



FINAL 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)
Adopted: August 28, 2019

FINAL FY 2020 - 2023

Transportation Improvement Program

This document is posted at:

<http://www.huntsvillempo.org>

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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 cooperative) 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 (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 December, 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:

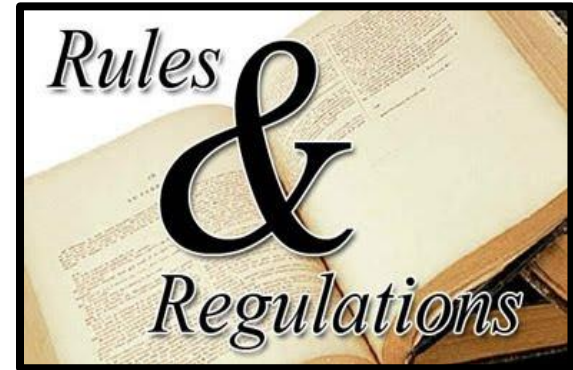
<https://www.fhwa.dot.gov/map21/docs/title23usc.pdf>

3.0 MAP-21/FAST ACT REGULATIONS FOR THE TIP

The Fixing America's Surface Transportation (FAST) Act § 1201; 23 USC 101 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. The planning process in USC 23 134 (h) incorporates the ten key general scope considerations. They are: (A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; (B) increase the safety of the transportation system for motorized and nonmotorized users;

(C) increase the security of the transportation system for motorized and nonmotorized users; (D) increase the accessibility and mobility of people and for freight; (E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State

and local planned growth and economic development patterns; (F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; (G) promote efficient system management and operation; (H) emphasize the preservation of the existing transportation system; (I) improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and (J) enhance travel and tourism.

6.0 PLANNING EMPHASIS AREAS

Planning Emphasis Areas (PEAs) are usually themes promoted 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**. Those documents can be found: [http:// www.huntsvillempo.org/plans-and-reports/](http://www.huntsvillempo.org/plans-and-reports/)

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. This can be found: [http:// www.huntsvillempo.org/plans-and-reports/](http://www.huntsvillempo.org/plans-and-reports/)

8.0 TITLE VI

The Huntsville Area Metropolitan Planning Organization (MPO) is committed to ensuring public participation in the development of all transportation plans and programs. It is the overall goal of the MPO that the transportation planning process be open, accessible, transparent, inclusive, and responsive. As a continuing effort by the MPO to provide public access and the means by which to engage in the planning process, the MPO has established the following public participation goals for all documents and programs:

- (1) An Open Process – To have an open process that encourages early and continued public participation. All MPO and committee meetings are open to the public.

- (2) Easy Information Access – To provide complete and timely information regarding plans, programs, procedures, policies and technical data produced or used during the planning process to the general public and the media. All MPO meeting announcements, documents, maps, and plans can be viewed at www.huntsvillempo.org.
- (3) Notice of Activities – To provide timely and adequate public notice of hearings, meetings, reviews, and availability of documents.
- (4) Public Input and Organizational Response – To demonstrate consideration and recognition of public input and comments and to provide appropriate responses to public input.
- (5) An Inclusive Process – To encourage participation in the planning process by traditionally under represented segments of the community; low-income groups, minorities, persons with disabilities, and the elderly; and to consider the needs of these groups when developing programs, projects, or plans.

Additionally, the Huntsville Area MPO will be compliant with the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990 by July 2016. The MPO is and will remain compliant with the following Title VI laws, processes, and programs:

- Civil Rights Act of 1964, 42 USC 2000d, et seq. which prohibits exclusion from participation in any federal program on the basis of race, color, or national origin.
- 23 USC 324 which prohibits discrimination on the basis of sexual orientation, adding to the landmark significance of 2000d. This requirement is found in 23 CFR 450.334(1).
- Rehabilitation Act of 1973, 29 USC 701 Section 504, which prohibits discrimination on the basis of a disability, and in terms of access to the transportation planning process.
- Americans with Disabilities Act of 1990 which prohibits discrimination based solely on disability. ADA encourages the participation of people with disabilities in the development of transportation and paratransit plans and services. In accordance with ADA guidelines, all meetings conducted by the MPO will take place in locations which are accessible by persons with mobility limitations or other impairments.
- Executive Order 12898 or referred to as *Environmental Justice*, which requires that federal programs, policies and activities affecting human health or the environment will identify and avoid disproportionately high and adverse effects on minority or low-income populations. The intent was to ensure that no racial, ethnic, or socioeconomic group bears a disproportionate share of negative environmental consequences resulting from government programs and policies.
- Limited English Proficiency (LEP) Plan which is required by Title VI of the Civil Rights Act of 1964, Executive Order 13166, and FTA Circular C 4702.1B, October 2012. The Huntsville Area MPO has completed a Four Factor Analysis of the Huntsville Area Metropolitan Planning Area (MPA) to determine requirements for

compliance with the Limited English Proficiency (LEP) provisions. Based on the analysis, the MPO has identified a population within the MPA that may require MPO assistance in participating in the planning process. A Limited English Proficiency (LEP) Plan has been developed and is incorporated into the PPP. It can be accessed at www.huntsvillempo.org.

In order to further support the public participation goals of the Huntsville Area MPO, the public is encouraged to participate in the development of the UPWP. The 2019 UPWP process will include two public involvement meetings designed to obtain input from the public concerning the UPWP process in the Huntsville Area Metropolitan Planning Area (MPA). In addition, once the draft UPWP is approved, it will be subject to a 30-day public comment period before adoption of the final document. A summary of the public outreach activities and results are included in the Appendices. All Huntsville Area MPO meetings are open to the public. At these meetings, the MPO committees review and approve the draft and final UPWP documents. Interested individuals may also review and comment upon these documents in tandem with the MPO committees. Individuals may address their concerns to the MPO committees directly at any meetings they attend.

Section 504 of the Rehabilitation Act of 1973 is a national law that protects qualified individuals from discrimination based on their disability.

The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any federal department or agency, including the U.S. Department of Health and Human Services (DHHS). These organizations and employers include many hospitals, nursing homes, mental health centers, and human service programs. Section 504 forbids organizations and employers from excluding or denying individuals with disabilities an equal opportunity to receive program benefits and services. It defines the rights of individuals with disabilities to participate in, and have access to, program benefits and services.

The agencies with enforcement authority for actions which allege employment discrimination under this subchapter and under the Rehabilitation Act of 1973 [29 U.S.C. 701 et seq.] shall develop procedures to ensure that administrative complaints filed under this subchapter and under the Rehabilitation Act of 1973 are dealt with in a manner that avoids duplication of effort and prevents imposition of inconsistent or conflicting standards for the same requirements under this subchapter and the Rehabilitation Act of 1973. For the Federal-aid highway program: (1) Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program pursuant to 23 U.S.C. 128 and 139 and CEQ regulation. (2) State public involvement/public hearing procedures must provide for:

- i. Coordination of public involvement activities and public hearings with the entire NEPA process.

- ii. Early and continuing opportunities during project development for the public to be involved in the identification of social, economic, and environmental impacts, as well as impacts associated with relocation of individuals, groups, or institutions.
- iii. One or more public hearings or the opportunity for hearing(s) to be held by the state highway agency at a convenient time and place for any federal-aid project which requires significant amounts of right-of-way, substantially changes the layout or functions of connecting roadways or of the facility being improved, has a substantial adverse impact on abutting property, otherwise has a significant social, economic, environmental or other effect, or for which the FHWA determines that a public hearing is in the public interest.

The Americans with Disabilities Act (ADA) was signed into law on July 26, 1990. Its overall purpose is to make American Society more accessible to people with disabilities. In 2008, the ADA Amendments Act (ADAAA) was passed. Its purpose is to broaden the definition of disability, which had been narrowed by U.S. Supreme Court decisions.

The ADA is divided into five titles:

1. Employment (Title I) - Title I requires covered employers to provide reasonable accommodation for applicants and employees with disabilities and prohibits discrimination on the basis of disability in all aspects of employment. Reasonable accommodation includes, for example, restructuring jobs, making work-sites and workstations accessible, modifying schedules, providing services such as interpreters, and modifying equipment and policies. Title I also regulate medical examinations and inquires. For more information, see <http://AskJAN.org/links/adalinks.htm#I>
2. Public Services (Title II) - Under Title II, public services (which include state and local government agencies, the National Railroad Passenger Corporation, and other commuter authorities) cannot deny services to people with disabilities or deny participation in programs or activities that are available to people without disabilities. In addition, public transportation systems, such as public transit buses, must be accessible to individuals with disabilities. For more information, see <http://AskJAN.org/links/adalinks.htm#II>
3. Public Accommodations (Title III) - Public accommodations include facilities such as restaurants, hotels, grocery stores, retail stores, etc., as well as privately owned transportation systems. Title III requires that all new construction and modifications must be accessible to individuals with disabilities. For existing facilities, barriers to services must be removed if readily achievable. For more information, see <http://AskJAN.org/links/adalinks.htm#III>

4. Telecommunications (Title IV)- Telecommunications companies offering telephone service to the general public must have telephone relay service to individuals who use telecommunication devices for the deaf (TTYs) or similar devices.
5. Miscellaneous (Title V) - This title includes a provision prohibiting either (a) coercing or threatening or (b) retaliating against individuals with disabilities or those attempting to aid people with disabilities in asserting their rights under the ADA. The Draft UPWP will be presented to the Citizens and Technical Advisory Committees and the MPO Board's Policy Committee. All these meetings will be publicly noticed and allowed time for public comment. Agendas were distributed to a wide mailing list and posted on the MPO's website. Also, review copies of the draft were sent to the ALDOT and FHWA. All comments received were addressed and revisions were made where appropriate in the UPWP. In general, all agency plans and programs comply with the prohibition against discrimination in federally funded programs provisions of Title VI, 42 USC, Section 2000d, which states:

“No person in the United States shall, on ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”

The MPO will be in compliance with applicable provisions of FTA C 4702.1B. A Language Assistance Plan consistent with provisions of the Limited Proficiency requirements is available in the 2013 Public Participation Plan.

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 LIVABILITY

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** are included in an Appendix 3.6, as well as the upcoming 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

In June of 2015, the Environmental Protection Agency had 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.

As of 2019, the Huntsville Area MPO has met the requirements of the Clean Air Act and is in attainment status for the six principal pollutants set by the Environmental Protection Agency. More information about the pollutants and their requirements can be found here: <https://www.epa.gov/criteria-air-pollutants/naaqs-table>. The standard for these pollutants is reviewed from time to time, though it is not currently under review.

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). Transit, aviation, bicycle and trails. The TIP also contains support related to interstate construction, interstate maintenance programs, and fixed guide-way modernization.



constrained each fiscal year. The implemented using current and proposed expected to be in place when needed. the basis for the ALDOT Work Program (CIP). The plan includes highway, pedestrian facilities, and multi-use from FHWA and FTA for projects interstate maintenance programs,

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 for the FINAL FY2020-2023 TIP is included as Appendix 3.7.

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, is in Appendix 3.5 of this document, 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 FHWA (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 set 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	

* Those three pollutants only apply to the Birmingham MPO.

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

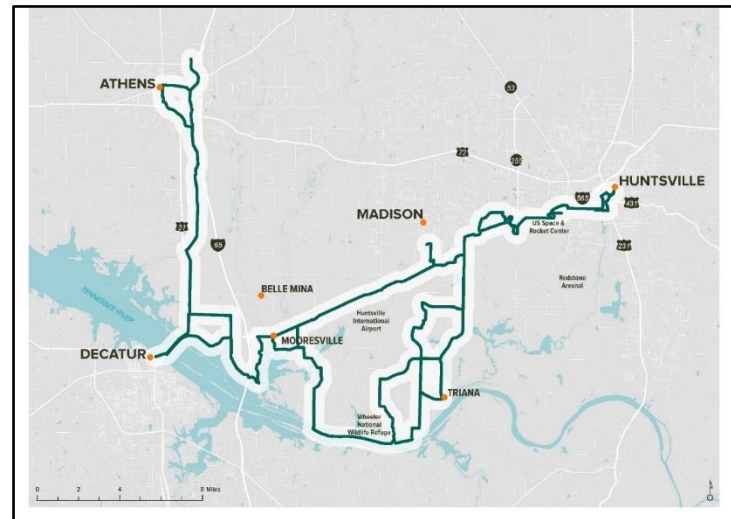
19.0 HUNTSVILLE-AREA MPO'S PROGRESS TOWARDS MEETING ALL PM TARGETS

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. Projects included in Section 2.4.11, Safety, will fulfill requirements for PM1, Section 2.4.3 could fulfill PM2 and Sections 2.4.1 and 2.4.2 could fulfill PM3.

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

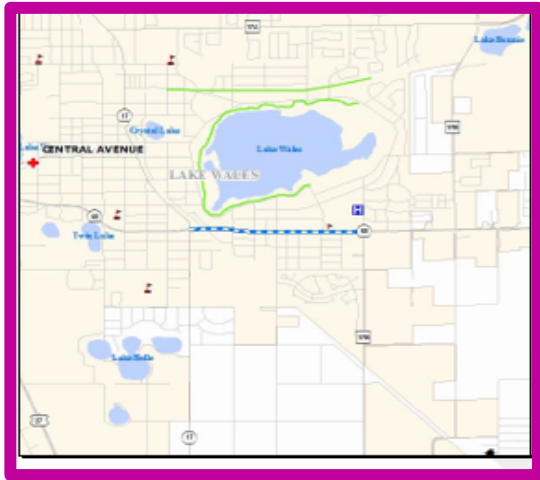
21.0 HOW TO USE THE TIP

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 isn't required 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

Table with 7 columns: Phase, Fund Source, 2020, 2021, 2022, 2023, Total. Rows include CN ATRP with funding breakdown and a Total row.

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$15,500,000
L RTP: 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 2019
(10/01/2018 – 06/30/2019)**

Federal-Aid Projects Obligated in FY 19
(October 1, 2018 – June 30, 2019)

<u>Project</u>	<u>Phase</u>	<u>TIP Requested Amount</u>	<u>Obligated Amount</u>	<u>Sponsoring Agency</u>	<u>Planned Future Funding</u>
UTILITY RELOCATION ON RYLAND PIKE FROM SR-2 (US-72) TO EVERETT ROAD	UT	\$2,040,000	\$1,212,931	Madison County	N/A
IMPROVE PEDESTRIAN FACILITIES AT FIVE POINTS; PROJECT LOCATED NEAR HOLMES AV PRATT AV AND ANDREW JACKSON AV.	CN	\$592,513	\$592,513	City of Huntsville	N/A
ADDITIONAL LANES ON CR-93 (WINCHESTER ROAD) FROM CR-406 (NAUGHER ROAD) TO CR-389 (RIVERTON ROAD)	CN	\$9,357,062	\$8,169,899	Madison County	N/A
BRIDGE REPLACEMENT AND APPROACHES (BIN 009693) ON DAN TIBBS ROAD OVER DRY CREEK	UT CN	\$53,506 \$1,301,318	\$48,639 \$1,758,908	Madison County	N/A
BRIDGE REPLACEMENT ON OLD HIGHWAY 20 (CR12) OVER A SLOUGH OF LIMESTONE CREEK (FHWA DISASTER)	UT CN	\$314,610 \$2,664,433	\$378,703 \$2,600,525	Limestone County	N/A
RESURFACING I-565 FROM I-65 (MP 0.00) TO MP 5.63	PE	N/A	\$353,500	ALDOT	CN: FY 2020
RESURFACING I-565 FROM .80 MILE WEST OF INDIAN SPRINGS ROAD TO .25 MILE WEST OF THE MADISON COUNTY LINE	PE	N/A	\$200,000	ALDOT	CN: FY 2021
RESURFACING ON SR-1 (US-431) FROM OLD BIG COVE ROAD TO BASSETT ST. SE	FM	\$4,242,000	\$2,122,056	ALDOT	N/A
ASPHALT PAVING FOR GREENBRIER PARKWAY EXTENSION FROM OLD HWY 20 TO BENEFIT TOYOTA-MAZDA	CN	\$2,000,000	\$2,000,000	City of Huntsville	N/A
SECTION 5339 TRANSIT MADISON CO COMM CAPITAL ROLLING STOCK (2 MOD VANS) FY 2019	TR	\$114,000	\$113,663	Madison County	N/A
SECTION 5317 TRANSIT GENESIS RESIDENTIAL OPERATING FY 2019	TR	\$73,730	\$36,865	ALDOT	N/A
SECTION 5311 TRANSIT MADISON CO COMM ADMINISTRATION FY 2019	TR	\$56,135	\$44,908	Madison County	N/A
SECTION 5310 TRANSIT ARC OF MADISON CO CAPITAL ROLLING STOCK (6 MINI VANS AND 2 MOD VANS) FY 2019	TR	N/A	\$339,220	ALDOT	N/A

SAFETY IMPROVEMENTS (SHOULDER WIDENING PAVEMENT SCORING SIGNING AND STRIPING) ALONG MOORES MILL ROAD FROM COUNTESS ROAD NE TO DARWIN ROAD	CN	\$669,477	\$688,378	Madison County	N/A
BRIDGE AND APPRO CHURCH STREET BRIDGE OVER BIG SPRING AT BIG SPRING PARK	RW	\$40,000	\$40,000	City of Huntsville	CN: FY 2020

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



TRANSPORTATION PROJECTS

TELUS Project Descriptions

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

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

All road improvement projects are selected by the State of Alabama with the exception of the category called **Surface Transportation Attributable Projects**. Before each individual funding source is defined, it is imperative to clearly explain the Surface Transportation Program funds, as monies made available through this program are split multiple ways.

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

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

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

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

metropolitan planning organizations (MPOs). This category now includes Interstate Maintenance activities as well as the NHS bridges.

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

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

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

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

Table 2.4.8: Enhancement Projects – This category was eliminated in MAP-21, with many of the activities covered under FAST Act's **Transportation Alternatives (TAP) program** (see 2.4.5). Table 2.4.8 remains in place, however, because there is still funding available under this program and the category will be deleted once funding is exhausted.

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

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

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

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

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

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

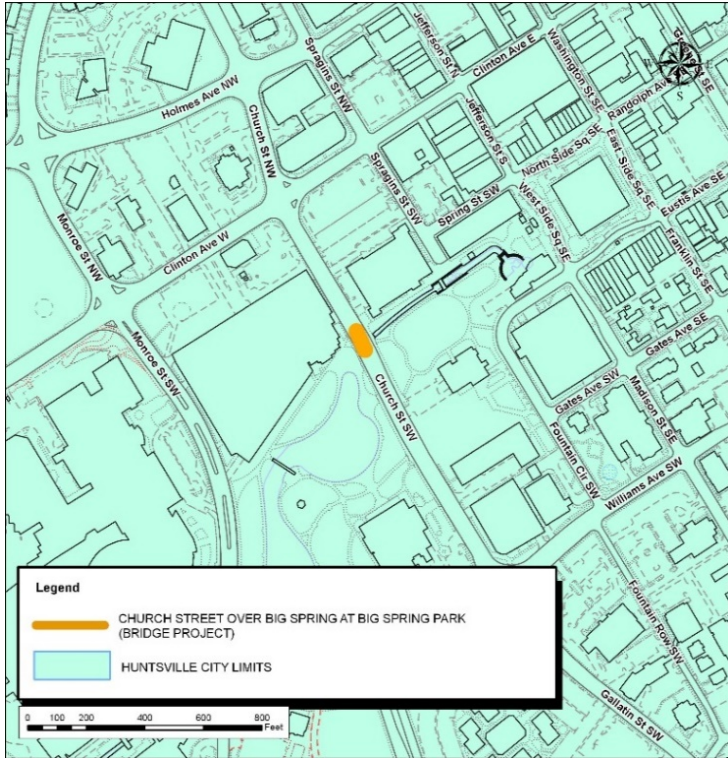
Table 2.4.14: High Priority and Congressional Earmarks Projects – High Priority funding is project-specific funding provided by TEA-21, extended by SAFETEA-LU and again in MAP-21, which spills over into FAST Act. Congressional Earmarks are legislative actions providing funding for a specific purpose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

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: OVER BIG SPRING

To: AT BIG SPRING PARK

Lead Agency: CITY OF HUNTSVILLE

Length: 0.00 mi

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

Prior Year Cost: \$768,000

Future Year Cost: 0

Total Project Cost: \$5,066,604

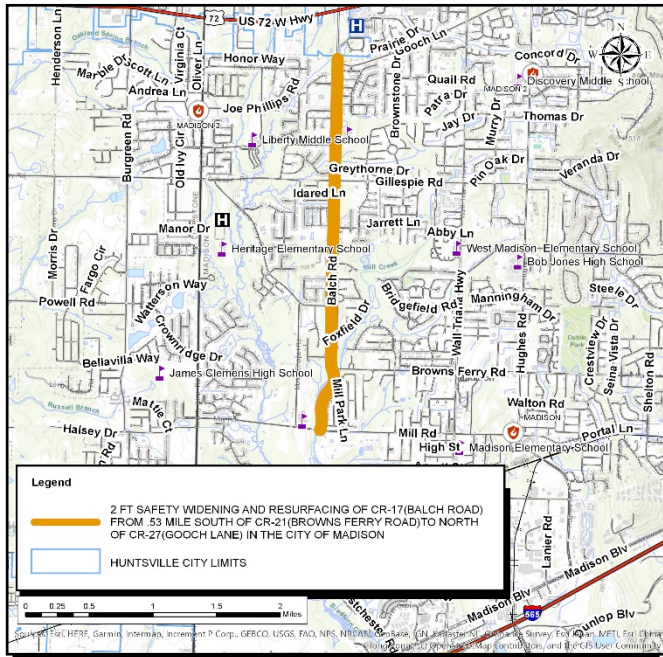
Project Description: BRIDGES AND APPROACHES

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

Livability Principle: LP 1 Transportation Choice, LP 5 Leverage Investment

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		\$704,246.50 Fed		\$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

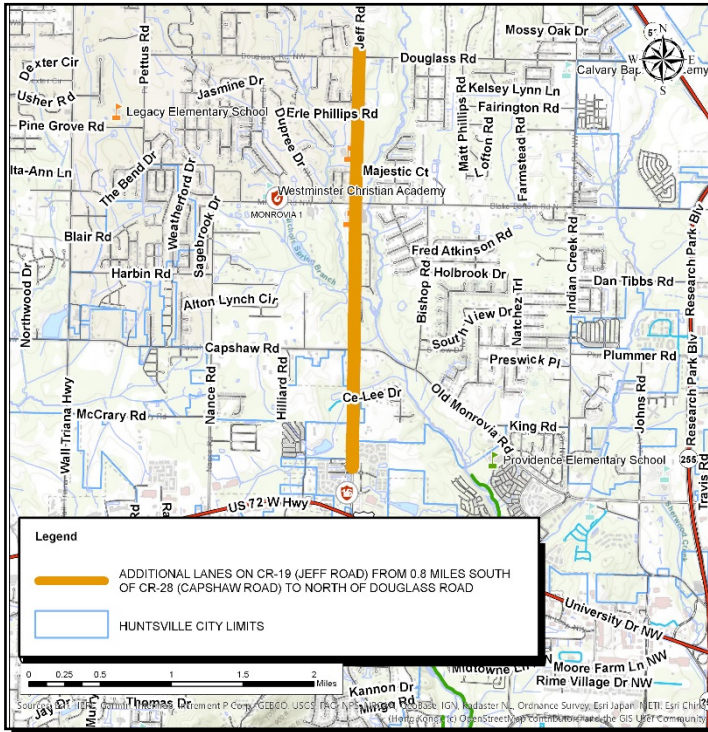
Project Description: WIDENING AND RESURFACING (RDWY)

Performance Measurement: PM 1 Safety, PM 2 Pavement Conditions

Livability Principle: LP 3 Economic Competitiveness, LP 4 Existing Communities, LP 5 Leverage Investments

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	0	\$2,250,000
			\$1,800,000 Fed \$450,000 Local	0	0	\$2,250,000
Total		\$1,000,000	\$2,250,000	0	0	\$3,250,000

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: \$3,250,000

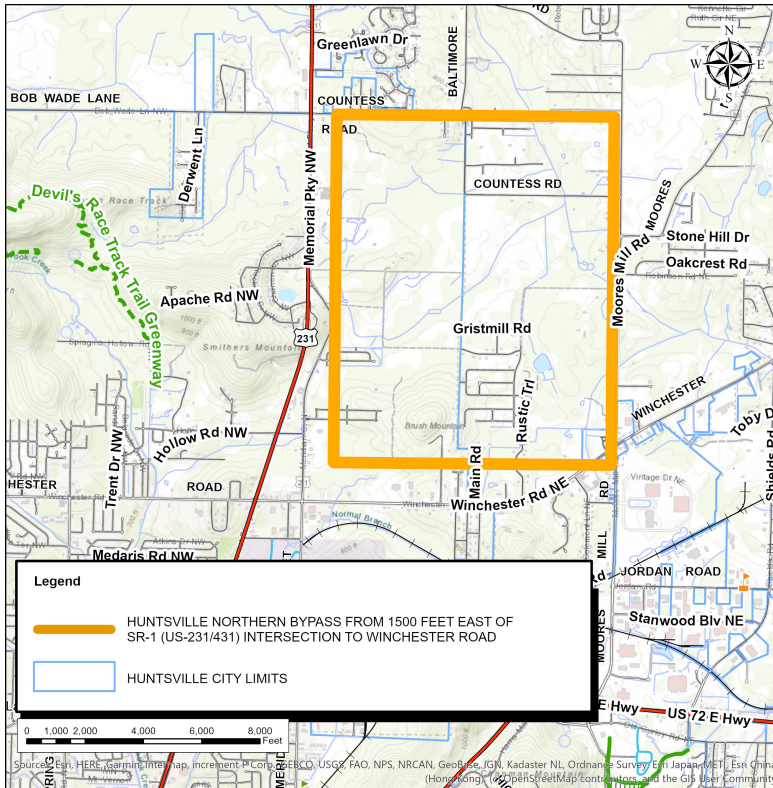
Project Description: ADDITIONAL ROADWAY LANES

Performance Measurement: PM 1 Safety, PM 2 Pavement Condition

Livability Principle: LP 3 Economic Competitiveness, LP 4 Existing Communities, LP 5 Leverage Investments

100062235
 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: CITY OF HUNTSVILLE **Length:** 6.06 mi

Phase	Fund Source	FY 2020	2021	2022	2023	Total
PE	STHVE	\$120,000	0	0	0	\$150,000
		Fed \$30,000.00 Local	0	0	0	
RW	STPHV	0	\$1,520,000	0	0	\$1,900,000
			Fed \$380,000 Local	0	0	
UT	STHVE	0	0	\$1,505,600	0	\$1,505,600
CN	STHVE	0	0	\$20,000,000	0	\$25,000,000
				Fed \$5,000,000 Local	0	
Total		\$150,000	\$1,900,000	\$26,505,600	0	\$28,555,600

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$28,555,600

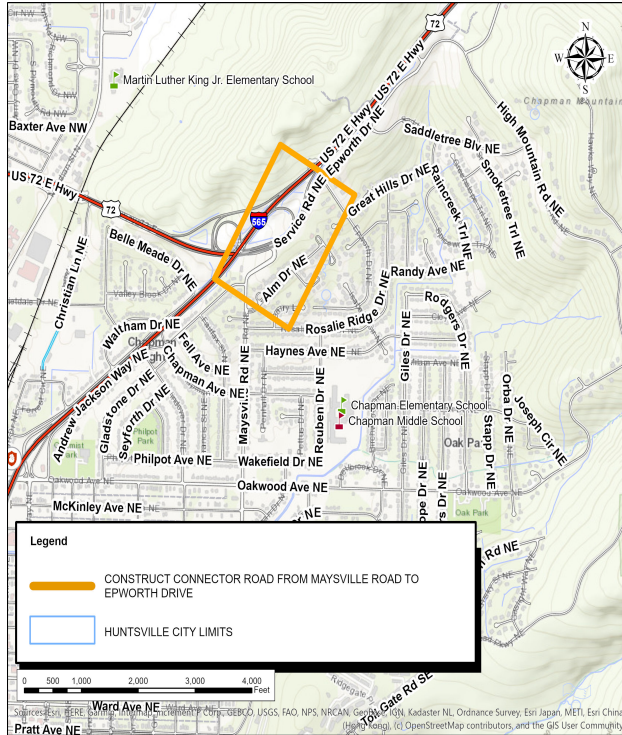
Project Description: GRADE, DRAIN, BASE AND PAVE

Performance Measurement: PM 3 Performance of NHS and Freight

Livability Principle: LP 3 Economic Competitiveness, LP 4 Existing Communities, LP 5 Leverage Investments

100059903

CONSTRUCT CONNECTOR ROAD FROM MAYSVILLE ROAD TO EPWORTH DRIVE.



Work Summary: GRADE, DRAIN, BASE AND PAVE
From: MAYSVILLE ROAD
To: EPWORTH DRIVE
Lead Agency: TBD

Length: 0.00 mi

Phase	Fund Source	FY 2020	2021	2022	2023	Total
CN	FAUPS	0	\$4,415,923.82	0	0	\$4,415,923.82
		0	Fed	0	0	
		0	\$551,990.48	0	0	\$551,990.48
		0	State	0	0	
		0	\$551,990.48	0	0	\$551,990.48
	Local	0	0	0	\$551,990.48	
Total		0	\$5,519,904.78	0	0	\$5,519,904.78

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: \$5,519,904.78

Project Description: GRADE, DRAIN, BASE AND PAVE

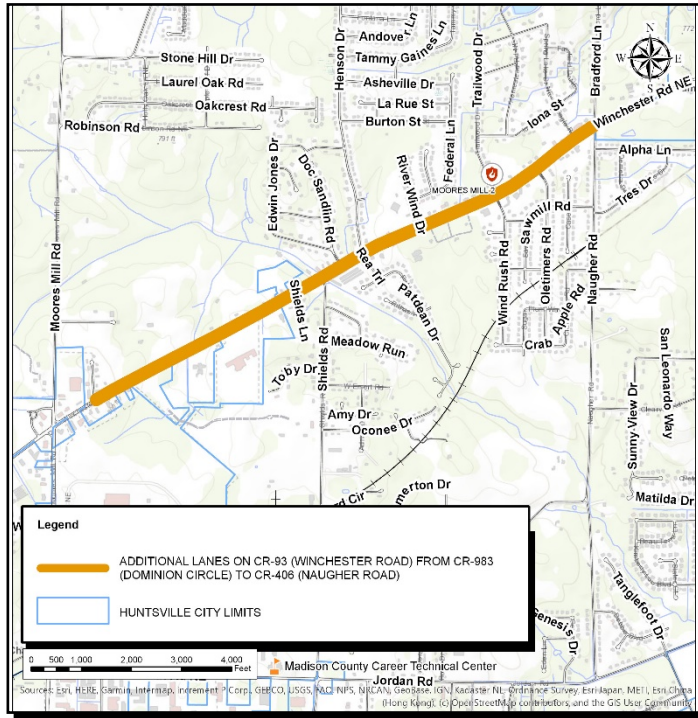
Performance Measurement: PM 1 Safety, PM 3 NHS, Freight

Livability Principle: LP 3 Enhance Economic Competitiveness

2.4.2

Other Surface Transportation Program Projects

ADDITIONAL LANES ON CR-93 (WINCHESTER ROAD)



Work Summary: ADDITIONAL ROADWAY LANES

From: CR-983 (DOMINION CIRCLE)

To: CR-406 (NAUGHER ROAD)

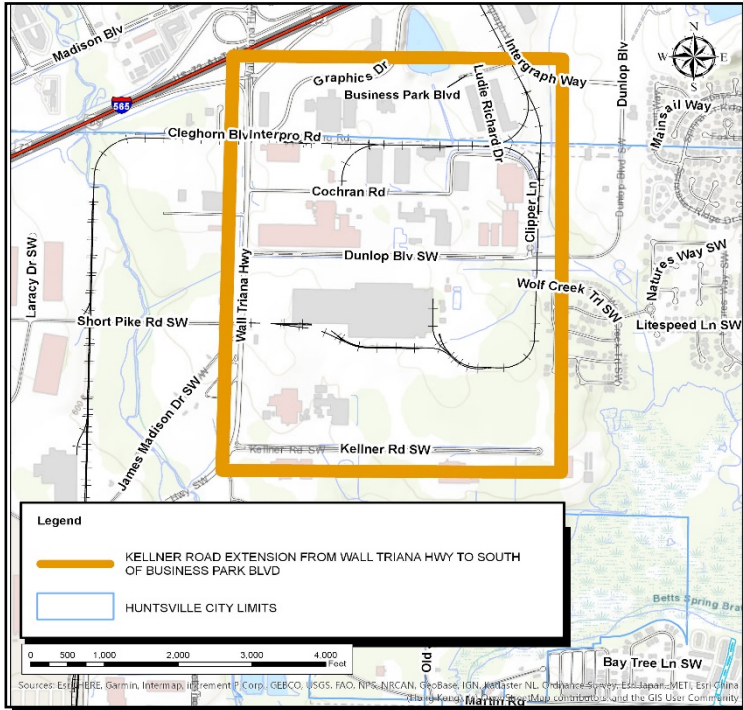
Lead Agency: CITY OF HUNTSVILLE Length: 2.30 mi

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
Livability Principle: LP 3 Economic Competitiveness, LP 4 Existing Communities

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

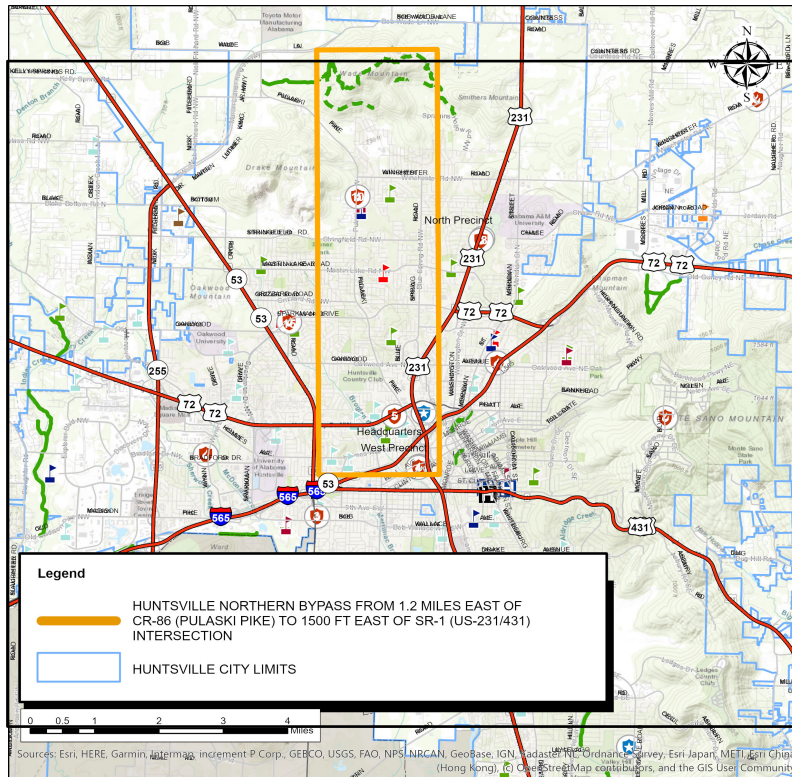


Phase	Fund Source	FY 2020	2021	2022	2023	Total
CN	ATRP	\$8,040,000 Fed	0	0	0	\$12,000,000
		\$3,960,000 Fed				
Total		\$12,000,000	0	0	0	\$12,000,000

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
Livability Principle: LP 3 Economic Competitiveness

100061851 HUNTSVILLE NORTHERN BYPASS FROM 1.2 MILES EAST OF CR-86 (PULASKI PIKE) TO 1500 FT EAST OF SR-1 (US-231/431) INTERSECTION

Work Summary: GRADE, DRAIN, BASE, PAVE AND BRG
From: 1.2 MILES EAST OF CR-86 (PULASKI PIKE)
To: 1500 FT EAST OF SR-1 (US-231/431) INTERSECTION
Lead Agency: ALDOT **Length:** 4.20 mi

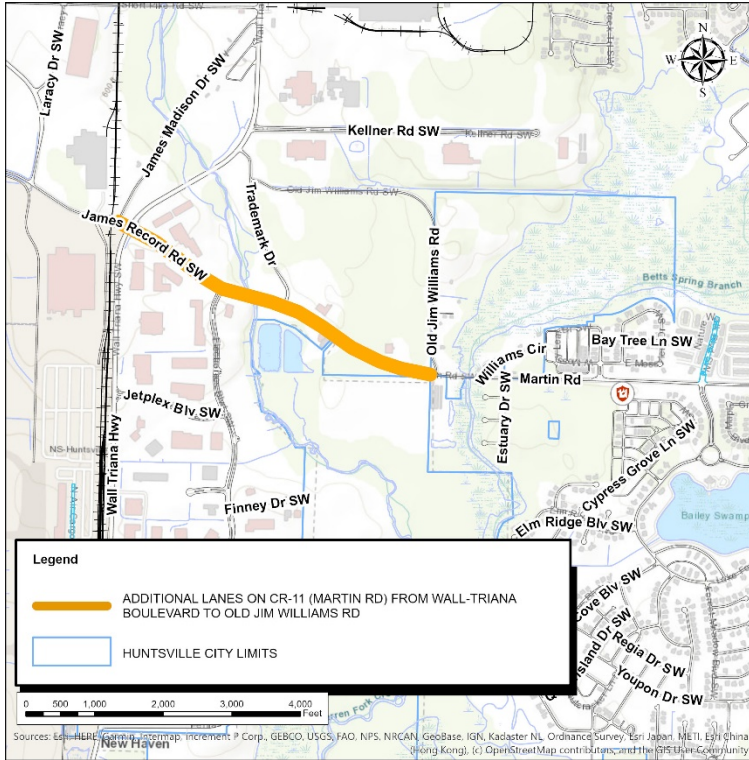


Phase	Fund Source	FY 2020	2021	2022	2023	Total
CN	ST	\$12,633,791.20 Fed	0	0	0	\$15,792,239
CN	NH	\$3,158,447.80 State	0	0	0	\$7,896,119
		\$ 6,316,895.20 Fed	0	0	0	
		\$1,579,223.80 State				
Total		\$23,688,358.00	0	0	0	\$23,688,358

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$23,688,358.00
Project Description: GRADE, DRAIN, BASE, PAVE AND BRG
Performance Measurement: PM 1 Safety, PM 3 NHS, Freight
Livability Principle: LP 3 Enhance Economic Competitiveness, LP 5 Leverage Investments

100055286

ADDITIONAL LANES ON CR-11 (MARTIN RD) FROM WALL-TRIANA BOULEVARD TO OLD JIM WILLIAMS RD



Work Summary: ADDITIONAL ROADWAY LANES
From: WALL-TRIANA BOULEVARD
To: OLD JIM WILLIAMS RD
Lead Agency: ALDOT

Length: 0.98 mi

Phase	Fund Source	FY 2020	2021	2022	2023	Total
CN	STAAE	\$10,366,400	0	0	0	\$12,958,000
	Fed					
		\$2,591,600	0	0	0	
	State					
Total		\$12,958,000	0	0	0	\$12,958,000

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: \$12,958,000.00

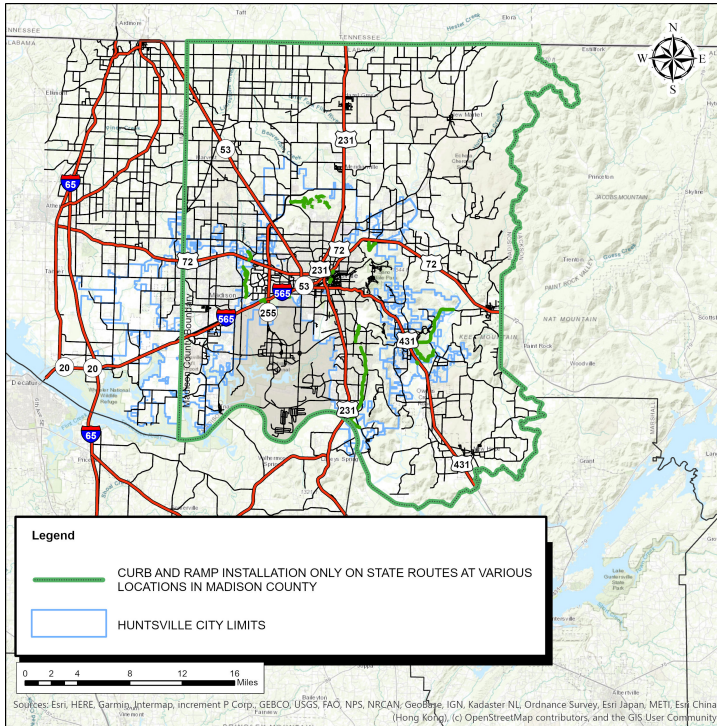
Project Description: ADDITIONAL ROADWAY LANES

Performance Measurement: PM 1 Safety, PM 3 NHS, Freight

Livability Principle: LP 1 Transportation Choices, LP 6 Value Communities

100060145

CURB AND RAMP INSTALLATION ONLY ON STATE ROUTES AT VARIOUS LOCATIONS IN MADISON COUNTY

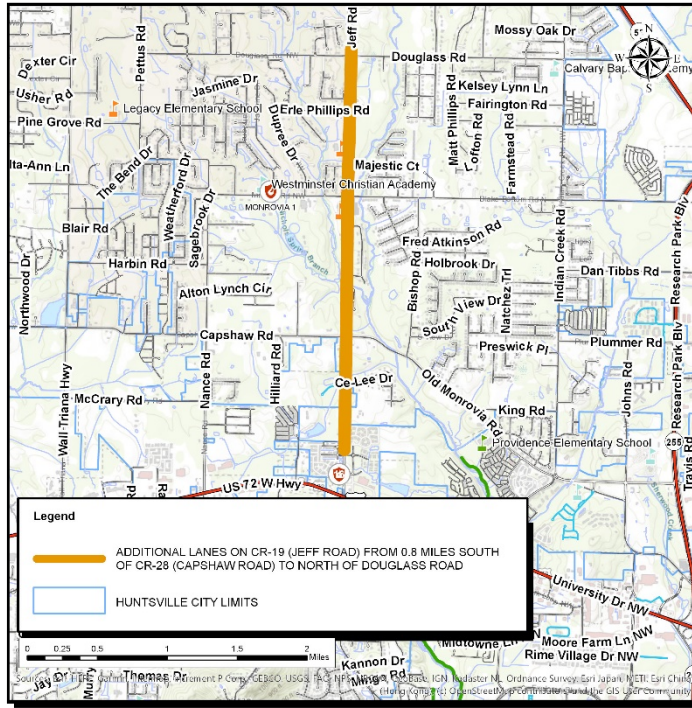


Work Summary: SIDEWALK
From:
To: VARIOUS LOCATIONS IN MADISON COUNTY
Lead Agency: ALDOT **Length:** 0.00 mi

Phase	Fund Source	FY 2020	2021	2022	2023	Total
CN	STAAM	\$394,042.49	0	0	0	\$492,553
	Fed	\$98,510.62	0	0	0	
	State					
Total		\$492,553	0	0	0	\$492,553

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$492,553
Project Description: SIDEWALK
Performance Measurement: PM 1 Safety, PM 3 NHS, Freight
Livability Principle: LP 1 Transportation Choices, LP 2 Promote Equitable Housing

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	FY 2020	2021	2022	2023	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

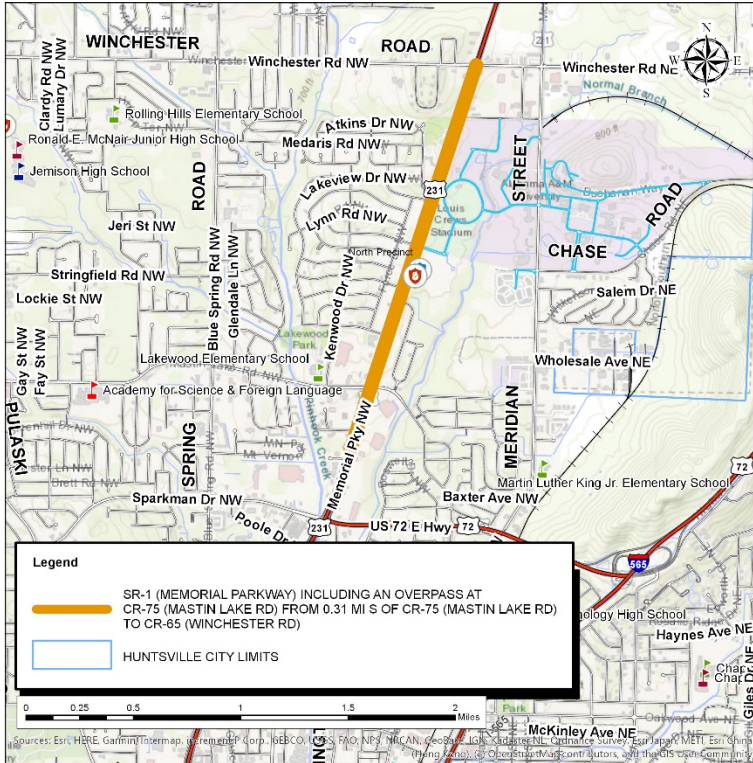
Livability Principle: LP 3, 4, 5 (same as above page- delete one of these pages)

2.4.3

NHS / Interstate Maintenance / NHS Bridge Projects

100004926

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



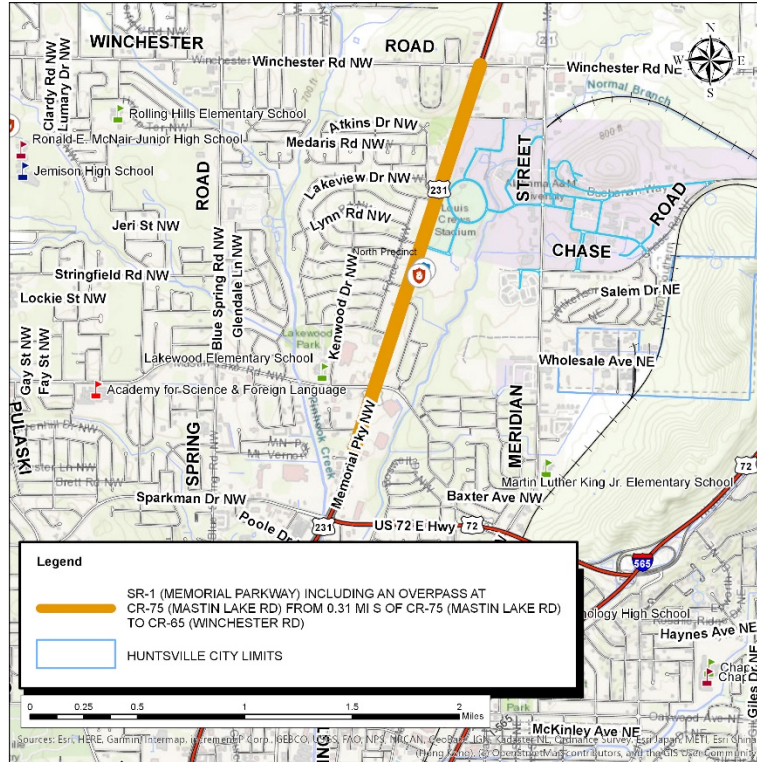
Work Summary: GRADE, DRAIN, BASE, PAVE AND BRG
From: 0.31 MI S OF CR-75 (MASTIN LAKE RD)
To: CR-65 (WINCHESTER RD)
Lead Agency: ALDOT **Length:** 0.63 mi

Phase	Fund Source	FY 2020	2021	2022	2023	Total
CN	NHF	0	0	\$34,084,425	0	\$42,605,531
		0	0	Fed	0	
		0	0	\$8,521,106	0	
Total		0	0	0	0	\$42,605,531

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$42,605,531
Project Description: GRADE, DRAIN, BASE, PAVE AND BRG
Performance Measurement: PM 1 Safety, PM 2 Bridge, PM 3 Freight and NHS
Livability Principle: LP 2 Equitable Housing, LP 3 Economic Competitiveness, LP 4 Existing Communities

100070087

**SR-1 (MEMORIAL PARKWAY)
FROM 0.31 MILES SOUTH OF CR-75 (MASTIN LAKE RD) TO CR-65 (WINCHESTER RD).
STRUCTURE REMOVAL AND SELECTIVE CLEARING AND GRUBBING.**



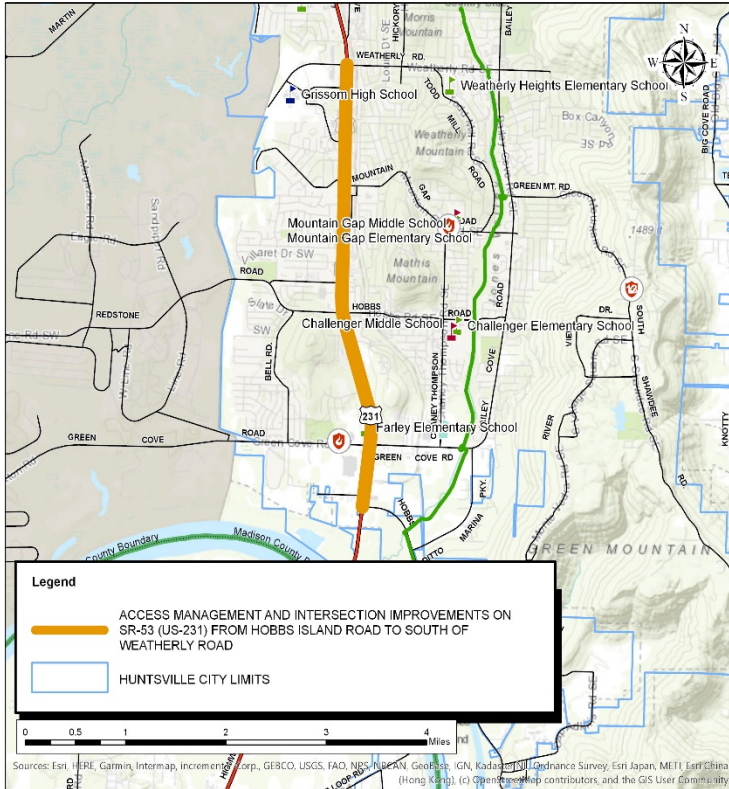
Work Summary: CLEARING AND GRUBBING
From: 0.31 MILES SOUTH OF CR-75 (MASTIN LAKE RD)
To: CR-65 (WINCHESTER RD)
Lead Agency: ALDOT **Length: 0.63 mi**

Phase	Fund Source	FY 2020	2021	2022	2023	Total
CN	NH	\$1,616,000	0		0	\$1,616,000
	Fed	\$404,000	0	0	0	\$404,000
	State		0		0	
Total		\$2,020,000	0	0	0	\$2,020,000.00

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$2,020,000.00
Project Description: CLEARING AND GRUBBING
Performance Measurement: PM 1 Safety, PM 2 Bridge, PM 3 Freight and NHS
Livability Principle: LP 2 Equitable Housing, LP 3 Economic Competitiveness, LP 4 Existing Communities

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

Phase	Fund Source	FY 2020	2021	2022	2023	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		\$13,589,225	0	0	0	\$13,589,225

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: \$13,589,225

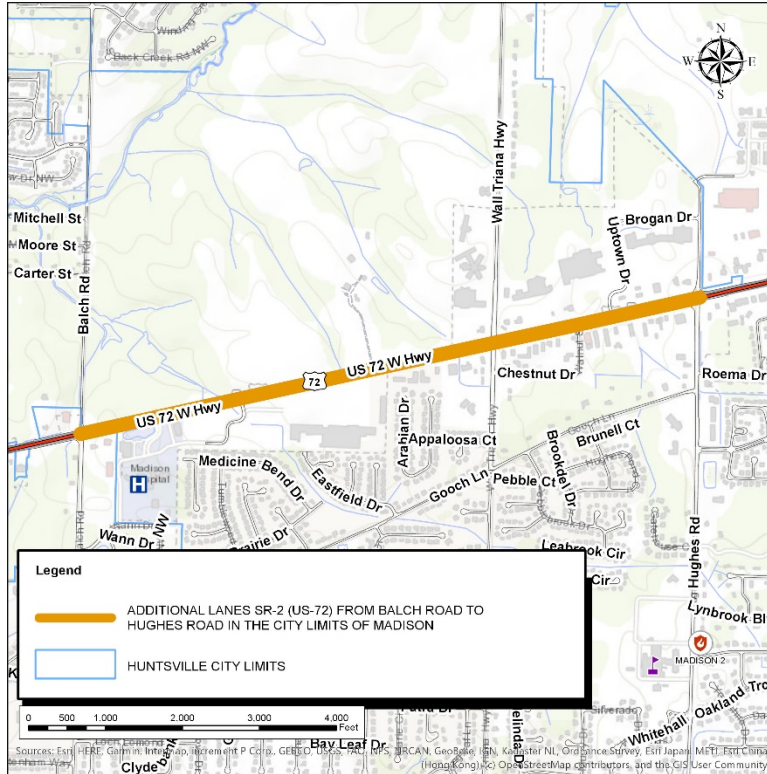
Project Description: UNCLASSIFIED

Performance Measurement: PM 1 Safety, PM 3 Freight

Livability Principle: LP 2 Equitable Housing, LP 3 Economic Competitiveness, LP 6 Value Neighborhoods

100061845

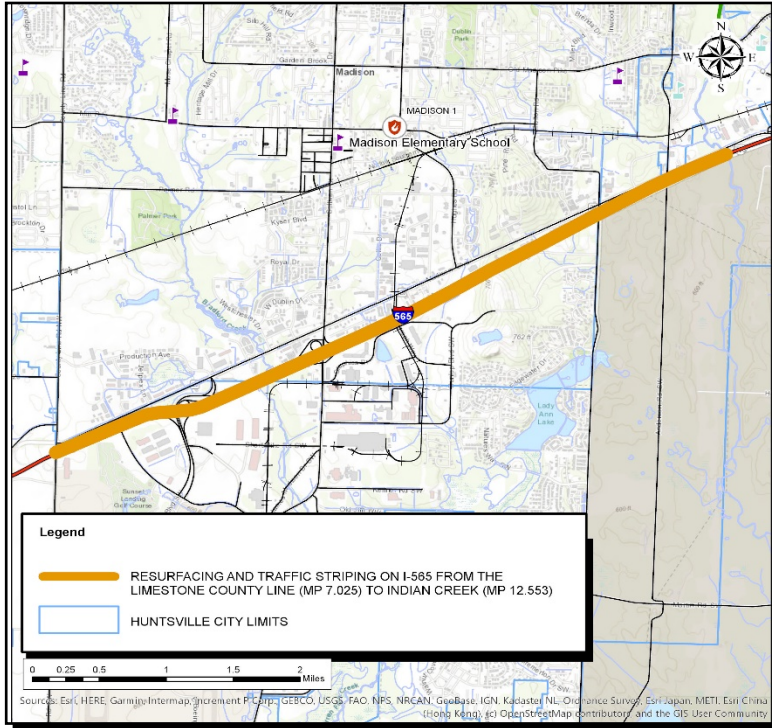
ADDITIONAL LANES SR-2 (US-72)



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: \$7,804,530
Project Description: ADDITIONAL ROADWAY LANES
Performance Measurement: PM 1 Safety, PM 3 NHS, Freight
Livability Principle: LP 1 Transportation Choices, LP 3 Economic Competitiveness

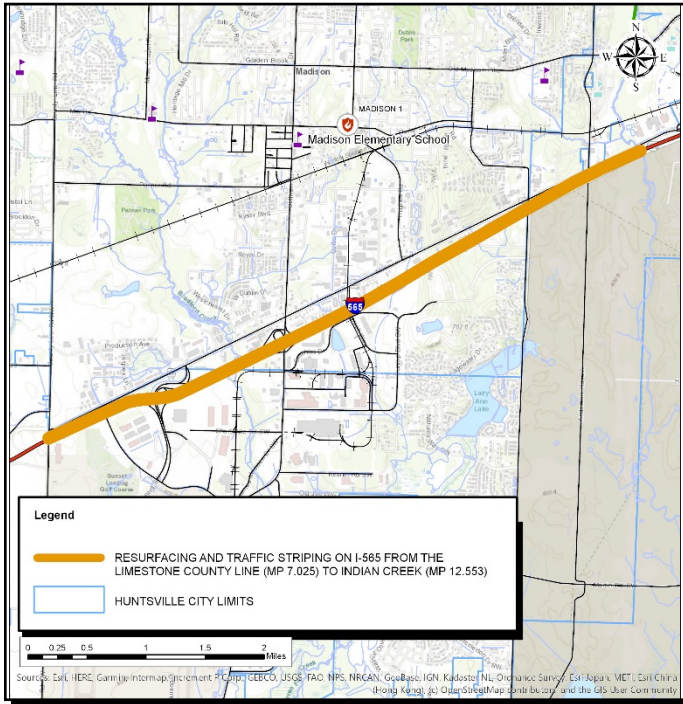


Work Summary: PREVENTATIVE MAINTENANCE LEVEL2
From: I-65 (MP 0.00)
To: MP 5.63
Lead Agency: TBD
Length: 5.63 mi

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
Livability Principle: LP 3 Economic Competitiveness

RESURFACING AND TRAFFIC STRIPING ON I-565



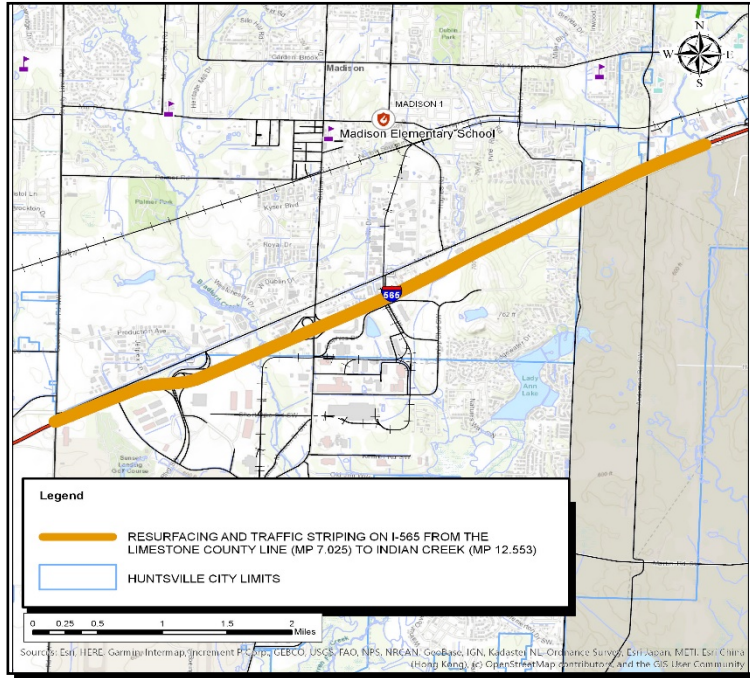
Work Summary: PREVENTATIVE MAINTENANCE LEVEL 1
From: .80 MILE WEST OF INDIAN SPRINGS ROAD
To: .25 MILE WEST OF THE MADISON COUNTY LINE
Lead Agency: TBD **Length: 1.40 mi**

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

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$2,142,210
Project Description: PREVENTATIVE MAINTENANCE LEVEL 2
Performance Measurement: PM 1 Safety, PM 3 NHS, Freight
Livability Principle: LP 3 Economic Competitiveness

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	0	0	\$6,630,650
			\$663,065 State			
Total		\$303,000	\$6,630,650	0	0	\$6,933,650

Prior Year Cost: 0

Future Year Cost: 0

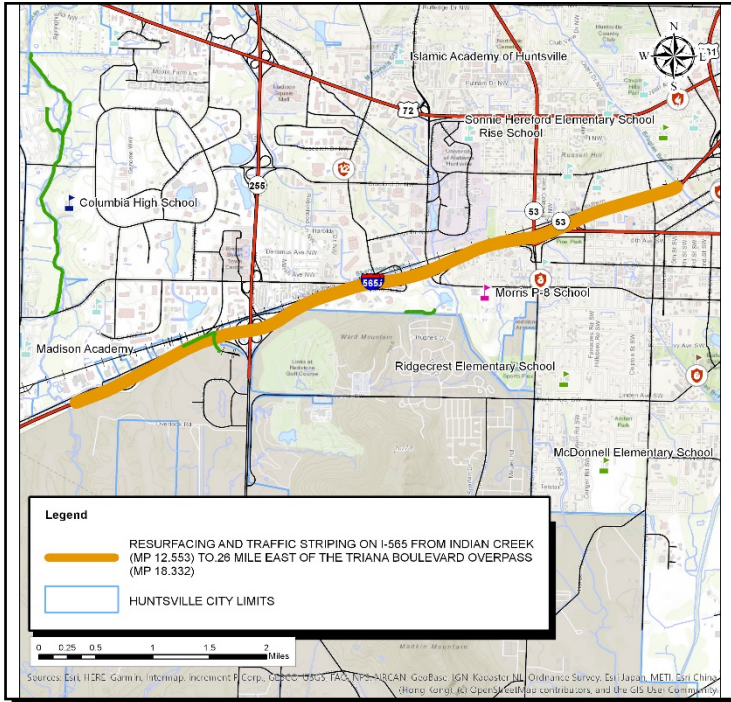
Total Project Cost: \$6,933,650

Project Description: PREVENTATIVE MAINTENANCE LEVEL 2

Performance Measurement: PM 1 Safety, PM 3 NHS, Freight

Livability Principle: LP 3 Economic Competitiveness

RESURFACING AND TRAFFIC STRIPING ON I-565



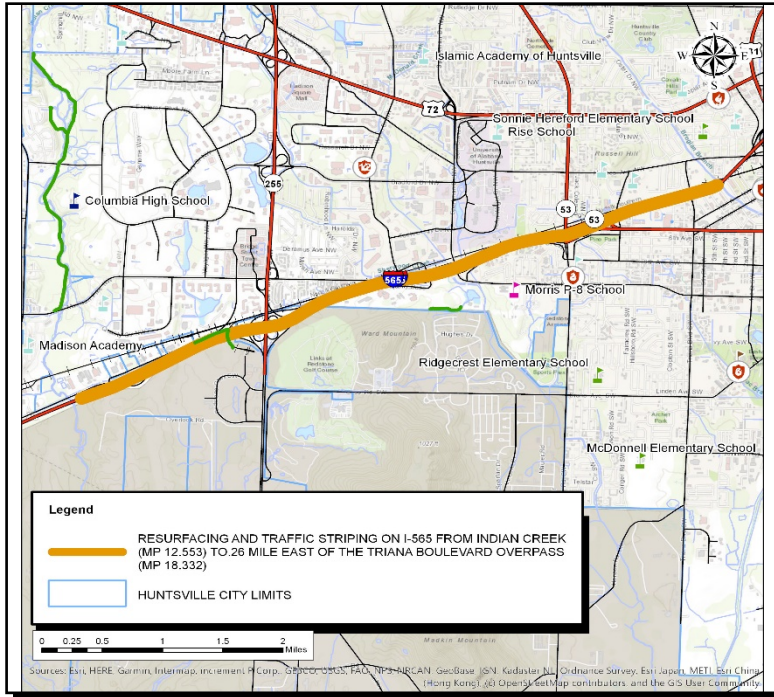
Work Summary: PREVENTATIVE MAINTENANCE LEVEL2
From: .26 MILE EAST OF THE TRIANA BOULEVARD OVERPASS (MP 18.332)
To: .45 MILE EAST OF THE SR-2 (US-72) OVERPASS (MP 22.305)
Lead Agency: TBD **Length:** 3.97 mi.

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
Livability Principle: LP 3 Economic Competitiveness

100069195

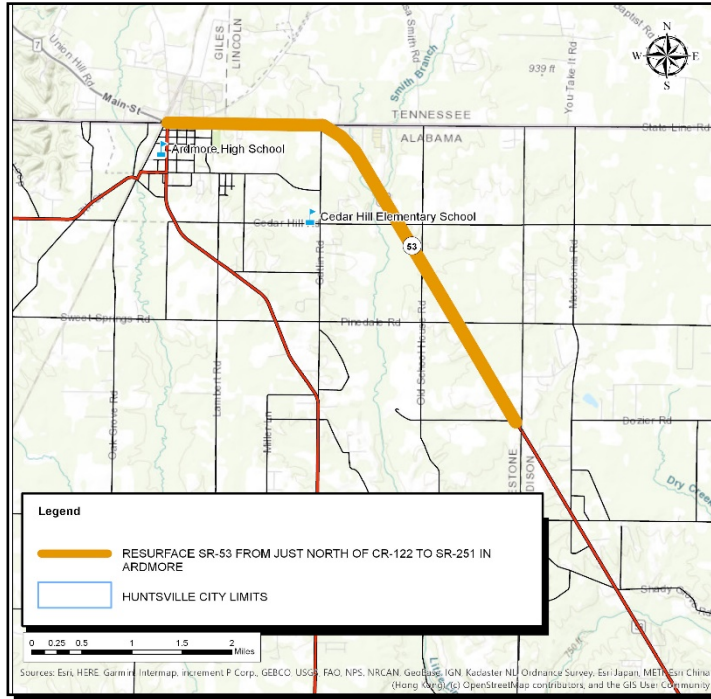
RESURFACING AND TRAFFIC STRIPING ON I-565



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:** 5.78 mi.

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
Livability Principle: LP 3 Economic Competitiveness



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
FM	NH	0	0	0	\$1,538,525 Fed \$384,631 State	\$1,923,156
		0	0	0	0	
		0	0	0		
Total			0	0	\$1,923,156	\$1,923,156

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: \$1,923,156

Project Description: PREVENTATIVE MAINTENANCE LEVEL 2

Performance Measurement: PM 1 Safety, PM 3 NHS, Freight

Livability Principle: LP 2 Equitable Housing, LP 6 Value Communities

2.4.4

Appalachian Highway System Projects

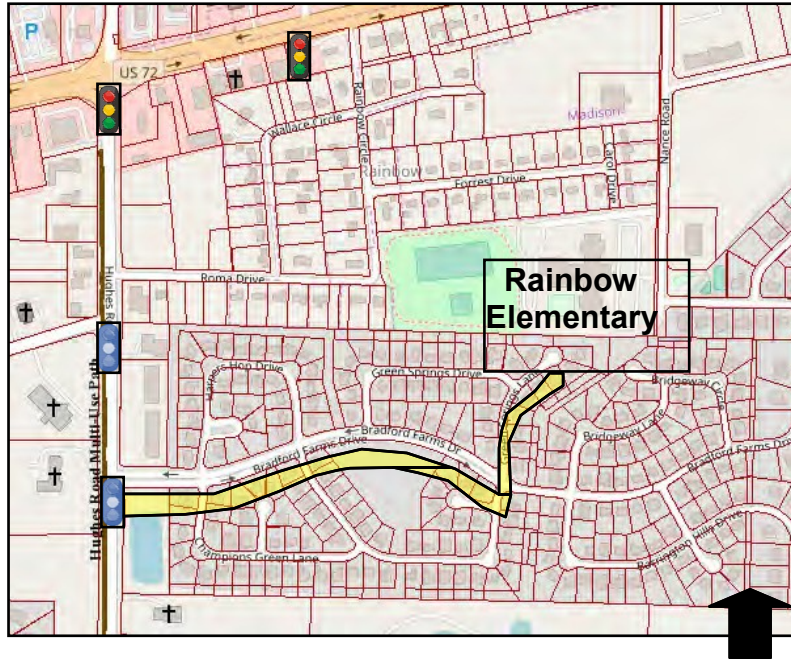
No Appalachian Highway System Projects at this time.

2.4.5

Transportation Alternatives Projects

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

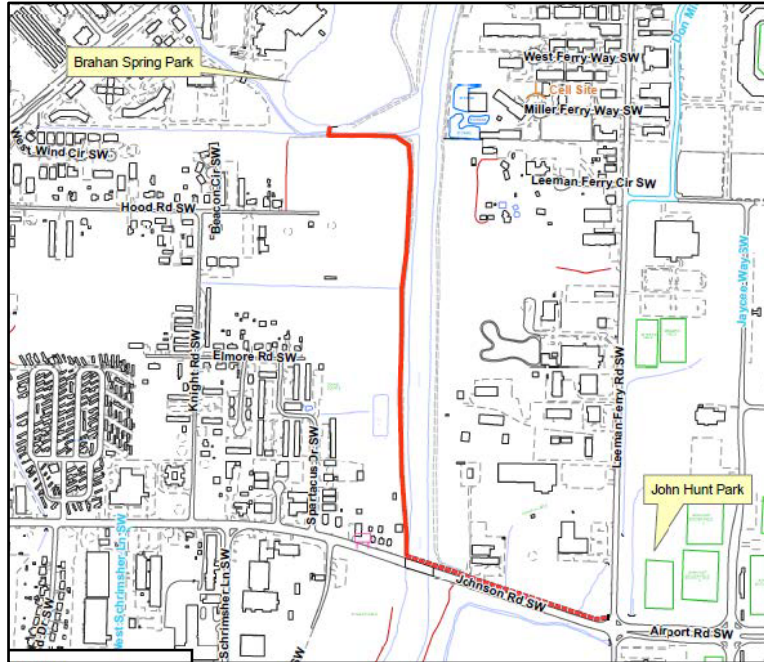


Work Summary: SIDEWALKS
From: HUGHES ROAD
To: GREEN SPRINGS LANE
Lead Agency: TBD **Length: 0.00 mi**

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
Livability Principle: LP 1 Transportation Choice, LP 4 Existing Communities

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	
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

Livability Principle: LP 1 Transportation Choice, LP 2 Affordable Housing, LP 4 Existing Communities

2.4.6

Bridge Projects (State and Federal)

No State and Federal Bridge Projects at this time.

2.4.7

State Funded Projects

No State Funded Projects at this time.

2.4.8 Enhancement Projects

No Enhancement Projects at this time.

2.4.9

Transit Projects

2.4.9 Transit Projects

Sponsor: TBD												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
44416	100070397 FTA3C TR20 ()	SECTION 5339 HUNTSVILLE TRANSIT BUSES SGR (APPORTIONMENT FY 2018)	0.00	TR	P	UNCLASSIFIED	2020	0.000		NA	\$8,749 \$0 \$2,187	\$10,936
44417	100070398 FTA3C TR20 ()	SECTION 5339 HUNTSVILLE TRANSIT BUSES SGR (APPORTIONMENT FY 2019)	0.00	TR	P	UNCLASSIFIED	2020	0.000		NA	\$265,576 \$0 \$66,394	\$331,970
44424	100070406 FTA3C TR21 ()	SECTION 5339 TRANSIT HUNTSVILLE BUSES SGR FY 2021 (APPORTIONMENT FY 2020)	0.00	TR	P	UNCLASSIFIED	2021	0.000		NA	\$265,576 \$0 \$66,394	\$331,970
44430	100070413 FTA3C TR22 ()	SECTION 5339 TRANSIT HUNTSVILLE BUSES SGR FY 2022 (APPORTIONMENT FY 2021)	0.00	TR	P	UNCLASSIFIED	2022	0.000		NA	\$265,576 \$0 \$66,394	\$331,970
44436	100070419 FTA3C TR23 ()	SECTION 5339 TRANSIT HUNTSVILLE BUSES SGR FY 2023 (APPORTIONMENT FY 2022)	0.00	TR	P	UNCLASSIFIED	2023	0.000		NA	\$265,576 \$0 \$66,394	\$331,970
44422	100070403 FTA9 TR20 ()	SECTION 5307 HUNTSVILLE TRANSIT HUNTSVILLE TRANSIT OPERATING ASSISTANCE (APPORTIONMENT FY 2019 <75 BUS)	0.00	TR	P	UNCLASSIFIED	2020	0.000		NA	\$2,220,873 \$0 \$2,220,873	\$4,441,746
44429	100070412 FTA9 TR21 ()	SECTION 5307 TRANSIT HUNTSVILLE OPERATING ASSISTANCE FY 2021 (APPORTIONMENT FY 2020 <75 BUS)	0.00	TR	P	UNCLASSIFIED	2021	0.000		NA	\$1,916,796 \$0 \$0	\$1,916,796
44435	100070418 FTA9 TR22 ()	SECTION 5307 TRANSIT HUNTSVILLE OPERATING ASSISTANCE FY 2022 (APPORTIONMENT FY 2021 <75 BUS)	0.00	TR	P	UNCLASSIFIED	2022	0.000		NA	\$1,955,132 \$0 \$0	\$1,955,132
44441	100070424 FTA9 TR23 ()	SECTION 5307 TRANSIT HUNTSVILLE OPERATING ASSISTANCE FY 2023 (APPORTIONMENT FY 2022 <75 BUS)	0.00	TR	P	UNCLASSIFIED	2023	0.000		NA	\$1,994,235 \$0 \$0	\$1,994,235
44418	100070399 FTA9C TR20 ()	SECTION 5307 HUNTSVILLE TRANSIT BUSES (APPORTIONMENT FY 2019)	0.00	TR	P	UNCLASSIFIED	2020	0.000		NA	\$670,475 \$0 \$167,619	\$838,094
44419	100070400 FTA9C TR20 ()	SECTION 5307 OTHER CAPITAL PROJECTS/ITEMS (APPORTIONMENT FY 2019)	0.00	TR	P	UNCLASSIFIED	2020	0.000		NA	\$364,800 \$0 \$91,200	\$456,000
44420	100070401 FTA9C TR20 ()	SECTION 5307 HUNTSVILLE TRANSIT RV MAINTENANCE (APPORTIONMENT FY 2019)	0.00	TR	P	UNCLASSIFIED	2020	0.000		NA	\$395,353 \$0 \$98,838	\$494,191
44421	100070402 FTA9C TR20 ()	SECTION 5307 HUNTSVILLE TRANSIT ADA (APPORTIONMENT FY 2019)	0.00	TR	P	UNCLASSIFIED	2020	0.000		NA	\$187,418 \$0 \$46,855	\$234,273
44425	100070408 FTA9C TR21 ()	SECTION 5307 TRANSIT HUNTSVILLE BUSES FY 2021 (APPORTIONMENT FY 2020)	0.00	TR	P	UNCLASSIFIED	2021	0.000		NA	\$644,970 \$0 \$161,242	\$806,212

2.4.9 Transit Projects

44426	100070409 FTA9C TR21 ()	SECTION 5307 TRANSIT OTHER CAPITAL PROJECTS/ITEMS FY 2021 (APPORTIONMENT FY 2020)	0.00	TR	P	UNCLASSIFIED	2021	0.000	NA	\$150,000 \$0 \$37,500	\$187,500
44427	100070410 FTA9C TR21 ()	SECTION 5307 TRANSIT HUNTSVILLE RV MAINT FY 2021 (APPORTIONMENT FY 2020)	0.00	TR	P	UNCLASSIFIED	2021	0.000	NA	\$403,260 \$0 \$100,815	\$504,075
44428	100070411 FTA9C TR21 ()	SECTION 5307 TRANSIT HUNTSVILLE ADA FY 2021 (APPORTIONMENT FY 2020)	0.00	TR	P	UNCLASSIFIED	2021	0.000	NA	\$187,418 \$0 \$46,855	\$234,273
44431	100070414 FTA9C TR22 ()	SECTION 5307 TRANSIT HUNTSVILLE BUSES FY 2022 (APPORTIONMENT FY 2021)	0.00	TR	P	UNCLASSIFIED	2022	0.000	NA	\$657,870 \$0 \$164,467	\$822,337
44432	100070415 FTA9C TR22 ()	SECTION 5307 TRANSIT OTHER CAPITAL PROJECTS / ITEMS FY 2022 (APPORTIONMENT FY 2021)	0.00	TR	P	UNCLASSIFIED	2022	0.000	NA	\$150,000 \$0 \$37,500	\$187,500
44433	100070416 FTA9C TR22 ()	SECTION 5307 TRANSIT HUNTSVILLE RV MAINT FY 2022 (APPORTIONMENT FY 2021)	0.00	TR	P	UNCLASSIFIED	2022	0.000	NA	\$411,326 \$0 \$102,831	\$514,157
44434	100070417 FTA9C TR22 ()	SECTION 5307 TRANSIT HUNTSVILLE ADA FY 2022 (APPORTIONMENT FY 2021)	0.00	TR	P	UNCLASSIFIED	2022	0.000	NA	\$187,418 \$0 \$46,855	\$234,273
44437	100070420 FTA9C TR23 ()	SECTION 5307 TRANSIT HUNTSVILLE BUSES FY 2023 (APPORTIONMENT FY 2022)	0.00	TR	P	UNCLASSIFIED	2023	0.000	NA	\$671,026 \$0 \$167,757	\$838,783
44438	100070421 FTA9C TR23 ()	SECTION 5307 TRANSIT OTHER CAPITAL PROJECTS/ITEMS FY 2023 (APPORTIONMENT FY 2022)	0.00	TR	P	UNCLASSIFIED	2023	0.000	NA	\$150,000 \$0 \$37,500	\$187,500
44439	100070422 FTA9C TR23 ()	SECTION 5307 TRANSIT HUNTSVILLE RV MAINT FY 2023 (APPORTIONMENT FY 2022)	0.00	TR	P	UNCLASSIFIED	2023	0.000	NA	\$419,552 \$0 \$104,888	\$524,440
44440	100070423 FTA9C TR23 ()	SECTION 5307 TRANSIT HUNTSVILLE ADA FY 2023 (APPORTIONMENT FY 2022)	0.00	TR	P	UNCLASSIFIED	2023	0.000	NA	\$187,418 \$0 \$46,855	\$234,273
44107	100069962 RPTO TR20 ()	SECTION 5311 TRANSIT MADISON COUNTY TRAM OPERATIONS APPORTIONMENT FY 2020	0.00	TR	P	UNCLASSIFIED	2020	0.000	NA	\$169,045 \$0 \$0	\$169,045
44110	100069965 RPTO TR21 ()	SECTION 5311 TRANSIT MADISON COUNTY TRAM OPERATIONS APPORTIONMENT FY 2021	0.00	TR	P	UNCLASSIFIED	2021	0.000	NA	\$169,045 \$0 \$0	\$169,045
44113	100069968 RPTO TR22 ()	SECTION 5311 TRANSIT MADIOSN COUNTY TRAM OPERATIONS APPORTIONMENT FY 2022	0.00	TR	P	UNCLASSIFIED	2022	0.000	NA	\$169,045 \$0 \$0	\$169,045
44116	100069971 RPTO TR23 ()	SECTION 5311 TRANSIT MADISON COUNTY TRAM OPERATIONS APPORTIONMENT FY 2023	0.00	TR	P	UNCLASSIFIED	2023	0.000	NA	\$169,045 \$0 \$0	\$169,045
44108	100069963 RPTOC TR20 ()	SECTION 5311 TRANSIT MADISON COUNTY TRAM ADMINISTRATION APPORTIONMENT FY 2020	0.00	TR	P	UNCLASSIFIED	2020	0.000	NA	\$44,908 \$0 \$0	\$44,908

2.4.9 Transit Projects

44109	100069964 RPTOC TR20 ()	SECTION 5311 TRANSIT MADISON COUNTY TRAM CAPITAL APPORTIONMENT FY 2020	0.00	TR	P	UNCLASSIFIED	2020	0.000	NA	\$92,800 \$0 \$23,200	\$116,000
44111	100069966 RPTOC TR21 ()	SECTION 5311 TRANSIT MADISON COUNTY TRAM ADMINISTRATIVE APPORTIONMENT FY 2021	0.00	TR	P	UNCLASSIFIED	2021	0.000	NA	\$44,908 \$0 \$0	\$44,908
44112	100069967 RPTOC TR21 ()	SECTION 5311 TRANSIT MADISON COUNTY TRAM CAPITAL APPORTIONMENT FY 2021	0.00	TR	P	UNCLASSIFIED	2021	0.000	NA	\$94,400 \$0 \$23,600	\$118,000
44114	100069969 RPTOC TR22 ()	SECTION 5311 TRANSIT MADISON COUNTY TRAM ADMINISTRATION APPORTIONMENT FY 2022	0.00	TR	P	UNCLASSIFIED	2022	0.000	NA	\$44,908 \$0 \$0	\$44,908
44115	100069970 RPTOC TR22 ()	SECTION 5311 TRANSIT MADISON COUNTY TRAM CAPITAL APPORTIONMENT FY 2022	0.00	TR	P	UNCLASSIFIED	2022	0.000	NA	\$96,000 \$0 \$24,000	\$120,000
44117	100069972 RPTOC TR23 ()	SECTION 5311 TRANSIT MADISON COUNTY TRAM ADMINISTRATIVE APPORTIONMENT FY 2023	0.00	TR	P	UNCLASSIFIED	2023	0.000	NA	\$44,908 \$0 \$0	\$44,908
44118	100069973 RPTOC TR23 ()	SECTION 5311 TRANSIT MADISON COUNTY TRAM CAPITAL APPORTIONMENT FY 2023	0.00	TR	P	UNCLASSIFIED	2023	0.000	NA	\$97,600 \$0 \$24,400	\$122,000
43937	100069777 UMTAC TR20 ()	SECTION 5310 TRANSIT HUNTSVILLE AREA CITY OF HUNTSVILLE CAPITAL ROLLING STOCK (4 MOD VANS) APPORTIONMENT FY 2017	0.00	TR	P	UNCLASSIFIED	2020	0.000	NA	\$244,289 \$0 \$61,072	\$305,361
43938	100069778 UMTAC TR20 ()	SECTION 5310 TRANSIT HUNTSVILLE AREA CITY OF HUNTSVILLE CAPITAL ROLLING STOCK (4 MOD VANS) APPORTIONMENT FY 2018	0.00	TR	P	UNCLASSIFIED	2020	0.000	NA	\$126,092 \$0 \$31,523	\$157,615
43939	100069779 UMTAC TR21 ()	SECTION 5310 TRANSIT HUNTSVILLE AREA CITY OF HUNTSVILLE CAPITAL ROLLING STOCK (4 MOD VANS) APPORTIONMENT FY 2019	0.00	TR	P	UNCLASSIFIED	2021	0.000	NA	\$128,949 \$0 \$32,237	\$161,186
43940	100069780 UMTAC TR22 ()	SECTION 5310 TRANSIT HUNTSVILLE AREA CITY OF HUNTSVILLE CAPITAL ROLLING STOCK (4 MOD VANS) APPORTIONMENT FY 2020	0.00	TR	P	UNCLASSIFIED	2022	0.000	NA	\$131,870 \$0 \$32,968	\$164,838
43941	100069781 UMTAC TR23 ()	SECTION 5310 TRANSIT HUNTSVILLE AREA CITY OF HUNTSVILLE CAPITAL ROLLING STOCK (4 MOD VANS) APPORTIONMENT FY 2021	0.00	TR	P	UNCLASSIFIED	2023	0.000	NA	\$131,870 \$0 \$32,968	\$164,838
43942	100069782 UMTAC TR20 ()	SECTION 5310 TRANSIT - HUNTSVILLE AREA ARC OF MADISON CAPITAL ROLLING STOCK (5 MINI VANS) AND (2 MOD VANS) APPORTIONMENT FY 2018	0.00	TR	P	UNCLASSIFIED	2020	0.000	NA	\$290,777 \$0 \$72,694	\$363,471
43943	100069783 UMTAC TR21 ()	SECTION 5310 TRANSIT - HUNTSVILLE AREA ARC OF MADISON CAPITAL ROLLING STOCK (4 MINI VANS) APPORTIONMENT FY 2019	0.00	TR	P	UNCLASSIFIED	2021	0.000	NA	\$128,949 \$0 \$32,237	\$161,186

2.4.9 Transit Projects

44395	100070354	SECTION 5310 TRANSIT - HUNTSVILLE AREA ARC OF MADISON CAPITAL ROLLING STOCK (4 MINI VANS) (APPORTIONMENT FY 2020)	0.00	TR	P	UNCLASSIFIED	2022	0.000	NA	\$131,870 \$0 \$32,968	\$164,838
44396	100070355	SECTION 5310 TRANSIT - HUNTSVILLE AREA ARC OF MADISON CAPITAL ROLLING STOCK (4 MINI VANS) (APPORTIONMENT FY 2021)	0.00	TR	P	UNCLASSIFIED	2023	0.000	NA	\$131,870 \$0 \$32,968	\$164,838
Totals By Sponsor						Federal		\$17,284,190		ALL Funds	\$21,293,883

All of the transit projects support the PM: 1 Safety Performance Measures

All of the transit projects support the Livability Principles: 1 Transportation Choices, 2 Equitable Housing, 4 Existing Communities, and 6 Value Neighborhoods

2.4.10

System Maintenance Projects

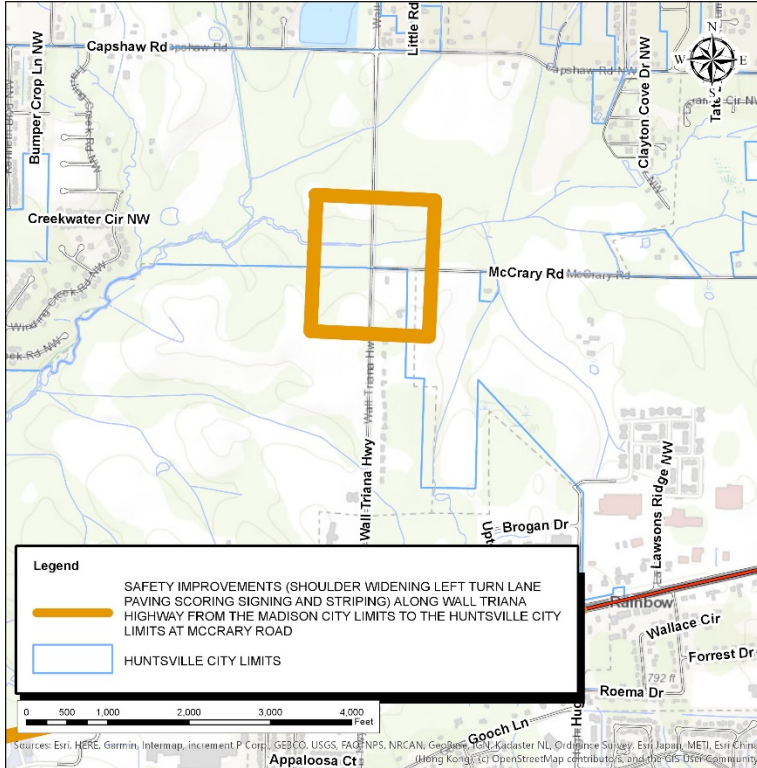
No System Maintenance Projects at this time.

2.4.11

Safety Projects

100067811

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



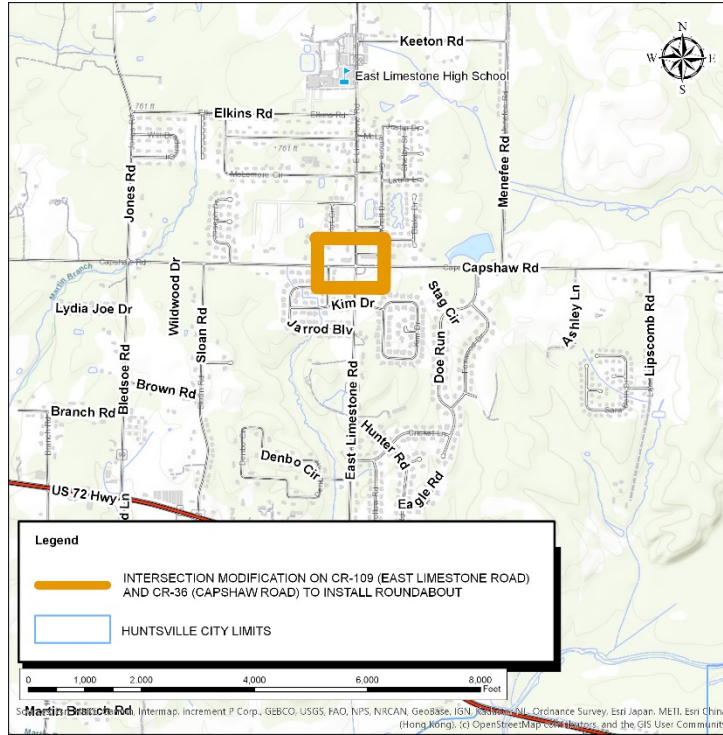
Work Summary: SAFETY IMPROVEMENTS
From: THE MADISON CITY LIMITS
To: THE HUNTSVILLE CITY LIMITS AT MCCRARY ROAD
Lead Agency: TBD **Length: 0.56 mi**

Phase	Fund Source	FY 2020	2021	2022	2023	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
Livability Principle: LP 5 Leverage Investments, LP 6 Value Neighborhoods

100065282
100065283

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



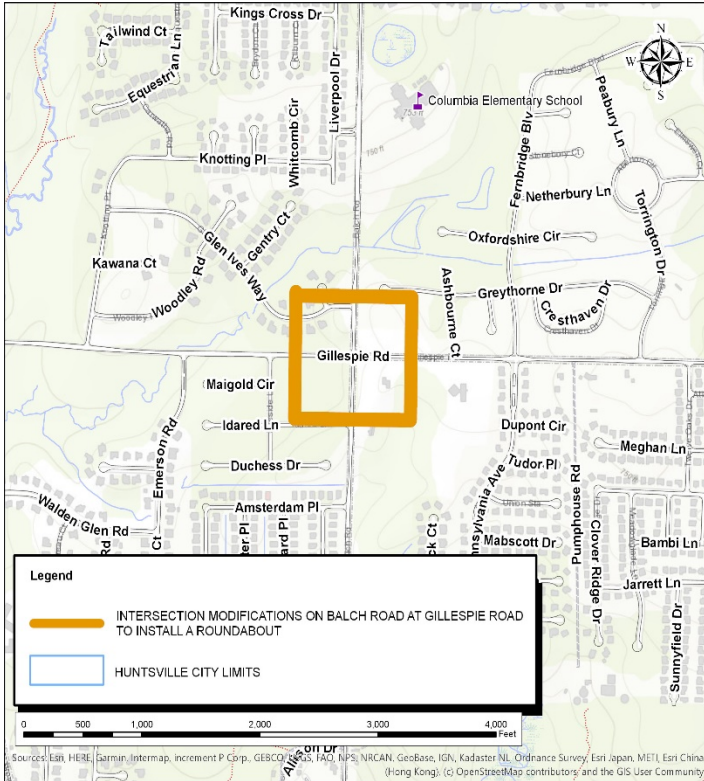
Work Summary: INTERSECTION IMPROVEMENTS
From: CR-109 (EAST LIMESTONE ROAD)
To: CR-36 (CAPSHAW ROAD)
Lead Agency: TBD **Length: 0.00 mi**

Phase	Fund Source	FY 2020	2021	2022	2023	Total
UT	HSIP	\$62,436.24	0	0	0	\$62,436
CN	HSIP	\$780,453 Fed \$0 Local	0	0	0	\$780,453
Total		\$842,889	0	0	0	\$842,889

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$842,889
Project Description: INTERSECTION IMPROVEMENTS
Performance Measurement: PM 1 Safety
Livability Principle: LP 6 Value Neighborhoods

100066682

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

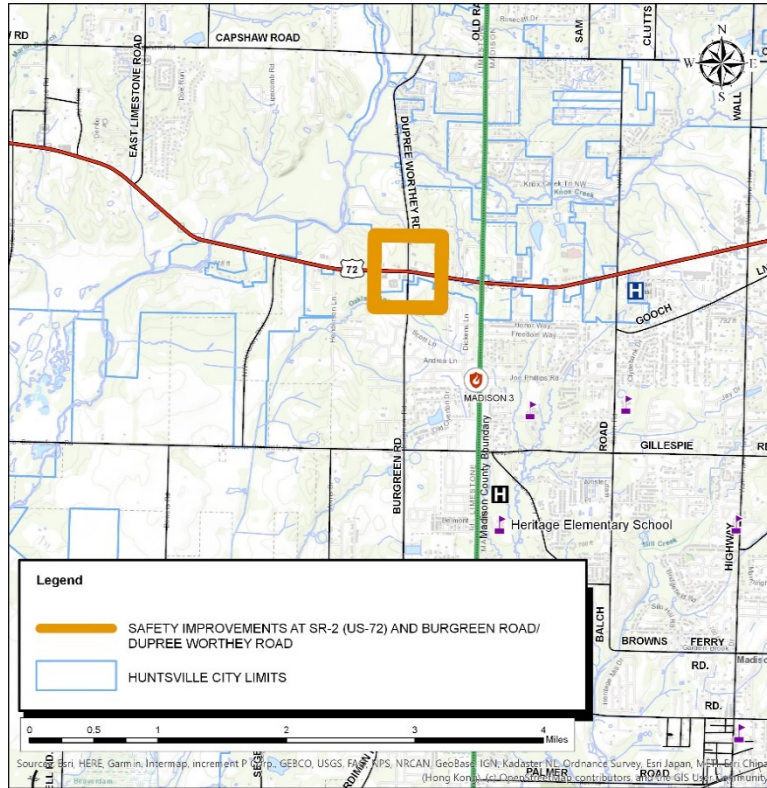


Work Summary: INTERSECTION IMPROVEMENTS
From: ON BALCH ROAD
To: AT GILLESPIE ROAD
Lead Agency: TBD **Length: 0.00 mi**

Phase	Fund Source	FY 2020	2021	2022	2023	Total
CN	SAF	0	\$468,272 Fed \$52,030 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: INTERSECTION IMPROVEMENTS
Performance Measurement: PM 1 Safety
Livability Principle: LP 6 Value Neighborhoods

SAFETY IMPROVEMENTS AT SR-2 (US-72) AND BURGREN ROAD/DUPREE WORTHEY ROAD



Work Summary: SAFETY IMPROVEMENTS **From:** SR-2 (US-72)
To: BURGREN ROAD/DUPREE WORTHEY ROAD
Lead Agency: TBD **Length:** 0.38 mi

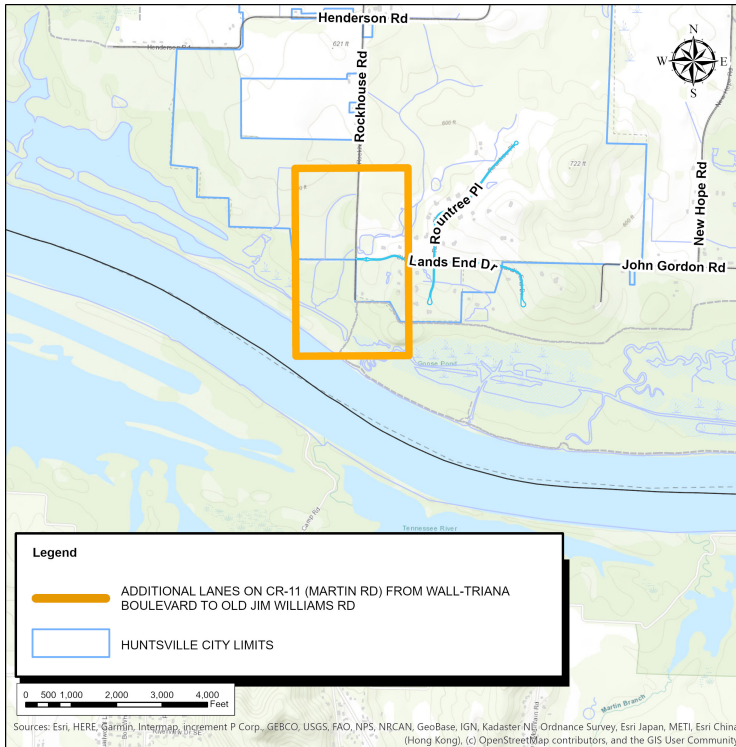
Phase	Fund Source	FY 2020	2021	2022	2023	Total
CN	HSIP	\$1,272,600 Fed	0	0	0	\$1,414,000
		\$141,400 State	0	0	0	
Total		\$1,414,000	0	0	0	\$1,414,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: \$1,414,000
Project Description: SAFETY IMPROVEMENTS
Performance Measurement: PM 1 Safety
Livability Principle: LP 3 Economic Competitiveness, LP 6 Value Neighborhoods

2.4.12

Other Federal and State Aid Projects

WHEELER NATIONAL WILDLIFE REFUGE REHABILITATE ROCKHOUSE ROAD (ROUTE 15)



Work Summary: PAVEMENT REHABILITATION
From: (ROUTE 15)
To: (ROUTE 15)
Lead Agency: TBD

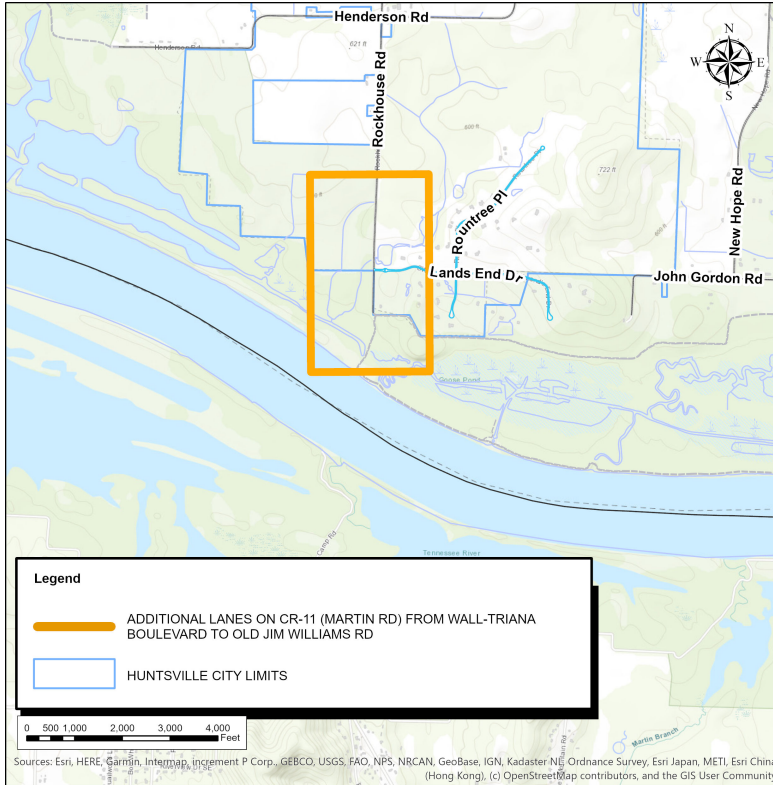
Length: 0.00 mi

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
Livability Principle: LP 5 Leverage Investments

100066414

**WHEELER NATIONAL WILDLIFE REFUGE
REHABILITATE ROCKHOUSE ROAD (ROUTE 15)**



Work Summary: WIDENING AND RESURFACING (RDWY)
From: (ROUTE 15)
To: (ROUTE 15)
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

Livability Principle: LP 5 Leverage Investments

2.4.13

Congestion Mitigation and Air Quality Projects

No Congestion Mitigation and Air Quality Projects at this time.

2.4.14
High Priority
and
Congressional Earmark Projects

No High Priority and Congressional Earmark Projects at this time.



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

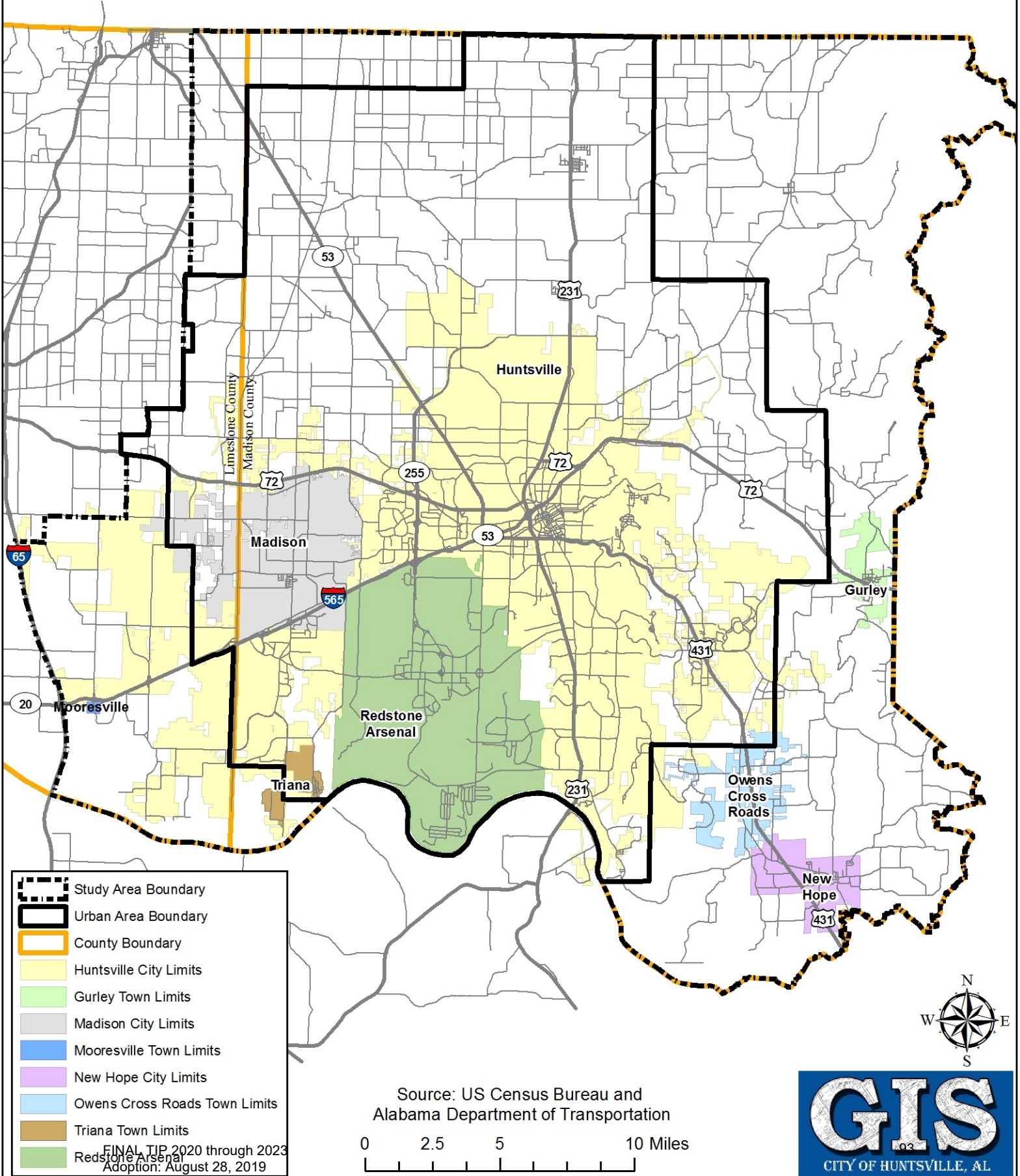
High Priority and Congressional Earmarks Projects












No projects have been identified for this category.

3.2

MPO Boundary Map

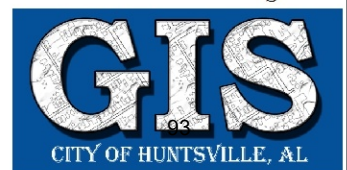
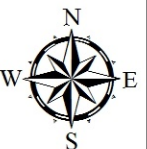
Huntsville Area Metropolitan Planning Organization (MPO) 2019



-  Study Area Boundary
 -  Urban Area Boundary
 -  County Boundary
 -  Huntsville City Limits
 -  Gurley Town Limits
 -  Madison City Limits
 -  Mooresville Town Limits
 -  New Hope City Limits
 -  Owens Cross Roads Town Limits
 -  Triana Town Limits
 -  Redstone Arsenal
- FINAL TIP 2020 through 2023
Adoption: August 28, 2019

Source: US Census Bureau and
Alabama Department of Transportation

0 2.5 5 10 Miles



3.3

Glossary of Transportation Terms

3.3 Abbreviations and Acronyms

ALDOT	Alabama Department of Transportation
APD	Appalachian Development Program
BRG	Bridge
BRON	Bridge On-System
BS	Base
CAAA	Clean Air Act Amendments
CAC	Citizens Advisory Committee
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMP	Congestion Management Plan
CN	Construction
DEMO	Demonstration Project
DOT	Department of Transportation
DR	Drainage
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration

FTA	Federal Transit Administration
FTA3	Federal Transit Administration Section 5309
FTA3C	Federal Transit Administration Section 5309 – Capital New Starts Federal Earmark
FTA9	Federal Transit Administration Section 5307
FTA9C	Federal Transit Administration Section 5307 – Capital Programs for Greater Than 50,000
G	Grade
GHG	Greenhouse Gas
HSIPR	Highway Safety Improvement Program Rural
HSIP	Highway Safety Improvement Program
HUD	Housing and Urban Development
IARA	Industrial Access
IM	Interstate Maintenance
ISTEA	Intermodal Surface Transportation Efficiency Act
JARC	Job Access and Reverse Commute
LEP	Limited English Proficiency
LVOE	Level of Effort
MAP-21	Moving Ahead for Progress in the 21 st Century

MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
NHS	National Highway System
NH	National Highway System
OMB	Office of Management and Budget
P	Pavement
PE	Preliminary Engineering
RPTOC	Capital Programs for Non-Urban Areas
RPTO	FTA Section 5311
RTAP	Rural Transit Assistance Program
RW	Right of Way
SIP	State Implementation Plan
ST	State (Alabama Department of Transportation)
STATF	State Program – State Force Construction
STATP	State Program – Preliminary Engineering
STP	Surface Transportation Program

STPAA	STP Any Area Program
STPHV	STP Huntsville Urbanized Area Program
STPRR	Rail-Highway Development
TAP	Transportation Alternatives Program
TCC	Transportation Technical Committee
TCM	Transportation Control Measures
TELUS	Transportation Economic and Land Use System
TIP	Transportation Improvement Program
UT	Utilities Relocation

3.4

Public Involvement Recap

From: [Communications](#)
Subject: FW: MPO Public Comment Request for Amendments to the FY2016-2019 Transportation Improvement Program
Date: Friday, May 3, 2019 3:53:17 PM



NEWS RELEASE

To: All Media
From: Huntsville Area Metropolitan Planning Organization
Date: May 3, 2019

Public comment is requested for **AMENDMENTS TO THE FY 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)** and the **DRAFT FY 2020-2023 Transportation Improvement Program (TIP)**

View the **Amendments** online: <http://www.huntsvillempo.org/plans-and-reports/>.

Printed copies of the **Amendments** will be available at the following offices for public review and comment, during regular business hours, from May 6, 2019 to May 22, 2019:

1. City of Huntsville Planning Department, City Hall, 2nd Floor,
308 Fountain Circle, Huntsville, AL 35801
2. Huntsville-Madison County Public Library, Main Branch,
Second Floor Information Desk,
915 Monroe Street, Huntsville, AL 35801

Submit comments via e-mail at longrangeplanning@huntsvilleal.gov.

For additional information concerning these items, please visit the Huntsville Metropolitan Planning Organization's website at: <http://www.huntsvillempo.org> or call the MPO staff at 256-427-5100.

PUBLIC NOTICE

Seeking Public Comment



We are seeking public comment on the adoption of the **DRAFT FY2020-2023 Transportation Improvement Program (TIP)**, as well as amendments to the current **FY2016-2019 Transportation Improvement Program (TIP)**, which are now available for public comment.

To view items above visit our website through the links below:

<http://www.huntsvillempo.org/2016-2019-tip/>
<http://www.huntsvillempo.org/plans-and-reports/>

If you would like a paper copy of the amendments, etc. to review, contact shontrill.lowe@huntsvilleal.gov or 1-256-427-5117.

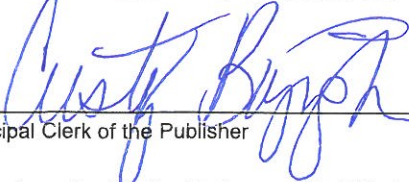
Submit comments via e-mail at longrangeplanning@huntsvilleal.gov by May 22, 2019.

For additional information, please visit the Huntsville-Area Metropolitan Planning Organization's website at: <http://www.huntsvillempo.org> or call the City of Huntsville Planning Department at 256-427-5100.

State of Alabama,) ss
County of Madison)

Cristy Boyington being duly sworn, deposes that he/she is principal clerk of Alabama Media Group; that The Huntsville Times is a public newspaper published in the city of Huntsville, with general circulation in Madison County, and this notice is an accurate and true copy of this notice as printed in said newspaper, was printed and published in the regular edition and issue of said newspaper on the following date(s):

The Huntsville Times 05/15, 05/17, 05/19/2019



Principal Clerk of the Publisher

Sworn to and subscribed before me this 20th day of May 2019



Notary Public



HUNTSVILLE AREA METROPOLITAN
PLANNING ORGANIZATION
Public Meeting Notice

The Citizens Advisory Committee of the Huntsville Area Metropolitan Planning Organization will meet Monday, May 20, 2019 on the 7th floor of the City of Huntsville Municipal Building at 5:00 pm. The Metropolitan Planning Organization meets on Wednesday, May 22, 2019 on the first floor of the COH Municipal Bldg, at 4:00 pm. To read the plans up for review at this meeting visit: <http://www.huntsvillempo.org/plans-and-reports/>

For all other information on these meetings visit: <http://www.huntsvillempo.org/about/meetings-and-agendas/>
Huntsville Times: May 15, 17, 19, 2019



Want to know more about the transportation plans in Madison County? ...
1 comment · Mar 9

Boost Post

Mark as done



HUNTSVILLEMPO.ORG

**Huntsville Area Metropolitan Planning Organization –
huntsvillempo.org**

Boost Post

Newest



Le-Shawn Sweet-Preston Dear Huntsville Area Metropolitan Planning Organization, Thank you for bringing your Neighborhood Traffic Calming Program from the neighborhoods to the main cross streets and higher traffic intersections. The medians and turning lanes you've added along University Drive have changed our lives. The decorative reflective stickers that began peeling off within 3 days of placement was a sight to see and much better than actual reflective paint that could last for years to come. Motorists seem

to especially enjoy the medians ability to impede traffic, after all; there's nothing like being late for work in the morning. By the way, the clever team member of yours that you decided construction should take place smack dab in the middle of rush hour is a genius. Personally, I have especially enjoyed seeing motorists unintentionally crash into the medians at night in low light areas. Thanks again for the wise expenditure of our hard earned tax dollars.

Like · Reply · Message · 3d



Write a comment...

ALDOT TARCOG REGION PUBLIC INVOLVEMENT MEETING

STATEWIDE TRANSPORTATION IMPROVEMENT PLAN

TUESDAY, MAY 14, 2019 - 5:00 PM TO 7:00 PM

~~~~~

### SIGN IN SHEET

| Name              | Representing | Address | Contact Phone/Email                             |
|-------------------|--------------|---------|-------------------------------------------------|
| Shontrell Lowe    | HSV MPO      |         | 256-427-5117<br>Shontrell.lowe@huntsvilleal.gov |
| James Moore       | HSV MPO      |         | 256-427-5111<br>James.Moore@HuntsvilleAl.gov    |
| FALGUNI PATEL     | TARCOG RPO   |         | 256-716-2485<br>Falguni.Patel@tarcoq.us         |
| Lucas Blankenship | TARCOG       |         | 256 716 2483<br>lucas.blankenship@tarcoq.us     |
|                   |              |         |                                                 |
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|                   |              |         |                                                 |



| Name            | Representing                                   | Address                           | Contact Phone/Email           |
|-----------------|------------------------------------------------|-----------------------------------|-------------------------------|
| Chelsea Adams   | Marell Engineering                             | 711 E. Hobbs St. Athens, AL       | chelsea@marellengineering.com |
| Dewayne Hellums | Decatur MPO                                    | P.O. Box 488 Decatur, AL          | dhellums@decatur-al.gov       |
| KEVIN THOMPSON  | ALDOT                                          | 1409 COLISEUM BLVD MONTGOMERY, AL | kanderson@dot.state.al.us     |
| JAMES BRIT      | CITY OF ATHENS                                 | <del>700 WEST HOBBS</del>         | JRICH@ATHENSAL.US             |
| Lynn Wood       | ALDOT - NR                                     | 700 WEST HOBBS GUNTERSVILLE, AL   | woodc@dot.state.al.us         |
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| Rodney Ellis    | ALDOT                                          |                                   | ellisr@adot.state.al.us       |
| Anne Welch      | BASC/ Huntsville Resident<br><del>TARCOG</del> | 5075 Research Dr NW               | anne.welch@tarcoq.us          |
| MARC JACOBSON   | CITY OF MADISON                                | 100 Hughes Rd Madison             | mrc.jacobson@madisonal.gov    |
| Scott Griess    | TARCOG                                         |                                   | scott.griess@tarcoq.us        |
| CHUCK FAULKNER  | MADISON County                                 | 266 SHIELDS ROAD                  | cfaulkner@madisoncountyal.gov |
| ALLEN TEAGUE    | ALDOT                                          | P.O. Box 495, Tusculum            | teaguea@dot.state.al.us       |
| Richard Martin  | Limestone Co.                                  | Elkment                           |                               |
|                 |                                                |                                   |                               |
|                 |                                                |                                   |                               |
|                 |                                                |                                   |                               |

# **3.5**

## **Regionally Significant Projects Financial Constraint Plan**



| REGIONALLY SIGNIFICANT PROJECTS - FINANCIAL CONSTRAINT (100% LOCAL FUNDS)                                                                                   |       |                                   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|-----------------------------------|
|                                                                                                                                                             | Scope | Local Budget Amount/ Project Cost |
| <b>FY 2019</b>                                                                                                                                              |       |                                   |
| HUNTSVILLE NORTHERN BYPASS FROM 1500 FEET EAST OF SR-1 (US-231/431) INTERSECTION TO WINCHESTER ROAD                                                         | PE    | \$30,000                          |
| CR-242 (OLD HIGHWAY 431) FOUR (4) BRIDGE REPLACEMENTS. BIN NUMBERS 313 558 559 AND 314                                                                      | CN    | \$1,698,000                       |
| UTILITY RELOCATION ON RYLAND PIKE FROM SR-2 (US-72) TO EVERETT ROAD                                                                                         | UT    | \$0                               |
| Total Funds Budgeted by Locals for FY 2019                                                                                                                  |       | <b>\$1,728,000</b>                |
| <b>Planned Projects:</b>                                                                                                                                    |       |                                   |
| <b>FY 2020</b>                                                                                                                                              |       |                                   |
| <b>Planned Projects:</b>                                                                                                                                    |       |                                   |
| ADDITIONAL LANES ON JEFF ROAD (CR-19) FROM DOUGLASS ROAD TO SR-53                                                                                           | PE    | \$200,000                         |
| Total Funds Budgeted by Locals for FY 2020                                                                                                                  |       | <b>\$200,000</b>                  |
| <b>FY 2021</b>                                                                                                                                              |       |                                   |
| <b>Planned Projects:</b>                                                                                                                                    |       |                                   |
| HUNTSVILLE NORTHERN BYPASS FROM 1500 FEET EAST OF SR-1 (US-231/431) INTERSECTION                                                                            | RW    | \$380,000                         |
| Total Funds Budgeted by Locals for FY 2021                                                                                                                  |       | <b>\$380,000</b>                  |
| <b>FY 2022</b>                                                                                                                                              |       |                                   |
| <b>Planned Projects:</b>                                                                                                                                    |       |                                   |
| 2 FT SAFETY WIDENING AND RESURFACING OF CR-17(BALCH ROAD)FROM .53 MILE SOUTH OF CR-21(BROWNS FERRY ROAD)TO NORTH OF CR-27(GOOCH LANE)IN THE CITY OF MADISON | CN    | \$195,411                         |
| HUNTSVILLE NORTHERN BYPASS FROM 1500 FEET EAST OF SR-1 (US-231/431) INTERSECTION TO WINCHESTER ROAD                                                         | UT    | \$0.00                            |
| HUNTSVILLE NORTHERN BYPASS FROM 1500 FEET EAST OF SR-1 (US-231/431) INTERSECTION TO WINCHESTER ROAD                                                         | CN    | \$5,000,000                       |
| ADDITIONAL LANES ON JEFF ROAD (CR-19) FROM DOUGLASS ROAD TO SR-53                                                                                           | RW    | \$450,000                         |
| Total Funds Budgeted by Locals for FY 2022                                                                                                                  |       | <b>\$5,645,411</b>                |
| <b>FY 2023</b>                                                                                                                                              |       |                                   |
| <b>Planned Projects:</b>                                                                                                                                    |       |                                   |
| CORRIDOR STUDY FOR WIDENING OF WALL-TRIANA HIGHWAY FROM SR-2 (US-72) TO 500 NORTH OF NICK DAVIS ROAD                                                        | SP    | \$62,500                          |
| Total Funds Budgeted by Locals for FY 2023                                                                                                                  |       | <b>\$62,500</b>                   |
| <b>Total Project Funds</b>                                                                                                                                  |       | <b>\$8,015,911.38</b>             |

## **3.6**

# **Livability Principles**

## Livability Principles and Indicators

The details of Livability Principles and Indicators are listed on page ten of the narrative. The measurement of the sustainability of these Livability Principles are included below. These measurements were collected through the US Census Bureau and other sources. The future provision of this data is dependent upon these agencies and organizations.

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

### 1. **Provide more Transportation Choices**

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

- 48,356 (27.6% of total)  
Source: Esri, 2019 Estimates

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

- 114,386 (46.7% of total)  
Source: Esri/Infogroup, 2019 Estimates

Total miles of alternative transportation routes currently built in MPO Area

- Total Multi-use paths: 11.25 miles
- Total Greenways: 37.25 miles
- Total Bike Lanes: 7.28 miles

### 2. **Promote Equitable and Affordable Housing**

Percent of Household Income Spent on Housing

- 24%

Percent of Household Income Spent on Transportation

- 24%  
Source: Housing and Transportation Affordability Index, Center for Neighborhood Technology

### 3. **Enhance Economic Competitiveness**

Percent of Workforce With 29 Minute or Less Commute Time

- 72.8%

#### Percent of Workforce With 30 Minute or More Commute Time

- 27.2%

Source: US Census Bureau, 2013-2017 American Community Survey, 5-Year Estimates, Table B08012 (“Sex of Workers by Travel Time to Work”)

*Note: Includes workers ages 16 and over who did not work at home within Madison County and the Census tracts within Limestone County that intersect the MPO study area.*

#### 4. Support Existing Communities

Number of projects contained in the current Transportation Improvement Program that enhance or support existing communities (non-roadway projects)

- There are 49 non-roadway projects in the current 2020-2023 TIP. Three alternative modes projects and 46 transit projects.

Percentage of current LRTP projects that contain bicycle and pedestrian elements, excluding transit projects.

- 198 bicycle and pedestrian projects listed in 2040 Long Range Transportation Plan (LRTP)
- 441 total projects listed in the 2040 Long Range Transportation Plan (LRTP)
- ~45% of projects in the current LRTP contain bicycle and pedestrian elements

#### 5. Coordinate Policies and Leverage Investments

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

- Considering local match, local purchase or donation of right of way, and various state and local funding partnership programs (ATRIP, Restore our Roads), all projects (100%) in the TIP have multiple funding sources.
- Considering multiple federal funding sources for a single project, six projects in the TIP have multiple federal funding sources.

List of policies and plans coordinated with MPO policies and plan

- 2040 LRTP
- 2020-2023 TIP
- 2018 Public Participation Plan
- BIG Picture master plan for City of Huntsville
- Huntsville International Airport Master Plan
- Congestion Management Process
- City of Madison 2040 Transportation Plan

- 2015 Human Services Coordinated Transportation Plan
- 2019 Huntsville Transit Study

**6. Value Communities and Neighborhoods**

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

- 48,356 (27.6% of total)  
Source: Esri, 2019 Estimates

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

- 114,386 (46.7% of total)  
Source: Esri/Infogroup, 2019 Estimates

Housing Units Located 1/4 Mile From Major Retail Services

- 7,814 (4.5% of total)  
Source: Esri, 2019 Estimates

Housing Units Located 1/4 Mile From Recreational Facilities

- 35,066 (20.1% of total)  
Source: Esri, 2019 Estimates

# **3.7**

## **MPO Self – Certification**

# **3.7.1**

## **MPO Self – Certification Questions**



### 3.7.1 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.

See answers in Appendix 3.7.2.

## **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. This question is not applicable to the Huntsville-Area MPO.
7. Yes. The ten 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.
  - Yes. This topic is addressed in Section 9: Freight Element.
  - Yes. See Appendix 3.9
  - Yes. See Appendix 3.10
  - 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 discussed in Appendix 3.9
  - Yes. This topic is discussed in Appendix 3.10
  - 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.
  - Yes. This topic is included in Section 8: Congestion Management.
11. Yes. The 2040 LRTP was adopted in March 2015. The 2045 LRTP is underway for a tentative adoption March 2020.
  12. Yes. The MPO has sent in the past, all updates/amendments of the LRTP to FHWA and FTA via the ALDOT's Local Transportation Bureau. 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 FY2016-2019 TIP included regionally significant projects that were 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 obligated projects is also available at [www.huntsvillempo.org](http://www.huntsvillempo.org)
  21. Yes, as stated in our adopted Public Participation Plan (PPP).
  22. Yes.
  23. Yes.
  24. Yes.
  25. Yes. The 3C's process 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 (PPP) was approved and adopted January 2014 and revised April 2018.

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-Area MPO does not fall under these regulations, but is answering only as a TMA.

1. Not applicable.

2. Not applicable at this time. The Huntsville-Area 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 contained within the Huntsville-Area 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 Mr. Scott Farmer.

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 Huntsville-Area 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 120 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.<br>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.<br>Adopted 8/29/2016 | Available here: <a href="http://www.madisonal.gov/index.aspx?nid=1038">http://www.madisonal.gov/index.aspx?nid=1038</a>                                                                                                                                              |
| Owens Cross Roads  | Yes.<br>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.<br>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 CRF part 230 regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.**

1. The City of Huntsville, that hosts the MPO functions, has an equal employment opportunity program in place. It is important to note that the MPO does not develop or administer federal and federal-aid construction contracts. This is handled by ALDOT.

|                                    |                                                                                                                            |                                                                                                                                                                                                                                                                         |                                                                                                                                                                                       | <b>MPO:</b>                 |                                                                                                                                                                                 | <b>Huntsville-Area MPO</b>                                                                                       |                                                                                                        |                                               |  |
|------------------------------------|----------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|-----------------------------------------------|--|
| <b>Local Government</b>            | <b>ADA Coordinator or Local Contact (Position, Address, Phone, email)</b>                                                  | <b>Self Evaluation Status/ Updates</b>                                                                                                                                                                                                                                  | <b>Status of Transition Plan</b>                                                                                                                                                      | <b>Plan Completion Date</b> | <b>Description</b>                                                                                                                                                              | <b>Certificaton Notes</b>                                                                                        | <b>Location of the Plan</b>                                                                            | <b>Website Address</b>                        |  |
| <b>1</b> 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                                               | 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                          |  |
| <b>2</b> 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                       |  |
| <b>3</b> 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                             |  |
| <b>4</b> 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 |  |
| <b>5</b> 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                                           |  |

## HUNTSVILLE AREA MPO SELF - CERTIFICATION FORM

The Alabama Department of Transportation and the Huntsville-Area Metropolitan Planning Organization for the Huntsville Urbanized Area hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 C.F.R. part 450, subpart C;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 C.F.R. part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 C.F.R. part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the Fixing America’s Surface Transportation Act (FAST Act) (Pub. L. 114-94) and 49 C.F.R. part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 C.F.R. parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. part 27 regarding discrimination against individuals with disabilities.

Huntsville-Area  
Metropolitan Planning Organization

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

Alabama  
State Department of Transportation

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date



# **3.8**

## **MPO MOU**

### **STIP / TIP**

# MEMORANDUM OF UNDERSTANDING

## Alabama Department of Transportation

### Statewide Procedures for FY 2020 - 2023 TIP/STIP Revisions

#### Purpose

This Memorandum of Understanding (MOU) establishes a set of procedures to be used in the State of Alabama for processing revisions to the Metropolitan Planning Organization (MPO) FY 2020-2023 Transportation Improvement Programs (TIPs), and the Alabama Department of Transportation's Statewide Transportation Improvement Program (STIP). The STIP is the aggregation of the MPO TIP s, AL DOT statewide and Interstate programs.

#### Definitions

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

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

Note: The Alabama MPO Public Participation Plans may be found on the individual MPO websites. A complete listing of MPO websites may be found on the following ALDOT site: <http://www.dot.state.al.us/ltweb/planning/MPOWebsites.html>.

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

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

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

### **TIP/STIP Administration**

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

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

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

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

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

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

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

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

### **Revisions: Amendments and Administrative Modifications**

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

An Amendment is a major STIP/TIP planned project revision that:

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

revision exceeds the following thresholds:

- \*\$5 million for ALDOT federally-funded projects and Transportation Management Area (TMA) attributable projects.
- \*\$1 million for ALDOT federally-funded projects and for non-TMA MPOs attributable projects.
- \*\$750,000 for the county highway and bridge program.

- Involves a change in the Scope of Work to a project(s) that would:
  - \*Result in an air quality conformity reevaluation.
  - \*Result in a revised total project estimate that exceeds the thresholds established between ALDOT and the Planning Partner (not to exceed any federally-funded threshold contained in this MOU).
  - \*Results in a change in the Scope of Work on any federally-funded project that is significant enough to essentially constitute a New Project.
  - \*Level of Effort (LVOE) planned budget changes, exceeding 20% of the original budgeted amount.

All items requiring amendments to the STIP should be submitted to the ALDOT Office Engineer bureau no later than the first Tuesday of each month. Amendments to the STIP will be conducted on a Bimonthly cycle. Non-routine amendments requested by the State Transportation Director or the Joint Highway committee can be performed at any time.

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

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

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

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

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

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

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

### **Level of Effort Funding Categories**

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

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

- Interstate Resurfacing Program (includes lighting, sign & pavement rehabilitation)
- Non-Interstate Resurfacing Program (FM)
- Transportation Alternative Program (TAP)
- Safety Projects (Hazard elimination, roadway and rail, high-speed passenger rail, seatbelt, blood alcohol content, and others.)
- Recreational Trails (Funds are transferred to ADECA.)
- County Allocation Funds (Off-system bridges and STP non-urban.) (Only until prior year carryover is fully obligated)
- Federal Transit Programs: (Sub Recipient) 5307 (urbanized), 5311 (non-urban), 5310 (Elderly and Disabilities), and 5339 (Buses and Bus Facilities)

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

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

Level of Effort resurfacing shall be programmed annually. Projects or project lists will be added as soon as available, and MPOs will be notified of all changes that occur in the list.

### **Financial Constraint**

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

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

### **STIP/TIP Financial Reporting**

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

- The total percent of STIP/TIP construction projects advanced to be ran quarterly

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

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



The procedures set forth in this document will serve as the basis from which ALDOT addresses federal-funded, Statewide Program TIP revisions. This Memorandum of Understanding will begin October 1, 2019, and remain in effect until September 30, 2023, unless revised or terminated.

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

Mark D. Baillitt

Division Administrator  
Federal Highway Administration

5/16/2019

Date:

Yvette M. Taylor

Regional Administrator  
Federal Transit Administration

5-16-19

Date:

John R. Cooper

Director  
Alabama Department of Transportation

4/15/19

Date:

# **3.9**

## **PERFORMANCE MEASURES, PM TARGETS and PM AGREEMENT**

## Huntsville-Area MPO Supports ALDOT’s Performance Measures

### 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 seven national goals for the federal-aid highway and public transportation programs listed in [23 USC 150(B)].

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 MPOs.

| Safety Performance Measures- PM1 |                                                               | Bridge/Pavement Performance Measures- PM2 |                                                    |
|----------------------------------|---------------------------------------------------------------|-------------------------------------------|----------------------------------------------------|
| 1.                               | No. of Fatalities                                             | 1.                                        | % of Interstate System Pavement in Good Condition  |
| 2.                               | Fatality Rate per 100 million VMT                             | 2.                                        | % of Interstate System Pavement in Poor Condition  |
| 3.                               | No. of Serious Injuries                                       | 3.                                        | % of Non-Interstate NHS Pavement in Good Condition |
| 4.                               | Serious Injury Rate per 100 million VMT                       | 4.                                        | % of Non-Interstate NHS Pavement in Poor Condition |
| 5.                               | No. of Combined Non-Motorized Fatalities and Serious Injuries | 5.                                        | % of NHS Bridge Deck Area in Good Condition        |
| 6.                               | No. of Fatalities                                             | 6.                                        | % of NHS Bridge Deck Area in Poor Condition        |

Source: 23 CFR §924, 23 CFR § 490

Source: 23 CFR § 490

| System Performance Measures- PM3                                                                                       |
|------------------------------------------------------------------------------------------------------------------------|
| 1. % Person-Miles Traveled on the Interstate that are Reliable                                                         |
| 2. % Person-Miles Traveled on the Non-Interstate NHS that are Reliable                                                 |
| 3. % Change in Tailpipe CO <sub>2</sub> (greenhouse gas) Emissions on the NHS Compared to the Calendar Year 2017 Level |
| 4. Truck Travel Time Reliability (TTTR) Index                                                                          |
| 5. Annual Hours of Peak Hour Excessive Delay Per Capita                                                                |
| 6. % Non-SOV Travel                                                                                                    |
| 7. Total Emissions Reduction                                                                                           |

Source: 23 CFR § 490

### **Huntsville-Area MPO 2020-2023 TIP Linkage to Performance-Based Planning Documents and Targets:**

Each project listed in this TIP has a PM target listed on the project page delineating which Performance Measure Target each project supports. This TIP contains both Highway and Transit Projects. Typical highway projects, such as highway capacity, system preservation, bridge, and safety projects, support the established targets. The same is true for the transit projects that are capital purchases. The MPO will continue to coordinate with ALDOT on updates and/or amendments to the STIP/TIPs and support the selected performance targets (*to the maximum extent practicable*).

### **Performance-Based Plans Descriptions:**

Listed below are brief descriptions of ALDOT's plans which align with their respective performance measures and targets and are supported by the highway and transit projects listed in this TIP.

#### **Strategic Highway Safety Plan (SHSP) and Highway Safety Improvement Program (HSIP) Report (HSIP) (PM1)**

The SHSP provides a comprehensive framework for reducing fatalities and serious injuries on all public roads, with the ultimate vision of eradicating the State's roadway deaths. The Alabama SHSP 3<sup>rd</sup> Edition was completed in July 2017 and the current focus of Alabama's SHSP is the National Goal of "Toward Zero Deaths" initiative which is to reduce fatalities by 50% by 2035.

The HSIP is an annual report required by states that documents the statewide performance measures toward the zero deaths vision. It identifies and reviews traffic safety issues around the state to identify locations with potential for improvement.

#### **Transportation Asset Management Plan (TAMP) (PM2)**

The TAMP is a focal point for information about the bridge and pavement assets, their management strategies, long-term expenditure forecasts, and business management processes. The TAMP is consistent with ALDOT's desire to make data-driven spending decisions related to its assets.

#### **Alabama Long-Range Plan and Statewide Freight Plan (PM3)**

The Alabama Statewide Long-Range Plan provides a high-level description of existing and projected travel and maintenance conditions of Alabama's infrastructure. This Plan places emphasis on the roadway system because it is the primary mode of transportation for the movement of people and goods. The targets support system reliability along Alabama's infrastructure system.

The Alabama Statewide Freight Plan (FP) provides an overview of existing and projected commodity flow by mode (truck, rail, waterway, air and pipeline) along existing and projected network characteristics through data analysis. In general, the FP provides an overall profile of

Alabama's multimodal freight network, existing and projected freight flows by truck, and congested areas of concern throughout the state. The targets support the movement of freight which affects economic vitality.

### Transit Asset Management (TAM)

Transit Asset Management (TAM) is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit properties to keep transit networks in a State of Good Repair (SGR). The benefits of the plan are: improved transparency and accountability, optimal capital investment and maintenance decisions, more data-driven decisions, and has potential safety benefits. This plan aligns with the transit targets under Transit Asset Management.

### MPO and ALDOT Performance Measure (PM) Targets and Agreement

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.

The following pages contain the ALDOT PM Targets supported by the MPO, as well as the statewide PM agreement.

## ALDOT Performance Measures & Targets

\*only applicable to Regional Planning Commission of Greater Birmingham

| <b>FHWA - Safety Performance Measures (PM1)- (Annual Targets)</b>                              | <b>Calendar Year 2019 Targets</b>                     |               |
|------------------------------------------------------------------------------------------------|-------------------------------------------------------|---------------|
| 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                                                   |               |
| <b>FHWA - Bridge/Pavement Performance Measures (PM2)</b>                                       | <b>2-Year</b>                                         | <b>4-Year</b> |
| % 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%          |
| <b>FHWA - System Performance Measures (PM3)</b>                                                | <b>2-Year</b>                                         | <b>4-Year</b> |
| % 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          |
| <b>Congestion Mitigation and Air Quality (CMAQ)*</b>                                           |                                                       |               |
| <b>On-Road Mobile Source Emissions</b>                                                         |                                                       |               |
| 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        |
| <b>Traffic Congestion</b>                                                                      |                                                       |               |
| 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                                   |               |
| <b>FTA - State of Good Repair Performance Measures</b>                                         | <b>2018</b>                                           |               |
| % 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 |               |

# ALABAMA PERFORMANCE MANAGEMENT AGREEMENT

## Per 23 CFR 450.314(h)

THIS AGREEMENT is made and entered into by and between the State of Alabama, acting by and through the Alabama Department of Transportation, hereinafter referred to as STATE; and the Huntsville Metropolitan Planning Organization, hereinafter referred to as MPO;

**WHEREAS**, the United States Department of Transportation promulgated transportation planning regulations in 23 CFR 450.314, and

**WHEREAS**, MPO(s), the STATE(s), and providers of public transportation are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the performance-based planning and programming requirements established by federal law, and

**WHEREAS**, the 23 CFR 450.314(h) requires that MPO(s), the STATE(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).

**NOW, THEREFORE, BE IT RESOLVED**, that the parties do hereby agree to adhere to the following coordination mechanisms to meet performance-based planning and programming requirements for highways in accordance with 23 CFR 450.314(h) and established federal guidance.

1. Development of transportation performance data
  - a. The STATE will collect data used in developing statewide targets to meet the federal performance management requirements for highways<sup>1</sup> to include the following:
    - i. Targets for assessing the **Highway Safety Improvement Program (PM1)** for the following measures<sup>2</sup>:
      1. Number of fatalities
      2. Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)
      3. Number of serious injuries
      4. Rate of serious injuries per 100 million VMT
      5. Number of combined non-motorized fatalities and non-motorized serious injuries
    - ii. Targets for assessing **Pavement and Bridge Condition for the National Highway Performance Program (PM2)** for the following measures:
      1. Percentage of pavements on the Interstate System in Good condition
      2. Percentage of pavements on the Interstate System in Poor condition
      3. Percentage of pavements on the NHS (excluding the Interstate System) in Good condition
      4. Percentage of pavements on the NHS (excluding the Interstate System) in Poor condition
      5. Percentage of NHS bridge deck area classified in Good condition
      6. Percentage of NHS bridge deck area classified in Poor condition

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<sup>1</sup> 23 CFR Part 490

<sup>2</sup> PM1/Safety performance measures and targets are applicable to all public roads regardless of ownership or functional classification; 23 CFR Part 924

iii. Targets for assessing performance of the **National Highway System, Freight Movement on the Interstate System and Congestion Mitigation and Air Quality Improvement Program (PM3)** for the following performance measures:

1. Percent of Person-Miles traveled on the Interstate System that are Reliable
2. Percent of Person-Miles traveled in the Non-Interstate System that are Reliable
3. Percent Change in Tailpipe CO2 Emissions on the NHS from the Calendar Year 2017<sup>3</sup>
4. Percentage of the Interstate System Mileage providing Reliable Truck Travel Times
5. Annual hours of Peak-Hour Excessive Delay Per Capita
6. Percent of Non-Single-Occupant-Vehicle (SOV) Travel
7. Total Emissions Reduction

iv. Targets for assessing performance of **the Transit Asset Management (TAM) Plan** for the following performance measures:

1. Asset Category: Rolling Stock (All revenue vehicles)
    - a. Age- % of revenue vehicles within an asset class that have met or exceed their Useful Life Benchmark
  2. Asset Category: Equipment (Non-revenue vehicles)
    - a. Age- % of revenue vehicles within an asset class that have met or exceed their Useful Life Benchmark
  3. Asset Category: Facilities (the STATE will only rate FTA funded facilities)
    - a. Condition- % of facilities with a condition rating below 3.0 on a FTA Transit Economic Requirement Modal (TERM) Scale
  4. Public Transportation agencies that are a part of the TAM will provide transit data by asset class (both revenue and non-revenue) and facilities conditions on an annual basis to the STATE.
  5. Public Transportation agencies and MPOs developing their own TAM plan will provide their targets and the final report to the STATE.
- b. Those MPOs that are currently designated as being in non-attainment or maintenance for air quality<sup>4</sup> will coordinate with the STATE on the collection and provision of data used in developing targets for the Congestion Mitigation and Air Quality (CMAQ) traffic congestion measures (Annual Hours of Peak-Hour Excessive Delay per capita and Percent Non-SOV Travel) and the Total Emission Reduction Measures.
- c. The STATE will distribute transportation performance data used in developing statewide highway and transit targets to each Alabama MPO.
- i. The STATE will provide performance data each time a statewide target is established or revised, per Section 2 of this agreement.
  - ii. Where possible and practicable, the STATE will provide performance data for each MPO planning area for purposes of tracking progress towards attainment of critical outcomes for each region's required System Performance Reports, per Section 4 of this agreement.

<sup>3</sup> This measure and associated target will only be required if it is not repealed. Reference: Federal Register/Vol. 82, No. 215/Wednesday, November 8, 2017/ Proposed Rules; FHWA Docket No. FHWA-2017-0025.

<sup>4</sup> As determined through annual *Applicability Determination: CMAQ Traffic Congestion and CMAQ On-Road Mobile Source Emissions Measures*, 23 CFR Part 490.



- iii. Notwithstanding any provision of this Agreement to the contrary, the parties agree that any safety data or information protected by 23 U.S.C. §§ 148 (h)(4) and 409 and State law shall be confidential. The parties agree that all crash and traffic data used by the parties for or in transportation improvement plans, highway safety improvement programs and strategic highway safety plans will not be disclosed to third parties without the express written permission of the STATE. The parties agree that the data shall not be referenced, disclosed, discussed or otherwise made public. The provision of the above data by the STATE shall not be considered a waiver of 23 U.S.C. §§ 148 (h)(4) and 409 or State precedent. Upon execution of this Agreement, the parties and their agents, servants, officers, officials and employees in both their official and individual capacities, agree that the data provided pursuant to the above referenced request shall not be discussed, disclosed, used, published or released without prior written consent of the STATE. If the data in any form should be disclosed, released or published in any manner without the consent of the STATE or should an attempt be made to use the data in an action for damages against the parties, their officials or employees, then access to the data shall terminate immediately. The STATE expressly reserves its right under 23 U.S.C. §§ 148 (h)(4) and 409 and State precedent to object to the use of the data and any opinions drawn from the data and to recover damages caused by the improper and unauthorized release of the data.
- iv. The MPO shall defend, indemnify and hold harmless the STATE of Alabama, the Alabama Department of Transportation, its officials and employees, both in their official and individual capacities, and their agents and servants from and against all claims, damages, losses or expenses thereof, including but not limited to reasonable attorneys' fees, arising out of or resulting from faults, errors, mistakes, omissions, misconduct or negligent acts or omissions of the MPO, its subconsultants, agents, or employees caused as a result of or related to the service or work provided under this AGREEMENT. The MPO shall ensure that its subconsultants, agents, or employees possess the experience, knowledge and character necessary to qualify them to perform the particular duties assigned by The MPO. This indemnity is not limited by any insurance coverage required by this AGREEMENT.
- v. By entering into this agreement, the MPO is not an agent of the STATE, its officers, employees, agents or assigns. The MPO is an independent entity from the STATE and nothing in this agreement creates an agency relationship between the parties.
- d. If an MPO chooses to develop its own target for any highway measure, it will collect and provide the STATE with the performance target(s) and any supplemental data used in association with the MPO target setting process

2. Selection of transportation performance targets

- a. The STATE and the MPOs will establish or revise performance targets in coordination with each other.
  - i. Coordination may include the following opportunities, as deemed appropriate, for each performance measure and target: in-person, meeting, webinars, conference calls, and email/written communication.
  - ii. MPOs will be given an opportunity to provide comment on the STATE targets no less than 30-days prior to the STATE's establishment or revision of highway targets.

- iii. If an MPO chooses to set its own target, the MPO will develop the target in coordination with the STATE. The MPO will provide the STATE with the opportunity to comment on MPO targets no less than 30-days prior to MPO adoption of targets.
  - b. The STATE will select statewide performance targets to meet the federal performance management requirements for highways.
    - i. The STATE will provide written notice to the MPOs when the STATE selects a target. This notice will provide the target and the date the STATE set the target, which will begin the 180-day time-period in which the MPO must set a corresponding performance target.
    - ii. If an MPO chooses to support the statewide target, the MPO will provide written documentation to STATE that the MPO agrees to plan and program projects that will contribute toward the achievement of the statewide highway performance target.
    - iii. If the MPO chooses to set its own target, the MPO will provide the STATE written documentation that includes the target and the date the MPO plans to adopt. Documentation will be provided no less than 30-days prior to MPO adoption of target (consistent with Section 2a).
  - c. Those MPOs currently in non-attainment or maintenance for air quality<sup>4</sup> and the STATE will coordinate to select single, unified targets for the CMAQ traffic congestion measures (Annual Hours of Peak-Hour Excessive Delay Per Capita and Percent of Non-SOV Travel) and to select mobile source emission reduction targets for their respective non-attainment areas of ozone.
- 3. Reporting of performance targets
  - a. The STATE will report all performance targets to the Federal Highway Administration (FHWA) as applicable and in accordance with 23 CFR Part 490 and Federal Transit Administration (FTA) as applicable and in accordance with 49 CFR Part 625.
    - i. Through the Highway Safety Improvement Program Annual Report for PM1 measures.
    - ii. Through the required Baseline, Mid and Full Performance Reports and the Transportation Asset Management Plan (TAMP) for PM2 measures.
    - iii. Through the required Baseline, Mid and Full Performance Period Reports for PM3 measures, to include CMAQ Performance Plans where applicable.
  - b. The STATE will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.216(f) in any statewide transportation plan amended or adopted after May 27, 2018, and in accordance with 23 CFR 450.218(q) in any State Transportation Improvement Program adopted or amended after May 27, 2018.
- 4. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO.
  - a. The MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f) (3-4) in

any Metropolitan Transportation Plan amended or adopted after May 27, 2018, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after May 27, 2018, for PM1 measures.

- b. The MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f)(3-4) in any Metropolitan Transportation Plan amended or adopted after May 20, 2019, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after May 20, 2019, for PM2 and PM3 measures.
  - c. The MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f) (3-4) in any Metropolitan Transportation Plan amended or adopted after October 1, 2019, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after October 1, 2019, for the GHG measure.
5. A collection of data for the State asset management plans for the NHS
- a. The STATE will be responsible for collecting pavement condition data for the NHS. This includes NHS roads that are not on the State Highway System, but instead are under the ownership of local jurisdictions, if such roads exist.

*All parties agree that email communications shall be considered written notice for all portions of this agreement.*

**[signature page to follow]**

IN WITNESS WHEREOF, the parties hereto have executed this Agreement by those officers and officials duly authorized to execute same, and to be effective on the date hereinafter stated as the date of its approval by the Governor of Alabama.

ATTEST

By: \_\_\_\_\_

Title: Assistant State Engineer

MPO: \_\_\_\_\_

BY: DALE W. STRONG

Title: Chairman

This agreement has been legally reviewed and approved as to form and content.

By: \_\_\_\_\_  
William F. Patty  
Chief Counsel, Legal Bureau

RECOMMENDED FOR APPROVAL:

\_\_\_\_\_  
D.E. Phillips, Jr. P.E.  
State Local Transportation Engineer

\_\_\_\_\_  
Don T. Arkle, P.E.  
Chief Engineer

STATE OF ALABAMA, ACTING BY  
AND THROUGH THE ALABAMA  
DEPARTMENT OF TRANSPORTATION

\_\_\_\_\_  
John R. Cooper  
Transportation Director

The foregoing Agreement is hereby  
executed in the name of the  
State of Alabama and signed  
By the Governor on the \_\_\_ day  
of \_\_\_\_\_, 20\_\_.

\_\_\_\_\_  
Kay Ivey  
Governor, State of Alabama

# **3.10 SYSTEM PERFORMANCE REPORT**

# Huntsville-Area MPO System Performance Report

## Background

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule 23 CFR 450.314. This regulation implements the transportation planning and transportation performance management provisions of MAP-21 and the FAST Act.

In accordance with 23 CFR 450.314, the System Performance Report presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets, and covers the required Safety Performance Measures (PM1), Bridge/Pavement Performance Measures (PM2), and System Performance Measures (PM3).

## Safety Performance Measures PM1, Alabama System Conditions and Performance

| Performance Measures                                                                   | Alabama Baseline<br>(Five-Year Rolling<br>Average 2013-2017) | 2018 Alabama<br>Performance Target<br>(Five-Year Rolling<br>Average 2015-2019) | 2017 Alabama<br>Actual Statewide<br>Traffic Fatalities |
|----------------------------------------------------------------------------------------|--------------------------------------------------------------|--------------------------------------------------------------------------------|--------------------------------------------------------|
| Number of Fatalities                                                                   | 911.4                                                        | 932.0                                                                          | 948.0                                                  |
| Rate of Fatalities per 100 Million<br>Vehicle Miles Traveled                           | 1.356                                                        | 1.330                                                                          | 1.38                                                   |
| Number of Serious Injuries                                                             | 8,139.2                                                      | 8469.0                                                                         | 8139.2                                                 |
| Rate of Serious Injuries per 100<br>Million Vehicle Miles Traveled                     | 12.194                                                       | 12.080                                                                         | 12.194                                                 |
| Number of Combined Non-<br>Motorized Fatalities and Non-<br>Motorized Serious Injuries | 377.4                                                        | 394.0                                                                          | 377.4                                                  |

The Huntsville-Area MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of local transportation goals and statewide and regional performance targets. As such, the FY 2020-2023 planning process directly reflects ALDOT's goals, objectives, performance measures, and targets. Each project in the 2020-2023 TIP lists the performance measure(s) supported by the project on its project page.

**A total of \$94,173,727 is programmed in this TIP to improve highway safety; averaging approximately \$23,543,431 per year.**



## Bridge/Pavement Performance Measures (PM2)

| Performance Measures                                      | Alabama (Baseline) | Alabama 2- year Target (2018) | Alabama 4- year Target (2022) |
|-----------------------------------------------------------|--------------------|-------------------------------|-------------------------------|
| Percent of Interstate pavements in good condition         | N/A                | N/A                           | 50%                           |
| Percent of Interstate pavements in poor condition         | N/A                | N/A                           | 5%                            |
| Percent of non-Interstate NHS pavements in good condition | 79.9%              | 40%                           | 40%                           |
| Percent of non-Interstate NHS pavements in poor condition | 4.1%               | 5%                            | 5%                            |
| Percent of NHS bridges (by deck area) in good condition   | 27.2%              | 27%                           | 27%                           |
| Percent of NHS bridges (by deck area) in poor condition   | 2%                 | 3%                            | 3%                            |

To support progress towards ALDOT’s statewide PM2 targets, the FY 2020-2023 TIP includes investments that will maintain pavement and bridge condition performance. Investments in pavement and bridge condition include pavement replacement and reconstruction, bridge replacement and reconstruction, new bridge and pavement capacity, and system resiliency projects that improve NHS bridge components (e.g., upgrading culverts). Each project in the 2020-2023 TIP lists the performance measure(s) supported by the project on its project page.

**A total of \$21,018,978 for bridges and NHS maintenance for pavement is programmed in this TIP to improve pavement and bridge conditions; averaging approximately \$5,254,744 per year.**

### System Performance Measures (PM3)

| Performance Measures                                                   | Alabama<br>(Baseline) | Alabama<br>2- year<br>Target<br>(2018) | Alabama<br>4- year<br>Target<br>(2022) |
|------------------------------------------------------------------------|-----------------------|----------------------------------------|----------------------------------------|
| Percent of person-miles on the Interstate system that are reliable     | 96.4%                 | 96.4%                                  | 96.4%                                  |
| Percent of person-miles on the non-Interstate system that are reliable | N/A                   | N/A                                    | 93.6%                                  |
| Truck Travel Time Reliability Index                                    | 1.19                  | 1.19                                   | 1.21                                   |

The FY 2020-2023 TIP planning process directly reflects the Alabama Statewide Freight Plan, the current 2045 Alabama Statewide Transportation Plan (SWTP), and the Huntsville-Area MPO 2045 Long Range Transportation Plan (LRTP).

- ALDOT’s Statewide Freight Plan defines the conditions and performance of the state freight system and identifies the policies and investments that will enhance Alabama’s highway freight mobility well into the future. The Plan identifies freight needs and the criteria Alabama will use to determine investments in freight, and prioritizes freight investments across modes.
- The ALDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect this.

**A total of \$97,222,599 is programmed in this TIP to improve system performance outcomes; averaging approximately \$24,305,650 per year.**