



DRAFT FY 2020 - 2023 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 (ALDOT)
Adopted by the Metropolitan Planning Organization (MPO)
Tentative: August 28, 2019

DRAFT FY 2020 - 2023

Transportation Improvement Program

This document is posted at:

<http://www.huntsvillempo.org>

For further information, please contact

Shontrill M. Lowe, Transportation Planner III

City of Huntsville Planning Division,

Huntsville, Alabama

E-mail: shontrill.lowe@huntsvilleal.gov

This report was financed in part by the U.S. Department of Transportation, Federal Highway Administration, the Federal Transit Administration, the Alabama Department of Transportation, and the City of Huntsville in partial fulfillment of Task 3.2 of the Final FY 2019 Unified Planning Work Program.

This document is produced by the Planning Division of the City of Huntsville, Alabama as staff to the Metropolitan Planning Organization, in fulfillment of requirements set forth in Title 23 USC 134 and 135, amended by MAP-21, Sections 1201 and 1202, July 2012. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation. Adopted by the Metropolitan Planning Organization on August 28, 2019.

Huntsville Area

Metropolitan Planning Organization Board

Dale Strong, Chairman

Tommy Battle, Mayor

Paul Finley, Mayor

Dr. Jennie Robinson

Curtis Craig, Mayor

Mary Caudle, Mayor

Curtis Vincent

Clint Andrews (non-voting)

Nicole Spivey (non-voting)

Ed Phillips (non-voting)

Nancy Robertson (non-voting)

Madison County Commission

City of Huntsville

City of Madison

Huntsville City Council

Town of Owens Cross Roads

Town of Triana

Alabama Department of Transportation (ALDOT)

Federal Highway Administration

Federal Transit Administration

ALDOT Bureau of Transportation Planning & Modal Programs

Top of Alabama Regional Council of Government

DRAFT

Technical Advisory Committee

Director of Urban Development,

Shane Davis, Transportation Planning Coordinator

City of Huntsville

Nicholas Nene, Traffic Improvements Project Manager

Trey Riley, City Attorney

Michelle Gilliam Jordan, Director of Community Development

Scott Cardno, Director of Natural Resources and Environmental Management

City of Madison

Mary Beth Broeren, Director of Planning

Gary Chynoweth, City Engineer

Madison County

Richard Grace, County Engineer

Federal Highway Administration

Clint Andrews

Federal Transit Administration

Nicole Spivey

Madison County Planning and Economic Development

Anne Burkett, Director

Huntsville Housing Authority

Quisha Riche

Huntsville Marina & Port Authority

Brandi Quick

Huntsville Planning Commission

Les Tillery, Chairman

Huntsville-Madison Co. Airport Authority

Rick Tucker, Executive Director

Alabama Department of Transportation

Bryan Fair

Allen Teague

Top of Alabama Regional Council of Governments

Lucas Blankenship

Redstone Arsenal

Kaela McGuire

Huntsville Utilities

Glen Partlow

Carson Smith

Limestone County Engineer (Ex Officio)

Marc Massey

Limestone County Assistant Engineer (Ex Officio)

Hunter Daws

Marshall Space Flight Center

Melvin McKinstry

U.S. Space & Rocket Center

Diana Standridge

Huntsville-Madison County Railroad Authority TBD

DRAFT

Citizens' Advisory Committee

***Tony Smith, Chair
David Cousins
Trent Griffin
Russ McDonald
Jennifer Nelson
John Ofenlock
Todd Slyman
Gary Whitely
Taron Thrope
Chris Robinson
Larry Mason
Patrick Mason
Scott Baker
Larry Furlough
Luis Ferrer
Jurlene Rogers***

***City of Huntsville
City of Huntsville
City of Huntsville
City of Huntsville
City of Huntsville
City of Huntsville
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***

DRAFT

Huntsville Area Metropolitan Planning Organization Staff

Shane Davis,
Director of Urban Development

Michelle Jordan,
Director of Planning

Dennis Madsen,
Manager of Urban and Long-Range Planning

Shontrill Lowe,
Planner III

James Moore,
Planner III

Paige Colburn,
Planner II

James Vandiver,
Planner II

Left blank for Adoption Resolution

Left blank for MPO Self Certification Adoption Resolution

Left blank for Table of Contents

Introduction

1.0 PURPOSE

The purpose of the Transportation Improvement Program (TIP) is to provide a prioritized list of all transportation projects in Huntsville Area Metropolitan Planning Organization's (MPO) funded from federal and state sources over the next 4-year period. Projects are programmed by Alabama Department of Transportation (ALDOT) and are consistent with the Huntsville Area MPO adopted Long-Range Transportation Plan (LRTP) and priority transportation projects. Projects in the TIP cover all modes of transportation and include locally funded and managed transportation projects as well as regionally significant projects (regardless of funding source) and may be capital or non-capital projects.

On a four-year timeframe, the TIP is developed by the Huntsville Area 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, ALDOT, 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 Board. Once approved locally, the TIP is forwarded to ALDOT, where it becomes a part of the Statewide Transportation Improvement Program (STIP). The TIP is a financially feasible program and displays the priorities of multi-modal transportation improvement projects as adopted by state and local governments and transit agencies in Huntsville Area MPO.

2.0 MPO ORGANIZATION

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 Metropolitan Planning Organization's (MPO). The agreement was further updated on June 14, 1976 to meet the planning requirements of the Federal Highway Administration (FHWA) 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 (ISTEA), and again on

February 20, 2009 to meet the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Finally, in November, 2015 the agreement was updated and adopted with considerations for the Fixing America's Surface Transportation (FAST) Act.

Generally, the transportation planning process must have a coordinated organization to be effective. 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 Local Bureau of Transportation Planning of ALDOT 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 FHWA and the Federal Transit Administration (FTA) as a Transportation Management Area (TMA). 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 TMA, and any additional area upon the request of the Governor and MPO designated for the area. In addition to meeting all 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. These additional actions and responsibilities are delineated in 23 USC 134 (k) and (l); which can be found here:

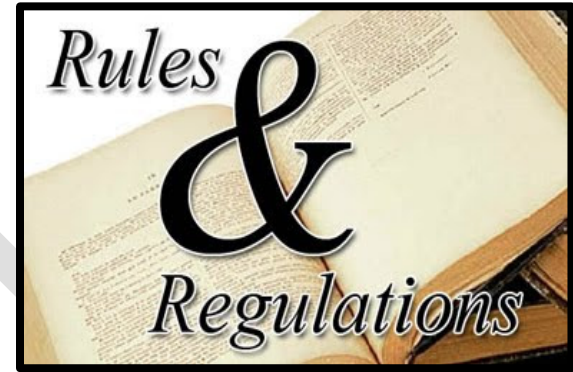
<https://www.fhwa.dot.gov/map21/docs/title23usc.pdf>

3.0 MAP-21/FAST ACT REGULATIONS FOR THE TIP

The Fixing America's Surface Transportation (FAST) Act § 1201; 23 U.S.C. 134 is a funding and authorization bill to govern United States federal surface transportation spending. It was passed by Congress on December 3, 2015, and President Barack Obama signed it on December 4.

Each metropolitan planning organization (MPO) is required, under 49 U.S.C. 5303(j), to develop a Transportation Improvement Program (TIP), covering a period of at least four years. The TIP must be developed in cooperation with the state and public transit providers. The TIP should include capital and non-capital surface transportation projects, bicycle and pedestrian facilities and other transportation enhancements, Federal Lands Highway projects, and safety projects included in Alabama's Strategic Highway Safety Plan. The TIP should include all regionally significant projects receiving FHWA or FTA funds, or for which FHWA or FTA approval is required, in addition to non-federally funded projects that are consistent with the Long-Range Transportation Plan(LRTP). Furthermore, the TIP must be fiscally constrained.

The FAST Act continues the MAP-21 approach to formula program funding, authorizing a lump sum total instead of individual authorizations for each program. The FAST Act continues most of the metropolitan planning requirements that were in effect under MAP-21.





4.0 CONSISTENCY WITH OTHER PLANS

The projects included in the TIP are consistent with adopted short and long-range transportation plans as well as the master plans of other agencies and jurisdictions in Huntsville Area MPO.

Transportation projects which involve federal participation will also be consistent with the current and upcoming Huntsville-Area MPO Long Range Transportation Plan (LRTP), MPO Congestion Management Plan, and/or Huntsville International Airport Master Plan. The City of Madison 2040 Transportation Plan is also developed in partnership with the MPO, using MPO modeling software. Transit projects programmed for Huntsville Shuttle and Madison County TRAM are consistent with the 2015 Human Services Coordinated Transportation Plan Huntsville Transit Study 2019. Documentation of the overall planning process is provided in the Final 2018 Public Participation Plan for the Huntsville Metropolitan Transportation Planning Area.

5.0 SCOPE OF THE PLANNING PROCESS

The 2020-2023 TIP planning process scope includes all federally funded and regionally significant surface transportation and public transit projects planned for the Huntsville MPO study area in the four fiscal years of 2020 through 2023. The planning process also incorporates the ten key general scope considerations set in USC 23 134 (h) as detailed in the 2040 LRTP and the 2016-2019 TIP.

6.0 PLANNING EMPHASIS AREAS

FHWA and FTA identifies Planning Emphasis Areas (PEAs) annually to promote themes for consideration in the transportation process. For Fiscal Year 2020, the three key planning themes are the same as those listed in detail in the MPO's 2016-2019 TIP as well as the 2040 LRTP: **MAP-21 Integration, Models of Regional Planning Cooperation, and Ladders of Opportunity.**

7.0 PUBLIC PARTICIPATION PLAN



On January 15, 2014, the MPO approved a public involvement process, including a Limited English Proficiency Plan, detailed in the Public Participation Plan for Huntsville Metropolitan Transportation Planning Area (PPP). This document includes provisions to develop, review, adopt, and amend the TIP. The PPP was most recently revised by the MPO Board during a public hearing on April 10, 2018 to create the current 2018 PPP. The public involvement procedures outlined in the 2018 PPP were followed during the

development of this document.

8.0 TITLE VI

The Huntsville Area 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 TIP 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 TIP.

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/)

Transportation agencies that take a more proactive approach to the implementation of Title VI to identify and avoid disproportionately high and adverse effects on minority and low-income populations will reduce potential conflicts while simultaneously complying with other legislation.

Furthermore, the MPO has adopted a Title VI Documentation Limited English Proficiency Plan, as part of its Final 2018 Public Participation Plan for Huntsville Metropolitan Transportation 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.

9.0 LIVIABILITY

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

These **Livability Principles** have been measured against a series of **Livability Indicators** in many other MPO planning documents, such as the current 2016-2019 TIP, the 2040 LRTP, and the FY 2019 UPWP.

For the purposes of the 2020-2023 TIP the MPO, in partnership with ALDOT, is developing new **Livability Indicators** to better align the principles with new performance measurement metrics as well as additional factors not used in earlier MPO planning documents. These new **Livability Indicators** will be included in an appendix of the Final 2020-2023 TIP when adopted in August, as well as the 2045 LRTP to be adopted in March, 2020.

10.0 CONGESTION MANAGEMENT PROCESS (CMP)



As a designated TMA, the Huntsville-Area MPO is required to develop and maintain a comprehensive congestion management process.

In 2014, in conjunction with the development of the current LRTP, the MPO developed a Congestion Management Plan, or CMP, published as the *Huntsville Area Transportation Study Congestion Management Report on Mobility*. The Congestion Management Plan is included in Section 8 of the Huntsville-Area MPO 2040 Transportation Plan and is discussed in detail here:

<http://www.huntsvillempo.org/congestion-management-plan/>

The CMP details a series of strategies to alleviate traffic congestion, including Transportation System Management and Operations (TSMO) and Travel Demand Management (TDM) strategies. Several key corridors are listed for improvement in the CMP as part of the TSMO strategy and various alternative modes of transportation are encouraged as part of the TDM strategy.

10.1 ENVIRONMENTAL MITIGATION

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. 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 transportation network. The TIP provides a mechanism for further formal environmental work to be performed through the scheduling of preliminary engineering (PE) phases of each project.

11.0 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.

12.0 AIR QUALITY PLANNING

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.

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. 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.

13.0 FINANCIAL PLAN

Projects in the TIP are financially constrained each fiscal year. The projects identified in the TIP can be implemented using current and proposed revenue sources that are reasonably expected to be in place when needed. Existing and anticipated revenues are the basis for the ALDOT Work Program and local Capital Improvement Plans (CIP). The plan includes highway, transit, aviation, bicycle and pedestrian facilities, and multi-use trails. The TIP also contains support related to interstate construction, interstate maintenance programs, and fixed guide-way modernization.



constrained each fiscal year. The projects identified in the TIP can be implemented using current and proposed revenue sources that are reasonably expected to be in place when needed. Existing and anticipated revenues are the basis for the ALDOT Work Program (CIP). The plan includes highway, transit, aviation, bicycle and pedestrian facilities, and multi-use trails. The TIP also contains support related to interstate construction, interstate maintenance programs, and fixed guide-way modernization.

14.0 PROJECT SELECTION

Amendments and modifications other than for new projects can be requested quarterly at the Huntsville-Area MPO subcommittee and Board meetings. Requests for technical studies can be made at any time to be included in the next quarterly meeting. Amendment recommendations are reviewed and final changes are adopted by the MPO Board. Then the TIP will be submitted to ALDOT for approval and then Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). This process will be conducted in accordance with federal requirements in the MPO planning process.

15.0 CERTIFICATION

A joint review of the Huntsville-Area MPO's planning process is conducted with ALDOT. 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.

The purpose of this review is to evaluate the effectiveness of the planning process and to determine its compliance with applicable federal and state requirements. The referenced parties jointly certify, pursuant to Code of Federal Regulations (CFR) Section 450.336 (b), "Metropolitan Transportation Planning Process: Certification," that the metropolitan transportation planning process in the Huntsville Urbanized Areas is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements.

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.

A 2019 self-certification process is ongoing and will be included as an appendix in the Final 2020-2023 TIP to be adopted in August, 2019.

16.0 REGIONALLY SIGNIFICANT PROJECTS

The TIP is required to include all Regional Significant Projects (RSP) that are funded with federal and/or nonfederal funds. All regionally significant projects that will be fully or partially funded with FHWA, FTA, and state funds are included in the project listings section of the TIP. Projects that are regionally significant and funded with other sources, such as the upcoming funds from the recently approved gas tax increase, will be listed in the Final 2020-2023 TIP, as discussions among member jurisdictions as to the prioritization of new projects is ongoing.

The current and upcoming Huntsville-Area MPO LRTP will provide more information and full project costs. The best way to access the current 2040 Huntsville-Area MPO LRTP will be online at <http://www.huntsvillempo.org/>.

17.0 FREIGHT PLANNING



The efficient movement of freight through the region plays an important role in the quality of life and economic vitality of the area. Therefore, planning for the effective transport of goods is a key component of the region's long-range transportation plan.

Currently, the urban area has excellent linkages between the Huntsville International Airport and the highway system via I-565 which facilitate the movement of freight. The International Intermodal Center (IIC) is located at the airport and is connected by spur to a main line of the Norfolk Southern Railroad. However, there is currently no direct connection to the Tennessee/Tombigbee Waterway which is approximately 5.5 miles south of the airport at the Tennessee River.

The various modes of transportation that are either available or are being investigated in the region are airports, air cargo, train freight, and truck freight. Each is an important component of an efficient intermodal freight transportation system.

The Huntsville-Madison County Airport Authority began the Huntsville International Airport Master Plan process in October 2016 with funding by a grant from the Federal Aviation Administration. It is working closely with the City of Huntsville's Comprehensive Master Plan, "The BIG Picture," to form a cohesive vision for the future. The plan includes a five-year, 10-year and 20-year capital improvement program addressing future development of the airport.

18.0 PERFORMANCE MEASUREMENT

Background

In compliance with the Joint Planning Rule from FWHA (23 CFR 450 and 771) and FTA (49 CFR 613), under the MAP-21 and the FAST Act, State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) are to implement a performance-based approach to planning and programming activities. This includes setting data-driven performance targets for transportation performance measures. This approach supports the national goals for the federal-aid highway and public transportation programs. The seven goals are as follows: 1) Improving Safety, 2) Maintaining an Infrastructure Asset System in a State of Good Repair, 3) Reducing Traffic Congestion, 4) Improving the Efficiency of the Surface System, 5) Freight Movement and Economic Vitality, 6) Protecting the Environment, and 7) Reducing Project Delivery Delays.

Under the 23 CFR 490, the DOTs and MPOs are required to establish targets for applicable national performance measures. The Safety Performance Measures (PM1), Bridge/Pavement Measures (PM2), the System Performance Measures (PM3), and the FTA's Transit Asset Management (TAM) Targets have been adopted by ALDOT and the Huntsville-Area MPO. Some targets are required to be set on an annual basis while others are set on two (2)-year and four (4)-year cycles.

ALDOT and the MPOs, along with the Transit Providers, have a cooperative agreement in place to coordinate the development of the targets, the sharing of information related to the transportation performance measures, selection of targets, and reporting requirements.

ALDOT Performance Measures & Targets

FHWA Safety Performance Measures (PM1) (Annual Targets)	Calendar Year 2019 Targets	
Number of Fatalities	932	
Rate of Fatalities (per 100 million Vehicle Miles Traveled)	1.33	
Number of Serious Injuries	8469	
Rate of Serious Injuries (per 100 million Vehicle Miles Traveled)	12.08	
Number of Non-motorized fatalities and serious injuries	394	
FHWA Bridge/Pavement Performance Measures (PM2)	2-Year Target	4-Year Target
% of Pavements of the Interstate System in Good Condition	n/a	50.0%
% of Pavements of the Interstate System in Poor Condition	n/a	5.0%
% of Pavements of the Non-Interstate NHS in Good Condition	40.0%	40.0%
% of Pavements of the Non-Interstate NHS in Poor Condition	5.0%	5.0%
% of NHS bridges in Good condition by deck area	27.0%	27.0%
% of NHS bridges in Poor condition by deck area	3.0%	3.0%
FHWA System Performance Measures (PM3)	2-Year Target	4-Year Target
% of Person-Miles Traveled on the Interstate that are Reliable	96.4%	96.4%
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	n/a	93.6%
Truck Travel Time Reliability (TTTR) Index on the Interstate	1.20	1.21
Congestion Mitigation and Air Quality (CMAQ)* On-Road Mobile Source Emissions		
Total Emission Reductions: PM2.5	20.830	42.413
Total Emission Reductions: NOx	168.590	312.667
Total Emission Reductions: VOC	17.207	32.429
Traffic Congestion		
Annual Hours of Peak Hours Excessive Delay (PHED) per capita	n/a for this period	
% Non-Single Occupancy Vehicle Travel (SOV)	n/a for this period	

DRAFT TIP 2020 through 2023

Adoption date set for: August 28, 2019

FTA State of Good Repair Performance Measures	2018
% of Rolling Stock (Revenue vehicles) meet or exceed Useful Life Benchmark (ULB)	Reduce inventory by 10%
% of Equipment (over \$50K) meet or exceed Useful Life Benchmark (ULB)	Reduce by 10%
% of FTA-funded Facilities with condition rating below 3.0 (average) of FTA Average TERM Scale	No more than 20% of facilities rate less than average
% of FTA-funded Facilities with condition rating below 3.0 (average) of FTA Average TERM Scale	No more than 20% of facilities rate less than average

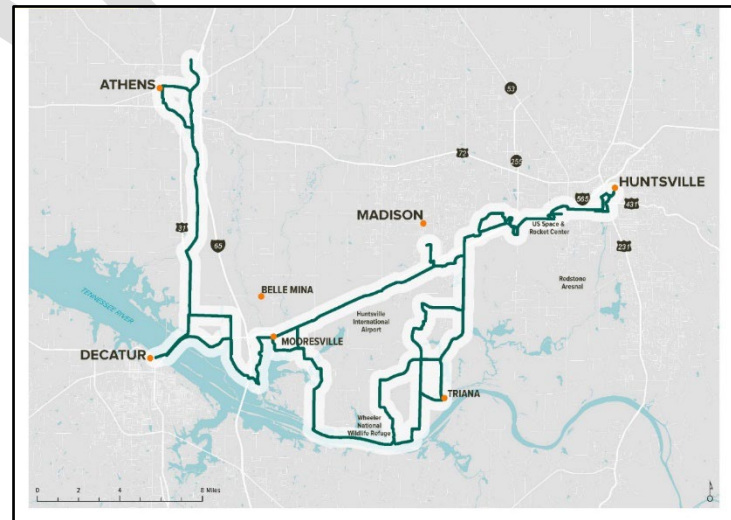
19.0 HUNTSVILLE-AREA MPO’S PROGRESS TOWARDS MEETING SAFETY TARGETS

The Huntsville-Area MPO supports the ALDOT Performance Management targets by programming projects in the TIP that directly impact those targets. Each project listed in the TIP has a Performance Measurement indicator listed under the project. This lists which is of ALDOT’s Performance Measurement targets this project supports.

20.0 BICYCLE AND PEDESTRIAN PLANNING

MPO Staff is currently in the process of developing an MPO-Area Bicycle Plan. The new plan will list 78 Bicycle Analysis Zones (BAZ) for the entire MPO study area. BAZ will be designated areas based on Census tracts used to assess the area’s existing assets such as bike routes, greenways, parks, and recreational activities. This additional information may encourage novice cyclists to ride.

The maps developed for this plan will include an Ease of Use Guide, which will rank all bicycle routes listed in the plan as “Low Stress”, “Moderate Stress”, or “High Stress,” so potential riders will understand how difficult a bicycle route may be for recreational and commuter riding.





As for pedestrian planning, each member jurisdiction has ongoing sidewalk and greenway planning efforts. Each member jurisdiction is annually encouraged to apply for Transportation Alternatives (TA) funding. Current TA funded projects in the MPO area are listed in the projects section of this TIP. Additionally, the MPO supports the regional greenway effort called the Singing River Trail, www.singingrivertrail.com

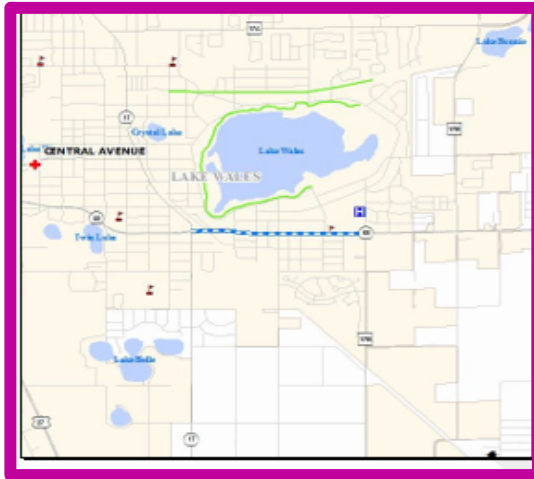
21.0 HOW TO USE THE TIP

The normal project production sequence is to have a Project Design and Environment (PE) phase, a Utilities (UT) phase, a Right of Way (RW) phase and a Construction (CN) phase. Some projects may not have a RW phase if land is not needed to complete the project.

Although some projects started before this TIP cycle and some projects will end after this TIP cycle, project costs shown on the specific project pages only include costs for the next four years of the project. The total shown may not be the total cost of the project depending on when the project began and/or when it is scheduled to be completed. If the CN phase is not on the TIP page, then the entry will probably not be reflective of the total project cost. For some projects, such as a resurfacing, safety, or operational project, there may not be a total cost provided but rather additional details on that program. A typical project page of the TIP is shown below with parts of the page highlighted.

100061222

ADDITIONAL LANES ON CR-93 (WINCHESTER ROAD)



Work Summary: ADDITIONAL LANES

From: CR-983 (DOMINION CIRCLE)

To: CR-406 (NAUGHER ROAD)

Lead Agency: CITY OF HUNTSVILLE Length: 2.30 mi

Phase	Fund Source	2020	2021	2022	2023	Total
CN	ATRP	\$10,385,000	0	0	0	\$15,500,000
	Fed	\$5,115,000				
	Local					
Total		\$15,500,000	0	0	0	\$15,500,000

Prior Year Cost:	0
Future Year Cost:	0
Total Project Cost:	\$15,500,000
LRTP:	TBD
Project Description:	ADDITIONAL ROADWAY LANES
Performance Measurement:	PM 1 Safety, PM 3 NHS, Freight

Legend:
ALDOT Project number
ALDOT Project Description
Phase, Funding Source,
Funding Breakdown,
Fiscal Year, and Total Cost
Project Map
Additional Information

**Obligated Federally Funded Projects for
FY 2018
(10/01/2018 – 09/30/2019)**

DRAFT

Federal-Aid Projects Obligated in FY 18
(October 1, 2017 – September 30, 2018)

<u>Project</u>	<u>Phase</u>	<u>TIP Requested Amount</u>	<u>Obligated Amount</u>	<u>Sponsoring Agency</u>	<u>Planned Future Funding</u>
I-565 Interchange Improvements at Greenbrier Road	CN	\$11,500,000	\$14,777,194	ALDOT	N/A
Resurface and Safety Improvements (Access Management and Intersection Modifications) on US-72 from Perimeter Pkwy to Memorial Pkwy	FM	\$3,361,280	\$4,350,094	ALDOT	N/A
Widening and Realignment of Church St. from Monroe to Pratt and Realignment of Pratt including bridge replacement over Pinhook Creek	CN	\$10,988,206	\$13,856,848	City of Huntsville	N/A
Zierdt Road Southbound Lanes and Greenway from Martin Road to Madison Boulevard with intersection improvements	CN	\$16,800,000	\$20,524,941	City of Huntsville	N/A
Additional Lanes on Martin Road from Old Jim Williams to Zierdt Road	CN	\$12,000,000	\$11,350,099	City of Huntsville	N/A
Add Turn Lanes on East Limestone Road from McElmore Cir to East Limestone School	CN	\$988,111	\$998,642	Limestone County	N/A
Resurfacing on Harvest Road From SR-251 to Love Branch Rd	CN	N/A	\$1,114,701	Limestone County	N/A
Balch Road from Browns Ferry to Gooch Lane 2 ft safety widening and resurfacing	PE	\$150,000	\$150,000	City of Madison	CN: FY 2019
Bridge Replacement Old HWY 20 over Limestone Creek Disaster AL 2016-01	RW	\$50,000	\$50,000	Limestone County	UT: FY 2019 CN: FY 2019
Roundabout on Balch Road at Gillespie Road	PE	\$75,000	\$67,500	City of Madison	CN: FY 2019
Surface Treatment on I-565 from Mooresville Rd to Beaverdam Creek Bridge	MC	N/A	\$1,000,000	ALDOT	N/A
Operational and Safety Analysis Study on US-72 from Shields to Brock Road	SP	N/A	\$126,250	ALDOT	N/A
Section 5317 Transit – Genesis Residential Capital Rolling Stock	TR	N/A	\$37,731	ALDOT	N/A
Section 5310 Transit- ARC of Madison County Capital Rolling Stock- 5 mini vans	TR	N/A	\$188,655	ALDOT	N/A
Transit Madison County Rolling Stock FY 2018 (2 mini vans)	TR	\$110,000	\$112,314	Madison County	N/A
Section 5317 Transit – Genesis Residential Operating FY 2018	TR	N/A	\$70,220	ALDOT	N/A

PE – Preliminary Engineering RW – Right of Way Acquisition CN – Construction FM – Maintenance TR – Transit Program MC- Maintenance Construction SP – Safety Program



DRAFT FY 2020 - 2023 Transportation Improvement Program



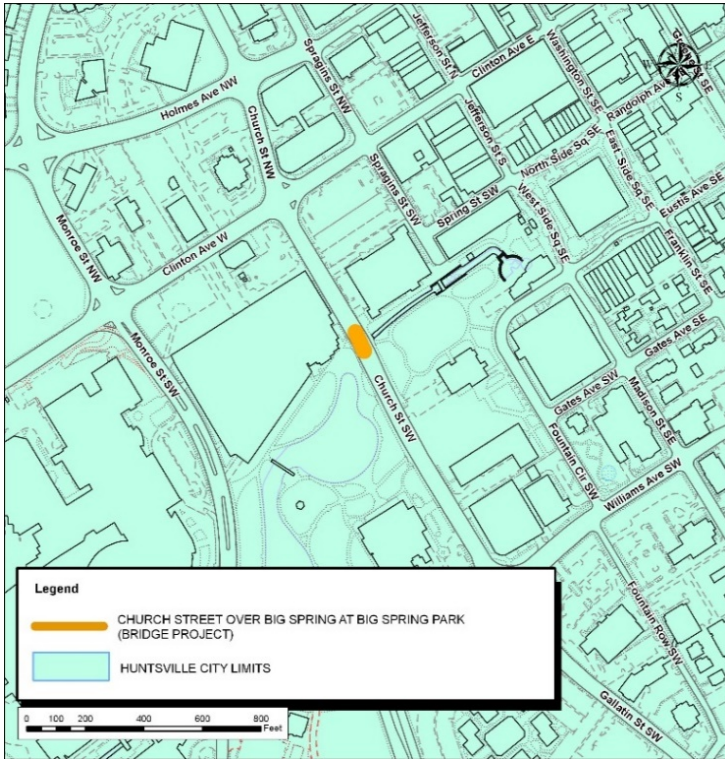
Prepared by the City of Huntsville Planning Division
in Cooperation with the Bureau of Transportation Planning & Modal Programs,
Alabama Department of Transportation
Adopted by the Metropolitan Planning Organization
Tentative: August 28, 2019

2.4.1

Surface Transportation Attributable Projects

100051834
100051835

CHURCH STREET BRIDGE OVER BIG SPRING AT BIG SPRING PARK



Work Summary: BRIDGES AND APPROACHES

From:

To:

Lead Agency: CITY OF HUNTSVILLE

Length: 0.00 mi

Phase	Fund Source	FY 2020	2021	2022	2023	Total
UT	STP08 Fed	\$276,612	0	0	0	\$276,612
CN	STP08 Fed	\$252,000	0	0	0	\$252,000
CN	STP09 Fed	\$950,000	0	0	0	\$950,000
CN	STHVM Fed Local	\$2,870,393 \$717,598	0	0	0	\$3,587,992
Total		\$5,066,604	0	0	0	\$5,066,604

Prior Year Cost: \$768,000

Future Year Cost: 0

Total Project Cost: \$5,066,604

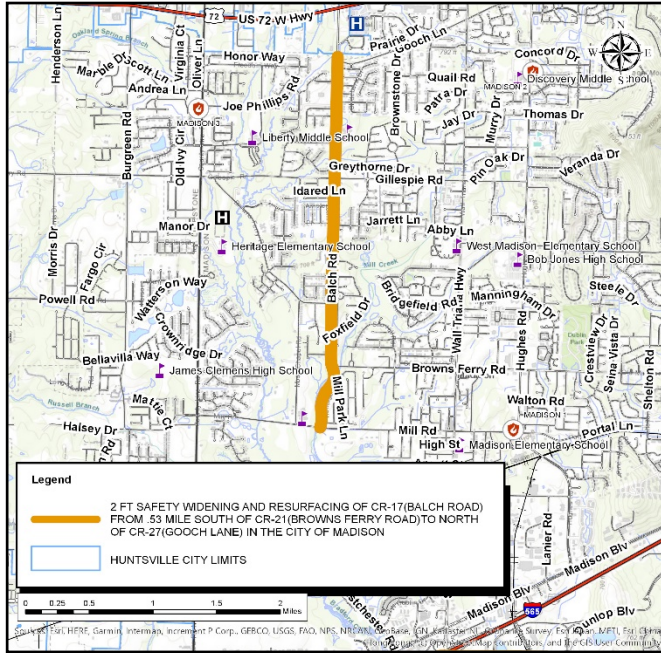
Project Description: BRIDGES AND APPROACHES

Performance Measurement: PM 1 Safety, PM 2 Pavement and Bridge Conditions

DRAFT TIP 2020 through 2023

Adoption date set for: August 28, 2019

100046745 2 FT SAFETY WIDENING AND RESURFACING OF CR-17(BALCH ROAD)



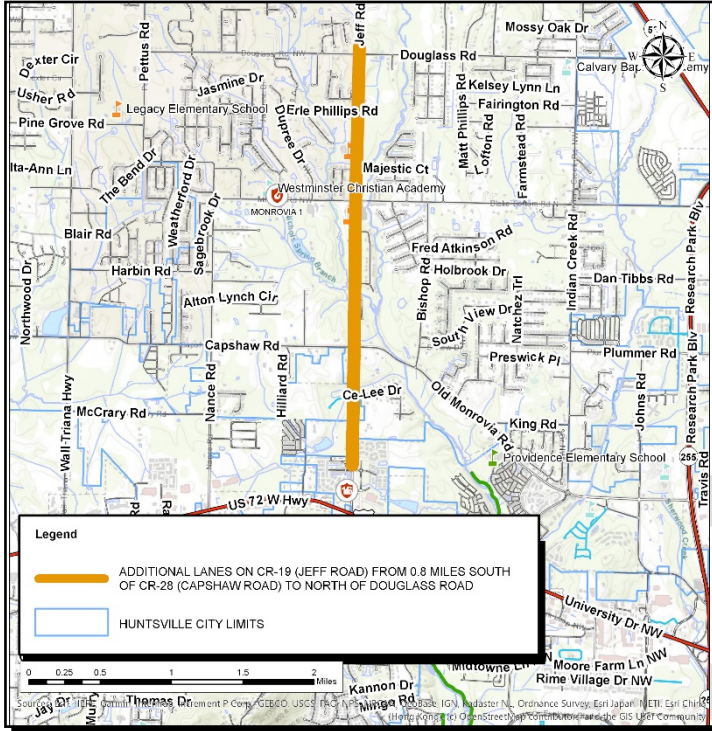
Work Summary: WIDENING AND RESURFACING (RDWY)
From: .53 MILE SOUTH OF CR-21(BROWNS FERRY ROAD)
To: NORTH OF CR-27(GOOCH LANE)
Lead Agency: CITY OF MADISON **Length:** 2.45 mi

Phase	Fund Source	FY 2020	2021	2022	2023	Total
CN	ULHV	0	0	\$160,000 Fed \$40,000 Local	0	200,000
CN	ST	0	0	\$621,645.50 Fed \$155,411.38 Local	0	\$777,057
CN	GSPH5	0	0	\$704,246.50 Fed	0	\$704,247
Total		0	0	\$1,681,304	0	\$1,681,304

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$1,681,304
Project Description: WIDENING AND RESURFACING (RDWY)
Performance Measurement: PM 1 Safety, PM 2 Pavement Conditions

100062241
100062256

ADDITIONAL LANES ON JEFF ROAD (CR-19)



Work Summary: ADDITIONAL ROADWAY LANES
From: DOUGLASS ROAD
To: SR-53
Lead Agency: Madison County

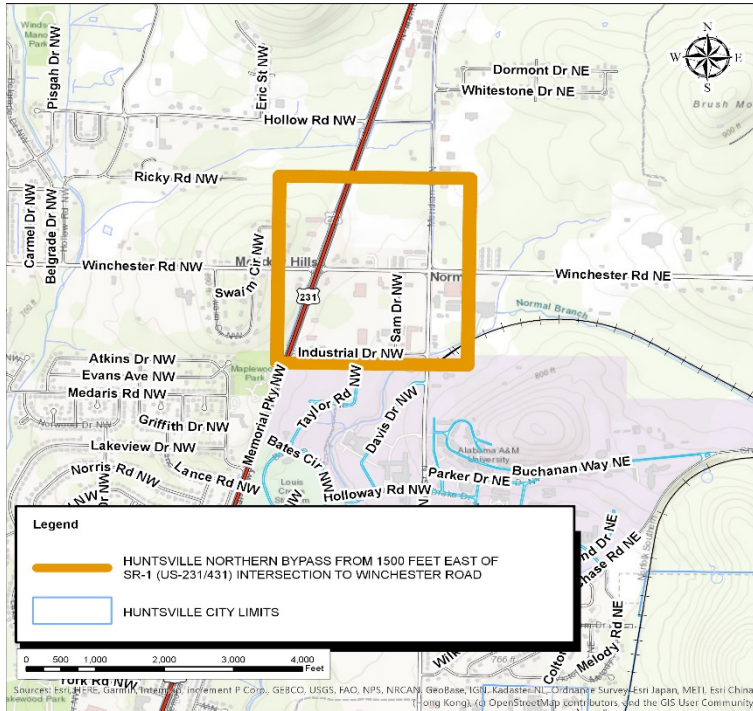
Length: 3.20 mi

Phase	Fund Source	FY 2020	2021	2022	2023	Total
PE	STPHV	\$800,000 Fed \$200,000 Local	0	0	0	\$1,000,000
RW	STHVE		0	\$1,800,000 Fed \$450,000 Local	0	\$2,250,000
Total		\$1,000,000	0	\$2,250,000	0	\$3,250,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$3,250,000
Project Description: ADDITIONAL ROADWAY LANES
Performance Measurement: PM 1 Safety, PM 2 Pavement Condition

100062236
 100062237
 100062238

HUNTSVILLE NORTHERN BYPASS



Work Summary: GRADE, DRAIN, BASE AND PAVE
From: 1500 FEET EAST OF SR-1 (US-231/431) INTERSECTION
To: WINCHESTER ROAD
Lead Agency: TBD **Length:** 6.06 mi

Phase	Fund Source	FY 2020	2021	2022	2023	Total
RW	STPHV	0	\$1,520,000 Fed \$380,000 Local	0	0	\$1,900,000
UT	STHVE	0	0	\$1,505,600 Fed	0	\$1,505,600
CN	STHVE	0		\$20,000,000 Fed \$5,000,000 Local		\$25,000,000
Total		0	\$1,520,000	\$1,505,600	0	\$28,405,600.00

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$28,405,600
Project Description: GRADE, DRAIN, BASE AND PAVE
Performance Measurement: PM 3 Performance of NHS and Freight

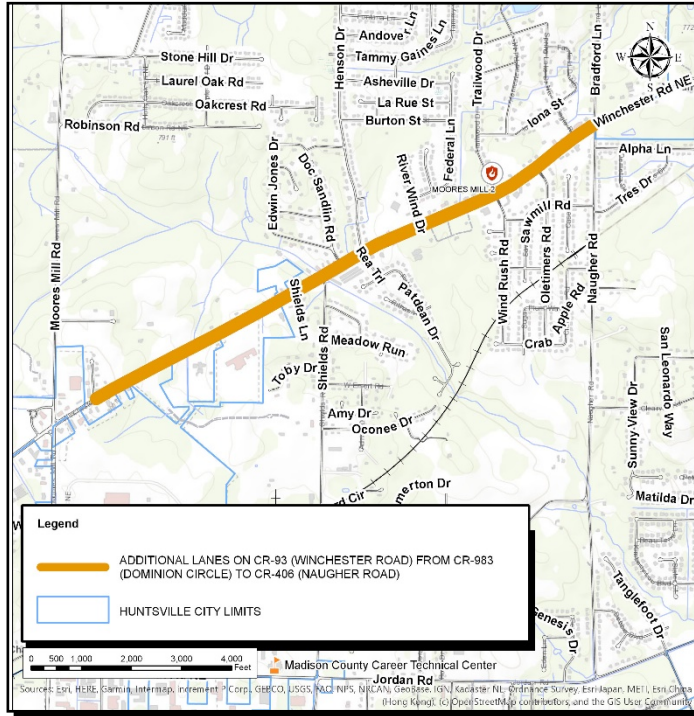
DRAFT TIP 2020 through 2023
 Adoption date set for: August 28, 2019

2.4.2

Other Surface Transportation Program Projects

100061222

ADDITIONAL LANES ON CR-93 (WINCHESTER ROAD)



Work Summary: ADDITIONAL LANES

From: CR-983 (DOMINION CIRCLE)

To: CR-406 (NAUGHER ROAD)

Lead Agency: CITY OF HUNTSVILLE

Length: 2.30 mi

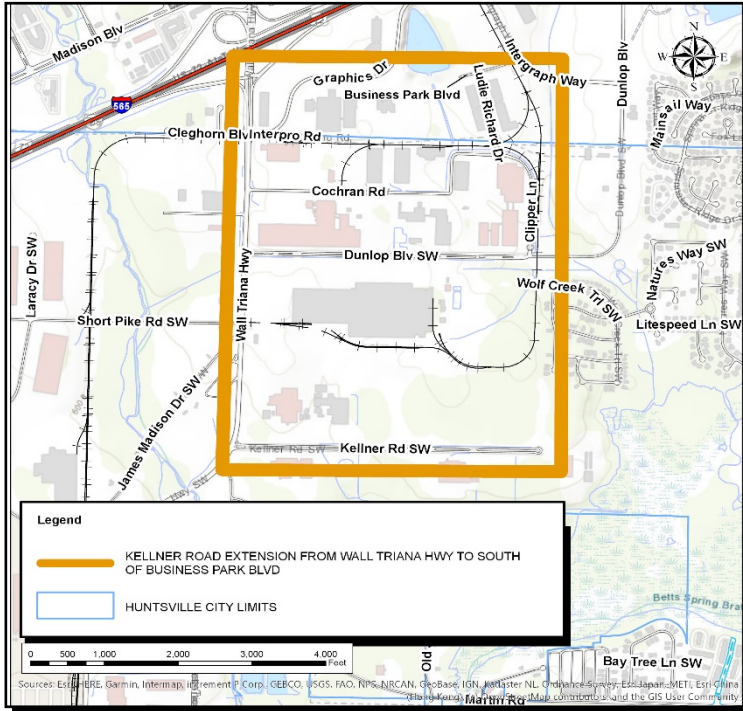
Phase	Fund Source	FY 2020	2021	2022	2023	Total
CN	ATRP	\$10,385,000	0	0	0	\$15,500,000
		Fed \$5,115,000				
		Local				
Total		\$15,500,000	0	0	0	\$15,500,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$15,500,000
Project Description: ADDITIONAL ROADWAY LANES
Performance Measurement: PM 1 Safety, PM 3 NHS, Freight

100061239

KELLNER ROAD EXTENSION

Work Summary: GRADE, DRAIN, BASE AND PAVE
From: WALL TRIANA HWY
To: SOUTH OF BUSINESS PARK BLVD
Lead Agency: City of Madison **Length:** 2.20 mi

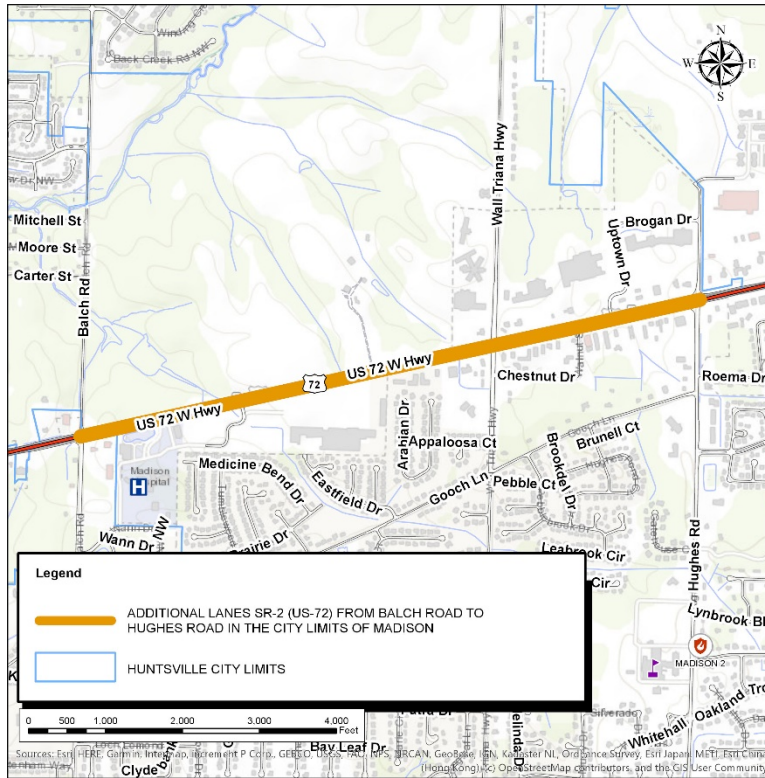


Phase	Fund Source	FY 2020	2021	2022	2023	Total
CN	ATRP	\$8,040,000 Fed	0	0	0	\$12,000,000
		\$3,960,000 Fed				
Total		\$12,000,000	0	0	0	\$12,000,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$12,000,000
Project Description: GRADE, DRAIN, BASE AND PAVE
Performance Measurement: PM 1 Safety

100061845

ADDITIONAL LANES SR-2 (US-72) FROM TO



Work Summary: ADDITIONAL LANES
From: COUNTY LINE ROAD
To: PROVIDENCE MAIN ROAD IN THE CITY OF HUNTSVILLE
Lead Agency: ALDOT **Length: 5.44 mi**

Phase	Fund Source	FY 2020	2021	2022	2023	Total
RW	NHF		\$6,243,624	0	0	\$7,804,530
			Fed \$1,560,906	0	0	
			State			
Total		0	7,804,530	0	0	\$7,804,530

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$40,799,318
Project Description: ADDITIONAL ROADWAY LANES
Performance Measurement: PM 1 Safety, PM 3 NHS, Freight

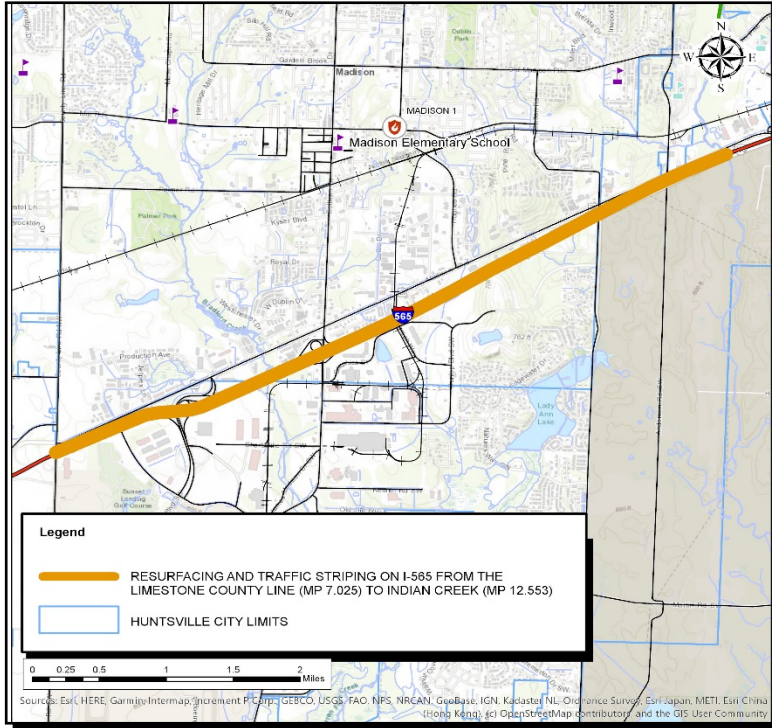
DRAFT TIP 2020 through 2023
 Adoption date set for: August 28, 2019

2.4.3

NHS / Interstate Maintenance / NHS Bridge Projects

100066497

RESURFACING ON I-565



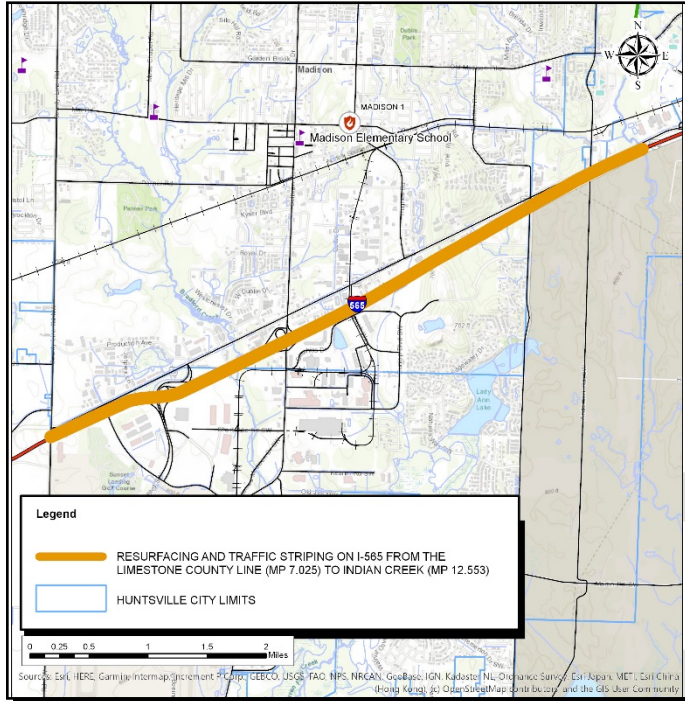
Work Summary: PREVENTATIVE MAINTENANCE LEVEL 2
From: I-65 (MP 0.00)
To: MP 5.63
Lead Agency: TBD
Length: 5.63 mi

Phase	Fund Source	FY 2020	2021	2022	2023	Total
CN	IM	\$7,881,030	0	0	0	\$8,756,700
		Fed	0	0	0	
		State	0	0	0	
		0	0	0	0	
Total		\$8,756,700	0	0	0	\$8,756,700

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$8,756,700
Project Description: PREVENTATIVE MAINTENANCE LEVEL 2
Performance Measurement: PM 1 Safety, PM 3 NHS, Freight

100068887
100068889

RESURFACING AND TRAFFIC STRIPING ON I-565



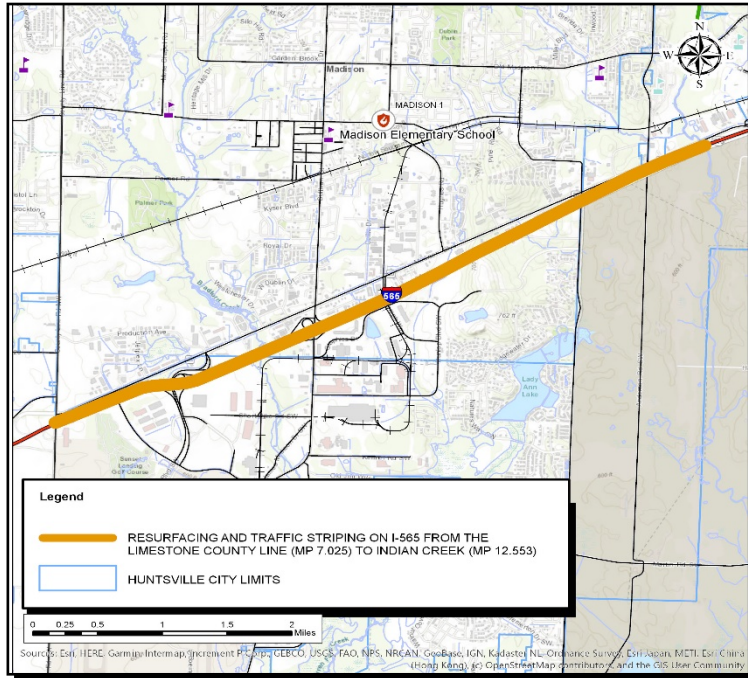
Work Summary: PREVENTATIVE MAINTENANCE LEVEL 1
From: .80 MILE WEST OF INDIAN SPRINGS ROAD
To: .25 MILE WEST OF THE MADISON COUNTY LINE
Lead Agency: TBD **Length:** 1.40 mi

Phase	Fund Source	FY 2020	2021	2022	2023	Total
CN	IM	\$ Fed \$101,000 State	0	0	0	\$101,000
CN	IM		\$1,927,989 Fed \$214,221 State	0	0	
Total		\$101,000	\$2,142,210	0	0	\$101,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$101,000
Project Description: PREVENTATIVE MAINTENANCE LEVEL 2
Performance Measurement: PM 1 Safety, PM 3 NHS, Freight

100068980
100068982

RESURFACING AND TRAFFIC STRIPING ON I-565



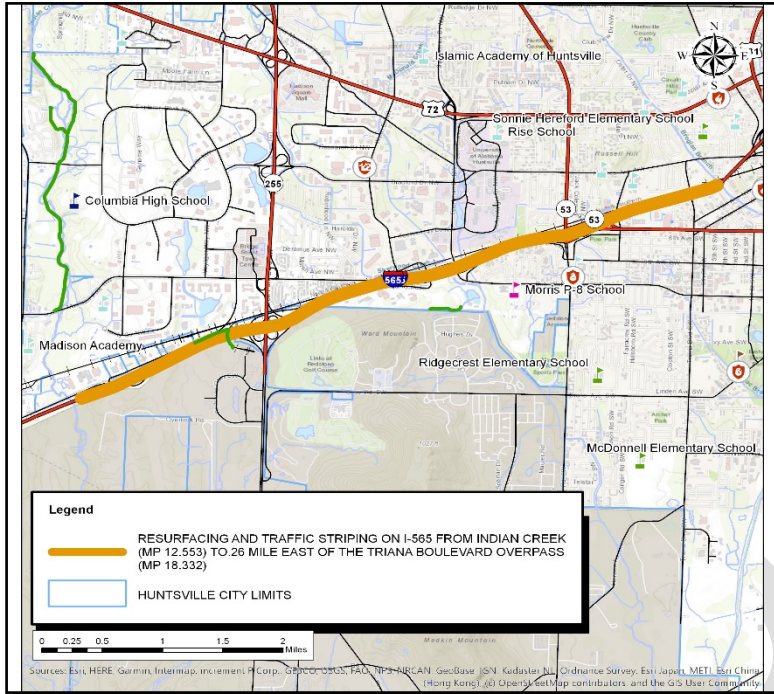
Work Summary: PREVENTATIVE MAINTENANCE LEVEL 2
From: LIMESTONE COUNTY LINE (MP 7.025)
To: INDIAN CREEK (MP 12.553)
Lead Agency: TBD **Length:**

Phase	Fund Source	FY 2020	2021	2022	2023	Total
PE	IM	\$272,700 Fed \$30,300 State	0	0	0	\$303,000
CN	IM		\$5,967,585 Fed \$663,065 State	0	0	\$6,630,650
Total		\$303,000	\$6,630,650	0	0	\$6,933,650

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$6,933,650
Project Description: PREVENTATIVE MAINTENANCE LEVEL 2
Performance Measurement: PM 1 Safety, PM 3 NHS, Freight

100069195

RESURFACING AND TRAFFIC STRIPING ON I-565



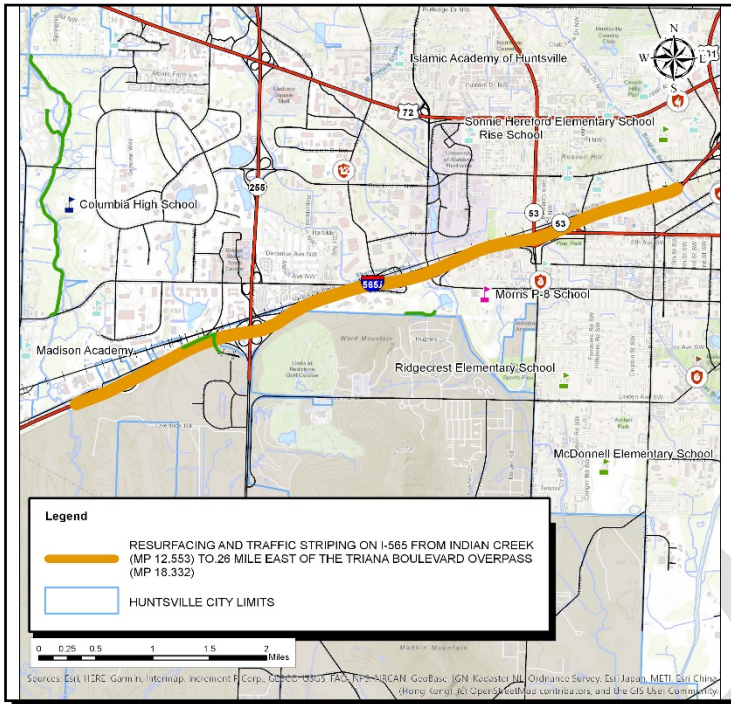
Work Summary: PREVENTATIVE MAINTENANCE LEVEL2
From: INDIAN CREEK (MP 12.553)
To: .26 MILE EAST OF THE TRIANA BOULEVARD OVERPASS (MP 18.332)
Lead Agency: TBD **Length:**

Phase	Fund Source	FY 2020	2021	2022	2023	Total
		0	0	0	0	0
CN	IM	0	\$9,639,945 Fed \$1,071,105 State	0	0	\$10,711,050
Total		0	\$10,711,050	0	0	\$10,711,050

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$10,711,050
Project Description: PREVENTATIVE MAINTENANCE LEVEL 2
Performance Measurement: PM 1 Safety, PM 3 NHS, Freight

100068983

RESURFACING AND TRAFFIC STRIPING ON I-565



Work Summary: PREVENTATIVE MAINTENANCE LEVEL2
From: .26 MILE EAST OF THE TRIANA BOULEVARD OVERPASS (MP 18.332)
To: .45 MILE EAST OF THE SR-2 (US-72) OVERPASS (MP 22.305)
Lead Agency: TBD **Length:**

Phase	Fund Source	FY 2020	2021	2022	2023	Total
		0	0	0	0	0
CN	IM	0	\$3,488,742 Fed \$387,638 State	0	0	\$3,876,380
Total		0	\$3,876,380	0	0	\$3,876,380

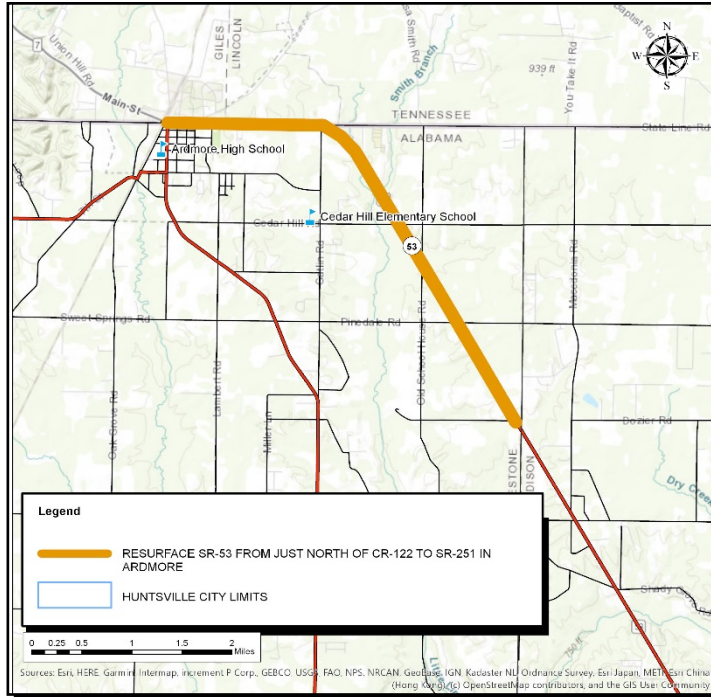
Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$3,876,380
Project Description: PREVENTATIVE MAINTENANCE LEVEL 2
Performance Measurement: PM 1 Safety, PM 3 NHS, Freight

2.4.4

Appalachian Highway System Projects

100068234

RESURFACE SR-53



Work Summary: PREVENTATIVE MAINTENANCE LEVEL2
From: JUST NORTH OF CR-122
To: SR-251 IN ARDMORE
Lead Agency: TBD **Length: 5.60 mi**

Phase	Fund Source	FY 2020	2021	2022	2023	Total
CN	IM	\$704,963	0	0	0	\$881,203
	Fed	\$176,241	0	0	0	
	State	0	0	0	0	
Total		\$881,203	0	0	0	\$881,203

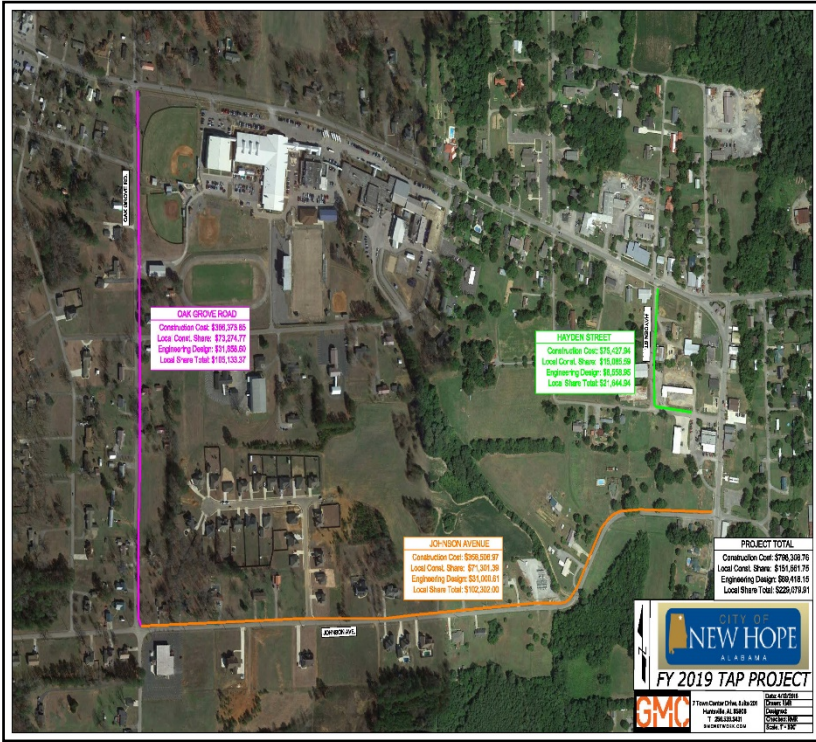
Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$881,203
Project Description: PREVENTATIVE MAINTENANCE LEVEL 2
Performance Measurement: PM 1 Safety, PM 3 NHS, Freight

2.4.5

Transportation Alternatives Projects

100069009

SIDEWALK ALONG HAYDEN STREET STARTING AT MAIN DRIVE TRAVELING SOUTH AND ON WASHINGTON AVENUE FROM HAYDEN STREET TO CITY HALL AND ON OAK GROVE ROAD FROM MAIN DRIVE SOUTH TO JOHNSON AVENUE AND ON JOHNSON AVENUE EAST TO MAIN DRIVE



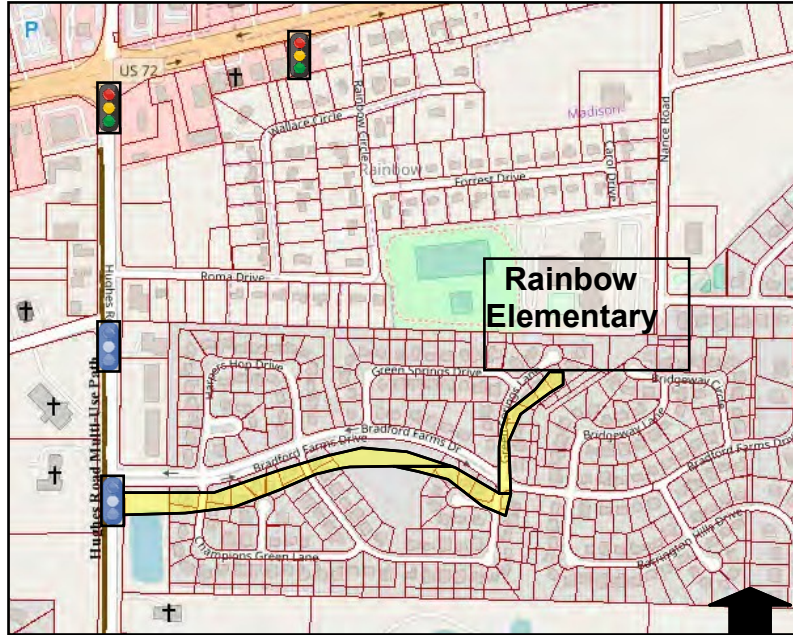
Work Summary: SIDEWALKS
From: HAYDEN STREET TO CITY HALL
To: MAIN DRIVE SOUTH TO JOHNSON AVENUE
Length: 0.00 mi

Phase	Fund Source	FY 2020	2021	2022	2023	Total
CN	TAPAA	\$638,647	0	0	0	\$798,309
		Fed				
		\$159,662	0	0	0	
		Local				
		0	0	0	0	
Total		\$798,309	0	0	0	\$798,309

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$798,309
Project Description: SIDEWALKS
Performance Measurement: PM 1 Safety

100068777

SIDEWALK ALONG BRADFORD FARMS DRIVE FROM HUGHES ROAD TRAVELING EAST AND TURNING ON TO GREEN SPRINGS LANE AND ENDING IN THE CUL DE SAC



Work Summary: SIDEWALKS

From: HUGHES ROAD

To: GREEN SPRINGS LANE

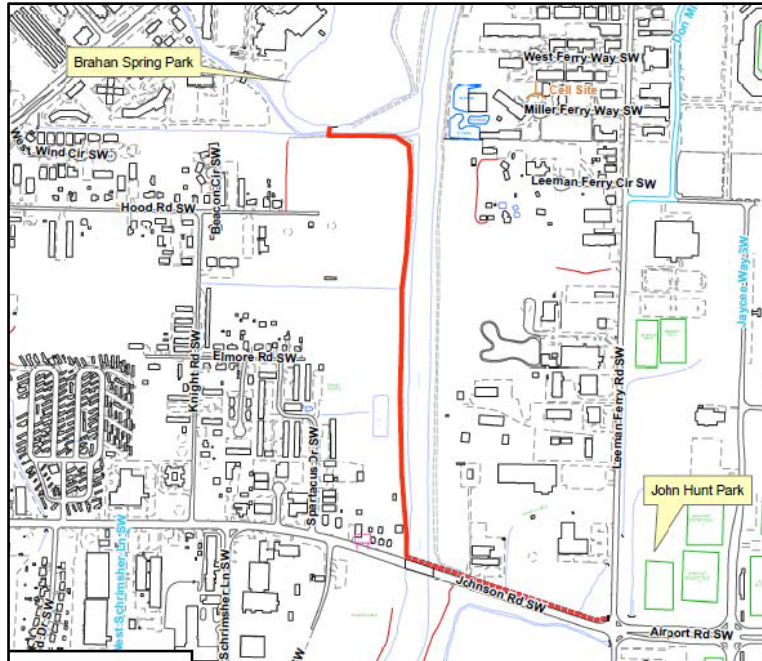
Lead Agency: TBD

Length: 0.00 mi

Phase	Fund Source	FY 2020	2021	2022	2023	Total
CN	TAPHV	\$224,165	0	0	0	\$280,207
	Fed	\$56,041	0	0	0	
	Local	0	0	0	0	
Total		\$280,207	0	0	0	\$280,207

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$280,207
Project Description: SIDEWALKS
Performance Measurement: PM 1 Safety

100068799 A - GREENWAY STARTING AT JOHNSON ROAD SW AND RUNNING NORTH ALONG PINHOOK CREEK AND TURNING WEST ALONG MERRIMAC BRANCH WITH A PEDESTRIAN BRIDGE AT THE MIDPOINT OF THE WATERS EDGE



Work Summary: SIDEWALKS
From: JOHNSON ROAD SW
To: MERRIMAC BRANCH
Lead Agency: TBD

Length: 0.00 mi

Phase	Fund Source	FY 2020	2021	2022	2023	Total
CN	TAPHV	\$411,470	0	0	0	\$514,338
	Fed	\$102,868	0	0	0	
	Local	0	0	0	0	
		0	0	0	0	
Total		\$514,338	0	0	0	\$514,338

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$514,338
Project Description: SIDEWALKS
Performance Measurement: PM 1 Safety

2.4.6

Bridge Projects (State and Federal)

2.4.7

State Funded Projects

2.4.8 Enhancement Projects

2.4.9 Transit Projects

100069964
 100069967
 100069970
 100069973

**SECTION 5311 TRANSIT MADISON COUNTY
 TRAM CAPITAL APPORTIONMENT**



Work Summary: UNCLASSIFIED
From:
To:
Lead Agency: TBD **Length: 0.00 mi**

Phase	Fund Source	FY 2020	2021	2022	2023	Total
TR	FTA9C	\$92,800 Fed	\$94,400 Fed	\$96,000 Fed	\$97,600 Fed	\$294,400
		\$23,200 Local	\$23,600 Local	\$24,000 Local	\$24,400 Local	\$95,200
		0	0	0	0	0
Total		\$116,000	\$118,000	\$120,000	\$122,000	\$389,600

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$389,600
Project Description: UNCLASSIFIED
Performance Measurement: PM 1 Safety

100069963
 100069966
 100069969
 100069972

**SECTION 5311 TRANSIT MADISON COUNTY
 TRAM ADMINISTRATIVE APPORTIONMENT**



Work Summary: UNCLASSIFIED

From:

To:

Lead Agency: TBD

Length: 0.00 mi

Phase	Fund Source	FY 2020	2021	2022	2023	Total
TR	FTA9C	\$44,908 Fed	\$44,908 Fed	\$44,908 Fed	\$44,908 Fed	\$179,632
		\$11,227 Local	\$11,227 Local	\$11,227 Local	\$11,227 Local	\$44,908
		0	0	0	0	0
Total		\$56,135	\$56,135	\$56,135	\$56,135	\$224,540

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: \$224,540

Project Description: UNCLASSIFIED

Performance Measurement: PM 1 Safety

DRAFT TIP 2020 through 2023

Adoption date set for: August 28, 2019

100069962
 100069965
 100069968
 100069971

**SECTION 5311 TRANSIT MADISON COUNTY
 TRAM OPERATIONS APPORTIONMENT**



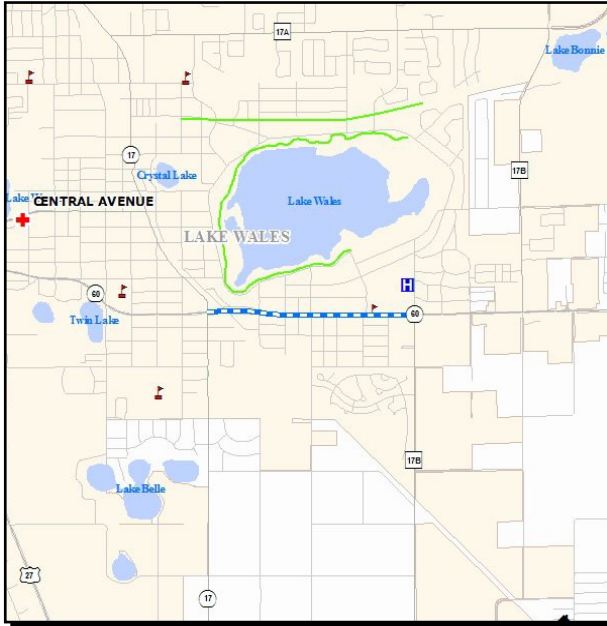
Work Summary: UNCLASSIFIED
From:
To:
Lead Agency: TBD **Length: 0.00 mi**

Phase	Fund Source	FY 2020	2021	2022	2023	Total
TR	FTA9C	\$169,045 Fed	\$169,045 Fed	\$169,045 Fed	\$169,045 Fed	\$338,090
		\$169,045 Local	\$169,045 Local	\$169,045 Local	\$169,045 Local	\$338,090
		0	0	0	0	0
Total		\$338,090	\$338,090	\$338,090	\$338,090	\$676,180

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$676,180
Project Description: UNCLASSIFIED
Performance Measurement: PM 1 Safety

100069777

**LEVEL OF EFFORT SECTION 5310 TRANSIT
ALDOT HUNTSVILLE URBAN AREA (APPORTIONMENT FY 2017)**



Work Summary: UNCLASSIFIED

From:

To:

Lead Agency: TBD

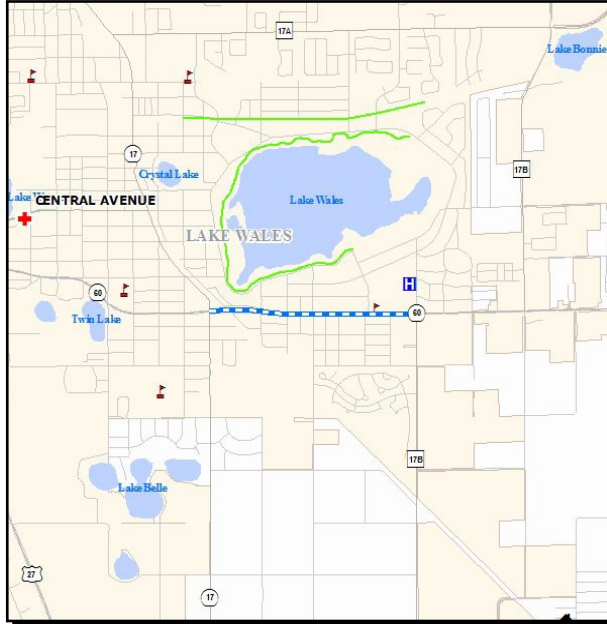
Length: 0.00 mi

Phase	Fund Source	FY 2020	2021	2022	2023	Total
TR	LVOE	\$244,289.00 Fed	0	0	0	\$244,289.00
		\$61,072.25 Other	0	0	0	\$61,072.25
Total		\$305,361.25	0	0	0	\$305,361.25

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$305,361.25
Project Description: UNCLASSIFIED
Performance Measurement: PM 1 Safety

100069780

**LEVEL OF EFFORT SECTION 5310 TRANSIT
ALDOT HUNTSVILLE URBAN AREA (APPORTIONMENT FY 2020)**



Work Summary: UNCLASSIFIED

From:

To:

Lead Agency: TBD

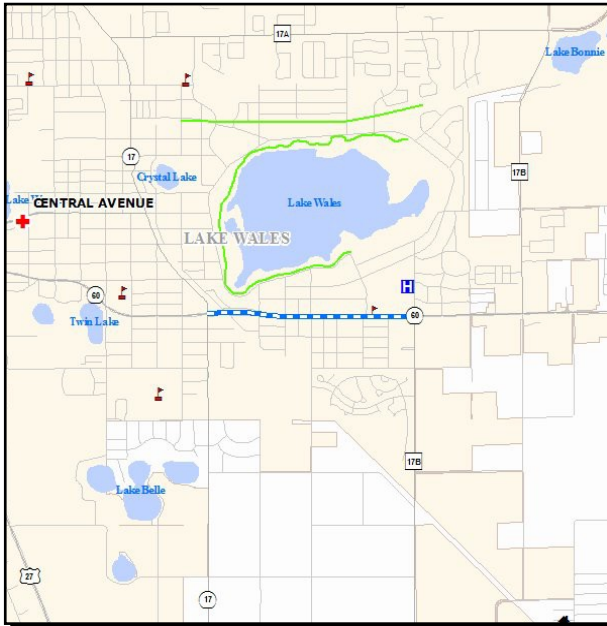
Length: 0.00 mi

Phase	Fund Source	FY 2020	2021	2022	2023	Total
TR	LVOE	0	0	\$278,032.86 Fed	0	\$278,032.86
		0	0	\$69,508.22 Other	0	\$69,508.22
Total		0		\$347,541.08	0	\$347,541.08

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$347,541.08
Project Description: UNCLASSIFIED
Performance Measurement: PM 1 Safety

100069778

**LEVEL OF EFFORT SECTION 5310 TRANSIT
ALDOT HUNTSVILLE URBAN AREA (APPORTIONMENT FY 2018)**



Work Summary: UNCLASSIFIED

From:

To:

Lead Agency: TBD

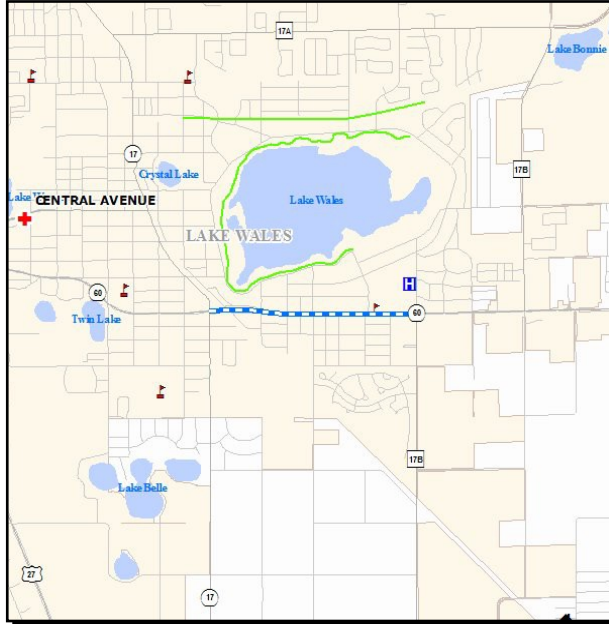
Length: 0.00 mi

Phase	Fund Source	FY 2020	2021	2022	2023	Total
TR	LVOE	\$252,184.00 Fed \$63,046.00 Other	0	0	0	\$252,184.00
			0	0	0	\$63,046.00
Total		\$315,230.00	0	0	0	\$315,230.00

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$315,230.00
Project Description: UNCLASSIFIED
Performance Measurement: PM 1 Safety

100069781

**LEVEL OF EFFORT SECTION 5310 TRANSIT
ALDOT HUNTSVILLE URBAN AREA (APPORTIONMENT FY 2021)**



Work Summary: UNCLASSIFIED

From:

To:

Lead Agency: TBD

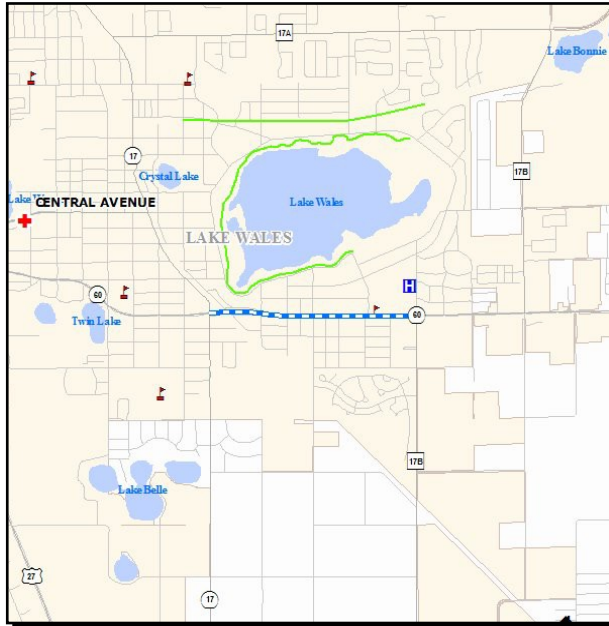
Length: 0.00 mi

Phase	Fund Source	FY 2020	2021	2022	2023	Total
TR	LVOE	0	0	0	\$291,934.50	\$291,934.50
		0	0	0	\$72,983.63	\$72,983.63
Total		0	0	0	\$364,918.13	\$364,918.13

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$364,918.13
Project Description: UNCLASSIFIED
Performance Measurement: PM 1 Safety

100069779

**LEVEL OF EFFORT SECTION 5310 TRANSIT
ALDOT HUNTSVILLE URBAN AREA (APPORTIONMENT FY 2019)**



Work Summary: UNCLASSIFIED

From:

To:

Lead Agency: TBD

Length: 0.00 mi

Phase	Fund Source	FY 2020	2021	2022	2023	Total
TR	LVOE	0	\$264,793.20 Fed	0	0	\$264,793.20
		0	\$66,198.30 Other	0	0	\$66,198.30
Total		0	\$330,991.50	0	0	\$330,991.50

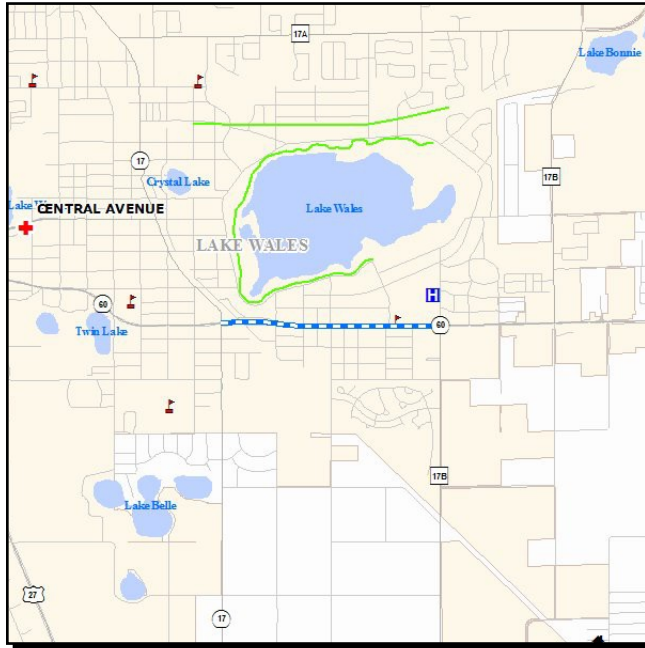
Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$330,991.50
Project Description: UNCLASSIFIED
Performance Measurement: PM 1 Safety

2.4.10

System Maintenance Projects

100067956

WHEELER NATIONAL WILDLIFE REFUGE REHABILITATE ROCKHOUSE ROAD (ROUTE 15)



Work Summary: PAVEMENT REHABILITATION

From:

To:

Lead Agency: TBD

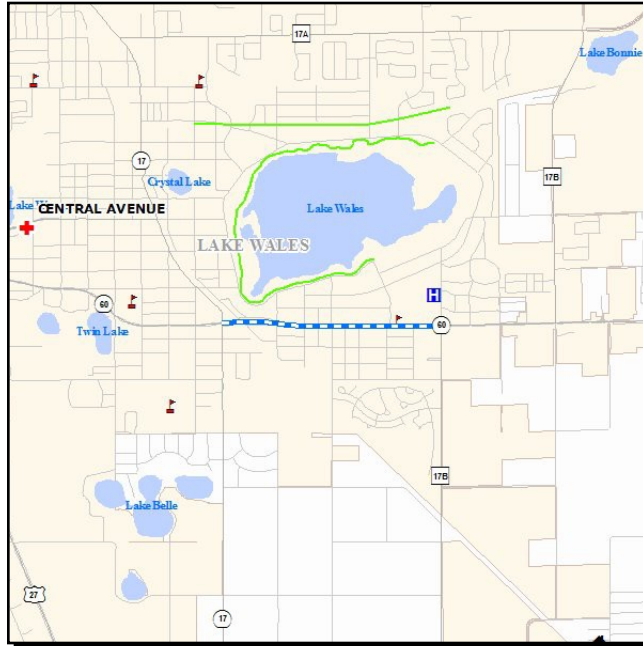
Length: 0.00 mi

Phase	Fund Source	FY 2020	2021	2022	2023	Total
CN	FLAP	\$960,000	0	0	0	\$1,200,000
		Fed \$240,000	0	0	0	
		Local 0	0	0	0	
Total		\$1,200,000	0	0	0	\$1,200,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$1,200,000
Project Description: PAVEMENT REHABILITATION
Performance Measurement: PM 2 Bridge and Pavement

100066414

WHEELER NATIONAL WILDLIFE REFUGE REHABILITATE ROCKHOUSE ROAD (ROUTE 15)



Work Summary: WIDENING AND RESURFACING (RDWY)

From:

To:

Lead Agency: TBD

Length: 4.37 mi

Phase	Fund Source	FY 2020	2021	2022	2023	Total
CN	PFH4E	\$1,236,361	0	0	0	\$1,236,361
		Fed 0	0	0	0	
		0	0	0	0	
Total		\$1,236,361	0	0	0	\$1,236,361

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: \$1,236,361

Project Description: WIDENING AND RESURFACING (RDWY)

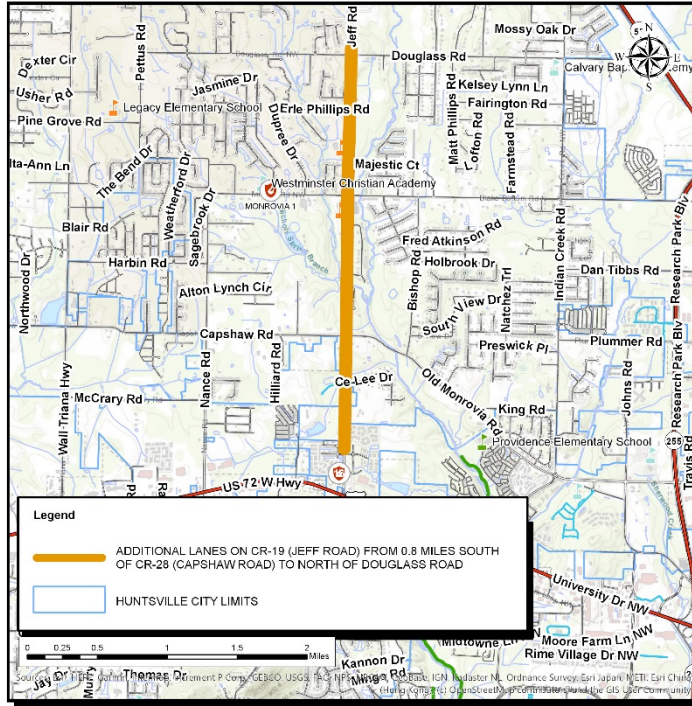
Performance Measurement: PM 1 Safety, PM 2 Bridge and Pavement

DRAFT TIP 2020 through 2023

Adoption date set for: August 28, 2019

100061458

ADDITIONAL LANES ON CR-19 (JEFF ROAD)



Work Summary: WIDENING AND RESURFACING (RDWY)
From: 0.8 MILES SOUTH OF CR-28 (CAPSHAW ROAD)
To: NORTH OF DOUGLASS ROAD
Lead Agency: Madison County **Length: 2.80 mi**

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	Total
CN	ATRP	\$9,045,000	0	0	0	\$13,500,000
	Fed	0	0	0	0	
	Local	\$4,455,000	0	0	0	
Total		\$13,500,000	0	0	0	\$13,500,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$13,500,000
Project Description: WIDENING AND RESURFACING (RDWY)
Performance Measurement: PM 1 Safety, PM 3 Freight

100004926

**SR-1 (MEMORIAL PARKWAY) INCLUDING AN OVERPASS AT CR-75 – Mastin Lake
AND ACCESS IMPROVEMENTS TO CR-65**



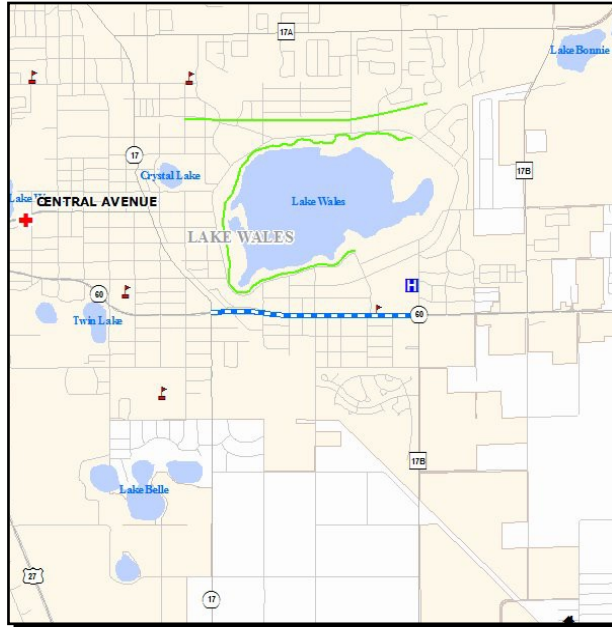
Work Summary: GRADE, DRAIN, BASE, PAVE AND BRG
From: 0.31 MI S OF CR-75 (MASTIN LAKE RD)
To: CR-65 (WINCHESTER RD)
Lead Agency: ALDOT **Length:** 0.63 mi

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	Total
CN	NHF	0	0	0	\$34,425,269 Fed	\$43,031,586
		0	0	0	\$8,606,317 State	
		0	0	0	0	
Total		0	0	0	0	\$43,031,586

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$41,766,033
Project Description: GRADE, DRAIN, BASE, PAVE AND BRG
Performance Measurement: PM 1 Safety, PM 2 Bridge, PM 3 Freight and NHS

100061839
 100061838
 100061840

ACCESS MANAGEMENT AND INTERSECTION IMPROVEMENTS ON SR-53 (US-231)



Work Summary: UNCLASSIFIED
From: HOBBS ISLAND ROAD
To: SOUTH OF WEATHERLY ROAD
Lead Agency: ALDOT

Length: 4.19 mi

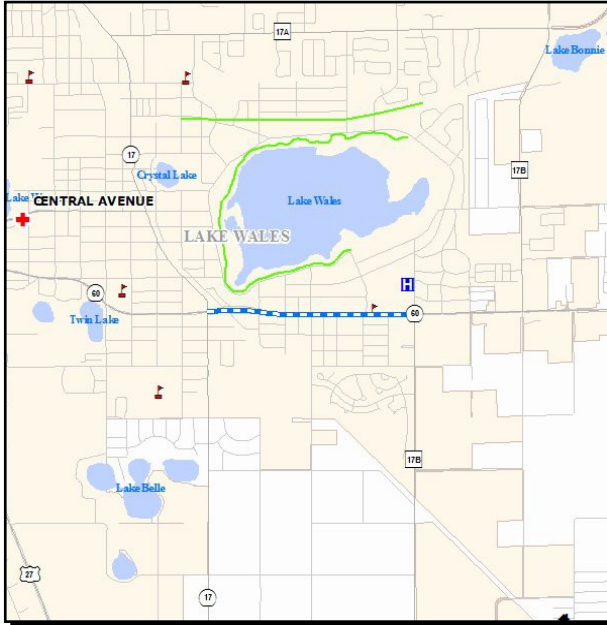
Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$111,789,225
Project Description: UNCLASSIFIED
Performance Measurement: PM 1 Safety, PM 3 Freight

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	Total
RW	NH	\$323,388 Fed \$80,847 State	0	0	0	\$404,235
UT	NH	\$1,245,519 Fed \$311,380 State	0	0	0	\$1,556,899
CN	RPNH	\$7,211,064 Fed \$1,802,766 State	0	0	0	\$9,013,830
CN	RPNH	\$2,091,409 Fed \$522,852 State	0	0	0	\$2,614,261
Total		\$111,789,225	0	0	0	\$111,789,225

2.4.11 Safety Projects

100066682

**INTERSECTION MODIFICATIONS ON BALCH ROAD
AT GILLESPIE ROAD TO INSTALL A ROUNDABOUT**



Work Summary: INTERSECTION IMPROVEMENTS
From: ON BALCH ROAD
To: AT GILLESPIE ROAD
Lead Agency: ALDOT **Length: 0.00 mi**

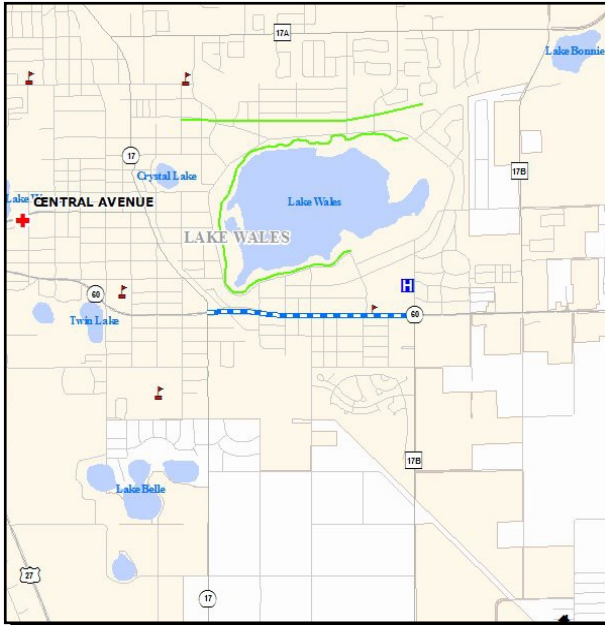
Phase	Fund Source	2020	2021	2022	2023	Total
CN	SAF	0	\$468,271.80 Fed \$52,030.20 Local	0	0	\$520,302
Total		0	\$520,302	0	0	\$520,302

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$520,302
Project Description: INSTALL A ROUNDABOUT
Performance Measurement: PM 1 Safety

100067811

**SAFETY IMPROVEMENTS (SHOULDER WIDENING LEFT
TURN LANE PAVING SCORING SIGNING AND STRIPING)
ALONG WALL TRIANA HIGHWAY**

Work Summary: SAFETY IMPROVEMENTS
From: THE MADISON CITY LIMITS
To: THE HUNTSVILLE CITY LIMITS AT MCCRARY ROAD
Lead Agency: TBD **Length:** 0.56 mi

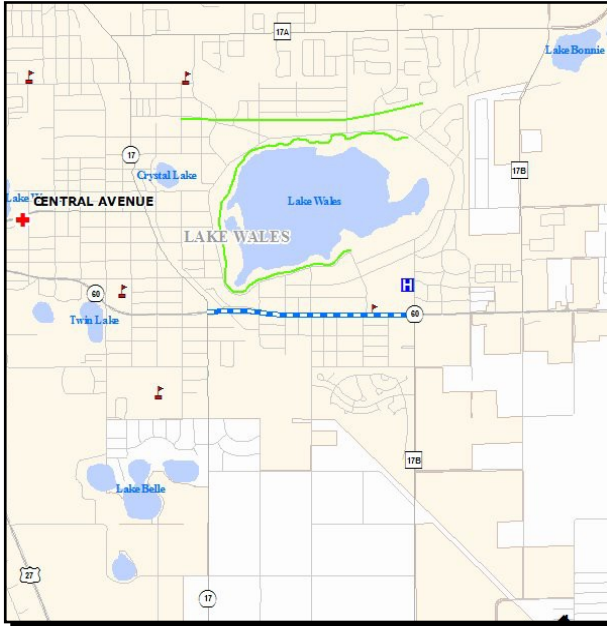


Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	Total
CN	HRRR	\$373,667 Fed \$41,519 Local	0	0	0	\$415,186
Total		\$415,186	0	0	0	\$415,186

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$415,186
Project Description: SAFETY IMPROVEMENTS
Performance Measurement: PM 1 Safety

100065283

INTERSECTION MODIFICATION ON CR-109 (EAST LIMESTONE ROAD) AND CR-36 (CAPSHAW ROAD) TO INSTALL ROUNDABOUT



Work Summary: INTERSECTION IMPROVEMENTS

From:

To:

Lead Agency: TBD

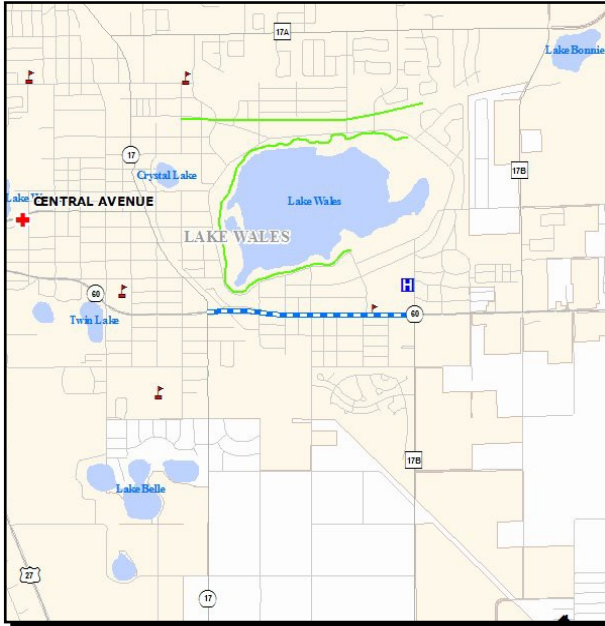
Length: 0.00 mi

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	Total
CN	HSIP	\$780,453 Fed \$0 Local	0	0	0	\$780,453
Total		\$780,453		0	0	\$780,453

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$780,453
Project Description: INSTALL ROUNDABOUT
Performance Measurement: PM 1 Safety

100069701

SAFETY IMPROVEMENTS AT SR-2 (US-72) AND BURGREEN ROAD/DUPREE WORTHY ROAD



Work Summary: SAFETY IMPROVEMENTS

From:

To:

Lead Agency: TBD

Length: 0.38 mi

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	Total
CN	HSIP	\$1,272,600 Fed	0	0	0	\$1,414,000
		\$141,400 State	0	0	0	
Total		\$1,414,000	0	0	0	\$1,414,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$1,414,000
Project Description: SAFETY IMPROVEMENTS
Performance Measurement: PM 1 Safety

Appendices

3.1 Program Codes

3.1 Program Codes

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

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

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

National Highway System/Interstate Maintenance/NHS Bridge Projects

IM-STPSA	Combination of Interstate Maintenance and STEA Any Hazard Program funds
----------	---

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

Appalachian Highway System Projects

No projects have been identified for this category.

Transportation Alternatives Projects

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

Bridge Projects (State and Federal)

No projects have been identified for this category.

State Funded Projects

ST-xxx-xxx-xxx-()	State Funds
-------------------	-------------

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.

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)
RPTO	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

System Maintenance Projects

No projects have been identified for this category.

Safety Projects

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

Other Federal and State Aid Projects

FAUP	Federal Aid-Unique Projects
------	-----------------------------

Congestion Mitigation and Air Quality Projects

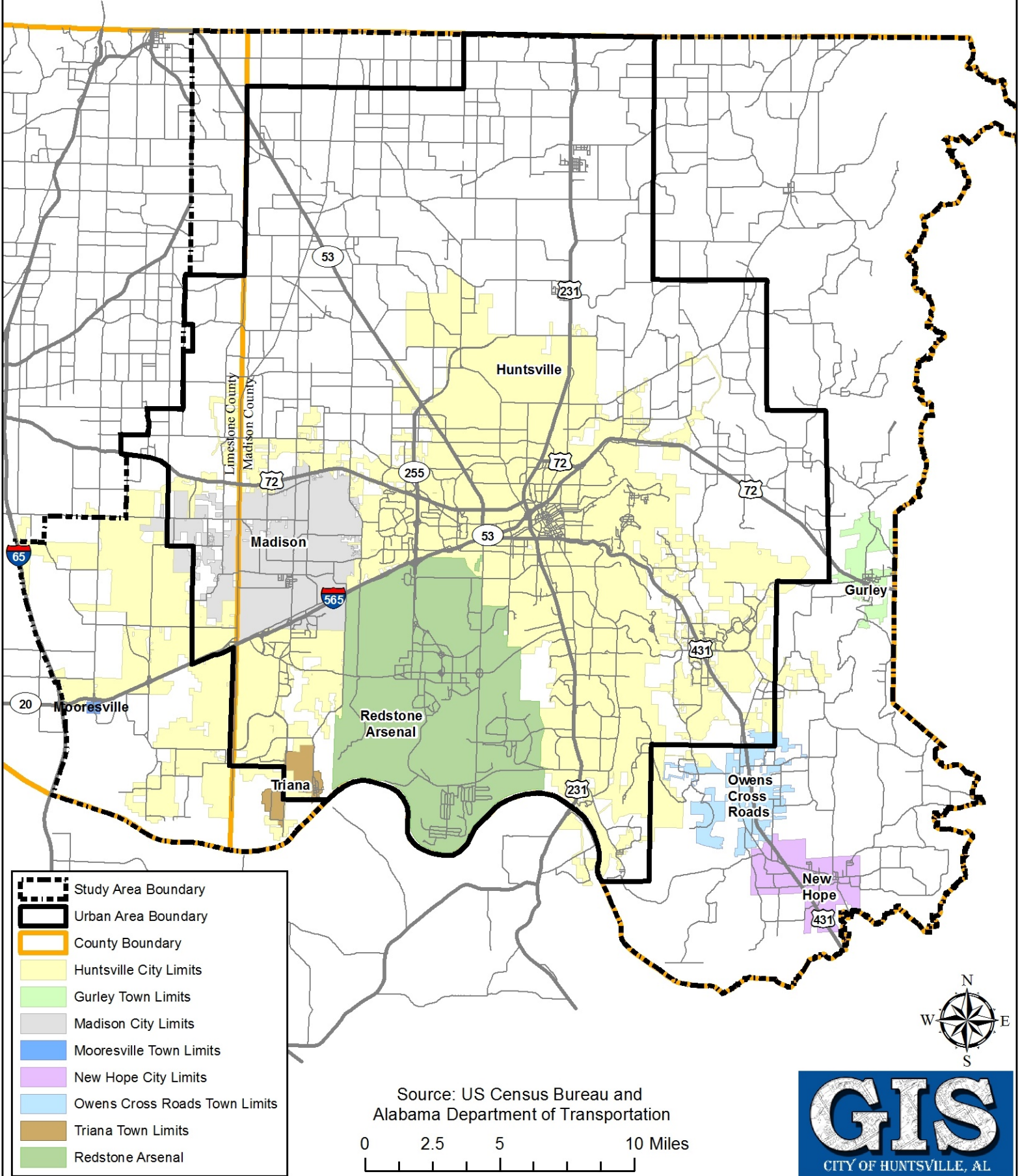
Not Applicable to the Huntsville MPO

High Priority and Congressional Earmarks Projects

No projects have been identified for this category.

3.2
MPO Boundary Map

Huntsville Area Metropolitan Planning Organization (MPO) 2019



3.3

Glossary of Transportation Terms

3.4
Public Involvement Recap

3.5

**Regionally Significant Projects
Financial Constraint Plan**

3.6 Livability

3.7

MPO Self – Certification

3.7.1

MPO Self – Certification Questions

CERTIFICATION PROCESS & QUESTIONS

When the new STIP and TIPs are developed, ALDOT should contact each of the MPOs to schedule the certification review. The meeting should be scheduled so that ALDOT can provide **preliminary results of the certification**. At the meeting, ALDOT and the MPO will review all the planning requirements mandated by the 10 areas of law referenced in Section 1.5 and the questions outlined in this section.

The list of questions provided below identifies those minimum tasks that an MPO shall do in order to be fully certified. If the answer to one of the questions below is negative and if the problem cannot be corrected prior to the signing of the joint certification statement, ALDOT has the option of granting conditional certification and including corrective action in the joint certification statement. The corrective action should include a date by which the problem must be corrected. This list is intended to be as comprehensive as possible; however, it is possible that some requirements may have been overlooked and will need to be added at a later date.

Section (1): The metropolitan planning requirements of 23 U.S.C. 134 and 49 U.S.C. 5303;

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 (d); 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 (d); 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. 450.314]
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 (e); 23 C.F.R. 450.312 (a)]
5. Did ALDOT 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 10 planning factors? [23 U.S.C. 134 (h); 23 C.F.R. 450.306 (b)]
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. 450.324 (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 projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan.
 - Identify major transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities) that function as an integrated metropolitan transportation system, giving emphasis to facilities that serve national and regional transportation functions.
 - Include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 USC 134(h)(2).
 - Include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 USC 134(h)(2).
 - 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, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to national disasters.
 - 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. 450.324 (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 a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 C.F.R. 450.306(d).
- Include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 C.F.R. 450.306(d)
- 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
- Include design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding sources, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity regulations (40 C.F.R. part 93, subpart A).

11. Has the LRTP been reviewed and updated at least 5 years since the date of the last MPO Board action? If the MPO planning area is in nonattainment and maintenance areas, has the LRTP been reviewed and updated at least 4 years since the last board action? [23 U.S.C. 134 (i)(1); 23 C.F.R. 450.324 (c)]

12. Has the MPO sent all updates/amendments of the LRTP to FHWA and FTA via the ALDOT's Local Transportation Bureau? [23 C.F.R. 450.324 (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. 5303 (a); 23 C.F.R. 450.326 (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. 450.326 (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. 5303 (j); 23 C.F.R. 450.326 (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. 5303 (j); 23 C.F.R. 450.326 (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. 5303 (j)(2); 23 C.F.R. 450.326 (d)]
18. Was the TIP consistent with the LRTP? [23 U.S.C. 134 (j)(3)(C); 49 U.S.C. 5303 (j)(1); and 23 C.F.R. 450.326 (i)]
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. 450.326 (n) (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 (j)(7); 23 C.F.R. 450.326 (b) and (n)]
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 (i)(6)(A) and (j)(4)]
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 (b)]
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 (c)(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)]

Section (2): 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 C.F.R. Part 450.322? 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?

Sections (3), (4), and (7) through (10): 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 C.F.R. 200.9 (a)(1)]
2. Does the MPO take action to correct any deficiencies found by ALDOT within a reasonable time period, not to exceed 90 days, in order to implement Title VI compliance? [23 C.F.R. 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 C.F.R. 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 ALDOT'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 C.F.R. 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 C.F.R. 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 included within the MPO's study area boundary completed an ADA Transition Plan? Please provide a table indicating the status of the transition plans and copy of the completed transition plans.

Section (5): Section 1101(b) of SAFETEA-LU regarding the involvement of disadvantaged business enterprises in FHWA and FTA planning projects (*49 C.F.R. 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?

Section (6): 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?

450.334 Self-certifications and Federal certifications.

Each MPO is required to include the new certification form in the TIP when updating the TIP every four (4) years and send a copy of the certification form to ALDOT's Local Transportation Bureau. After the Transportation Director at ALDOT signs the certification form, the Local Transportation Bureau will return a signed copy of the certification form to each MPO to be placed in the MPO's project folder.

3.7.2

MPO Self – Certification Answers

3.7.2 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
See page 163 spreadsheet titled: "ADA Compliance: Jurisdictions' Good Faith Efforts" for expanded details beyond this table, below:

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 ADA Transition Plan is available in the City of Huntsville Legal Department. Amended plan is scheduled to be completed and adopted by City Council in January, 2017.
Madison County	No.	Compliance evaluations process is underway. Consultant hired to conduct field work. Per the results of the consultant's findings, Madison County will then complete an ADA Transition Plan Drafty by January, 2017.
City of Madison	Yes. Adopted 8/29/2016	Available here: http://www.madisonal.gov/index.aspx?nid=1038
Owens Cross Roads	Yes. Adopted 8/16/2016	Plan is on file at the Owens Cross Roads Town Hall, with a copy on file at the MPO Staff office, City of Huntsville Planning Department.
Triana	Yes. Adopted in 1994	Triana recently received a grant to create a comprehensive plan. The Town intends to incorporate this self-evaluation and recommendations into that plan. Triana is in the process of the self-evaluation and working with counsel to complete.

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 CFR 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.

				<u>MPO:</u> Huntsville-Area MPO					
<i>Local Government</i>	<i>ADA Coordinator or Local Contact (Position, Address, Phone, email)</i>	<i>Self Evaluation Status/ Updates</i>	<i>Status of Transition Plan</i>	<i>Plan Completion Date</i>	<i>Description</i>	<i>Certificaton Notes</i>	<i>Location of the Plan</i>	<i>Website Address</i>	
1	City of Huntsville	Melissa Stokes (Legal) 308 Fountain Circle, Huntsville, AL 35801; (256) 427-7182; melissa.stokes@huntsvilleal.gov	City of Huntsville completed a Self Evaluation in 1993. Right of Way elements are currently being added.	Currently making final changes and awaiting City Council approval.	8/20/2019	Currently making final changes and awaiting City Council approval, plan and schedule will be available 8/20/2019 with updates for 8/20/2019	Currently making final changes and awaiting City Council approval, plan and schedule will be available 8/20/2019	Once completed and council approves, City of Huntsville Website.	www.huntsvilleal.gov
2	Madison County	Kevin Jones (County Administrator) 100 North Side Square, Huntsville, AL 35801; (256) 532-3502; kjones@madisoncountyal.gov	Madison County has solicited a proposal from a consultant to conduct compliance evaluations, prioritize improvements to non-compliant structures and compile self-certification report. The self-assessment has been completed.	Per the results of the consultant's findings, Madison County will then complete a Transition Plan in draft form, ready for Commission consideration by the end of calendar year 2019.	End of calendar year 2019	Madison County intends to enter into an agreement with the consultant to develop the County's transition plan meeting all applicable requirements.	TBD	Plan will be made available to the public at the County Courthouse as well as on the County's website.	www.madisoncountyal.gov
3	City of Madison	Dustin Riddle (Building Dept Director) 100 Hughes Road, Madison, AL 35758; (256) 772-5628; dustin.riddle@madisonal.gov			7/20/2016	The City of Madison will have a completed transition plan for pedestrian access and city owned facilities by July 20, 2016.	Adopted by city council on 8-29-2016	The transition plan is available at City Hall and on the city website.	www.madisonal.gov
4	Town of Triana	Mayor Mary Caudle 640 6th Street, Madison AL 35756; (256) 772-0151; ttriana@bellsouth.net	Triana recently received a grant to create a comprehensive plan. The Town intends to incorporate this self-evaluation and recommendations into that plan. Triana is in the process of the self-evaluation and working with counsel to complete no later than July, 2016	Triana is in the process of preparing a self evaluation report and recommendations for compliance. This is contingent on the proposed Comprehensive Plan	7/2016, Estimate	The Town of Triana completed a self-evaluation	Triana intends to complete a transition plan and schedule no later than July 2016	Intended to be placed on Town of Triana Website, Municipal building	Townoftriana.com; facebook.com/town-of-triana
5	Town of Owens Cross Roads	Mayor Tony Craig, 9032 HWY 431, Owens Cross Roads, AL 35763; (256) 725-4163; ocrtown@nehp.net	The Town of Owens Cross Roads has acquired MRK Services, LLC under contract to assist in the Self Evaluation of current Town infrastructure.	Upon Completion of Self Evaluation, MRK Services, LLC will proceed with a ADA Compliance Transition Plan	7/20/2016	MRK Services, LLC will evaluate and develop a plan of action for the upgrade of all pedestrian sidewalks and building infrastructure to ADA Compliance by a date to be defined.	TBD	The transition plan will be on file at the Owens Cross Roads Town Hall.	N/A

3.7.3
MPO MOU
STIP / TIP