measures (Traffic Accident Data). This measures delay due to incidents and accidents on the system network; however events are random in terms of time/day of occurrence, severity of the accident, and how long traffic is "tied up" while the scene is being cleaned up and processed.

Various strategies are being implemented to address congested corridors in the MPO Study Area, particularly strategies that add capacity for all vehicles, and strategies that involve traffic operational improvements and intelligent transportation systems. Five levels of strategies identified in the "Congestion Management Process Procedures and Responsibilities Report" have been considered, and the best approaches were determined.

### Long-Range Transportation Plan (LRTP)

The Huntsville Area MPO Year 2035 Transportation Plan was adopted in March 2010 and has been amended four times including the latest amendment in February 2013. The transportation model takes into account the current transportation network in conjunction with the current and projected socio-economic data to determine what future transportation improvements are required.

The MPO staff is engaged in various multimodal programs. These programs and their strategies for implementation culminate in a multimodal transportation system. The list below indicates the programs identified and their assessment/strategies for the Year 2035 Transportation Plan:



- ☐ Based upon the MPO staff's assessment of transit, it is generally believed that a mix of the currently offered services will meet community needs for the next several years. Advances in technology and service delivery may dictate how and in what quantities these services are provided.
- ☐ Expansion of current Handi-Ride and Shuttle services for general transportation needs of the city coupled with maintenance of other programs to meet specific needs will be essential to meet future anticipated growth in demand for service. Of particular concern will be the increasing number of persons over 65 and disabled citizens that will continue to be active. As the population continues to age, services targeted to their needs will have to be enhanced and expanded.
- ☐ Madison County operates demand response transit through its program: Transportation for Rural Areas of Madison County (TRAM). There are no service restrictions to the county's service, such as age or income; however, riders must reside in the rural communities of Madison County. Funding for this program is provided by federal transit monies funneled through the State of Alabama's rural transit program.
- ☐ The City of Madison operates the Madison Assisted Ride System (MARS) through the City of Madison Department of Recreation. The program is fully funded by the City of Madison, and its client base is restricted to those persons residing in the City of Madison that are eligible for paratransit services under ADA guidelines.
- ☐ To encourage the use of alternative modes of transportation, the Year 2035 Transportation Plan features bus routes that are linked to transportation facilities for bicyclists and pedestrians as well as encourage community-wide support for educational programs, while promoting coordinated bicycle and pedestrian programs and services.

The ultimate goal of "*The Year 2035 Transportation Plan - Section 7.3: The Huntsville Metropolitan Planning Area Bicycle and Pedestrian Plan*", is to provide bicyclists and pedestrians with a countywide system of non-motorized corridors for safe travel and recreational enjoyment. The plan highlights connecting bicycle routes, bike lanes and greenways throughout the county. The routes will be signed to alert cyclists and motorists of shared road usage while traveling on county roadways. The MPO promotes the use of "Share the Road" signs in efforts to alert motorists of the presence of bicyclists, thus encouraging and creating cooperative behavior, courtesy, and safety for both area cyclists and motorists. The use of "Share the Road" signs is the objective of the plan to enhance the existing bicycle and pedestrian programs by educating motorists and bicyclists on safe and effective ways to coexist – ultimately leading to a greater safe traveling environment for all.

The Huntsville MPO Greenway Plan continues to evolve with the ultimate goal of creating pedestrian and bicycle friendly communities, transforming strip commercial





areas into mixed-use centers, turn highways into greenways where appropriate and tame traffic congestion. This work will focus on identifying transportation-land use connections within the county and will show how coordination of land-use planning and transportation activities can foster smart growth and improve mobility.

Socioeconomic data is vitally important to trip generation and land use patterns are strongly linked to trip distribution, thus their respective importance to the transportation plan development. These categories include projecting both retail and non-retail employment, housing units, and school enrollment as well as considering income and travel times. These data are then tabulated in Traffic Analysis Zones (TAZs) and input into the travel demand model, then calibrated for accuracy using a base year and projected 20 years into the future.

Modeling plays an important role in emerging priorities such as road pricing, operations, freight, land use-transportation integration, homeland security, and safety. Modeling can increase the power of scenario planning, visualization and communication of results to the public and elected officials. The Huntsville MPO uses CUBE Voyager travel demand modeling software, which is a four-step, gravity based model. There are 525 established Traffic Analysis Zones (TAZs), of which 508 are internal zones and 17 are external zones connecting the county with surrounding counties. For each TAZ, socio-economic data is identified (e.g.; population, employment, housing, school enrollment, etc.) Population and housing are based on the 2000 Census. Transit is not modeled because transit service does not comprise a significant portion of travel in the county.

Information concerning land use, development, housing, community development, employment (both future and projected), and other socio-economic data are considered and as appropriate, input into the model. These elements are the basic determinants of travel, current and projected, in the metropolitan area. Environmental resource and land use plans are considered when analyzing improvements to the transportation network. This is addressed in the long range transportation plan under Section 5: Highway Project Evaluation. The nature of energy conservation is addressed in Section 6: Public Transit and in Section 7: Bicycle and Pedestrian/Greenway Facilities Element through the discussion of alternative modes of transportation that are planned for improvements on the transportation network. All of these aspects of the transportation planning process culminate to ensure that the transportation improvements identified for the area meet all expectations for orderly growth and development.

## **Transportation Improvement Program (TIP)**

Each metropolitan planning organization (MPO) and State department of transportation (DOT) must decide which projects to include in their respective Transportation



Improvement Program (TIP) and State Transportation Improvement Program (STIP). These decisions are based on a variety of factors, including future travel demand, project life cycle costs, land use changes, economic growth, and environmental impacts. MPOs and State DOTs also must be able track these projects as they pass through various stages toward actual construction, with such stages including facility planning, engineering, and design; right-of-way acquisition; advertising; bid review; construction scheduling; and related phases of work. These stages typically occur over several years, and projects frequently are being modified as they pass through the stages.

In addition, MPOs and State DOTs are required under Federal transportation planning regulations to ensure increased participation by local officials and citizens in the transportation planning and decision making processes. All of these duties and functions require MPOs and State DOTs to use increasingly sophisticated data management, decision support, and information dissemination techniques. To do this, transportation officials need an information management system that is easy to use, can store and manipulate large amounts of data, and can present these data to decision makers and the public in a coherent and timely manner.

All MPOs in Alabama have access to the Transportation, Economic, and Land Use System (TELUS) software that helps manage their TIP and STIP processes. TELUS is a fully integrated information-management and decision support system to help MPOs and State DOTs develop their transportation improvement programs and carry out other transportation planning responsibilities, particularly, public participation in the transportation planning process. The State database for project management (CPMS) is directly available to MPOs through the use of TELUS.

The State, MPO, and transit operators collaborate on the development of the TIP a four (4) year program of projects. The TIP is a subset of the State Transportation Improvement Program STIP for the Huntsville Area. State programmed projects are selected with some input from the MPO. The projects selected by the State are on the federal system, and all but two of the federal funding categories are managed by the State.

The MPO selects projects that are in the Surface Transportation Attributable Projects Category, and coordinates those projects with the State for inclusion into the STIP, and eventually into the TIP. The MPO staff works closely with Huntsville Transit and the Madison County Commission, our local transit operators. The transit operators provide the MPO staff with the latest grant figures, as well as the expected grant appropriations for a four-year period. The State Multi-Modal Bureau is consulted to update those figures in the State system (either CPMS or TELUS) so that all organizations have the same information. The State, MPO staff, and transit operators work closely together to ensure that appropriate and correct information is



entered into the software program (TELUS) that is run to develop the STIP and the TIP. All entities work together to develop the plan and to provide updates at specific times to ensure that the overall STIP/TIP development process is effective and successful.



# THE 3-C PLANNING PROCESS ELEMENTS AND RELATED ITEMS

## 1. Public Involvement/Title VI

The MPO adopted an updated “Public Involvement Plan” in August 2005, and further amended the plan – renamed the “Public Participation Plan”, in February 2008. Both versions of the plan include evaluation mechanisms to measure the effectiveness of the public involvement process.

Public involvement is discussed in more detail in the last section of this report “Discussions with the General Public. Some comments made during the site visit were very favorable and others wanted more public interactions.

The MPO staff listed a number of actions and visual aids to be included in a new MPO website.



New Huntsville Website and LOGO at [www.huntsvillempo.org](http://www.huntsvillempo.org)

## 2. Self-certifications

Federal regulation requires the State and MPOs to certify at least every four years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements. While ALDOT and the MPOs have historically submitted the certifications in a timely fashion, it was noted during the certification review that no criteria (e.g., supporting documentation) have been established by ALDOT for the self-certifications.



## **DISCUSSIONS WITH THE LOCAL OFFICIALS**

Throughout the course of the site visit, opportunities were provided to the MPO's elected and appointed officials to discuss the area's planning process and planning issues with the Federal review team. Specifically, time was reserved on the agenda to meet with local officials on May 7, 2013, at 2:00 PM. Representatives of the MPO policy board and the TCC attended the meeting.



## DISCUSSIONS WITH THE GENERAL PUBLIC

As revised by the enactment of the *Moving Ahead for Progress in the 21<sup>st</sup> Century Act of 2012*, 23 U.S.C. 134(k)(5) continues to require that the FHWA and FTA process for conducting TMA certification reviews “provide for public involvement appropriate to the metropolitan area under review”. Consistent with the MPO’s adopted public involvement procedure, the Federal review team held a public meeting on May 7, 2013, at 5:00 PM on the first floor of the Huntsville Municipal Building in the City Council Meeting Room, located at 308 Fountain Circle, Huntsville, Alabama, to provide an opportunity for members of the general public to offer comments on the planning process. Notice of this public involvement opportunity was published in *The Huntsville Times*. A copy of the meeting notice is included in Attachment A.

A copy of the notice is included as **Appendix B**.

Written comments were accepted at the public meeting, as well as by mail or email for a period of 30-days from the public meeting. Written comments were received that both commended the Huntsville MPO process and others asked improvements be made to the MPO process. Some commended the experience, technical abilities and outreach efforts of the MPO staff and overall processes as excellent. However, there were comments made about the timeliness of products and project changes. Some comments specifically point to project selection, public comments, and other processes as seen by the project sponsors, citizens, and/or policy board members being not as clear as they could be.

All comments were considered by the review team. The team noted efforts already undertaken or underway to improve the transparency and understanding of the transportation planning process. Some recommendations in the review were made as a result of comments (See the “Findings” section at beginning of the report).



## CONCLUSION

The Federal Highway Administration and the Federal Transit Administration jointly find that the planning process in the Huntsville Metropolitan Area is certified conditioned upon the TMA planning process participants satisfactorily addressing the identified “Corrective Actions” and “Recommendations”. Future FHWA and FTA actions on future products of the MPO (e.g., review and approval of UPWPs, review and comment on LRTP updates, review and comment on TIPs, issuance of the “3-C” findings on TIPs and conformity determinations on LRTPs and TIPs in air quality non-attainment and maintenance areas) will be based on the progress made by the TMA’s planning process partners in addressing the aforementioned review findings. This FHWA/FTA certification will remain in effect for a maximum of four years from the issuance date of this report.

The Review Team highlighted several specific areas of opportunity and continual process improvement within transportation planning for the region. The findings are intended to provide greater depth of coverage to the planning issues and resulting products. The MPO’s progress in addressing these findings will be monitored as part of the FHWA/FTA regular planning involvement in subsequent Federal certification reviews.

The Review Team again thanks the Huntsville Area MPO staff for its hospitality and candid participation during the course of this review.

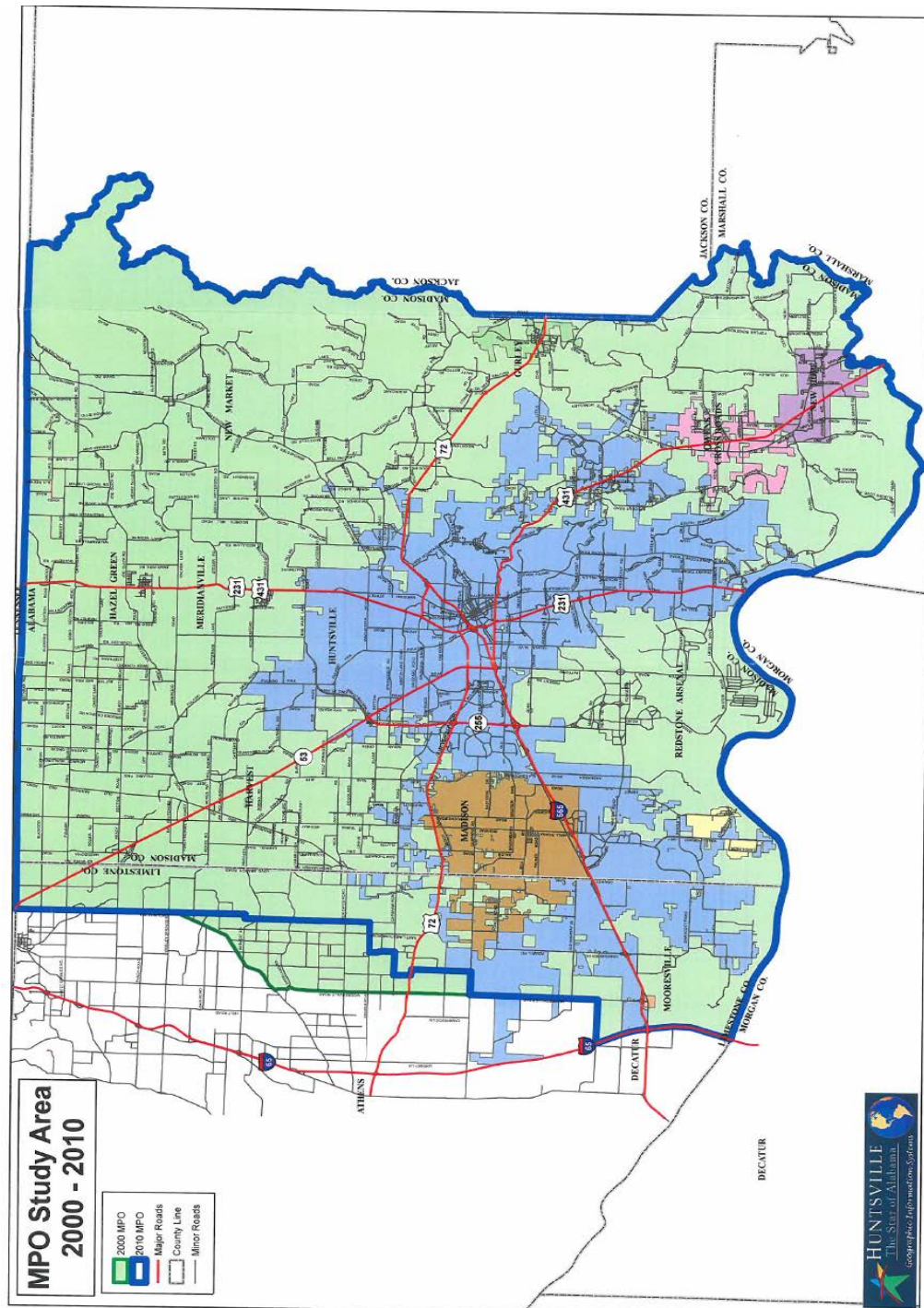
Based on the results of this certification review, **FHWA and FTA jointly find that the planning process in the Huntsville Alabama Metropolitan TMA complies with the metropolitan transportation planning laws and regulations. As a result, FHWA and FTA jointly certify the planning process in the Huntsville Metropolitan TMA, with one (1) Corrective Actions, various findings and recommendations, and additional comments contained in this report.**





## Appendices

### APPENDIX A







## APPENDIX B- PUBLIC NOTICE

<b>AL</b> <b>The Huntsville Times</b> ALABAMA MEDIA GROUP		BILLING PERIOD 04/01/13 - 04/30/13		ADVERTISER/CLIENT NAME City of Hsv Planning Committee	
1-866-524-9348 custserv3@al.com		TOTAL AMOUNT DUE \$514.50		* UNAPPLIED AMOUNT \$0.00	
		CURRENT NET AMOUNT \$514.50		TERMS OF PAYMENT Payment due by the 25th	
		30 DAYS \$0.00		90 DAYS \$0.00	
		OVER 90 DAYS \$0.00			
PAGE # 1 of 1	BILLING DATE 04/30/2013	BILLED ACCOUNT NUMBER 0059778	ADVERTISER/CLIENT NUMBER 0059778		
BILLING ACCOUNT NAME AND ADDRESS			REMITTANCE ADDRESS		



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CITY OF HSV PLANNING COMMITTEE  
KIMBERLY GOSA  
PO BOX 308  
HUNTSVILLE AL 35804-0308

ALABAMA MEDIA GROUP  
P.O. BOX 905912  
CHARLOTTE NC 28290-5912

0000059778 0000059778 0000086943 000051450 6

Please Detach And Return Upper Portion With Your Remittance

<b>AL</b> <b>The Huntsville Times</b> ALABAMA MEDIA GROUP		<b>Advertising Invoice &amp; Statement</b>				
		Statement Number 0000086943	Billing Date 04/30/2013			
Bill/Run Date	Reference	Product	Description	Units	Times Run	Amount
Balance Forward \$0.00						
04/21	10022359-04212013	Times	Public Meeting Notice	5 x 7.00 inches	1	\$2,125.20
Public Meeting <del>Media News</del>						
Special Discount						(\$1,610.70)
<b>CONTRACT PERFORMANCE</b>						
CONTRACT NAME City of Hsv Legal		CONTRACT TYPE City of Hsv Legal		START DATE END DATE 3/4/08 12/31/13		
BALANCE FORWARD				\$0.00		
PAYMENTS THIS MONTH				\$0.00		
NET CHARGES THIS MONTH				\$514.50		
ADJUSTMENTS THIS MONTH				\$0.00		

### Statement of Account - Aging of Past Due Amounts

Current Month	30 Days	60 Days	Over 90 Days	* Unapplied Amount	Total Amount Due
\$514.50	\$0.00	\$0.00	\$0.00	\$0.00	\$514.50

\* Unapplied Amounts are included in total amount due

Statement Number	Billing Period	Billing Account Number	Advertising/Client Number	Advertiser/Client Name
0000086943	04/01/13 - 04/30/13	0059778	0059778	City of Hsv Planning Committee



Sunday, April 21, 2013

## **PUBLIC MEETING NOTICE**

### **METROPOLITAN PLANNING ORGANIZATION FOR THE HUNTSVILLE AREA TRANSPORTATION STUDY**

**Purpose:** This meeting is part of a review that will assess compliance with Federal regulations pertaining to the transportation planning process conducted by the Huntsville Area Metropolitan Planning Organizations, Alabama Department of Transportation, Huntsville Public Transit, and units of local government in the Huntsville area.

**Hosted By:** Representatives of the Federal Highway Administration, Federal Transit Administration, Alabama Department of Transportation, Huntsville Area Metropolitan Planning Organization, and the City of Huntsville.

**Tuesday, May 7, 2013  
5:00 p.m. – 6:00 p.m.  
City of Huntsville Municipal Building, 1st Floor  
308 Fountain Circle  
Huntsville, Alabama 35801**

If you are not able to attend the meeting, please address your comments to: Federal Highway Administration, Alabama Division, 9500 Wynlakes Place, Montgomery, AL 36117

Anyone requiring special accommodations should advise Tracy Meshburg (256-427-5100) at least one week in advance. For additional information concerning the Huntsville Area Metropolitan Planning Organization, visit the website at: <http://www.huntsvilleal.gov/Planning/mpo/index.php>

April 21, 2013



## APPENDIX C- LIST OF ACRONYMS

“3-C”	Continuing, Cooperative and Comprehensive
ADA	Americans with Disabilities Act of 1990
BPAC	Bicycle and Pedestrian Advisory Committee
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality
CMS	Congestion Mitigation System
CMP	Congestion Management Process
CPMS	Computerized Project Management Software
DBE	Disadvantaged Business Enterprise
DOT	Department of Transportation
EIS	Environmental Impact Statement
EJ	Environmental Justice
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information System
HSIP	Highway Safety Improvement Program
ISTEA	<i>Intermodal Surface Transportation Efficiency Act of 1991</i>
ITS	Intelligent Transportation System
LOS	Level of Service
LRTP	Long Range Transportation Plan
<b>MAP-21</b>	<b><i>Moving Ahead for Progress in the 21<sup>st</sup> Century Act of 2012</i></b>
MPO	Metropolitan Planning Organization
MOU	Memorandum of Understanding
NAAQS	National Ambient Air Quality Standards
NEPA	<i>National Environmental Policy Act</i>
O&M	Operations and Management
AL	Alabama
ALDOT	Alabama Department of Transportation
PL	Planning Funds



PPP	Public Participation Plan
RPO	Rural Planning Organization
SAFETEA-LU	<i>Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users</i>
STIP	Statewide Transportation Improvement Program
TAP	Transportation Alternatives Program
TEA-21	<i>Transportation Equity Act for the 21<sup>st</sup> Century</i>
TELUS	Transportation, Economic, and Land Use System
TIP	Transportation Improvement Program
TCC	Technical Coordinating Committee
TMA	Transportation Management Area
UPWP	Unified Planning Work Program
US	United States
USC	United States Code
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
YOE	Year of Expenditure





Trans ID assigned	Project Prefix	Project No	County Code	Unimproved Area	Project Description	Total Cost Amount	Obligations Amount	Expenditure Amount	Earliest Auth Date	Latest Payment Date	Project Sponsor	ALDOT Manager	Currently in Project Phase	All phases in LRP	Final Design to begin	RW Planned	UT Planned	CN Planned	Planning Notes
18	NH	1575	89	184	PLAN DEVELOPMENT FOR ADAPTIVE SIGNAL CONTROL SYSTEMS ON I-55 FROM I-55 TO I-55/US-211	\$ 1,279,479.00	\$ 1,623,598.84	\$ -	1/13/2012 0:00	2/15/2013 7:16	City of Huntsville	Design Bureau	Work is almost complete	No	2012-2015 TIP amendment	N/A	N/A	N/A	Signalization
19	NH	1575	89	184	RECONSTRUCTION OF I-55 FROM I-55/US-211 TO I-55/US-211	\$ 1,503,159.00	\$ 1,205,614.81	\$ -	1/25/2012 0:00		State of AL	1st Division	Project let 2/22/2013	No	2012-2015 TIP amendment	N/A	N/A	N/A	Resurfacing Project
20	NH	2505	89	184	Additional Roadway Lanes on SR2/University Drive from CR4/Indian Creek Road to SR250/Indian Creek Road, N of Huntsville	\$ 7,487,859.00	\$ 5,936,574.00	\$ -	1/27/2012 0:00	8/7/2012 12:29	State of AL	1st Division	Project completed, it is being closed out.	Completed	2006-2008 TIP amendment	N/A	N/A	N/A	
21	HSR-AH	2532	89	184	Additional Roadway Lanes on SR2/University Drive from CR4/Indian Creek Road to SR250/Indian Creek Road, N of Huntsville	\$ 1,305,709.00	\$ 1,006,238.06	\$ -	1/28/2012 0:00	1/17/2012 12:21	State of AL	1st Division	Project completed, it is being closed out.	Completed	2008-2012 TIP amendment	N/A	N/A	N/A	Resurfacing Project
22	NH	2538	89	184	RECONSTRUCTION OF I-55 FROM I-55/US-211 TO I-55/US-211	\$ 1,503,159.00	\$ 1,205,614.81	\$ -	1/25/2012 0:00		State of AL	1st Division	Project completed, it is being closed out.	Completed	2008-2012 TIP amendment	N/A	N/A	N/A	Resurfacing Project
23	NH	2540	89	184	RECONSTRUCTION OF I-55 FROM I-55/US-211 TO I-55/US-211	\$ 1,503,159.00	\$ 1,205,614.81	\$ -	1/25/2012 0:00		State of AL	1st Division	Project completed, it is being closed out.	Completed	2008-2012 TIP amendment	N/A	N/A	N/A	Bridge and Retainment Project
24	NH	2541	89	184	RECONSTRUCTION OF I-55 FROM I-55/US-211 TO I-55/US-211	\$ 1,503,159.00	\$ 1,205,614.81	\$ -	1/25/2012 0:00		State of AL	1st Division	Project completed, it is being closed out.	Completed	2008-2012 TIP amendment	N/A	N/A	N/A	Resurfacing Project
25	NH	2542	89	184	RECONSTRUCTION OF I-55 FROM I-55/US-211 TO I-55/US-211	\$ 1,503,159.00	\$ 1,205,614.81	\$ -	1/25/2012 0:00		State of AL	1st Division	Project completed, it is being closed out.	Completed	2008-2012 TIP amendment	N/A	N/A	N/A	Resurfacing Project
26	NH	2543	89	184	RECONSTRUCTION OF I-55 FROM I-55/US-211 TO I-55/US-211	\$ 1,503,159.00	\$ 1,205,614.81	\$ -	1/25/2012 0:00		State of AL	1st Division	Project completed, it is being closed out.	Completed	2008-2012 TIP amendment	N/A	N/A	N/A	Resurfacing Project
27	NH	2544	89	184	RECONSTRUCTION OF I-55 FROM I-55/US-211 TO I-55/US-211	\$ 1,503,159.00	\$ 1,205,614.81	\$ -	1/25/2012 0:00		State of AL	1st Division	Project completed, it is being closed out.	Completed	2008-2012 TIP amendment	N/A	N/A	N/A	Resurfacing Project
28	NH	2545	89	184	RECONSTRUCTION OF I-55 FROM I-55/US-211 TO I-55/US-211	\$ 1,503,159.00	\$ 1,205,614.81	\$ -	1/25/2012 0:00		State of AL	1st Division	Project completed, it is being closed out.	Completed	2008-2012 TIP amendment	N/A	N/A	N/A	Resurfacing Project
29	NH	2546	89	184	RECONSTRUCTION OF I-55 FROM I-55/US-211 TO I-55/US-211	\$ 1,503,159.00	\$ 1,205,614.81	\$ -	1/25/2012 0:00		State of AL	1st Division	Project completed, it is being closed out.	Completed	2008-2012 TIP amendment	N/A	N/A	N/A	Resurfacing Project
30	NH	2547	89	184	RECONSTRUCTION OF I-55 FROM I-55/US-211 TO I-55/US-211	\$ 1,503,159.00	\$ 1,205,614.81	\$ -	1/25/2012 0:00		State of AL	1st Division	Project completed, it is being closed out.	Completed	2008-2012 TIP amendment	N/A	N/A	N/A	Resurfacing Project
31	NH	2548	89	184	RECONSTRUCTION OF I-55 FROM I-55/US-211 TO I-55/US-211	\$ 1,503,159.00	\$ 1,205,614.81	\$ -	1/25/2012 0:00		State of AL	1st Division	Project completed, it is being closed out.	Completed	2008-2012 TIP amendment	N/A	N/A	N/A	Resurfacing Project
32	NH	2549	89	184	RECONSTRUCTION OF I-55 FROM I-55/US-211 TO I-55/US-211	\$ 1,503,159.00	\$ 1,205,614.81	\$ -	1/25/2012 0:00		State of AL	1st Division	Project completed, it is being closed out.	Completed	2008-2012 TIP amendment	N/A	N/A	N/A	Resurfacing Project
33	NH	2550	89	184	RECONSTRUCTION OF I-55 FROM I-55/US-211 TO I-55/US-211	\$ 1,503,159.00	\$ 1,205,614.81	\$ -	1/25/2012 0:00		State of AL	1st Division	Project completed, it is being closed out.	Completed	2008-2012 TIP amendment	N/A	N/A	N/A	Resurfacing Project
34	NH	2551	89	184	RECONSTRUCTION OF I-55 FROM I-55/US-211 TO I-55/US-211	\$ 1,503,159.00	\$ 1,205,614.81	\$ -	1/25/2012 0:00		State of AL	1st Division	Project completed, it is being closed out.	Completed	2008-2012 TIP amendment	N/A	N/A	N/A	Resurfacing Project
35	NH	2552	89	184	RECONSTRUCTION OF I-55 FROM I-55/US-211 TO I-55/US-211	\$ 1,503,159.00	\$ 1,205,614.81	\$ -	1/25/2012 0:00		State of AL	1st Division	Project completed, it is being closed out.	Completed	2008-2012 TIP amendment	N/A	N/A	N/A	Resurfacing Project
36	NH	2553	89	184	RECONSTRUCTION OF I-55 FROM I-55/US-211 TO I-55/US-211	\$ 1,503,159.00	\$ 1,205,614.81	\$ -	1/25/2012 0:00		State of AL	1st Division	Project completed, it is being closed out.	Completed	2008-2012 TIP amendment	N/A	N/A	N/A	Resurfacing Project
37	NH	2554	89	184	RECONSTRUCTION OF I-55 FROM I-55/US-211 TO I-55/US-211	\$ 1,503,159.00	\$ 1,205,614.81	\$ -	1/25/2012 0:00		State of AL	1st Division	Project completed, it is being closed out.	Completed	2008-2012 TIP amendment	N/A	N/A	N/A	Resurfacing Project



37

38





Temp ID# assigned	Project Profile	Project No	County Code	Unbonded Area	Project Description	Total Cost Amount	Obligations Amount	Expenditure Amount	Earliest Auth Date	Latest Payment Date	Project Sponsor	ALDOT Manager	Currently in Project Phase	Plan date	All phases in ALTP	All phases in ALTP	Final Design to begin	R/W Planned	UT Planned	CN Planned	Planning Notes:	
95	STPH/AL	8572601	89	184	Bridge Replacement SR255/Highway Road over SR53	\$ 18,133,756.00	\$ 14,526,404.39	\$ -	8/2/2002 0:00	2/6/2013 7:19	State of AL	Design Bureau	Project completed. In process of closing	Completed	2002-2005 Plan	2002-2005 TIP	N/A	N/A	N/A	N/A	Other Notes: phases not in plan or TIP.	
96	MAAA	8572601	89	184	Bridge Replacement SR425/Highway Road over SR53	\$ 662,520.00	\$ 539,816.18	\$ -	8/8/2002 0:00	2/6/2013 7:19	State of AL	Design Bureau	Plans completed. PE can be closed out.	Completed	2002-2005 Plan	2002-2005 TIP	N/A	N/A	N/A	N/A	Construction phases in 2012-2015 TIP	
97	STPH/AL	8572601	89	184	BRIDGE REPLACEMENT ON CR 255 RESEARCH PARK BOULEVARD	\$ 400,000.00	\$ 320,000.00	\$ -	10/21/2002 0:00	2/15/2013 7:16	Madison County	1st Division	Plans at 20%	PE	2002-2005 Plan	In process	N/A	N/A	N/A	N/A	Construction phases in 2012-2015 TIP	
98	ER	8949989	89		DEBRIDGE REMOVAL & CONCRETE REPAIRS ON VARIOUS COUNTY ROADS	\$ 313,400.00	\$ 133,400.00	\$ -	4/27/2011 0:00	5/8/2012 7:19	State of AL	1st Division	Project completed. In process of closing	Completed	No	N/A	N/A	N/A	N/A	N/A	Delin Remedial/Culvert repairs	
99	DE	A102906	89	184	BRIDGE REPLACEMENT ON CR 255 RESEARCH PARK BOULEVARD	\$ 1,037,955.00	\$ 1,037,955.18	\$ -	7/9/2007 0:00	8/18/2012 8:20	City of Huntsville	1st Division	PE is completed & has overrun by \$2,749.93. CN is to be started. Will overrun.	CN	No	2012-2015 TIP	2012-2015 TIP	N/A	N/A	N/A	Remaining phases are in 2012-2015 TIP. Construction phase to be added to future TIP.	
100		A179922	89	184	BRIDGE & APPROACHES CHURCH ST BRIDGE OVER BIG SPRING @ BIG SPRING PARK	\$ 728,900.00	\$ 728,900.00	\$ -	10/21/2008 0:00	9/18/2012 7:06	City of Huntsville	1st Division	Plans at 30% completion	PE	No	2012-2015 TIP	2012-2015 TIP	In process	5/13	8/14	PY 15	
101	ER-DE	A182900	89	184	RESURFACE & INTERSECTION REALIGNMENT INCLUDING TRAFFIC SIGNALS ALONG CR-16	\$ 697,868.00	\$ 656,146.25	\$ -	3/1/2012 0:00	2/7/2013 7:16	Madison County	CT	Work is 90% complete	CN	No	2012-2015 TIP	N/A	N/A	N/A	N/A	Improvement, Signal Intersection	
102	DE	A193935	89	184	BRIDGE REPLACEMENT ON CR-77 HOLMES AVE AT FARMWOOD CREEK IN BIN #1510 IN HUNTSVILLE	\$ 110,000.00	\$ 110,000.00	\$ -	5/24/2011 0:00	2/15/2013 7:16	City of Huntsville	1st Division	Plans are 95% complete. By 2013 letting	PE	No	2012-2015 TIP	N/A	In process	5/13	5/13	5/13	Bridge Replacement. No improvement. Remaining project phases are in 2012-2015 TIP
103	DE/STP/AL/AL	AL54001	89		Bridge Replacement of SR 1601 Bridge on SR53/US231 at Tennessee River Approach	\$ 9,430,909.00	\$ 8,735,946.94	\$ -	8/15/2003 0:00	11/29/2013 7:14	State of AL	Design Bureau	Project completed. In process of closing	Completed	No	2002-2006 TIP	N/A	N/A	N/A	N/A	Project is not in study	
104	DE	AL65200	89	184	IMPROVE PEDESTRIAN FACILITIES, FIVE (5) CROSSWALKS, AND TRAFFIC SIGNALS AT THE INTERSECTION OF HOLMES AVE & ANDREW JACKSON AVE	\$ 58,112.00	\$ 58,112.49	\$ -	7/12/2007 0:00	1/5/2012 13:21	City of Huntsville	MMI	Project still open. PE and CM = 100%. Federal funds. PE has overrun by \$15,725.36. Huntsville paying overrun. On 1/5/2012, PE was closed out. PE for CN. ALDOT has agreed to pay for CN costs.	PE	No	2006-2010 TIP	In process	N/A	N/A	N/A	N/A	Transportation Improvement Project. PE and CM = 100%. PE is not in study. Project is not in study.
105	DE	AL87500	89	184	Widening CR17/Batch Road from S of Highway 201 to Highway 201/US 291 Road to CR201/US 291	\$ 854,347.00	\$ 854,346.50	\$ -	7/6/2005 0:00	12/29/2011 12:38	City of Madison	1st Division	Project has major change in scope of work	PE	No	2006-2010 TIP	In process	N/A	N/A	N/A	N/A	RW only in 2012-2015 TIP. Remaining phases are in 2012-2015 TIP.
106	STPH/AL	CM61654	89	184	Resurface and improvements to Various Streets in and around Huntsville, Phase 5	\$ 2,965,714.00	\$ 942,575.15	\$ -	5/28/2004 0:00	12/27/2011 9:20	City of Huntsville	1st Division	Project completed	Completed	No	2002-2006 TIP	2006-2010 TIP	In process	8/14	8/16	PY 17	Resurfacing Projects
107	STPH/AL	CM69902	89	184	Huntsville Traffic Signal Improvements Various Locations	\$ 411,000.00	\$ 328,800.00	\$ -	5/12/2008 0:00	4/5/2011 14:50	City of Huntsville	1st Division	Project completed	Completed	No	2006-2010 TIP	N/A	N/A	N/A	N/A	Signalization Projects	
108	STPH/AL	CM11215	89	184	BRIDGE REPLACEMENT ON CR86 (LOVE BRANCH RD) @ LESLIE BRANCH	\$ 447,443.00	\$ 437,473.88	\$ -	2/25/2010 0:00	3/20/2012 7:19	Madison County	CT	Project completed	Completed	No	2008-2012 TIP	2008-2012 TIP	N/A	N/A	N/A	N/A	Bridge Replacement
109	STPH/AL	CM19020	89	184	Resurface Various Eligible Streets in the City of Huntsville, Phase 2	\$ 2,802,383.00	\$ 2,294,382.33	\$ -	1/29/2010 0:00	1/7/2013 7:14	City of Huntsville	1st Division	Project completed	Completed	No	2003-2012 TIP	2003-2012 TIP	N/A	N/A	N/A	N/A	Resurfacing Projects
110	STPH/AL	CM19021	89	184	Resurface Various Eligible Streets in the City of Huntsville, Phase 2	\$ 1,695,628.00	\$ 1,665,877.53	\$ -	1/29/2010 0:00	1/28/2011 14:52	City of Huntsville	1st Division	Project completed	Completed	No	2008-2012 TIP	2008-2012 TIP	N/A	N/A	N/A	N/A	Resurfacing Projects
111	BR	CM16145	89		Madison County Bridge Board Projects	\$ 5,437,426.00	\$ 4,340,357.04	\$ -	3/22/2009 0:00	10/6/2012 11:15	Madison County	CT		No	No	2004-2006 TIP	N/A	In process	8/14	8/16	PY 17	Bridge Replacement Project. Bridge projects were not added to the plan because they were handled by County Transportation - ALDOT Montgomery
112					Research by AJR New Research Ctr & Develop Plan for Bridge Repair of Older Trunk Arterial Lanes in SR160/US231 to Washington St	\$ 320,000.00	\$ 320,000.00	\$ -	8/1/2008 0:00	11/14/2010 16:12	State of AL	Madison Bureau	PE complete	Completed	No	2004-2006 Plan	2004-2006 TIP	N/A	N/A	N/A	Bridge/Order Repair	



Temp ID# assigned	Project Prefix	Project No	County Code	Unimproved Area	Project Description	Total Cost Amount	Obligations Amount	Expenditure Amount	Earliest Auth Date	Latest Payment Date	Project Sponsor	ALDOT Manager	Project Status/Description and 1. Let Review N/A, 2. Let Review - Large Anticipated, 3. Let Review - Small Anticipated, 4. Let Review - No Anticipation	Currently in-Project Phase	Plan date		DATES				Planning Notes:	
															All phases in 187P	All phases in 21P	Final Decision to begin	RW Planned	UT Planned	CN Planned		
113	BBCEP-STP	000306	89	184	REPAIR OF GARDEN ENDS ON US61 FROM RAMP TO SR1 (US61) TO BAYS @ WASHINGTON ST. BIC PROJECT.	\$ 254,683.00	\$ 205,345.41	\$ -	6/28/2007 0:00	6/28/2009 12:53	State of AL	Maent, Bureau	CN complete. In process of being closed out.	Completed	No	2008-2010 TIP	N/A	N/A	N/A	Bridge/Guard-Rail Repair		
114	MD	056507	89	184	1565 NEW INTERCHANGE @ CCR (COUNTY LINE) AND RAMP TO EXISTING UNDERPASS	\$ 2,434,453.00	\$ 2,371,005.00	\$ -	6/27/2007 0:00	2/15/2013 7:16	State of AL	Design Bureau	Plans are 95% complete	PE	No	2008-2012 TIP amendment	In process	A	6/13	8/7/13	UT and CN phases are scheduled in 2012-2015 FYs.	
115	IM	068309	89	184	RESURFACING 565 FROM LAMSTONE LINE TO SR2 (US72) EXCEPT ON BR ELEVATED SECTION MP 18.30 TO 20.318	\$ 10,521,506.00	\$ 9,951,855.48	\$ -	5/27/2007 0:00	9/11/2012 7:11	State of AL	1st Division	Project Completed	Completed	No	2008-2012 TIP amendment	N/A	N/A	N/A	N/A	Resurfacing Projects	
116	STPHV	PE1017	89	184	HUNTSVILLE NORTHERN BYPASS FROM 12 MILES S.E. OF HUNTSVILLE TO SR1 (US61) & THON FROM SR1 TO SR2 (US72) STATE SUPPORT	\$ 50,000.00	\$ 40,000.00	\$ -	6/11/2010 0:00	2/15/2013 7:16	City of Huntsville	1st Division	PE is for ALDOT plan reviews	PE	No	2008-2012 TIP amendment	In process	N/A	N/A	N/A	N/A	For State Support Services. Other phases are not funded via TIP. The City of Huntsville is paying for the PE, and designing project to meet ALDOT standards. Anticipation of some funding.
						\$ 342,000.00	\$ 273,600.00	\$ -	5/24/2011 0:00	2/15/2013 7:16	City of Huntsville	1st Division	PE is for ALDOT plan reviews	PE	No	2008-2012 TIP amendment	In process	6/13	6/13	6/13	City of Huntsville received funding from ALDOT. Anticipation of some state support services are taken from ALDOT funds provided to Huntsville.	
117	STPAA	PE11067	89	184	ADDITIONAL LANES ON MARTIN RD FROM ZIMMOT RD TO JARACY RD	\$ 342,000.00	\$ 273,600.00	\$ -	5/24/2011 0:00	2/15/2013 7:16	City of Huntsville	1st Division	PE is for ALDOT plan reviews	PE	No	2008-2012 TIP amendment	In process	6/13	6/13	6/13	City of Huntsville received funding from ALDOT. Anticipation of some state support services are taken from ALDOT funds provided to Huntsville.	
118	SRTS	SR0902	89	295	UNIVERSITY ELEMENTARY SCHOOL (COUNTY LINE 40) FROM NORTH OF C21 IN THE CITY LIMITS OF HUNTSVILLE	\$ 118,786.00	\$ 118,787.76	\$ -	6/12/2012 0:00	2/28/2013 7:54	City of Huntsville	1st Division	Project complete. Closed out by Angela Fuller.	Complete	No	2012-2015 TIP	N/A	N/A	N/A	N/A	Transportation Enhancement	
119	STPTE	TE0529	89	184	BROADBENT CREEK GREENWAY & TRAIL, LOCATED WEST OF MADISON NEAR C21 (COUNTY LINE 40) FROM NORTH OF C21 (BROWN PEARL RD)	\$ 1,176,000.00	\$ 936,000.00	\$ -	4/16/2007 0:00	9/25/2012 7:11	City of Madison	N/A	Project has a balance of \$462,225.98. Currently 75% complete. Project is tentatively scheduled to be completed in March 2012.	CN	No	2008-2012 TIP	N/A	N/A	N/A	N/A		
120	STPTE	TE0530	89	184	HUNTSVILLE LITTLE COVE RD GREENWAY, QUARTER LANE TO FLINT RIVER BR	\$ 883,000.00	\$ 706,400.00	\$ -	3/12/2008 0:00	2/28/2012 8:55	City of Huntsville	N/A	Project is completed and closed.	Completed	No	2008-2012 TIP	N/A	N/A	N/A	N/A		
121	STPTE	TE0549	89	184	EAST OF SR1 (US61) & WEST OF OLD 451 (HUNTSVILLE) LOCATED IN THE CITY OF HUNTSVILLE	\$ 1,187,000.00	\$ 949,600.00	\$ -	9/25/2008 0:00	4/24/2012 7:07	City of Huntsville	N/A	Project is completed and closed.	Completed	No	2008-2012 TIP	N/A	N/A	N/A	N/A	Grant program for safety education.	
122	STPTE	TE0585	89	184	RIVER SLOPE	\$ 197,600.00	\$ 158,880.00	\$ -	6/23/2011 0:00		City of Huntsville	N/A	Project has been bid and bids have been awarded.	Completed	No	2008-2012 TIP amendment	N/A	N/A	N/A	N/A	N/A	Grant program for safety education.



*Report prepared by:*

*Federal Highway Administration  
9500 Wynlakes Place  
Montgomery, Alabama 36117  
Phone: (334) 274-6350*

*Federal Transit Administration  
Region 4  
230 Peachtree St. NW, Suite 800  
Atlanta, Georgia 30303  
Phone: 404 865 5624*

*Contact the FHWA- Alabama Division for additional copies of this report.*