

HUNTSVILLE AREA TRANSPORTATION STUDY

FINAL FY 2016-2019 Transportation Improvement Program



Prepared by the City of Huntsville Planning Division
in Cooperation with the Bureau of Transportation Planning
& Modal Programs, Alabama Department of Transportation
for the Designated Huntsville Transportation Study Area

Adopted by the Metropolitan Planning Organization



August 27, 2015

Amended August 27, 2015 per Resolution 17-15

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FINAL FY 2016-2019 Transportation Improvement Program

This document is posted at:

<http://www.huntsvillempo.org>

For further information, please contact

Tanjie Kling, Planner III

City of Huntsville Planning Division,
Huntsville, Alabama

E-mail: tanjie.kling@huntsvilleal.gov

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Adopted by the Metropolitan Planning Organization
Amended August 27, 2015 per Resolution 17-15

HUNTSVILLE AREA TRANSPORTATION STUDY METROPOLITAN PLANNING ORGANIZATION (MPO)

MPO and Advisory Committee Officers Fiscal Year 2016

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Troy Trulock, Vice-Chairman
Mary Caudle, Secretary

Chairman, Madison County Commission
Mayor, City of Madison
Mayor, Town of Triana

Technical Coordinating Committee (TCC)

Shane Davis, Transportation Planning Coordinator

Director of Urban Development, City of Huntsville
Department of Urban Development

Anne Burkett, Vice-Chairman

Director, Madison County Planning and Economic
Development

Richard Grace, Secretary

Director, Madison County Public Works Department

Citizens Advisory Committee

Bob Devlin, Chairman
Bill Weaver, Vice-Chairman
Chris Robinson, Secretary

Madison County
City of Madison
Madison County

City of Huntsville Department of Urban Development - Planning Division

Serving as staff to Huntsville Area Transportation Study (MPO)

Shane Davis, Director of Urban Development
Michelle Jordan, Director of Planning
Dennis Madsen, Manager of Urban and Long Range Planning
Connie R. Graham, Planner III
Tanjie Kling, Planner III
James Moore, Planner III
Paige Colburn, Planner II
James Vandiver, Planner II

MPO and Advisory Committee Members Updated to Fiscal Year 2016

Huntsville Area Transportation Study, MPO

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Troy Trulock	Mayor, City of Madison
Dr. Jennie Robinson	Huntsville City Council
Curtis Craig	Mayor, Town of Owens Cross Roads
Mary Caudle	Mayor, Town of Triana
Johnny Harris	Alabama Department of Transportation (ALDOT)
Mark D. Bartlett (non-voting)	Federal Highway Administration
Robert J. Jilla (non-voting)	ALDOT Bureau of Transportation Planning & Modal Programs
Nancy Robertson (non-voting)	Top of Alabama Regional Council of Governments

Technical Coordinating Committee

Shane Davis	Transportation Planning Coordinator
Amy Sturdivant	Director of Planning, City of Madison
Richard Grace	County Engineer, Madison County
Gary Chynoweth	City Engineer, City of Madison
Emmanuel Oranika	Alabama Department of Transportation
Clint Andrews	Federal Highway Administration
Abigail Rivera	Federal Transit Administration
Shane Davis	Director of Urban Development, City of Huntsville
Dan Sanders	Traffic Engineer, City of Huntsville
Dennis Thompson	Traffic Improvements Project Manager, City of Huntsville
	Traffic Engineering
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Carlen Williams	Huntsville Housing Authority
Nick Werner, Director	Huntsville Marina & Port Authority
Janet Watson	Chairman, Huntsville Planning Commission
Rick Tucker	Executive Director, Huntsville-Madison Co. Airport Authority
Les Hopson	Alabama Department of Transportation
Allen Teague	Alabama Department of Transportation
Lucas Blankenship	Top of Alabama Regional Council of Governments
Tom Richardson	Redstone Arsenal
Stacy Cantrell	Huntsville Utilities
Melvin McKinstry	Marshall Space Flight Center
Diana Standridge	U.S. Space & Rocket Center
Connie R. Graham	City of Huntsville Planning Division
Karen Monroe	Huntsville-Madison County Railroad Authority

Citizens Advisory Committee

David Cousins
Trent Griffin
Russ McDonald
Jennifer Nelson
John Ofenlock
Todd Slyman
Tony Smith
Gary Whitely
Bob Devlin
Chris Robinson
Curtis Potts
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Scott Baker
Larry Furlough
Luis Ferrer
Jurlene Rogers

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City of Huntsville
City of Huntsville
City of Huntsville
Madison County
Madison County
City of Madison
City of Madison
Town of Owens Cross Roads
Town of Owens Cross Roads
Town of Triana
Town of Triana

RESOLUTION 14-15

**HUNTSVILLE AREA TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION
ADOPTING THE
FINAL FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM**

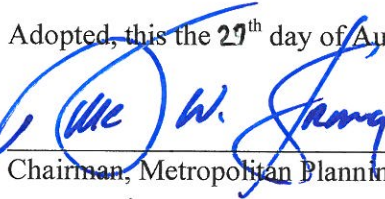
WHEREAS, the Metropolitan Planning Organization of the Huntsville Area Transportation Study is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of amended 23 USC 134 and 135 (MAP-21, Sections 1201 and 1202, July 2012); 42 USC 126, 2000d-1, 4321 et seq., 7401 et seq; 23 CFR 450 and 500; 40 CFR 51 and 93; and

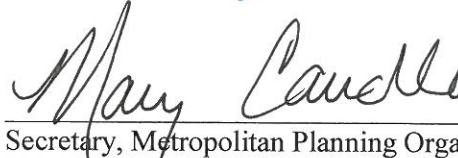
WHEREAS, Title 23 CFR 450.324 requires that transportation projects in urbanized areas funded by the Federal Highway Administration and the Federal Transit Administration be included in a Transportation Improvement Program (TIP) and adopted by vote of the Metropolitan Planning Organization of the Huntsville Area Transportation Study; and

WHEREAS, consistent with the declaration of these provisions, the City of Huntsville Planning Division and Huntsville Area Transportation Study Planning Staff, in cooperation with the Alabama Department of Transportation (ALDOT), has prepared a Draft FY2016 - 2019 Transportation Improvement Program (TIP); now

THEREFORE, BE IT RESOLVED by the Metropolitan Planning Organization of the Huntsville Area Transportation Study that the same does hereby adopt the Final FY 2016 – 2019 Transportation Improvement Program (TIP).

Adopted, this the 27th day of August, 2015

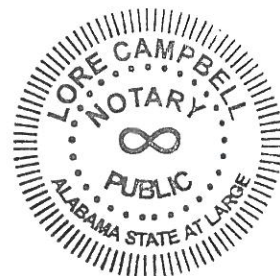

Chairman, Metropolitan Planning Organization


Secretary, Metropolitan Planning Organization

Notary Public: 

My Commission Expires: 1-14-2017

ATTEST: 
Chairman, MPO TCC Date 8/27/2015



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RESOLUTION NO. 17-15

HUNTSVILLE AREA TRANSPORTATION STUDY METROPOLITAN PLANNING ORGANIZATION AMENDING THE FY 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Huntsville Area Transportation Study Metropolitan Planning Organization (MPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of amended 23 USC 134 and 135 (amended by MAP 21 Section 1201 and 1202, July 2012); 42 USC 126, 2000d-1, 4321 et seq., 7401 et seq; 23 CFR 450 and 500; 40 CFR 51 and 93; and

WHEREAS, the MPO has adopted a Transportation Improvement Program (TIP) for FY 2016-2019 and it is included in the approved State Transportation Improvement Program (STIP); and

WHEREAS, the City of Madison has requested the following projects be added to the TIP as regionally significant projects, and funded locally through the Town Madison Capital Improvement Cooperative District:

Hughes Road Extension from North of Madison Boulevard to Kellner Road Extension to Include 2 Overpasses at Madison Boulevard and I-565

I-565 Auxiliary Lanes from Mile Post 11.1 to Mile Post 13.22 Including 4 Bridge Widening: 2 at Mile Post 11.55 and 2 at Mile Post 12.18; and

WHEREAS, the Federal Highway Administration has directed the City of Madison to add these two aforementioned road improvement projects to the TIP to support the I-565 Interchange Near Zierdt Road per a recent Interchange Justification Study and for the projects to be completed within 48 months; now

THEREFORE, BE IT RESOLVED that the Huntsville Area Transportation Study Metropolitan Planning Organization (MPO) hereby amends the Regionally Significant Projects Section in the adopted FY 2016 – 2019 TIP to add funds for the project as described above. This allocation is further described below and in the following attachments:

Hughes Road Extension from North of Madison Boulevard to Kellner Road Extension to Include 2 Overpasses at Madison Boulevard and I-565

<u>Project Phase</u>	<u>Local Total Cost</u>	<u>FY</u>
PE	\$600,000	2016
RW	\$3,200,000	2017
UT	\$150,000	2018
CN	\$13,350,000	2019
Total Cost:	\$17,300,000	

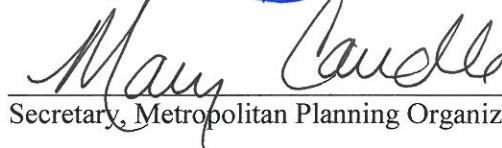
I-565 Auxiliary Lanes from Mile Post 11.1 to Mile Post 13.22 Including 4 Bridge Widening: 2 at Mile Post 11.55 and 2 at Mile Post 12.18; and

<u>Project Phase</u>	<u>Local Total Cost</u>	<u>FY</u>
PE	\$3,400,000	2018
RW	\$0	N/A
UT	\$0	N/A
CN	\$18,600,000	2019
Total Cost:	\$22,000,000	

ADOPTED, this the 27rd day of August, 2015.



Chairman, Metropolitan Planning Organization



Secretary, Metropolitan Planning Organization

ATTEST: 

Chairman, MPO TCC

Date 8/27/2015



MY COMMISSION EXPIRES 1-14-2017

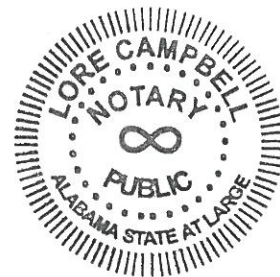


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**HUNTSVILLE AREA TRANSPORTATION STUDY
FINAL FY 2016-2019
TRANSPORTATION IMPROVEMENT PROGRAM**

1.0 Introduction

The Transportation Improvement Program (TIP) is a document which provides a list of local short-term transportation projects to be carried out with federal funds within a four year period. As such, the TIP includes a financial plan and will only include projects for which funding has been identified using current available or anticipated revenues. The plan is developed by the Huntsville Area Transportation Study – Metropolitan Planning Organization (MPO) in conjunction with local transit providers, jurisdictions, and agencies that are recognized as members of the local MPO according to the formal agreement signed by the Governor of Alabama, Alabama Department of Transportation, City of Huntsville, Madison County, City of Madison, Town of Triana, and the Town of Owens Cross Roads. The TIP must be approved by the MPO and the Governor. Once approved locally, the TIP is forwarded to the Alabama Department of Transportation, where it becomes a part of the Statewide Transportation Improvement Program (STIP).

1.1 Purpose

This document identifies planned transportation projects and projected revenues during the time period of fiscal year 2016 to fiscal year 2019. The Federal Highway Administration (FHWA) and the Alabama Department of Transportation (ALDOT) recognize a 4-year cycle of the TIP, as mandated by federal legislation.

1.2 MPO History

The Federal Highway Act of 1962 required that urban areas like Huntsville have a 3-C (continuous, comprehensive, and coordinated) transportation planning process in order to qualify for federal funding assistance for highway improvements. On September 3, 1963, the 3-C transportation planning process was established for the Huntsville area with the creation of the Huntsville Area Transportation Study (HATS). The agreement was further updated on June 14, 1976 to meet the planning requirements of the Federal Highway Administration and the Urban Mass Transportation Administration. During this update, the Town of Owens Cross Roads, Triana, City of Madison, Madison County, and the Top of Alabama Regional Council of Governments (TARCOG) were added as parties to the agreement. The agreement to implement the 3-C process was further updated on September 28, 1994 to meet the requirements of the 1991 Intermodal Surface Transportation Efficiency Act, and again on February 20, 2009 to meet the requirements of SAFETEA-LU.

The 3-C planning process (as set forth by Section 134, Title 23 of the United States Code) seeks to insure that all transportation plans and programs are consistent and coordinated with the planned development of the Urban Study Area. Transportation

planning includes all transportation modes and analyzes their present and future demands based upon existing and historic trends, local goals and objectives, and forecasted urban development.

In order to insure that the overall transportation planning process is comprehensive, the Huntsville Area Transportation Study analyzes more than just the City of Huntsville. The study area depicted in **Section 3.2** also includes the cities and towns of Madison, Triana, Owens Cross Roads, Madison County, and parts of Limestone County.

The transportation planning process must have a coordinated organization in order to be effective. The general guidance for the process is provided by the Metropolitan Planning Organization (MPO). The MPO is composed of local elected officials who are legally empowered to implement transportation plans. They consider transportation planning goals and objectives along with financial and social consequences when adopting transportation plans. A Technical Coordinating Committee (TCC) provides the technical and professional guidance for the planning process and is composed of experienced professional people who can determine if developed plans will be feasible for the local area. Public involvement in the transportation planning process is provided through a Citizens Advisory Committee (CAC). The Huntsville Planning Division has been designated as the agency responsible for transportation planning. The Planning Division staff provides professional manpower required locally for transportation planning. The Bureau of Transportation Planning of the Alabama Department of Transportation is responsible for the travel demand modeling portion of all urbanized area highway studies within the State.

During July 2002, the Huntsville Urbanized Area was designated by the Federal Highway Administration and the Federal Transit Administration as a Transportation Management Area. 23 USC 134 (k)(1)(A) and (B) requires the Secretary of Transportation to designate each urban area with a population of over 200,000 individuals as a Transportation Management Area (TMA), and any additional area upon the request of the Governor and MPO designated for the area. In addition to meeting all of the federal requirements for an urbanized area, such as basing transportation plans on the 3-C process, the TMA designation requires more extensive planning actions and responsibilities. According to 23 USC 134(k), these requirements are as follows:

- Transportation management areas must base their transportation plans on a continuing and comprehensive transportation planning process carried out by the metropolitan planning organization in cooperation with the State and public transit operators.
- Transportation management areas must develop and maintain a comprehensive congestion management process that provides for effective management and operation of the transportation network through the use of travel demand reduction and operational management strategies.
- The MPO must undergo a certification review every four years to ensure that the metropolitan planning process of the MPO is being carried out in accordance with

applicable provisions of Federal law.

- All federally funded projects carried out within the boundaries of the MPO, excluding projects on the National Highway System, bridge program or the Interstate maintenance program, shall be selected for implementation from the approved Transportation Improvement Program by the MPO in consultation with the State.
- All federally funded projects carried out within the boundaries of the MPO on the National Highway System, bridge program, or the Interstate maintenance program, shall be selected for implementation from the approved Transportation Improvement Program by the State in consultation with the MPO.

Furthermore, the TMA designation provides that MPOs be certified by the Secretary of Transportation not less often than once every four years.

1.3 MAP-21 Regulations for the TIP

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, Transportation Equity Act for the 21st Century (TEA-21), the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and the Moving Ahead for Progress in the 21st Century (MAP-21), amended the requirements for the Transportation Improvement Program (TIP). The TIP is now considered to be a central program management tool for structuring metropolitan transportation programs. At the present time, the MAP-21 funding authority has expired and, in the interim, has been extended by Congress. It is anticipated that a new highway bill will be enacted soon. The current MAP-21 requirements are in Title 23 of the United States Code (USC) and the implementing regulatory authority is reflected in Title 23 of the Code of Federal Regulations.

In accordance with 23 USC 134 (j)(1), the TIP must be developed for each metropolitan area by the MPO in cooperation with the State and transit operators. The TIP must be fully updated and approved at least every four years by the MPO and the Governor. 23 USC 134 (c)(2) also requires that the TIPs for each metropolitan area provide for the development and integrated management and operation of transportation systems and facilities (to include accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the metropolitan area and as an integral part of an intermodal transportation system for the State and the United States. Additionally, 23 USC 134 (j)(1)(A) stipulates that the TIP contains projects consistent with the current metropolitan transportation plan; reflects the investment priorities established in the current metropolitan transportation plan; and once implemented, is designed to make progress toward achieving the performance targets established under subsection (h)(2).

MAP-21 regulations that are also required of the MPO, in conjunction with the State, during TIP development are as follows:

- Provide a reasonable opportunity for public comment prior to approval [23 USC 134 (i)(6)]. Also, provide an opportunity for participation by interested parties in TIP development [23 USC (j)(4)] as well as consult with other planning entities in the metropolitan area [23 USC 134 (g)(3)].
- Cooperatively develop estimates of funds that are reasonably expected to be available to support program implementation.
- Update and approve the TIP at least once every four years. The Federal Highway Administration requires this plan to at least cover fiscal years 2016 – 2019 to meet the legislatively required 4-year schedule. However, according to the Code of Federal Regulations Title 23, Subchapter E, Subpart C §450.324 (a), if the TIP covers more than four years, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will consider the projects in the additional years as informational.
- Provide that the content of the TIP includes a priority list of proposed federally supported projects and strategies that can be carried out in a 4-year period after the initial adoption of the TIP [23 USC 134 (j)(2)].
- Include a financial plan which will demonstrate how the TIP can be implemented, identifies public and private sources of anticipated funds, identifies innovative financing techniques, and includes illustrative projects that would be included in the TIP if reasonable additional resources were available. There is not a requirement for States or MPOs to select any project from the illustrative list [23 USC 134 (j)(2) and [23 USC 134 (j)(6)].
- Provide explicit descriptions of each project [23 USC 134 (j)(2)], and employ visualization techniques to describe TIPs [23 CFR §450.316 (1)(iii). Visualization of all projects included in the TIP was accomplished by assigning map numbers to all projects where appropriate, and by providing maps which correlate to the map numbers and project numbers. Additionally, a map is provided in **Section 3.0** which shows all projects scheduled within the MPO boundary.
- Include all projects to be funded under Chapters 1 and 2 of USC Title 23 as well as the Federal Transit Administration [49 USC 53 and 23 USC 134 (j)(3)]. Additionally, include regionally significant projects that may not be necessarily funded traditionally by FHWA or FTA [23 CFR §450.324(d)].
- Ensure consistency with the long range transportation plan, and ensure eventual full funding of projects that have various phases listed in the TIP [23 USC 134 (j)(3)(C) and 23 USC 134 (j)(3)(D)].
- Ensure that the selected federally funded projects in metropolitan areas shall be carried out by the State, designated recipients of public transportation funding, and in cooperation with the MPO [23 USC 134 (j)(5)].
- Publish the TIP or make it readily available for public review. Additionally, publish or make readily available an annual listing of projects for which federal funds have been obligated during the previous year [23 USC 134 (j)(7)].

1.3.1 Consistency With Other Plans

The TIP evolves from a comprehensive, cooperative, and continuing transportation planning process. Documentation of the overall planning process is provided in the **Final 2013 Public Participation Plan for Transportation Planning for the Huntsville Metropolitan Planning Area**.

Improvements to the surface transportation system are initially identified through the long range transportation plan and the congestion management process. Strategies and projects that are listed in the TIP must be consistent with the goals, strategies, and projects identified in the long range transportation plan and the congestion management process. Transportation improvements identified for the MPO area are basically implemented under three different planning formats:

- Long Range Planning

In accordance with federal guidelines, the local MPO maintains a continuous long-range transportation planning effort. In March 2015, a Transportation Plan was adopted which documents needed roadway improvements through the year 2040. This plan also outlines public transportation needs, traffic operations improvements, major investments, and other multimodal needs, such as airport and bicycle/pedestrian facilities. In accordance with the extended MAP-21 Regulations 23 USC 134 (j)(3)(C), the TIP must be consistent with the long range transportation plan. All projects that are included in the TIP are part of the MPO's **Year 2040 Transportation Plan** that was adopted in March 2015.

- Congestion Management Plan (CMP)

The local MPO staff has developed a *Congestion Management Plan*, or CMP. It was published within the **Year 2040 Transportation Plan**, in Section 8. The objective of the CMP is to ensure that the urbanized area has considered a wide range of potential low-capital solutions to existing or projected transportation problems before long-range commitments to major capital-intensive projects must be made. The CMP provides information on the location and extent of recurring and non-recurring congestion, and develops strategies to mitigate these problems.

- Project Planning

The improvement projects programmed in the TIP constitute the final phase of the planning, programming, and implementation process. Projects from the Long Range Transportation Plan and the Congestion Management System element are scheduled for implementation in the TIP as feasible.

1.3.2 Conformity Determination

Transportation conformity is a provision of the Clean Air Act that ensures that federal funding and approval goes to those transportation activities that are consistent with air quality goals. Conformity applies to transportation plans and projects funded or approved by the Federal Highway Administration or the Federal Transit Administration in areas that do not meet or previously have not met air quality standards for ozone, carbon monoxide, particulate matter, or nitrogen dioxide.

As of June 2015, the Huntsville Area MPO has yet to learn from the U.S. Environmental Protection Agency (EPA) if it will lose its status as an area of attainment for ozone, carbon monoxide, and other pollutants. If the area *is deemed* to be at nonattainment, additional planning activities will be required. Under the provisions of the Clean Air Act Amendments (CAAA) of 1990, the Huntsville Area Transportation Study (MPO) will be responsible for making the Conformity Determination. This determination must be made through consultation with the EPA, FHWA, FTA, and State and local air quality agencies.

The transportation conformity rule (40 CFR part 93) requires that conformity analyses be based upon the latest motor vehicle emissions model approved by EPA. Section 176(c)(1) of the Clean Air Act states that, “. . . the determination of conformity shall be based on the most recent estimates of emissions, and such estimates shall be determined from the most recent population, employment, travel, and congestion estimates. . . .”

In accordance with the CAAA and related federal regulations, both the long range transportation plan and the TIP must be found to be in conformity with all applicable State Implementation Plans (SIPs) and with the mobile source emissions budgets, as established by the SIPs, before the TIP may be approved by the MPO and the Federal Highway Administration. The *projected* emissions for the long range transportation plan and the TIP must not exceed the emissions limits or budgets established by the SIP. If these limits are exceeded, the plans will be deemed as non-conforming. Conformity Determination demonstrates that transportation projects and programs contained in the TIP and the long range transportation plan will not have a negative impact on air quality in the region. Conformity Determinations must be made at least every four years, or when transportation plans or TIPs are updated.

Certain projects identified in the TIP are exempt from the conformity rule. These projects are safety projects, mass transit projects, bike/ped projects, and projects that do not involve construction of roadways, such as planning and technical studies, etc.

A second requirement of a Conformity Determination is an assessment of the progress in implementing the Transportation Control Measures, or TCMs,

identified in the SIPs. These measures intend to reduce emissions or concentrations of pollutants from transportation sources by reducing vehicle use or otherwise reducing vehicle emissions. As part of the Conformity Determination, the MPO has to certify that TCMs in the categories included in the SIPs, which are eligible for federal funding, are progressing on-time towards implementation and that no federal funds are being diverted which might delay their swift implementation.

For new nonattainment areas, the Clean Air Act and the conformity rule provide a one-year grace period after the EPA's nonattainment designation to make a Conformity Determination. After one year, the conforming long range transportation plan and TIP must be in place and the area becomes subject to conformity frequency requirements; i.e., the amendment process for the long range transportation plan and the TIP. If a Conformity Determination is not made according to the required frequency, a conformity lapse occurs. In the case of a conformity lapse, the use of federal transportation funds is restricted to certain kinds of projects. These include 'exempt projects,' like safety projects and certain public transportation projects, Transportation Control Measures from an approved SIP, and project phases that were authorized by the FHWA and/or FTA prior to the lapse. The FHWA and FTA do not reduce the amount of funding a State receives if there is a lapse; however, the use of federal funds is restricted during the lapse.

At the present time, the Huntsville Area Transportation Study (MPO) is designated as an attainment area for air quality and a Conformity Determination is currently not required for the long range transportation plan and TIP within the Huntsville study area boundaries. However, indications point that the area is headed toward nonattainment in the near future and the area may be subject to these additional requirements.

1.4 Planning Factors

In accordance with 23 USC 134(h), there are eight (8) factors that must be considered as part of the planning process for all metropolitan areas. These factors are consulted throughout the development of projects and strategies that are included in the Huntsville area's TIP. The eight factors of the metropolitan planning process that are to be considered in the metropolitan planning process, more specifically in the TIP development, shall:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;

- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

1.5 Planning Emphasis Areas

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) identifies Planning Emphasis Areas (PEAs) annually to promote themes for consideration in the transportation process. For Fiscal Year 2015, the three key planning themes are:

1. MAP-21 Implementation – *Transition Performance Based Planning and Programming.* The development and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.

2. Models of Regional Planning Cooperation-- *Promote cooperation and coordination across MPO Boundaries and across state boundaries where appropriate to ensure a regional approach to transportation planning.* This is particularly important where more than one MPO or State serves an urbanized area or adjacent urbanized areas. This cooperation could occur through the metropolitan planning agreements that identify how the planning process and how the planning products will be coordinated, through the development of joint planning products, and/or by other locally coordination of transportation plans and programs, corridor studies, and products across adjacent operators of public transportation on activities such as: data collection, data storage and analytical tools and performance based planning.

3. Ladders of Opportunity-- *Access to essential services-as part of the transportation planning process, identify transportation connectivity gaps in access to essential services.* Essential services include housing, employment, health care, schools/education, and recreation. This emphasis area could include MPO and state identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps. This planning theme pertains specifically to transit. In 2012, the City of Huntsville's Transit Division completed a Comprehensive Operational Analysis, which increased bus service on heavily-used routes and smoothed connections between routes; its implementation has contributed to a significant increase in ridership.

1.6 Livability Principles and Indicators

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

All planning tasks must be measured against these Livability Principles:

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

As a measure of sustainability of these principals, the MPO will provide the following Livability Indicators:

- 1) Percent of housing located within 1/2 mile of transit service
- 2) Percent of employment located within 1/2 mile of transit service
- 3) Percent of household income spent on housing
- 4) Percent of household income spent on transportation
- 5) Percent of workforce with 29 minute or less commute time
- 6) Percent of workforce with 30 minute or more commute time
- 7) Percent of transportation investment dedicated to enhancing accessibility of existing transportation systems
- 8) Percent of transportation projects where more than one funding source is utilized
- 9) Percent of housing units within 1/4 mile of a major retail center
- 10) Percent of housing units within 1/4 mile of recreational facilities

These indicators and their applicability to the above principles may be found in the Appendix of this document.

1.7 Bicycle and Pedestrian Consideration

The Federal Highway Administration (FHWA) has established policies for bicycle and pedestrian travel and requires that bicycle/pedestrian facilities to be incorporated into all transportation projects, unless exceptional circumstances exist.

1.7.1 Federal Requirements

According to FHWA, MPOs must consider, at a minimum, accommodating bicycle and pedestrian needs as identified below:

- 23 United States Code 217 states that “Bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each metropolitan planning organization and State.”
- FHWA guidance on this issue states that *due consideration of bicycle and pedestrian needs* should include, at a minimum, a presumption that bicyclists and pedestrians will be accommodated in the design of new and improved transportation facilities. In the planning, design, and operation of transportation facilities, bicyclists and pedestrians should be included as a matter of routine, and the decision not to accommodate them should be the exception rather than the rule. There must be exceptional circumstances for denying bicycle and pedestrian access either by prohibition or by designing highways that are incompatible with safe, convenient walking and bicycling.”

Exceptional circumstances are defined below:

- If bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, an effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right-of-way or within the same transportation corridor.
- If the cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project. This twenty percent figure should be used in an advisory rather than an absolute sense.
- Where sparsity of population or other factors indicate an absence of existing and future need. For example, the Portland Pedestrian Guide (<http://www.portlandoregon.gov/transportation/article/84048>) requires “all construction of new public streets” to include sidewalk improvements on both sides, unless the street is a cul-de-sac with four or fewer dwellings, or the street has severe topographic or natural resource constraints.

In order to comply with these requirements, the MPO’s transportation plans must, at a minimum:

- Consider the context of the project setting. In other words, MPOs should consider whether the general project area includes features like neighborhoods, shopping, schools, transit, or other facilities likely associated with the needs of bicyclists or pedestrians;

- Consider any evidence of existing, informal bicycle-pedestrian activities. An example could be a worn, dirt path along an existing road;
- Consider any reference to bicycle or pedestrian needs in the planning process for the project area;
- Consider public, agency, or other comments requesting such facilities;
- Include maps and other appropriate documentation; e.g., project listing tables, identifying specific bicycle-pedestrian projects proposed in the long range transportation plan. The maps and documentation should be consistent with the treatment of traditional *highway* projects in the long range transportation plan; and
- Include a policy statement that bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist.

1.7.2 Additional Local MPO Policies

The Huntsville Area MPO has carefully considered the appropriateness of the areas designated for bicycle and pedestrian travel. The Huntsville MPO intends to create a mobility system for its citizens that will realize long term cost savings in terms of improved public health, reduced fuel consumption, reduced demand for single occupancy motor vehicles, and increase public safety through the Complete Streets program. According to Smart Growth America, Complete Streets are roads that are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. They can benefit all communities, regardless of whether they are rural, suburban, or urban. Complete Streets are intended to be safe, comfortable, and convenient for all users regardless of age or ability. To meet this goal, the MPO gives full consideration to non-motorized transportation facilities designed for bicyclists and pedestrians when planning for new construction and the reconstruction of transportation facilities. Examples include, but are not limited to the following:

- Sidewalks are required on both sides of newly constructed or widened streets.
- Sidewalk construction shall be required at the time of construction or widening.
- All new roads designed with shoulders will be required to have smooth, paved shoulders. Rumble strips will be optionally applied, if necessary, not to interfere with bicycle use of shoulders.

1.8 TIP Process

The development of the TIP is performed in accordance with all applicable federal regulations and State policies. A review of the federal regulations guiding TIP development can be found in **Section 1.3** of this document. The TIP is reviewed periodically and a brand new TIP is adopted every four years. The Huntsville Area Transportation Study (HATS) serves as the mechanism from which the final document is produced. Each of the HATS' two standing committees (Technical Coordinating Committee and Citizens' Advisory Committee) receive the TIP and makes recommendations for adoption or amendment. The final TIP is officially adopted by the Metropolitan Planning Organization before it is forwarded to the various state and federal agencies.

1.9 TIP Amendment Process and Criteria

The TIP can be amended at any time during the year. Procedures for amendment are the same as those for initial adoption. The State of Alabama and the Federal Highway Administration have implemented a Memorandum of Understanding (MOU) regarding the TIP revision process. The MOU was developed to reduce the overall number of amendments to the TIPs and STIP each year; this was done with Level of Effort (LVOE) projects in mind. The LVOE is discussed on page 26. The MOU, located in the Appendix of this document, provides more detailed information concerning this process. The MOU is rooted in the implementing planning regulations for MAP-21, and includes a provision for an administrative modification. 23 CFR §450.104 includes the following definition:

Administrative modification means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas). [23 CFR 450.104]

To implement this provision, the Federal Highway Administration (FHWA) Alabama Division and Alabama Department of Transportation (ALDOT) have agreed that a formal TIP amendment is required for a *highway-oriented* project when one or more of the following criteria are met:

- The change affects air quality conformity, regardless of the cost of the project, or the funding source (Not applicable to this MPO)
- The change adds a new individual project or increases a current project phase, or deletes a project phase(s), or decreases a current project phase that utilizes federal funds, where the revision exceeds the following thresholds:

- ❖ \$5 million or 10 percent, whichever is greater, for ALDOT federally funded projects and Transportation Management Area (TMA) attributable projects
- ❖ The lesser amount of \$1 million or 50 percent of project cost for non-TMA MPOs (Not applicable to this MPO)
- ❖ \$750,000 for the county highway and bridge program
- The change results in major scope changes that would
 - ❖ Result in an air quality conformity reevaluation (Not applicable to this MPO)
 - ❖ Result in a revised total project estimate that exceeds the thresholds established between ALDOT and the Planning Partner (not to exceed any federally-funded threshold contained in this MOU).
 - ❖ Results in a change in the Scope of Work on any federally-funded project that is significant enough to essentially constitute a New Project
 - ❖ Level of Effort (LVOE) planned budget changes, exceeding 20 percent of the original budgeted amount per ALDOT region

A change that does not meet any of these criteria may be processed as an administrative modification, subject to approval of this operating procedure by the MPO policy board.

Amendments to the TIP will be required if the MPO area becomes designated as nonattainment for air quality. As of June 2015, the Environmental Protection Agency has not formally designated additional locations that may be classified as non-attainment areas. At the present time, the MPO area is currently in attainment; however, it has been implied that, given the latest air quality trends of the area, the Huntsville MPO may be designated as a nonattainment area. If this is the case, certain requirements must be met, such as updating and amending the TIP projects and the long range transportation plan, to ensure they meet the required Conformity Determination. A one-year grace period will be given to newly designated areas. One year after formal designation, all local transportation projects that may impact air quality must be evaluated and found to demonstrate conformity to federal air quality standards. The projects must collectively show improved air quality as well as support the area's ability to maintain national air quality standards. Since federal law requires that all transportation plans and TIPs conform to the State Implementation Plan (SIP) for any air quality nonattainment or maintenance area, TIP projects as well as the long range transportation plan must be amended to comply with the Conformity Determination.

Additionally, a Conformity Determination must be made on any updated or amended TIP by the MPO, FHWA, and FTA, in accordance with the Clean Air Act requirements and the EPA's transportation conformity regulations [23 CFR §450.324(a)], especially prior to inclusion in the State's TIP [23 CFR §450.326]. In instances where the MPO's long range transportation plan has expired or has not been updated per its prescribed cycle, projects may only be advanced from a TIP that was approved and found to conform before the expiration of the long range transportation plan. Until the MPO approves or the FHWA/FTA issues a conformity determination on the updated long range transportation plan, the TIP may not be amended [23 CFR §450.328(c)].

1.10 Public Participation Process

The Huntsville Area Transportation Study (MPO) adopted the **Final 2013 Public Participation Plan for Transportation Planning for the Huntsville Metropolitan Planning Area** in January 2014. This document details all of the requirements outlined by MAP-21 regulations regarding the participation of the public as well as other planning organizations in the development of transportation plans and in other transportation planning activities. The Huntsville area MPO takes this responsibility very seriously. Various policies are identified in the **Public Participation Plan** to guide the MPO in implementation of public involvement techniques. Specifically, Section 1.4.4 and Policy 4 of the plan addresses Title VI of the Civil Rights Act, Environmental Justice, and the Americans with Disabilities Act. Policy 4 of the **Public Participation Plan** specifically states: “The MPO will encourage the involvement of all citizens within its jurisdiction, especially including those identified by FHWA as *traditionally underserved*, in the transportation process [23 CFR §450.316(a)(1)(vii)]. The MPO will furthermore work towards ensuring a full and fair participation in the transportation decision making process by all potentially affected communities.”

1.11 Title VI and Environmental Justice Compliance

The Huntsville Metropolitan Planning Organization (MPO), as a subrecipient of federal funding, is required to comply with Title VI. Title VI refers to the entirety of the statutory, regulatory, and other directives related to the prohibition of discrimination in federally-funded programs, including the requirements to address Environmental Justice. The MPO has considered and incorporated Title VI requirements and Environmental Justice principles during the development of this short-term Transportation Improvement Program as well as the long range transportation plan. This section identifies the measures the MPO must take to ensure compliance with Title VI during all planning processes, especially the MPO’s short-term Transportation Improvement Program.

1.11.1 Principles and Legislation

Under Title VI and related statutes, each federal agency is required to ensure that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, or disability. The Civil Rights Restoration Act of 1987 clarified the intent of Title VI to include all programs and activities of federal-aid recipients, subrecipients, and contractors, whether those programs and activities are federally funded or not. (http://www.fhwa.dot.gov/environment/environmental_justice/facts/)

1.11.1.1 Principles

The application of Environmental Justice in the transportation planning process ensures that transportation projects do not have a disproportionately negative impact on low income and/or minority

populations. The MPO will comply with the following Environmental Justice Principles and Procedures outlined by FHWA to improve transportation decision-making:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.
- Make better transportation decisions that meet the needs of all people.
- Design transportation facilities that fit more harmoniously into communities.
- Enhance the public-involvement process, strengthen community-based partnerships, and provide minority and low-income populations with opportunities to learn about and improve the quality and usefulness of transportation in their lives.
- Improve data collection, monitoring, and analysis tools that assess the needs and analyze the potential impacts on minority and low-income populations.
- Partner with other public and private programs to leverage transportation-agency resources to achieve a common vision for communities.
- Avoid disproportionately high and adverse impacts on minority and low-income populations.
- Minimize and/or mitigate unavoidable impacts by identifying concerns early in the planning phase and providing offsetting initiatives and enhancement measures to benefit affected communities and neighborhoods.

[\(http://www.fhwa.dot.gov/environment/environmental_justice/overview/\)](http://www.fhwa.dot.gov/environment/environmental_justice/overview/)

1.11.1.2 Legislation

Title VI created the foundation for future Environmental Justice regulations. The following contains a compilation of the legal regulations, statutes, and orders that create the legal requirements for non-discrimination within the Huntsville MPO. Unless otherwise noted, these can be found at:

http://www.fhwa.dot.gov/environment/environmental_justice/facts/#legislation

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

religion. The implementing regulations of Title VI are found at 49 CFR 21 and 23 CFR 200. In particular, 23 CFR 200.5(p) includes other civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal assistance. In general, all local MPO plans and programs comply with the prohibition against discrimination in federally funded programs in accordance with the provisions of Title VI.

- **The National Environmental Policy Act of 1969 (NEPA)** addresses both social and economic impacts of Environmental Justice. NEPA stresses the importance of providing for all American's safe, healthful, productive, and aesthetically pleasing surroundings, and provides a requirement for taking a systematic, interdisciplinary approach to aid in considering environmental and community factors in decision making.
- **Rehabilitation Act of 1973 (29 USC 794)** is the law prohibiting discrimination on the basis of a disability, and in terms of access to the transportation planning process.
- **The Civil Rights Restoration Act of 1987** further expanded Title VI to include all programs and activities of Federal aid recipients, sub-recipients, and contractors whether those programs and activities are federally funded or not.
- **Americans with Disabilities Act of 1990 (42 U.S.C. 12131)**, which prohibits discrimination on the basis of disability by public entities and applies to all services, programs, and activities provided or made available by public entities.
- **Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** was signed by President Clinton in 1994. This piece of legislation directed every Federal agency to make Environmental Justice part of its mission by identifying and addressing all programs, policies, and activities that affect human health or the environment so as to identify and avoid disproportionately high and adverse effects on minority and low income populations. Federal, state, local, and tribal agencies must be proactive when it comes to determining better methods to serve the public who rely on transportation systems and services to increase their quality of life. Transportation agencies that take a more proactive approach to the implementation of Title VI will reduce potential conflicts while simultaneously complying with other legislation.
- **The Order on Environmental Justice (DOT Order 5610.2)** was issued by the United States Department of Transportation (DOT) in April 1997. DOT Order 5610.2 summarized and expanded upon the requirements of Executive Order 12899 to include all policies, programs, and other activities that are undertaken, funded, or approved by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), or other USDOT components.
- **The FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (DOT Order 6640.23)** was

issued by the FHWA in December 1998. DOT Order 6640.23 mandated the FHWA and all its subsidiaries to implement the principles of Executive Order 12898 and DOT Order 5610.2 into all of its programs, policies, and activities.

- **Implementing Title VI Requirement in Metropolitan and Statewide Planning** was issued jointly by the FHWA and FTA in October 1999. This memorandum provides clarification for field offices on how to ensure Environmental Justice is considered during current and future planning certification reviews. The intent of this memorandum was for planning officials to understand that Environmental Justice is equally as important during the planning stages as it is during the project development stages.
- **Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency** was signed by President George W. Bush in 2000. The Executive Order requires Federal agencies to examine the services they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide those services so LEP persons can have meaningful access to them. A subsequent Department of Justice policy document set forth compliance standards for LEP populations under the Title VI of the Civil Rights Act of 1964. This is a large component of the MPO's **2013 Public Participation Plan for Transportation Planning for the Huntsville Metropolitan Planning Area**, found at www.huntsvillempo.org
- **Executive Order 13330: Human Service Transportation Coordination** was signed by President George W. Bush in 2004. This Order was issued to enhance access to transportation to improve mobility, employment opportunities, and access to community services for persons who are transportation-disadvantaged. This piece of legislation established the Interagency Transportation Coordinating Council on Access and Mobility. In 2005, the FTA published a human services transportation coordination fact sheet outlining the requirements that included the establishment of a locally developed coordinated public transit-human services transportation plan for all FTA human service transportation programs. The **Moving Ahead for Progress in the 21st Century (MAP-21)**, also known as **Public Law 112-131**, signed into law July 2012, and currently extended, requires that the metropolitan planning process is open to public input in the preparation of plans and programs and is consistent with eight specific planning factors. These factors are further discussed in on page 5 of this document (<http://www.fhwa.dot.gov/hep/guidance/>).

1.11.2 Livability and Title VI/Environmental Justice

On June 16, 2009, the U.S. Department of Housing and Urban Development (HUD), U.S. Department of Transportation (DOT), and the U.S. Environmental

Protection Agency (EPA) joined together to help communities nationwide improve access to affordable housing, increase transportation options, and lower transportation costs while protecting the environment. The outcome of this initiative became the Partnership for Sustainable Communities. The partnership works to coordinate federal housing, transportation, water, and other infrastructure investments to make neighborhoods more prosperous, allow people to live closer to jobs, save households time and money, and reduce pollution. The partnership agencies incorporated six principles of livability into federal funding programs, policies, and future legislative proposals. More information can be found at <http://www.sustainablecommunities.gov>.

These Livability Principles and Indicators have been adopted by the MPO and incorporated in the planning process. They are addressed on page 9 and in the Appendix of this document. These principles and indicators further assist in guiding the planning process for the following transportation plans: Metropolitan Transportation Plan, Transportation Improvement Program, Public Participation Plan, and the Congestion Management Process.

Additional maps and data that address Environmental Justice, separate from the Livability Principles and Indicators, are available on the MPO website at: <http://www.huntsvillempo.org/wp-content/uploads/2014/11/Environmental-Justice-Maps.pdf>.

1.11.3 Title VI and Environmental Justice Target Groups

The MPO has identified specific target groups related to low income and minority populations. These groups have been identified further using analytic tools, such as mapping, within the MPO Study Area <http://www.huntsvillempo.org/wp-content/uploads/2014/11/Environmental-Justice-Maps.pdf>.

1.11.3.1 Low Income

To meet low income criteria, a person must have a household income (or in the case of a community or group, a median household income) at or below the U.S. Department of Health and Human Services poverty guidelines. The National Poverty Guidelines are issued annually by the U.S. Department of Health and Human Services (HHS). The guidelines vary based on family size and increases each year with the Consumer Price Index. The Consumer Price Index is a measure of the average change over time in the prices paid by urban consumers for a market basket of consumer goods and services. Low income is defined as 120 percent of poverty. The poverty threshold used is \$22,314 for a family of four (weighted average), as reported by the US HHS Department, 2010.

1.11.3.2 Minority Populations

The Office of Management and Budget (OMB) issued **Policy Directive 15, Revisions to the Standards for the Classification of Federal Data**

on Race and Ethnicity, in 1997, establishing five minimum categories for data on race. **Executive Order 12898** and the DOT and FHWA Orders on Environmental Justice address persons belonging to any of the following groups:

- **Black** - a person having origins in any of the black racial groups of Africa.
- **Hispanic** - a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.
- **Asian** - a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent.
- **American Indian and Alaskan Native** - a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition.
- **Native Hawaiian or Other Pacific Islander** - a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

(http://www.fhwa.dot.gov/environment/environmental_justice/overview/)

1.11.4 Public Involvement and Title VI/Environmental Justice/ADA

Title VI is covered in the public participation process of TIP development in that the public involvement meetings are held in close proximity to locations conveniently located to potentially affected citizens. Additionally, the MPO has included that broadcast and print media outlets that serve primarily minority populations are included in media releases concerning upcoming meetings and the distribution of plans for public review. Furthermore, the MPO has adopted a Title VI Documentation Limited English Proficiency Plan, as part of its **Final 2013 Public Participation Plan for Transportation Planning for the Huntsville Metropolitan Planning Area**, that identifies procedures of communicating transportation plans to non-English speaking populations. The MPO also promotes diversity and equitability in the membership of the Citizens Advisory Committee.

Environmental Justice is considered in the public participation process of TIP development in that transportation improvement projects and transit improvements selected for implementation in the TIP have been analyzed prior to addition to the TIP. These projects are primarily analyzed during the long range transportation planning process. The TIP projects do not adversely affect concentrations of minority or low income populations. The impact upon those communities is indeed positive and will provide increased economic development and will improve quality of life for these communities.

The American with Disabilities Act is covered in the public participation process of TIP development in that the MPO makes an effort to reach those traditionally underserved in the transportation process. This could include the announcement of public involvement meetings and request for public comment in areas or services frequently used by disabled persons. Also, the MPO makes every attempt to accommodate all persons at its public meetings, regardless of ability.

To ensure compliance with Environmental Justice, the Huntsville MPO has created techniques that are continually improved to survey the effects of its transportation planning process on the target populations. These processes include developing criteria for identifying potential Environmental Justice populations, and developing analytical tools capable of assessing the impacts of decision-making for all communities served by the MPO. These analytical tools are in the form of maps that identify minority and low income populations, as well as other characteristics of the population. The MPO requires full support from local citizens and community groups in order to fully address the needs of communities. To meet this need, effective public involvement procedures have been established that are inclusive and provide opportunities for all members of the community to be heard. The MPO's public involvement program provides transportation officials with input from local citizens and also identifies any potential Environmental Justice concerns during the planning stages and before project development starts.

The MPO's **2013 Public Participation Plan for Transportation Planning for the Huntsville Metropolitan Planning Area** addresses Title VI and Environmental Justice, including Limited English Proficiency. Analytical tools, such as Environmental Justice maps, can be accessed on the Huntsville MPO website at <http://www.huntsvillempo.org/wp-content/uploads/2014/11/Environmental-Justice-Maps.pdf>. Evaluation of the public involvement process ensures that it adequately eliminates any participation barriers for the active involvement of Environmental Justice populations in regional transportation decision making.

1.11.5 Title VI and Environmental Justice Transportation Decision-Making

Concerns with Environmental Justice will further be integrated into every transportation decision transportation plans, including post-construction operations and maintenance. The U.S. DOT Order applies to all policies, programs, and other activities that are undertaken, funded, or approved by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), or other U.S. DOT components, including:

- Policy Decisions
- Systems Planning
- Metropolitan and Statewide Planning
- Project Development and Environmental Review under NEPA
- Preliminary Design
- Final Design Engineering

- Right-of-Way
 - Construction
 - Operations and Maintenance
- (http://www.fhwa.dot.gov/environment/environmental_justice/overview/)

1.12 Certification Process

23 CFR §450.334 requires that the Huntsville area MPO and the State [concurrent with the submittal of the entire proposed TIP to the Federal Highway Administration and the Federal Transit Administration as part of the Statewide Transportation Plan (STIP) approval] shall certify at least every four years that the metropolitan planning process is being carried out in accordance with all applicable requirements, including:

- 23 USC 134, 49 USC 5303, and this subpart;
- Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
- 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the MAP-21 (Public Law 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender; and
- Section 504 of the Rehabilitation Act of 1973 (29 CFR 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

This self-certification process was fulfilled by the local MPO in fiscal year 2015 during the approval of the **Draft FY 2016-2019 TIP**. The signed and approved self-certification form is included in the Appendix of this document, in addition to answers to certification questions regarding the Statewide and MPO planning process.

1.13 Environmental Mitigation and Streamlining

Environmental mitigation activities must be considered as part of the development of the long range transportation plan, in accordance with 23 USC 134, 49 USC 5303(i)(2)(D), 23 USC 135, and 49 USC 5304(f)(4). Since all transportation projects that are incorporated into the TIP must be taken from an approved long range transportation plan, all projects presented in this document have already undergone a preliminary analysis for environmental concerns and mitigation activities have been considered during the initial project selection phase. Transportation plans were considered and compared with other

local, state, and federal agency generated plans, maps, and inventories. Discussions were also held with other agencies to determine any environmental concerns regarding the overall proposed future plan transportation network. Since this work is performed during the development of the long range transportation plan, it is not required during the TIP development process concerning project selection. The TIP merely provides a mechanism for further formal environmental work to be performed through the scheduling of preliminary engineering (PE) phases of each project.

In the event that the MPO study area becomes classified as a nonattainment area by the EPA, additional environmental study will be necessary to determine if the impacts of the MPO's planned transportation projects may negatively affect air quality. The results of this process may indicate that some planned transportation projects would need to be amended or deleted. Regardless of the outcome, this process would require additional environmental mitigation actions to be taken by the MPO staff.

1.13.1 Air Quality

The Huntsville area MPO is preparing for an inevitable change in its designation as an attainment area. As of June 2015, the Environmental Protection Agency has not changed the area's air quality designation to nonattainment. A non-attainment designation means that an area does not meet national standards for ground level ozone, particulate matter, and/or carbon monoxide. In preparation for this possible designation, the MPO staff will be trained to learn how to manage new planning requirements. These new requirements involve:

- Running an EPA approved air quality model to determine the impacts of planned transportation projects upon the area's air quality [40 CFR part 93].
- Possibly amending the long range transportation plan and the TIP if planned projects have a negative impact upon the State Implementation Plans (SIPs) and the mobile source emissions budgets as established by the SIPs (See **Section 1.9**). (40 CFR Part 93), [23 CFR §450.326], and [23 CFR §450.328(c)]
- Monitoring of air quality must also be performed [40 CFR Part 93]. The City of Huntsville Department of Natural Resources has been monitoring the area's air quality for many years.
- Conformity Determination must be demonstrated. (See Sections **Section 1.3.2**. and **Section 1.9**.) [23 CFR §450.322.(l)]
- For the long range transportation plan, coordinating plan development with the process for developing Transportation Control Measures in a SIP. [23 CFR §450.322.(d)]
- For the long range transportation plan, providing design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail. [23 CFR §450.322.(f)(6)]
- For the long range transportation plan, developing the financial plan to address the specific financial strategies required to ensure the

implementation of Transportation Control Measures in the applicable SIP. [23 CFR §450.322(f)(10)(vi)]

- For the TIP, identifying projects that are identified as Transportation Control Measures in the applicable SIP. [23 CFR §450.324(e)(5)]
- For the TIP, specifying projects in sufficient detail (design concept and scope) for air quality analysis in accordance with EPA transportation conformity regulation. [23 CFR §450.324(e)(6) and 40 CFR part 93]
- For the TIP, ensuring that project classifications are consistent with the *exempt project* classifications contained in the EPA conformity regulation. [23 CFR §450.324(f) and 40 CFR part 93]
- For the TIP, ensuring that projects included in the first two years of the TIP be limited to those for which funds are available or committed, demonstrating financial constraint, and giving priority to eligible Transportation Control Measures identified in the SIP - and provide for their timely implementation. [23 CFR §450.324(i)]
- For the TIP, describing the progress in implementing any required Transportation Control Measures in accordance with 40 CFR Part 93. [23 CFR §450.324(l)(3)]
- For both the long range transportation plan and the TIP, demonstrating fiscal constraint consistent with DOT's metropolitan planning regulations found within 23 CFR §450 in order to be found in conformity [40 CFR part 93.108].
- Conducting public involvement in accordance with 23 CFR §450.316(a). Additionally, in nonattainment area TMAs, the MPO is required to provide at least one formal public meeting during the TIP development process, which should be addressed through the public participation plan [23 CFR §450.324(b)].

The Huntsville area MPO is currently in attainment, and does not have any federally recognized air quality problem; however, the possibility of that changing is imminent. It is easy to see that with this potential change, many federal requirements will need to be met.

1.13.2 Climate Change

According to the FHWA report *Integrating Climate Change into the Transportation Process*, there is general scientific consensus that the Earth is experiencing a long-term warming trend and that human-induced increases in atmospheric greenhouse gases (GHGs) may be the predominant cause. The combustion of fossil fuels is by far the biggest source of GHG emissions. In the United States, transportation is the largest source of GHG emissions, after electricity generation. Within the transportation sector, cars and trucks account for a majority of emissions.

Opportunities to reduce GHG emissions from transportation include switching to alternative fuels, using more fuel efficient vehicles, and reducing the total number

of miles driven. Each of these options requires a mixture of public and private sector involvement. Transportation planning activities, which influence how transportation systems are built and operated, can contribute to these strategies.

In addition to contributing to climate change, transportation will likely also be affected by climate change. Transportation infrastructure is vulnerable to predicted changes in sea level and increases in severe weather and extreme high temperatures. Long-term transportation planning will need to respond to these threats.

1.14 Congestion Management

On July 8, 2002, the Huntsville Urbanized Area was designated by the Federal Highway Administration and the Federal Transit Administration as a Transportation Management Area (TMA). With that designation came an additional transportation planning mandate: The responsibility of developing, establishing, and implementing a Congestion Management Plan (CMP) for the Huntsville Urbanized Area. Federal regulation 23 CFR §450.320 requires all TMAs, defined as urbanized areas with a population exceeding 200,000 or upon special request from the Governor, to develop, establish, and implement a Congestion Management Process as part of the metropolitan planning process. As a result of this regulation, the local MPO staff developed a *Congestion Management Plan*, or CMP, published in 2006 as the **Huntsville Area Transportation Study Congestion Management Report on Mobility**. The Congestion Management Plan has been updated and is included in Section 8 of the **Year 2040 Transportation Plan**. The objectives of the CMP are defined in **Section 1.3.1**.

Additionally, 23 CFR §450.320 further requires that all federally funded projects carried out within the boundaries of a TMA be selected for implementation from an approved TIP by the MPO and the State, in consultation with each other. This is easily accomplished since the Congestion Management Process is incorporated within the long range transportation plan; the only source from whence TIP projects originate.

1.15 Safety Planning

Safety Planning has been comprehensively addressed in Section 8 of the **Year 2040 Transportation Plan**, in conjunction with Congestion Management. The **FY 2016 Unified Planning Work Program** indicates that the MPO staff, working with the Technical Coordinating Committee of the local MPO, will continue to identify facilities, establish efficiency measures and performance standards, collect and maintain relevant data, evaluate facility performance, and establish strategies for the improvement of intermodal facilities in the Huntsville Urbanized Area.

The Technical Coordinating Committee (TCC) of the local Metropolitan Planning Organization has identified several projects that have been incorporated in this TIP for improvements. These projects are programmed in **Table 2.4.11**. The improvements have been prioritized based upon need and the availability of federal funds within the next four

years. These projects are subject to change, based upon the latest data findings of the TCC, as well as any changes to the federal funding structure during the next four years.

1.16 Regionally Significant Projects

The requirement to include *other* regionally significant projects to the TIP is based on 23 CFR §450.104, 40 CFR §93.101, and 23 CFR §450.324(d). From 23 CFR §450.104, a *regionally significant project* means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulation (40 CFR part 93) that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel. From 40 CFR §93.101, a *regionally significant project* means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region; major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel. 23 CFR §450.324(d) indicates that the TIP shall contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded under 23 USC Chapters 1 and 2 or Title 49 USC Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 USC or 49 USC chapter 53).

For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds. The MPO has met the requirements of these regulations. All regionally significant projects that will be funded with FHWA or FTA monies have been incorporated in this document. At the present time, the metropolitan area has several regionally significant projects that are proposed in the next four years to be funded with any different funds other than those administered by the FHWA or FTA. Since this is the case, this TIP includes additional maps, spreadsheets, and other information pertaining to *other* regionally significant projects that meet that specific criterion. These projects are identified in the Appendix as *Regionally Significant Projects* and are provided for informational purposes only. More information concerning these projects can be found in **Appendix 3, Table 3.5.4 and Table 3.5.5.**

The Regionally Significant Projects identified in this plan are financially constrained, with 100 percent of project funds being provided locally. The City of Huntsville has an

aggressive Capital Budget in place to pay for infrastructure. The City of Madison and Madison County have also created the *Town Madison Cooperative District* to fund an interchange on I-565 near Zierdt Road, auxiliary lanes on I-565, and a Hughes Road extension project. The Town Madison Cooperative District is a Community Development District that allows sales tax revenue, as well as property taxes from the district, to repay money borrowed for development in the area. The Alabama Division of the Federal Highway Administration has advised that the auxiliary lanes project on I-565 from mile post 11.1 to mile post 13.22, including 4 bridge widenings (2 at mile post 11.55 and 2 at mile post 12.18), and the Hughes Road Extension project from north of Madison Boulevard to the Kellner Road Extension, including 2 overpasses at Madison Boulevard and I-565, must be constructed within 48 months or less..

1.17 Level of Effort

Projects in the STIP/TIP, referred to as LEVEL OF EFFORT (LVOE) projects, represent grouped projects not considered of appropriate scale to be identified individually. Projects may be grouped by function, work type, and/or geographic area, using the applicable classifications under 23 CFR 771.117 (c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the *exempt project* classifications contained in the EPA transportation conformity regulations (40 CFR part 93).

LVOE projects are placed in the STIP/TIP according to selected funding programs, with the planned funding amounts for each fiscal year. ALDOT, and the affected MPOs, will be required to make a formal amendment to the STIP/TIPs for any adjustment of funding of an LVOE group that exceeds 20 percent of its originally-planned funding to a particular Region. The selected statewide funding programs include:

- Transportation Alternative Program (TAP) Projects
- Safety Projects such as hazard elimination roadway and rail, high speed rail, seat belt, blood alcohol content, etc.
- Recreational Trails (Funds are transferred to ADECA)
- Federal Aid Resurfacing Program for each ALDOT Region
- County Allocated Funds such as off system bridges and STP non-urban
- Federal Transit Programs: Sections 5307 (urbanized), 5311 (non-urban), and 5310 (Elderly and Disabilities), and 5339 (Buses and Bus Facilities)

Any of these LVOE type projects are pre-approved by the MPO and will not require any further MPO action prior to authorization. The MPOs will be notified as soon as the specific projects within their urban areas are selected and will have ten days to decline the project. Additionally, MPOs will be notified as soon as any specific projects are modified or deleted within their urban areas and will have ten days to decline the project deletion or change. The MOU, signed by FHWA and ALDOT, which addresses LVOE and the TIP amendment process, is available in **Section 3.7.3**.

1.18 Financial Constraint

Federal legislation requires that TIPs must be financially constrained, that is, projects listed in the TIP must be consistent with funding reasonably expected to be available during the relevant period. Tables depicting financial constraint are shown for all funding categories identified in this TIP. Projects in the 4-year planning cycle are included within this plan. While the inclusion of a project in the TIP does not guarantee that federal funding will be authorized, federal funds cannot be authorized for a project if it is not listed in the TIP. Financial documentation can be found in **Section 3.5** of this document.

1.19 Project Selection and Prioritization

According to federal regulation, the TIP must include a priority list of projects to be carried out in each four-year period after initial adoption and a financial plan that demonstrates how it can be implemented. The Alabama Department of Transportation reviews the proposed projects, along with all other projects proposed state-wide, and makes a recommendation to the Transportation Director. The Transportation Director determines the projects that will be included in the State TIP.

Locally, projects in the Surface Transportation Program Attributable Projects category are selected by the MPO. This funding category makes limited federal appropriations available to local governments, with project costs shared locally and federally. Priorities established at the local level for inclusion in the TIP are based upon the following:

Status – A project that has advanced into actual pre-construction activity (preliminary engineering, right of way acquisition) or into some phase of construction would have higher priority than a project that is only scheduled for pre-construction activity.

Immediate Need – The quality of current traffic flow on an individual facility can be represented by the volume/capacity ratio. A route currently beginning to experience congestion would have a higher immediate improvement need than a route with free-flowing conditions.

Financial Factors – High priority projects are those with an implementation commitment, funding availability, and low implementation costs. Very costly projects that have not reached formal local project agreement or have not had funds allocated would be lower priority.

Other Factors – A project would be high priority if it complemented a companion project, enhanced safety, improved roadway conditions, coordinated with urban development activities, or other related factors.

At the present time, this TIP carries over projects that were already identified in the previously adopted TIP or moves them in the construction schedule. These actions were taken based upon anticipated funding availability. Additionally, the various scopes of projects have been programmed in specific years based upon the reasonable expected

dates that the project will be ready to progress to the next pre-construction activity or be bid for construction. The sequence or progression of a project's scope is typically identified as: preliminary engineering, right-of-way acquisition, utility relocation, and construction.

1.20 Conclusion

The TIP encompasses all major elements of the area's surface transportation system and takes into consideration both federal and non-federally funded projects. The TIP must include a priority list of projects to be carried out in each 4-year period after initial adoption. A listing of all projects to be funded until fiscal year 2019 is shown in **Section 2.4**.

Section 2.0 TELUS Projects

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2.1 Web TELUS

The output of the planned transportation projects that are listed in this document were the result of a relatively new transportation software application called TELUS. The Transportation Economic and Land Use System (TELUS) is a web-based information-management and decision-support software application utilized by the Alabama Department of Transportation and developed by the New Jersey Institute of Technology. The software was customized to meet the State of Alabama's needs and assists users in transportation planning, coordination, and reporting. Alabama was the first State in the U.S. to implement the software in December of 2004. The software took six years to develop, and the cost of development was approximately \$6 million. TELUS has been designated by the Federal Highway Administration as a *Priority, Market-Ready Technology and Innovation* project. The system is available to any of the 384 metropolitan planning organizations and 50 states nationwide desiring to use it for the preparation, maintenance, and dissemination of annual transportation improvement programs.

2.2 TELUS Project Descriptions

Information concerning all transportation improvements originating in TELUS is input by the State of Alabama Department of Transportation in cooperation and coordination with the local MPOs. TELUS project descriptions specify the parameters of the project from beginning to end. TELUS projects are categorized by funding source, and each funding source must show financial constraint. Prior to MAP-21, each federally apportioned program had its own formula for distribution and the total amount of federal assistance a state received was the sum of the amounts it received for each program. MAP-21 instead provides a total apportionment for each State and then divides that State amount among individual apportioned programs to fund five formula programs (including certain setasides within the programs described below):

- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)
- Highway Safety Improvement Program (HSIP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) and
- Metropolitan Planning Program.

MAP-21 has a new approach to core formula funding, authorizing a lump sum total or apportionment instead of individual authorizations for each program. Once each state's share of the total is calculated, it is divided up by program within the state. All road improvement projects are selected by the State of Alabama with the exception of the category called **Surface Transportation Attributable Projects**. Before each individual funding source is defined, it is imperative to clearly explain the Surface Transportation Program funds, as monies made available through this program are split multiple ways.

The Surface Transportation Program (STP) provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge, or tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. A portion of funds reserved for rural areas may be spent on rural minor collectors. This funding appropriation is broken into several categories in this TIP: STP Attributable Funds (which requires a local match of funding to federal dollars), Other STP Projects (which requires a State match of funding to federal dollars), and Transportation Alternatives Projects. Each state's apportioned STP funds are suballocated as follows:

- A proportionate share of funds for the State's Transportation Alternatives Program
- 2 percent for State Planning and Research
- For off-system bridges, an amount not less than 15 percent of the State's FY 2009 Highway Bridge Program apportionment
- 50 percent of the State's STP apportionment, after Transportation Alternatives and State Planning and Research setasides, is divided among areas based upon set population criteria. Projects funded under **Surface Transportation Attributable Projects Huntsville (STPHV)** utilize these funds. The portion that goes to urbanized areas like Huntsville, with over 200,000 population, must be distributed on the basis of population unless the State and relevant MPOs request the use of other factors and the FHWA approves.
- The remaining 50 percent may be used in any area of the State. This accounts for the Other STP category of funds.

Specific descriptions of each project type listed in the TIP and shown in the tables developed by TELUS follow below:

Table 2.4.1: Surface Transportation Attributable Projects – Surface Transportation is a Federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads, transit, seaport and airport access, vanpool, bicycle, and pedestrian facilities. This funding was originally established under TEA-21 and reinforced in SAFETEA-LU. An example would be: projects using funds coded **STPHV** in TELUS indicates *Surface Transportation Urban Area funding for Huntsville, AL*.

Table 2.4.2: Other Surface Transportation Program Projects – Surface Transportation funding has been discussed earlier. In addition, there are at least 37 different codes for fund sourcing under the category of *Other* Surface Transportation funding. These types of funds may be used for capacity, bridge work, intersection, and other operational improvements. In TELUS, for example, coding of STPAA indicates *Surface Transportation Program Any Area*.

Table 2.4.3: National Highway System/Interstate Maintenance/NHS Bridge Projects – The National Highway System (NHS) includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The NHS was developed by the Department of Transportation (DOT) in cooperation with the states, local officials, and metropolitan planning organizations (MPOs). This category now includes Interstate Maintenance activities as well as the NHS bridges.

Table 2.4.4: Appalachian Highway System Projects – TEA-21 provided funding under Section 1117 for funding of highway corridor projects in 13 states to promote economic development. This program was continued under SAFETEA-LU but not MAP-21. The category will remain in place until all program funds are expended and projects completed.

Table 2.4.5: Transportation Alternative Projects (TAP) – This program was authorized under MAP-21 (Section 1122) and replaces most of the project activities under SAFETEA-LU Transportation Enhancement guidelines and provides some flexibility in shifting fund to and from other programs, a feature not available under the former program.

23 USC 213(b) should be reviewed carefully for eligible and ineligible *applications* under the TAP provision, and with particular attention to eligible project sponsors.

Eligible activities under TAP (*truncated*) [23 USC 213(b)]:

- Construction, planning, and design of on-road and off-road activities for pedestrians, bicyclists, and other non-motorized forms of transportation
- Construction, planning, and design of infrastructure-related projects. (Safe Routes and ADA projects are included here)
- Conversion and use of abandoned railroad corridors
- Construction of turnouts, overlooks, and viewing areas
- Community Improvement activities, such as:
 - Control of outdoor advertising
 - Preservation and rehabilitation of historic transportation facilities
 - Vegetation management in rights-of-way
 - Archaeological activities relating to project impacts mitigation
- Environmental mitigation activity, including pollution prevention and abatement, and mitigation to:
 - Address stormwater management and control, and water pollution prevention and abatement related to highway runoff
 - Reducing wildlife mortality and maintain connectivity among habitats
- Recreational trails program (23 USC 206)
- Safe Routes to School program projects under 1404(f) of SAFETEA-LU
 - Infrastructure-related
 - Non-infrastructure-related
 - Safe Routes to School Coordinator

- Planning, Design, or construction of boulevards and other roadways in the ROW of former Interstate System routes or other divided highways

Table 2.4.6: Bridge Projects (State and Federal) – This includes new facility construction, existing bridge repair, and/or replacement. Projects selected by ALDOT are based on regional needs, maintenance and inspection criteria (sufficiency ratings), and available funding. If sufficiency ratings fall below a certain point, the bridge is automatically scheduled for repair or replacement.

Table 2.4.7: State Funded Projects – These are typically smaller projects or phases of larger projects for which there is no Federal funding available, a county or municipality is participating with the state to proceed on a project rather than wait on Federal assistance (funds either not available or cannot be used on a certain project type), or in which the state simply chooses to do certain projects or project types with state funds. Existing project examples would include a resurfacing, patching, and striping project within a municipal city limits, a training program on non-reimbursable state grant, DBE training extended beyond Federal funding limits, or industrial access. There are a variety of scenarios in which this type of project would be done.

Table 2.4.8: Enhancement Projects – This category is eliminated in MAP-21, with many of the activities covered under Enhancement now being covered under the **Transportation Alternatives (TAP) program** (see 2.4.5). Table 2.4.8 remains in place, however, because there is still funding available under this program and the category will be taken down once funding is exhausted. Enhancement activities *no longer covered* under TAP include (*truncated*):

- Safety and educational activities for pedestrians and bicyclists
- Acquisition of scenic easements or historic sites
- Landscaping and scenic beautification
- Historic preservation and rehabilitation, including railroad and canal facilities. (Some exceptions – see section 101(a)(29)(E))
- Archaeological planning and research (Under TAP, certain mitigation measures related to project impacts are covered.)
- Establishment of Transportation museums

Table 2.4.9: Transit Projects – Local transit operators provide projects to the MPOs in priority order, and they in turn use these to develop a Four or Five Year Transit Development Plan (TDP). Transit projects are required for the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP), and typically appear in these documents as *funding actions*, and carrying an ALDOT project number.

Transit projects are typically funded through grants awarded by the Federal Transit Administration (FTA). These awards are in the following major categories. The source for program descriptions is available at <http://www.fta.dot.gov/about/15035.html>.

Section 5307 – Urbanized Area Formula Grants: This program provides grants to Urbanized Areas for public transit capital, planning, and Job Access and Reverse Commute projects (JARC). Operating expenses are eligible for areas with less than 200,000 in population or areas with population of greater than 200,000 that operate no more than 100 buses in fixed route service during peak hours. The City of Huntsville funds its Shuttle fixed-route system through this grant as well as its Handi-Ride program. Matching funds for the Section 5307 program locally are paid for by the City of Huntsville. Activities that were eligible under the former JARC program are now eligible under this program. Local matching funds for the Section 5307 program are paid locally by the project's sponsor.

Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities: This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs that serve the special needs of transit-dependent populations beyond traditional public transit services and Americans with Disabilities complementary paratransit services. Local matching funds for the Section 5310 program are paid for by the project sponsor. Additionally, activities that were eligible under the former New Freedom program are now eligible under this program.

Section 5311 – Rural Area Formula Grants: This program provides for capital, planning, and operating assistance to support public transit services in rural areas. Madison County's TRAM program receives funding through this grant program, with the federal appropriations funneled to rural areas through the State of Alabama. Matching funds for the Section 5311 program locally are paid for by the Madison County Commission. Activities that were eligible under the former JARC program are now eligible under this program. Local matching funds for the Section 5311 program are paid for locally by the project's sponsor.

Section 5339 – Bus and Bus Facilities Program: This program replaces Section 5309 under SAFETEA-LU, and provides for capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. The funds are restricted to fixed route transit systems, such as the Huntsville Shuttle. Matching funds for the Huntsville Shuttle program are paid for by the City of Huntsville. Additionally, subrecipients may be eligible for this funding if they are public organizations engaging in public transportation, including those providing services open to a segment of the general public, as defined by age, disability, or low income.

FTA Section 5309 – Assists in financing capital projects that benefit the country's transit system. Funding can be for the following: bus and bus-

related activities, modernization of fixed guideway systems, and construction of new fixed guideway systems and extensions. This grant program has been replaced by Section 5339, but is being retained here in case any Section 5309 funds from SAFETEA-LU are being carried over to the current TIP.

Section 5316 and Section 5317 (Jobs Access Reverse Commute Grants/New Freedom Grants) - These are special program grants allocated to human service agencies and other non-profit transit providers, and are administered by TARCOG and the State of Alabama, as appropriate. The funding for these programs ended September 30, 2012 and projects are being retained in this TIP until allocated funds have been expended. TARCOG no longer receives these grants.

Table 2.4.10: System Maintenance Projects – Roadway and bridge maintenance is provided according to system specifications, facility-life maintenance scheduling, and available funding. Projects are usually assigned a ‘99’ code designation.

Table 2.4.11: Safety Projects – MAP-21 retains the SAFETEA-LU and original TEA-21 Highway Safety Improvement Program (HSIP) to continue comprehensive funding to states for specific types of projects. The program requires a state to develop a Statewide Highway Safety Plan (SHSP) and projects must be included in the plan.

Table 2.4.12: Other Federal and State Aid Projects – This is a miscellaneous category for projects that do not fit easily into other categories. Some sample funding codes are: PLN8 (Surface Transportation Metropolitan Planning), SPAR (State Planning and Research), STRP (State Revenue Sharing), UABC (Urban Extension), and CMAQ (Congestion Mitigation Air Quality).

Table 2.4.13: Congestion Mitigation and Air Quality Projects (CMAQ) – These funds may be used for transportation projects and programs that are likely to contribute to the attainment of national ambient air quality standards per the Intermodal Surface Transportation Act of 1991, and continued by the TEA-21, SAFETEA-LU, and MAP-21. The Huntsville area MPO **does not** qualify for this funding.

Table 2.4.14: High Priority and Congressional Earmarks Projects – High Priority funding is project-specific funding provided by TEA-21, extended by SAFETEA-LU and again in MAP-21. Congressional Earmarks are legislative actions providing funding for a specific purpose or project outside the normal funding allocation process. Although High Priority funding continues, *Congressional Earmark* designation remains only because some projects under this designation have not been completed.

Table 3.5.3: Regionally Significant Projects (Appendix) – These are local projects that are funded locally by MPO jurisdictions. The projects shown in this category will have a significant impact upon the regional network and have been modeled as part of the **Year 2040 Transportation Plan**. They are included for informational purposes only.

Authorized Projects – This is a category or listing of *Prior Year Projects* that have been approved for federal funding by FHWA or FTA. Construction of these projects may begin with authorization. A Prior Year listing is required in the Transportation Improvement Program (TIP).

2.3 Web TELUS Project Report Format

Refer to the following page for an explanation of the Web TELUS Project Report Format.

Project Report Format (TELUS)

2.4.1 Surface Transportation Attributable Projects

Project Family ID	Project Number (FANB)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Priority	Conformity Year	Federal State Other	Estimated Total Cost
Sponsor : Auburn												
1972	100008577	3-LN DONAHUE DR FR 300 FT N OF BRAGG AV TO BEDELL AV	0.69	RW	P	ADDITIONAL ROADWAY LANES	2016	2.0	1	2020	\$1,269,594	\$1,586,993
	9059 (002)										\$0	\$317,399
	100033351										\$516,947	
	STPOA - 9059 ()			UT	P	ADDITIONAL ROADWAY LANES	2016	0.0	NA	NA	\$0	\$646,184
	100008575										\$129,237	
	STPOA - 9059 ()	3-LN DONAHUE DR FR 300 FT N OF BRAGG AV TO BEDELL AVE	0.69	CN	P	ADDITIONAL ROADWAY LANES	2016	0.0	NA	NA	\$2,222,644	\$2,778,305
											\$0	\$561
24501	100043891	CR-12 (MOORE'S MILL ROAD) BRIDGE WIDENING @ OVERPASS I-85, WIDEN TO FIVE LANES	0.0	UT	P	BRIDGES AND APPROACHES	2014	4.0	4	2017	\$25,199	\$478,999
	STPOA - 9011 ()										\$95,800	
24518	100043913	CORRIDOR STUDY RELOCATE SR-147 BY CONSTRUCTING A NEW ROAD FROM I-85 @ CR-26 (BEEHIVE RD) TO SR-38 (US-280) @ MP-101.37, & WIDENING PREVIOUS ROADWAY	13.0	PE	P	CORRIDOR STUDY	2016	0.0	NA	NA	\$227,730	\$284,663
	STPOA - 0147 (910)										\$56,933	

1 – Sponsor, in this case, Auburn. Sponsor must be entered by MPO staff.

2 – ALDOT Project ID, a nine digit identifying number within CPMS (Comprehensive Project Management System).

3 – Funding code and Federal Aid program number, in this case STPOA – 9059.

4 – Route and Termini description (from – to).

5 – Project and funding type of the projects listed under this heading (Surface Transportation Attributable Projects).

6 – Scope or Phase of the project. RW indicates Right-of-Way Phase, CN is Construction, UT is Utility, and so forth.

7 – Project Status. 'P' indicates Planning, 'A' is Authorized.

8 – Type of work actually being performed, in this example Bridges and Approaches.

9 – Map ID, assigned to project maps and linked.

10 – Change in 2014: 10A: this field is for an assigned **Project Priority** number. 10B: the second field will be **the year in which conformity must be carried out**. 10B applies only to MPOs in Air Quality non-conformity or maintenance status.

11 – FY or Fiscal Year 2016 is the year work will be performed.

12 – Funding sources and the total project costs in Year of Expenditure (YOE).

2.4 Project Listings

The projects listed on the following pages correlate to the tables below:

- 2.4.1 Surface Transportation Attributable Projects**
- 2.4.2 Other Surface Transportation Program Projects**
- 2.4.3 National Highway System/Interstate Maintenance/NHS Bridge Projects**
- 2.4.4 Appalachian Highway System Projects**
- 2.4.5 Transportation Alternatives**
- 2.4.6 Bridge Projects (State and Federal)**
- 2.4.7 State Funded Projects**
- 2.4.8 Enhancement Projects**
- 2.4.9 Transit Projects**
- 2.4.10 System Maintenance Projects**
- 2.4.11 Safety Projects**
- 2.4.12 Other Federal and State Aid Projects**
- 2.4.13 Congestion Mitigation and Air Quality Projects (Not Applicable to the Huntsville MPO)**
- 2.4.14 High Priority and Congressional Earmarks Projects**
- 2.4.15 Authorized Projects**
- 3.5.3 Regionally Significant Projects (Appendix)**

2.4.1 Surface Transportation Attributable Projects

Sponsor: CITY OF HUNTSVILLE													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
* 38016	100062240 STPHV 4514 ()	ADDITIONAL LANES ON SLAUGHTER ROAD FROM OLD MADISON PIKE TO SR-20	1.19	PE	P	ADDITIONAL ROADWAY LANES	2019	1.010	EXEMPT		\$572,000 \$0 \$143,000	\$715,000	
** 17571	100033484 STPHV 4500 (200)	CLEARING AND GRUBBING CHURCH ST. (PHASE I) FROM MONROE ST. TO E. OF PRATT AVE. AND REALIGNMENT OF PRATT AVE. IN THE CITY OF HUNTSVILLE	1.10	CN	P	CLEARING & GRUBBING	2016	1.020	EXEMPT		\$385,294 \$23,210 \$55,705	\$464,210	
** 17571	100049499 STPHV 4500 (217)	WIDENING & REALIGNMENT OF CHURCH ST. (PHASE I) FROM MONROE ST. TO E. OF PRATT AVE. AND REALIGNMENT OF PRATT AVE. INCLUDING BRIDGE REPLACEMENT @ PINHOOK CREEK (BIN# 008439) IN THE CITY OF HUNTSVILLE	1.10	CN	P	ADDITIONAL ROADWAY LANES	2016	1.020	EXEMPT		\$7,171,828 \$0 \$1,792,957	\$8,964,785	
** 25156	100062037 STPHV- ACAA62037 ATRP (016)	CR-7 (ZIERDT ROAD) SOUTHBOUND LANES AND GREENWAY FROM NORTH OF CR-11 (MARTIN ROAD) TO SOUTH OF MADISON BOULEVARD	2.60	CN	P	GRADE, DRAIN, BASE AND PAVE	2016	2.040	EXEMPT		\$6,080,000 \$0 \$1,520,000	\$7,600,000	
Totals By Sponsor						Federal		\$14,209,122			ALL Funds	\$17,743,995	
Sponsor: CITY OF MADISON													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
* 34944	100062261 STPHV 4514 ()	KELLNER ROAD EXTENSION TO ZIERDT ROAD	2.20	PE	P	GRADE, DRAIN, BASE AND PAVE	2015	2.060	EXEMPT		\$680,000 \$0 \$170,000	\$850,000	
* 26557	100046734 STPHV- STPAA 4514 ()	CR-17 (BALCH RD) WIDENING FROM SOUTH OF MADISON CITY LIMITS NEAR CR-21 (BROWNS FERRY RD) TO CR-27 (GOOCH LANE)	2.45	RW	P	GRADE, DRAIN, BASE AND PAVE	2019	1.030	EXEMPT		\$72,008 \$0 \$18,002	\$90,010	
* 26557	100046746 STPHV 4514 ()	CR-17 (BALCH RD) WIDENING FROM SOUTH OF MADISON CITY LIMITS NEAR CR-21 (BROWNS FERRY RD) TO CR-27 (GOOCH LANE)	2.45	UT	P	GRADE, DRAIN, BASE AND PAVE	2019	1.030	EXEMPT		\$284,662 \$0 \$71,166	\$355,828	
Totals By Sponsor						Federal		\$1,036,671			ALL Funds	\$1,295,838	

* Project includes bike and pedestrian access

** Project includes greenway or multi-use path

2.4.1 Surface Transportation Attributable Projects

Sponsor: MADISON COUNTY												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
38015	100062252 STPHV 4514 ()	CR-242 (OLD HIGHWAY 431) FOUR (4) BRIDGE REPLACEMENTS. BIN NUMBERS 313, 558, 559, AND 314	0.00	CN	P	BRIDGE REPLACEMENT	2018	1.040	EXEMPT		\$6,792,000 \$0 \$1,698,000	\$8,490,000
Totals By Sponsor						Federal		\$6,792,000			ALL Funds	\$8,490,000

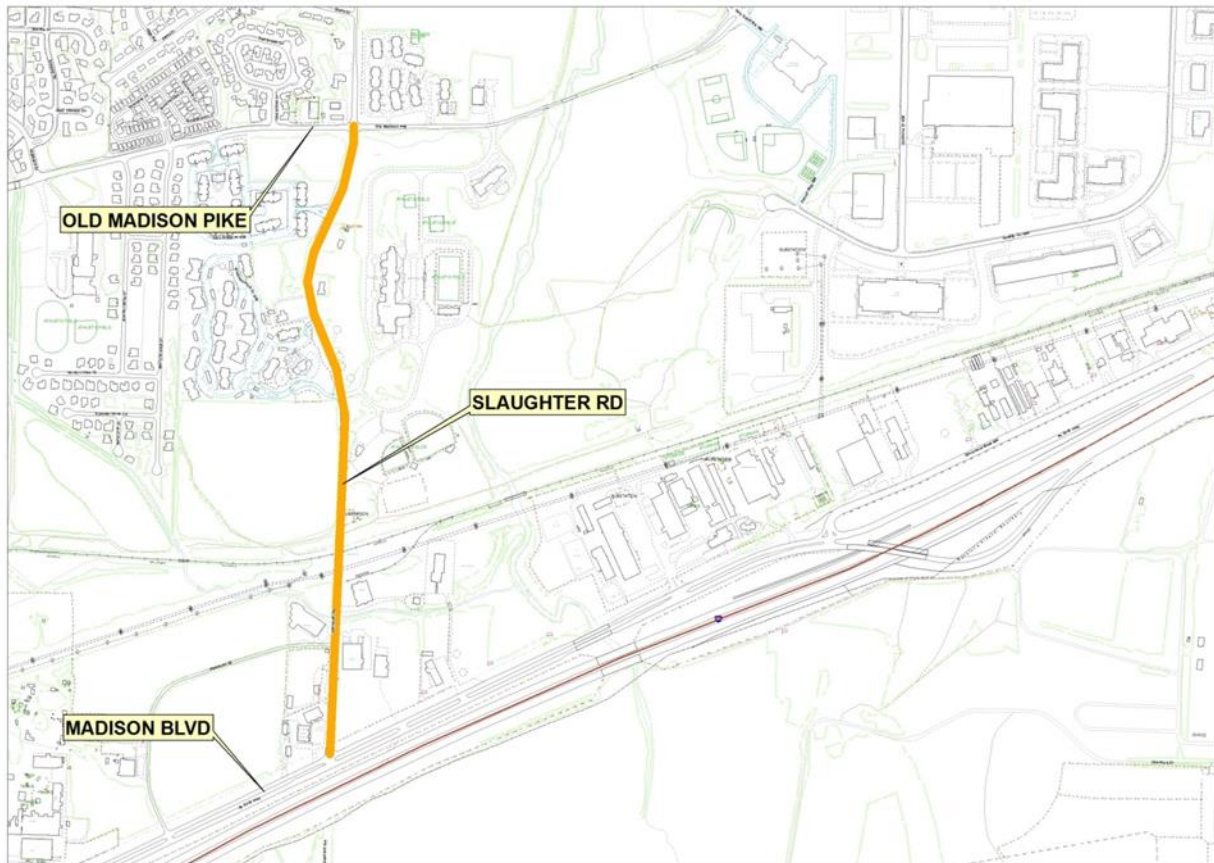
SURFACE TRANSPORTATION ATTRIBUTABLE PROJECTS

MAP ID: 1.01

PROJECT:	SLAUGHTER ROAD
PROJECT DESCRIPTION:	ADDITIONAL LANES ON SLAUGHTER ROAD FROM OLD MADISON PIKE TO SR-20
PROJECT TYPE:	ADDITIONAL ROADWAY LANES
LENGTH (MILES):	1.19
LANES:	4
PROGRAM:	SURFACE TRANSPORTATION ATTRIBUTABLE PROJECTS

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY2019
STPHV-4514 () 100062240	PE	\$0	\$0	\$0	\$715,000
TOTAL COST		\$0	\$0	\$0	\$715,000
FEDERAL OBLIGATED FUNDS		\$0	\$0	\$0	\$572,000
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$0	\$0	\$0	\$143,000
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$0	\$0	\$0	\$715,000

COST SHARE: 80% FEDERAL; 20% CITY OF HUNTSVILLE.



Map is not to scale.

SURFACE TRANSPORTATION ATTRIBUTABLE PROJECTS

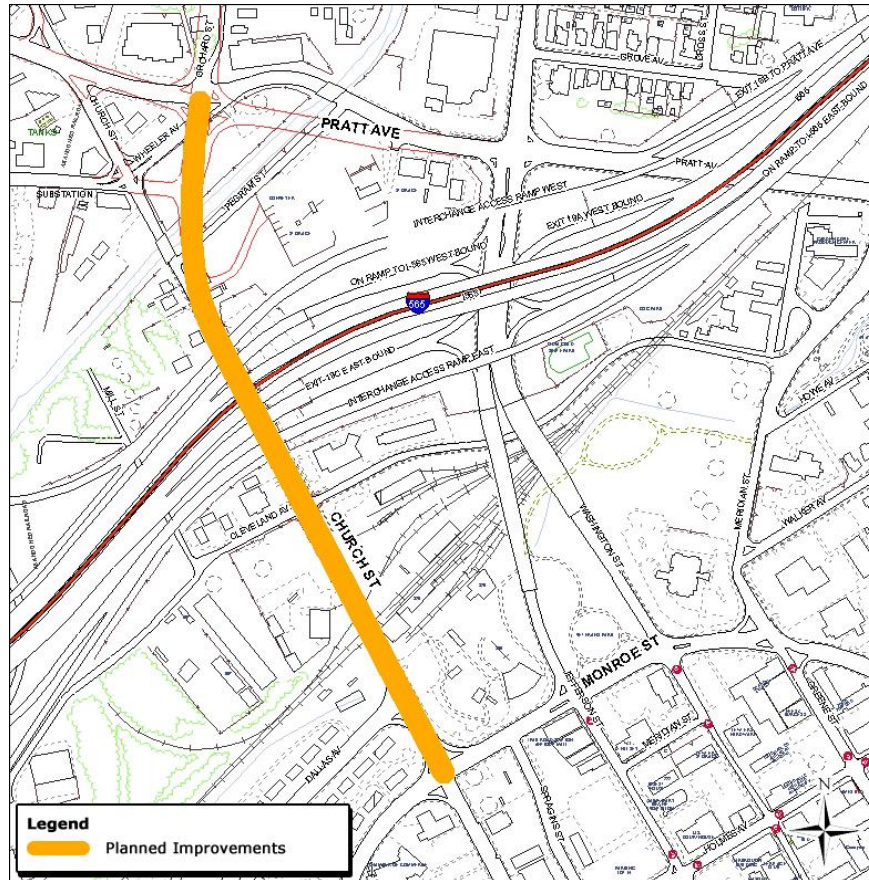
MAP ID: 1.02

PROJECT:	CHURCH STREET, PHASE 1
PROJECT DESCRIPTION:	WIDENING AND REALIGNMENT FROM MONROE ST TO PRATT AVE AND REALIGNMENT OF PRATT AVE, INCLUDING BRIDGE REPLACEMENT @ PINHOOK CREEK IN THE CITY OF HUNTSVILLE
PROJECT TYPE:	ADDITIONAL ROADWAY LANES
LENGTH (MILES):	1.1
LANES:	4
PROGRAM:	SURFACE TRANSPORTATION ATTRIBUTABLE PROJECTS

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY 2019
STPHV-4500 (200)					
100033484	*CN	\$464,210	0	\$0	\$0
STPHV-4500 (217)					
100049499	CN	\$8,964,785	\$	\$0	\$0
TOTAL COST		\$9,428,995	\$0	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$7,557,122	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$23,210	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$1,848,662	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$8,964,785	\$0	\$0	\$0

COST SHARE: 80% FEDERAL; 20% SHARED BY STATE AND CITY OF HUNTSVILLE.

*CN – Clearing and Grubbing



Map is not to scale.

SURFACE TRANSPORTATION ATTRIBUTABLE PROJECTS

MAP ID: 1.03

PROJECT: **BALCH RD**
PROJECT DESCRIPTION: CR-17 (BALCH RD) WIDENING FROM SOUTH OF MADISON CITY LIMITS NEAR CR-21 (BROWNS FERRY RD) TO CR-27 (GOOCH LN)
PROJECT TYPE: ROADWAY IMPROVEMENT
LENGTH (MILES): 2.45
LANES: 4
PROGRAM: SURFACE TRANSPORTATION ATTRIBUTABLE PROJECTS/OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY2019
STPHV-STPAA- 4514 () 100046734	RW	\$0	\$0	\$0	\$711,656
STPHV-4514 100046746	UT	\$0	\$0	\$0	\$355,828
TOTAL COST		\$0	\$0	\$0	\$1,067,484
FEDERAL OBLIGATED FUNDS		\$0	\$0	\$0	\$853,986
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$124,329
OTHER OBLIGATED FUNDS		\$0	\$0	\$0	\$89,168
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$0	\$0	\$0	\$1,067,484

COST SHARE: 80% FEDERAL; 20% SPLIT BETWEEN CITY OF MADISON AND STATE



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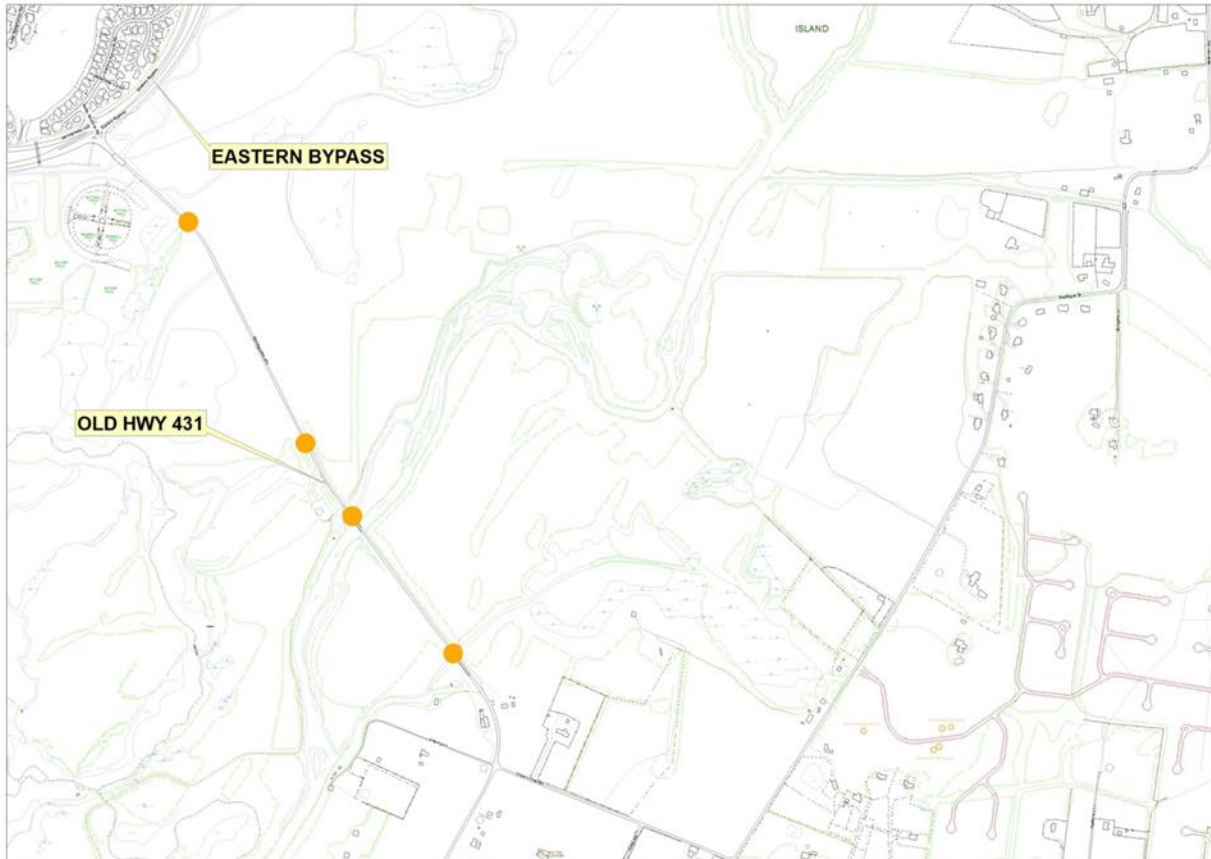
SURFACE TRANSPORTATION ATTRIBUTABLE PROJECTS

MAP ID: 1.04

PROJECT: **FOUR BRIDGES ON OLD HWY 431**
PROJECT DESCRIPTION: CR-242 (OLD HIGHWAY 431) FOUR (4) BRIDGE REPLACEMENTS, BIN NUMBERS 313, 558, 559 AND 314
PROJECT TYPE: BRIDGE REPLACEMENT
LENGTH (MILES): N/A
LANES: N/A
PROGRAM: SURFACE TRANSPORTATION ATTRIBUTABLE PROJECTS

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY2019
STPHV-4514 ()100062252	CN	\$0	\$0	\$8,490,000	\$0
TOTAL COST		\$0	\$0	\$8,490,000	\$0
FEDERAL OBLIGATED FUNDS		\$0	\$0	\$6,792,000	\$0
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$0	\$0	\$1,698,000	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$0	\$0	\$8,490,000	\$0

COST SHARE: PE- 80% FEDERAL, 20% MADISON COUNTY
 CN – 80% FEDERAL, 20% MADISON COUNTY



Map is not to scale.

2.4.2 Other Surface Transportation Program Projects

Sponsor: ALDOT													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
36406	100060145 STPAA NR13 (945)	CURB AND RAMP INSTALLATION ONLY ON STATE ROUTES AT VARIOUS LOCATIONS IN MADISON COUNTY	0.00	CN	P	SIDEWALK	2017	0.000	EXEMPT		\$382,454 \$95,613 \$0	\$478,067	
Totals By Sponsor						Federal		\$382,454			ALL Funds	\$478,067	
Sponsor: CITY OF HUNTSVILLE													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
26545	100045139 STPAA AL61 (900)	IMPROVE PEDESTRIAN FACILITIES @ FIVE POINTS ; PROJECT LOCATED NEAR HOLMES AV, PRATT AV, & ANDREW JACKSON AV. IN HUNTSVILLE	0.00	CN	P	STREETSCAPE	2019	2.010	EXEMPT		\$474,011 \$118,503 \$0	\$592,513	
* 46	33322	100060160 ACAA60160F ATRP (012)	1.50	CN	P	ADDITIONAL ROADWAY LANES	2016	2.020	EXEMPT		\$8,040,000 \$0 \$3,960,000	\$12,000,000	
*	27409	100061222 ACAA61222 ATRP (010)	2.30	CN	P	ADDITIONAL ROADWAY LANES	2017	2.030	EXEMPT		\$10,385,000 \$0 \$5,115,000	\$15,500,000	
**	25156	100062034 ACAA62034 ATRP (016)	0.60	CN	P	GRADE, DRAIN, BASE AND PAVE	2016	2.040	EXEMPT		\$3,350,000 \$0 \$1,650,000	\$5,000,000	
**	25156	100062035 ACAA62035 ATRP (016)	0.60	CN	P	GRADE, DRAIN, BASE AND PAVE	2016	2.040	EXEMPT		\$1,675,000 \$0 \$825,000	\$2,500,000	
**	25156	100062037 STPHV-ACAA62037 ATRP (016)	2.60	CN	P	GRADE, DRAIN, BASE AND PAVE	2016	2.040	EXEMPT		\$1,139,000 \$0 \$561,000	\$1,700,000	
Totals By Sponsor						Federal		\$25,063,011			ALL Funds	\$37,292,513	
Sponsor: CITY OF MADISON													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
* 46	26557	100046734 STPHV-STPAA 4514 ()	2.45	RW	P	GRADE, DRAIN, BASE AND PAVE	2019	1.030	EXEMPT		\$497,316 \$124,329 \$0	\$621,646	

2.4.2 Other Surface Transportation Program Projects

* 47	34944	100061224 ACAA61224 ATRP (012)	ADDITIONAL LANES SR-2 (US-72) FROM BALCH ROAD TO HUGHES ROAD IN THE CITY LIMITS OF MADISON	1.55	CN	P	ADDITIONAL ROADWAY LANES	2019	2.050	EXEMPT		\$4,399,890 \$0 \$2,167,110	\$6,567,000
	34944	100061239 ACAA61239 ATRP (010)	KELLNER ROAD EXTENSION TO ZEIRDT ROAD	2.20	CN	P	GRADE, DRAIN, BASE AND PAVE	2016	2.060	EXEMPT		\$8,040,000 \$0 \$3,960,000	\$12,000,000
Totals By Sponsor				Federal				\$12,937,206			ALL Funds \$19,188,646		
Sponsor: LIMESTONE COUNTY													
	Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
	11429	100064068 STPAA-STPOA 4214 (258)	RESURFACE AND STRIPE EAST LIMESTONE ROAD FROM SR-2(US-72) TO COPELAND ROAD - LCP 42-163-14	4.86	CN	P	RESURFACING	2015	2.070	EXEMPT		\$374,853 \$0 \$93,713	\$468,566
	11429	100064068 STPAA-STPOA 4214 (258)	RESURFACE AND STRIPE EAST LIMESTONE ROAD FROM SR-2(US-72) TO COPELAND ROAD - LCP 42-163-14	4.86	CN	P	RESURFACING	2015	2.070	EXEMPT		\$242,627 \$0 \$60,657	\$303,284
	34944	100061862 ACAA61862 ATRP (013)	INTERSECTION IMPROVEMENTS AT THE INTERSECTION OF EAST LIMESTONE ROAD AND CAPSHAW ROAD	0.00	CN	P	INTERSECTION IMPROVEMENTS	2016	2.080	EXEMPT		\$487,200 \$0 \$121,800	\$609,000
	34944	100061945 ACAA61945 ATRP (013)	ADDITIONAL LANES ON EAST LIMESTONE ROAD FROM ELKINS ROAD TO EAST LIMESTONE SCHOOL	0.00	CN	P	TURN LANES	2016	2.090	EXEMPT		\$147,200 \$0 \$36,800	\$184,000
	34944	100061859 ACBRZ61859 ATRP (013)	BRIDGE REPLACEMENT ON THACH ROAD OVER AN UNAMED CREEK (BIN # 4132)	0.00	CN	P	BRIDGE REPLACEMENT	2016	2.100	EXEMPT		\$231,200 \$0 \$57,800	\$289,000
	34944	100061861 ACBRZ61861 ATRP (017)	BRIDGE REPLACEMENT ON LIBERTY WAY OVER LITTLE LIMESTONE CREEK (BIN 9162)	0.00	CN	P	BRIDGE REPLACEMENT	2016	2.110	EXEMPT		\$512,000 \$0 \$128,000	\$640,000
Totals By Sponsor				Federal				\$1,995,080			ALL Funds \$2,493,850		
Sponsor: MADISON COUNTY													
	Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
	34944	100059775 ACAA59775 ATRP (009)	CONSTRUCT INTERCHANGE AT BLAKE BOTTOM ROAD OVERPASS AND SR-255 (RESEARCH PARK BOULEVARD) MADISON COUNTY	0.00	CN	P	INTERCHANGE	2016	2.120	EXEMPT		\$5,600,000 \$0 \$1,400,000	\$7,000,000
* 47	34944	100059776 ACAA59776 ATRP (012)	ADDITIONAL LANES ON CR-93 (WINCHESTER ROAD) FROM FLINT RIVER TO .10 MILE PAST BELL FACTORY ROAD MADISON COUNTY	0.53	CN	P	ADDITIONAL ROADWAY LANES	2016	2.130	EXEMPT		\$3,606,830 \$0 \$901,708	\$4,508,538

2.4.2 Other Surface Transportation Program Projects

*	34944	100061457	ADDITIONAL LANES ON (CR-93)	1.00	CN	P	WIDENING & RESURFACING (RDWY)	2016	2.140	EXEMPT	\$6,269,232	\$9,357,062
		ACAA61457	WINCHESTER ROAD FROM (CR-406)								\$0	
		ATRP	NAUGHER ROAD TO (CR-389) RIVERTON								\$3,087,830	
		(012)	ROAD									
*	34944	100061458	ADDITIONAL LANES ON CR-19 (JEFF ROAD)	2.80	CN	P	WIDENING & RESURFACING (RDWY)	2016	2.150	EXEMPT	\$9,045,000	\$13,500,000
		ACAA61458	FROM .8 MILES SOUTH OF CR-28 TO								\$0	
		ATRP	DOUGLAS ROAD								\$4,455,000	
		(015)										
Totals By Sponsor							Federal		\$24,521,062		ALL Funds	\$34,365,600

*Project includes bike and pedestrian access

**Project includes greenway or multi-use path

OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

MAP ID: 2.01

PROJECT: FIVE POINTS IMPROVEMENTS
PROJECT DESCRIPTION: IMPROVE PEDESTRIAN FACILITIES @ FIVE POINTS: PROJECT LOCATED NEAR HOLMES AVE. PRATT AVE AND ANDREW JACKSON WAY.
PROJECT TYPE: STREETScape
LENGTH (MILES): 0.0
LANES: N/A
PROGRAM: ENHANCEMENT PROJECTS

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY2019
STPAA-AL61 (900) 100045139	CN	\$0	\$0	\$0	\$592,513
TOTAL COST		\$0	\$0	\$0	\$592,513
FEDERAL OBLIGATED FUNDS		\$0	\$0	\$0	\$474,011
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$118,503
OTHER OBLIGATED FUNDS		\$0	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$0	\$0	\$0	\$592,513

COST SHARE: 80% FEDERAL, 20% STATE



Map is not to scale.

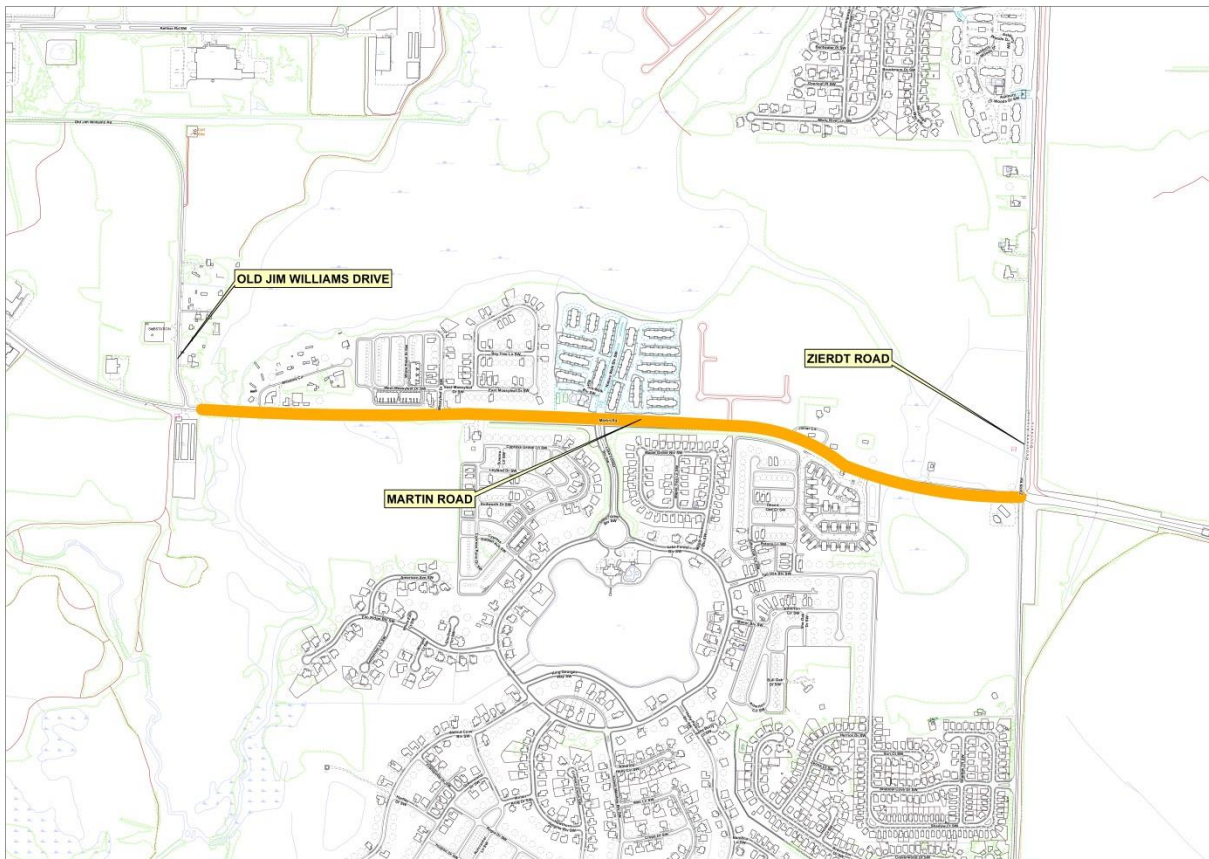
OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

MAP ID: 2.02

PROJECT: MARTIN RD
PROJECT DESCRIPTION: ADDITIONAL LANES, CR-11 (MARTIN ROAD) FROM CR-12 (OLD JIM WILLIAMS) ROAD TO CR-7 (ZIERDT ROAD)
PROJECT TYPE: ADDITIONAL ROADWAY LANES
LENGTH (MILES): 1.5
LANES: 4
PROGRAM: OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY2019
ACAA60160F-ATRP (012) 100060160	CN	\$12,000,000	\$0	\$0	\$0
TOTAL COST		\$12,000,000	\$0	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$8,040,000	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$3,960,000	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$12,000,000	\$0	\$0	\$0

COST SHARE: 80% FEDERAL, 20% OTHER



Map is not to scale.

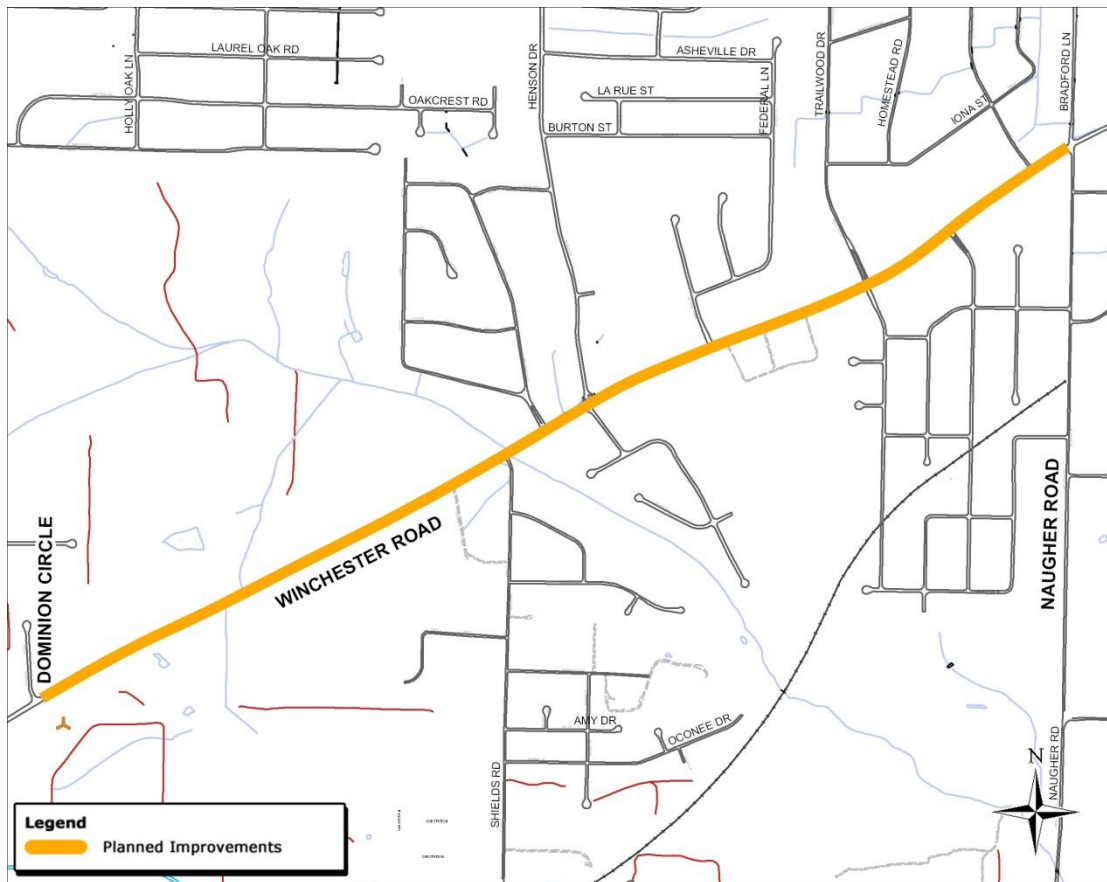
OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

MAP ID: 2.03

PROJECT: WINCHESTER ROAD
PROJECT DESCRIPTION: ADD LANES ON CR-93 (WINCHESTER RD) FROM CR-983 (DOMINION CIRCLE) TO CR-406 (NAUGHER RD)
PROJECT TYPE: ADDITIONAL ROADWAY LANES
LENGTH (MILES): 2.3
LANES: 4
PROGRAM: OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS
:

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY2019
ACAA61222-ATRP (010) 100061222	CN	\$15,500,000	\$0	\$0	\$0
TOTAL COST		\$15,500,000	\$0	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$10,385,000	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$5,115,000	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$15,500,000	\$0	\$0	\$0

COST SHARE: 80% FEDERAL, 20% CITY OF HUNTSVILLE



Map is not to scale

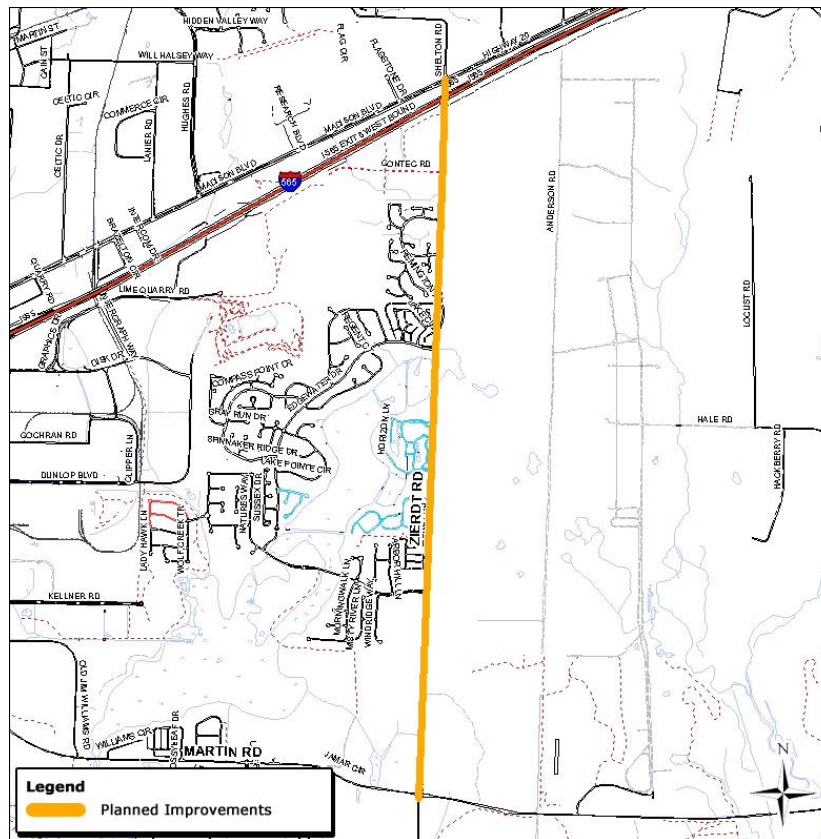
OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

MAP ID: 2.04

PROJECT: **ZIERDT ROAD**
PROJECT DESCRIPTION: SOUTHBOUND LANES AND GREENWAY FROM NORTH OF CR-11 (MARTIN ROAD) TO SOUTH OF MADISON BOULEVARD, AS WELL AS INTERSECTION IMPROVEMENTS AT CR-11 (MARTIN RD) AND INTERSECTION IMPROVEMENTS AT AT MADISON BOULEVARD.
PROJECT TYPE: GRADE, DRAIN, BASE, PAVE
LENGTH (MILES): 0.6 (INTERSECTIONS) AND 2.3 (ADDITIONAL LANES AND GREENWAY)
LANES: 4
PROGRAM: SURFACE TRANSPORTATION ATTRIBUTABLE PROJECTS /OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY2019
ACAA62034-ATRP(016) 100062034	CN	\$5,000,000	\$0	\$0	\$0
ACAA62035-ATRP (016) 100062035	CN	\$2,500,000	\$0	\$0	\$0
STPHV-ACAA62037-ATRP (016) 100062037	CN	\$9,300,000	\$0	\$0	\$0
TOTAL COST		\$16,800,000	\$0	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$12,244,000	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$4,556,000	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$16,800,000	\$0	\$0	\$0

COST SHARE: 80% FEDERAL, 20% CITY OF HUNTSVILLE



Map is not to scale.

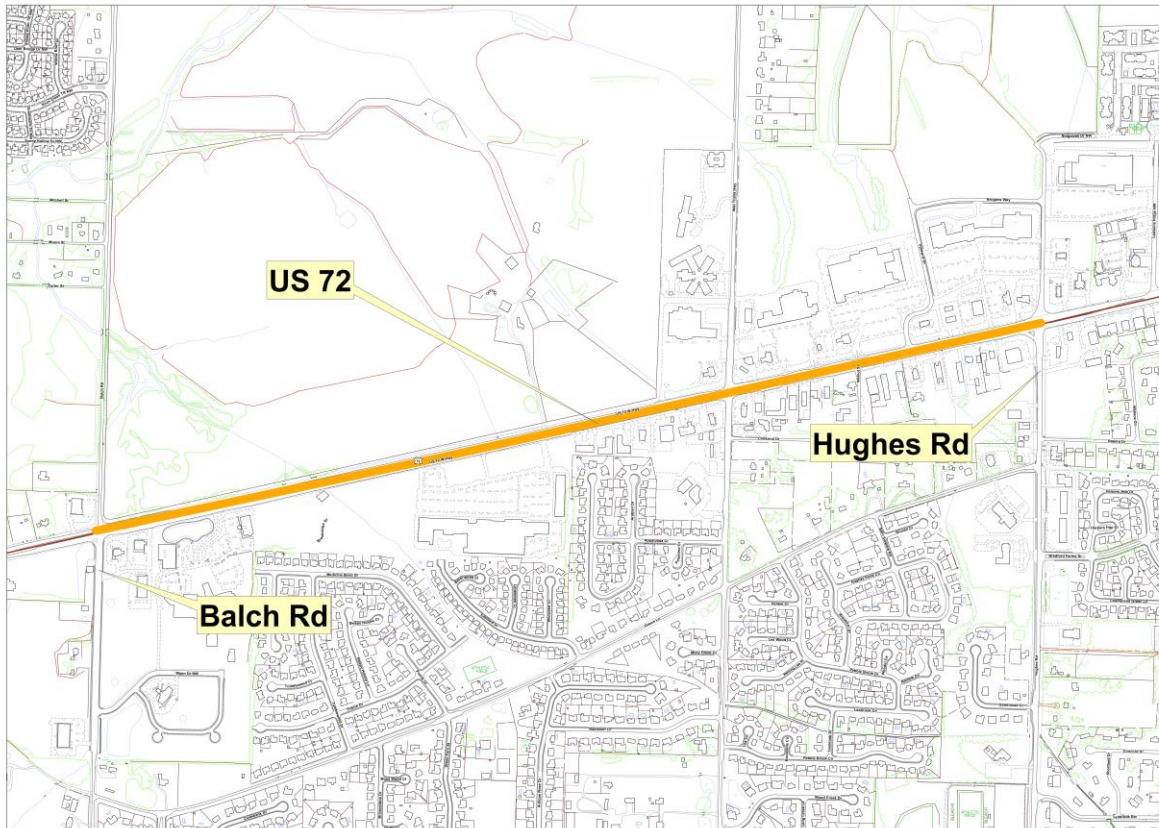
OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

MAP ID: 2.05

PROJECT:	US 72
PROJECT DESCRIPTION:	RESURFACE SR-2 (US-72) FROM (CR-17) BALCH ROAD TO (CR-14) HUGHES ROAD
PROJECT TYPE:	ADDITIONAL ROADWAY LANES
LENGTH (MILES):	1.552
LANES:	4
PROGRAM:	OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY2019
ACAA61224-ATRP(012)					
100061224	CN	\$0	\$0	\$0	\$6,567,000
TOTAL COST		\$0	\$0	\$0	\$6,567,000
FEDERAL OBLIGATED FUNDS		\$0	\$0	\$0	\$4,399,890
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$0	\$0	\$0	\$2,167,110
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$0	\$0	\$0	\$6,567,000

COST SHARE: 80% FEDERAL, 20% OTHER



Map is not to scale

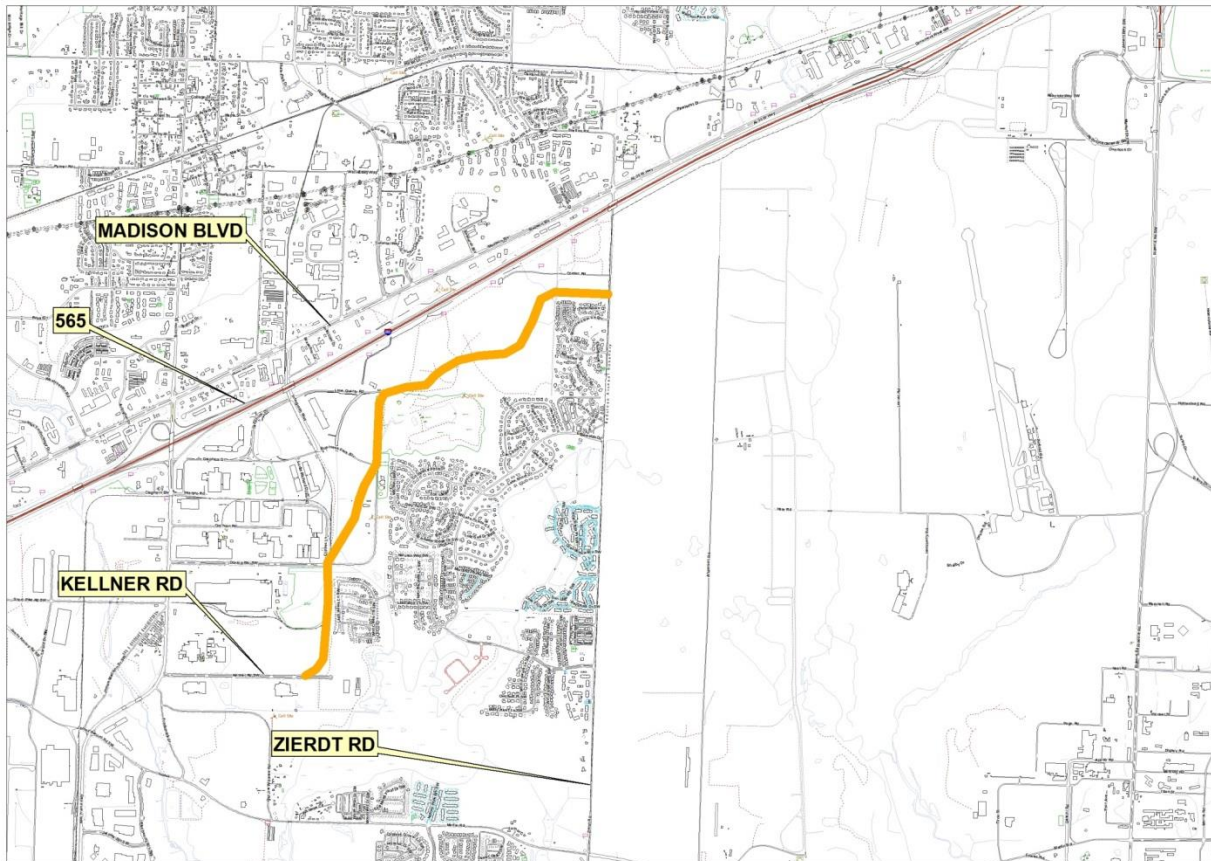
OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

MAP ID: 2.06

PROJECT: **KELLNER ROAD**
PROJECT DESCRIPTION: KELLNER RD EXTENSION TO ZIERDT ROAD
PROJECT TYPE: GRADE, DRAIN, BASE, AND PAVE
LENGTH (MILES): 2.2
LANES: 4
PROGRAM: OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

PROJECT NO.	SCOPE	FY 2015	FY 2016	FY 2017	FY2018	FY 2019
STPHV-4514 () 100062261	PE	\$850,000	\$0	\$0	\$0	\$0
ACAA61239-ATRP (010)						
100061239	CN		\$12,000,000	\$0	\$0	\$0
TOTAL COST		\$850,000	\$12,000,000	\$0	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$680,000	\$8,040,000	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$170,000	\$3,960,000	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$850,000	\$12,000,000	\$0	\$0	\$0

COST SHARE: 80% FEDERAL, 20% CITY OF MADISON



Map is not to scale.

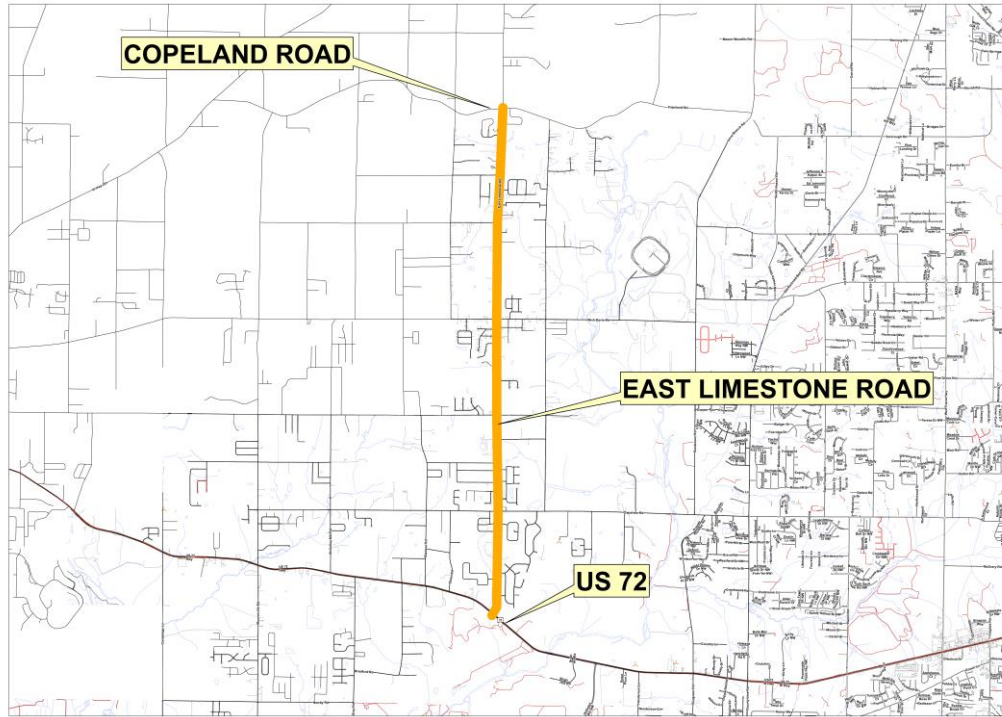
OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

MAP ID: 2.07

PROJECT: EAST LIMESTONE ROAD
PROJECT DESCRIPTION: RESURFACE AND STRIPE EAST LIMESTONE ROAD FROM SR-2 (US-72) TO COPELAND ROAD – LCP 42-163-14
PROJECT TYPE: RESURFACING
LENGTH (MILES): 4.858
LANES: 4
PROGRAM: OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

PROJECT NO.	SCOPE	FY 2015	FY 2016	FY 2017	FY2018	FY 2019
STPAA-STPOA 4214 (258) 100064068	CN	\$771,850	\$0	\$0	\$0	\$0
TOTAL COST		\$771,850	\$0	\$0	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$617,480	\$0	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$154,370	\$0	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$771,850	\$0	\$0	\$0	\$0

COST SHARE: 80% FEDERAL, 20% OTHER



Map is not to scale

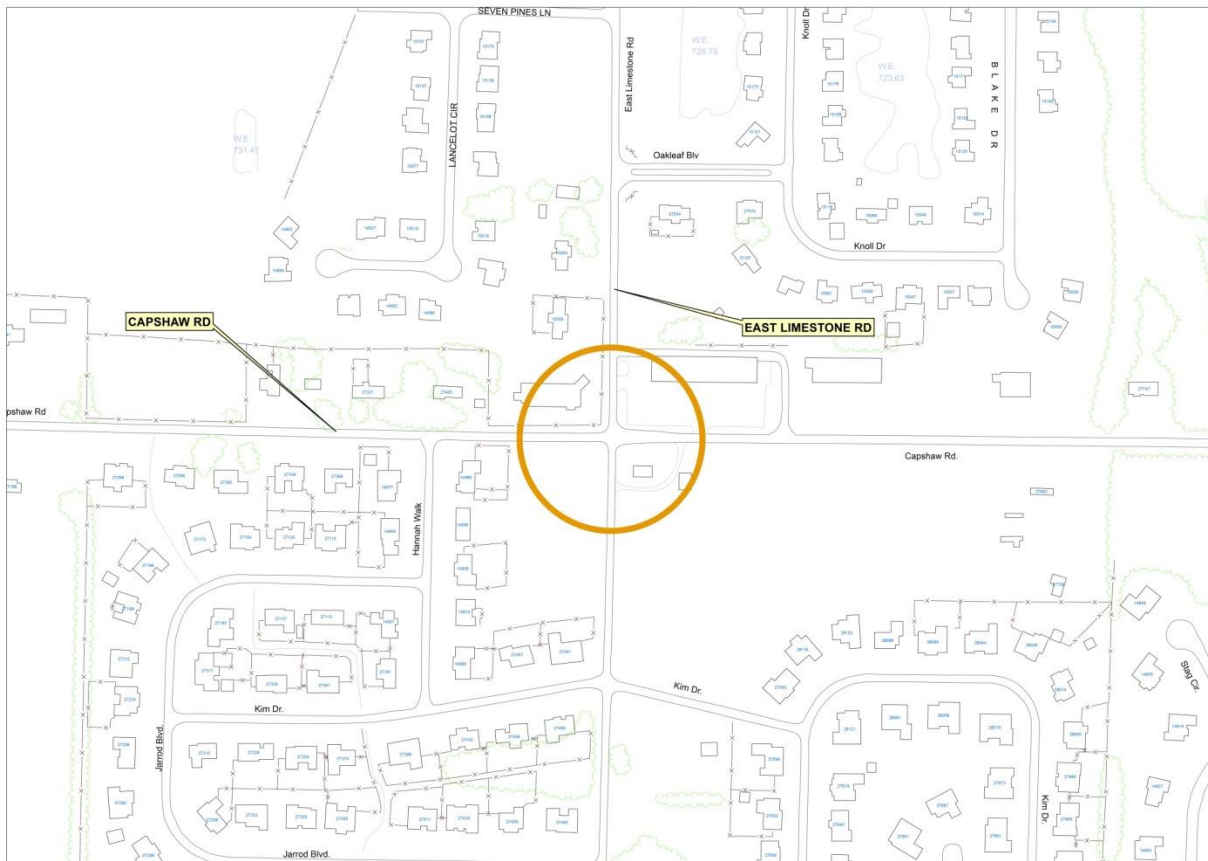
OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

MAP ID: 2.08

PROJECT:	INTERSECTION IMPROVEMENTS AT EAST LIMESTONE AND CAPSHAW
PROJECT DESCRIPTION:	INTERSECTION IMPROVEMENTS AT THE INTERSECTION OF EAST LIMESTONE ROAD AND CAPSHAW ROAD
PROJECT TYPE:	INTERSECTION IMPROVEMENTS
LENGTH (MILES):	N/A
LANES:	N/A
PROGRAM:	OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY2019
ACAA61862-ATRP (013) 100061862	CN	\$609,000	\$0	\$0	\$0
TOTAL COST		\$609,000	\$0	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$487,200	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$121,800	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$609,000	\$0	\$0	\$0

COST SHARE: 80% FEDERAL, 20% LIMESTONE COUNTY



Map is not to scale.

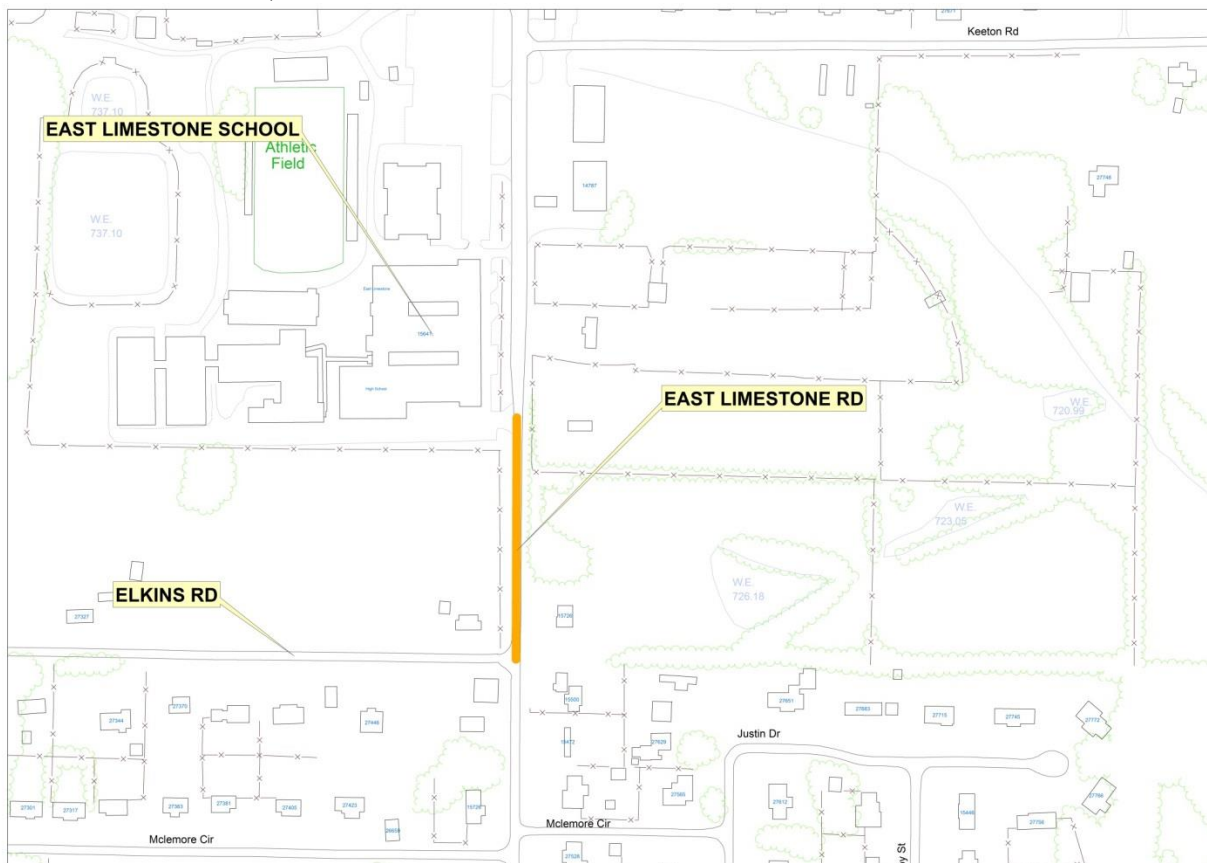
OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

MAP ID: 2.09

PROJECT: **TURN LANES ON EAST LIMESTONE ROAD**
PROJECT DESCRIPTION: ADDITIONAL LANES ON EAST LIMESTONE ROAD FROM ELKINS ROAD TO EAST LIMESTONE SCHOOL
PROJECT TYPE: TURN LANES
LENGTH (MILES): N/A
LANES: N/A
PROGRAM: OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY2019
ACAA61945-ATRP (013) 100061945	CN	\$184,000	\$0	\$0	\$0
TOTAL COST		\$184,000	\$0	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$147,200	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$36,800	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$184,000	\$0	\$0	\$0

COST SHARE: 80% FEDERAL, 20% LIMESTONE COUNTY



Map is not to scale.

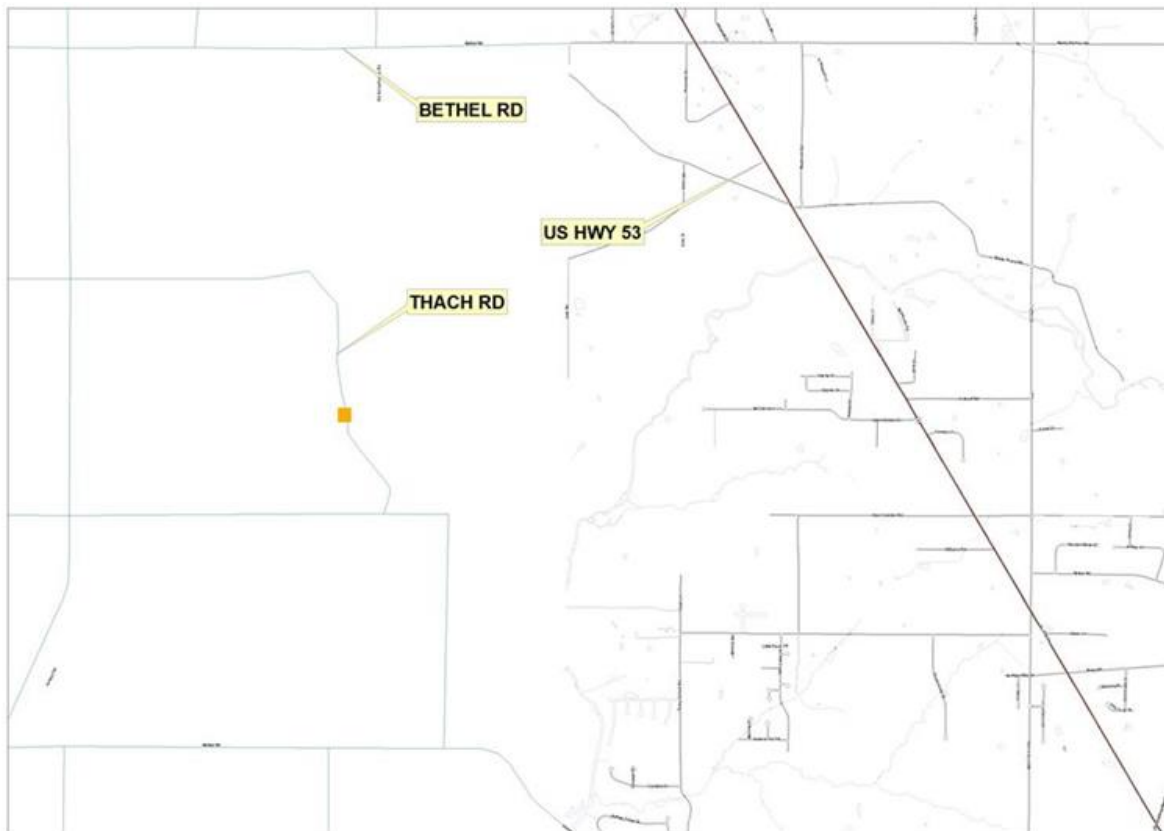
OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

MAP ID: 2.10

PROJECT:	THACH BRIDGE
PROJECT DESCRIPTION:	BRIDGE REPLACEMENT ON THACH ROAD OVER AN UNNAMED BRANCH (BIN 4132)
PROJECT TYPE:	BRIDGE REPLACEMENT
LENGTH (MILES):	0
LANES:	N/A
PROGRAM:	OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY2019
ACBRZ61859-ATRP(013)					
100061859	CN	\$289,000	\$0	\$0	\$0
TOTAL COST		\$289,000	\$0	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$231,200	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$57,800	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$289,000	\$0	\$0	\$0

COST SHARE: 80% FEDERAL, 20% OTHER



Map is not to scale.

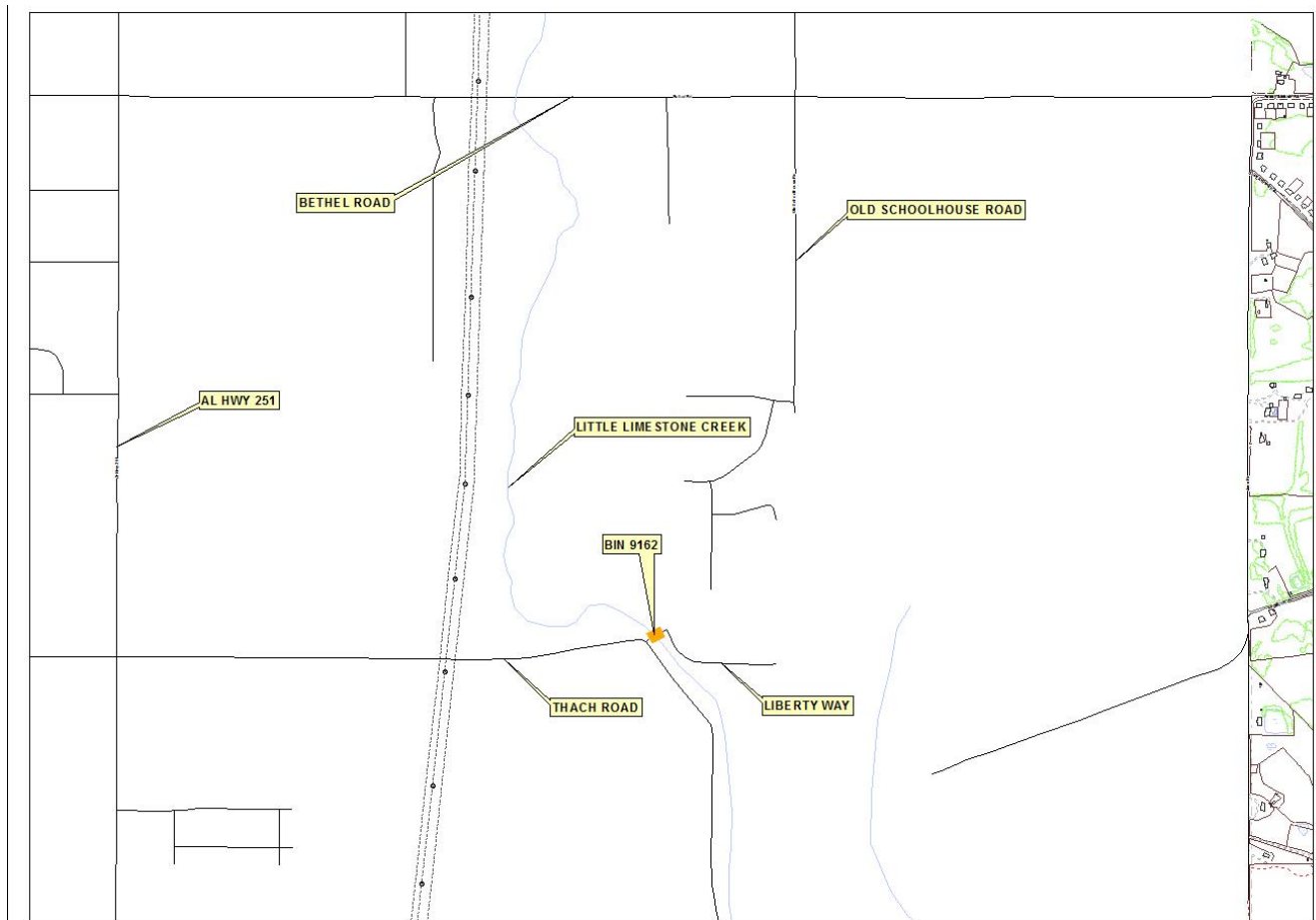
OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

MAP ID: 2.11

PROJECT: LITTLE LIMESTONE CREEK BRIDGE
PROJECT DESCRIPTION: BRIDGE REPLACEMENT ON LIBERTY WAY OVER LITTLE LIMESTONE CREEK (BIN 9162)
PROJECT TYPE: BRIDGE REPLACEMENT
LENGTH (MILES): N/A
LANES: N/A
PROGRAM: OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY2019
ACBRZ61861-ATRP (017) 100061861	CN	\$640,000	\$0	\$0	\$0
TOTAL COST		\$640,000	\$0	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$512,000	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$128,000	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$640,000	\$0	\$0	\$0

COST SHARE: 80% FEDERAL, 20% LIMESTONE COUNTY



Map is not to scale.

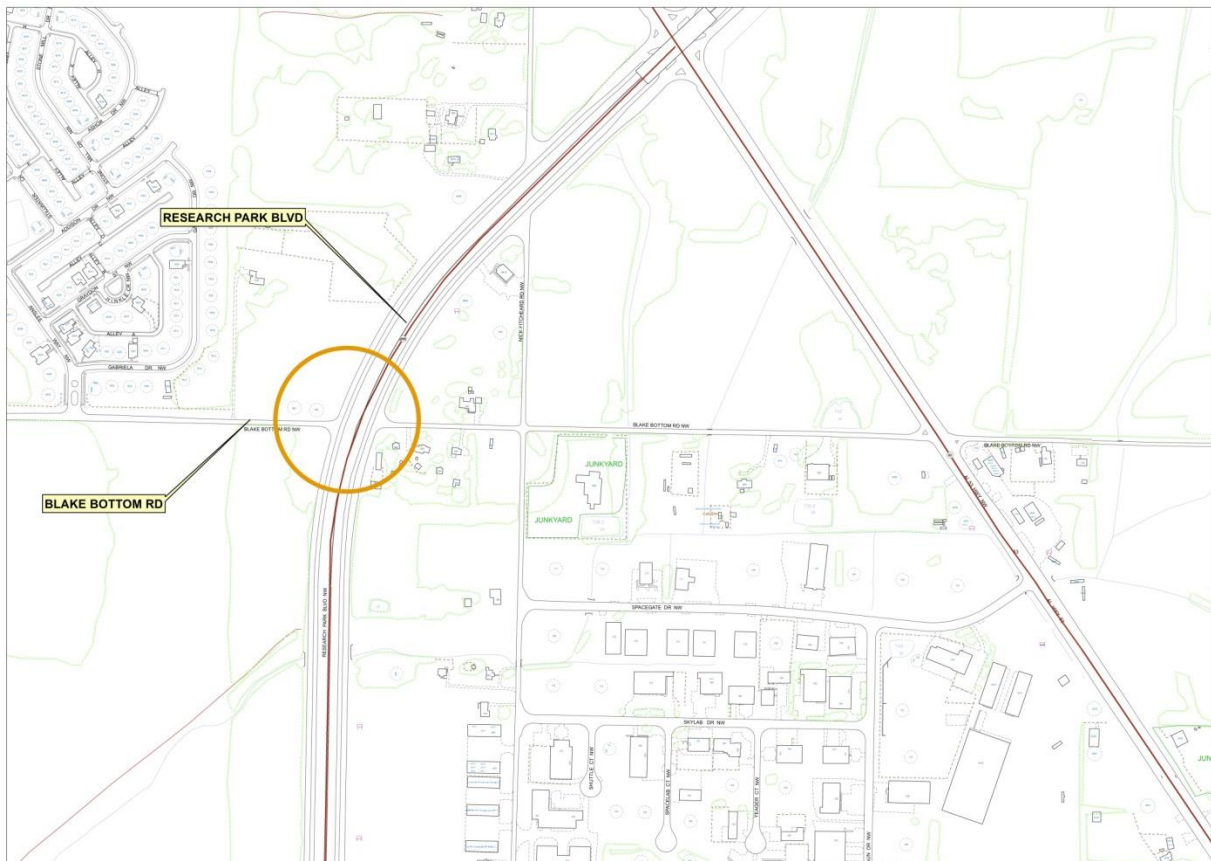
OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

MAP ID: 2.12

PROJECT: **BLAKE BOTTOM ROAD INTERCHANGE**
PROJECT DESCRIPTION: CONSTRUCT INTERCHANGE AT BLAKE BOTTOM ROAD OVERPASS AND SR-255 (RESEARCH PARK BLVD) IN MADISON COUNTY
PROJECT TYPE: INTERCHANGE
LENGTH (MILES): N/A
LANES: N/A
PROGRAM: OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY2019
ACAA59775-ATRP (009) 100059775	CN	\$7,000,000	\$0	\$0	\$0
TOTAL COST		\$7,000,000	\$0	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$5,600,000	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$1,400,000	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$7,000,000	\$0	\$0	\$0

COST SHARE: 80% FEDERAL, 20% MADISON COUNTY



Map is not to scale.

OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

MAP ID: 2.13

PROJECT: WINCHESTER ROAD
PROJECT DESCRIPTION: ADDITIONAL LANES ON CR-93 (WINCHESTER ROAD) FROM FLINT RIVER TO .10 MILE PAST BELL FACTORY ROAD MADISON COUNTY
PROJECT TYPE: ADDITIONAL ROADWAY LANES
LENGTH (MILES): 0.53
LANES: 4
PROGRAM: OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY2019
ACAA59776-ATRP (012) 100059776	CN	\$4,508,538	\$0	\$0	\$0
TOTAL COST		\$4,508,538	\$0	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$3,606,830	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$901,708	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$4,508,538	\$0	\$0	\$0

COST SHARE: 80% FEDERAL, 20% MADISON COUNTY



Map is not to scale.

OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

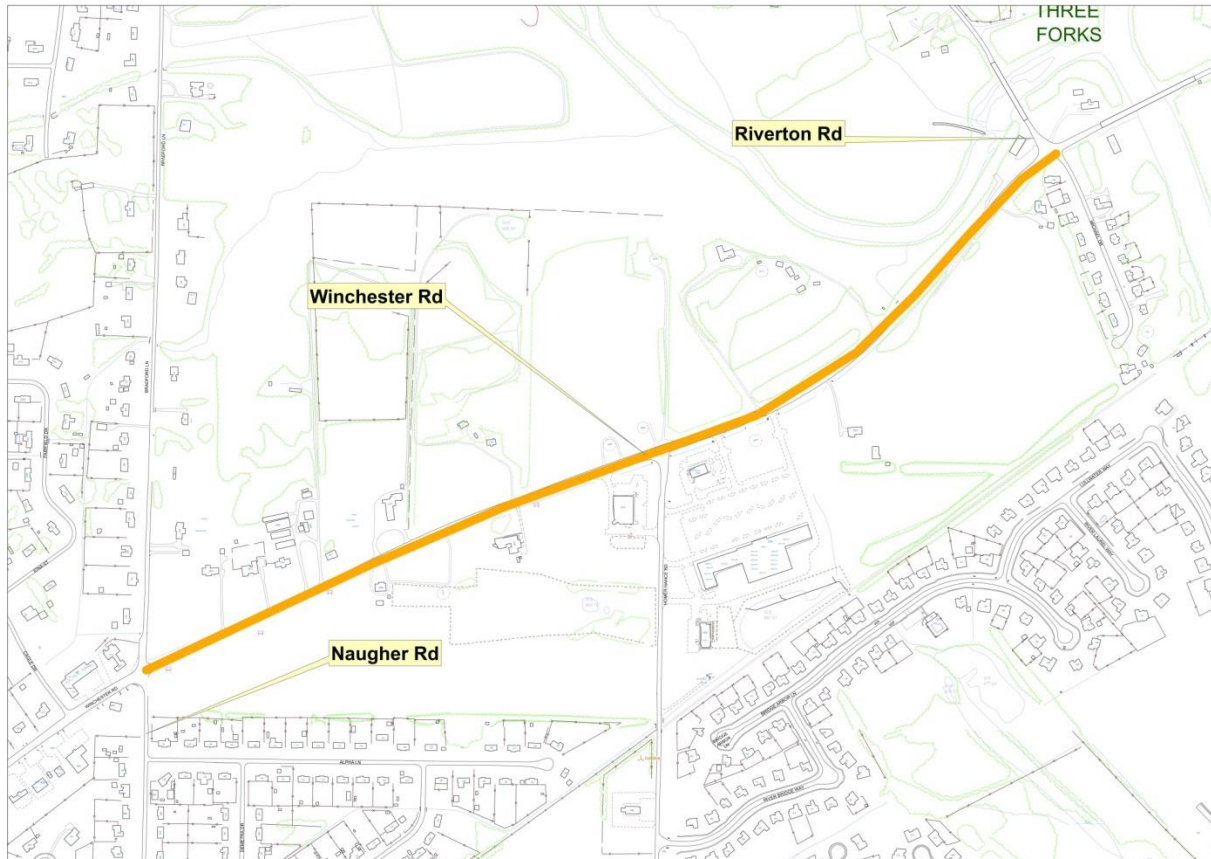
MAP ID: 2.14

PROJECT: WINCHESTER ROAD
PROJECT DESCRIPTION: ADDITIONAL LANES ON (CR-93) WINCHESTER ROAD FROM (CR-406) NAUGHER ROAD TO (CR-389) RIVERTON ROAD
PROJECT TYPE: WIDENING AND RESURFACING ROADWAY
LENGTH (MILES): 1.0
LANES: 4
PROGRAM: OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

PROJECT SPONSOR:

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY2019
ACAA61457-ATRP (012) 100061457	CN	\$9,357,062	\$0	\$0	\$0
TOTAL COST		\$9,357,062	\$0	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$6,269,232	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$3,087,830	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$9,357,062	\$0	\$0	\$0

COST SHARE: 80% FEDERAL, 20% MADISON COUNTY



Map is not to scale.

OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

MAP ID: 2.15

PROJECT: **JEFF ROAD**
PROJECT DESCRIPTION: ADDITIONAL LANES ON CR-19 (JEFF ROAD) FROM .8 MILES SOUTH OF CR-28 (CAPSHAW ROAD) TO DOUGLAS ROAD
PROJECT TYPE: WIDENING AND RESURFACING ROADWAY
LENGTH (MILES): 2.8
LANES: 4
PROGRAM: OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

PROJECT SPONSOR:

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY2019
ACAA61458-ATRP (015) 100061458	CN	\$13,500,000	\$0	\$0	\$0
TOTAL COST		\$13,500,000	\$0	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$9,045,000	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$4,455,000	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$13,500,000	\$0	\$0	\$0

COST SHARE: 80% FEDERAL, 20% MADISON COUNTY



Map is not to scale.

OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

MAP ID: N/A

PROJECT: VARIOUS CURB AND RAMP INSTALLATIONS
PROJECT DESCRIPTION: CURB AND RAMP INSTALLATION ONLY ON STATE ROUTES AT VARIOUS LOCATIONS IN MADISON COUNTY
PROJECT TYPE: SIDEWALK
LENGTH (MILES): 0.0
LANES: N/A
PROGRAM: OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY2019
STPAA-NR13(945) 100060145	CN	\$0	\$478,067	\$0	\$0
TOTAL COST		\$0	\$478,067	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$0	\$382,454	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$95,613	\$0	\$0
OTHER OBLIGATED FUNDS		\$0	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$0	\$478,067	\$0	\$0

COST SHARE: 80% FEDERAL; 20% STATE

2.4.3 NHS / Interstate Maintenance / NHS Bridge Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
34919	100058241 IM-STPSA I565 (311)	MEDIAN CROSSOVER PROTECTION ON I-565 FROM SPRING BRANCH (MP 0.10) TO CR-1036 (MADISON BOULEVARD OVERPASS) (MP 13.30) LIMESTONE & MADISON COUNTIES	13.20	CN	P	SAFETY IMPROVEMENTS	2017	3.010	EXEMPT		\$1,233,413 \$137,046 \$0	\$1,370,459
1700	100004926 NH 8510 ()	SR-1 (MEMORIAL PKWY) FR CR-22 (SPARKMAN DR) TO CR-75 (MASTIN LAKE RD) INCLUDING AN OVERPASS AT MASTIN LAKE RD .	0.63	CN	P	GRADE, DRAIN, BASE, PAVE & BRG	2016	3.020	EXEMPT		\$23,177,651 \$5,794,413 \$0	\$28,972,063
1700	100041419 NH 8510 ()	SR-1 (MEMORIAL PKWY) FR CR-22 (SPARKMAN DR) TO CR-75 (MASTIN LAKE RD) INCLUDING AN OVERPASS AT CR-75	0.63	RW	P	GRADE, DRAIN, BASE, PAVE & BRG	2016	3.020	EXEMPT		\$1,310,899 \$327,725 \$0	\$1,638,624
1700	100041420 NH 8510 ()	SR-1 (MEMORIAL PKWY) FR CR-22 (SPARKMAN DR) TO CR-75 (MASTIN LAKE RD) INCLUDING AN OVERPASS AT CR-75	0.63	UT	P	GRADE, DRAIN, BASE, PAVE & BRG	2016	3.020	EXEMPT		\$662,587 \$165,647 \$0	\$828,234
39042	100060905 NH 0053 (573)	RESURFACING SR-53 FROM JUST SOUTH OF I-565 TO JUST SOUTH OF THE INTERSECTION WITH MASTIN LAKE ROAD	4.10	FM	P	RESURFACING	2016	3.030	EXEMPT		\$1,898,800 \$474,700 \$0	\$2,373,500
37693	100061838 NH 0053 (571)	ACCESS MANAGEMENT AND INTERSECTION IMPROVEMENTS ON SR-53 (US-231) FROM HOBBS ROAD TO SOUTH OF WEATHERLY ROAD	2.27	UT	P	UNCLASSIFIED	2017	3.040	EXEMPT		\$1,208,889 \$302,222 \$0	\$1,511,111
37693	100061839 NH 0053 (571)	ACCESS MANAGEMENT AND INTERSECTION IMPROVEMENTS ON SR-53 (US-231) FROM HOBBS ROAD TO SOUTH OF WEATHERLY ROAD	2.27	RW	P	UNCLASSIFIED	2016	3.040	EXEMPT		\$310,769 \$77,692 \$0	\$388,462
37693	100061840 NH 0053 ()	ACCESS MANAGEMENT AND INTERSECTION IMPROVEMENTS ON SR-53 (US-231) FROM HOBBS ROAD TO SOUTH OF WEATHERLY ROAD	2.27	CN	P	UNCLASSIFIED	2017	3.040	EXEMPT		\$9,028,889 \$2,257,222 \$0	\$11,286,111
37694	100061845 NH 0002 (566)	ADDITIONAL LANES SR-2 (US-72) FROM COUNTY LINE ROAD TO PROVIDENCE MAIN ROAD IN THE CITY OF HUNTSVILLE	5.44	RW	P	ADDITIONAL ROADWAY LANES	2017	3.050	EXEMPT		\$7,594,440 \$1,898,610 \$0	\$9,493,051
37694	100061846 NH 0002 (566)	ADDITIONAL LANES SR-2 (US-72) FROM COUNTY LINE ROAD TO PROVIDENCE MAIN ROAD IN THE CITY OF HUNTSVILLE	5.44	UT	P	ADDITIONAL ROADWAY LANES	2018	3.050	EXEMPT		\$2,385,369 \$596,342 \$0	\$2,981,711
37694	100061847 NH 0002 ()	ADDITIONAL LANES SR-2 (US-72) FROM COUNTY LINE ROAD TO PROVIDENCE MAIN ROAD IN THE CITY LIMITS OF HUNTSVILLE	5.44	CN	P	ADDITIONAL ROADWAY LANES	2019	3.050	EXEMPT		\$48,619,132 \$12,154,783 \$0	\$60,773,915
32469	100061849 NH 4514 ()	HUNTSVILLE NORTHERN BYPASS FROM 1.2 MILES EAST OF CR-86 (PULASKI PIKE) TO 1500 FT EAST OF SR-1 (US-231/431) INTERSECTION	4.20	RW	P	GRADE, DRAIN, BASE, PAVE & BRG	2016	3.060	EXEMPT		\$4,000,000 \$1,000,000 \$0	\$5,000,000

2.4.3 NHS / Interstate Maintenance / NHS Bridge Projects

*	32469	100061850 NH 4514 ()	HUNTSVILLE NORTHERN BYPASS FROM 1.2 MILES EAST OF CR-86 (PULASKI PIKE) TO 1500 FT EAST OF SR-1 (US-231/431) INTERSECTION	4.20	UT	P	GRADE, DRAIN, BASE, 2017 PAVE & BRG	3.060	EXEMPT	\$3,056,000 \$764,000 \$0	\$3,820,000
	32469	100061851 NH 4514 ()	HUNTSVILLE NORTHERN BYPASS FROM 1.2 MILES EAST OF CR-86 (PULASKI PIKE) TO 1500 FT EAST OF SR-1 (US-231/431) INTERSECTION	4.20	CN	P	GRADE, DRAIN, BASE, 2017 PAVE & BRG	3.060	EXEMPT	\$18,950,686 \$4,737,672 \$0	\$23,688,358
	39042	100062713 NH-HSIP 0001 (589)	RESURFACE & 2 FT SAFETY WIDENING ON SR-1(US-431) FROM JUST SOUTH OF OLD HWY 431 TO JUST SOUTH OF VICTORIAN LANE	4.96	FM	P	WIDENING & RESURFACING (RDWY)	2016 11.010	EXEMPT	\$1,852,906 \$463,226 \$0	\$2,316,132
	39042	100062732 NH 0001 ()	RESURFACE SR-1 (US-431) FROM MADISON / MARSHALL COUNTY LINE TO OLD HWY 431	3.63	FM	P	RESURFACING	2016 3.070	EXEMPT	\$2,773,056 \$693,264 \$0	\$3,466,320
	39042	100062734 NH 0002 ()	RESURFACE SR-2(US-72) FROM JUST EAST OF PERIMETER PARKWAY TO SR-1(US- 231/431) (MEMORIAL PARKWAY) IN HUNTSVILLE	4.32	FM	P	RESURFACING	2016 3.080	EXEMPT	\$2,689,024 \$672,256 \$0	\$3,361,280
	1371	100004504 NHF 0053 (530)	SR-53 (MEMORIAL PKWY) FROM NORTH OF CR-77 (WHITESBURG DR) TO SOUTH OF GOLF RD(MAIN L) INCLUDES: GRADE, DRAIN, BASE, PAVE AND BRIDGES FOR THE MAINLINE ON MEMORIAL PKWY. (PRIORITY #20-2011)	1.50	CN	P	GRADE, DRAIN, BASE, 2015 PAVE & BRG	3.090	EXEMPT	\$19,309,825 \$4,827,456 \$0	\$24,137,281
	1371	100004503 NHF 0053 (531)	SR-53 (MEMORIAL PKWY) N OF CR-77 (WHITESBURG DR) TO S OF GOLF RD: INCLUDES: GRADE, DRAIN, BASE, PAVE AND BRIDGES FOR THE SERVICE ROAD AND SLIP RAMPS. (PRIORITY #15-2010)	1.50	CN	P	GRADE, DRAIN, BASE, 2015 PAVE & BRG	3.090	EXEMPT	\$20,654,823 \$5,163,706 \$0	\$25,818,529
Totals By Sponsor							Federal	\$170,717,159		ALL Funds	\$213,225,141

*Project includes bike and pedestrian access

**Project includes greenways or multi-use path

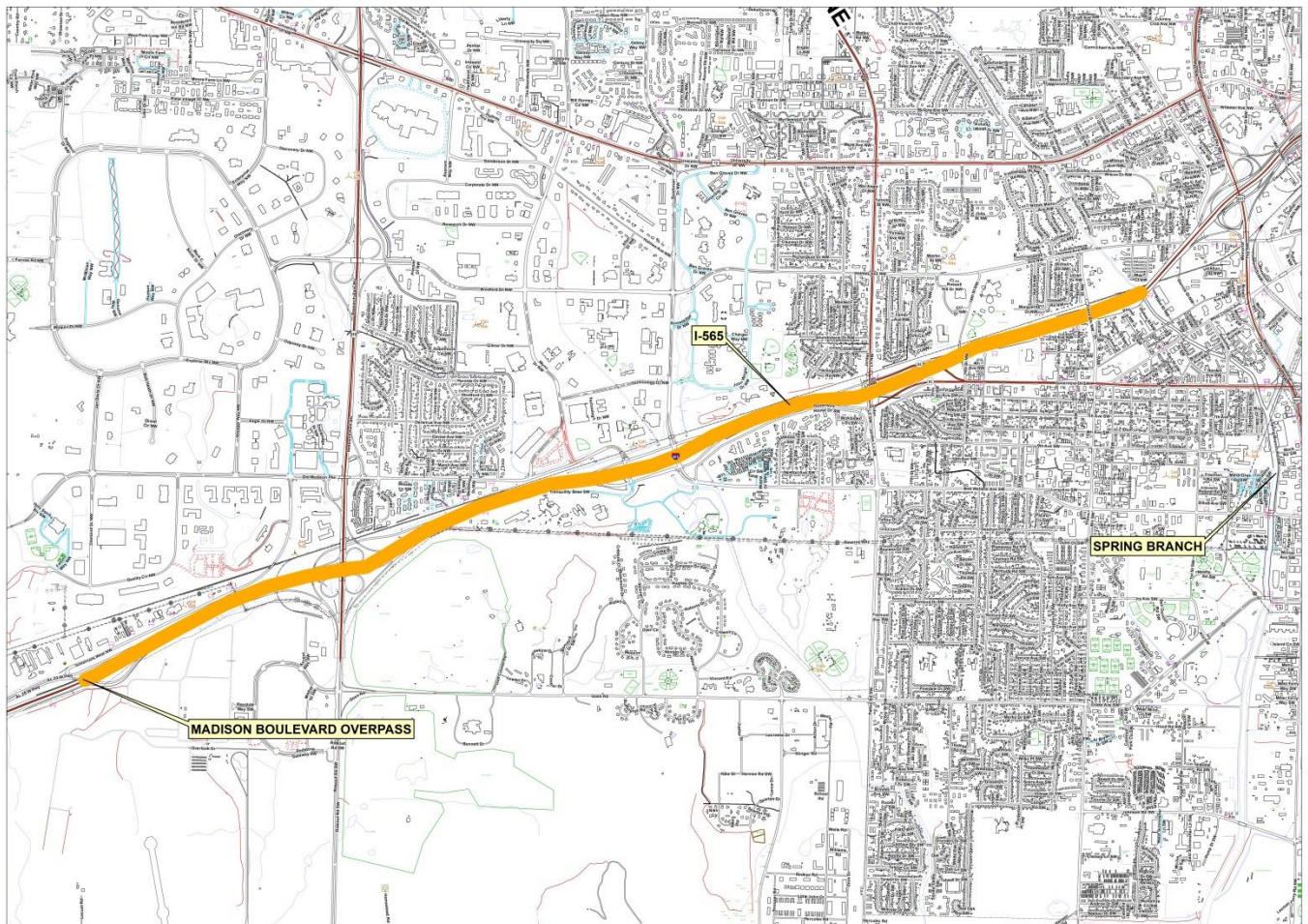
NATIONAL HIGHWAY SYSTEM PROJECTS

MAP ID: 3.01

PROJECT: I-565 SAFETY IMPROVEMENT
PROJECT DESCRIPTION: MEDIAN CROSSOVER PROTECTION I-565 FROM SPRING BRANCH (MP 0.60) TO CR-1036 (MADISON BOULEVARD) OVERPASS (MP 13.40)
PROJECT TYPE: SAFETY IMPROVEMENTS
LENGTH (MILES): 13.2
LANES: N/A
PROGRAM: NATIONAL HIGHWAY SYSTEM PROJECTS/SAFETY PROJECTS

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY2019
IM-STPSA- I565 (311) 100058241	CN	\$0	\$1,370,459	\$0	\$0
TOTAL COST		\$0	\$1,370,459	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$0	\$1,233,413	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$137,046	\$0	\$0
OTHER OBLIGATED FUNDS		\$0	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$0	\$1,370,459	\$0	\$0

COST SHARE: 80% FEDERAL; 20% STATE



Map is not to scale.

NATIONAL HIGHWAY SYSTEM PROJECTS

MAP ID: 3.02

PROJECT: **MEMORIAL PARKWAY**
PROJECT DESCRIPTION: SR-1 (MEMORIAL PKWY) FROM CR-22 (SPARKMAN DRIVE) TO CR-75 (MASTIN LAKE RD) INCLUDING OVERPASS AT CR-75
PROJECT TYPE: GRADE, DRAIN, BADE, PAVE, AND BRIDGE
LENGTH (MILES): .629
LANES: 6
PROGRAM: NATIONAL HIGHWAY SYSTEM PROJECTS

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY2019
NH-8510 () 100041419	RW	\$1,638,624	\$0	\$0	\$0
NH-8510 () 100041420	UT	\$828,234	\$0		
NH-8510 () 100004926	CN	\$28,972,063	\$0		
TOTAL COST		\$31,438,921	\$0	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$25,151,137	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$6,287,785	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$0	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$31,438,921	\$0	\$0	\$0

COST SHARE: 80% FEDERAL; 20% STATE
THIS IS A RESTORE OUR ROADS PROJECT



Map is not to scale.

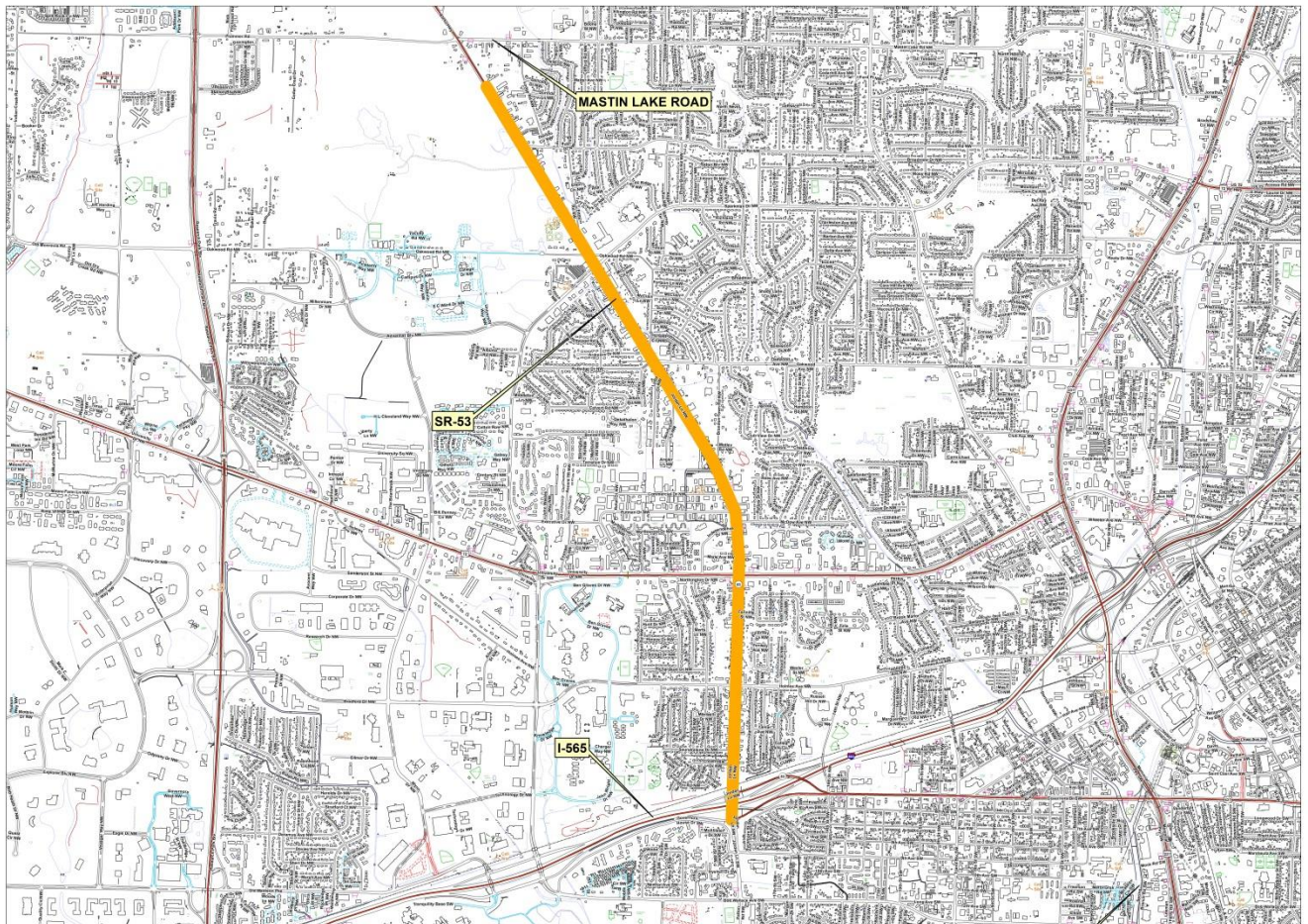
NATIONAL HIGHWAY SYSTEM PROJECTS

MAP ID: 3.03

PROJECT: HWY 53 RESURFACING
PROJECT DESCRIPTION: RESURFACING SR-53 FROM JUST SOUTH OF I-565 TO JUST SOUTH OF THE INTERSECTION WITH MASTIN LAKE ROAD
PROJECT TYPE: RESURFACING
LENGTH (MILES): 4.1
LANES: 4
PROGRAM: NATIONAL HIGHWAY SYSTEM PROJECTS

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY2019
NH-0053(573) 100060905	FM	\$2,373,500	\$0	\$0	\$0
TOTAL COST		\$2,373,500	\$0	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$1,898,800	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$474,700	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$0	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$2,373,500	\$0	\$0	\$0

COST SHARE: 80% FEDERAL; 20% STATE



Map is not to scale.

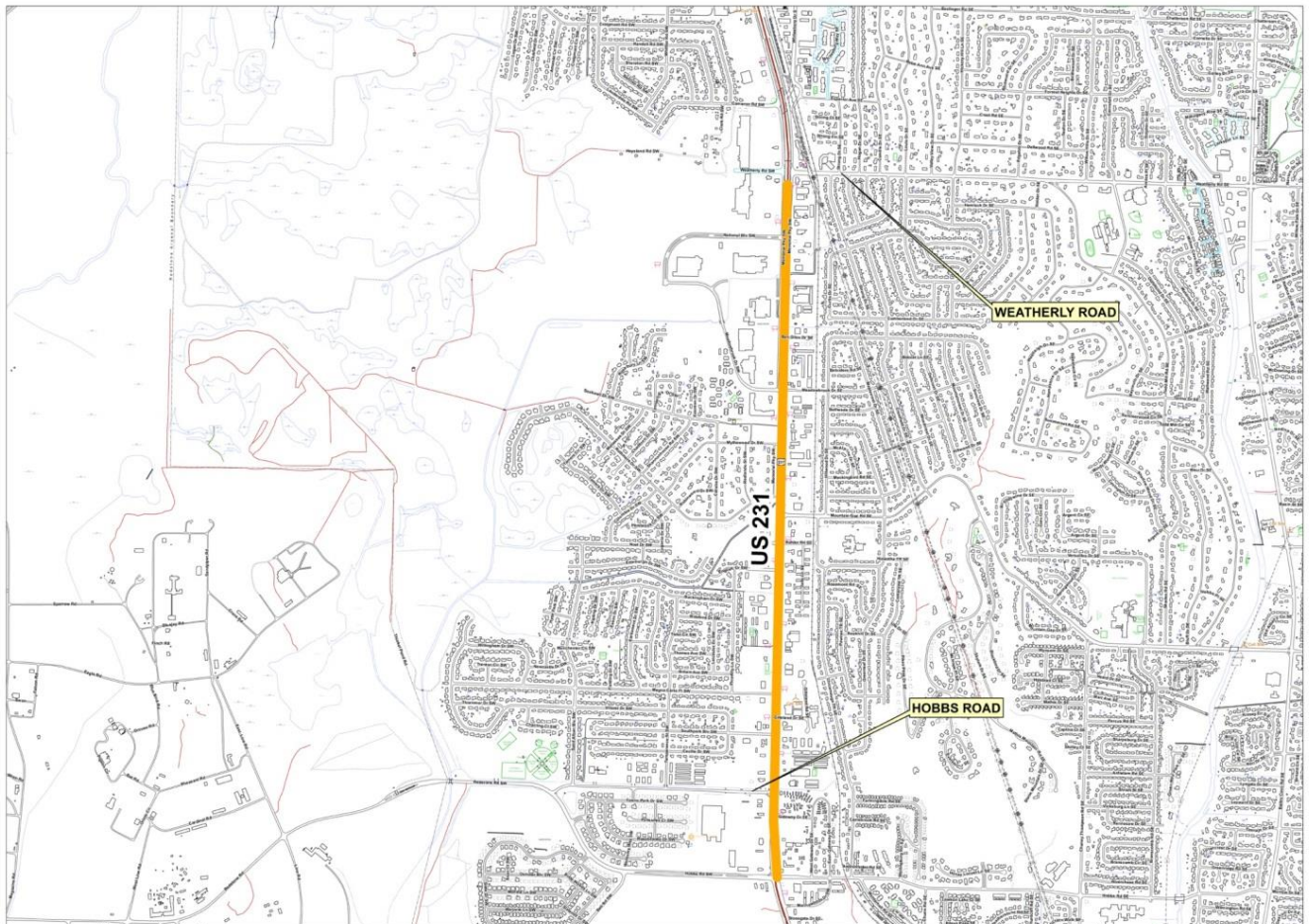
NATIONAL HIGHWAY SYSTEM PROJECTS

MAP ID: 3.04

PROJECT: US-231 IMPROVEMENTS
PROJECT DESCRIPTION: ACCESS MANAGEMENT AND INTERSECTION IMPROVEMENTS ON SR-53 (US-231) FROM HOBBS ROAD TO SOUTH OF WEATHERLY ROAD
PROJECT TYPE: UNCLASSIFIED
LENGTH (MILES): 2.268
LANES: 6
PROGRAM: NATIONAL HIGHWAY SYSTEM PROJECTS

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY2019
NH-0053 (571) 100061839	RW	\$388,462	\$0	\$0	\$0
NH-0053 (571) 100061838	UT	\$0	\$1,511,111		
NH-0053 () 100061840	CN	\$0	\$11,286,111		
TOTAL COST		\$388,462	\$12,797,222	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$310,769	\$10,237,778	\$0	\$0
STATE OBLIGATED FUNDS		\$77,692	\$2,559,444	\$0	\$0
OTHER OBLIGATED FUNDS		\$0	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$388,462	\$12,797,222	\$0	\$0

COST SHARE: 80% FEDERAL; 20% STATE
THIS IS A RESTORE OUR ROADS PROJECT



Map is not to scale.

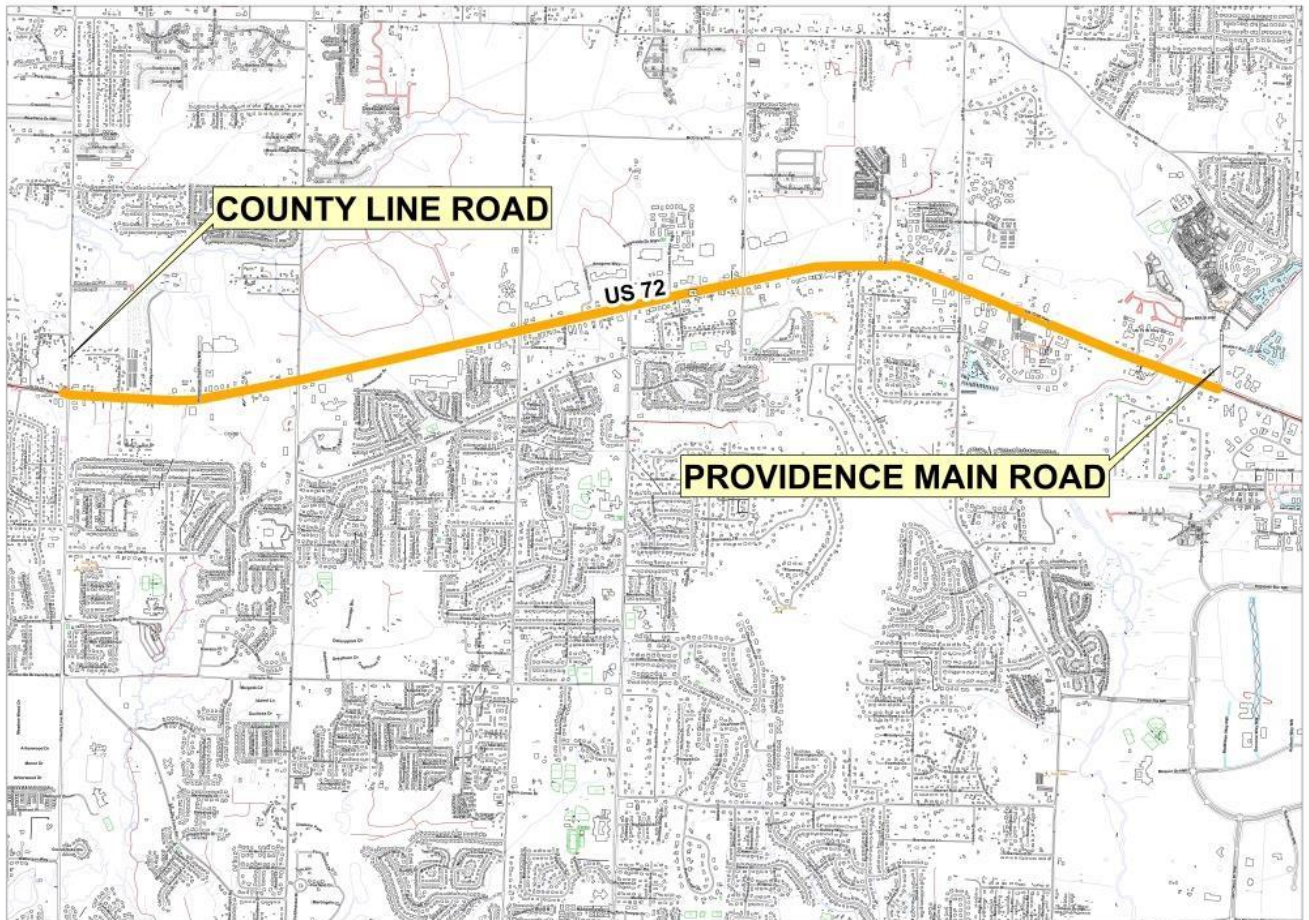
NATIONAL HIGHWAY SYSTEM PROJECTS

MAP ID: 3.05

PROJECT: US 72 ADDITIONAL LANES
PROJECT DESCRIPTION: ADDITIONAL LANES SR-2 (US 72) FROM COUNTY LINE ROAD TO PROVIDENCE MAIN ROAD IN THE CITY LIMITS OF HUNTSVILLE
PROJECT TYPE: ADDITIONAL ROADWAY LANES
LENGTH (MILES): 5.44
LANES: 6
PROGRAM: NATIONAL HIGHWAY SYSTEM PROJECTS

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY2019
NH-0002(566) 100061845	RW	\$0	\$9,493,051	\$0	\$0
NH-0002(566) 100061846	UT	\$0	\$0	\$2,981,711	\$0
NH-0002() 100061847	CN	\$0	\$0	\$0	\$60,773,915
TOTAL COST		\$0	\$9,493,051	\$2,981,711	\$60,773,915
FEDERAL OBLIGATED FUNDS		\$0	\$7,594,440	\$2,385,369	\$48,619,132
STATE OBLIGATED FUNDS		\$0	\$1,898,610	\$596,342	\$12,154,783
OTHER OBLIGATED FUNDS		\$0	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$0	\$9,493,051	\$2,981,369	\$60,773,915

COST SHARE: 80% FEDERAL; 20% STATE
 THIS IS A RESTORE OUR ROADS PROJECT



Map is not to scale.

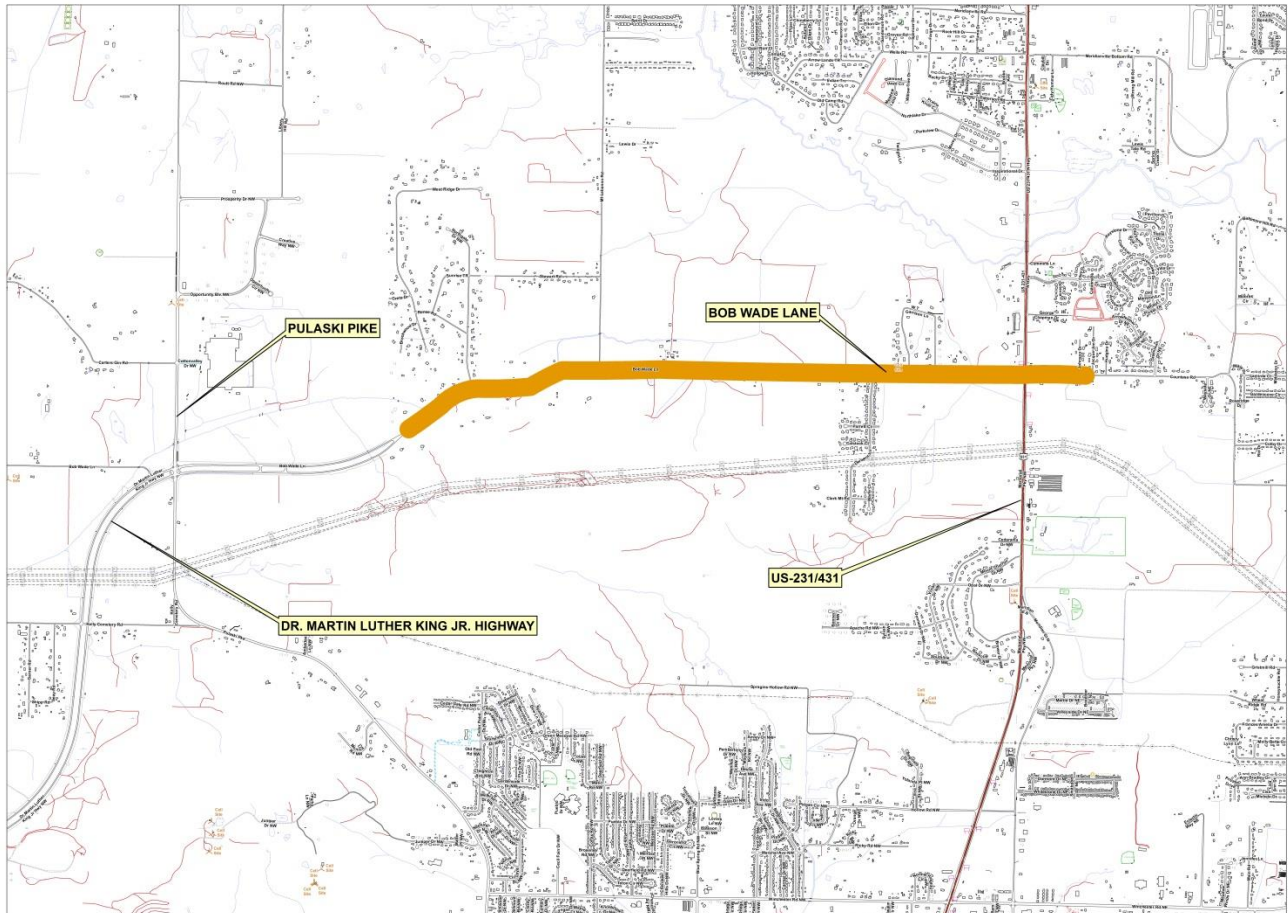
NATIONAL HIGHWAY SYSTEM PROJECTS

MAP ID: 3.06

PROJECT: **NORTHERN BYPASS**
PROJECT DESCRIPTION: HUNTSVILLE NORTHERN BYPASS FROM 1.2 MILES EAST OF CR-86 (PULASKI PIKE) TO 1500 FEET EAST OF SR-1 (US-231/431) INTERSECTION
PROJECT TYPE: GRADE, DRAIN, BADE, PAVE, AND BRIDGE
LENGTH (MILES): 4.2
LANES: 6
PROGRAM: NATIONAL HIGHWAY SYSTEM PROJECTS

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY2019
NH-4514 () 100061849	RW	\$5,000,000	\$0	\$0	\$0
NH-4514 () 100061850	UT	\$0	\$3,820,000	\$0	\$0
NH-4514 () 100061851	CN	\$0	\$23,688,358	\$0	\$0
TOTAL COST		\$5,000,000	\$27,508,358	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$4,000,000	\$22,006,686	\$0	\$0
STATE OBLIGATED FUNDS		\$1,000,000	\$5,501,672	\$0	\$0
OTHER OBLIGATED FUNDS		\$0	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$5,000,000	\$27,508,358	\$0	\$0

COST SHARE: 80% FEDERAL; 20% STATE
 THIS IS A RESTORE OUR ROADS PROJECT



Map is not to scale.

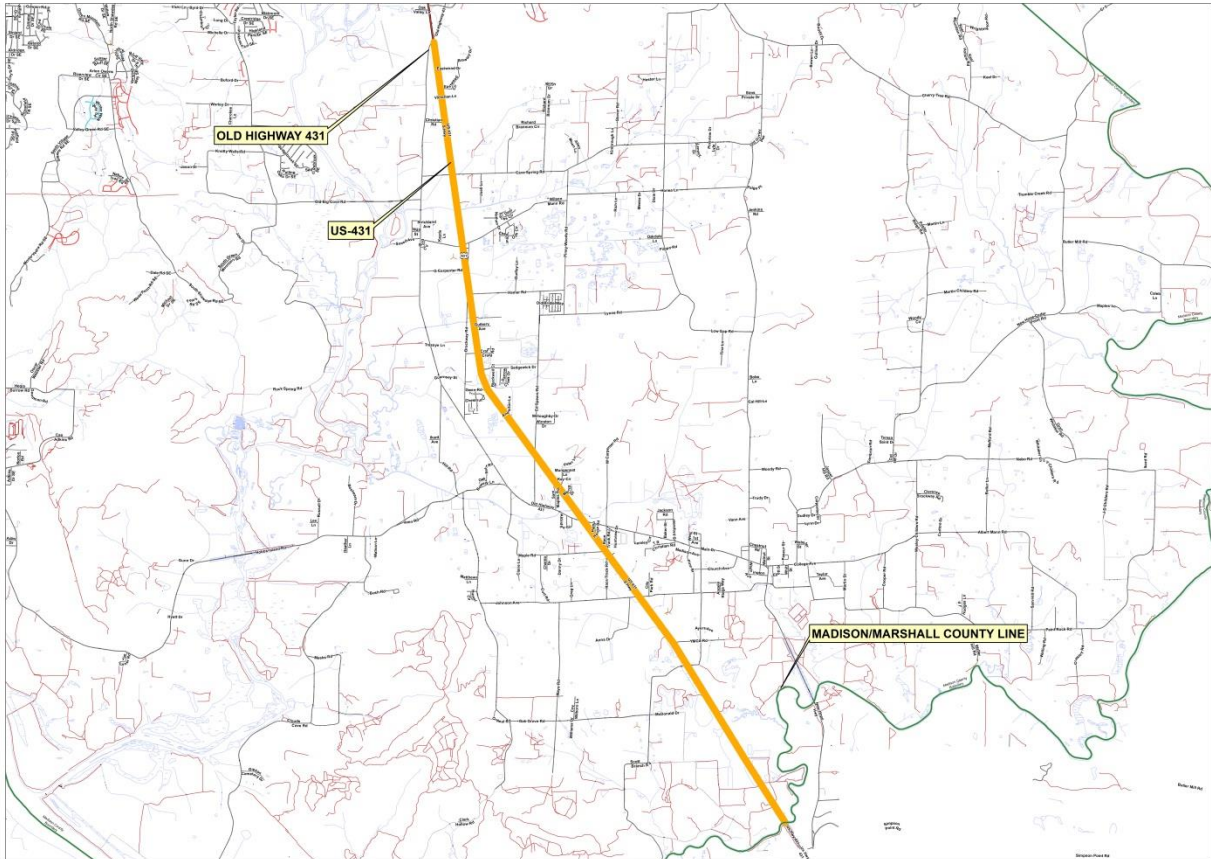
NATIONAL HIGHWAY SYSTEM PROJECTS

MAP ID: 3.07

PROJECT:	US-431 RESURFACING
PROJECT DESCRIPTION:	RESURFACE SR-1 (US-431) FROM MADISON / MARSHALL COUNTY LINE TO OLD HWY 431
PROJECT TYPE:	RESURFACING
LENGTH (MILES):	3.63
LANES:	6
PROGRAM:	NATIONAL HIGHWAY SYSTEM PROJECTS

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY2019
NH-0001 () 100062732	FM	\$3,466,320	\$0	\$0	\$0
TOTAL COST		\$3,466,320	\$0	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$2,773,056	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$693,264	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$0	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$3,466,320	\$0	\$0	\$0

COST SHARE: 80% FEDERAL; 20% STATE



Map is not to scale.

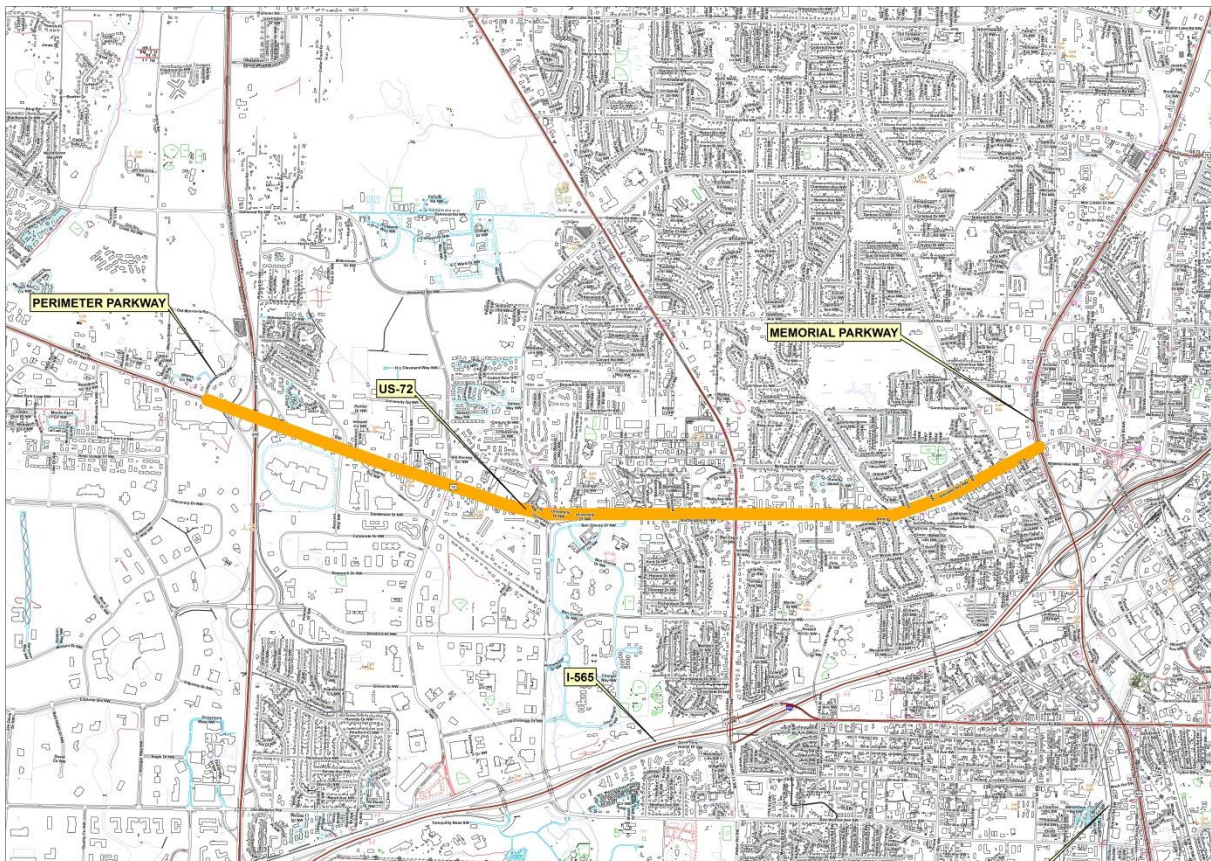
NATIONAL HIGHWAY SYSTEM PROJECTS

MAP ID: 3.08

PROJECT: **US-72 RESURFACING**
PROJECT DESCRIPTION: RESURFACE SR-2(US-72) FROM JUST EAST OF PERIMETER PARKWAY TO SR-1(US-231/431) (MEMORIAL PKWY) IN HUNTSVILLE
PROJECT TYPE: RESURFACING
LENGTH (MILES): 4.32
LANES: 4
PROGRAM: NATIONAL HIGHWAY SYSTEM PROJECTS

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY2019
NH-0002() 100062734	FM	\$3,361,280	\$0	\$0	\$0
TOTAL COST		\$3,361,280	\$0	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$2,689,024	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$672,256	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$0	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$3,361,280	\$0	\$0	\$0

COST SHARE: 80% FEDERAL; 20% STATE



Map is not to scale.

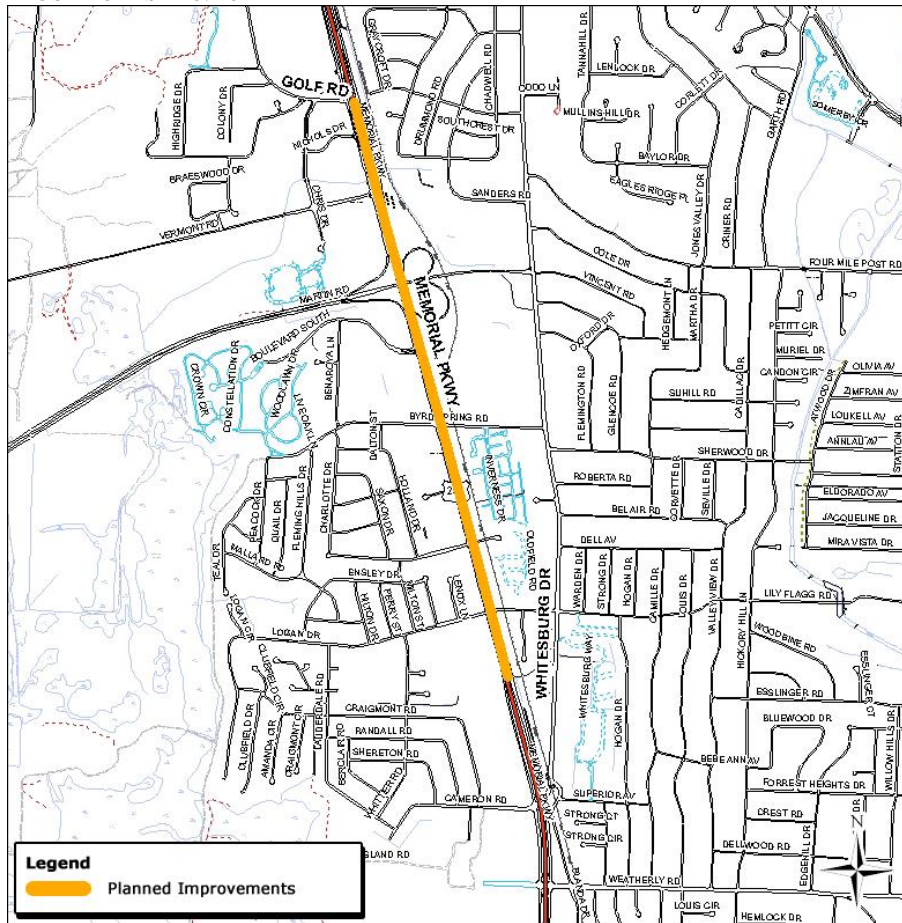
NATIONAL HIGHWAY SYSTEM PROJECTS

MAP ID: 3.09

PROJECT: MEMORIAL PARKWAY
PROJECT DESCRIPTION: MEMORIAL PARKWAY NORTH OF CR-77 (WHITESBURG DR) TO SOUTH OF GOLF RD: INCLUDES: GRADE, DRAIN, BASE, PAVE, AND BRIDGES FOR THE SERVICE ROAD AND SLIP RAMP AND 10004504 COVERS ALL OF THE ABOVE FOR THE MAINLINE ON MEMORIAL PARKWAY
PROJECT TYPE: GRADE, DRAIN, BADE, PAVE, AND BRIDGE
LENGTH (MILES): 1.5
LANES: 6
PROGRAM: NATIONAL HIGHWAY SYSTEM PROJECTS

PROJECT NO.	SCOPE	FY 2015	FY 2016	FY 2017	FY2018
NH-0053 (531) 100004503	CN	\$25,818,529	\$0	\$0	\$0
NH-0053 (530) 100004504	CN	\$24,137,281			
TOTAL COST		\$49,955,810	\$0	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$39,964,648	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$9,991,162	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$0	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$49,955,810	\$0	\$0	\$0

COST SHARE: 80% FEDERAL; 20% STATE
 THIS IS A RESTORE OUR ROADS PROJECT



Map is not to scale.

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2.4.4 Appalachian Highway System Projects

Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

**APPALACHIAN HIGHWAY SYSTEM PROJECTS
RESERVED FOR FUTURE APPALACHIAN HIGHWAY SYSTEM PROJECTS
COST ALLOCATION TABLES AND MAPS**

2.4.5 Transportation Alternatives

Sponsor: CITY OF HUNTSVILLE												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
39052	100063472 TAPHV TA14 (953)	EUL BIKE & PEDESTRIAN CORRIDOR IN SOUTHWEST HUNTSVILLE FROM REDSTONE ARSENAL NORTH TO GOVERNORS DRIVE WEST.	0.00	CN	P	SIDEWALK	2017	5.010	EXEMPT		\$92,000 \$0 \$23,000	\$115,000
39058	100063481 TAPHV TA14 (952)	ALDRIDGE CREEK GREENWAY EXTENSION IN THE CITY OF HUNTSVILLE. THIS PROJECT IS LOCATED SOUTH HUNTSVILLE: FROM WEATHERLY ROAD NORTH TO ESSLINGER ROAD.	0.00	CN	P	SIDEWALK	2017	5.020	EXEMPT		\$816,593 \$0 \$204,148	\$1,020,741
Totals By Sponsor				Federal				\$908,593			ALL Funds	\$1,135,741

TRANSPORTATION ALTERNATIVES PROJECTS

MAP ID: 5.01

PROJECT: REDSTONE GREENWAY UNDERNEATH I-565
PROJECT DESCRIPTION: EUL BIKE & PEDESTRIAN CORRIDOR IN SOUTHWEST HUNTSVILLE FROM REDSTONE ARSENAL NORTH TO GOVERNORS DRIVE WEST
PROJECT TYPE: SIDEWALK
LENGTH (MILES): N/A
LANES: N/A
PROGRAM: TRANSPORTATION ALTERNATIVES PROJECTS

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY2019
TAPHV- TA14 (953) 100063472	CN	\$0	\$115,000	\$0	\$0
TOTAL COST		\$0	\$115,000	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$0	\$92,000	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$0	\$23,000	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$0	\$115,000	\$0	\$0

COST SHARE: 80% FEDERAL; 20% CITY OF HUNTSVILLE



Map is not to scale.

TRANSPORTATION ALTERNATIVES PROJECTS

MAP ID: 5.02

PROJECT: ALDRIDGE CREEK GREENWAY
PROJECT DESCRIPTION: ALDRIDGE CREEK GREENWAY EXTENSION IN THE CITY OF HUNTSVILLE. THIS PROJECT IS LOCATED SOUTH HUNTSVILLE: FROM WEATHERLY ROAD NORTH TO ESSLINGER ROAD.
PROJECT TYPE: SIDEWALK
LENGTH (MILES): N/A
LANES: N/A
PROGRAM: TRANSPORTATION ALTERNATIVES PROJECTS

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY2019
TAPHV-TA14(952) 100063481	CN	\$0	\$1,020,741	\$0	\$0
TOTAL COST		\$0	\$1,020,741	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$0	\$816,593	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$0	\$204,148	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$0	\$1,020,741	\$0	\$0

COST SHARE: 80% FEDERAL; 20% CITY OF HUNTSVILLE



Map is not to scale.

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2.4.6 Bridge Projects (State and Federal)

Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

BRIDGE PROJECTS (STATE AND FEDERAL)

**RESERVED FOR FUTURE BRIDGE PROJECTS
COST ALLOCATION TABLES AND MAPS**

2.4.7 State Funded Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
37767	100061929 ST-045-000-014 ()	HUNTSVILLE CORRIDOR IMPROVEMENT PLAN COLLECTOR PROJECT	0.00	SP	P	UNCLASSIFIED	2015	0.000	EXEMPT		\$0 \$1 \$0	\$1
Totals By Sponsor						Federal		\$0			ALL Funds	\$1

STATE FUNDED PROJECTS

**RESERVED FOR STATE FUNDED PROJECTS
COST ALLOCATION TABLES AND MAPS**

Note: On the prior page; project 100061929 serves as a placeholder to be replaced or deleted.

2.4.8 Enhancement Projects

Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

ENHANCEMENT PROJECTS

This section is shown for informational purposes only, as some MPOs may have Enhancement Projects that may have carried over to FY 2016.

2.4.9 Transit Projects

Sponsor: ALABAMA A&M UNIVERSITY

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
35330	100058804 FTA3C TR12 ()	SECTION 5309 TRANSIT, ALABAMA A & M UNIVERISTY, CAPITAL, STATE OF GOOD REPAIR BUS & BUS FACILITIES (APPORTIONMENT FY 2012)	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$620,000 \$0 \$155,000	\$775,000
35674	100059245 FTA3C TR13 ()	SECTION 5308 TRANSIT CAPITAL (CLEAN FUELS), ALABAMA A & M UNIVERSITY ROLLING STOCK (4 BUSES) FY 2013	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$1,792,800 \$0 \$367,200	\$2,160,000
35675	100059246 FTA3C TR13 ()	SECTION 5309 TRANSIT CAPITAL (STATE OF GOOD REPAIR), ALABAMA A & M UNIVERSITY, ASSET MGMNT/IT SYSTEM, FY 2013	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$80,000 \$0 \$20,000	\$100,000
35677	100059248 FTA3C TR13 ()	SECTION 5309 TRANSIT CAPITAL(STATE OF GOOD REPAIR) ALABAMA A & M UNIVERSITY, PEDESTRIAN SIDEWALK/BIKE TRAIL, FY 2013	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$200,000 \$0 \$50,000	\$250,000

Totals By Sponsor						Federal	\$2,692,800			ALL Funds	\$3,285,000	
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Sponsor: CITY OF HUNTSVILLE

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
34427	100057574 FTA3C TR12 ()	SECTION 5309 TRANSIT CITY OF HUNTSVILLE, STATE OF GOOD REPAIR CAPITAL BUS	0.00	TR	P	UNCLASSIFIED	2015	0.000		NA	\$3,293,062 \$0 \$823,265	\$4,116,327
39420	100063964 FTA3C TR16 ()	HUNTSVILLE TRANSIT BUSES SGR 5339 FY 2016 (FY 2014 APPORTIONMENT MAP21)	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$213,794 \$0 \$53,449	\$267,243
39421	100063965 FTA3C TR16 ()	HUNTSVILLE TRANSIT BUSES SGR 5339 FY 2016 (FY 2015 APPORTIONMENT MAP21)	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$232,000 \$0 \$58,000	\$290,000
39433	100063977 FTA3C TR17 ()	HUNTSVILLE TRANSIT BUSES SGR 5339 FY 2017 (FY 2015 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	NA	\$213,794 \$0 \$53,449	\$267,243
39434	100063978 FTA3C TR17 ()	HUNTSVILLE TRANSIT BUSES SGR 5339 FY 2017 (FY 2016 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	NA	\$232,000 \$0 \$58,000	\$290,000
39573	100064127 FTA3C TR18 ()	SECTION 5339 TRANSIT HUNTSVILLE BUSES SGR 5339 FY 2018 (FY 2016 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	NA	\$215,932 \$0 \$53,983	\$269,915
39574	100064128 FTA3C TR18 ()	SECTION 5339 TRANSIT HUNTSVILLE BUSES 5339 FY 2018 (FY 2017 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	NA	\$234,320 \$0 \$58,580	\$292,900
39581	100064135 FTA3C TR19 ()	SECTION 5339 TRANSIT HUNTSVILLE TRANSIT BUSES SGR 5339 FY 2019 (FY 2017 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT	NA	\$218,091 \$0 \$54,523	\$272,614

2.4.9 Transit Projects

39582	100064136 FTA3C TR19 ()	SECTION 5339 TRANSIT HUNTSVILLE TRANSIT BUSES SGR 5339 FY 2019 (FY 2018 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT	NA	\$236,663 \$0 \$59,166	\$295,829
39426	100063970 FTA9 TR16 ()	HUNTSVILLE TRANSIT OPERATING ASSISTANCE FY 2016 (FY 2015 APPORTIONMENT MAP21 <75 BUS)	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$1,314,265 \$0 \$1,314,265	\$2,628,529
39439	100063983 FTA9 TR17 ()	HUNTSVILLE TRANSIT OPERATING ASSISTANCE FY 2017 (FY 2016 APPORTIONMENT <75 BUS)	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	NA	\$1,223,125 \$0 \$1,223,125	\$2,446,249
39576	100064130 FTA9 TR18 ()	SECTION 5307 TRANSIT HUNTSVILLE TRANSIT RV MAINT FY 2018 (FY 2017 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	NA	\$555,448 \$0 \$138,862	\$694,310
39577	100064131 FTA9 TR18 ()	SECTION 5307 TRANSIT HUNTSVILLE TRANSIT ADA FY 2018 (FY 2017 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	NA	\$176,744 \$0 \$44,186	\$220,930
39579	100064133 FTA9 TR18 ()	SECTION 5307 TRANSIT HUNTSVILLE TRANSIT OPERATING ASSISTANCE FY 2018 (FY 2017 APPORTIONMENT <75 BUS)	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	NA	\$1,235,356 \$0 \$1,235,356	\$2,470,712
39583	100064137 FTA9 TR19 ()	SECTION 5307 TRANSIT HUNTSVILLE ASSOCIATED TRANSIT IMPROVEMENTS FY 2019 (FY 2018 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT	NA	\$22,663 \$0 \$5,666	\$28,329
39584	100064138 FTA9 TR19 ()	SECTION 5307 TRANSIT HUNTSVILLE TRANSIT RV MAINT FY 2019 (FY 2018 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT	NA	\$561,002 \$0 \$140,251	\$701,253
39585	100064139 FTA9 TR19 ()	SECTION 5307 TRANSIT HUNTSVILLE TRANSIT ADA FY 2019 (FY 2018 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT	NA	\$178,511 \$0 \$44,628	\$223,139
39587	100064141 FTA9 TR19 ()	SECTION 5307 TRANSIT HUNTSVILLE TRANSIT OPERATING ASSISTANCE FY 2019 (FY 2018 APPORTIONMENT <75 BUS)	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT	NA	\$1,247,710 \$0 \$1,247,710	\$2,495,420
39419	100063963 FTA9C TR16 ()	HUNTSVILLE TRANSIT BUSES FY 2016 (FY 2015 APPORTIONMENT MAP21)	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$381,794 \$0 \$95,449	\$477,243
39422	100063966 FTA9C TR16 ()	HUNTSVILLE ASSOCIATED TRANSIT IMPROVEMENTS FY 2016 (FY 2015 APPORTIONMENT MAP 21)	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$22,217 \$0 \$5,554	\$27,771
39423	100063967 FTA9C TR16 ()	HUNTSVILLE TRANSIT R.V. MAINT FY 2016 (FY 2015 APPORTIONMENT MAP21)	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$544,504 \$0 \$136,126	\$680,630
39424	100063968 FTA9C TR16 ()	HUNTSVILLE TRANSIT ADA FY 2016 (FY 2015 APPORTIONMENT MAP21)	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$174,994 \$0 \$43,749	\$218,743
39425	100063969 FTA9C TR16 ()	HUNTSVILLE OTHER CAPITAL PROJECTS / ITEMS FY 2016 (FY 2015 APPORTIONMENT MAP21)	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$60,000 \$0 \$15,000	\$75,000
39432	100063976 FTA9C TR17 ()	HUNTSVILLE TRANSIT BUSES FY 2017 (FY 2016 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	NA	\$381,794 \$0 \$95,449	\$477,243

2.4.9 Transit Projects

39435	100063979 FTA9C TR17 ()	HUNTSVILLE ASSOCIATED TRANSIT IMPROVEMENTS FY 2017 (FY 2016 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	NA	\$22,217 \$0 \$5,554	\$27,771
39436	100063980 FTA9C TR17 ()	HUNTSVILLE TRANSIT R.V. MAINT FY 2017 (FY 2016 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	NA	\$549,949 \$0 \$137,487	\$687,436
39437	100063981 FTA9C TR17 ()	HUNTSVILLE TRANSIT ADA FY 2017 (FY 2016 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	NA	\$174,994 \$0 \$43,749	\$218,743
39438	100063982 FTA9C TR17 ()	HUNTSVILLE OTHER CAPITAL PROJECTS / ITEMS FY 2017 (FY 2016 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	NA	\$60,000 \$0 \$15,000	\$75,000
39572	100064126 FTA9C TR18 ()	SECTION 5307 TRANSIT HUNTSVILLE BUSES FY 2018 (FY 2017 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	NA	\$385,612 \$0 \$96,403	\$482,015
39575	100064129 FTA9C TR18 ()	SECTION 5307 TRANSIT HUNTSVILLE ASSOCIATED TRANSIT IMPROVEMENTS FY 2018 (FY 2017 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	NA	\$22,439 \$0 \$5,610	\$28,049
39578	100064132 FTA9C TR18 ()	SECTION 5307 TRANSIT HUNTSVILLE OTHER CAPITAL PROJECTS/ITEMS FY 2018 (FY 2017 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	NA	\$60,600 \$0 \$15,150	\$75,750
39580	100064134 FTA9C TR19 ()	SECTION 5307 TRANSIT HUNTSVILLE TRANSIT BUSES FY 2019 (FY 2018 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT	NA	\$389,468 \$0 \$97,367	\$486,835
39586	100064140 FTA9C TR19 ()	SECTION 5307 TRANSIT HUNTSVILLE OTHER CAPITAL PROJECTS/ITEMS FY 2019 (FY 2018 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT	NA	\$61,206 \$0 \$15,302	\$76,508

Totals By Sponsor						Federal	\$14,896,270			ALL Funds	\$22,385,679	
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Sponsor: MADISON COUNTY

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
39316	100063860 RPTO TR16 ()	SECTION 5311 TRANSIT MADISON CO COMM TRANSIT OPERATING FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$84,523 \$0 \$84,523	\$169,045
39317	100063861 RPTO TR16 ()	SECTION 5311 TRANSIT MADISON CO COMM ADMINISTRATION FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$38,486 \$0 \$9,622	\$48,108
39321	100063865 RPTO TR17 ()	SECTION 5311 TRANSIT MADISON CO COMM OPERATING FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	NA	\$187,827 \$0 \$187,827	\$375,654
39322	100063866 RPTO TR17 ()	SECTION 5311 TRANSIT MADISON CO COMM ADMINISTRATION FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	NA	\$48,108 \$0 \$12,027	\$60,135
39325	100063869 RPTO TR18 ()	SECTION 5311 TRANSIT MADISON CO COMM OPERATING FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	NA	\$187,827 \$0 \$187,827	\$375,654

2.4.9 Transit Projects

39326	100063870 RPTO TR18 ()	SECTION 5311 TRANSIT MADISON CO COMM ADMINISTRATION FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	NA	\$48,108 \$0 \$12,027	\$60,135
39329	100063873 RPTO TR19 ()	SECTION 5311 TRANSIT MADISON CO COMM OPERATING FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT	NA	\$187,827 \$0 \$187,827	\$375,654
39330	100063874 RPTO TR19 ()	SECTION 5311 TRANSIT MADISON CO COMM ADMINISTRATION FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT	NA	\$48,108 \$0 \$12,027	\$60,135
39318	100063862 RPTOC TR16 ()	SECTION 5311 TRANSIT MADISON CO COMM CAPITAL ROLLING STOCK FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$70,400 \$0 \$17,600	\$88,000
39319	100063863 RPTOC TR16 ()	SECTION 5311 TRANSIT MADISON CO COMM CAPITAL SUPPORT EQUIP/FAC FY 216	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$4,000 \$0 \$1,000	\$5,000
39323	100063867 RPTOC TR17 ()	SECTION 5311 TRANSIT MADISON CO COMM CAPITAL ROLLING STOCK FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	NA	\$88,000 \$0 \$22,000	\$110,000
39324	100063868 RPTOC TR17 ()	SECTION 5311 TRANSIT MADISON CO COMM CAPITAL SUPPORT EQUIPMENT FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	NA	\$1,200 \$0 \$300	\$1,500
39327	100063871 RPTOC TR18 ()	SECTION 5311 TRANSIT MADISON CO COMM CAPITAL ROLLING STOCK FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	NA	\$88,000 \$0 \$22,000	\$110,000
39328	100063872 RPTOC TR18 ()	SECTION 5311 TRANSIT MADISON CO COMM CAPITAL SUPPORT EQUIPMENT FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	NA	\$1,200 \$0 \$300	\$1,500
39331	100063875 RPTOC TR19 ()	SECTION 5311 TRANSIT MADISON CO COMM CAPITAL ROLLING STOCK FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT	NA	\$88,000 \$0 \$22,000	\$110,000
39332	100063876 RPTOC TR19 ()	SECTION 5311 TRANSIT MADISON CO COMM CAPITAL SUPPORT EQUIPMENT FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT	NA	\$1,200 \$0 \$300	\$1,500

Totals By Sponsor						Federal		\$1,172,814			ALL Funds	\$1,952,020
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Sponsor: TARCOG												
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Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
33110	100055789 JARC TR12 ()	SECTION 5316 JARC TOP OF ALABAMA COUNCIL OF GOV (FY 2010 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$116,751 \$0 \$116,751	\$233,502
36814	100060640 JARC TR14 ()	SECTION 5316 TRANSIT JARC TOP OF ALABAMA REGIONAL COUNCIL OF GOVERNMENTS (FY 2011 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$116,576 \$0 \$116,576	\$233,152
36815	100060641 NFIGR TR14 ()	SECTION 5317 TRANSIT NEW FREEDOM TOP OF ALABAMA REGIONAL COUNCIL OF GOVERNMENT (FY 2011 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$68,768 \$0 \$68,768	\$137,536

Totals By Sponsor						Federal		\$302,095			ALL Funds	\$604,190
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TRANSIT PROJECTS

**RESERVED FOR FUTURE CONSTRUCTION INTENSIVE
TRANSIT PROJECTS
COST ALLOCATION TABLES AND MAPS**

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2.4.10 System Maintenance Projects

Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

SYSTEM MAINTENANCE PROJECTS

RESERVED FOR FUTURE SYSTEM MAINTENANCE PROJECTS COST ALLOCATION TABLES AND MAPS

2.4.11 Safety Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
39042	100062713 NH-HSIP 0001 (589)	RESURFACE & 2 FT SAFETY WIDENING ON SR-1(US-431) FROM JUST SOUTH OF OLD HWY 431 TO JUST SOUTH OF VICTORIAN LANE	4.96	FM	P	WIDENING & RESURFACING (RDWY)	2016	11.010	EXEMPT		\$231,613 \$25,735 \$0	\$257,348
39009	100063420 HSIP 0053 (575)	SAFETY IMPROVEMENTS ON SR-53 FROM SOUTH OF I-565 TO SOUTH OF THE INTERSECTION WITH MASTIN LAKE ROAD MP 318.700 TO MP. 322.800	4.10	CN	P	SAFETY IMPROVEMENTS	2016	11.020	EXEMPT		\$373,700 \$0 \$0	\$373,700
Totals By Sponsor						Federal		\$605,313			ALL Funds	\$631,048

SAFETY PROJECTS

MAP ID: 11.01

PROJECT: **US-431 2 FT SAFETY WIDENING AND RESURFACE**
PROJECT DESCRIPTION: RESURFACE AND 2 FEET SAFETY WIDENING ON SR-1(US-431) FROM JUST SOUTH OF OLD HWY 431 TO JUST SOUTH OF VICTORIAN LANE
PROJECT TYPE: WIDENING AND RESURFACING
LENGTH (MILES): 4.96
LANES: 6
PROGRAM: SAFETY PROJECTS/NHS
PROJECT SPONSOR:

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY2019
NH-HSIP-0001(589) 100062713	CN	\$2,573,480	\$0	\$0	\$0
TOTAL COST		\$2,573,280	\$0	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$2,084,519	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$488,961	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$0	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$2,573,480	\$0	\$0	\$0

COST SHARE: 80% FEDERAL; 20% STATE



Map is not to scale.

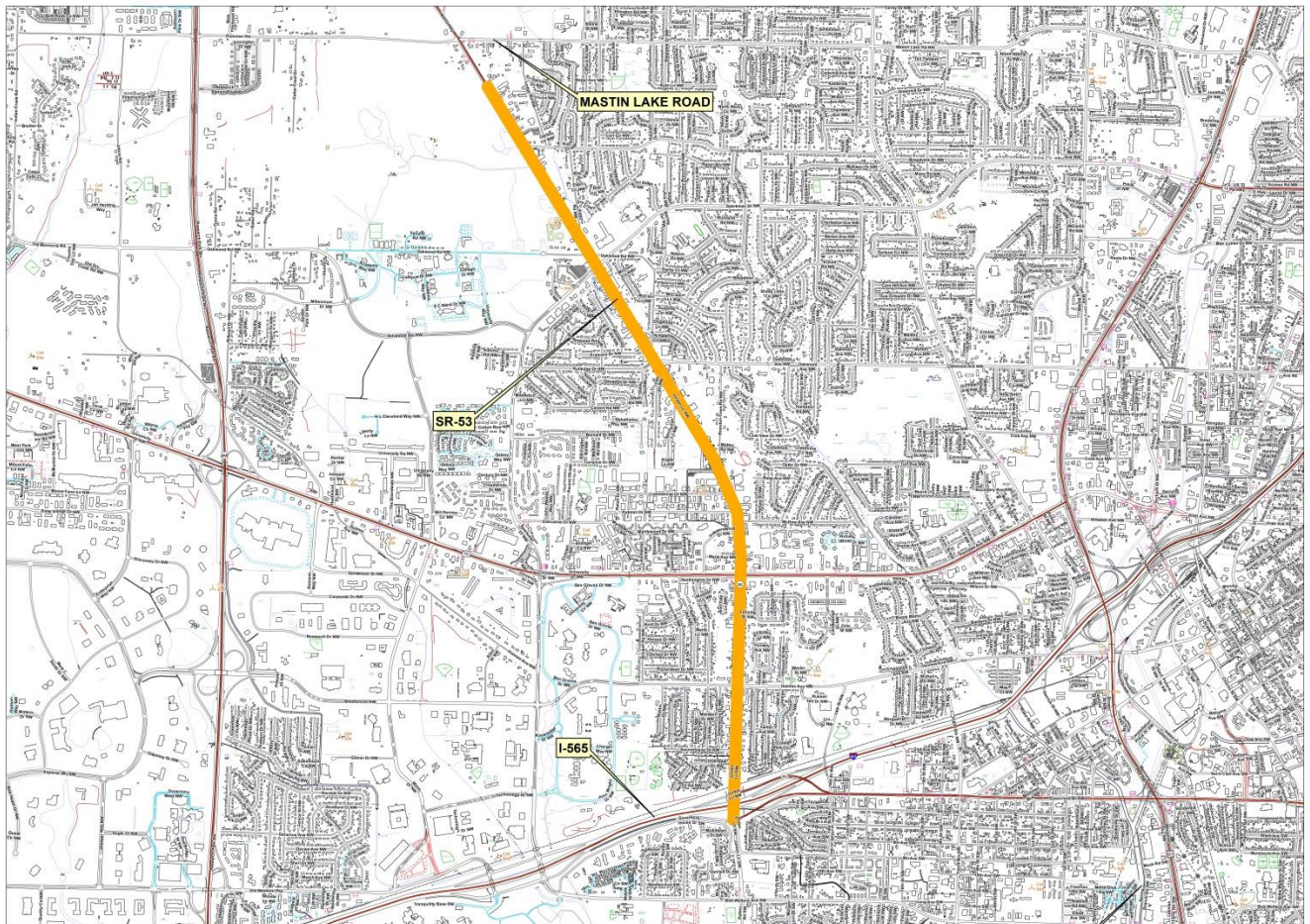
SAFETY PROJECTS

MAP ID: 11.02

PROJECT:	SR-53 SAFETY IMPROVEMENTS
PROJECT DESCRIPTION:	SAFETY IMPROVEMENTS ON SR-53 FROM SOUTH OF I-565 TO SOUTH OF THE INTERSECTION WITH MASTIN LAKE ROAD MP 318.700 TO MP 322.800
PROJECT TYPE:	SAFETY IMPROVEMENTS
LENGTH (MILES):	4.1
LANES:	4
PROGRAM:	SAFETY PROJECTS

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY2019
HSIP-0053(575) 100063420	CN	\$373,700	\$0	\$0	\$0
TOTAL COST		\$373,700	\$0	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$373,700	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$0	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$373,700	\$0	\$0	\$0

COST SHARE: 100% FEDERAL



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2.4.12 Other Federal and State Aid Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
36247	100059902 FAUP 8523 ()	CONSTRUCT CONNECTOR ROAD FROM MAYSVILLE ROAD TO EPWORTH DRIVE. (STATE SUPPORT SERVICES ONLY.)	0.00	PE	P	GRADE, DRAIN, BASE AND PAVE	2015	12.010	EXEMPT		\$0 \$0 \$1	\$1
36247	100059903 FAUP 8523 ()	CONSTRUCT CONNECTOR ROAD FROM MAYSVILLE ROAD TO EPWORTH DRIVE.	0.00	CN	P	GRADE, DRAIN, BASE AND PAVE	2015	12.010	EXEMPT		\$4,160,000 \$520,000 \$520,000	\$5,200,000
Totals By Sponsor						Federal		\$4,160,000			ALL Funds	\$5,200,001

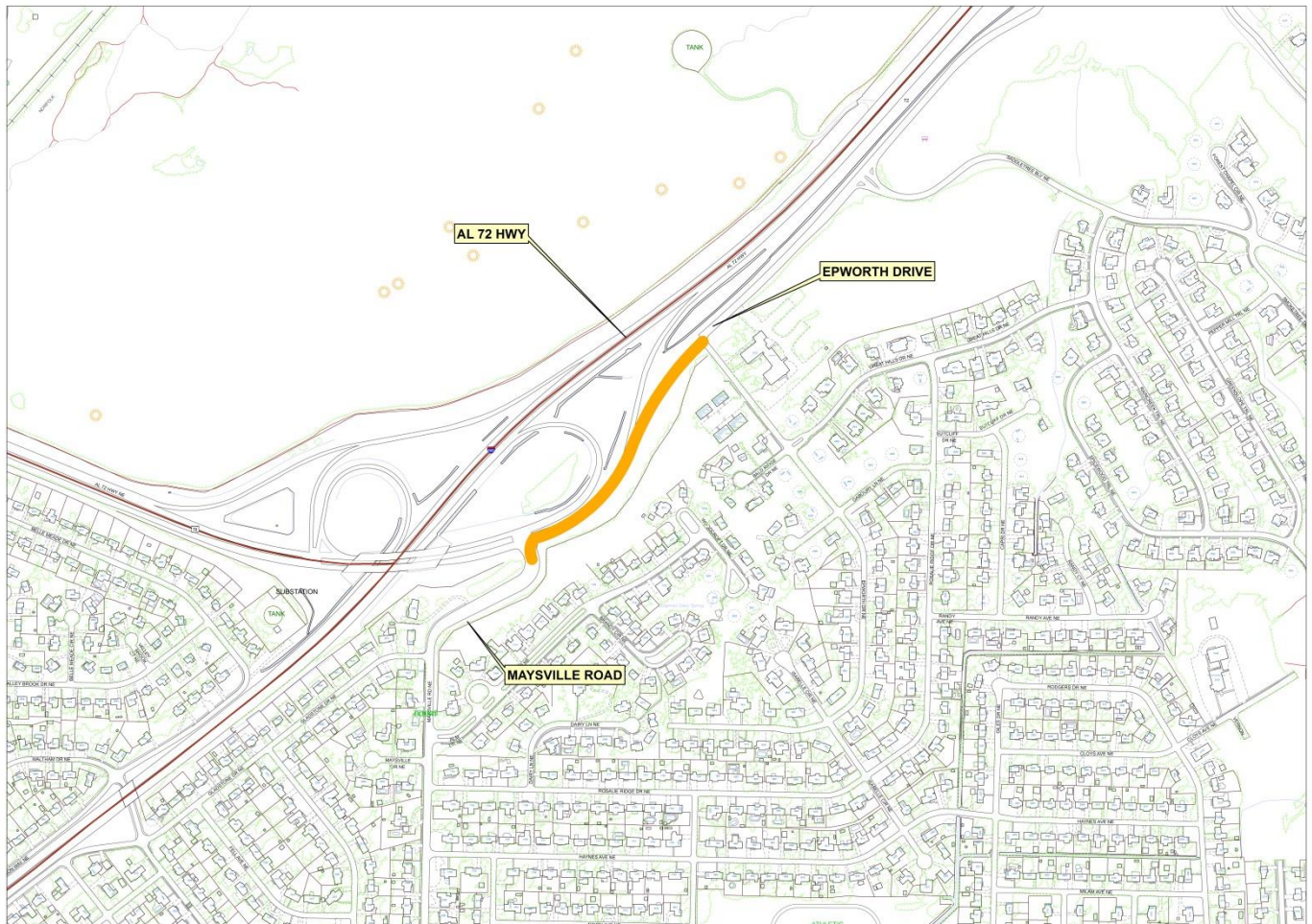
OTHER FEDERAL AND STATE AID PROJECTS

MAP ID: 12.01

PROJECT:	MAYSVILLE TO EPWORTH CONNECTOR
PROJECT DESCRIPTION:	CONSTRUCT CONNECTOR ROAD FROM MAYSVILLE ROAD TO EPWORTH DRIVE
PROJECT TYPE:	GRADE, DRAIN, BASE AND PAVE
LENGTH (MILES):	0.0
LANES:	N/A
PROGRAM:	OTHER FEDERAL AND STATE AID PROJECTS

PROJECT NO.	SCOPE	FY 2015	FY 2016	FY 2017	FY2018
FAUP- 8523 100059902	PE	\$1	\$0	\$0	\$0
FAUP- 8523 100059903	CN	\$5,200,000	\$0	\$0	\$0
TOTAL COST		\$5,200,001	\$0	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$4,160,000	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$520,000	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$520,001	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$5,200,001	\$0	\$0	\$0

COST SHARE: 80% FEDERAL; 10% STATE; 10% CITY OF HUNTSVILLE



Map is not to scale.

2.4.13 Congestion Mitigation and Air Quality Projects

Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

CONGESTION MITIGATION AND AIR QUALITY PROJECTS

**THE HUNTSVILLE AREA TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION
DOES NOT QUALIFY FOR THIS CATEGORY OF FUNDS**

2.4.14 High Priority and Congressional Earmark Projects

Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

HIGH PRIORITY AND CONGRESSIONAL EARMARK PROJECTS

**RESERVED FOR FUTURE HIGH PRIORITY
AND CONGRESSIONAL EARMARK PROJECTS
COST ALLOCATION TABLES AND MAPS**

2.4.15 Authorized Projects

Once a project is ready to begin or progress to its next level and funding is intact, the project is authorized. This action allows the project to start or move forward to the next pre-construction or construction activity, and releases appropriate funding sources for the project. (For instance, right of way can be purchased, bids can be awarded for construction, etc.) Authorized projects are considered to have FHWA approval, with the execution of a project agreement between the agencies. The **Authorized Projects** table that follows shows a listing of all projects authorized for funding during FY 2015.

Authorized Projects

Sponsor: ALDOT

Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost
99054	10	99-401-690-000-502 ()	100063442	MC	LITTER COLLECTION AND ROADSIDE MOWING I-565 & US-72 (SR-2) IN DISTRICT TWO (HUNTSVILLE)	0.000	03/27/2015	ROADSIDE MOWING	\$133,031
* IARA	7	IAR-042-000-008 ()	100063566	CN	CONSTRUCT ACCESS ROAD FROM THE EXISTING GREENBRIER ROAD TO THE NORTHERN BOUNDARY OF THE POLARIS INDUSTRY INC. PROPERTY TO BENEFIT POLARIS INDUSTRY AND THE TARGET DISTRIBUTION CENTER IN THE CITY OF HUNTSVILLE	0.000	04/15/2015	GRADE, DRAIN, BASE AND PAVE	\$4,000,000
STATE	7	ST-045-001-013 ()	100063986	CN	BRIDGE REPAIR AND GUARDRAIL INSTALLATION ON SR-1 (US-431) NORTHBOUND BIN # 13222 AND SOUTHBOUND BIN # 5766 MP 322.939 TO MP 322.896	0.000	08/15/2015	BRIDGE REPAIR	\$750,000
STATE	7	ST-045-001-012 ()	100063984	PE	BRIDGE REPAIR AND GUARDRAIL INSTALLATION ON SR-1 (US-431) NORTHBOUND, BIN # 13222 AND SOUTHBOUND BIN # 5766 MP 322.939 TO MP 322.896	0.000	06/01/2015	BRIDGE REPAIR	\$112,500

Sponsor: CITY OF HUNTSVILLE

Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost
** STHVE	1	STPHVF 8507(600)	100044914	UT	WIDENING CR-7 (ZIERDT ROAD) TO FIVE LANE FROM SOUTH OF CR-11 (MARTIN RD.) TO MADISON BOULEVARD	3.200	11/01/2014	GRADE, DRAIN, BASE AND PAVE	\$35,090
** STHVM	1	STPHVF 8507(600)	100044914	UT	WIDENING CR-7 (ZIERDT ROAD) TO FIVE LANE FROM SOUTH OF CR-11 (MARTIN RD.) TO MADISON BOULEVARD	3.200	11/01/2014	GRADE, DRAIN, BASE AND PAVE	\$365,612
** A1RDY	2	ACAA62033F ATRP (008)	100062033	CN	CR-7 (ZIERDT ROAD) NORTHBOUND LANES FROM NORTH OF CR-11 (MARTIN ROAD) TO SOUTH OF MADISON BOULEVARD	2.700	11/07/2014	GRADE, DRAIN, BASE AND PAVE	\$5,405,485
IM98	3	IM I565(312)	100063214	PE	I-565 AND MADISON BOULEVARD (EXIT 13) INTERCHANGE MODIFICATION FOR RESOLUTE WAY ACCESS AT REDSTONE ARSENAL	0.000	04/01/2015	INTERCHANGE	\$100,000

Authorized Projects

Sponsor: CITY OF MADISON

	Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost
*	A1RDY	2	ACAA60220 ATRP(003)	100060220	CN	WIDENING, RESURFACING, AND TRAFFIC STRIPE ON CR-3 (COUNTY LINE RD) FROM CR-1036 (MADISON BOULEVARD) TO THE MADISON CITY LIMITS	6.000	11/07/2014	ADDITIONAL ROADWAY LANES	\$9,298,371

Sponsor: MADISON COUNTY

	Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost
*	STHVM	1	STPHV-DE 8556(601)	100040795	RW	CR-93 (WINCHESTER ROAD) ADD LANES FROM CR-983 (DOMINION CIRCLE) TO CR-406 (NAUGHER RD)	1.700	03/01/2015	ADDITIONAL ROADWAY LANES	\$1,265,000
*	STP08	14	STPHV-DE 8556(601)	100040795	RW	CR-93 (WINCHESTER ROAD) ADD LANES FROM CR-983 (DOMINION CIRCLE) TO CR-406 (NAUGHER RD)	1.700	03/01/2015	ADDITIONAL ROADWAY LANES	\$735,000
	RPTOC	9	RPTOC TR15()	100057033	TR	SECTION 5311 TRANSIT MADISON COUNTY CAPITAL VEHICLE FY 2015	0.000	07/01/2015	UNCLASSIFIED	\$107,098
	RPTO	9	RPTO TR15()	100057034	TR	SECTION 5311 TRANSIT MADISON COUNTY OPERATING ASSISTANCE FY 2015	0.000	12/01/2014	UNCLASSIFIED	\$275,912
	RPTO	9	RPTO TR15()	100057035	TR	SECTION 5311 TRANSIT MADISON COUNTY ADMINISTRATION ASSISTANCE FY 2015	0.000	12/01/2014	UNCLASSIFIED	\$60,135
*	A2RDY	2	ACAA63813 ATRP(012)	100063813	UT	ADDITIONAL LANES ON CR-93 (WINCHESTER ROAD) FROM FLINT RIVER TO 0.10 MILE PAST BELL FACTORY ROAD MADISON COUNTY	0.530	07/01/2015	UTILITY ADJUSTMENT	\$1,428,507
	STHVM	1	STPHV 4514(251)	100062239	PE	CR-242 (OLD HIGHWAY 431) FOUR (4) BRIDGE REPLACEMENTS. BIN NUMBERS 313, 558, 559, AND 314 (STATE SERVICES)	0.000	07/01/2015	BRIDGE REPLACEMENT	\$67,105
	STHVM	1	STPHV 4514(251)	100062239	PE	CR-242 (OLD HIGHWAY 431) FOUR (4) BRIDGE REPLACEMENTS. BIN NUMBERS 313, 558, 559, AND 314 (STATE SERVICES)	0.000	07/01/2015	BRIDGE REPLACEMENT	\$60,895

*Project includes bike and pedestrian access

**Project includes greenway or multi-use path

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Section 3.0 - Appendices

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3.1 TELUS Program Codes

The following program codes are used in this TIP. A description of funds used for each funding category is provided below.

Table 2.4.1 - Surface Transportation Attributable Projects

STPHV	Surface Transportation Urbanized Area (Huntsville)
STPHV-ACAA	Combination of Surface Transportation Urbanized Area funds and Alabama Transportation Rehabilitation and Improvement Program funds

Table 2.4.2 - Other Surface Transportation Program Projects

ACAAxxxxx-ATRP	Alabama Transportation Rehabilitation and Improvement Program funds
ACBRZxxxxx-ATRP	Combination of Surface Transportation Bridge Replacement funds and Alabama Transportation Rehabilitation and Improvement Program funds
STPAA	Surface Transportation Any Area
STPAA-AL	Combination of Surface Transportation Any Area and State funds
STPAA-NR	Combination of Surface Transportation Any Area and National Highway Program funds
STPAA-STPHV	Combination of Surface Transportation Any Area and Surface Transportation Urbanized Area funds
STPHV-ACAA	Combination of Surface Transportation Urbanized Area funds and Alabama Transportation Rehabilitation and Improvement Program funds

Table 2.4.3 – National Highway System/Interstate Maintenance/NHS Bridge Projects

IM-STPSA	Combination of Interstate Maintenance and STEA Any Hazard Program funds
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NHF	National Highway System
NH	National Highway System
NH-HSIP	Combination of National Highway System and Highway Safety Improvement Program funds

Table 2.4.4 – Appalachian Highway System Projects

No projects have been identified for this category.

Table 2.4.5 – Transportation Alternatives Projects

TAPHV	Transportation Alternatives Program > 200K Huntsville MAP-21
TAPAA	Transportation Alternatives Program Any Area funds

Table 2.4.6 – Bridge Projects (State and Federal)

No projects have been identified for this category.

Table 2.4.7 – State Funded Projects

ST-xxx-xxx-xxx-()	State Funds
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Table 2.4.8 – Enhancement Projects

This funding category has been discontinued, but remains as a placeholder Statewide, so that previously funded enhancement projects may be carried over to fiscal years 2016-2019 for other jurisdictions.

Table 2.4.9 – Transit Projects

FTA3C	Federal Transit Administration Capital New Starts/Federal Earmark
FTA9	Federal Transit Administration Section 5307
FTA9C	Federal Transit Administration Capital Programs for > than 50K Population

FTA3	Federal Transit Administration Section 5309
STMFTA9C	Stimulus Funding for Federal Transit Administration Capital Programs for > than 50K Population
RPTO	Federal Transit Administration Section 5311 (Non-Urban)
RPTOC	Federal Transit Administration Section 5311 Capital Programs (Non-Urban)
NFIG	New Freedom Grant funds
NFIGR	New Freedom Grant Rural funds
JARC	Jobs Access Reverse Commute

Table 2.4.10 – System Maintenance Projects

No projects have been identified for this category.

Table 2.4.11 – Safety Projects

HSIP	Highway Safety Improvement Program funds
NH-HSIP	Combination of National Highway and Highway Safety Improvement Program funds

Table 2.4.12 – Other Federal and State Aid Projects

FAUP	Federal Aid-Unique Projects
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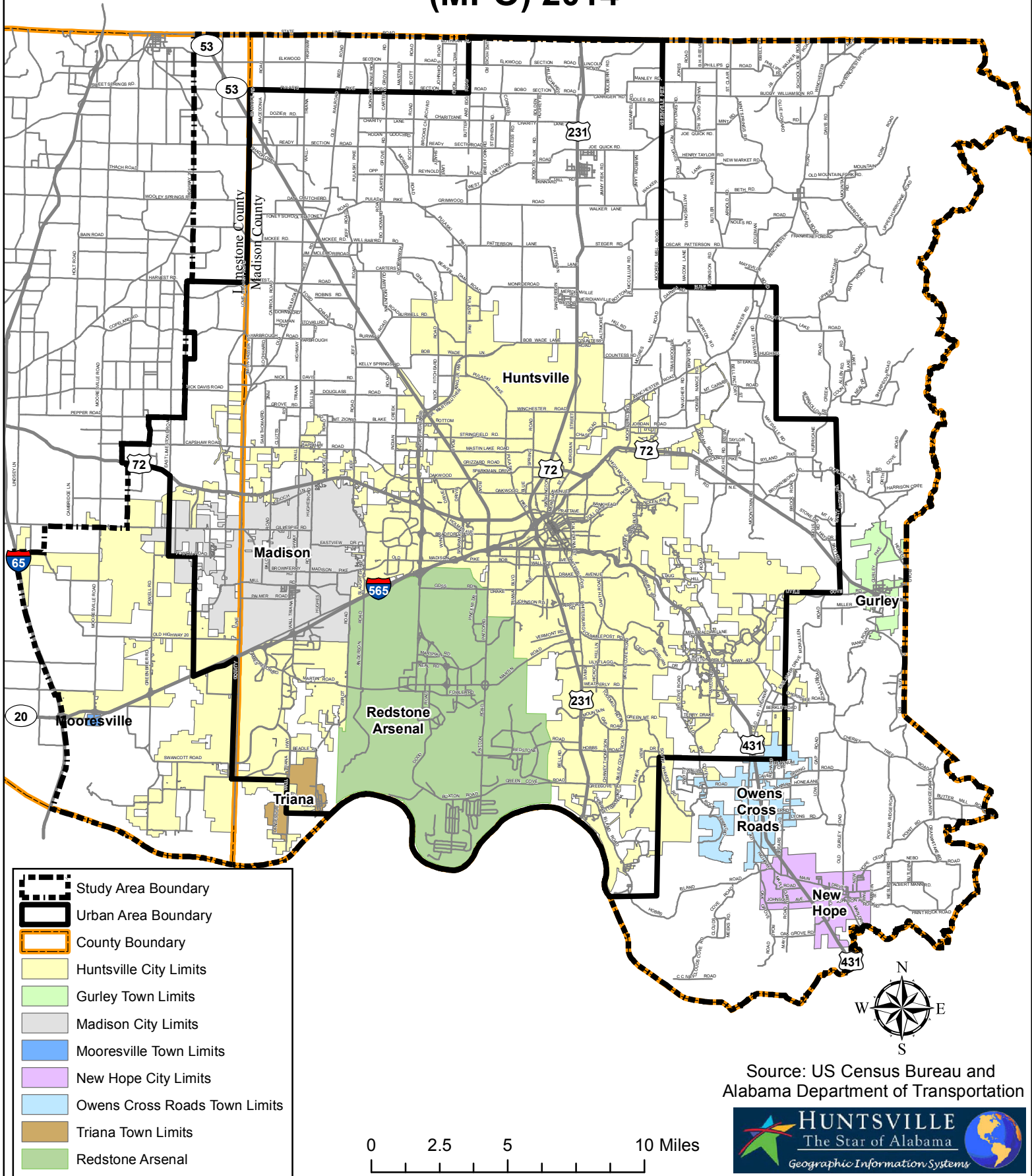
Table 2.4.13 – Congestion Mitigation and Air Quality Projects

Not Applicable to the Huntsville MPO

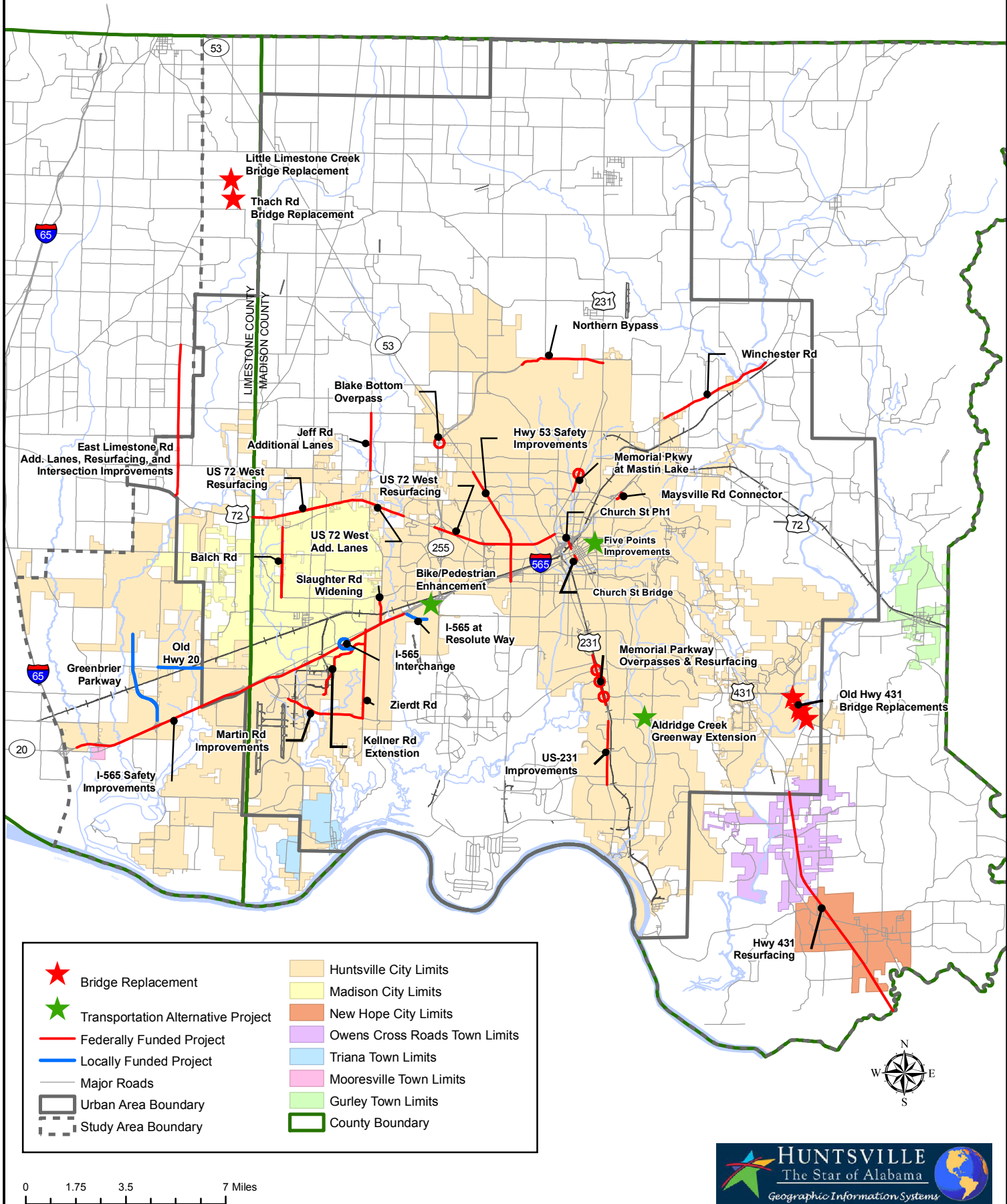
Table 2.4.14 – High Priority and Congressional Earmarks Projects

No projects have been identified for this category.

3.2 Huntsville Area Metropolitan Planning Organization (MPO) 2014



Transportation Improvement Program Projects FY 2016-2019



3.4 Abbreviations and Acronyms

ALDOT	Alabama Department of Transportation
APD	Appalachian Development Program
BRG	Bridge
BRON	Bridge On-System
BS	Base
CAAA	Clean Air Act Amendments
CAC	Citizens Advisory Committee
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMP	Congestion Management Plan
CN	Construction
DEMO	Demonstration Project
DOT	Department of Transportation
DR	Drainage
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTA3	Federal Transit Administration Section 5309
FTA3C	Federal Transit Administration Section 5309 – Capital New Starts Federal Earmark
FTA9	Federal Transit Administration Section 5307
FTA9C	Federal Transit Administration Section 5307 – Capital Programs for Greater Than 50,000
G	Grade

GHG	Greenhouse Gas
HSIPR	Highway Safety Improvement Program Rural
HSIP	Highway Safety Improvement Program
HUD	Housing and Urban Development
IARA	Industrial Access
IM	Interstate Maintenance
ISTEA	Intermodal Surface Transportation Efficiency Act
JARC	Job Access and Reverse Commute
LEP	Limited English Proficiency
LVOE	Level of Effort
MAP-21	Moving Ahead for Progress in the 21 st Century
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
NHS	National Highway System
NH	National Highway System
OMB	Office of Management and Budget
P	Pavement
PE	Preliminary Engineering
RPTOC	Capital Programs for Non-Urban Areas
RPTO	FTA Section 5311
RTAP	Rural Transit Assistance Program
RW	Right of Way

SIP	State Implementation Plan
ST	State (Alabama Department of Transportation)
STATF	State Program – State Force Construction
STATP	State Program – Preliminary Engineering
STP	Surface Transportation Program
STPAA	STP Any Area Program
STPHV	STP Huntsville Urbanized Area Program
STPRR	Rail-Highway Development
TAP	Transportation Alternatives Program
TCC	Transportation Technical Committee
TCM	Transportation Control Measures
TELUS	Transportation Economic and Land Use System
TIP	Transportation Improvement Program
UT	Utilities Relocation

3.5 Financial Documentation

This section addresses the required financial documentation of the TIP projects. **Section 3.5.1** will include the TIPs' financial plan. **Section 3.5.2** will also provide a spreadsheet that demonstrates financial constraint for the federal aid TIP projects. **Section 3.5.3** provides the list of Regionally Significant Projects, along with a spreadsheet that demonstrates local funding availability to complete the projects.

3.5.1 Financial Plan

In accordance with MAP-21 regulations, the TIP must include a financial plan which demonstrates how the TIP can be implemented, identifies public and private sources of anticipated funds, identifies innovative financing techniques, and includes illustrative projects that would be included in the TIP if reasonable additional resources were available. There is not a requirement for states or MPOs to select any project from the illustrative list [23 USC 134 (j)(2) and [23 USC 134 (j)(6)].

The Huntsville Area Transportation Study Metropolitan Planning Organization, through the Financially Constrained Spreadsheets shown in **Section 3.5.2**, clearly demonstrates the availability of federal funds at its disposal in order to implement the projects listed in the plan. The Regionally Significant Projects, shown in **Section 3.5.3**, demonstrates the use of local sources of funds to complete these needed projects. While the projects display financial readiness, there may be some other issues which may prohibit the projects from progressing, such as a requirement for additional engineering design work, additional time required for right of way acquisition, etc. These issues can develop for any projects using any category of funds.

Once projects in the funding category of Surface Transportation Attributable Funds are ready for financing, formal project agreements are initiated by the Alabama Department of Transportation and the jurisdiction sponsoring the project. These project agreements may involve specific caveats such as handling cost overruns, cost share distribution of the project and its individual phases, etc. These project agreements carry the force of a formal contract between all jurisdictions involved as to the expenditure of federal, local, and as appropriate, state funds.

At the present time, road improvement projects identified in the TIP are subject to funding by Federal, State, and local jurisdictions. Several projects identified in the Transit Projects category of the TIP with sponsors that are not a municipal, county, or State government already have local funding commitments from the sponsoring non-profit eligible entity. These entities either applied for FTA grants through a *pass-through* organization or were awarded transit monies directly as an eligible entity. These projects have been included in the TIP for several years and are still in process. FTA funds have been made available and there is no reason

why these projects cannot continue. These projects specifically require funds from the human service agencies selected by TARCOG in the competitive JARC/New Freedom funding program and Alabama A&M University.

3.5.2 ALDOT SPREADSHEET FOR ALL TIP Fiscal Years 2016 Through 2019 - Financial Plan

HUNTSVILLE AREA TRANSPORTATION STUDY

	2016	2017	2018	2019
Surface Transportation Attributable Projects				
Carryover From Previous Year (Federal Funds Only)	\$12,912,479	\$5,309,773	\$11,344,189	\$10,586,605
Apportionment (Federal Funds Only)	\$6,034,416	\$6,034,416	\$6,034,416	\$6,034,416
Funds Available to the MPO for Programming (Federal Funds Only)	\$18,946,895	\$11,344,189	\$17,378,605	\$16,621,021
Estimated Cost of Planned Projects (Federal Funds Only)	\$13,637,122	\$0	\$6,792,000	\$928,671
Balance Forward (Federal Funds Only)	\$5,309,773	\$11,344,189	\$10,586,605	\$15,692,350
Other Surface Transportation Program Projects (includes Bridge projects not on NH System)				
Funds Available for Programming Statewide (Federal Funds Only)	\$111,298,342	\$111,298,342	\$111,298,342	\$111,298,342
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$48,142,662	\$10,767,454	\$0	\$5,371,217
Percentage Programmed in the MPO Area (Federal Funds Only)	43%	9.7%	0%	5%
National Highway Performance Program (APD, IM, Bridge projects on NH System)				
Funds Available for Programming Statewide (Federal Funds Only)	\$425,075,248	\$425,075,248	\$425,075,248	\$425,075,248
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$38,675,692	\$41,072,317	\$2,385,369	\$48,619,132
Percentage Programmed in the Tuscaloosa Area (Federal Funds Only)	9%	10%	1%	11%
State Funded Projects				
State Funds Available for Programming Statewide (Total Funds)	\$25,500,000	\$25,500,000	\$25,500,000	\$25,500,000
MPO Area Estimated Cost of Planned Projects (Total Funds)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Total Funds)	0%	0%	0%	0%
Transportation Alternatives Program (TAP) (formerly TE)				
Projects in this category are funded through annual grant applications and will not be known until late each year.				
Funds Available for Programming Statewide (Federal Funds Only)	\$15,278,816	\$15,278,816	\$15,278,816	\$15,278,816
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$908,593	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	6%	0%	0%
Transit Projects				
Rural Funds Only				
Funds Available for Programming Statewide (Federal Funds Only)	\$32,000,000	\$32,000,000	\$32,000,000	\$32,000,000
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$216,009	\$325,135	\$325,135	\$325,135
Percentage Programmed in the MPO Area (Federal Funds Only)	1%	1%	1%	1%
System Maintenance Projects				
State Funds Available for Programming Statewide (Total Funds)	\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000
MPO Area Estimated Cost of Planned Projects (Total Funds)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Total Funds)	0%	0%	0%	0%

3.5.2 ALDOT SPREADSHEET FOR ALL TIP Fiscal Years 2016 Through 2019 - Financial Plan HUNTSVILLE AREA TRANSPORTATION STUDY

	2016	2017	2018	2019
Safety Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$64,958,603	\$64,958,603	\$64,958,603	\$64,958,603
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$605,313	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	1%	0%	0%	0%
Other Federal and State Aid Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$20,051,181	\$20,051,181	\$20,051,181	\$20,051,181
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$4,160,001	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	21%	0%	0%	0%
Congestion Mitigation and Air Quality Projects - Birmingham Area Only				
Carryover From Previous Year (Federal Funds Only)	\$10,902,559	\$10,902,559	\$10,902,559	\$10,902,559
Apportionment (Federal Funds Only)	\$0	\$0	\$0	\$0
Funds Available for Programming (Federal Funds Only)	\$0	\$0	\$0	\$0
Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Balance Forward (Federal Funds Only)	\$0	\$0	\$0	\$0
High Priority and Congressional Earmark Projects (Discontinued but money still available via carryover)				
This group of projects usually results from congressional action in an annual appropriations bill. These projects and the amount available for programming annually is an unknown factor.				
Funds Available for Programming Statewide (Federal Funds Only)	\$33,501,939	\$33,501,939	\$33,501,939	\$33,501,939
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0

Huntsville Public Transit Urbanized Area Funds
and Other Agency FTA Grant Program Allocations Fiscal Years 2016-2019 (TIP Years)

Fiscal Year 2015 (For Information Only)	ALDOT	Total	Federal	Local	Apportionment
Description	CPMS #	Cost	Cost	Cost	Year
¶ Section 5309 Transit, Apportionment Year 2012 (Programmed Fiscal Year 2015) - City of Huntsville, State of Good Repair, Capital Bus	100057574	\$4,116,327	\$3,293,062	\$823,265	2012
Total FY 2015		\$4,116,327	\$3,293,062	\$823,265	

Current FTA Funds Avail for Project #100057574 \$3,293,062

¶ Grant is still open during publication of this plan and should be closed out before FY 2016

Diff \$0

* Includes this open grant for this FY only. Carryover for other open FY 2010-2014

***Diff-Carryover \$0**

funds are programmed for FY 2016.

Fiscal Year 2016	ALDOT	Total	Federal	Local	Apportionment
Description	CPMS #	Cost	Cost	Cost	Year
**Section 5309 Transit, Apportionment Year 2012 (Programmed Fiscal Year 2015-2016) - Alabama A&M University, Capital, State of Good Repair Bus and Bus Facilities	100058804	\$775,000	\$620,000	\$155,000	2012
**Section 5308 Transit Capital (Clean Fuels), Apportionment Year 2013 (Programmed Fiscal Year 2016) - Alabama A&M University Rolling Stock (4 Buses)	100059245	\$2,160,000	\$1,792,800	\$367,200	2013
**Section 5309 Transit Capital (State of Good Repair), Apportionment Year 2013 (Programmed Fiscal Year 2016) - Alabama A&M University, Asset Mgmnt/IT System	100059246	\$100,000	\$80,000	\$20,000	2013
**Section 5309 Transit Capital (State of Good Repair), Apportionment Year 2013 (Programmed Fiscal Year 2016) - Alabama A&M University, Pedestrian Sidewalk/Bike Trail	100059248	\$250,000	\$200,000	\$50,000	2013
Section 5307 Apportionment Year 2015 (Programmed Fiscal Year 2016) - Huntsville Transit Buses	100063963	\$477,243	\$381,794	\$95,449	2015
Section 5339 MAP 21 Apportionment Year 2014 (Programmed Fiscal Year 2016) - Huntsville Transit Buses, State of Good Repair	100063964	\$267,243	\$213,794	\$53,449	2014
Section 5339 MAP 21 Apportionment Year 2015 (Programmed Fiscal Year 2016) - Huntsville Transit Buses, State of Good Repair	100063965	\$290,000	\$232,000	\$58,000	2015
Section 5307 MAP 21 Apportionment Year 2015 (Programmed Fiscal Year 2016) - Huntsville Associated Transit Improvements	100063966	\$27,771	\$22,217	\$5,554	2015
Section 5307 MAP 21 Apportionment Year 2015 (Programmed Fiscal Year 2016) - Huntsville Transit RV Maintenance	100063967	\$680,630	\$544,504	\$136,126	2015
Section 5307 MAP 21 Apportionment Year 2015 (Programmed Fiscal Year 2016) - Huntsville Transit ADA	100063968	\$218,743	\$174,994	\$43,749	2015

Huntsville Public Transit Urbanized Area Funds
and Other Agency FTA Grant Program Allocations Fiscal Years 2016-2019 (TIP Years)

Section 5307 MAP 21 Apportionment Year 2015 (Programmed Fiscal Year 2016) - Huntsville Other Capital Projects	100063969	\$75,000	\$60,000	\$15,000	2015
Section 5307 MAP 21 Apportionment Year 2015 <75 Bus (Programmed Fiscal Year 2016) - Huntsville Transit Operating Assistance	100063970	\$2,628,529	\$1,314,265	\$1,314,265	2015
**Section 5316 Apportionment Year 2010 (Programmed Fiscal Year 2016) JARC Top of Alabama Council of Govt	100055789	\$233,502	\$116,751	\$116,751	2010
**Section 5316 Apportionment Year 2011 (Programmed Fiscal Year 2016) JARC Top of Alabama Council of Governments	100060640	\$233,152	\$116,751	\$116,751	2011
**Section 5317 Apportionment Year 2011 (Programmed Fiscal Year 2016) JARC Top of Alabama Council of Govt	100060641	\$137,536	\$68,768	\$68,768	2011
Total FY 2016		\$8,554,349	\$5,753,119	\$2,430,543	

FTA 2010 - 2014 Avail **\$3,208,864**

Diff **(\$2,544,255)**

FTA 2015 Avail **\$2,729,774**

Diff-Carryover **\$185,519**

**Grants are still open during publication of this plan.

Fiscal Year 2017	ALDOT	Total	Federal	Local	Apportionment
Description	CPMS #	Cost	Cost	Cost	Year
Section 5307 Apportionment Year 2016 (Programmed Fiscal Year 2017) - Huntsville Transit Buses	100063976	\$477,243	\$381,794	\$95,449	2016
Section 5339 MAP 21 Apportionment Year 2015 (Programmed Fiscal Year 2017) - Huntsville Transit Buses, State of Good Repair	100063977	\$267,243	\$213,794	\$53,449	2015
Section 5339 MAP 21 Apportionment Year 2016 (Programmed Fiscal Year 2017) - Huntsville Transit Buses, State of Good Repair	100063978	\$290,000	\$232,000	\$58,000	2016
Section 5307 MAP 21 Apportionment Year 2016 (Programmed Fiscal Year 2017) - Huntsville Associated Transit Improvements	100063979	\$27,771	\$22,217	\$5,554	2016
Section 5307 MAP 21 Apportionment Year 2016 (Programmed Fiscal Year 2017) - Huntsville Transit RV Maintenance	100063980	\$687,436	\$549,949	\$137,487	2016
Section 5307 MAP 21 Apportionment Year 2016 (Programmed Fiscal Year 2017) - Huntsville Transit ADA	100063981	\$218,743	\$174,994	\$43,749	2016
Section 5307 MAP 21 Apportionment Year 2016 (Programmed Fiscal Year 2017) - Huntsville Other Capital Projects/Items	100063982	\$75,000	\$60,000	\$15,000	2016

Huntsville Public Transit Urbanized Area Funds
and Other Agency FTA Grant Program Allocations Fiscal Years 2016-2019 (TIP Years)

Section 5307 MAP 21 Apportionment Year 2016 <75 Bus (Programmed Fiscal Year 2017) - Huntsville Transit Operating Assistance	100063983	\$2,446,249	\$1,223,124	\$1,223,124	2016
Total FY 2017		\$4,489,685	\$2,857,872	\$1,631,812	

***Includes FY 2015 Apportionment Carried Over to FY 2017

***FTA 2015 Avail \$399,313
Diff (\$2,458,559)
FTA 2016 Avail \$2,644,078
Diff-Carryover \$185,519

Fiscal Year 2018	ALDOT	Total	Federal	Local	Apportionment
Description	CPMS #	Cost	Cost	Cost	Year
Section 5307 Apportionment Year 2017 (Programmed Fiscal Year 2018) - Huntsville Transit Buses	100064126	\$482,015	\$385,612	\$96,403	2017
Section 5339 Apportionment Year 2016 (Programmed Fiscal Year 2018) - Huntsville Transit Buses, State of Good Repair	100064127	\$269,915	\$215,932	\$53,983	2016
Section 5339 Apportionment Year 2017 (Programmed Fiscal Year 2018) - Huntsville Transit Buses, State of Good Repair	100064128	\$292,900	\$234,320	\$58,580	2017
Section 5307 Apportionment Year 2017 (Programmed Fiscal Year 2018) - Huntsville Associated Transit Improvements	100064129	\$28,049	\$22,439	\$5,610	2017
Section 5307 Apportionment Year 2017 (Programmed Fiscal Year 2018) - Huntsville Transit RV Maintenance	100064130	\$694,310	\$555,448	\$138,862	2017
Section 5307 Apportionment Year 2017 (Programmed Fiscal Year 2018) - Huntsville Transit ADA	100064131	\$220,930	\$176,744	\$44,186	2017
Section 5307 Apportionment Year 2017 (Programmed Fiscal Year 2018) - Huntsville Other Capital Projects/Items	100064132	\$75,750	\$60,600	\$15,150	2017
Section 5307 Apportionment Year 2017 <75 Bus (Programmed Fiscal Year 2018) - Huntsville Transit Operating Assistance	100064133	\$2,470,712	\$1,235,356	\$1,235,356	2017
Total FY 2018		\$4,534,581	\$2,886,451	\$1,648,130	

****Includes FY 2016 Apportionment Carried Over to FY 2018

****FTA 2016 Avail \$401,451
Diff (\$2,485,000)
FTA 2017 Avail \$2,670,519
Diff-Carryover \$185,519

Huntsville Public Transit Urbanized Area Funds
and Other Agency FTA Grant Program Allocations Fiscal Years 2016-2019 (TIP Years)

Fiscal Year 2019	ALDOT	Total	Federal	Local	Apportionment
Description	CPMS #	Cost	Cost	Cost	Year
Section 5307 Apportionment Year 2018 (Programmed Fiscal Year 2019) - Huntsville Transit Buses	100064134	\$486,835	\$389,468	\$97,367	2018
Section 5339 Apportionment Year 2017 (Programmed Fiscal Year 2019) - Huntsville Transit Buses, State of Good Repair	100064135	\$272,614	\$218,091	\$54,523	2017
Section 5339 Apportionment Year 2018 (Programmed Fiscal Year 2017) - Huntsville Transit Buses, State of Good Repair	100064136	\$295,829	\$236,663	\$59,166	2018
Section 5307 Apportionment Year 2018 (Programmed Fiscal Year 2019) - Huntsville Associated Transit Improvements	100064137	\$28,329	\$22,663	\$5,666	2018
Section 5307 Apportionment Year 2018 (Programmed Fiscal Year 2019) - Huntsville Transit RV Maintenance	100064138	\$701,253	\$561,002	\$140,251	2018
Section 5307 Apportionment Year 2018 (Programmed Fiscal Year 2019) - Huntsville Transit ADA	100064139	\$223,139	\$178,511	\$44,628	2018
Section 5307 Apportionment Year 2018 (Programmed Fiscal Year 2019) - Huntsville Other Capital Projects/Items	100064140	\$76,508	\$61,206	\$15,302	2018
Section 5307 Apportionment Year 2018 <75 Bus (Programmed Fiscal Year 2019) - Huntsville Transit Operating Assistance	100064141	\$2,495,420	\$1,247,710	\$1,247,710	2018
Total FY 2019		\$4,579,927	\$2,915,314	\$1,664,613	

*****Includes FY 2017 Apportionment Carried Over to FY 2019

*****FTA 2017 Avail **\$403,610**
Diff **(\$2,511,704)**
FTA 2018 Avail **\$2,697,223**
Diff-Carryover **\$185,519**

FTA Funds	App Year	Grant Years
\$3,208,804	FY 2010, 2012, 2013, 2014 Remaining	2016
\$2,943,568	FY 2015 Estimated	2016 & 2017
\$2,860,010	FY 2016 Estimated	2017 & 2018
\$2,888,610	FY 2017 Estimated	2018 & 2019
\$2,915,314	FY 2018 Estimated	2019 & 2020

\$14,816,306

Total FTA Available (Estimated)

\$14,630,672

TIP Numbers

\$185,519

Difference between FTA Estimates and TIP Funds

*3.5.4 Regionally Significant Projects

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conformity Year	Federal State Other	Estimated Total Cost
Sponsor: City of Huntsville												
N/A	N/A	GREENBRIER ROAD PHASE 2: OLD HIGHWAY 20 TO 5000 FEET NORTH OF OLD HIGHWAY 20	1	RW	P	GRADE, DRAIN, BASE AND PAVE	2015	RS-1		N/A	\$0 \$0 \$1,000,000	\$1,000,000
N/A	N/A	GREENBRIER ROAD PHASE 2: OLD HIGHWAY 20 TO 5000 FEET NORTH OF OLD HIGHWAY 20	1	CN	P	GRADE, DRAIN, BASE AND PAVE	2016	RS-1		N/A	\$0 \$0 \$10,200,000	\$10,200,000
N/A	N/A	OLD HIGHWAY 20 PHASE 1: COUNTY LINE ROAD (CR-3) TO SEGERS ROAD	1.9	RW	P	GRADE, DRAIN, BASE AND PAVE	2015	RS-2		N/A	\$0 \$0 \$214,183	\$214,183
N/A	N/A	OLD HIGHWAY 20 PHASE 1: COUNTY LINE ROAD (CR-3) TO SEGERS ROAD	1.9	UT	P	GRADE, DRAIN, BASE AND PAVE	2015	RS-2		N/A	\$0 \$0 \$67,000	\$67,000
N/A	N/A	OLD HIGHWAY 20 PHASE 1: COUNTY LINE ROAD (CR-3) TO SEGERS ROAD	1.9	CN	P	GRADE, DRAIN, BASE AND PAVE	2016	RS-2		N/A	\$0 \$0 \$5,594,825	\$5,594,825
N/A	N/A	i-565 AND MADISON BLVD (EXIT 13) INTERCHANGE MODIFICATION FOR RESOLUTE WAY ACCESS AT REDSTONE ARSENAL	1.3	PE	P	GRADE, DRAIN, BASE AND PAVE	2015	RS-3		N/A	\$0 \$0 \$1,500,000	\$1,500,000
N/A	N/A	i-565 AND MADISON BLVD (EXIT 13) INTERCHANGE MODIFICATION FOR RESOLUTE WAY ACCESS AT REDSTONE ARSENAL	1.3	UT	P	GRADE, DRAIN, BASE AND PAVE	2018	RS-3		N/A	\$0 \$0 \$400,000	\$400,000
N/A	N/A	i-565 AND MADISON BLVD (EXIT 13) INTERCHANGE MODIFICATION FOR RESOLUTE WAY ACCESS AT REDSTONE ARSENAL	1.3	CN	P	GRADE, DRAIN, BASE AND PAVE	2019	RS-3		N/A	\$0 \$0 \$37,100,000	\$37,100,000
Total By Sponsor							Federal	\$0	All Funds: \$56,009,008			

*Regionally Significant Projects are listed for informational purposes only.

*3.5.4 Regionally Significant Projects

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conformity Year	Federal State Other	Estimated Total Cost
Sponsor: City of Madison/Madison County												
N/A	N/A	I-565 INTERCHANGE NEAR ZIERDT ROAD	1	PE	P	INTERCHANGE	2015	RS-4		N/A	\$0 \$0 \$2,300,000	\$2,300,000
N/A	N/A	I-565 INTERCHANGE NEAR ZIERDT ROAD	1	UT	P	INTERCHANGE	2016	RS-4		N/A	\$0 \$0 \$500,000	\$500,000
N/A	N/A	I-565 INTERCHANGE NEAR ZIERDT ROAD	1	CN	P	INTERCHANGE	2016	RS-4		N/A	\$0 \$0 \$26,000,000	\$26,000,000
N/A	N/A	HUGHES RD EXTENSION FROM NORTH OF MADISON BLVD TO KELLNER RD EXTENSION	0.69	PE	P	GRADE,DRAIN, BASE,PAVE AND BRIDGE	2016	RS-5		N/A	\$0 \$0 \$600,000	\$600,000
N/A	N/A	HUGHES RD EXTENSION FROM NORTH OF MADISON BLVD TO KELLNER RD EXTENSION	0.69	RW	P	GRADE,DRAIN, BASE,PAVE AND BRIDGE	2017	RS-5		N/A	\$0 \$0 \$3,200,000	\$3,200,000
N/A	N/A	HUGHES RD EXTENSION FROM NORTH OF MADISON BLVD TO KELLNER RD EXTENSION	0.69	UT	P	GRADE,DRAIN, BASE,PAVE AND BRIDGE	2018	RS-5		N/A	\$0 \$0 \$150,000	\$150,000
N/A	N/A	I-565 AUXILIARY LANES FROM MP 11.1 TO MP 13.22	2.08	PE	P	ADDITIONAL ROADWAY LANES AND BRIDGES	2018	RS-6		N/A	\$0 \$0 \$3,400,000	\$3,400,000
N/A	N/A	I-565 AUXILIARY LANES FROM MP 11.1 TO MP 13.22	2.08	CN	P	ADDITIONAL ROADWAY LANES AND BRIDGES	2019	RS-6		N/A	\$0 \$0 \$18,600,000	\$18,600,000
Total By Sponsor							Federal	\$0			All Funds: \$68,100,000	

*Regionally Significant Projects are listed for informational purposes only.

Projects added per Resolution 17-15

REGIONALLY SIGNIFICANT PROJECTS

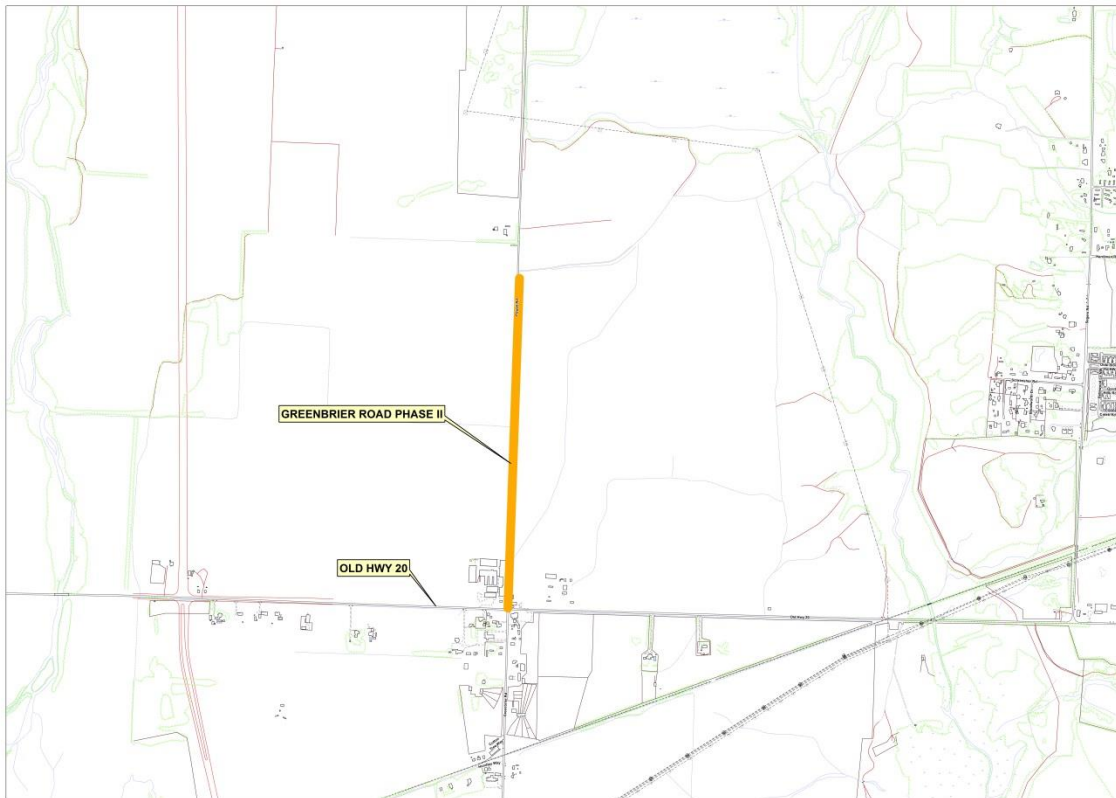
MAP ID: RS-1

PROJECT: GREENBRIER ROAD PHASE 2
PROJECT DESCRIPTION: GREENBRIER ROAD PHASE 2; OLD HWY 20 TO 5000 FEET NORTH OF OLD HWY 20
PROJECT TYPE: GRADE, DRAIN, BADE, PAVE, AND BRIDGE
LENGTH (MILES): 1
LANES: 4
PROGRAM: REGIONALLY SIGNIFICANT PROJECTS

PROJECT NO.	SCOPE	FY 2015*	FY 2016	FY 2017	FY2018
N/A	RW	\$1,000,000	\$0	\$0	\$0
N/A	CN	\$0	\$10,200,000		
TOTAL COST		\$1,000,000	\$10,200,000	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$0	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$1,000,000	\$10,200,000	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$1,000,000	\$10,200,000	\$0	\$0

COST SHARE: 100% OTHER

*RW IS LATE 2015, PROJECT REMAINS IN TIP FOR CN IN 2016



Map is not to scale.

REGIONALLY SIGNIFICANT PROJECTS

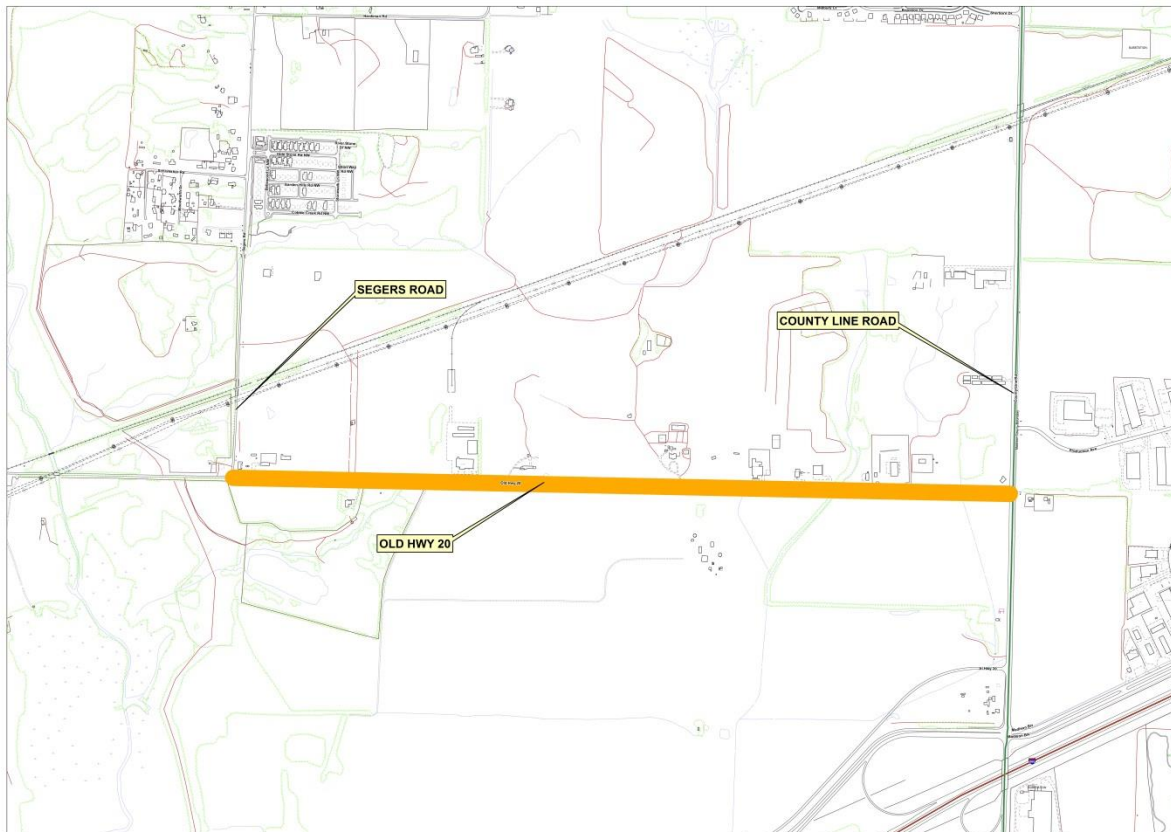
MAP ID: RS-2

PROJECT: OLD HWY 20 PHASE 1
PROJECT DESCRIPTION: OLD HWY 20 PHASE 1; COUNTY LINE ROAD (CR-3) TO SEGERS ROAD
PROJECT TYPE: GRADE, DRAIN, BADE, PAVE, AND BRIDGE
LENGTH (MILES): 1.9
LANES: 4
PROGRAM: REGIONALLY SIGNIFICANT PROJECTS

PROJECT NO.	SCOPE	FY 2015*	FY 2016	FY 2017	FY2018
N/A	RW	\$214,183	\$0	\$0	\$0
N/A	UT	\$67,000	\$0	\$0	\$0
N/A	CN	\$0	\$5,594,825	\$0	\$0
TOTAL COST		\$281,183	\$5,594,825	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$0	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$281,183	\$5,594,825	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$281,183	\$5,594,825	\$0	\$0

COST SHARE: 100% OTHER

*RW AND UT TAKE PLACE LATE 2015



Map is not to scale.

REGIONALLY SIGNIFICANT PROJECTS

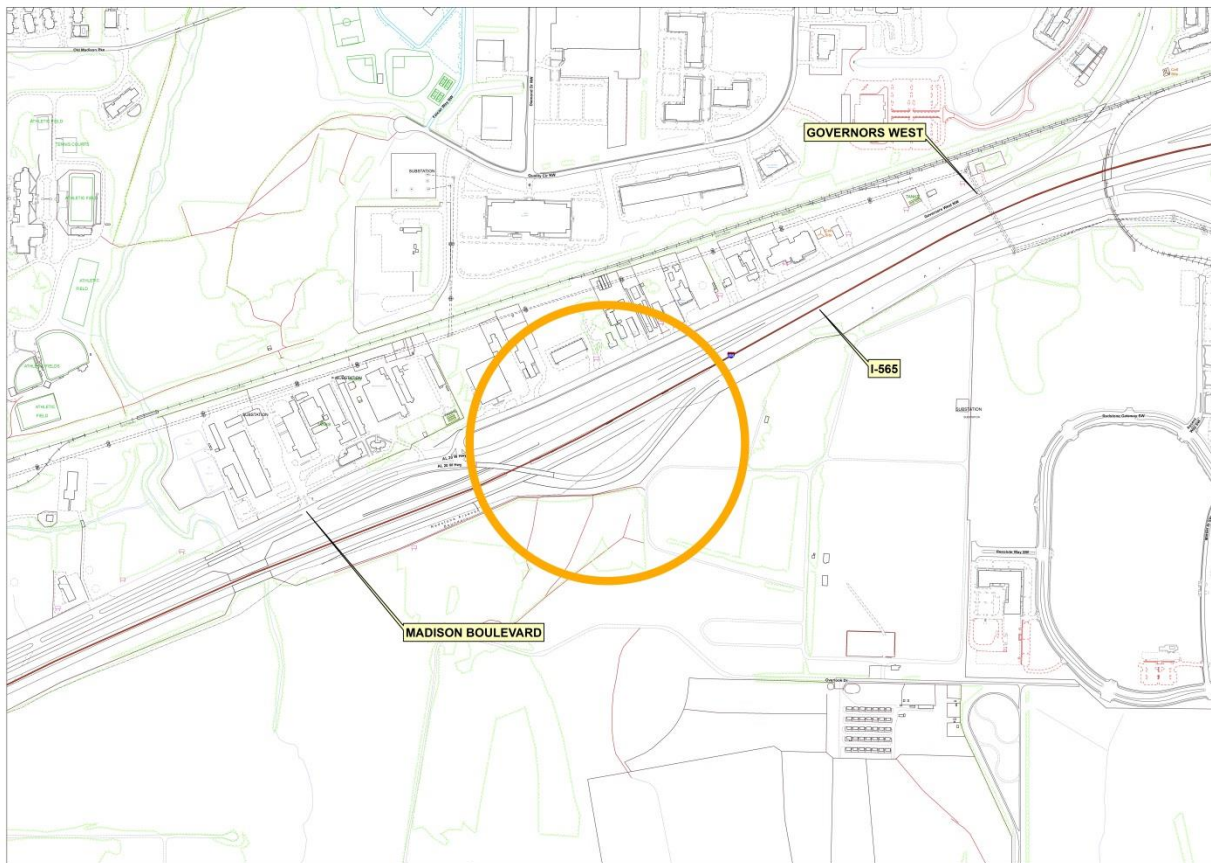
MAP ID: RS-3

PROJECT: I-565 RESOLUTE WAY INTERCHANGE
PROJECT DESCRIPTION: I-565 AND MADISON BLVD (EXIT 13) INTERCHANGE MODIFICATION FOR RESOLUTE WAY ACCESS AT REDSTONE ARSENAL
PROJECT TYPE: GRADE, DRAIN, BADE, PAVE, AND BRIDGE
LENGTH (MILES): 1.3
LANES: N/A
PROGRAM: REGIONALLY SIGNIFICANT PROJECTS

PROJECT NO.	SCOPE	FY 2015*	FY 2017	FY 2018	FY2019
N/A	PE	\$1,500,000	\$0	\$0	\$0
N/A	UT	\$0	\$0	\$400,000	\$0
N/A	CN	\$0	\$0	\$0	\$37,100,000
TOTAL COST		\$1,500,000	\$0	\$400,000	\$37,100,000
FEDERAL OBLIGATED FUNDS		\$0	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$1,500,000	\$0	\$400,000	\$37,100,000
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$1,500,000	\$0	\$400,000	\$37,100,000

COST SHARE: 100% OTHER

*COST IS SHOWN FOR FY 2015, AS PLAN IS ADOPTED PRIOR TO FY 2016



Map is not to scale.

REGIONALLY SIGNIFICANT PROJECTS

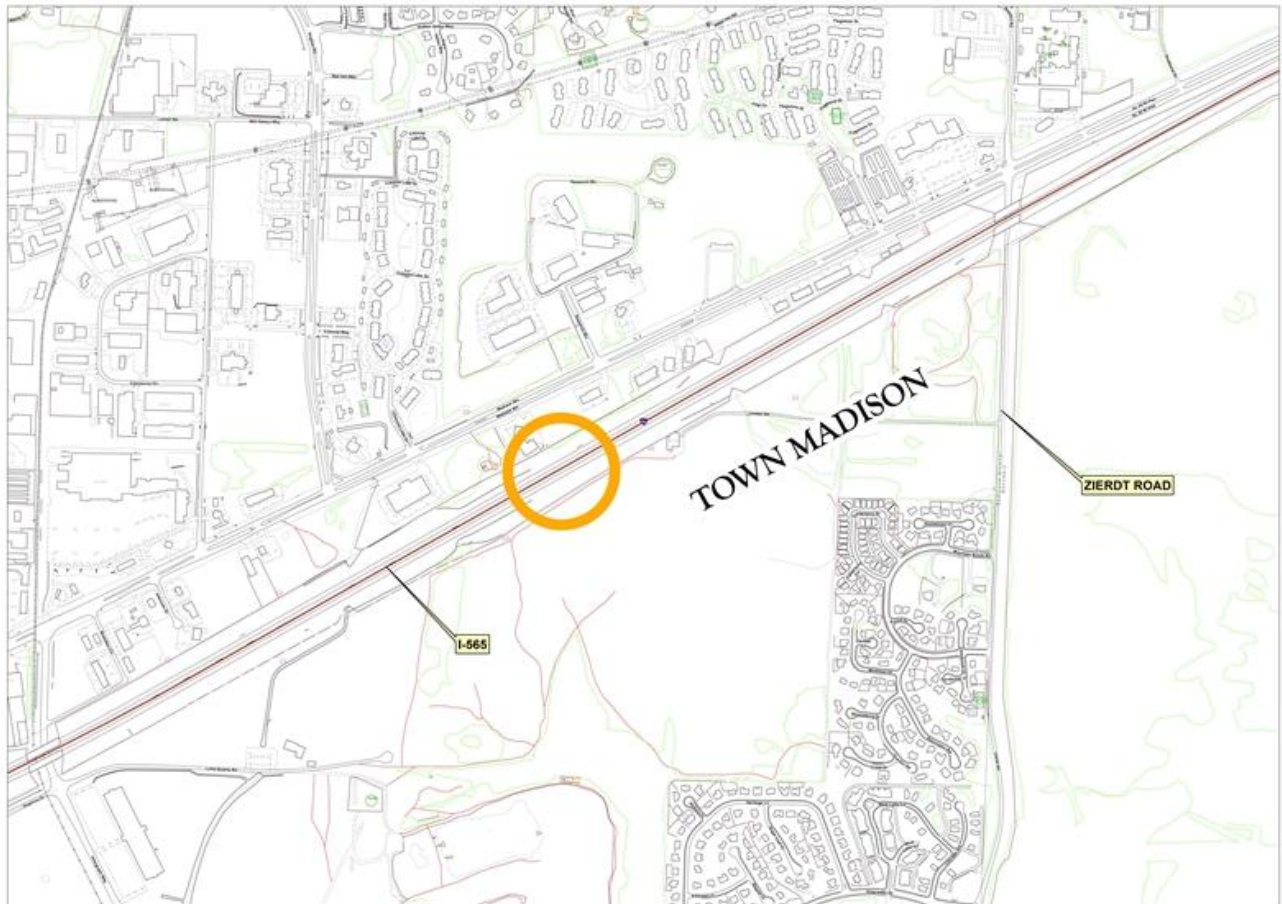
MAP ID: RS-4

PROJECT: I-565 INTERCHANGE NEAR ZIERDT RD
PROJECT DESCRIPTION: I-565 INTERCHANGE NEAR ZIERDT RD
PROJECT TYPE: INTERCHANGE
LENGTH (MILES): 1
LANES: N/A
PROGRAM: REGIONALLY SIGNIFICANT PROJECTS

PROJECT NO.	SCOPE	FY 2015*	FY 2016	FY 2017	FY2018
N/A	PE	\$2,300,000	\$0	\$0	\$0
N/A	UT	\$0	\$500,000	\$0	\$0
N/A	CN	\$0	\$26,000,000	\$0	\$0
TOTAL COST		\$2,300,000	\$26,500,000	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$0	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$2,300,000	\$26,500,000	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$2,300,000	\$26,500,000	\$0	\$0

COST SHARE: 100% OTHER

*COST IS SHOWN FOR FY 2015, AS PLAN IS ADOPTED PRIOR TO FY 2016



REGIONALLY SIGNIFICANT PROJECTS

MAP ID: RS-5

PROJECT: HUGHES RD EXTENSION FROM NORTH OF MADISON BLVD TO KELLNER RD EXTENSION
PROJECT DESCRIPTION: HUGHES RD EXTENSION FROM NORTH OF MADISON BLVD TO KELLNER RD EXTENSION INCLUDING 2 OVERPASSES AT MADISON BLVD AND I-565
PROJECT TYPE: GRADE, DRAIN, BASE, PAVE AND BRIDGE
LENGTH (MILES): 0.69
LANES: N/A
PROGRAM: REGIONALLY SIGNIFICANT PROJECTS

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY2019
N/A	PE	\$600,000	\$0	\$0	\$0
N/A	RW	\$0	\$3,200,000		
N/A	UT	\$0	\$0	\$150,000	\$0
N/A	CN	\$0	\$0	\$0	\$13,350,000
TOTAL COST		\$600,000	\$3,200,000	\$150,000	\$13,350,000
FEDERAL OBLIGATED FUNDS		\$0	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$600,000	\$3,200,000	\$150,000	\$13,350,000
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$600,000	\$3,200,000	\$0	\$0

COST SHARE: 100% OTHER



Map is not to scale.

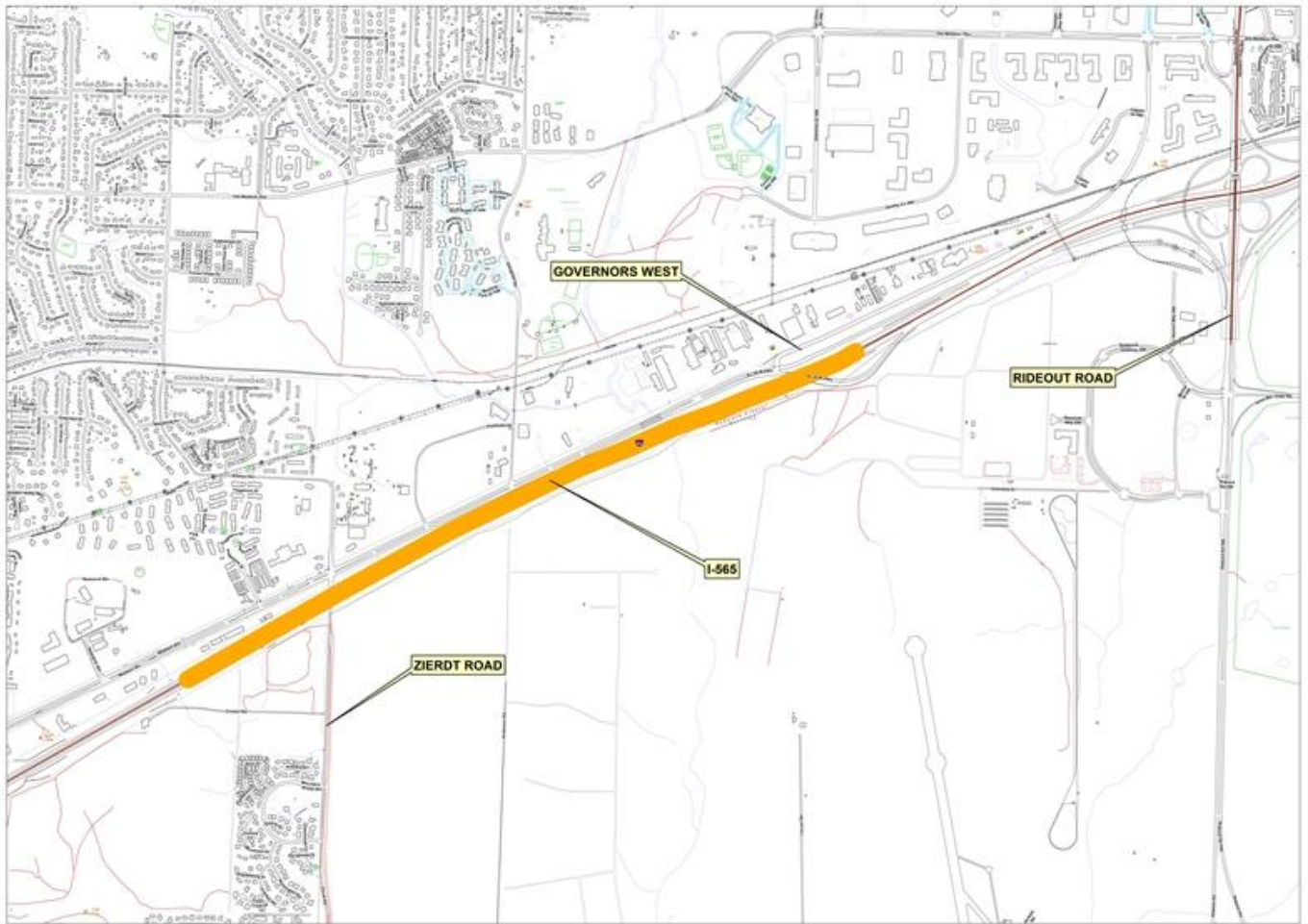
REGIONALLY SIGNIFICANT PROJECTS

MAP ID: RS-6

PROJECT: **I-565 AUXILIARY LANES FROM MP 11.1 TO MP 13.22**
PROJECT DESCRIPTION: I-565 AUXILIARY LANES FROM MP 11.1 TO MP 13.22 INCLUDING 4 BRIDGE WIDENINGS: 2 AT MP 11.55 AND 2 AT MP 12.18
PROJECT TYPE: ADDITIONAL LANES AND BRIDGE
LENGTH (MILES): 2.08
LANES: 8
PROGRAM: REGIONALLY SIGNIFICANT PROJECTS

PROJECT NO.	SCOPE	FY 2016	FY 2017	FY 2018	FY2019
N/A	PE	\$0	\$0	\$3,400,000	\$0
N/A	CN	\$0	\$0	\$0	\$18,600,000
TOTAL COST		\$0	\$0	\$3,400,000	\$18,600,000
FEDERAL OBLIGATED FUNDS		\$0	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$0	\$0	\$3,400,000	\$18,600,000
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$0	\$0	\$3,400,000	\$18,600,000

COST SHARE: 100% OTHER



Map is not to scale.

**3.5.5: REGIONALLY SIGNIFICANT PROJECTS - FINANCIAL CONSTRAINT
(100% LOCAL FUNDS)**

	Scope	Local Budgeted Amount/Project Cost
<u>FY 2015</u>		
Total Funds Budgeted by Locals for FY 2015:		<u>\$5,081,183</u>
<u>Planned Projects:</u>		
Greenbrier Rd Ph 2: Old Highway 20 to 5000 ft North of Old Highway 20	RW	\$1,000,000
Old Highway 20 Ph 1: County Line Rd to Segers Rd	RW	\$214,183
Old Highway 20 Ph 1: County Line Rd to Segers Rd	UT	\$67,000
I-565 and Madison Blvd Intersection Modification for Resolute Way Access at Redstone Arsenal	PE	\$1,500,000
I-565 Interchange Near Zierdt Rd	PE	\$2,300,000
Total Project Funds		\$5,081,183
Remaining Balance (Total Funds Available minus Total Project Funds)		\$0
<u>FY 2016</u>		
Total Funds Budgeted by Locals for FY 2016:		<u>\$42,894,825</u>
<u>Planned Projects:</u>		
Greenbrier Rd Ph 2: Old Highway 20 to 5000 ft North of Old Highway 20	CN	\$10,200,000
Old Highway 20 Ph 1: County Line Rd to Segers Rd	CN	\$5,594,825
I-565 Interchange Near Zierdt Rd	UT	\$500,000
I-565 Interchange Near Zierdt Rd	CN	\$26,000,000
*Hughes Rd Extension, North of Madison Blvd to Kellner Rd Extension	PE	\$600,000
Total Project Funds		\$42,894,825
Remaining Balance (Total Funds Available minus Total Project Funds)		\$0
<u>FY 2017</u>		
Total Funds Budgeted by Locals for FY 2017:		<u>\$3,200,000</u>
<u>Planned Projects:</u>		
*Hughes Rd Extension, North of Madison Blvd to Kellner Rd Extension	RW	\$3,200,000
Total Project Funds		\$3,200,000
Remaining Balance (Total Funds Available minus Total Project Funds)		\$0
<u>FY 2018</u>		
Total Funds Budgeted by Locals for FY 2018:		<u>\$3,950,000</u>
<u>Planned Projects:</u>		
I-565 and Madison Blvd Intersection Modification for Resolute Way Access at Redstone Arsenal	UT	\$400,000
*Hughes Rd Extension, North of Madison Blvd to Kellner Rd Extension	UT	\$150,000
*I-565 Auxiliary Lanes from MP 11.1 to MP 13.22	PE	\$3,400,000
Total Project Funds		\$3,950,000
Remaining Balance (Total Funds Available minus Total Project Funds)		\$0

Regionally Significant projects are shown for informational purposes only.

*Projects were added per Resolution 17-15 and are to be funded by the Town Madison Capital Improvement Cooperative District

**3.5.5: REGIONALLY SIGNIFICANT PROJECTS - FINANCIAL CONSTRAINT
(100% LOCAL FUNDS)**

	Scope	Local Budgeted Amount/Project Cost
<u>FY 2019</u>		
Total Funds Budgeted by Locals for FY 2019:		<u>\$69,050,000</u>
<u>Planned Projects:</u>		
I-565 and Madison Blvd Intersection Modification for Resolute Way Access at Redstone Arsenal	CN	\$37,100,000
*Hughes Rd Extension, North of Madison Blvd to Kellner Rd Extension	CN	\$13,350,000
*I-565 Auxiliary Lanes from MP 11.1 to MP 13.22	CN	\$18,600,000
Total Project Funds		<u>\$69,050,000</u>
Remaining Balance (Total Funds Available minus Total Project Funds)		<u>\$0</u>

Regionally Significant projects are shown for informational purposes only.

*Projects were added per Resolution 17-15 and are to be funded by the Town Madison Capital Improvement Cooperative District

3.6 Livability Indicators

Section 1.6 of this document provides the details of Livability Principles and Indicators required to make better informed planning decisions. The measurements of the sustainability of these Livability Principles are indicated with the maps and charts that follow. These measurements were collected through the US Census Bureau and other sources. The future provision of this data is dependent upon these agencies and organizations.

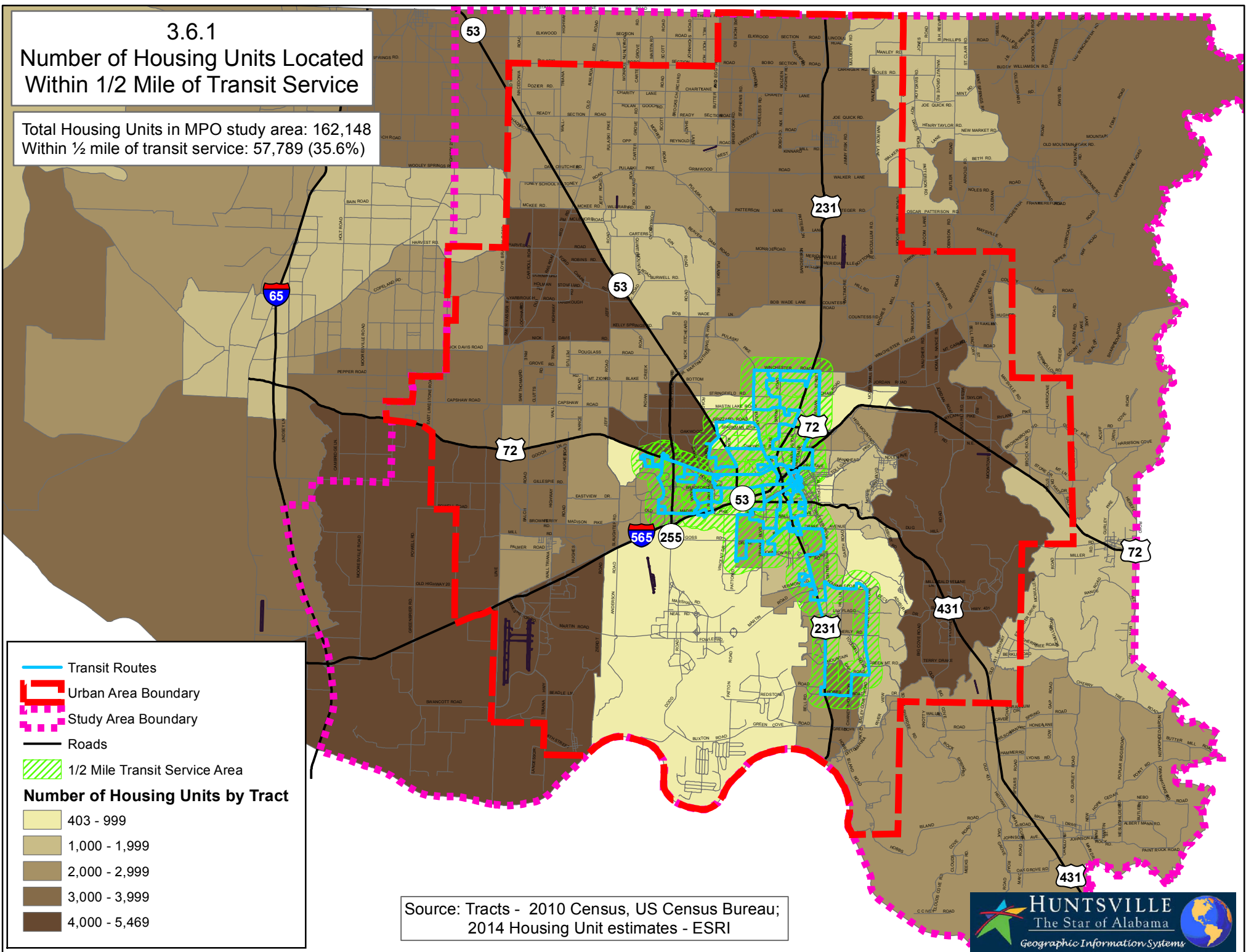
Following are the Livability Principles and the Livability Indicators that measure each:

1. Provide more transportation choices
 - 3.6.1 Percent of Housing Located Within 1/2 Mile of Transit Service Area
 - 3.6.2 Percent of Employment Located Within 1/2 Mile of Transit Service
2. Promote equitable, affordable housing
 - 3.6.3 Percent of Household Income Spent on Housing
 - 3.6.4 Percent of Household Income Spent on Transportation
3. Enhance economic competitiveness
 - 3.6.5 Percent of Workforce With 29 Minute or Less Commute Time
 - 3.6.6 Percent of Workforce With 30 Minute or More Commute Time
4. Support existing communities
 - 3.6.7 Percent of Transportation Investment Dedicated to Enhancing Accessibility of Existing Transportation Systems
5. Coordinate policies and leverage investment
 - 3.6.8 Percent of Transportation Projects Where More Than One Funding Source is Utilized
6. Value Communities and neighborhoods
 - 3.6.1 Percent of Housing Located Within 1/2 Mile of Transit Service Area
 - 3.6.2 Percent of Employment Located Within 1/2 Mile of Transit Service
 - 3.6.9 Percent of housing units within 1/4 mile of a major retail center
 - 3.6.10 Percent of housing units within 1/4 mile of recreational facilities

3.6.1

Number of Housing Units Located Within 1/2 Mile of Transit Service

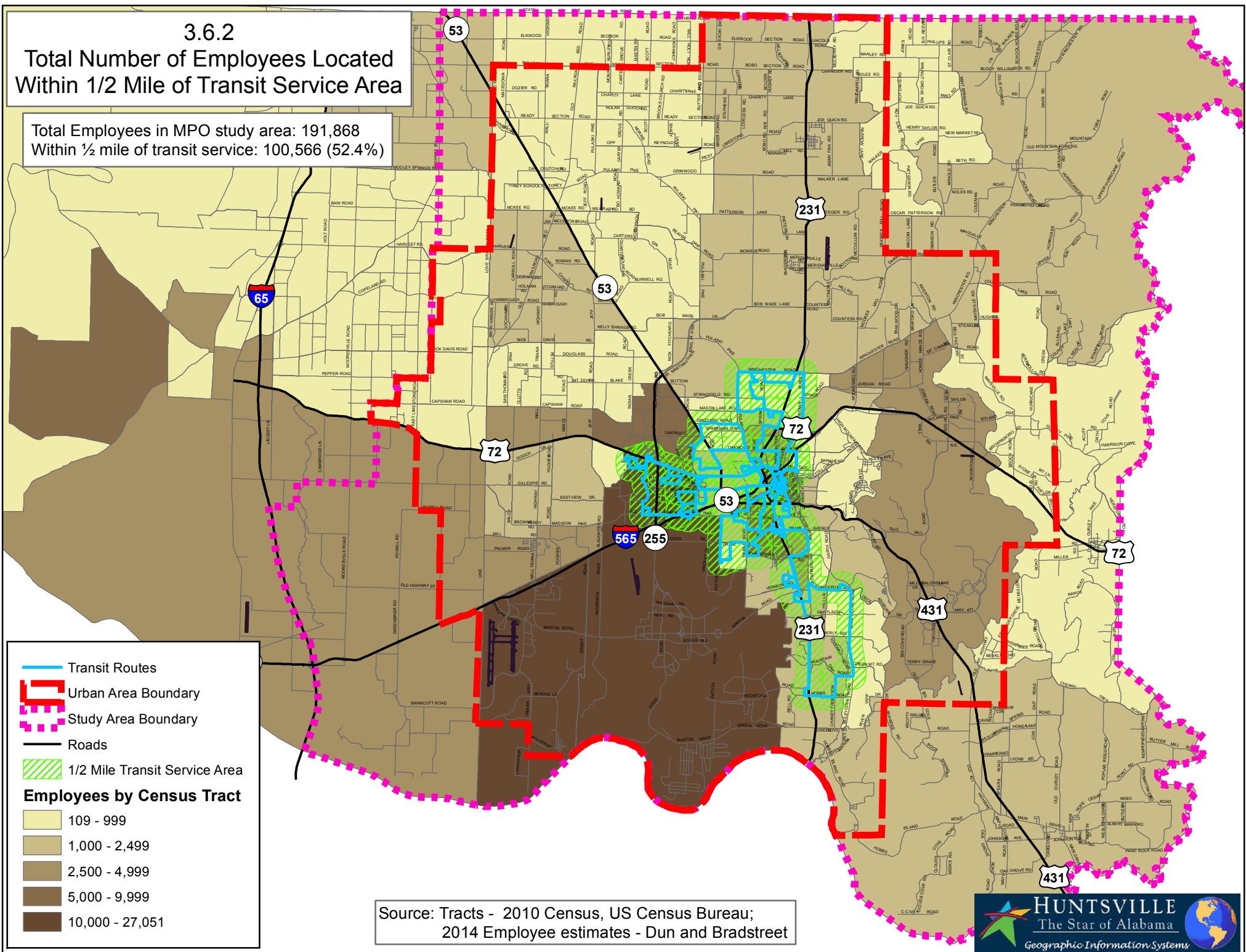
Total Housing Units in MPO study area: 162,148
Within 1/2 mile of transit service: 57,789 (35.6%)



3.6.2

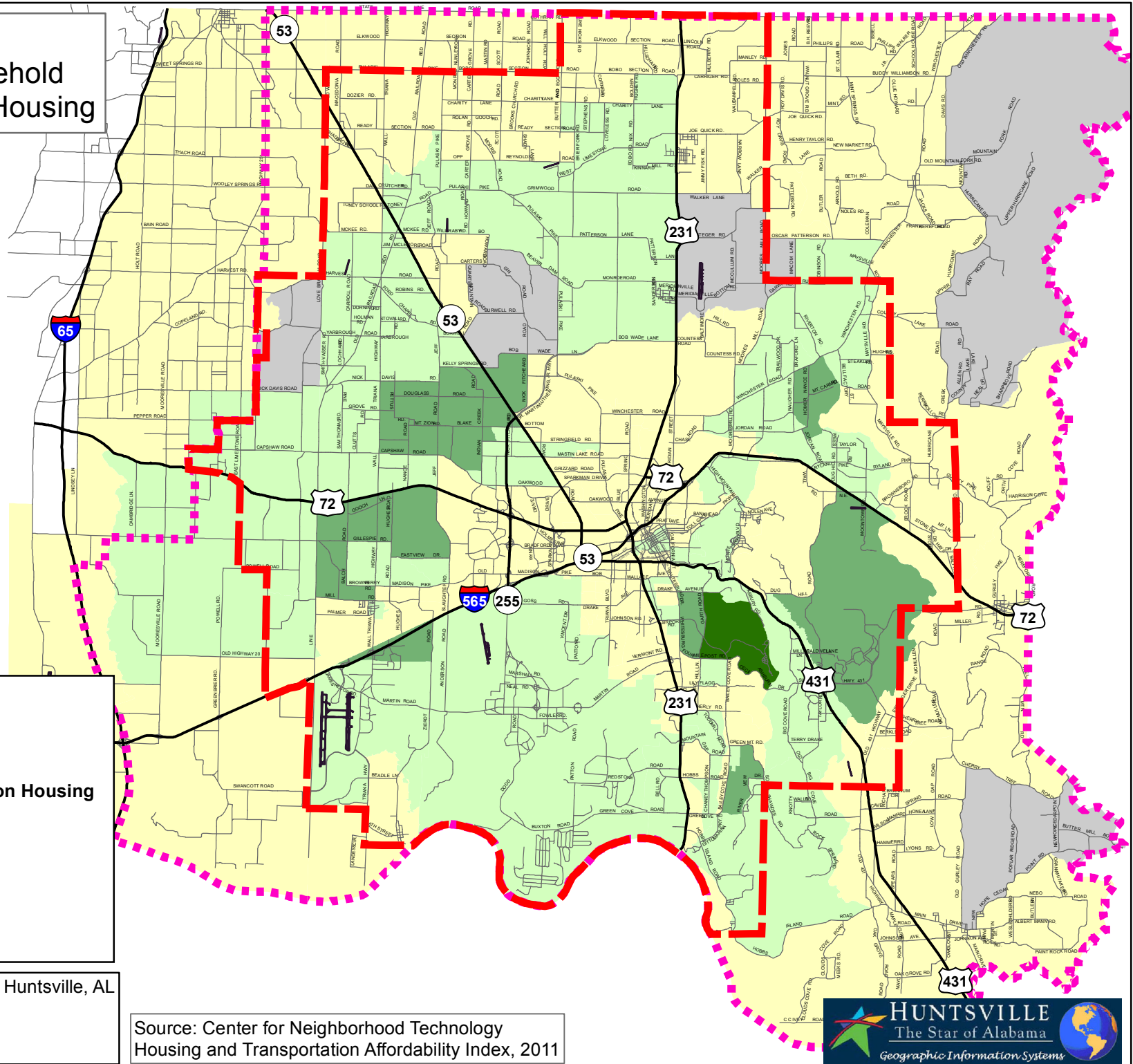
Total Number of Employees Located Within 1/2 Mile of Transit Service Area

Total Employees in MPO study area: 191,868
Within 1/2 mile of transit service: 100,566 (52.4%)

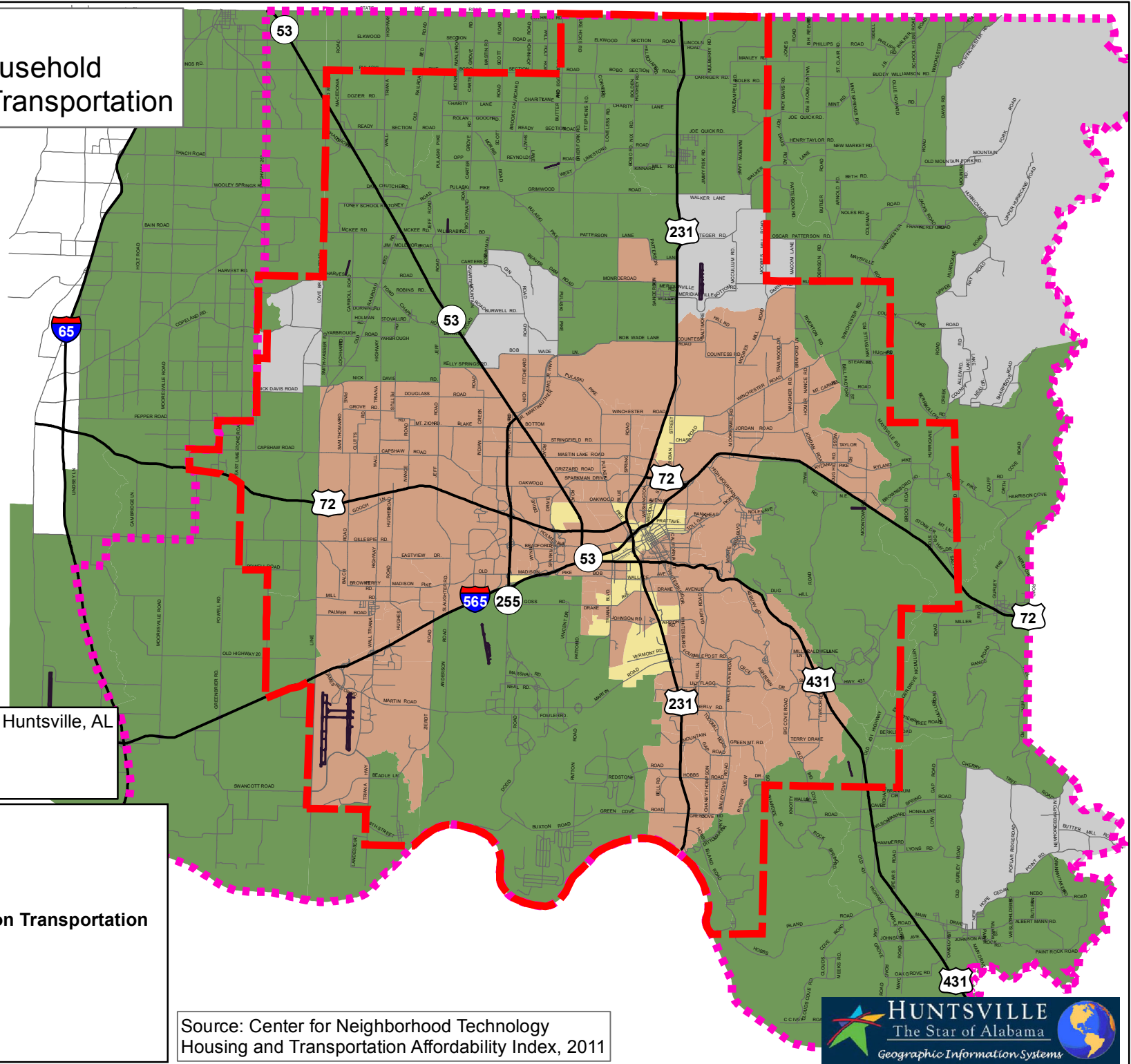


3.6.3

Percent of Household Income Spent on Housing

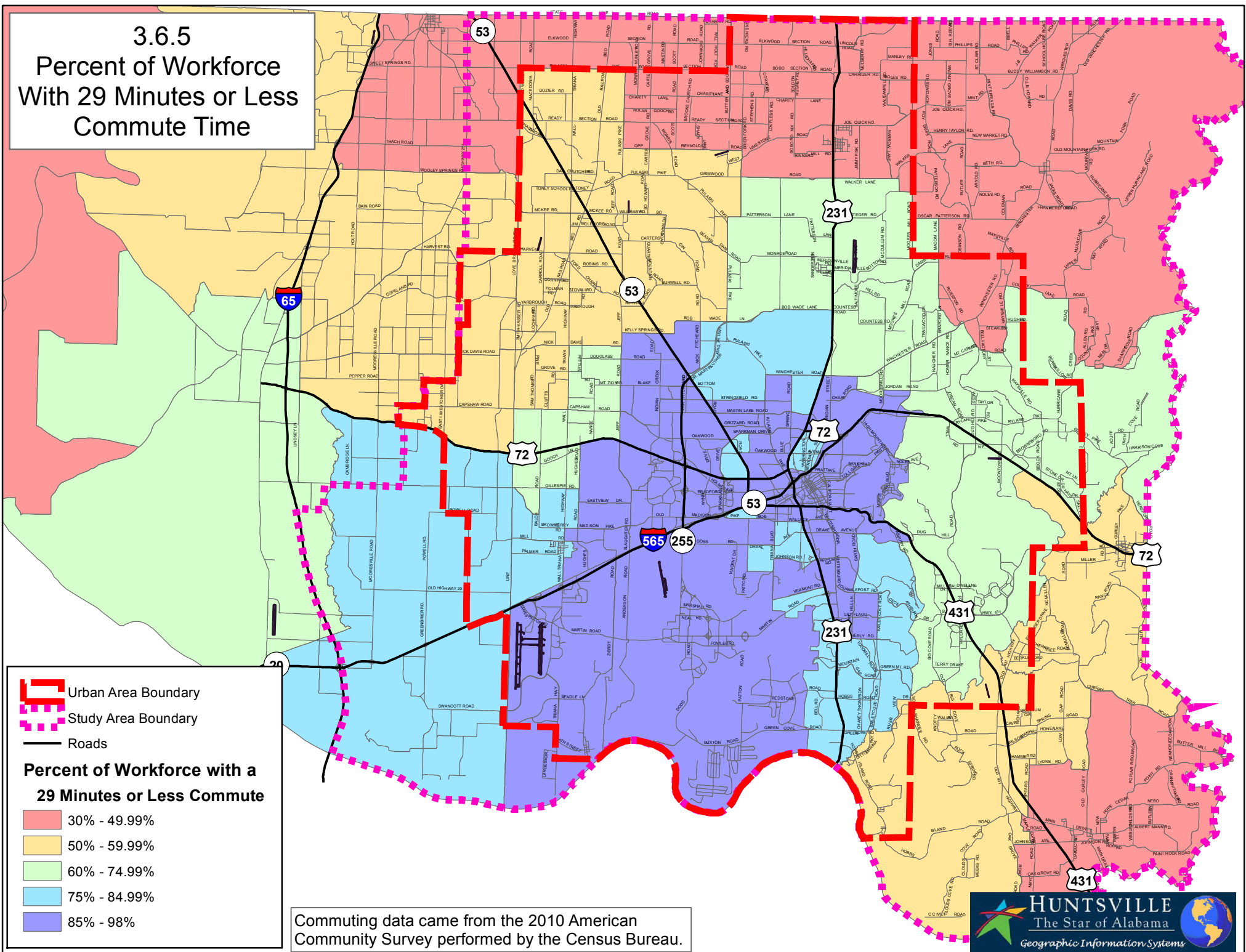


3.6.4 Percent of Household Income Spent on Transportation



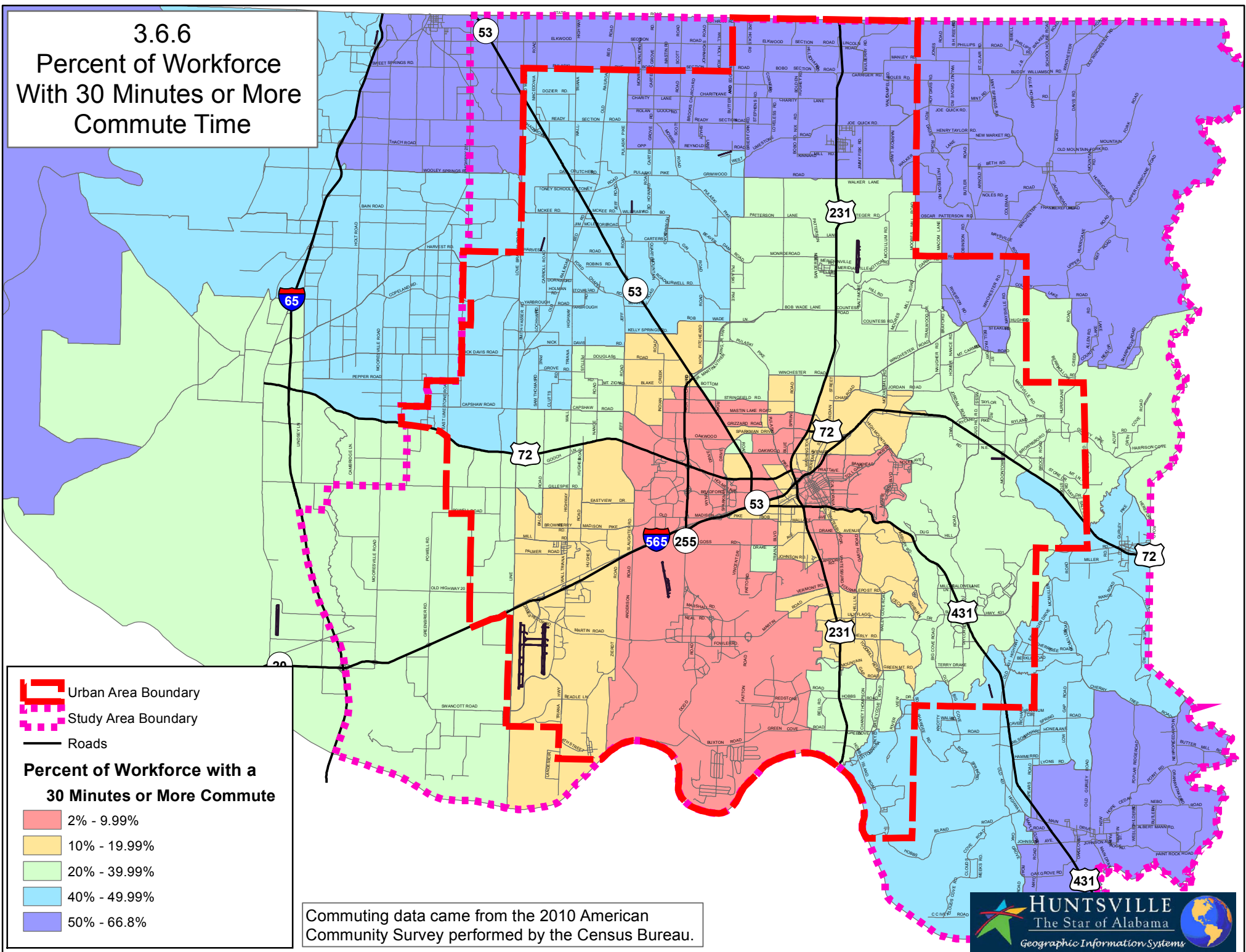
3.6.5

Percent of Workforce With 29 Minutes or Less Commute Time

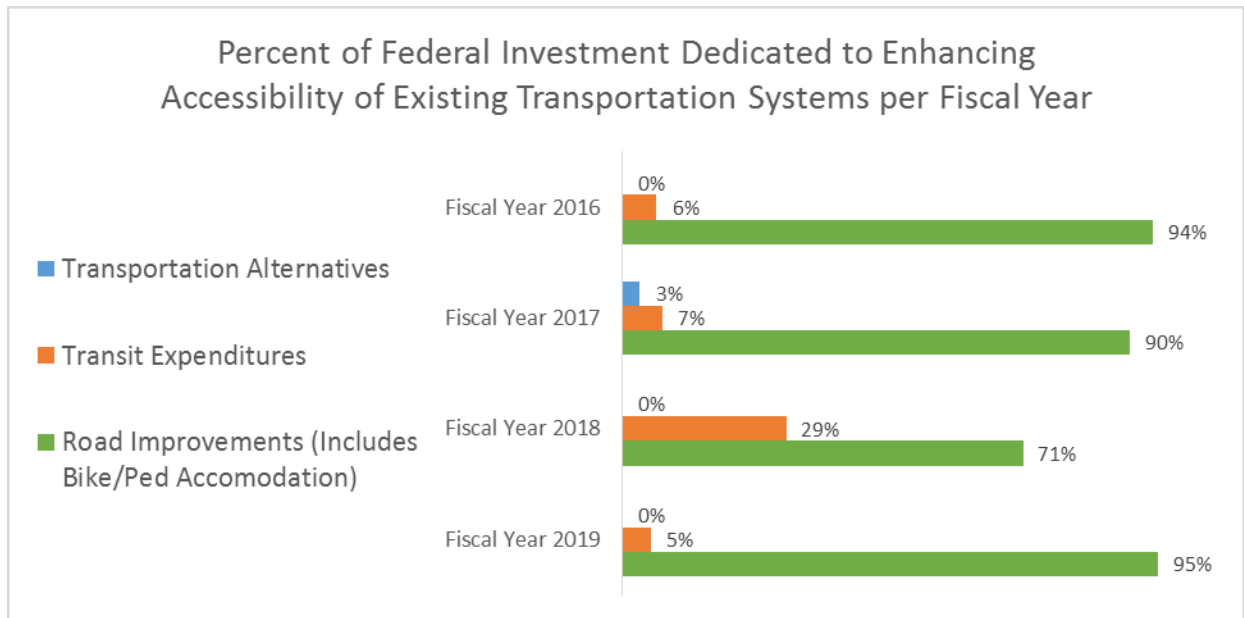


3.6.6

Percent of Workforce With 30 Minutes or More Commute Time

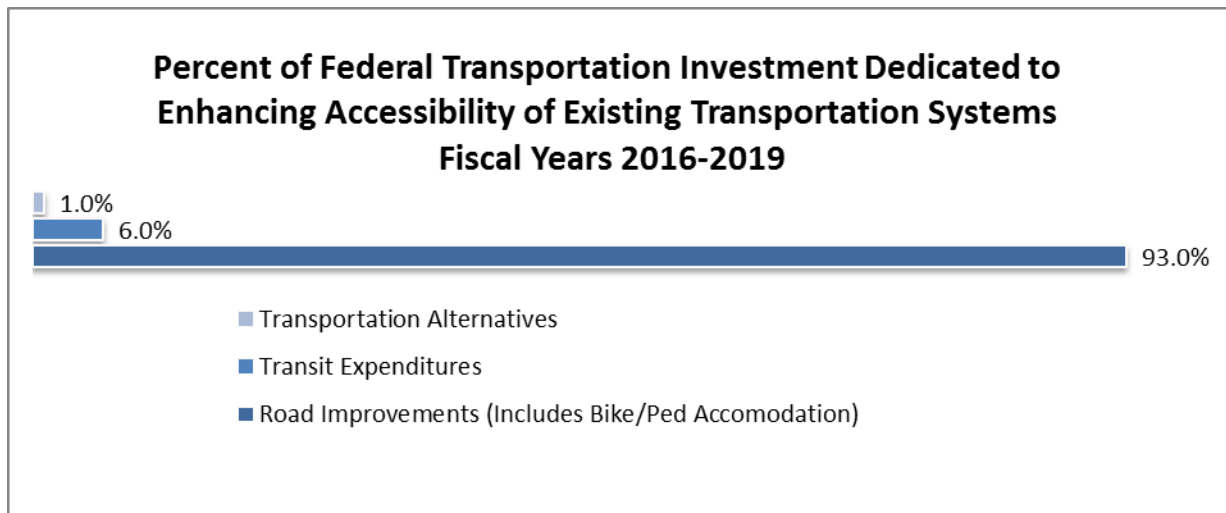


3.6.7 Percent of Federal Transportation Investment Dedicated to Enhancing Accessibility of Transportation Systems



Source: MPO Staff

*Transit Expenditures are primarily based upon a formula grant. Transportation Alternatives Program funding is determined by competitive grant and allocation amounts provided to State. Additional funding for FY 2017-2019 is unknown at publication time. All road improvements provide for bike/ped accommodation as noted in Section 2.



Source: MPO Staff

*Transit Expenditures are primarily based upon a formula grant. Transportation Alternatives Program funding is determined by competitive grant and allocation amounts provided to State. Additional funding for FY 2017-2019 is unknown at publication time. All road improvements provide for bike/ped accommodation as noted in Section 2.

3.6.8 Percent of Transportation Improvement Projects Where More Than One Funding Source is Utilized

Transportation Improvement Projects are funded through multiple funding sources, identified through various funding codes. The information presented below is based upon the funding tables in Section 2 of this document. The tables below show that transportation funds are leveraged, split, and utilized among various funding categories to ensure that project delivery is efficient and streamlined. Additionally, programs listed apply only to corridor improvements. More information concerning funding categories can be found at:

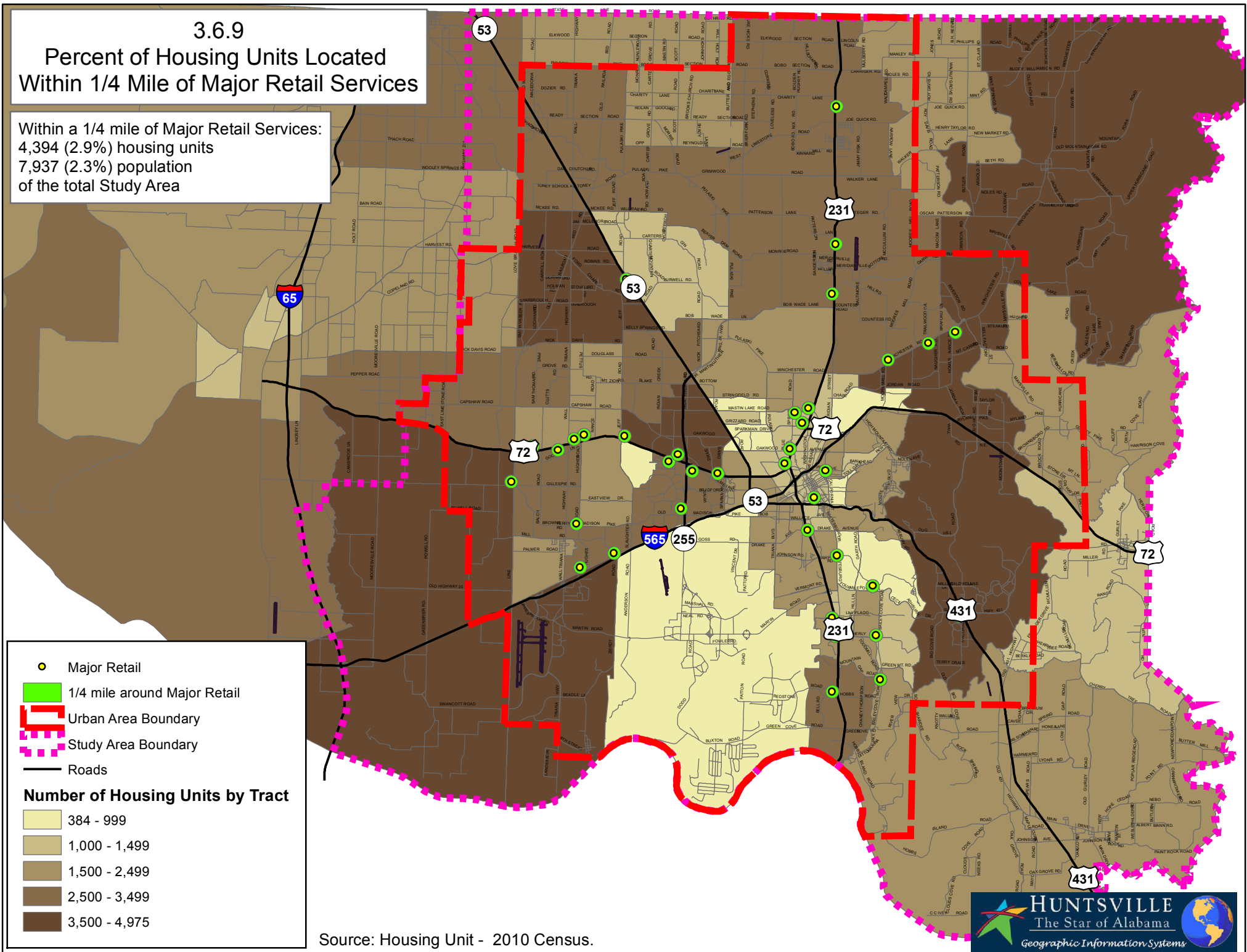
http://www.fhwa.dot.gov/federalaid/guide/guide_current.cfm

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

3.6.9

Percent of Housing Units Located Within 1/4 Mile of Major Retail Services

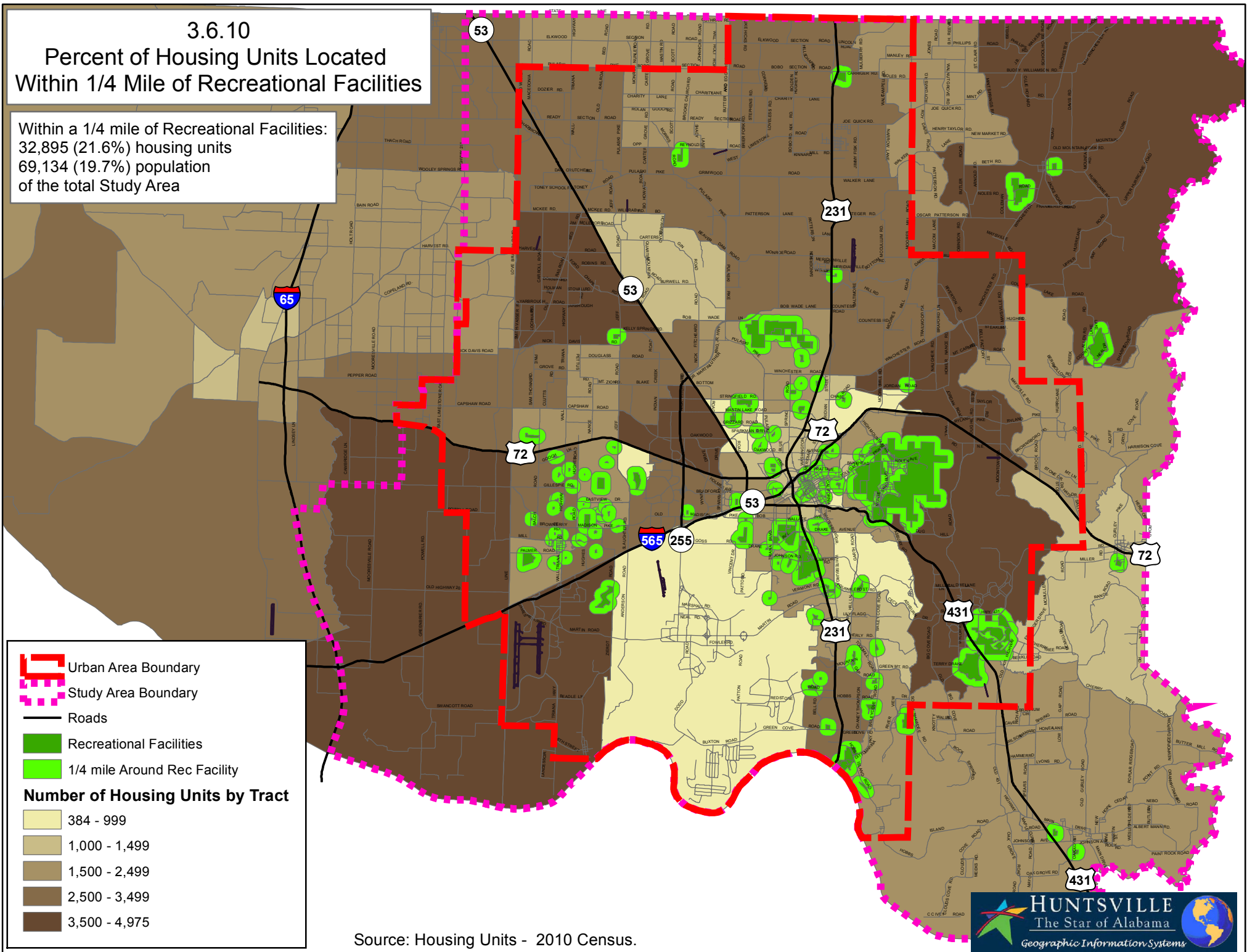
Within a 1/4 mile of Major Retail Services:
4,394 (2.9%) housing units
7,937 (2.3%) population
of the total Study Area



3.6.10

Percent of Housing Units Located Within 1/4 Mile of Recreational Facilities

Within a 1/4 mile of Recreational Facilities:
32,895 (21.6%) housing units
69,134 (19.7%) population
of the total Study Area

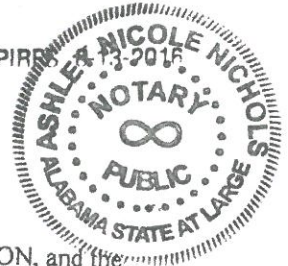


3.7 Certification-TIP/STIP MOU

This section addresses the required self certification required by federal regulations. The self certification is shown on the next page. Additionally, the FHWA requires that certification questions be answered pertaining to the Statewide and Metropolitan Planning Process. The questions, with answers following, appear in **Section 3.7.2.** and **Section 3.7.3.** As part of STIP/TIP development, the FHWA and ALDOT signed a Memorandum of Understanding concerning the ALDOT Statewide Procedures for FY 2016-2019 TIP/STIP Revisions. The MOU can be found in **Section 3.7.4.**

Ashley Nicole Nichols

MY COMMISSION EXPIRES 12-31-2016



3.7.1 MPO SELF-CERTIFICATION

In accordance with 23 CFR 450.334, the STATE DEPARTMENT OF TRANSPORTATION, and the Huntsville Area Transportation Study Metropolitan Planning Organization for the Huntsville urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 USC 134, 49 U.S.C. Section 5303, and 23 CFR Part 450.
- (2) In nonattainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR Part 93.
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21.
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity.
- (5) Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users (Pub. L. 109-59) and 49 CFR Part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects.
- (6) 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
- (7) ~~The provisions of the Americans with Disabilities Act of 1990 ((42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38.~~ DWS
- (8) Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.
- (9) Section 324 of CFR 23, regarding prohibition of discrimination based on gender.
- (10) ~~Section 504 of the Rehabilitation Act of 1973 and 49 CFR Part 27 regarding discrimination against individuals with disabilities.~~ DWS

Huntsville Area Transportation Study

Metropolitan Planning Organization

Signature

Dale Strong

Printed Name

Chairman, MPO

Title

June 10, 2015

Date

Alabama

State Department of Transportation

Signature

John R. Cooper

Printed Name

Transportation Director

Title

Date

June 12, 2015

3.7.2

**Certification Questions
Statewide and Metropolitan Planning Organization
Transportation Planning Process**

A. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and subparts A, B, and C of this part;

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the largest incorporated city, and in accordance with procedures set forth in state and local law? [23 U.S.C. 134 (d)(1)(A) and (B); 49 U.S.C. 5303 (c); 23 C.F.R. 450.310 (b)]
2. For Transportation Management Areas (TMAs) only, does the MPO policy board include local elected officials, officials that administer or operate major modes of transportation, and appropriate state officials? [23 U.S.C. 134 (d)(2)(A), (B), & (C); 49 U.S.C. 5303 (c); 23 C.F.R. 450.310 (d)]
3. Does the MPO have up-to-date agreements, such as the transportation planning agreement that creates the MPO, the financial agreement, and, if applicable, a transportation planning agreement between the MPOs, State, and public transportation operators where more than one MPO has been designated to serve an urbanized area? [23 C.F.R. 450.310 (b); 23 C.F.R. 450.314 (a) and (d)]
4. Does the MPO boundary encompass the existing urbanized area and contiguous area expected to become urbanized within 20-year forecast period? [23 U.S.C. 134 (e)(2); 49 U.S.C. 5303 (d); 23 C.F.R. 450.312 (a)]
5. Did the Department send a copy of the boundary map to FHWA and FTA? [23 C.F.R. 450.312 (j)]
6. For projects located within the boundaries of more than one MPO, does the MPO coordinate the planning of these projects with the other MPO(s)? [23 U.S.C. 134 (g)(2)]
7. Does the MPO planning process provide for consideration of the 8 planning factors? [23 U.S.C. 134 (h); 23 C.F.R. 450.306 (a)]
8. Did the Long Range Transportation Plan (LRTP) have at least a 20 year horizon at the time of adoption of the last major update? [23 U.S.C. 134 (i)(2)(A); 23 C.F.R. 450.322 (a)]
9. Did the LRTP address the following areas in accordance with 23 U.S.C. 134 (i)(2), 49 U.S.C. 5303 (f)?
 - Identify major transportation facilities that function as an integrated metropolitan transportation system, giving emphasis to facilities that serve national and regional transportation functions.

- Include discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.
- Include a financial plan that showed the public and private revenue sources that could reasonably be expected.
- Include discussion of operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.
- Include discussion of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Indicate as appropriate proposed transportation and transit enhancement activities.

10. Did the LRTP address the following minimum required areas in accordance with 23 C.F.R. 450.322 (f)?

- Identify projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan;
- Identify existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors);
- Include operational and management strategies to improve the performance of existing transportation facilities;
- In TMA areas, consider the results of the congestion management process;
- Include an assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs;
- Describe the proposed improvements in sufficient detail to develop cost estimates;
- Discuss types of potential environmental mitigation activities and potential areas to carry out these activities;
- Include pedestrian walkway and bicycle transportation facilities;

- Include transportation and transit enhancement activities;
 - Include a financial plan that demonstrates how the adopted transportation plan can be implemented
11. Has the LRTP been reviewed and updated at least 5 years since the date of the last MPO Board action? [23 U.S.C. 134 (i)(1); 23 C.F.R. 450.322 (c)]
 12. Has the MPO sent all updates/amendments of the LRTP to FHWA and FTA via the ALDOT's Bureau of Transportation & Modal Programs? [23 C.F.R. 450.322 (c)]
 13. Was the TIP developed in cooperation with the State and local transit operators? [23 U.S.C. 134 (j)(1)(A); 49 U.S.C. 5304 (a); 23 C.F.R. 450.324 (a)]
 14. Was the TIP updated at least every 4 years and approved by the MPO and the Governor? [23 U.S.C. 134 (j)(1)(D); 23 C.F.R. 450.324 (a)]
 15. Was the TIP financially constrained and did it include only revenues that could be reasonably expected? [23 U.S.C. 134 (j)(2)(B); 49 U.S.C. 5304 (a); 23 C.F.R. 450.324 (h)]
 16. Did the TIP contain a priority list of federally supported projects to be supported over the next four years? [23 U.S.C. 134 (j)(2)(A); 49 U.S.C. 5304 (b); 23 C.F.R. 450.324 (a)]
 17. Did the TIP contain all regionally significant projects, as defined by 23 C.F.R. 450.104? [23 U.S.C. 134 (j)(3)(B); 49 U.S.C. 5304 (c)(6); 23 C.F.R. 450.324 (d)]
 18. Was the TIP consistent with the LRTP? [23 U.S.C. 134 (j)(3)(C); 49 U.S.C. 5304 (c)(2); and 23 C.F.R. 450.324 (g)]
 19. Does the TIP identify the criteria and process for prioritizing implementation of transportation plan elements (including inter-modal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs? [23 C.F.R. 450.324 (l) (1)]
 20. Did the TIP include a listing of projects for which Federal funds have been obligated in the preceding year, or was this list otherwise made available for public review? [23 U.S.C. 134 (j)(7)(B); 49 U.S.C. 5304 (c)(5); 23 C.F.R. 450.324 (l)(2)]
 21. When developing the LRTP and TIP, did the MPO provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the proposed plan and program? [23 U.S.C. 134 (h)(5)(A)]

22. Is the LRTP and TIP of the MPO published or otherwise readily available for public review? [23 U.S.C. 134 (i)(6) and (j)(7)(A)]
23. Did the UPWP identify work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate who will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds? [23 C.F.R. 450.308 (c)]
24. Did the UPWP document planning activities to be funded with through Title 23 U.S.C. and the Federal Transit Act? [23 C.F.R. 450.308 (c)]
25. Were the transportation plans and programs of the MPO based on a continuing, comprehensive, and cooperative process? [23 U.S.C. 134 (c)(3), 49 U.S.C. 5303 (a)(3)]
26. If located in a Transportation Management Area, does the MPO have an up to date congestion management process? [23 U.S.C. 134 (k)(3)]
27. Does the MPO have a documented Public Participation Plan that defines a process for members of the public to have reasonable opportunity to participate in the planning process? [23 C.F.R. 450.316 (a)]
28. Has the MPO recently reviewed its Public Participation Plan? [23 C.F.R. 450.316 (a)(1)(x)]
29. When the Public Participation Plan was adopted, was it made available for public review for at least 45 days? [23 C.F.R. 450.316(a)(3)]

B. The requirements of Sections 174 and 176 (c) and (d) of the Clean Air Act (for air quality nonattainment and maintenance areas only)

1. How does the MPO coordinate the development of the Transportation Plan with SIP development?
2. How does the MPO's UPWP incorporate all of the metropolitan transportation-related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA?
3. Does the metropolitan planning process include a Congestion Management Process that meets the requirements of 23 CFR Part 450.320? What assurances are there that the Transportation Plan incorporates travel demand and operational management strategies, and that necessary demand reduction and operational management commitments are made for new SOV projects?
4. How does the MPO ensure that the TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities?

C. The prohibitions against discrimination on the basis of race, color, creed, national origin, age, gender, or disability as dictated by Title VI of the Civil Rights Act of 1964, as amended; 49 U.S.C. 5332; 23 U.S.C. 324; The Americans with Disabilities Act; The Older Americans Act; and Section 504 of the Rehabilitation Act of 1973

1. Does the MPO have a signed Title VI policy statement expressing commitment to non-discrimination? [23 CFR 200.9 (a)(1)]
2. Does the MPO take action to correct any deficiencies found by the Department within a reasonable time period, not to exceed 90 days, in order to implement Title VI compliance? [23 CFR 200.9 (a)(3)]
3. Does the MPO have a staff person assigned to handle Title VI and ADA related issues? This does not need to be a full time equivalent position, but there should be at least someone at the MPO for whom Title VI and ADA is an extra duty area. [23 CFR 200.9 (b)(1); 49 C.F.R. 27.13]
4. Does the MPO have a procedure in place for the prompt processing and disposition of Title VI and Title VIII complaints, and does this procedure comply with the Department's procedure? [23 C.F.R. 200.9 (b)(3)]
5. Does the MPO collect statistical data (race, color, national origin, sex, age, disability) of participants in, and beneficiaries of the programs and activities of the MPO? [23 CFR 200.9 (b)(4)]
6. Does the MPO conduct an annual review of their program areas (for example: public involvement) to determine their level of effectiveness in satisfying the requirements of Title VI? [23 CFR 200.9 (b)(6)]
7. Has the MPO participated in any recent Title VI training, either offered by the state, organized by the MPO, or some other form of training, in the past year?
8. Does the MPO have a signed Non Discrimination Agreement, including Title VI Assurances, with the State?
9. Do the MPO's contracts and bids include the appropriate language as shown in the appendices of the Non Discrimination Agreement with the State?
10. Does the MPO hold its meetings in locations that are ADA accessible? [49 C.F.R. 27.7 (5)]
11. Does the MPO take appropriate steps to ensure its communications are available to persons with impaired vision and hearing? [49 C.F.R. 27.7 (6)(c)]
12. Does the MPO keep on file for 1 year all complaints of ADA non-compliance received and for 5 years a record of all complaints in summary form? [49 C.F.R. 27.121]

13. Have all the local governments (city and county) included within the MPO's study area boundary completed an ADA Transition Plan? Please provide a table indicating the status of the transition plans (e.g. date of completion, status of plan implementation).

D. Section 1101(b) of SAFETEA-LU regarding the involvement of disadvantaged business enterprises in FHWA and FTA planning projects (49 CFR Part 26)

(Note): MPOs that are part of municipal or county governments may have some of these processes handled by the host agency.

1. Does the MPO have an ALDOT approved DBE plan?
2. Does the MPO track DBE participation?
3. Does the MPO report actual payments to DBEs?
4. Does the MPO include the DBE policy statement in its boilerplate contract language for consultants and sub-consultants?

E. 23 C.F.R. Part 230 regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.

1. Has the MPO implemented an equal employment opportunity program?

3.7.3 Answers to Certification Questions

Following are the answers to the *Certification Questions: Statewide and Metropolitan Planning Organization - Transportation Planning Process*

A. Answers to questions pertaining to 23 USC 134 and 135, 49 USC 5303 and 5304, and subparts A, B, and C of this part:

1. Yes.
2. Yes.
3. Yes. A planning agreement the MPOs, State, and public transit operators where more than one MPO has been designated is not applicable to this MPO.
4. Yes.
5. The MPO boundary map was approved by the MPO and forwarded to ALDOT. The ALDOT provided the approved map to FHWA and to FTA.
6. Question is not applicable to this MPO.
7. Yes. The eight planning factors are incorporated into all planning documents.
8. Yes. The Year 2040 Transportation Plan covers 25 years.
9. *Did the LRTP address the following areas in accordance with 23 USC 134 (i)(2) and 49 USC 5303 (f)?:*
 - Yes. This topic is addressed in Section 9: Freight Element.
 - Yes. This topic is addressed in Section 5: Highway Project Evaluation.
 - Yes. This topic is addressed in Section 10: Financial Plan Element.
 - Yes. This topic is addressed in Section 8: Congestion Management, Safety Management, and Security Element.
 - Yes. This topic is addressed in Section 10: Financial Plan Element and Section 6: Transit Element, and Section 9: Freight Element.
 - Yes. This topic is addressed in Section 4: Highway Element, Section 6: Transit Element, and Section 7: Bicycle and Pedestrian/Greenway Element
10. *Did the LRTP address the following minimum required areas in accordance with 23 CFR 450.322(f)?:*
 - Yes. This topic is addressed in Section 2: Travel Demand Modeling
 - Yes. This topic is addressed in Section 4: Highway Element, Section 6: Transit Element, Section 7: Bicycle and Pedestrian/Greenway Element, and Section 9: Freight Element.
 - Yes. This topic is addressed in Section 8: Congestion Management, Safety Management, and Security Element.
 - Yes. This topic is addressed in Section 8: Congestion Management, Safety Management, and Security Element.
 - Yes. This topic is addressed through various sections of the plan - Section 4: Highway Element, Section 5: Highway Project Evaluation, Section 6: Transit Element, Section 7:

- Bicycle and Pedestrian/Greenway Element, Section 8: Congestion Management, Safety Management, and Security Element, and Section 10: Financial Plan Element.
- Yes. This was addressed in Section 4: Highway Element, Section 6: Transit Element, Section 7: Bicycle and Pedestrian/Greenway Element, and Section 10: Financial Plan Element.
 - Yes. This was addressed in Section 5: Highway Project Evaluation.
 - Yes. This topic was addressed in Section 7: Bicycle and Pedestrian/Greenway Element.
 - Yes. This topic was addressed in Section 7: Bicycle and Pedestrian/Greenway Element.
 - Yes. The financial plan is addressed in Section 10: Financial Plan Element.
11. Yes. The LRTP was adopted in March 2015.
12. Yes. The MPO has sent in the past, all updates/amendments of the LRTP to FHWA and FTA via the ALDOT's Bureau of Transportation and Modal Programs. When the Year 2040 Transportation Plan is amended, the MPO will still comply.
13. Yes.
14. Yes.
15. Yes.
16. Yes. Project priority is based upon the year the projects are programmed into the TIP, considering the anticipated funding to be received per year.
17. Yes. The previous TIP did not identify locally funded regionally significant projects, because there were not any planned for FY 2012-2015. The Draft and Final 2016-2019 TIP includes regionally significant projects that are funded 100 percent by the City of Huntsville and by the City of Madison/Madison County.
18. Yes.
19. Yes.
20. Yes. The list of authorized projects is also available at www.huntsvillempo.org
21. Yes.
22. Yes.
23. Yes.
24. Yes.
25. Yes. This is documented in all plans.
26. Yes. The updated congestion management process is located in the Year 2040 Transportation Plan, Section 8: Congestion Management, Safety Management, and Security Element.
27. Yes. The Public Participation Plan was approved January 2014.

28. Yes.
29. Yes.
- B. **Answers pertaining to the requirements of Sections 174 and 176 (c) and (d) of the Clean Air Act (for air quality nonattainment and maintenance areas only)**
Note: The Huntsville MPO does not fall under these regulations, but is answering only as a TMA.
 1. Not applicable.
 2. Not applicable at this time. The MPO does address air quality planning activities as a placeholder in the UPWP in case the Huntsville region comes under the regulations at a future date.
 3. Yes. See Section 8: Congestion Management, Safety Management, and Security Element of the Year 2040 Transportation Plan. This section of the LRTP requires that travel demand and operational strategies be evaluated first for heavily traveled and congested corridors.
 4. Close coordination with jurisdictions comprising the MPO is accomplished and project lists are developed and added to the TIP. If the project is not in the approved LRTP, it is added to that plan first.
- C. **Answers pertaining to the prohibitions against discrimination on the basis of race, color, creed, national origin, age, gender, or disability as dictated by Title VI of the Civil Rights Act of 1964, as amended; 49 USC 5332; 23 USC 324; The Americans With Disabilities Act; The Older Americans Act; and Section 504 of the Rehabilitation Act of 1973.**
 1. According to the legislation, this is a State requirement. The MPO has a signed agreement with the State of Alabama that affirms the MPO's commitment to following all Title VI rules and a commitment to non-discrimination. Additionally, the MPO is incorporated as part of the Alabama Department of Transportation's Title VI Annual Update and Implementation Plan.
 2. There have been no deficiencies found. If Title VI deficiencies are found, appropriate corrective actions would be taken within the allocated time.
 3. Yes. The MPO staff member assigned to handle Title VI and ADA related issues is Mr. James Moore. Mr. Moore works in close coordination with the Alabama Department of Transportation's Title VI office. Additionally, the MPO has a Memorandum of Understanding with the City of Huntsville's Parking and Public Transit Department for coordination of planning activities and reports under the umbrella of the MPO. As Huntsville Public Transit is a direct FTA recipient, the department submits a triennial Title VI Report directly to FTA. The Huntsville Public Transit employee that coordinates Title VI and ADA related issues is Ms. Kim Smith.
 4. Yes.
 5. Yes.
 6. Yes.
 7. Yes.

8. Yes. The MPO is incorporated as part of the Alabama Department of Transportation's Title VI Annual Update and Implementation Plan. As such, it has signed Title VI Assurances with the State. Additionally, the MPO has a signed agreement with the State of Alabama that affirms the MPO's commitment to non-discrimination. Huntsville Transit has signed Title VI assurances with FTA.
9. Yes; however, MPO contracts and bids are rare. The MPO does not contract directly for road construction.
10. Yes.
11. Yes.
12. The MPO has not received any complaints regarding ADA non-compliance, but would comply with this regulation.
13. ADA Transition Plans for MPO Jurisdictions

Jurisdiction	ADA Transition Plan	Status of Plan Implementation
City of Huntsville	Yes. Adopted 6/25/1992	The City of Huntsville is in the process of reviewing and amending its ADA Transition Plan. The amendments shall be ready for adoption by the City Council by the end of 2015. The ADA Transition Plan is available in the City of Huntsville Legal Department.
Madison County	No.	Process is underway.
City of Madison	No	Process is underway.
Owens Cross Roads	N/A	Process is underway.
Triana	N/A	Process is underway.

D. Answers pertaining to Section 1101(b) of SAFETEA-LU regarding the involvement of disadvantaged business enterprises in FHWA and FTA planning projects (49 CFR part 26)

1. Yes.
2. Yes.
3. Yes. The MPO reports this information to ALDOT for incorporation in its Title VI Annual Update and Implementation Plan.
4. Yes.

- E. **Answers pertaining to 23 CRF part 230 regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.**
 - 1. The City of Huntsville, that hosts the MPO functions, has an equal employment opportunity program in place. It is important to note that the MPO does not develop or administer federal and federal-aid construction contracts. This is handled by ALDOT.

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3.7.4 MEMORANDUM OF UNDERSTANDING

Alabama Department of Transportation Statewide Procedures for FY 2016 - 2019 TIP/STIP Revisions

Purpose

This Memorandum of Understanding (MOU) establishes a set of procedures to be used in the State of Alabama for processing revisions to the Metropolitan Planning Organization (MPO) FY 2016-2019 Transportation Improvement Programs (TIPs), and the Alabama Department of Transportation's Statewide Transportation Improvement Program (STIP). The STIP is the aggregation of the MPO TIPs, ALDOT statewide programs, and the Statewide Interstate Management (IM) Program.

Definitions

- *Administrative Modification* means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas). [23 CFR 450.104]
- *Amendment* means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes.) Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving "non-exempt" projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process. [23 CFR 450.104]
- *Betterment* consists of surface treatments/corrections to existing roadway [preferably within Alabama Department of Transportation (ALDOT) right-of-way], to maintain and bring the infrastructure to current design standards for that classification of highway. This may involve full depth base repair, shoulder-widening, increased lane-widths, correction super-elevation, as well as drainage improvements and guide rail upgrades.
- *Change in Scope* is a substantial alteration to the original intent or function of a

- programmed project; (e.g., change project termini or the number of through-traffic lanes).
- *Cooperating Agencies* include ALDOT, Metropolitan Planning Organizations (MPOs), and Rural Planning Organizations (RPOs), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and transit agencies.
 - *Financially Constrained (Fiscal Constraint)* means that the metropolitan transportation plan, TIP, and STIP include sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. For the TIP and the STIP, financial constraint/fiscal constraint applies to each program year. Additionally, projects in air quality nonattainment and maintenance areas can be included in the first two years of the TIP and STIP only if funds are “available” or “committed.” [23 CFR 450.104]
 - *Fiscal Constraint Chart (FCC)* is an Excel spreadsheet, or a chart generated by the Comprehensive Project Management System (CPMS), that depicts the transfer of funds from one source of funding to a donee project, or multiple projects, that net out to zero.
 - *Interstate Maintenance (IM) Program* is the ALDOT four-year listing of statewide interstate maintenance (non-capacity-adding) projects.
 - *Level of Effort (LVOE)* is the term used to describe certain grouped projects in the TIPs and STIP that are not considered of appropriate scale to be identified individually. Projects may be grouped by function, work type, or geographical area, using the applicable classifications under 23 CFR 771.117(c) and (d), and/or 40 CFR part 93. In air quality nonattainment and maintenance areas, project classifications must be consistent with the *exempt* project classifications, contained in the transportation conformity regulations (40 CFR part 93). These projects are placed in the TIPs and STIP according to selected funding programs, with their anticipated fiscal year apportionments within the plan.
 - *New Project* is a project that is *not* programmed in the current TIP/STIP, and does not have previous obligations from a prior TIP/STIP.
 - *Obligated projects* means strategies and projects funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53 for which the supporting federal funds were authorized and committed by the State or designated recipient in the preceding program year, and authorized by the FHWA or awarded as a grant by the FTA.
 - *Planning Partner* may refer to one of the following: ALDOT, FHWA, MPOs, RPOs, or other federal or state agencies.
 - *Project Selection* means the procedures followed by MPOs, States, and public transportation operators to advance projects from the first four years of an approved TIP and/or STIP to implementation, in accordance with agreed upon procedures. [23 CFR 450.104]
 - *Public Participation Plan (PPP)* is a documented, broad-based public involvement process that describes how the Planning Partner will involve and engage the public, the under-served, and interested parties in the transportation planning process, and ensure that the concerns of stakeholders are identified and addressed in the development of transportation plans and programs.

Note: The Alabama MPO Public Participation Plans may be found on the individual MPO websites. A complete listing of MPO websites may be found on the following ALDOT site: <http://cpmsweb2.dot.state.al.us/TransPlan/Default.aspx>.

- *Revision* means a change to a long-range statewide or metropolitan transportation plan, TIP, or STIP that occurs between scheduled periodic updates. A *major revision* is an “amendment,” while a *minor revision* is an “administrative modification.” [23 CFR 450.104]
- *Statewide-managed Program (Statewide Program)* includes those transportation improvements or projects that are managed in the STIP, including project selection, at the ALDOT Central Office level, with possible regional Planning Partner solicitation and input. Examples include, but are not limited to HSIP, RRX, and TAP projects.
- *Statewide Transportation Improvement Program (STIP)* means a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53. [23 CFR 450.104]
- *Transportation Improvement Program (TIP)* means a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. [23 CFR 450.104]

What is a Transportation Improvement Program (TIP) and what is a Statewide Transportation Improvement Program (STIP)?

The TIP consists of the approved MPO TIP projects, developed by the MPOs, and statewide programs and projects developed by ALDOT within the urban areas of the MPOs. The STIP is the official transportation improvement program document, mandated by federal statute and recognized by FHWA and FTA. The STIP is a statewide, prioritized listing or program, of transportation projects to be implemented over a four-year period, consistent with MPO Long Range, Regional, or Metropolitan Plans, Statewide Transportation Plans, and MPO Transportation Improvement Programs (TIPs). The State's Five-Year Program, which incorporates the TIPs and STIP, is required by Alabama state law.

TIP/STIP Administration

FHWA and FTA will only authorize projects, and approve grants for projects, that are programmed in the currently-approved STIP. If a Planning Partner, Transit Agency, or ALDOT, wishes to proceed with a project not programmed in the STIP, a revision must be made to the STIP.

Highway and road projects will be approved by FHWA, and Transit projects will be approved by FTA.

The federal Statewide and Metropolitan Planning regulations contained in 23 CFR 450 et al, govern the provisions of the STIP and of individual MPO TIPs, parts related to STIP and TIP

revisions, and other actions taken to revise the TIP. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity, of individual programming actions. *Federal Transportation Planning and Programming, Code of Regulation*, 23 CFR 450.324, permits the use of alternative procedures by the cooperating parties, to effectively manage actions encountered during a given STIP cycle. The regulations require that any alternative procedures be agreed upon, and such alternative procedures be documented and included in the STIP document.

All revisions must maintain year-to-year fiscal constraint [23 CFR 450.324(e), (h), and (i)] for each of the four years of the TIPs and STIP. All revisions shall account for year of expenditure (YOE), and maintain the estimated total cost of the project, which may extend beyond the four years of the TIP/STIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

In addition, TIP revisions must be consistent with the Long Range Transportation Plan of the individual MPO, and must correspond to the adopted provisions of the MPO 2013 Public Participation Plans. A reasonable opportunity for public review and comment shall be provided for significant revisions to the TIPs and STIP.

If a revision adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required, if deemed appropriate by the Interagency Air Quality Consultation Group (IAC). If a new conformity determination is necessary, an amendment to the Long Range or Regional Transportation Plan (project listings only), shall be developed and approved by the MPO. The modified conformity determination would then be based on the amended LRTP conformity analysis, and public involvement procedures, consistent with the existing PPP, would be required.

If the August Redistribution of Federal Highway Funds adds, advances, or adjusts federal funding for a project, the MPOs and other Planning Partners will be notified of the Administrative Modification by ALDOT.

Revisions: Amendments and Administrative Modifications

Note: This MOU does NOT change the Codes of Federal Regulations. It does modify some language within those regulations to make clear the understanding between the agreeing parties. For full application of the CFRs, visit definitions for *Amendment*, *Administrative Modification*, and *Revision* on p. 1.

An Amendment is a major STIP/TIP revision that:

- Affects air quality conformity, regardless of the cost of the project or the funding source.
- Adds a new project, or deletes a project, that utilizes federal funds from a statewide line item, exceeds the thresholds listed below, and excludes those federally-funded statewide program projects.
- Adds a new project phase(s), or increases a current project phase, or deletes a project phase(s), or decreases a current project phase that utilizes federal funds, where the

revision exceeds the following thresholds:

- ❖ \$5 million or 10 percent, whichever is greater, for ALDOT federally-funded projects and Transportation Management Area (TMA) attributable projects.
- ❖ The lesser amount of \$1 million or 50 percent, of project cost for non-TMA MPOs.
- ❖ \$750,000 for the county highway and bridge program.
- Involves a change in the Scope of Work to a project(s) that would:
 - ❖ Result in an air quality conformity reevaluation.
 - ❖ Result in a revised total project estimate that exceeds the thresholds established between ALDOT and the Planning Partner (not to exceed any federally-funded threshold contained in this MOU).
 - ❖ Results in a change in the Scope of Work on any federally-funded project that is significant enough to essentially constitute a New Project.
 - ❖ Level of Effort (LVOE) planned budget changes, exceeding 20% of the original budgeted amount per ALDOT region.

The initial submission and approval process of the Statewide Transportation Improvement Program (STIP, will establish federal funding for Level of Effort (LVOE) project groups. *Subsequent placement of individual projects in the STIP that are LVOE, will be considered Administrative Modifications.*

Approval by the MPO (or cooperative effort with an RPO) is required for Amendments. The MPO/RPO must then request ALDOT Central Office approval, using the electronic Financial Constraint Chart (FCC) process. An FCC must be provided (in Excel format), which summarizes previous actions, the requested adjustments, and after the changes, an updated TIP. ALDOT's Central Office will review, approve, and forward to the appropriate federal agency for review and approval, with copies to other partner federal agencies.

All revisions shall be identified and grouped as one action on an FCC, demonstrating both project and program fiscal constraint. The identified grouping of projects (the *entire* amendment action) will require approval by the cooperating parties. In the case that a project phase is pushed out of the TIP four-year cycle, the Planning Partner will demonstrate, through a Fiscal Constraint Chart, fiscal balance of the subject project phase, in the second period of the respective Long Range Transportation Plan.

An *Administrative Modification* is a minor STIP/TIP revision that:

- Adds a project from a level of effort category or line item, utilizing 100 percent state or non-federal funding, or an MPO TIP placement of the federally-funded, Statewide Program, or federal funds from a statewide line item that do not exceed the thresholds established by the Planning Partner.
- Adds a project for emergency repairs to roadways or bridges, except those involving substantive or functional adjustments, or location and capacity changes.
- Draws down, or returns funding, from an existing STIP/TIP Reserve Line Item, and does not exceed the threshold established between ALDOT and the Planning Partners.
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, from savings on programmed phases, and any other project-cost modification sent to and approved by FHWA or FTA, to *another* programmed project

phase or line item.

Administrative Modifications do not affect air quality conformity, nor involve a significant change in a project scope of work that would trigger an air quality conformity reevaluation; do not exceed the threshold established in the MOU between ALDOT and the Planning Partners, or the threshold established by this MOU (as detailed in the Revisions: Amendments and Administrative Modifications section); and do not result in a change in scope on any federally-funded project that is significant enough to essentially constitute a *new project*.

Administrative Modifications do not require federal approval. ALDOT and the Planning Partner will work cooperatively to address and respond to any FHWA or FTA comments. FHWA and FTA reserve the right to question any administrative action that is not consistent with federal regulations or with this MOU, where federal funds are being utilized.

Level of Effort Funding Categories

Projects in the STIP/TIP, referred to as Level of Effort (LVOE) projects, represent grouped projects not considered of appropriate scale to be identified individually. Projects may be grouped by function, work type, and/or geographical area, using the applicable classifications under 23 CFR 771.117 (c) and (d), and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the *exempt project* classifications contained in the EPA transportation conformity regulations (40 CFR part 93).

LVOE projects are placed in the STIP/TIP according to selected funding programs, with the planned funding amounts for each year. ALDOT, and the affected MPOs, will be required to make a formal amendment to the STIP/TIPs for any adjustment of funding of an LVOE group that exceeds 20 percent of its originally-planned funding to a particular Region. The selected statewide funding programs include:

- Transportation Alternative Program (TAP)
- Safety Projects [Hazard elimination, roadway and rail, high-speed passenger rail, seatbelt, blood alcohol content, and others.]
- Recreational Trails [Funds are transferred to ADECA.]
- Federal-Aid Resurfacing Program for each ALDOT Region
- County Allocation Funds [Off-system bridges and STP non-urban.]
- Federal Transit Programs: 5307 (urbanized), 5311 (non-urban), 5310 (Elderly and Disabilities), and 5339 (Buses and Bus Facilities)

Addition or deletion of individual LVOE projects are considered an administrative modification, and do not require any further MPO action prior to authorization, subject to the dollar thresholds established in the sections above. ALDOT will maintain a matrix listing, on the STIP website, of LVOE projects for each of the five ALDOT Regions. The MPOs will be notified as soon as any specific projects within their urban areas, are identified and selected, and will have ten (10) days to decline the project. Additionally, the MPOs will be notified as soon as any specific projects are modified or deleted within their urban areas, and will have ten (10) days to decline the project deletion or change.

Level of Effort (LVOE) holds funds that are not dedicated to specific projects, and may be used to cover cost increases, or add new projects or project phases. LVOE shall not exceed the

thresholds, or the requirements, of any other items that require an amendment. LVOE may include the Statewide Transportation Alternative Program (TAP), Safety Projects, Federal-Aid Resurfacing, Off-System Bridge, STP Non-urban, and FTA Programs 5307, 5310, 5311, and 5339 (see listing above).

Level of Effort resurfacing shall be programmed annually for the five (5) ALDOT Regions, and shown as line items in each category for each Region. Projects or project lists will be added as soon as available, and MPOs will be notified of all changes that occur in the list.

Financial Constraint

Demonstration of STIP/TIP financial constraint to FHWA and FTA, takes place through a summary of recent Administrative Modifications and proposed Amendments. Real-time versions of the STIP/TIP are available to FHWA and FTA through ALDOT's Comprehensive Project Management System (CPMS).

Note: While there is no stipulated timeframe established in this MOU for securing federal approval for formal Amendments or Administrative Modifications, the agencies are expected to act responsibly and with all due diligence in order to complete these processes in a timely manner.

STIP/TIP Financial Reporting

At the end of each quarter, ALDOT will provide each MPO or Planning Partner with a STIP/TIP financial report of actual federal obligations and state encumbrances for highway, bridge, and transit programs in the respective Metropolitan Planning Areas. At the end of the federal fiscal year, the ALDOT report card can be used by the Planning Partners as the basis for compiling information, in order to meet the Federal Annual Listing of Obligated Projects requirement. The STIP/TIP Financial Report, provided to FHWA and FTA, will also include performance measures as allowed under the *Project Approval and Oversight Agreement a Partnership between the Federal Highway Administration Alabama Division and the Alabama Department of Transportation*, applicable to LVOE and to include:

- The total percent of STIP/TIP construction projects advanced each year
- The total percent of STIP/TIP construction projects advanced each year per urbanized area

A summary report detailing this information will be provided at the end of the federal fiscal year.

As each MPO TIP is adopted, this MOU will be included with the TIP documentation. The MPO or Planning Partner may choose to adopt an MOU that will clarify how the MPO or Planning Partner will address TIP revisions. **In all cases, individual MPO revision procedures will be developed under the guidance umbrella of this document.** If an MPO elects to set more stringent procedures, then ALDOT, FHWA, and FTA will adhere to the more restrictive procedures.

The procedures set forth in this document will serve as the basis from which ALDOT addresses federally-funded, Statewide Program TIP revisions. This Memorandum of Understanding will begin October 1, 2015, and remain in effect until September 30, 2019, unless revised or terminated.

We, the undersigned hereby agree to the above procedures and principles.

Mark D. Bartlett

Division Administrator
Federal Highway Administration

5-19-2015
Date:

Yvette M. Saylor

Regional Administrator
Federal Transit Administration

5-11-15
Date:

John D. Cagle

Director
Alabama Department of Transportation

5/19/15
Date:

3.8 Public Involvement

This section of the document provides information concerning public involvement during plan development. Minutes of the CAC, TCC, and MPO meetings, when the document was discussed, will be available on the MPO's website at www.huntsvillempo.org once adopted by each committee.

3.8.1 Database of Official Agency/Organizations Consulted

For Input Prior to Transportation Improvement Program Adoption

Agency or Organization	Name and Phone Number	Roles and Responsibilities	Key Decision Points for Contact	Date Contacted	How Contacted	Responses Received	Results & How Info was Used
ALDOT	Les Hopson or Johnny Harris 1-800-819-7418	Division Engineer – Responsible for State’s projects in TIP	Contact to determine any specific information on Attributable Projects Category if required	N/A	N/A	N/A	No new projects added in this category that were not previously programmed by MPO resolution.
ALDOT	Jim Doolin 334-242-6097	State Planner – Responsible for permitting the “go ahead” for running the TIP via TELUS; inputs projects into TELUS; tracks financial status of Attributable Funds available for MPOs, as well as other project accounts	Contact to verify when MPO can officially run TIP; verify financial appropriations for the four year period for all categories of projects and funds.	4/15/15 5/15/15 5/20/15 5/27/15 (Constant contact.)	Letter and e-mail. Provided financial data	Staff began update process	Data used to update TIP.
City of Huntsville Public Transit	Kim Smith 427-6800	Accountant – Responsible for grant management, tracks financial status for transit program	Contact to verify and add funding amounts for Public Transit category for Huntsville projects	3/25/15 4/15/15 4/30/15	E-mail and calls	Verified data for inclusion in TIP with Transit & ALDOT	Received updated data used to update TIP
Madison County Commission – TRAM and Planning & Economic Development	Phyllis Seymore 533-3505	Project Manager – Responsible for grant management, tracks financial status for transit program.	Contact to verify funding amounts for Public Transit category for Madison County projects.	3/25/15	E-mail and calls	Verified data for inclusion in TIP with TRAM & ALDOT	Received updated data used to update TIP
TARCOG	Falguni Patel 830-0818	JARC/New Freedom Grant Coordinator – Responsible for administering and coordinating the granting project funds to other agencies.	Contact to verify funding amounts for Public Transit category for JARC/New Freedom funds	3/25/15 5/1/15	E-mail and calls	Verified data for inclusion in TIP with TARCOG & ALDOT	No response due to unexpected leave. Did update projects per earlier e-mails when writing long range plan.
ALDOT	Joe Nix /Linda Fontaine/Jimmy Carroll 334-353-6400	Multi-Modal Transit Coordinator - Responsible for grant management, tracks financial status for transit programs Statewide	Contact if Huntsville and/or Madison County programs need their allocations changed in TELUS and CPMS per local grant agreements	5/8/15	Reciprocal e-mails	Inquired about updating Transit TIP/STIP projects	Data used to update TIP

3.8.1 Database of Official Agency/Organizations Consulted

For Input Prior to Transportation Improvement Program Adoption

Agency or Organization	Name and Phone Number	Roles and Responsibilities	Key Decision Points For Contact	Date Contacted	How Contacted	Responses Received	Results & How Info was Used
UAH	Candy Debardeleben 256-824-6480	Facilities Dept. University Transit	Status of project & funds for intermodal facility	3/25/15	Phone	Intermodal & Greenway complete	Remove grant allocation for UAH from the TIP.
Alabama A&M	Marshall Chimwedzi 256-372-4760	Director of Bulldog Transit	Request information regarding grants expended or received.	5/7/15	E-mail, phone calls	Carry all grants forward until funds are expended	Grant funds were carried over to 2016-2019.
City of Huntsville Engineering	City Engineer 427-5300	City Engineer – Can verify if we need to move some phases of projects forward, defer them, or leave as is depending upon status of their project (and financial availability); Can request project or projects to be added to TIP	Contact to verify status of projects to determine if projects can move in the schedule or be added if funds are available	N/A	N/A	N/A	No new projects added in STPHV category that were not previously programmed by MPO resolution.
Madison County Engineering	Richard Grace 746-2900	Co Engineer – Can verify if we need to move some phases of projects forward, defer them, or leave as is depending upon status of their project (and financial availability); Can request project or projects to be added to TIP	Contact to verify status of projects to determine if projects can move in the schedule or be added if funds are available	N/A	N/A	N/A	No new projects added in STPHV category that were not previously programmed by MPO resolution.
City of Madison Engineering	Gary Chenowyeth 772-8431	City Engineer – Can verify if we need to move some phases of projects forward, defer them, or leave as is depending upon status of the project (and financial availability); Can request project or projects to be added to TIP	Contact to verify status of projects to determine if projects can move in the schedule or be added if funds are available	N/A	N/A	N/A	No new projects added in STPHV category that were not previously programmed by MPO resolution.

3.8.1 Database of Official Agency/Organizations Consulted

For Input Prior to Transportation Improvement Program Adoption

Agency or Organization	Name and Phone Number	Roles and Responsibilities	Key Decision Points For Contact	Date Contacted	How Contacted	Responses Received	Results & How Info was Used
Town of Owens Cross Roads	Tony Craig 725-4917	Mayor – Can verify if we need to move some phases of projects forward, defer them, or leave as is depending upon status of the project (and financial availability); Can request project or projects to be added to TIP	Contact to verify status of projects to determine if projects can move in the schedule or be added if funds are available	N/A	N/A	N/A	No new projects added in STPHV category that were not previously programmed by MPO resolution.
Town of Triana	Mary Caudle 772-0151	Mayor – Can verify if we need to move some phases of projects forward, defer them, or leave as is depending upon status of the project (and financial availability); Can request project or projects to be added to TIP	Contact to verify status of projects to determine if projects can move in the schedule or be added if funds are available	N/A	N/A	N/A	No new projects added in STPHV category that were not previously programmed by MPO resolution.
Wheeler National Wildlife Refuge	Dwight Cooley, Project Leader 256-350-6639	Can determine if proposed TIP projects would interfere with any growth plans for the refuge; land conservation	Contact to verify any updates to their plans if any proposed project is in close proximity to the Refuge	N/A	N/A	N/A	No new projects added in STPHV category that were not previously programmed by MPO resolution.
Redstone Arsenal	Joe Davis, Public Works Director 876-3516	Can determine if any proposed TIP projects would interfere with RSA growth; May provide input and be a source of info for any CN project involving Defense Access Road \$\$\$	Inform if access points to RSA are included in the TIP. Help coordinate activities involving Defense Access road funds if available; A RSA representative sits on the MPO's TCC, and provides comments prior to plan adoption	N/A	E-mail to only review draft TIP per TCC (5/26/15)	No problems noted.	N/A

3.8.1 Database of Official Agency/Organizations Consulted

For Input Prior to Transportation Improvement Program Adoption

Agency or Organization	Name and Phone Number	Roles and Responsibilities	Key Decision Points For Contact	Date Contacted	How Contacted	Responses Received	Results & How Info was Used
Monte Sano State Park	Kent Wilbourne, Manager 534-3757	Can determine if proposed TIP projects would interfere with any growth plans for the park ; land conservation	Inform if access points to the park or projects in the park are included in the TIP	N/A	N/A	N/A	No new projects added in STPHV category that were not previously programmed by MPO resolution.
TARCOG	Nancy Robinson, Director 830-0818	Can determine if proposed TIP projects would interfere with any other regional plans; economic development	Contact during the draft phase of the plan. TARCOG sits on the MPO's TCC and Executive Committee, and provides comments prior to plan adoption	N/A	N/A	N/A	No new projects added in STPHV category that were not previously programmed by MPO resolution.
NASA	Melvin McKinstry, TCC Member 544-2121	Reviews plans in draft form and can provide comments	Contact during the draft phase of the plan. A NASA representative sits on the MPO's TCC, and provides comments prior to plan adoption	5/26/15	E-mail to only review draft TIP per TCC	No problems with the plan.	N/A
Ditto Landing (Huntsville Marina & Port Authority)	Nick Werner, Acting Director 882-1057	Reviews plans in draft form and can provide comments; land use and conservation of water resources/marina property	Contact during the draft phase of the plan. A Ditto Landing representative sits on the MPO's TCC, and provides comments prior to plan adoption	5/26/15	E-mail to only review draft TIP per TCC	No problems with the plan.	N/A
City of Huntsville Natural Resources Department	Danny Shea, Director 427-5750	Reviews plans in draft form and can provide comments; Monitors air quality and environmental quality in the City of Huntsville	Contact during the draft phase of the plan. A Natural Resources representative sits on the MPO's TCC, and provides comments prior to plan adoption	5/26/15	E-mail to only review draft TIP per TCC	No problems with the plan.	N/A

3.8.1 Database of Official Agency/Organizations Consulted

For Input Prior to Transportation Improvement Program Adoption

Agency or Organization	Name and Phone Number	Roles and Responsibilities	Key Decision Points For Contact	Date Contacted	How Contacted	Responses Received	Results & How Info was Used
City of Huntsville Planning Division	Dennis Madsen 427-5100	Assistant Director of Current or Long Range Planning; land use; economic development and growth	Inquire about any future project's interference with planned growth or development	N/A	N/A	N/A	No new projects added in STPHV category that were not previously programmed by MPO resolution.
City of Madison Planning Division	Amy Sturdivant 772-5644	Director of Planning; land use; economic development and growth	Inquire about any future project's interference with planned growth or development	N/A	N/A	N/A	No new projects added in STPHV category that were not previously programmed by MPO resolution.
Huntsville International Airport	Rick Tucker 772-9395	Director of Airport; economic development and growth; freight and inter-modal transportation; land use; airport operations; freight movement and logistics	Inquire about any future project's interference with the Airport's planned growth or development; contact if they are grant/earmark recipients to verify amounts entered by ALDOT in the TIP	5/26/15	E-mail to only review draft TIP per TCC	No problems with the plan.	N/A

3.8.2

Huntsville-Area Metropolitan Planning Organization (MPO) Public Comments at the ALDOT STIP Public Meeting

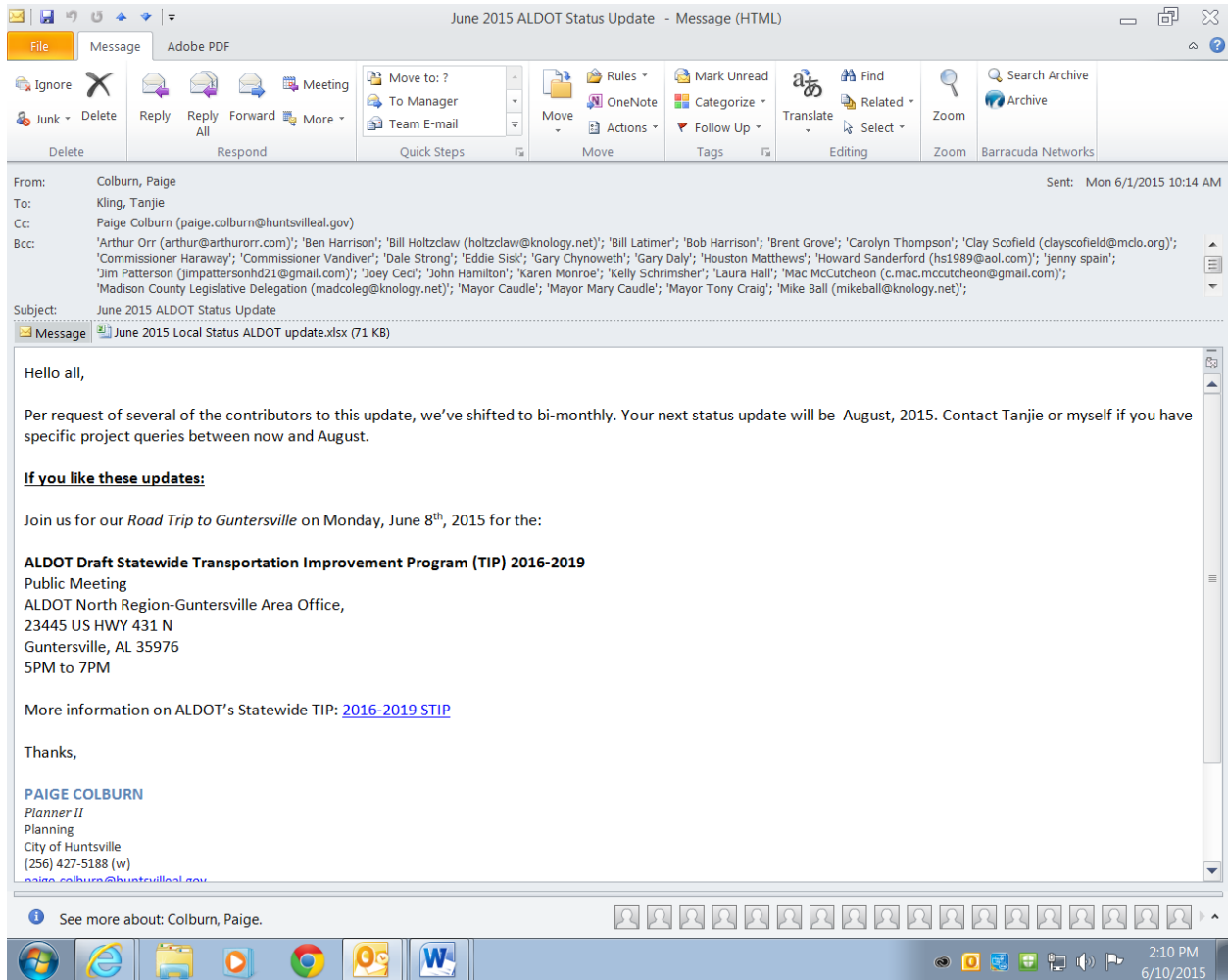
In addition to taking three of the MPO staff members to the ALDOT office in Guntersville, the Huntsville-Area MPO also advertised the “road trip” on the BIG Picture Huntsville’s Facebook page and in an email to a wide group of colleagues who receive monthly transportation updates from us. Many of the attendees at the STIP meeting in Guntersville were citizens from our MPO. (See email and FB notice as well as STIP public meeting sign-in sheets, pages 3-6.)

As such, our MPO staff made notes of comments from citizens of our MPO at the STIP meeting when those comments pertained to portions of our MPO’s 2016-2019 Draft TIP, as follows:

1. A citizen said: “The single most historic and significant project” AL has ever worked for is the Memphis to Atlanta corridor, which was included in prior versions of our MPO’s TIP. This project “is so needed” and “for it to fade away” saddened this citizen.
2. In reference to the removal of a HWY 72 widening project from our TIP, the project being moved forward to 2020, a citizen said: “The people of North Alabama and the state as a whole are suffering from petty squabbles.”
3. In reference to the Mastin Lake Road overpass project in our Draft 2016-2019 TIP, a citizen was “grateful” to see that project, but hopes “for a Winchester overpass” in the near future. That way “you can zip up to TN.”
4. A local citizen said “our roads are like a piece of broken glass and we gotta live with that,” in response to budget crises removing many projects from the STIP and local TIP.
 - a. Same citizen bemoaned infrastructure maintenance as “like a poor person re-patching pants over and over again.”
5. A citizen requested portion of the Memphis to ATL corridor be considered as an alternative to the scrapped Southern Bypass project for Huntsville.
 - a. This citizen wanted to see Hobbs Island Road as an alternate entrance to South Huntsville, to avoid going over Cecil Ashburn or Governors over the mountain when coming from Marshall County.
 - b. This citizen was distressed about the construction on Cecil Ashburn (to widen it) causing extreme traffic over the mountain on Governors for years.
6. A citizen requested I-565 be extended to Decatur.
7. A citizen requested HWY 53 be widened and expanded to four lanes all the way to TN state line, because ROW “land is cheap now!” and we should buy it before it gets expensive.
8. A shortcut from Huntsville to Chattanooga “would be great” one citizen said.
9. Two members of Bike Alabama from Huntsville had several specific questions and comments regarding the Church Street Phase 1 and Church Street Phase 2 portions of our TIP:

- a. “How do we know what’s in the plan?” specifically the engineering plans for bike lanes that are required along most of these new projects.
 - i. Bike lanes were included in plan after plan for Church Street Phase 2 and then the bike lanes just disappeared suddenly.
 - ii. Where did they go? Why were they removed?
 - iii. This section of Church Street is listed as a Bike Route in the City of Huntsville’s bike plan and bike maps.
 - 1. So it make sense to have bike lanes
 - 2. So why lose the bike lanes?
 - 3. Is there a sidewalk in the new plan?
- b. The same citizens expressed concern about the Zierdt Road expansion Greenway on the Southbound side.
 - i. Concern about “at least sixteen” Right Hand Turns (which are very dangerous for cyclists) going off Zierdt southbound into neighborhoods.
 - 1. A potential “death trap” for cyclist commuters that will
 - 2. “force them all into the traffic lanes, anyway,”
 - ii. Wants to see engineering plans for the Zierdt Road Greenway.

NOTE: In response to the above comments, ALDOT staff responded to citizens at the meeting, or referred them to the Huntsville Office - North Division of ALDOT to see the specific engineering plans for roads/bike access in question. So, ALDOT staff handled these public concerns on the spot.



Facebook page for The BIG Picture Huntsville. The page features a post about a road trip to Guntersville for a Statewide Transportation Improvement Program public meeting. The post includes a collage of images showing road views, a map, and a sign for the Alabama Creek Greenway. The post has 64 people reached and 170 people reached. The page also shows a sidebar with reviews, liked pages, and a chat window.

Page Messages Notifications 2 Insights Publishing Tools Settings Help

Would like to see the city consider adding some senior playgrounds, ... See More

Like Comment 1

REVIEWS

Tell people what you think

★★★★★

LIKED BY THIS PAGE

Madison County Alabama

Huntsville-Madison County Conventio...

South Huntsville Civic Association

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The BIG Picture Huntsville

Published by Planner Paige [?] · June 1 at 10:30am ·

Join our Road Trip to Guntersville for the Statewide Transportation Improvement Program public meeting! Monday, June 8, 2015, 5PM-7PM, at Guntersville ALDOT Office, 23445 US HWY 431 N, Guntersville, AL 35976.

STIP - Office Engineer

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64 people reached

Boost Post

Like Comment Share

THIS WEEK

15 Page Likes

250 Post Reach

Recent

2015

See Your Ad Here

The BIG Picture Huntsville

Our Study, Vision & Plan for the City of Huntsville, Alabama.

Like Page · 322 people like this page

Promote Page

170 people reached

Boost Post

Like Comment Share

Jennifer Kirkland Hart and Sarah Pitman like this.

Chat (2)

2:06 PM 6/10/2015

**PUBLIC INVOLVEMENT MEETING
NORTH REGION (GUNTERSVILLE AREA)**

June 8, 2015

			How Did You Here About This Meeting				
	Name	Representing	News Paper	Letter	Word of Mouth	Radio	Other
1	Troy Bell	ALDOT - N. Reg					
2	Ken Loggins						
3	Jimmy Carroll	OE - ALDOT					
4	Johnny Harris	ALDOT - N. Reg					
5	Les Hopson	ALDOT - N Reg					
6	Red Ellis	ALDOT - N Reg					
7	James Snider	ALDOT - N. Reg.					
8	TIM QUEST	TOWN OF GERALDINE					
9	LARRY Shellhorse	"					
10	Larry Lingerfelt	Geraldine					
11	Dan M. Barrow	—					
12	Tony Camp	ALDOT - N. Reg.					
13	Seth Burkett	ALDOT - N. Reg					
14	Lynn Wood	ALDOT - N. Reg.					
15	James Vanduser	Huntsville MPO					
16	Paige Colburn	Huntsville MPO					
17	Cindy McGrath	Advertiser/Idem ✓					
18	Tanjie Kling	Huntsville MPO					

1 OF 3

DRAFT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2016-2019

PUBLIC INVOLVEMENT MEETING

NORTH REGION (GUNTERSVILLE AREA)

June 8, 2015

		Name	Representing	How Did You Here About This Meeting				
				News Paper	Letter	Word of Mouth	Radio	Other
19		John Sweitzer	Real Estate					
20		MIKE Wynn	Hoover, Inc					
21		George Hamilton	Ala Bike					email
22		Jamie Miernik	Ala Bike					email
23		Steve Compher	HSV BASC					
24		Dwain Elder	City of Gunterville					
25		Harold Matthews	Marshall Co.					
26		Kerry Shumell	self					
27		Thomas Berry	self					
28		Edchi Allen						
29		Dwight Thompson	self					
30								
31								
32								
33								
34								
35								
36								