

**RESOLUTION 04-18**  
**HUNTSVILLE AREA TRANSPORTATION STUDY**  
**METROPOLITAN PLANNING ORGANIZATION**  
**AMENDMENT TO THE**  
**2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**WHEREAS**, the Huntsville-Area Metropolitan Planning Organization (MPO) is the organization designated by the Governor of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (amended by the FAST Act, Sections 1201 and 1202, December 2015); 42 USC 126 2000d-1, 7401; 23 CFR Parts 450 and 500; 40 CFR Parts 51 and 93; and

**WHEREAS**, federal regulations under the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and Fixing America's Surface Transportation (FAST) Act include Performance Based Planning and Programming (PBPP),

**WHEREAS**, the Huntsville-Area MPO, at the request of the Alabama Department of Transportation, proposes that the **FY 2016-2019 Transportation Improvement Program** be amended to add the following language:

**Performance Measures**

With the passage of the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), and following with the Fixing America's Transportation (FAST) Act in December of 2015, the United States Department of Transportation has elected to move towards a performance-based planning process. This process refers to the application of performance management principles to achieve desired outcomes for transportation facilities.

In Alabama, the performance based planning process manifests itself in several forms. 23 CFR Part 490 requires MPOs to develop performance targets related to safety, pavement condition, bridge condition, highway reliability, freight movement, traffic congestion, and emissions reduction. 49 CFR Part 625 requires the same for transit asset management. Separately, the FAST Act recommends that performance-based planning be worked into documents such as the Transportation Asset Management Plan (TAMP), Transit Asset Management Plan (TAM), Strategic Highway Safety Plan (SHSP), Highway Safety Improvement Program (HSIP), Statewide Freight Plan, Congestion Mitigation and Air Quality (CMAQ) Performance Plan, and the Congestion Management Plan.

23 CFR 450.326 mandates that a Metropolitan Planning Organization (MPO) include performance-based planning in its Transportation Improvement Program (TIP). More specifically, the TIP should include a description of each measure and target, a systems performance report, and the performance management agreement signed by each Metropolitan Planning Organization (MPO).

Description of Performance Measures and Targets

Category	Performance Measure	Performance Target
Safety	Number of Fatalities	1,010
	Rate of Fatalities	1.49
	Number of Injuries	8,369
	Rate of Serious Injuries	12.42
	Number of Non-Motorized Fatalities & Injuries	390
Transit	% of Revenue Vehicles that Exceeded ULB*	Reduce by 10%
	% of non-Revenue Vehicles that Exceeded ULB*	Reduce by 10%
	% of Facilities with Condition Rating < 3.0	No more than 20% rated < 3.0
Assets	% Pavement in Good Condition (Interstate)	N/A
	% Pavement in Poor Condition (Interstate)	N/A
	% Pavement in Good Condition (non-Interstate)	N/A
	% Pavement in Poor Condition (non-Interstate)	N/A
	% NHS Bridges in Good Condition	N/A
	% NHS Bridges in Poor Condition	N/A
System Performance	Reliable Person Miles on the Interstate	N/A
	Reliable Person Miles on the non-Interstate NHS	N/A
	Truck Travel Time Reliability	N/A
	Annual Hours of Peak Hour Excessive Delay	N/A
	Percent of Non-SOV	N/A
	Total Emissions Reduction	N/A

\* ULB = Useful Life Benchmark

Systems Performance Report

The Systems Performance Report provides a measure of how the TIP supports the performance-based planning process. This report will evaluate the progress made towards the achievement of performance targets.

The MPO adopted safety performance targets in February, 2018 and transit performance targets in June, 2017. In lieu of developing their own targets, the MPO elected to support the state’s safety and transit targets as referenced in the table above. No other targets have been established to date by the MPO. The Alabama Department of Transportation (ALDOT) adopted the Statewide Freight Plan in November of 2017 and ALDOT’s Transportation Asset Management Plan (TAMP) is currently in draft form.

The MPO will support the above-mentioned targets and state plans through the Transportation Improvement Program. The MPO will address new targets as they are adopted by the State or developed by the MPO per the Alabama Performance Management Agreement. Projects not in the TIP are added by resolution, at a meeting of the MPO, and in accordance with agreements and bylaws that the MPO has in place with state and member governments. Such projects will be evaluated to determine alignment with the performance targets.

**WHEREAS**, the MPO, at the request of the Alabama Department of Transportation, proposes that the Alabama Performance Management Agreement, upon execution by the Governor, be added to the **FY 2016-2019 Transportation Improvement Program**.

**NOW, THEREFORE, BE IT RESOLVED** that the Huntsville-Area MPO does hereby revise the **FY 2016-2019 Transportation Improvement Program (TIP)** to include the above-mentioned changes.

ADOPTED, this the 30<sup>th</sup> day of May 2018.

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

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

ATTEST:

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

**RESOLUTION 05-18**  
**HUNTSVILLE AREA TRANSPORTATION STUDY**  
**METROPOLITAN PLANNING ORGANIZATION**  
**AMENDMENT TO THE YEAR 2040 LONG RANGE TRANSPORTATION PLAN (LRTP)**

**WHEREAS**, the Huntsville-Area Metropolitan Planning Organization (MPO) is the organization designated by the Governor of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (amended by the FAST Act, Sections 1201 and 1202, December 2015); 42 USC 126 2000d-1, 7401; 23 CFR Parts 450 and 500; 40 CFR Parts 51 and 93; and

**WHEREAS**, federal regulations under the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and Fixing America's Surface Transportation (FAST) Act include Performance Based Planning and Programming (PBPP); and

**WHEREAS**, the Huntsville-Area MPO, at the request of the Alabama Department of Transportation, proposes that the **Year 2040 Long Range Transportation Plan** be amended to add the following language:

**Performance Measures**

With the passage of the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), and following with the Fixing America's Transportation (FAST) Act in December of 2015, the United States Department of Transportation has elected to move towards a performance-based planning process. This process refers to the application of performance management principles to achieve desired outcomes for transportation facilities.

In Alabama, the performance based planning process manifests itself in several forms. 23 CFR Part 490 requires MPOs to develop performance targets related to safety, pavement condition, bridge condition, highway reliability, freight movement, traffic congestion, and emissions reduction. 49 CFR Part 625 requires the same for transit asset management. Separately, the FAST Act recommends that performance-based planning be worked into documents such as the Transportation Asset Management Plan (TAMP), Transit Asset Management Plan (TAM), Strategic Highway Safety Plan (SHSP), Highway Safety Improvement Program (HSIP), Statewide Freight Plan, Congestion Mitigation and Air Quality (CMAQ) Performance Plan, and the Congestion Management Plan.

23 CFR 450.326 mandates that a Metropolitan Planning Organization (MPO) include performance-based planning in its Long Range Transportation Plan (LRTP). More specifically, the LRTP should include a description of each measure and target, a systems performance report, and the performance management agreement signed by each Metropolitan Planning Organization (MPO).

Description of Performance Measures and Targets

<b>Category</b>	<b>Performance Measure</b>	<b>Performance Target</b>
Safety	Number of Fatalities	1,010
	Rate of Fatalities	1.49
	Number of Injuries	8,369
	Rate of Serious Injuries	12.42
	Number of Non-Motorized Fatalities & Injuries	390
Transit	% of Revenue Vehicles that Exceeded ULB*	Reduce by 10%
	% of non-Revenue Vehicles that Exceeded ULB*	Reduce by 10%
	% of Facilities with Condition Rating < 3.0	No more than 20% rated < 3.0
Assets	% Pavement in Good Condition (Interstate)	N/A
	% Pavement in Poor Condition (Interstate)	N/A
	% Pavement in Good Condition (non-Interstate)	N/A
	% Pavement in Poor Condition (non-Interstate)	N/A
	% NHS Bridges in Good Condition	N/A
	% NHS Bridges in Poor Condition	N/A
System Performance	Reliable Person Miles on the Interstate	N/A
	Reliable Person Miles on the non-Interstate NHS	N/A
	Truck Travel Time Reliability	N/A
	Annual Hours of Peak Hour Excessive Delay	N/A
	Percent of Non-SOV	N/A
	Total Emissions Reduction	N/A

\* ULB = Useful Life Benchmark

Systems Performance Report

The Systems Performance Report provides a measure of how the LRTP supports the performance-based planning process. This report will evaluate the progress made towards the achievement of performance targets.

The MPO adopted safety performance targets in February, 2018 and transit performance targets in June, 2017. In lieu of developing their own targets, the MPO elected to support the state's safety and transit targets as referenced in the table above. No other targets have been established to date by the MPO. The Alabama Department of Transportation (ALDOT) adopted the Statewide Freight Plan in November of 2017 and ALDOT's Transportation Asset Management Plan (TAMP) is currently in draft form.

The MPO will support the above-mentioned targets and state plans through the Long Range Transportation Plan. The MPO will address new targets as they are adopted by the State or developed by the MPO per the Alabama Performance Management Agreement. Projects not in the LRTP are added by resolution, at a meeting of the MPO, and in accordance with agreements and bylaws that the MPO has in place with state and member governments. Such projects will be evaluated to determine alignment with the performance targets.

**WHEREAS**, the MPO, at the request of the Alabama Department of Transportation, proposes that the Alabama Performance Management Agreement, upon execution by the Governor, be added to the **Year 2040 Long Range Transportation Plan (LRTP)**.

**NOW, THEREFORE, BE IT RESOLVED** that the Huntsville-Area MPO does hereby revise the **Year 2040 Long Range Transportation Plan (LRTP)** to include the above-mentioned changes.

ADOPTED, this the 30<sup>th</sup> day of May 2018.

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

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

ATTEST:

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

**RESOLUTION NO. 06-18**  
**HUNTSVILLE AREA TRANSPORTATION STUDY**  
**METROPOLITAN PLANNING ORGANIZATION**  
**ADOPTION OF THE DRAFT FY 2019 UNIFIED PLANNING WORK PROGRAM**

**WHEREAS**, the Metropolitan Planning Organization (MPO) 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 23 USC 134 and 135 (amended by the FAST Act, Sections 1201 and 1202, December, 2015); 42 USC 126, 2000d-1, 7401; 23 CFR Parts 450 and 500; 40 CFR Parts 51 and 93; and

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

**WHEREAS**, consistent with the declaration of these provisions, the City of Huntsville Planning Division, as staff of the MPO, in cooperation with the Alabama Department of Transportation, has prepared a **Draft Unified Planning Work Program for Fiscal Year 2019**; and,

**WHEREAS**, pursuant to its duties, functions, and responsibilities, the Huntsville Area Transportation Study Metropolitan Planning Organization (MPO), in session this thirtieth day of May, 2018, did review and evaluate the aforementioned **Draft Unified Planning Work Program**;

**NOW, THEREFORE, BE IT RESOLVED** by the Huntsville Area Transportation Study Metropolitan Planning Organization (MPO) that the same does hereby adopt said **Draft Unified Planning Work Program for Fiscal Year 2019**.

Adopted, this the 30th day of May, 2018

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

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Secretary, Metropolitan Planning Organization

ATTEST:

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

**RESOLUTION 07-18**  
**HUNTSVILLE AREA TRANSPORTATION STUDY**  
**METROPOLITAN PLANNING ORGANIZATION**  
**ADOPTION OF THE FINAL 2018 PUBLIC PARTICIPATION PLAN**

**WHEREAS**, the Metropolitan Planning Organization (MPO) 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 23 USC 134 and 135 (amended by the FAST Act, Sections 1201 and 1202, December, 2015); 42 USC 126, 2000d-1, 7401; 23 CFR Parts 450 and 500; 40 CFR Parts 51 and 93; and

**WHEREAS**, 23 CFR Section 450, Subpart C, Section 316(a) requires Metropolitan Planning Organizations to develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process; and

**WHEREAS**, the US Department of Transportation requires specific public involvement actions to occur as a result of the legislation including a minimum comment period of 45 days before the public involvement process is initially adopted or revised [23 CFR 450.316(a)(3)]; and

**WHEREAS**, the Metropolitan Planning Organization has prepared a **Final 2018 Public Participation Plan for Transportation Planning in the Huntsville Metropolitan Planning Area** in accordance with federal legislation; and

**WHEREAS**, the Metropolitan Planning Organization has made available a **Final 2018 Public Participation Plan for Transportation Planning in the Huntsville Metropolitan Planning Area** for public review for a period of 45 days or more;

**THEREFORE, BE IT RESOLVED** by the Metropolitan Planning Organization of the Huntsville Area Transportation Study that it hereby adopts the **Final 2018 Public Participation Plan for Transportation Planning in the Huntsville Metropolitan Planning Area**.

ADOPTED, this the 30<sup>th</sup> day of May 2018.

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

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Secretary, Metropolitan Planning Organization

ATTEST:

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