



## **DRAFT** FY 2024 - 2027 Transportation Improvement Program



Prepared by the Huntsville Area MPO Staff  
in Cooperation with the Local Transportation Bureau, Alabama Department of  
Transportation (ALDOT)

Adopted by the Metropolitan Planning Organization (MPO)

**DRAFT Adopted: May 17, 2023**

**DRAFT** FY 2024 - 2027

## Transportation Improvement Program

This document is posted at:

<http://www.huntsvillempo.org>

For further information, please contact Dennis Madsen,  
MPO Manager

E-mail: [longrangeplanning@huntsvilleal.gov](mailto:longrangeplanning@huntsvilleal.gov)

This report was financed in part by the U.S. Department of Transportation, Federal Highway Administration, the Federal Transit Administration, the Alabama Department of Transportation, and the City of Huntsville in partial fulfillment of Task 3.2 of the Final FY 2023 Unified Planning Work Program.

This document is produced by the staff of the Huntsville Area Metropolitan Planning Organization, in fulfillment of requirements set forth in Title 23 USC 134 and 135, amended November 2021. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation. **Draft** Adopted by the Metropolitan Planning Organization Policy Board on **May 17, 2023**.

## MPO Policy Board

**Mac McCutcheon, Chairman**

**Tommy Battle, Mayor**

**Paul Finley, Mayor**

**John Meredith, President**

**Curtis Craig, Mayor**

**Mary Caudle, Mayor**

**Curtis Vincent**

**Aaron Dawson (non-voting)**

**Nicole Spivey (non-voting)**

**Bradley Lindsey (non-voting)**

**Michelle Gilliam Jordan (non-voting)**

Madison County Commission

City of Huntsville

City of Madison

Huntsville City Council

Town of Owens Cross Roads

Town of Triana

Alabama Department of Transportation (ALDOT) North Region

Federal Highway Administration

Federal Transit Administration

ALDOT Local Transportation Bureau

Top of Alabama Regional Council of Governments

## Technical Coordinating Committee

**Shane Davis**– *Transportation Planning Coordinator, City of Huntsville Department of Urban Development*

**Mary Beth Broeren**, *City of Madison Planning and Economic Development*

**Chuck Faulkner**, *Madison County Engineering*

**Michael Johnson**, *City of Madison Engineering*

**Aaron Dawson**, *Federal Highway Administration*

**Nicole Spivey**, *Federal Transit Administration*

**Kathy Martin**, *City of Huntsville Engineering*

**Nicholas Nene**, *City of Huntsville Traffic Engineering*

**Trey Riley**, *City of Huntsville Attorney*

**Darlene Duerr**, *City of Huntsville Natural Resources & Environmental Management*

**Vacant**, *Madison County Planning and Economic Development*

**Quisha Bryant**, *Huntsville Transit*

**Brandi Quick**, *Huntsville-Madison County Marina and Port Authority*

**Les Tillery**, *Huntsville Planning Commission*

**Butch Roberts**, *Huntsville- Madison County Airport Authority*

**James Giles**, *Alabama Department of Transportation*

**Rodney Ellis**, *Alabama Department of Transportation*

**Michelle Gilliam-Jordan**, *Top of Alabama Regional Council of Governments*

**Kaela Hamby**, *Redstone Arsenal*

**Glen Partlow**, *Huntsville Utilities*

**Carson Smith**, *Huntsville Utilities*

**Melvin McKinstrey**, *Marshall Space Flight Center*

**Diana Standridge**, *US Space & Rocket Center*

**Carly Borden**, *Huntsville-Madison County Railroad Authority*

**Marc Massey**, *Limestone County Engineer (Ex-Officio Member)*

**Hunter Daws**, *Assistant Limestone County Engineer (Ex-Officio Member)*



## Citizens Advisory Committee

**Dario Gonzalez**, *City of Huntsville*  
**Russ McDonald**, *City of Huntsville (CAC Chairman)*  
**John Ofenlock**, *City of Huntsville*  
**Todd Slyman**, *City of Huntsville*  
**Gary Whitley**, *City of Huntsville*  
**Trent Griffin**, *City of Huntsville*  
**Matthew Brown**, *City of Huntsville*  
**Vacant**, *City of Huntsville*  
**Larry Mason**, *City of Madison*  
**Vacant**, *City of Madison*  
**Taron Thorpe**, *Madison County*  
**Houston Matthews**, *Madison County*  
**Scott Baker**, *Town of Owens Cross Roads*  
**Larry Furlough**, *Town of Owens Cross Roads*  
**Jurlene Rogers**, *Town of Triana*  
**Mark Pools**, *Town of Triana*

# Huntsville Area Metropolitan Planning Organization Staff

**Shane Davis**

*Director of Urban Development*

**Dennis Madsen**

*Manager of Urban and Long-Range Planning*

**James Vandiver**

*Planner III*

**James Moore**

*Planner III*

**Ken Newberry**

*Planner III*

**Jo Beth Gleason**

*Planner II*

## Reserved for Self-Certification Resolution

## Reserved for TIP Adoption Resolution

# TABLE OF CONTENTS

TITLE AND MPO CONTACT PAGE	1
COMMITTEE MEMBERSHIP AND MPO STAFF	2
ADOPTING RESOLUTION	6
<b><u>Part 1: Introduction</u></b>	
PURPOSE	12
MPO ORGANIZATION	12
IIJA REGULATIONS FOR THE TIP	14
CONSISTENCY WITH OTHER PLANS	14
SCOPE OF THE PLANNING PROCESS	15
PLANNING EMPHASIS AREAS	15
PUBLIC PARTICIPATION PLAN	15
TITLE VI	16
LIVABILITY	20
CONGESTION MANAGEMENT PROCESS (CMP)	21
ENVIRONMENTAL MITIGATION	21
CLIMATE CHANGE	21
AIR QUALITY PLANNING	22
FINANCIAL PLAN	22
PROJECT SELECTION	23
CERTIFICATION	23
REGIONALLY SIGNIFICANT PROJECTS	24
FREIGHT PLANNING	24
PERFORMANCE MEASUREMENT	25
BACKGROUND	25
ALDOT PERFORMANCE MEASURES & TARGETS	26

HUNTSVILLE-AREA MPO'S PROGRESS TOWARDS MEETING ALL PM TARGETS	27
BICYCLE AND PEDESTRIAN PLANNING	27
COMPLETE STREETS	28
HOW TO USE THE TIP	29
LIST OF OBLIGATED PROJECTS	31

<b><u>Part 2: Projects</u></b>	32
PROJECT MAPS	33
CPMS PROJECT DESCRIPTIONS	35
SURFACE TRANSPORTATION ATTRIBUTABLE PROJECTS	38
OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS	45
NHS / INTERSTATE MAINTENANCE / NHS BRIDGE PROJECTS	51
APPALACHIAN HIGHWAY SYSTEM PROJECTS	57
TRANSPORTATION ALTERNATIVES PROJECTS	58
BRIDGE PROJECTS (STATE AND FEDERAL)	61
STATE FUNDED PROJECTS	62
ENHANCEMENT PROJECTS	63
TRANSIT PROJECTS	64
SYSTEM MAINTENANCE PROJECTS	69
SAFETY PROJECTS	70
OTHER FEDERAL AND STATE AID PROJECTS	72
CONGESTION MITIGATION AND AIR QUALITY PROJECTS	75
HIGH PRIORITY AND CONGRESSIONAL EARMARK PROJECTS	76
CARBON REDUCTION PROGRAM ATTRIBUTABLE PROJECTS	77
OTHER CARBON REDUCTION PROGRAM PROJECTS	79

<b><u>Part 3: Appendices</u></b>	80
A: PROGRAM CODES	81
B: MPO BOUNDARY MAP	86
C: GLOSSARY OF TRANSPORTATION TERMS	88
D: PUBLIC INVOLVEMENT RECAP	93
E: REGIONALLY SIGNIFICANT PROJECTS FINANCIAL CONSTRAINT PLAN	94

F: LIVABILITY PRINCIPLES	96
G: MPO SELF – CERTIFICATION	100
H: MPO MOU STIP / TIP	119
I: PERFORMANCE MEASURES, PM TARGETS AND PM AGREEMENTS	120
J: SYSTEM PERFORMANCE REPORT	133

# **Part 1**

## **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.

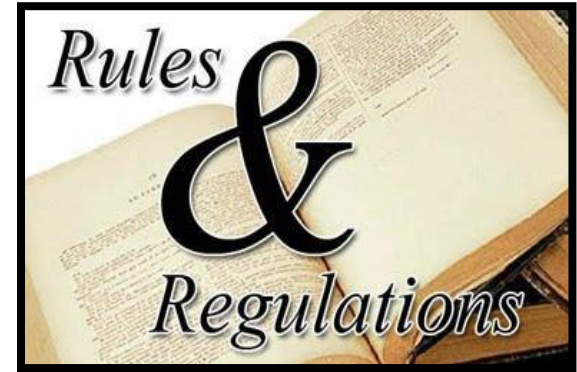
Generally, the transportation planning process must have a coordinated organization to be effective. The MPO is composed of local elected officials who are legally empowered to implement transportation plans. They consider transportation planning goals and objectives along with financial and social consequences 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.

In 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.govinfo.gov/content/pkg/USCODE-2021-title23/html/USCODE-2021-title23-chap1-sec134.htm>

### 3.0 IIJA REGULATIONS FOR THE TIP

The Infrastructure Investment and Jobs 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 November 5, 2021, and President Joe Biden signed it on November 15.

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 IIJA continues the FAST Act/MAP-21 approach to formula program funding, authorizing a lump sum total instead of individual authorizations for each program. The IIJA continues most of the metropolitan planning requirements that were in effect under the FAST Act/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 2045 Transportation Plan is also developed in partnership with the MPO, using MPO demographic data. Transit projects programmed for Huntsville Shuttle and Madison County TRAM are consistent with the 2020 Human Services Coordinated Transportation Plan and the 2023 Huntsville Transit Study. Documentation of the overall planning process is provided in the Final 2018 Public Participation Plan for the Huntsville Metropolitan Transportation Planning Area.

The Huntsville Area MPO also works closely with the Decatur MPO and Top of Alabama Regional Council of Governments (TARCOG) RPO, whose jurisdictions are adjacent to the Huntsville Metropolitan Planning Area.

## **5.0 SCOPE OF THE PLANNING PROCESS**

The 2024-2027 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 2023, the key planning themes are those jointly issued in 2021 by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) which are listed below:

- Tackling the Climate Crisis- Transition to a Clean Energy, Resilient Future
- Equity and Justice<sup>40</sup> in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

## **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 at: <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](http://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 underrepresented 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](http://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. 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 2018 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/](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 TIP, the LRTP, and the UPWP.

For the purposes of the 2024-2027 TIP the MPO, in partnership with ALDOT, have developed **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 **Livability Indicators** are included in **Appendix F**, as well as the 2045 LRTP adopted in April 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 2021, in conjunction with the development of a Regional Commuter Study, the MPO published an amended Congestion Management Plan, or CMP. The Congestion Management Plan is included in Chapter 7 of the Huntsville-Area MPO 2045 Transportation 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.

## 11.0 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.

## 12.0 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.

### **13.0 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 2022, 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. Standards for ozone and fine particulate are currently under review. 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.

### **14.0 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. The plan includes highway, transit, aviation, bicycle and pedestrian facilities, and multi-use trails. The TIP also contains support from FHWA and FTA for projects related to interstate construction, interstate maintenance programs, and fixed guide-way modernization.

## 15.0 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.

## 16.0 CERTIFICATION

A joint review of the Huntsville-Area MPO's planning process is conducted with ALDOT. **This self-certification process will be fulfilled by the MPO in fiscal year 2023 prior to the approval of the Final FY 2024-2027 TIP.** The signed and approved self-certification form is included in **Appendix G** 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 Area 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 11101(e) of the IIJA (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 2023 self-certification questionnaire for the FY2024-2027 TIP and the MPO's responses are included as **Appendix G**.

## 17.0 REGIONALLY SIGNIFICANT PROJECTS

The TIP is required to include all Regional Significant Projects (RSP) that are funded with federal and/or non-federal 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 are in **Appendix E** of this document, as discussions among member jurisdictions as to the prioritization of new projects is ongoing.

The Huntsville Area MPO LRTP provides more information on these projects.

## 18.0 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 national 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.

In 2020 the Huntsville-Madison County Airport Authority completed an update to the Huntsville International Airport Master Plan in accordance with the requirements of the Federal Aviation Administration. The Authority works 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

short term (0-5 year), midterm (6-10 year) and long term (11-20-year) capital improvement program addressing future development of the airport.

## 19.0 PERFORMANCE MEASUREMENT

### **Background**

In compliance with the Joint Planning Rule from FHWA (23 CFR 450 and 771) and FTA (49 CFR 613), under the IIJA, 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

<b>FHWA Safety Performance Measures (PM1) (Annual Targets)</b>	<b>Calendar Year 2023 Targets</b>	
Number of Fatalities	1,000	
Rate of Fatalities (per 100 million Vehicle Miles Traveled)	1.440	
Number of Serious Injuries	6,500	
Rate of Serious Injuries (per 100 million Vehicle Miles Traveled)	9.82	
Number of Non-motorized fatalities and serious injuries	400	
<b>FHWA Bridge/Pavement Performance Measures (PM2)</b>	<b>2-Year Target</b>	<b>4-Year Target</b>
% of Pavements of the Interstate System in Good Condition	>50%	>50%
% of Pavements of the Interstate System in Poor Condition	<5%	<5%
% of Pavements of the Non-Interstate NHS in Good Condition	>25%	>25%
% of Pavements of the Non-Interstate NHS in Poor Condition	<5%	<5%
% of NHS bridges in Good condition by deck area	>25%	>25%
% of NHS bridges in Poor condition by deck area	<3%	<3%
<b>FHWA System Performance Measures (PM3)</b>	<b>2-Year Target</b>	<b>4-Year Target</b>
% of Person-Miles Traveled on the Interstate that are Reliable	92.0%	92.0%
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	90.0%	90.0%
Truck Travel Time Reliability (TTTR) Index on the Interstate	1.30	1.30
<b>FTA Transit Asset Management (TAM) Performance Measures</b>	<b>2023</b>	
Paratransit Fleet	30% of Vehicle Fleet not to exceed 200,000 miles	
Fixed Route Bus Fleet	30% of Vehicle Fleet not to exceed useful life in years	
Facility Condition	Not greater than 20% of facilities fall below 3.0 condition rating	



<b>FTA Transit Safety Performance Measures</b>	<b>Fatalities</b>	<b>Rate of Fatalities</b>	<b>Injuries</b>	<b>Rate of Injuries</b>	<b>Safety Events</b>	<b>Rate of Safety Events</b>	<b>Mean Distance between Major Mechanical Failures</b>
Fixed Route Bus	0	0	4	0.00000506	26	0.000033	6,700
Demand Response	0	0	8	0.00001705	21	0.000045	15,140

## 20.0 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 which denotes which of ALDOT's Performance Measurement targets each project supports.

## 21.0 BICYCLE AND PEDESTRIAN PLANNING

The MPO updated the Bicycle Pedestrian Plan for the metropolitan area in 2021. Recognizing that cycling is vital to any integrated transport network, the plan seeks to provide links and resources within the larger transportation network. It does so by encouraging construction or development of dedicated and fixed facilities, on and off-road bike trails, as well as improvements to existing structures. The plan also focuses on encouraging safe travel on roads and highways that also accommodate motorized vehicles. Other efforts are geared toward providing linkages between residential neighborhoods, shopping areas, and central business districts or heavily trafficked urban centers.

Cycling provides a healthy, fast, and convenient mode of travel with minimal impact on the environment. The Huntsville MPO supports bicycle riding as an important part of the transport pedestrian mix and recognizes that a well-planned and integrated bicycle network can contribute to more accessible, sustainable, and connected communities. The plan also expands on the previous bicycle and pedestrian plan, by implementing strategies and techniques to improve the ridership and safety of bicyclists and pedestrians within the Huntsville Area MPO.





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](http://www.singingrivertrail.com)

## 22.0 COMPLETE STREETS

Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. In 2018, the City of Huntsville adopted a comprehensive Complete Streets Policy. Equity, and a safe, accessible, and more balanced transportation network for all was integral to the policy. Its purpose is to guide decision-making and design processes to ensure that all users (pedestrians, bicyclists, automobiles, and transit) and context (urban and suburban; neighborhood and corridor; residential and commercial) are considered during the planning, design, construction, funding, and operation of the city's transportation network. The goals of the Complete Streets Policy are as follows:

- To establish new standards of practice for designing and implementing streets within the City of Huntsville;
- To improve connectivity for bicyclists and pedestrians throughout the city;
- To provide alternatives to those residents that cannot or choose not to drive, particularly seniors and children;
- To improve and enhance the public health and physical fitness of the city's residents;
- To make the roadway and street environment safer and more inviting;
- To maintain the fast and efficient movement of commuters, particularly around major employment centers;
- To ensure access to economic opportunity, particularly for those in poverty;
- To improve the performance of new development and redevelopment by improving the quality of the adjacent infrastructure and human-scale environment;
- To protect and preserve the environment by reducing emission of greenhouse gases and reducing the consumption of non-renewable energy resources.

With the new policy in place, the City approaches every planned transportation improvement as an opportunity to create safer and more accessible streets for all users. These include: all new construction and reconstruction projects of all city-owned transportation facilities in the public right-of-way, including but not limited to, streets, bridges, and all other connecting pathways, using Federal, State, or Local funds; resurfacing activities; and privately constructed

streets and drives, particularly if it is anticipated that they will link public facilities. The Policy states that the Complete Streets process is incorporated into all aspects of the transportation project development process. Furthermore, due to its regional impact, implementation of the policy necessitates collaboration among all regional partners and stakeholders affected by the implementation. The City partners with the State of Alabama, neighboring communities and counties, businesses, and school districts, to develop facilities and accommodations that further the City's Complete Streets policy.

In the City of Madison's 2018 Transportation Master Plan, the City included a Complete Streets goal, discussion, and example cross sections. The City is also currently working on a Comprehensive Plan Update, which is expected to include Complete Streets project updates and implementation strategies. Madison routinely now has sidewalks installed along almost all streets that serve residential and commercial traffic and multi-use paths installed along major collectors, such as County Line Road, and Hughes Road, as recommended in the Transportation Master Plan.

The Cities are also coordinating with MPO staff and consultants working on the Regional High-Capacity Transit Study regarding transit needs and opportunities, with initial goals outlined.

The MPO serves as a means to coordinate implementation of Complete Streets throughout the region. The Complete Streets policy applies to all users of the regional transportation system including: commuters; school children, buses, parents and staff; emergency services; people living with disabilities; utility and maintenance vehicles; cyclists; motorcycles; strollers; cars; pedestrians; transit users and the transit dependent; freight and trucking.

## **23.0 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. In special circumstances, some projects may not need to include all phases.

Although some projects started before this TIP cycle and some projects will end after this TIP cycle, detailed project costs shown on the specific project pages only include costs for the next four years of the project. The total project cost shown on the bottom left of the project pages reflects the estimated cost of all phases, even those outside the scope of this TIP. A typical project page of the TIP is shown below with parts of the page highlighted.

ALDOT Project  
Reference Number

Project Title

100051834  
100051835

CHURCH STREET BRIDGE

Project  
Map



**Prior Phases:** 100051832 (PE FY 2009);  
100051833 (RW FY 2019)  
**Future Phases:** None

Prior Year Cost	\$768,000
Future Year Cost	0
Total Project Cost (all years):	\$5,834,604

Project  
History/Future  
Phases and  
Total Project  
Cost

ALDOT Project Description

**Work Summary:** BRIDGES AND APPROACHES  
**From:** OVER BIG SPRING  
**To:** BIG SPRING PARK  
**Lead Agency:** CITY OF HUNTSVILLE **Length:** 0 mi.

Phase	Fund Source	FY 2024	FY 2025	FY 2026	FY 2027	Total
UT	STP08	\$276,612 Fed	0	0	0	\$276,612
CN	STHVM	0	\$2,870,393 Fed \$717,598 Local	0	0	\$3,587,991
CN	STP08	0	\$252,000 Fed	0	0	\$252,000
CN	STP09	0	\$950,000 Fed	0	0	\$950,000
Total		\$276,612	\$4,789,991	0	0	\$5,066,603

Funding  
Table

**Applicable Performance Measurements:** PM 1 Safety, PM 2  
Pavement Condition

**Applicable Livability Principles:** LP 1 Transportation Choice; LP 4  
Existing Communities; LP 5 Leverage Investments

Performance  
Measurements/Livability  
Principles applicable to Project

## Annual Listing of Obligated Projects

Sponsor: ALDOT

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
NH	3	NH 0001(610)	100004926	CN	0.629	04/07/2023	ADDITIONAL ROADWAY LANES	\$38,374,641	\$38,374,641	\$4,495	\$38,370,146
<b>Project Description:</b> ADDITIONAL LANES ON SR-1 (MEMORIAL PARKWAY) FROM 0.31 MI S OF CR-75 (MASTIN LAKE RD) TO CR-65 (WINCHESTER RD) INCLUDING AN OVERPASS AT CR-75 AND ACCESS IMPROVEMENTS TO CR-65											

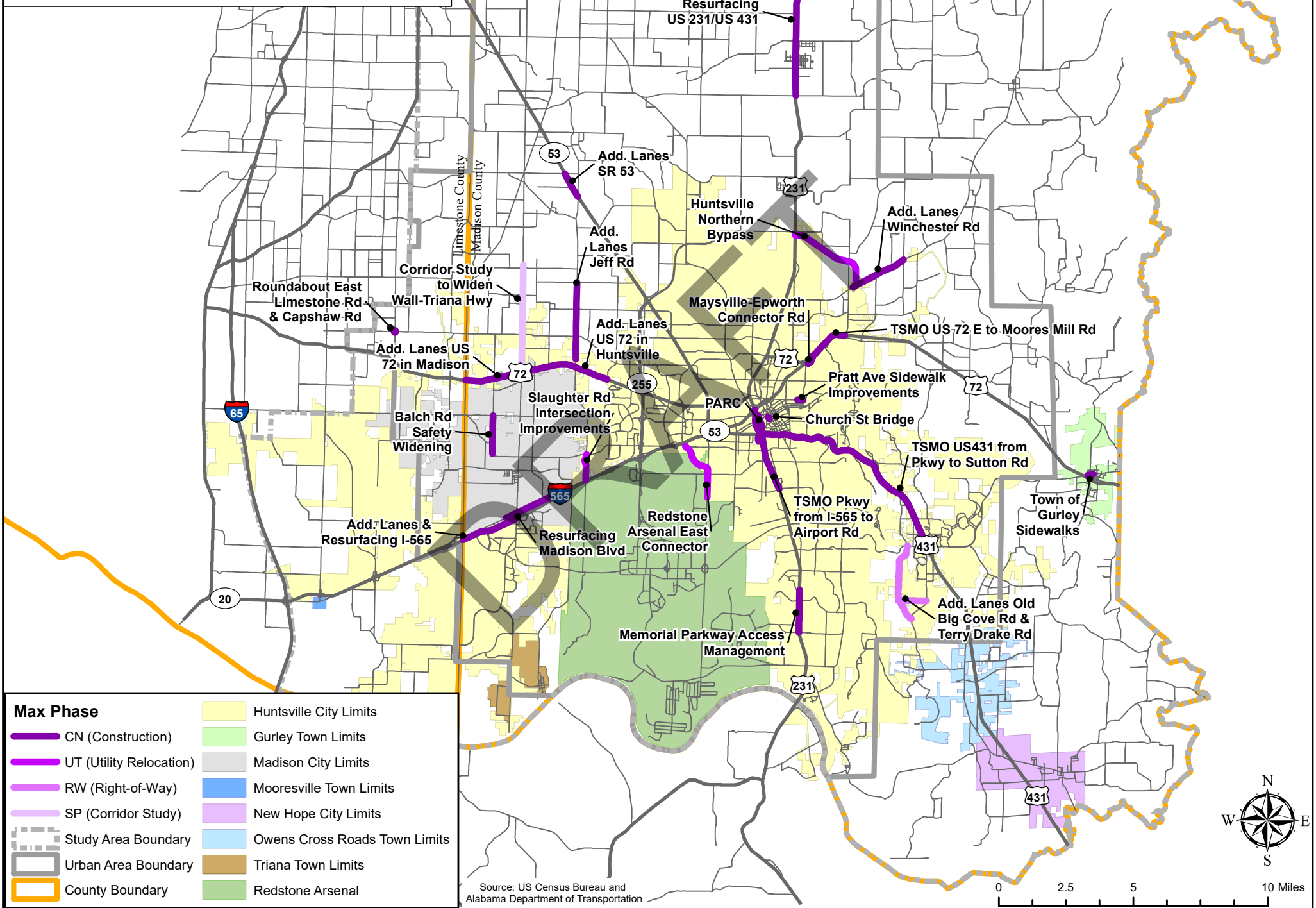
Sponsor: TBD

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
ST	2	STPAA 4520 (251)	100071390	UT	1.400	05/01/2023	ADDITIONAL ROADWAY LANES	\$1,297,445	\$1,297,445	\$0	\$1,297,445
<b>Project Description:</b> ADDITIONAL LANES ON CR-999 (JAMES RECORD RD) FROM LARACY DRIVE TO TRADEMARK DRIVE AND ON CR-11 (MARTIN RD) FROM TRADEMARK DRIVE TO CR-12 (OLD JIM WILLIAMS RD)											
NH	3	NH 0053(602)	100073882	FM	2.020	01/27/2023	PREVENTATIVE MAINTENANCE LEVEL 2	\$1,923,543	\$1,477,250	\$0	\$1,477,250
<b>Project Description:</b> RESURFACING ON SR-53 IN HUNTSVILLE FROM THE BEGINNING OF THE RIGHT TURN LANE FOR BLAKE BOTTOM ROAD (MP 322.900) TO 0.47 MILES NORTH OF SR-255 (MP 324.920)											
NHA	3	NH 0053(602)	100073882	FM	2.020	01/27/2023	PREVENTATIVE MAINTENANCE LEVEL 2	\$1,923,543	\$0	\$1,427	(\$1,427)
<b>Project Description:</b> RESURFACING ON SR-53 IN HUNTSVILLE FROM THE BEGINNING OF THE RIGHT TURN LANE FOR BLAKE BOTTOM ROAD (MP 322.900) TO 0.47 MILES NORTH OF SR-255 (MP 324.920)											
NH	3	NH 0001(628)	100073879	FM	5.760	02/24/2023	PAVEMENT MINOR REHABILITATION	\$5,157,436	\$5,157,436	\$5,485	\$5,151,951
<b>Project Description:</b> RESURFACING ON SR-1 (US-231/US-431) FROM CEDARAMA DRIVE NW TO GRIMWOOD ROAD/WALKER LANE											
NHA	3	NH 0001(628)	100073879	FM	5.760	02/24/2023	PAVEMENT MINOR REHABILITATION	\$5,157,436	\$0	\$701	(\$701)
<b>Project Description:</b> RESURFACING ON SR-1 (US-231/US-431) FROM CEDARAMA DRIVE NW TO GRIMWOOD ROAD/WALKER LANE											
CR	12	CRPIM I565 (320)	100072418	CN	20.823	12/02/2022	INTELLIGENT TECHNOLOGY SYSTEMS	\$5,121,893	\$5,121,893	\$2,652	\$5,119,242
<b>Project Description:</b> ADVANCED CORRIDOR MANAGEMENT TSMO ON: I-565 FROM THE OFF RAMP AT MOORESVILLE ROAD (MP 1.100) TO SR-2 (US-72) (MP 21.800)											
IM	3	CRPIM I565 (320)	100072418	CN	20.823	12/02/2022	INTELLIGENT TECHNOLOGY SYSTEMS	\$5,121,893	\$988,446	\$0	\$988,446
<b>Project Description:</b> ADVANCED CORRIDOR MANAGEMENT TSMO ON: I-565 FROM THE OFF RAMP AT MOORESVILLE ROAD (MP 1.100) TO SR-2 (US-72) (MP 21.800)											
TA	5	TAPAA TA23 (902)	100076073	PE	0.000	04/01/2023	SIDEWALK	\$68,897	\$68,897	\$0	\$68,897
<b>Project Description:</b> SIDEWALKS ALONG SECTION LINE STREET 4TH STREET CHURCH STREET GURLEY PIKE AND WALKER STREET IN THE TOWN OF GURLEY											

# **Part 2**

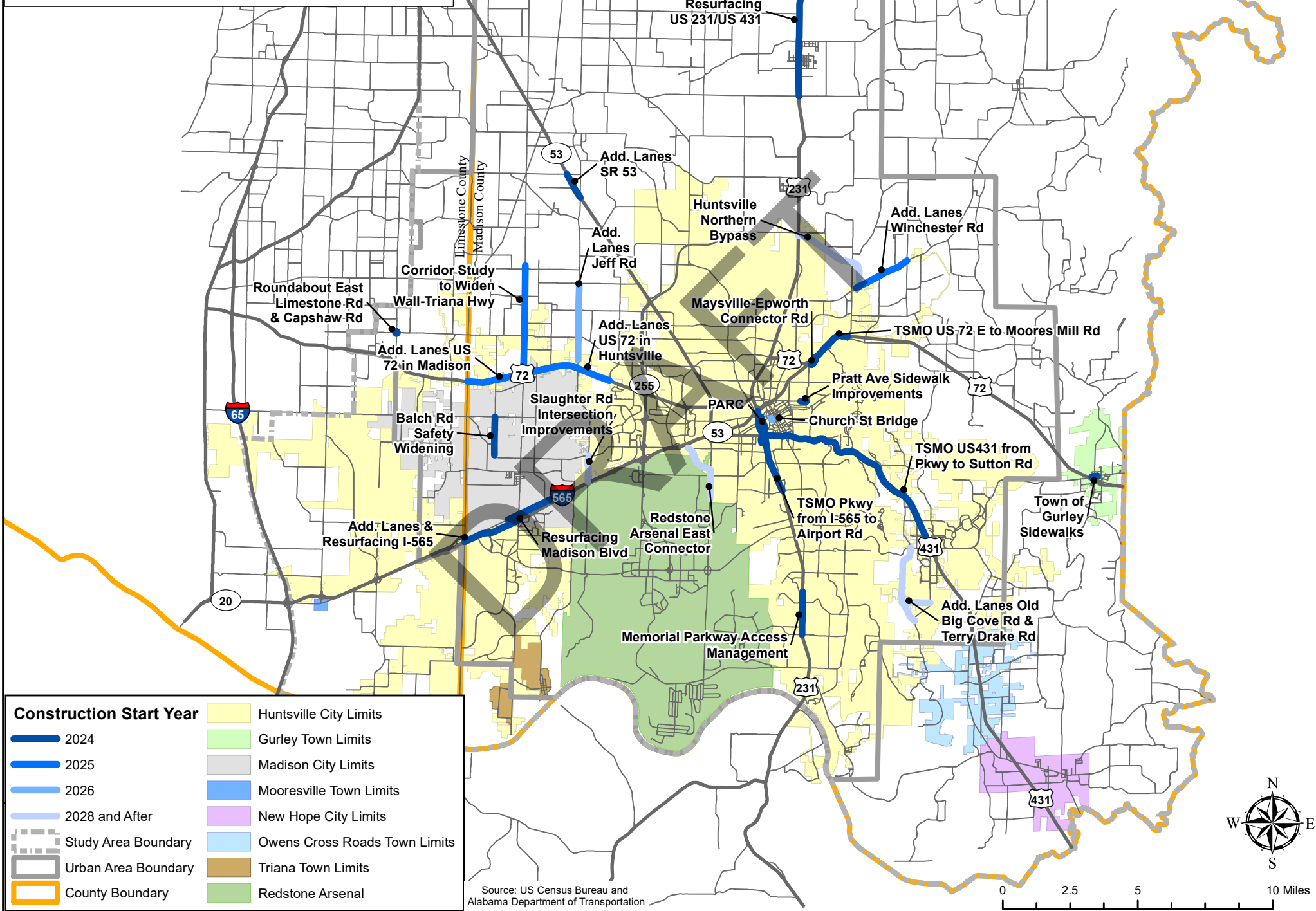
# **Projects**

# Transportation Improvement Program Projects FY 2024-2027 by Max Phase





# Transportation Improvement Program Projects FY 2024-2027 by Construction Start Year



## CPMS Project Descriptions

Information concerning all transportation improvements originating in CPMS is input by the State of Alabama Department of Transportation in cooperation and coordination with the local MPOs. CPMS project descriptions specify the parameters of the project from beginning to end. CPMS projects are categorized by funding source, and each funding source must show financial constraint. Prior to the 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. The FAST Act (and subsequent IIJA) instead provided 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 ALDOT with the exception of **Surface Transportation Attributable Projects** and **Carbon Reduction Program (CRP) 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 CPMS follow below:

**Table 2.1: 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 subsequent Federal transportation bills. An example would be: projects using funds coded **STPHV** in CPMS indicates *Surface Transportation Urban Area funding for Huntsville, AL*.

**Table 2.2: 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 CPMS, for example, coding of **STPAA** indicates *Surface Transportation Program Any Area*.

**Table 2.3: 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: Appalachian Highway System Projects** – TEA-21 provided funding under Section 1117 for funding of highway corridor projects in 13 states, including Alabama, to promote economic development.

**Table 2.5: Transportation Alternatives**– 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 2.6: 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 2.7: 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 2.8: Enhancement Projects** – This category was eliminated in MAP-21, with many of the activities covered under the **Transportation Alternatives (TAP) program** (see 2.5). Table 2.8 remains in place, however, because there is still funding available under this program and the category will be deleted once funding is exhausted.

**Table 2.9: 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 2.10: System Maintenance Projects** – Roadway and bridge maintenance is provided according to system specifications, facility-life maintenance scheduling, and available funding.

**Table 2.11: Safety Projects** – IIJA provides continuity from FAST Act, 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 2.12: Other Federal and State Aid Projects** – This is a miscellaneous category for projects that do not fit easily into other categories. Examples include the Federal Lands Aid Program (FLAP) and RAISE grant projects.

**Table 2.13: 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 subsequent Federal transportation funding bills. As an attainment area, the Huntsville Area MPO does not qualify for this funding as of the adoption of this TIP.

**Table 2.14: High Priority and Congressional Earmarks Projects** – High Priority funding is project-specific funding provided by TEA-21, extended by subsequent Federal transportation funding bills. Congressional Earmarks are legislative actions providing funding for a specific purpose or project outside the normal funding allocation process. Although High Priority funding continues, *Congressional Earmark* designation remains only because some projects under this designation have not been completed.

**Table 2.15: Carbon Reduction (CRP) Attributable Projects:** The IIJA provided MPOs designated Carbon Reduction funds to be used on projects designed to reduce transportation emissions. The projects in this category will use the MPO's attributable CRP funding (Funding code **CRPHV**).

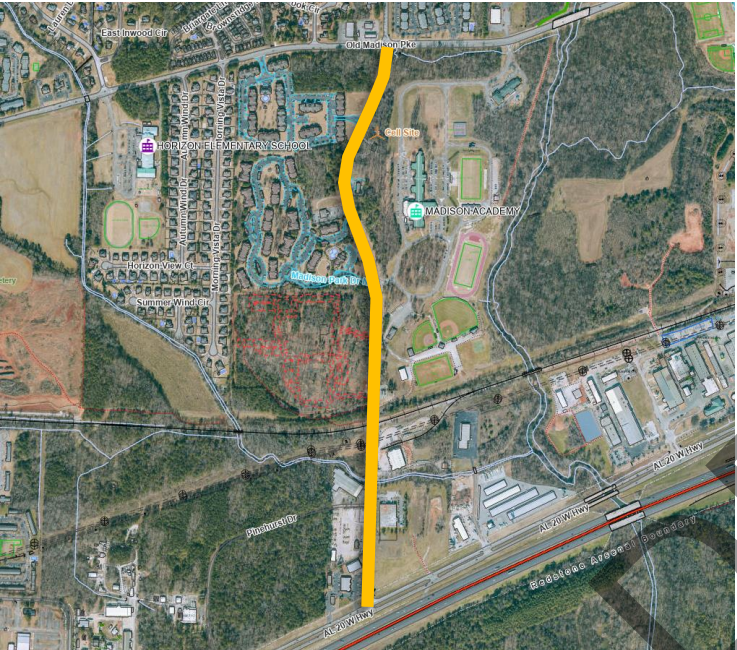
**Table 2.16: Other Carbon Reduction Program projects:** State DOT's were also provided Carbon Reduction funds to be used anywhere in the state. (Funding code **CRPAA**)

# **Table 2.1**

Surface Transportation Attributable Projects

100062240  
100062253  
100062254

INTERSECTION IMPROVEMENTS ON SLAUGHTER ROAD



Work Summary: INTERSECTION IMPROVEMENTS  
From: MADISON BLVD.  
To: OLD MADISON PIKE  
Lead Agency: CITY OF HUNTSVILLE

Length: 1.19 mi.

Phase	Fund Source	FY 2024	FY 2025	FY 2026	FY 2027	Total
PE	STHVE	0	\$640,000 Fed \$160,000 Local	0	0	\$715,000
RW	STHVE	0	0	\$844,000 Fed \$211,000 Local	0	\$1,055,000
UT	STHVE	0	0	0	\$1,144,000 Fed \$286,000 Local	\$1,430,000
Total		0	\$715,000	\$1,055,000	\$1,430,000	\$3,200,000

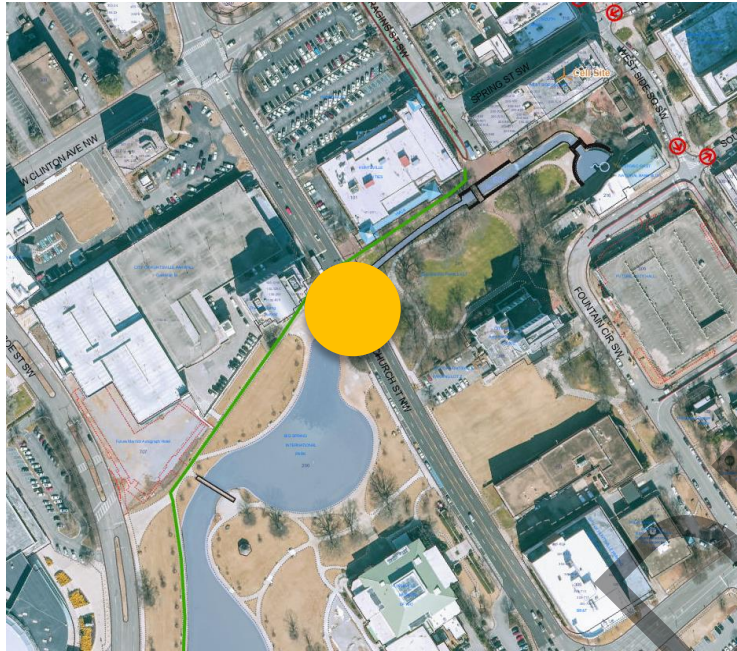
Prior Phases: None  
Future Phases: 100062255 (CN FY2028)

Prior Year Cost	0
Future Year Cost	\$11,000,000
Total Project Cost (all years):	\$14,200,000

Applicable Performance Measurements: PM 1 Safety, PM 2  
Pavement Condition  
Applicable Livability Principles: LP 3 Economic Competitiveness

# 100051834 CHURCH STREET BRIDGE

## 100051835



**Prior Phases:** 100051832 (PE FY 2009);  
100051833 (RW FY 2019)  
**Future Phases:** None

Prior Year Cost	\$768,000
Future Year Cost	0
Total Project Cost (all years):	\$5,834,604

**Work Summary:** BRIDGES AND APPROACHES

**From:** OVER BIG SPRING

**To:** BIG SPRING PARK

**Lead Agency:** CITY OF HUNTSVILLE

**Length:** 0 mi.

Phase	Fund Source	FY 2024	FY 2025	FY 2026	FY 2027	Total
UT	STP08	\$276,612 Fed	0	0	0	\$276,612
CN	STHVM	0	0	\$2,870,393 Fed \$717,598 Local	0	\$3,587,991
CN	STP08	0	0	\$252,000 Fed	0	\$252,000
CN	STP09	0	0	\$950,000 Fed	0	\$950,000
Total		\$276,612	0	\$4,789,991	0	\$5,066,603

**Applicable Performance Measurements:** PM 1 Safety, PM 2 Pavement Condition

**Applicable Livability Principles:** LP 1 Transportation Choice; LP 4 Existing Communities; LP 5 Leverage Investments



# 100070585 REDSTONE ARSENAL EAST CONNECTOR

## 100070586



**Work Summary:** NEW ROADWAY  
**From:** I-565  
**To:** REDSTONE ARSENAL GATE 10 (PATTON ROAD GATE)  
**Lead Agency:** CITY OF HUNTSVILLE **Length:** 2.3 mi.

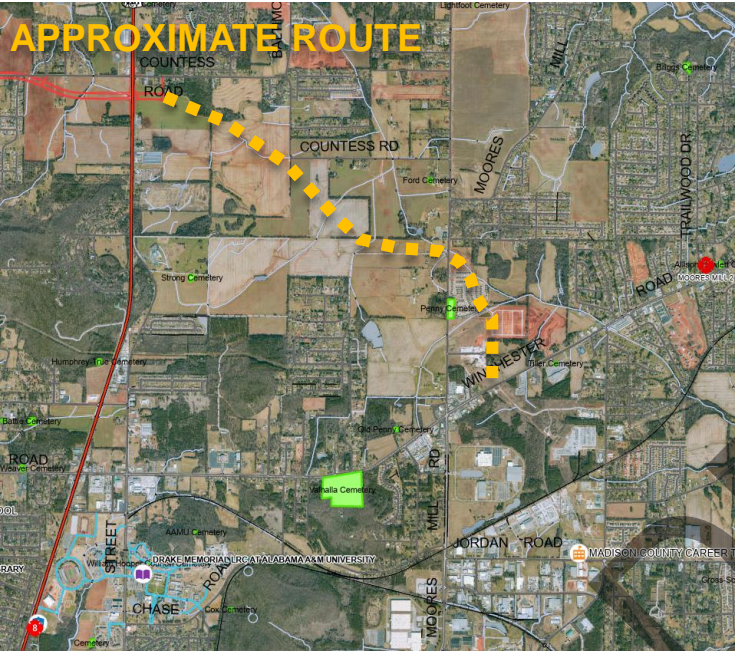
Phase	Fund Source	FY 2024	FY 2025	FY 2026	FY 2027	Total
RW	ULHV	\$800,000 Fed \$200,000 Local	0	0	0	\$1,000,000
UT	ULHV	0	\$1,600,000 Fed \$400,000 Local	0	0	\$2,000,000
Total		\$1,000,000	\$2,000,000	0	0	\$3,000,000

**Prior Phases:** 100070584 (PE FY2020)  
**Future Phases:** 100070587 (CN FY2028)

Prior Year Cost	\$2,823,252
Future Year Cost	\$30,000,000
Total Project Cost (all years):	\$35,823,252

**Applicable Performance Measurements:** PM 1 Safety  
**Applicable Livability Principles:** LP 3 Economic Competitiveness

100062236
HUNTSVILLE NORTHERN BYPASS
100062237



**Work Summary:** ADDITIONAL ROADWAY LANES  
**From:** 1500 FEET EAST OF SR-1 (US 231/431) INTERSECTION  
**To:** WINCHESTER ROAD  
**Lead Agency:** CITY OF HUNTSVILLE

**Length:** 6.06 mi.

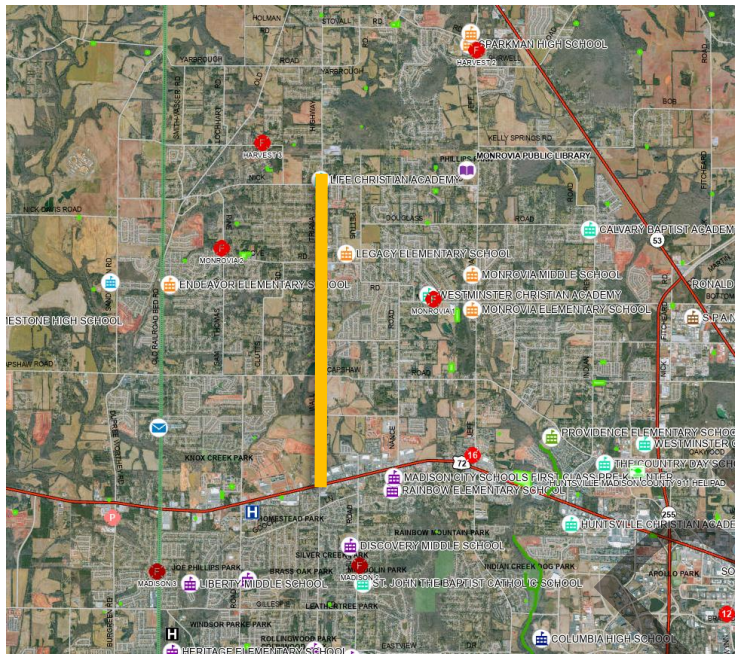
Phase	Fund Source	FY 2024	FY 2025	FY 2026	FY 2027	Total
RW	STHVE	0	\$1,520,000 Fed \$380,000 Local	0	0	\$1,900,000
UT	STHVE	0	0	0	\$1,505,600 Fed \$376,400 Local	\$1,882,000
Total		0	\$2,400,000	0	\$1,882,000	\$4,282,000

**Prior Phases:** 100062235 (PE FY2023)  
**Future Phases:** 100062238 (CN FY2028)

Prior Year Cost	\$2,000,000
Future Year Cost	\$25,000,000
Total Project Cost (all years):	\$31,282,000

**Applicable Performance Measurements:** PM 3 NHS Performance  
**Applicable Livability Principles:** LP 3 Economic Competitiveness

# 100066076 CORRIDOR STUDY FOR WIDENING OF WALL-TRIANA HIGHWAY



## Work Summary: CORRIDOR STUDY

From: SR-2 (US-72)

To: 500 FEET NORTH OF NICK DAVIS ROAD

Lead Agency: TBD

Length: 3.88 mi.

Phase	Fund Source	FY 2024	FY 2025	FY 2026	FY 2027	Total
SP	ULHV	0	\$250,000 Fed \$62,500 Local	0	0	\$312,500
Total		0	\$312,500	0	0	\$312,500

Prior Phases: None

Future Phases: None

Prior Year Cost	0
Future Year Cost	0
Total Project Cost (all years):	\$312,500

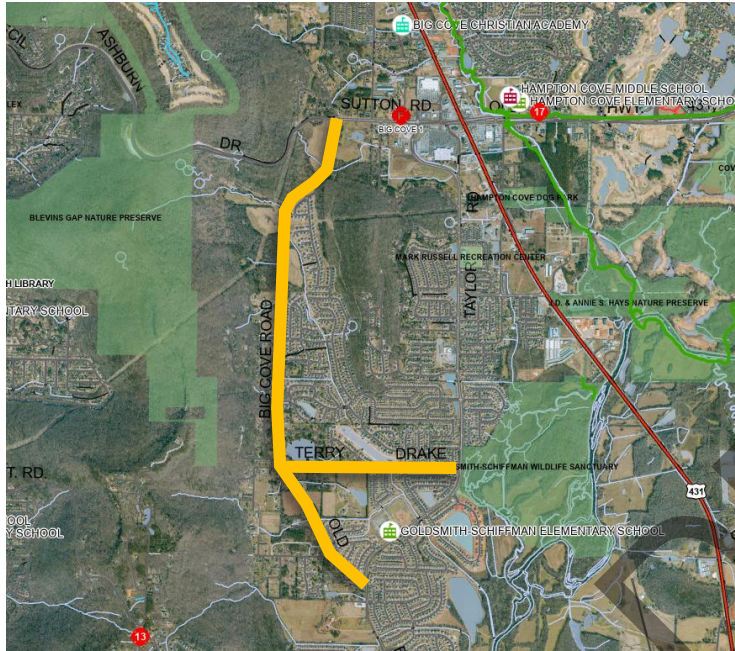
Applicable Performance Measurements: PM 1 Safety

Applicable Livability Principles: LP 3 Economic Competitiveness



1000xxxxx  
1000xxxxx

# ADDITIONAL LANES ON OLD BIG COVE ROAD AND TERRY DRAKE ROAD



### Work Summary: ADDITIONAL ROADWAY LANES

From: SUTTON ROAD

To: TAYLOR ROAD

Lead Agency: TBD

Length: 4 mi.

Phase	Fund Source	FY 2024	FY 2025	FY 2026	FY 2027	Total
PE	STPHV	\$2,000,000 Fed \$500,000 Local	0	0	0	\$2,500,000
RW	STPHV	0	0	\$2,500,000 Fed \$625,000 Local	0	\$3,125,000
Total		\$2,500,000	0	\$3,125,000	0	\$5,625,000

Prior Phases: None

Future Phases: 1000xxxxx (UT FY2028); 1000xxxxx (CN FY2030)

Prior Year Cost	0
Future Year Cost	\$30,000,000
Total Project Cost (all years):	\$35,625,000

Applicable Performance Measurements: PM 1 Safety, PM 2 Pavement Condition

Applicable Livability Principles: LP 3 Economic Competitiveness

# **Table 2.2**

Other Surface Transportation Program Projects

# 100074512    ADDITIONAL LANES ON WINCHESTER ROAD

## 100061222



**Work Summary:** ADDITIONAL ROADWAY LANES  
**From:** DOMINION CIRCLE  
**To:** NAUGHER ROAD  
**Lead Agency:** CITY OF HUNTSVILLE **Length:** 2.3 mi.

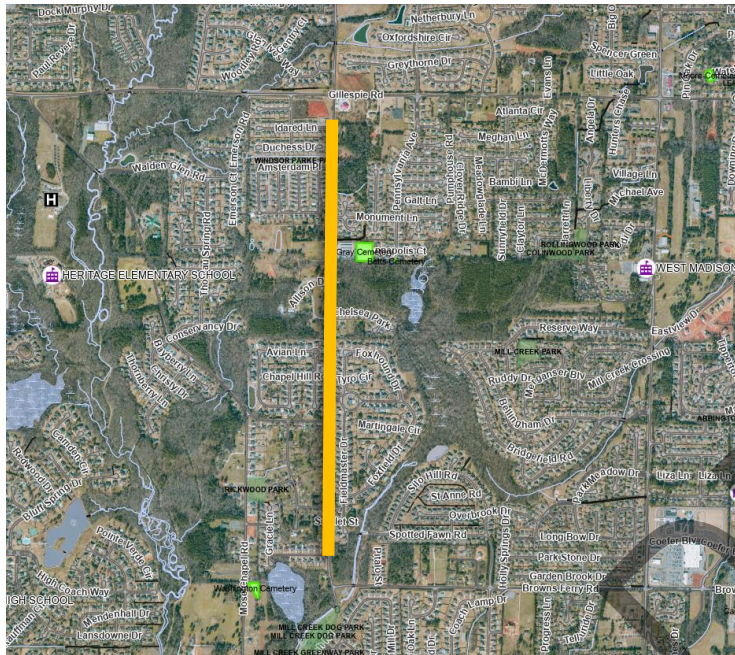
Phase	Fund Source	FY 2024	FY 2025	FY 2026	FY 2027	Total
UT	ULHV	\$4,800,000 Fed \$1,200,000 Local	0	0	0	\$6,000,000
CN	A2RDY	0	\$10,385,000 Fed \$5,115,000 Local	0	0	\$15,500,000
CN	STPHV	0	\$10,000,000 Fed \$2,500,000 Local	0	0	\$12,500,000
Total		\$6,000,000	\$28,000,000	0	0	\$34,000,000

**Prior Phases:** 100048021 (PE FY2007); 100040795 (RW FY2015)  
**Future Phases:** None

Prior Year Cost	\$2,500,000
Future Year Cost	0
Total Project Cost (all years):	\$36,500,000

**Applicable Performance Measurements:** PM 1 Safety, PM 2 Pavement Condition, PM 3 NHS Performance  
**Applicable Livability Principles:** LP 3 Economic Competitiveness

# 100046745 BALCH ROAD SAFETY WIDENING



**Work Summary:** WIDENING AND RESURFACING (RDWY)

**From:** NELDABROOK WAY

**To:** 0.05 MILES SOUTH OF GILLESPIE ROAD

**Lead Agency:** CITY OF MADISON

**Length:** 1.41 mi.

Phase	Fund Source	FY 2024	FY 2025	FY 2026	FY 2027	Total
CN	GSPH5	\$790,647 Fed	0	0	0	\$790,647
CN	ST	\$379,517 Fed \$94,879 Local	0	0	0	\$474,396
CN	ULHV	\$253,009 Fed \$63,252 Local	0	0	0	\$316,261
<b>Total</b>		<b>\$1,581,303</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$1,581,303</b>

**Prior Phases:** 100066571 (PE FY2018)

**Future Phases:** None

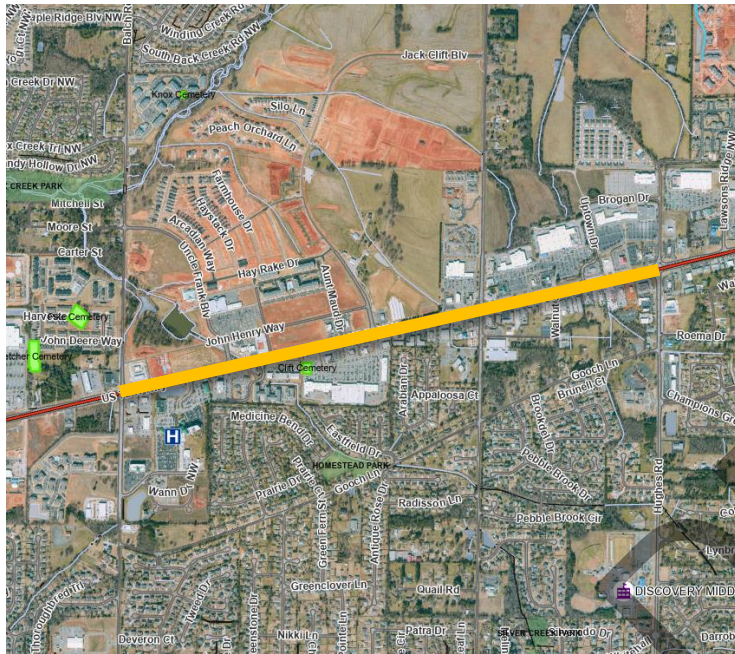
<b>Prior Year Cost</b>	\$150,000
<b>Future Year Cost</b>	0
<b>Total Project Cost (all years):</b>	\$1,731,303

**Applicable Performance Measurements:** PM 1 Safety, PM 2 Pavement Condition

**Applicable Livability Principles:** LP 3 Economic Competitiveness; LP 5 Leverage Investments



# 100061224 ADDITIONAL LANES ON SR-2 (US-72) IN THE CITY LIMITS OF MADISON



## Work Summary: ADDITIONAL ROADWAY LANES

**From:** BALCH ROAD

**To:** HUGHES ROAD

**Lead Agency:** CITY OF MADISON

**Length:** 1.55 mi.

Phase	Fund Source	FY 2024	FY 2025	FY 2026	FY 2027	Total
CN	A2RDY	0	\$4,399,890 Fed \$2,167,110 Local	0	0	\$6,567,000
Total		0	\$6,567,000	0	0	\$6,567,000

**Prior Phases:** None

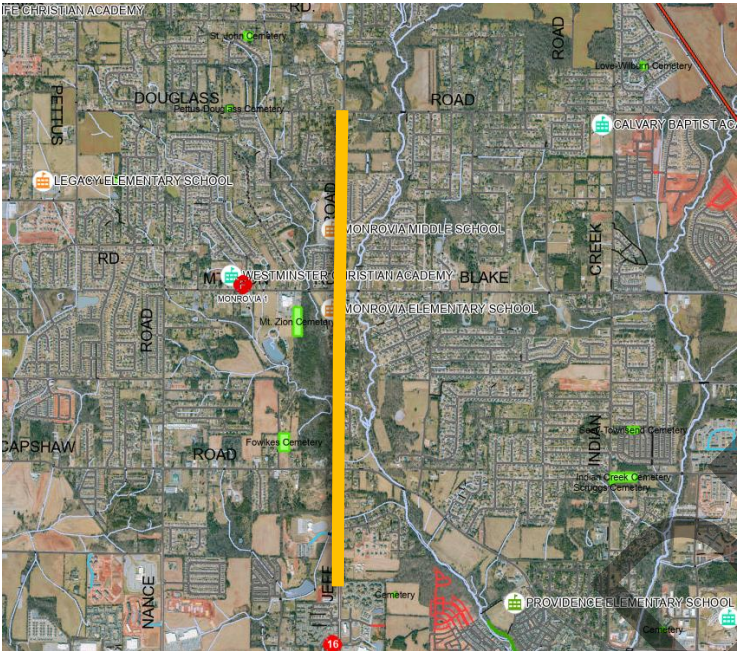
**Future Phases:** None

Prior Year Cost	0
Future Year Cost	0
Total Project Cost (all years):	\$6,567,000

**Applicable Performance Measurements:** PM 1 Safety, PM 2 Pavement Condition, PM 3 NHS Performance

**Applicable Livability Principles:** LP 3 Economic Competitiveness; LP 4 Existing Communities; LP 5 Leverage Investments; LP 6 Value Communities

# 100061458    ADDITIONAL LANES ON JEFF ROAD



**Work Summary:** ADDITIONAL ROADWAY LANES  
**From:** 0.8 MILES SOUTH OF CAPSHAW ROAD  
**To:** DOUGLASS ROAD

**Lead Agency:** MADISON COUNTY **Length:** 2.8 mi.

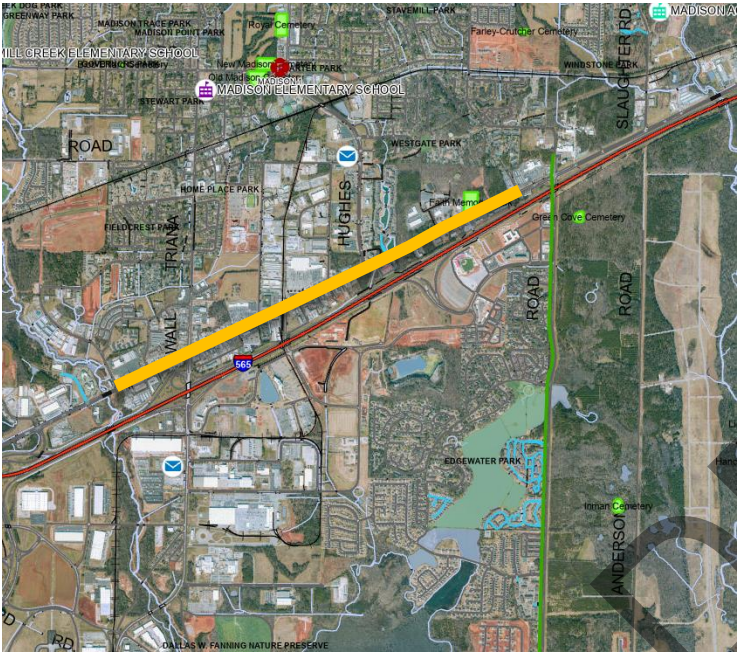
Phase	Fund Source	FY 2024	FY 2025	FY 2026	FY 2027	Total
CN	A2RDY	0	0	\$9,045,000 Fed \$4,455,000 Local	0	\$13,500,000
Total		0	0	\$13,500,000	0	\$13,500,000

**Prior Phases:** 100059740 (PE FY2014)  
**Future Phases:** None

Prior Year Cost	\$800,000
Future Year Cost	0
Total Project Cost (all years):	\$14,300,000

**Applicable Performance Measurements:** PM 1 Safety, PM 2 Pavement Condition, PM 3 NHS Performance  
**Applicable Livability Principles:** LP 3 Economic Competitiveness; LP 4 Existing Communities; LP 5 Leverage Investments

# 100074624 RESURFACING ON MADISON BLVD. INCLUDING TRAFFIC SIGNAL REPLACEMENT AND DRAINAGE IMPROVEMENTS



**Work Summary: RESURFACING**  
**From: WESTCHESTER ROAD**  
**To: FLAGSTONE DRIVE**  
**Lead Agency: CITY OF MADISON** **Length: 2.5 mi.**

Phase	Fund Source	FY 2024	FY 2025	FY 2026	FY 2027	Total
CN	STPAA	\$4,474,600 Fed \$1,118,650 Local	0	0	0	\$5,593,250
Total		\$5,593,250	0	0	0	\$5,593,250

**Prior Phases:** 100074623 (PE FY2022)  
**Future Phases:** None

Prior Year Cost	\$525,400
Future Year Cost	0
Total Project Cost (all years):	\$6,118,250

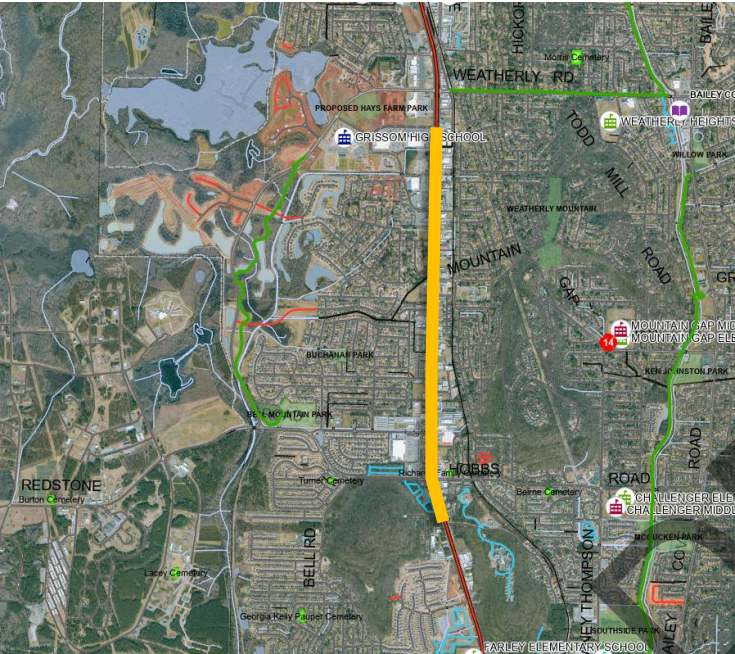
**Applicable Performance Measurements:** PM 1 Safety, PM 2 Pavement Condition  
**Applicable Livability Principles:** LP 3 Economic Competitiveness; LP 6 Value Neighborhoods

# **Table 2.3**

NHS/Interstate Maintenance/NHS Bridge Projects



100061839 MEMORIAL PARKWAY (US-231/SR-53) ACCESS MANAGEMENT AND  
 100061838 INTERSECTION IMPROVEMENTS  
 100061840



**Work Summary:** ACCESS MANAGEMENT AND INTERSECTION IMPROVEMENTS

**From:** VETERANS DRIVE

**To:** 0.2 MILES SOUTH OF WEATHERLY ROAD

**Lead Agency:** ALDOT

**Length:** 2.53 mi.

Phase	Fund Source	FY 2024	FY 2025	FY 2026	FY 2027	Total
RW	NH	\$333,187 Fed \$83,297 State	0	0	0	\$416,483
UT	NH01M	\$1,296,093 Fed \$324,023 State	0	0	0	\$1,620,116
CN	NH01M	\$7,503,862 Fed \$1,875,966 State	0	0	0	\$9,379,828
Total		\$11,416,427	0	0	0	\$11,416,427

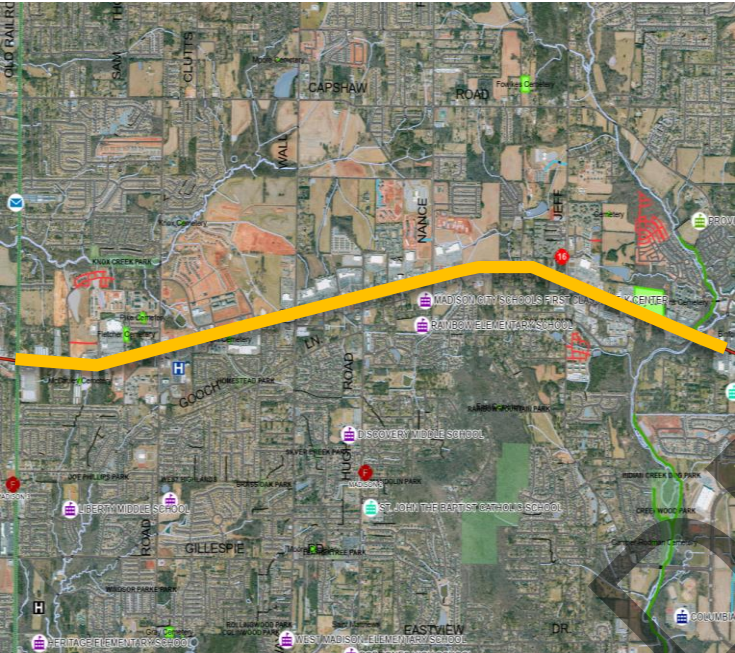
**Prior Phases:** 100061837 (PE FY2014)  
**Future Phases:** None

Prior Year Cost	\$1,450,000
Future Year Cost	0
Total Project Cost (all years):	\$12,866,427

**Applicable Performance Measurements:** PM 1 Safety, PM 2 Pavement Condition; PM 3 NHS Performance  
**Applicable Livability Principles:** LP 3 Economic Competitiveness; LP 5 Leverage Investments; LP 6 Value Neighborhoods

100061845
100061846
100061847

# ADDITIONAL LANES ON SR-2 (US-72) IN THE CITY OF HUNTSVILLE



**Work Summary:** ADDITIONAL ROADWAY LANES  
**From:** COUNTY LINE ROAD  
**To:** PROVIDENCE MAIN STREET  
**Lead Agency:** ALDOT

**Length:** 5.44 mi.

Phase	Fund Source	FY 2024	FY 2025	FY 2026	FY 2027	Total
RW	NH01M	\$6,369,121 Fed \$1,592,280 State	0	0	0	\$7,961,401
UT	NH01M	0	\$2,557,438 Fed \$639,360 State	0	0	\$3,196,798
CN	NH01M	0	\$24,000,000 Fed \$6,000,000 State	0	0	\$30,000,000
Total		\$7,961,401	\$33,196,798	0	0	\$41,158,199

**Prior Phases:** 100061841 (PE FY2014)  
**Future Phases:** None

Prior Year Cost	\$2,147,433
Future Year Cost	0
Total Project Cost (all years):	\$43,305,632

**Applicable Performance Measurements:** PM 1 Safety, PM 2 Pavement Condition; PM 3 NHS Performance  
**Applicable Livability Principles:** LP 3 Economic Competitiveness; LP 5 Leverage Investments; LP 6 Value Communities

# 100037275 ADDITIONAL LANES ON SR-53



## Work Summary: ADDITIONAL ROADWAY LANES

**From:** NORTH OF TAURUS DRIVE

**To:** HARVEST ROAD

**Lead Agency:** ALDOT

**Length:** 0.78 mi.

Phase	Fund Source	FY 2024	FY 2025	FY 2026	FY 2027	Total
CN	NH01M	\$7,966,753 Fed \$1,991,688 State	0	0	0	\$9,958,442
Total		\$9,958,442	0	0	0	\$9,958,442

**Prior Phases:** 100037271 (PE FY2000); 100037272 (RW FY2005)

**Future Phases:** None

Prior Year Cost	\$2,179,621
Future Year Cost	0
Total Project Cost (all years):	\$12,138,063

**Applicable Performance Measurements:** PM 1 Safety; PM 2 Pavement Condition; PM 3 NHS Performance

**Applicable Livability Principles:** LP 3 Economic Competitiveness; LP 5 Leverage Investments; LP 6 Value Communities



# 100059114 ADDITIONAL LANES AND RESURFACING ON I-565

## 100068982



**Work Summary:** ADDITIONAL ROADWAY LANES  
**From:** WEST OF COUNTY LINE ROAD  
**To:** EAST OF WALL TRIANA HIGHWAY  
**Lead Agency:** TBD **Length:** 4.17 mi.

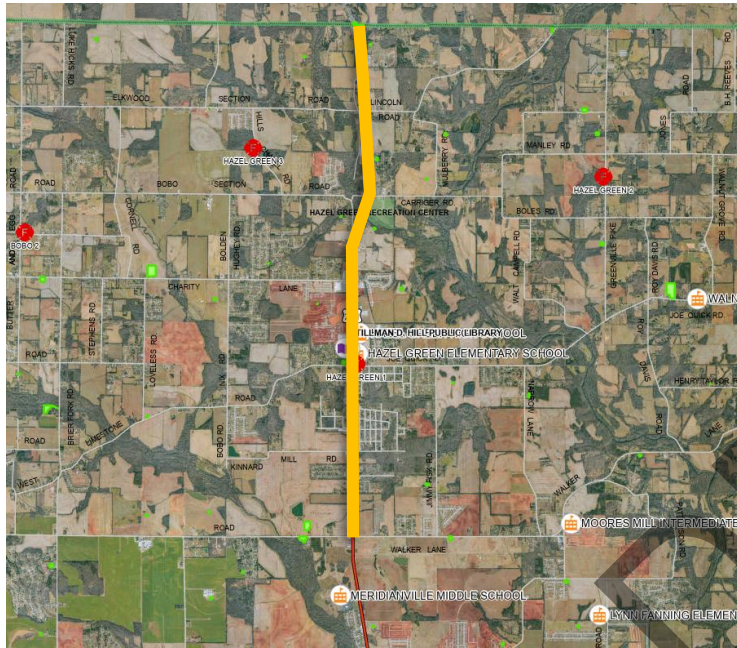
Phase	Fund Source	FY 2024	FY 2025	FY 2026	FY 2027	Total
CN	RACR	\$27,851,795 State	0	0	0	\$27,851,795
CN	RCIM	\$16,660,575 Fed \$1,851,175 State	0	0	0	\$18,511,750
Total		\$46,363,545	0	0	0	\$46,363,545

**Prior Phases:** 100068980 (PE FY2020)  
**Future Phases:** None

Prior Year Cost	\$3,400,000
Future Year Cost	0
Total Project Cost (all years):	\$49,763,545

**Applicable Performance Measurements:** PM 1 Safety, PM 2 Pavement Condition; PM 3 NHS Performance  
**Applicable Livability Principles:** LP 2 Affordable Housing; LP 3 Economic Competitiveness; LP 5 Leverage Investments

**100075556 RESURFACING ON US-231/US-431 (SR-1) IN HAZEL GREEN**



## Work Summary: PAVEMENT MINOR REHABILITATION

**From:** WALKER LANE (MP 346.760)

**To: TENNESSEE STATE LINE (MP 352.970)**

**Lead Agency: TBD**

**Length:** 6.21 mi.

Phase	Fund Source	FY 2024	FY 2025	FY 2026	FY 2027	Total
CN	NH	\$4,290,382 Fed \$1,072,596 State	0	0	0	\$5,362,978
Total		\$5,362,978	0	0	0	\$5,362,978

**Prior Phases:** None

**Future Phases:** None

<b>Prior Year Cost</b>	0
<b>Future Year Cost</b>	0
<b>Total Project Cost (all years):</b>	\$5,362,978

**Applicable Performance Measurements:** PM 1 Safety, PM 2

## Pavement Condition

### Applicable Livability Principles: LP 3 Economic Competitiveness

# Table 2.4

Appalachian Highway System Projects

**NO PROJECTS IN TABLE**

# **Table 2.5**

Transportation Alternatives Projects

DRAFT

# 100075842 TOWN OF GURLEY SIDEWALKS



**Work Summary:** SIDEWALK  
**From:** SECTION LINE STREET  
**To:** WALKER STREET (VIA 4<sup>TH</sup> STREET, CHURCH STREET,  
 GURLEY PIKE)  
**Lead Agency:** ALDOT **Length:** ~0.75 mi.

Phase	Fund Source	FY 2024	FY 2025	FY 2026	FY 2027	Total
CN	TAPAA	\$730,000 Fed \$183,000 Local	0	0	0	\$913,000
Total		\$913,000	0	0	0	\$913,000

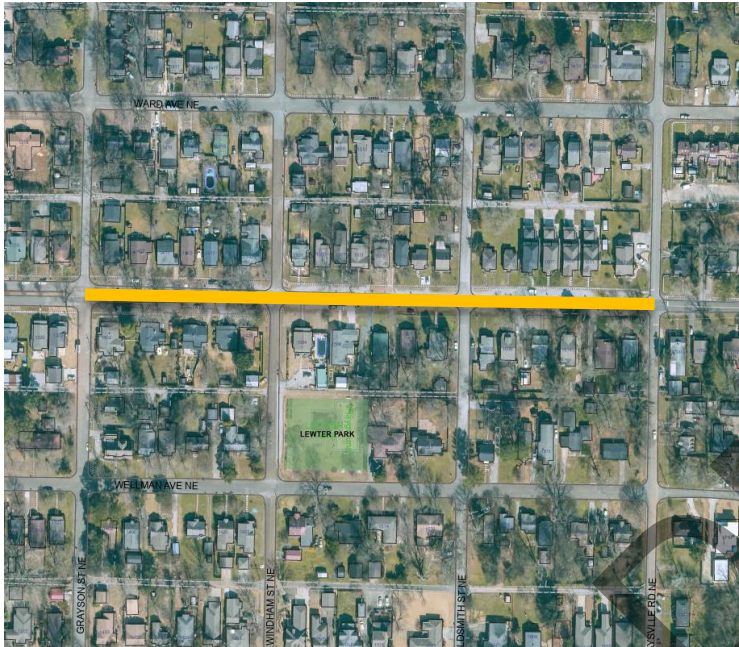
**Prior Phases:** 100076073 (PE FY2023)  
**Future Phases:** None

<b>Prior Year Cost</b>	\$86,122
<b>Future Year Cost</b>	0
<b>Total Project Cost (all years):</b>	\$999,000

**Applicable Performance Measurements:** PM 1 Safety  
**Applicable Livability Principles:** LP 1 Transportation Choice; LP 4 Existing Communities; LP 6 Value Communities



100075463    SIDEWALK IMPROVEMENTS ON PRATT AVENUE



**Work Summary:** SIDEWALK  
**From:** GRAYSON STREET  
**To:** MAYSVILLE ROAD  
**Lead Agency:** TBD

**Length:** 0.57 mi.

Phase	Fund Source	FY 2024	FY 2025	FY 2026	FY 2027	Total
CN	TAHV	\$800,000 Fed \$480,000 Local	0	0	0	\$1,280,000
Total		\$1,280,000	0	0	0	\$1,280,000

**Prior Phases:** None  
**Future Phases:** None

Prior Year Cost	0
Future Year Cost	0
Total Project Cost (all years):	\$1,280,000

**Applicable Performance Measurements:** PM 1 Safety  
**Applicable Livability Principles:** LP 1 Transportation Choice; LP 4 Existing Communities; LP 5 Leverage Investments

# Table 2.6

Bridge Projects (State and Federal)

**NO PROJECTS IN TABLE**

# Table 2.7

State Funded Projects

**NO PROJECTS IN TABLE**

# Table 2.8

Enhancement Projects

**NO PROJECTS IN TABLE**

# **Table 2.9**

Transit Projects

DRAFT

## 9. Transit Projects

Sponsor: CITY OF HUNTSVILLE

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
39572	100064126 FTA9C TR18 ()	SECTION 5307 TRANSIT CAPITAL HUNTSVILLE BUSES FY 2018 (FY 2017 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2023	0.000		NA	\$385,612 \$0 \$96,403	\$482,015
39573	100064127 FTA3C TR18 ()	SECTION 5339 TRANSIT CAPITAL HUNTSVILLE BUSES SGR 5339 FY 2018 (FY 2016 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2023	0.000		NA	\$215,932 \$0 \$53,983	\$269,915
39574	100064128 FTA3C TR18 ()	SECTION 5339 TRANSIT CAPITAL HUNTSVILLE BUSES 5339 FY 2018 (FY 2017 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2023	0.000		NA	\$234,320 \$0 \$58,580	\$292,900
39575	100064129 FTA9C TR18 ()	SECTION 5307 TRANSIT CAPITAL HUNTSVILLE ASSOCIATED TRANSIT IMPROVEMENTS FY 2018 (FY 2017 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2023	0.000		NA	\$22,439 \$0 \$5,610	\$28,049
39576	100064130 FTA9 TR18 ()	SECTION 5307 TRANSIT HUNTSVILLE TRANSIT RV MAINT FY 2018 (FY 2017 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2023	0.000		NA	\$555,448 \$0 \$138,862	\$694,310
39577	100064131 FTA9 TR18 ()	SECTION 5307 TRANSIT HUNTSVILLE TRANSIT ADA FY 2018 (FY 2017 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2023	0.000		NA	\$176,744 \$0 \$44,186	\$220,930
39579	100064133 FTA9 TR18 ()	SECTION 5307 TRANSIT HUNTSVILLE TRANSIT OPERATING ASSISTANCE FY 2018 (FY 2017 APPORTIONMENT <75 BUS)	0.00	TR	P	UNCLASSIFIED	2023	0.000		NA	\$1,290,298 \$0 \$1,290,298	\$2,580,596
39580	100064134 FTA9C TR19 ()	SECTION 5307 TRANSIT CAPITAL HUNTSVILLE TRANSIT BUSES FY 2019 (FY 2018 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2023	0.000		NA	\$389,468 \$0 \$97,367	\$486,835
39581	100064135 FTA3C TR19 ()	SECTION 5339 TRANSIT CAPITAL HUNTSVILLE TRANSIT BUSES SGR 5339 FY 2019 (FY 2017 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2023	0.000		NA	\$218,091 \$0 \$54,523	\$272,614
39582	100064136 FTA3C TR19 ()	SECTION 5339 TRANSIT CAPITAL HUNTSVILLE TRANSIT BUSES SGR 5339 FY 2019 (FY 2018 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2023	0.000		NA	\$236,663 \$0 \$59,166	\$295,829
39583	100064137 FTA9 TR19 ()	SECTION 5307 TRANSIT HUNTSVILLE ASSOCIATED TRANSIT IMPROVEMENTS FY 2019 (FY 2018 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2023	0.000		NA	\$22,663 \$0 \$5,666	\$28,329
39584	100064138 FTA9 TR19 ()	SECTION 5307 TRANSIT HUNTSVILLE TRANSIT RV MAINT FY 2019 (FY 2018 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2023	0.000		NA	\$561,002 \$0 \$140,251	\$701,253
39585	100064139 FTA9 TR19 ()	SECTION 5307 TRANSIT HUNTSVILLE TRANSIT ADA FY 2019 (FY 2018 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2023	0.000		NA	\$178,511 \$0 \$44,628	\$223,139
39586	100064140 FTA9C TR19 ()	SECTION 5307 TRANSIT HUNTSVILLE OTHER CAPITAL PROJECTS/ITEMS FY 2019 (FY 2018 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2023	0.000		NA	\$61,206 \$0 \$15,302	\$76,508

## 9. Transit Projects

39587	100064141 FTA9 TR19 ()	SECTION 5307 TRANSIT HUNTSVILLE TRANSIT OPERATING ASSISTANCE FY 2019 (FY 2018 APPORTIONMENT <75 BUS)	0.00	TR	P	UNCLASSIFIED	2023	0.000		NA	\$1,247,710 \$0 \$1,247,710	\$2,495,420
Totals By Sponsor			Federal				\$5,796,109			ALL Funds \$9,148,642		
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
41869	100067016 FTA9C TR18 ()	HUNTSVILLE TRANSIT CAPITAL 11.62.02 COMMUNICATIONS EQUIPMENT ACQUISTIONS FY 2018 (FFY 2017 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2023	0.000		NA	\$152,800 \$0 \$38,200	\$191,000
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	2023	0.000		NA	\$15,000 \$0 \$0	\$15,000
43941	100069781 UMTAC TR23 ()	LEVEL OF EFFORT SECTION 5310 TRANSIT CITY OF HUNTSVILLE URBAN (APPOINTMENT FY 2021)	0.00	TR	P	UNCLASSIFIED	2023	0.000		NA	\$152,508 \$0 \$0	\$152,508
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
44117	100069972 RPTOC TR23 ()	SECTION 5311 TRANSIT CAPITAL 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
44416	100070397 FTA3C TR20 ()	SECTION 5339 HUNTSVILLE TRANSIT CAPITAL BUSES SGR (APPORTIONMENT FY 2018)	0.00	TR	P	UNCLASSIFIED	2023	0.000		NA	\$8,749 \$0 \$2,187	\$10,936
44417	100070398 FTA3C TR20 ()	SECTION 5339 HUNTSVILLE TRANSIT CAPITAL BUSES SGR (APPORTIONMENT FY 2019)	0.00	TR	P	UNCLASSIFIED	2023	0.000		NA	\$265,576 \$0 \$66,394	\$331,970
44418	100070399 FTA9C TR20 ()	SECTION 5307 HUNTSVILLE TRANSIT CAPITAL BUSES (APPORTIONMENT FY 2019)	0.00	TR	P	UNCLASSIFIED	2023	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	2023	0.000		NA	\$364,800 \$0 \$91,200	\$456,000
44421	100070402 FTA9C TR20 ()	SECTION 5307 TRANSIT CAPITAL HUNTSVILLE TRANSIT ADA (APPORTIONMENT FY 2019)	0.00	TR	P	UNCLASSIFIED	2023	0.000		NA	\$187,418 \$0 \$46,855	\$234,273

## 9. Transit Projects

44422	100070403 FTA9 TR20 ()	SECTION 5307 HUNTSVILLE TRANSIT HUNTSVILLE TRANSIT OPERATING ASSISTANCE (APPORTIONMENT FY 2019 <75 BUS)	0.00	TR	P	UNCLASSIFIED	2023	0.000	NA	\$2,220,873 \$0 \$2,220,873	\$4,441,746
44424	100070406 FTA3C TR21 ()	SECTION 5339 TRANSIT CAPITAL HUNTSVILLE BUSES SGR FY 2021 (APPORTIONMENT FY 2020)	0.00	TR	P	UNCLASSIFIED	2023	0.000	NA	\$265,576 \$0 \$66,394	\$331,970
44425	100070408 FTA9C TR21 ()	SECTION 5307 TRANSIT CAPITAL HUNTSVILLE BUSES FY 2021 (APPORTIONMENT FY 2020)	0.00	TR	P	UNCLASSIFIED	2023	0.000	NA	\$644,970 \$0 \$161,242	\$806,212
44426	100070409 FTA9C TR21 ()	SECTION 5307 TRANSIT OTHER CAPITAL PROJECTS/ITEMS FY 2021 (APPORTIONMENT FY 2020)	0.00	TR	P	UNCLASSIFIED	2023	0.000	NA	\$150,000 \$0 \$37,500	\$187,500
44427	100070410 FTA9C TR21 ()	SECTION 5307 TRANSIT CAPITAL HUNTSVILLE RV MAINT FY 2021 (APPORTIONMENT FY 2020)	0.00	TR	P	UNCLASSIFIED	2023	0.000	NA	\$403,260 \$0 \$100,815	\$504,075
44428	100070411 FTA9C TR21 ()	SECTION 5307 TRANSIT CAPITAL HUNTSVILLE ADA FY 2021 (APPORTIONMENT FY 2020)	0.00	TR	P	UNCLASSIFIED	2023	0.000	NA	\$187,418 \$0 \$46,855	\$234,273
44429	100070412 FTA9 TR21 ()	SECTION 5307 TRANSIT HUNTSVILLE OPERATING ASSISTANCE FY 2021 (APPORTIONMENT FY 2020 <75 BUS)	0.00	TR	P	UNCLASSIFIED	2023	0.000	NA	\$1,916,796 \$0 \$0	\$1,916,796
44430	100070413 FTA3C TR22 ()	SECTION 5339 TRANSIT CAPITAL HUNTSVILLE BUSES SGR FY 2022 (APPORTIONMENT FY 2021)	0.00	TR	P	UNCLASSIFIED	2023	0.000	NA	\$440,000 \$0 \$110,000	\$550,000
44431	100070414 FTA9C TR22 ()	SECTION 5307 TRANSIT CAPITAL HUNTSVILLE BUSES FY 2022 (APPORTIONMENT FY 2021)	0.00	TR	P	UNCLASSIFIED	2023	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	2023	0.000	NA	\$150,000 \$0 \$37,500	\$187,500
44433	100070416 FTA9C TR22 ()	SECTION 5307 TRANSIT CAPITAL HUNTSVILLE RV MAINT FY 2022 (APPORTIONMENT FY 2021)	0.00	TR	P	UNCLASSIFIED	2023	0.000	NA	\$401,851 \$0 \$100,462	\$502,313
44434	100070417 FTA9C TR22 ()	SECTION 5307 TRANSIT CAPITAL HUNTSVILLE ADA FY 2022 (APPORTIONMENT FY 2021)	0.00	TR	P	UNCLASSIFIED	2023	0.000	NA	\$196,892 \$0 \$49,224	\$246,116
44435	100070418 FTA9 TR22 ()	SECTION 5307 TRANSIT HUNTSVILLE OPERATING ASSISTANCE FY 2022 (APPORTIONMENT FY 2021 <75 BUS)	0.00	TR	P	UNCLASSIFIED	2023	0.000	NA	\$2,133,924 \$0 \$0	\$2,133,924
44436	100070419 FTA3C TR23 ()	SECTION 5339 TRANSIT CAPITAL HUNTSVILLE BUSES SGR FY 2023 (APPORTIONMENT FY 2022)	0.00	TR	P	UNCLASSIFIED	2023	0.000	NA	\$572,000 \$0 \$143,000	\$715,000
44437	100070420 FTA9C TR23 ()	SECTION 5307 TRANSIT CAPITAL HUNTSVILLE BUSES FY 2023 (APPORTIONMENT FY 2022)	0.00	TR	P	UNCLASSIFIED	2023	0.000	NA	\$926,668 \$0 \$231,667	\$1,158,335
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	\$230,000 \$0 \$57,500	\$287,500



## 9. Transit Projects

44440	100070423 FTA9C TR23 ()	SECTION 5307 TRANSIT CAPITAL HUNTSVILLE ADA FY 2023 (APPORTIONMENT FY 2022)	0.00	TR	P	UNCLASSIFIED	2023	0.000	NA	\$187,418 \$0 \$46,855	\$234,273
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	\$3,026,528 \$0 \$0	\$3,026,528
45811	100072071 FTA3C TR20 ()	SECTION 5339(B) TRANSIT CAPITAL BUS AND BUS FACILITIES APPORTIONMENT FY 2020 - HUNTSVILLE TRANSIT CONSTRUCTION OF DOWNTOWN TRANSIT MULTIMODAL FACILITY RE-DESIGN AND RENOVATION OF OPERATIONS FACILITY	0.00	TR	P	UNCLASSIFIED	2023	0.000	NA	\$15,999,939 \$0 \$3,999,985	\$19,999,924
46881	100073353 UMTAC TR21 ( )	LEVEL OF EFFORT SECTION 5310 CRRSAA FUNDS ELDERLY AND DISABLED SERVICES - HUNTSVILLE (FY 2021)	0.00	TR	P	UNCLASSIFIED	2023	0.000	NA	\$46,124 \$0 \$0	\$46,124
46882	100073356 FTA3C TR21 ()	SECTION 5339C TRANSIT ALABAMA AANDAMP;M UNIV CAPITAL LONO (APPORTIONMENT FY2020) 2 ELECTRIC BUSES AND CHARGING STATIONS	0.00	TR	P	UNCLASSIFIED	2023	0.000	NA	\$1,783,351 \$0 \$0	\$1,783,351
46883	100073357 FTA3C TR21 ()	SECTION 5339B TRANSIT ALABAMA AANDAMP;M UNIV CAPITAL BUS AND AMP;BUS FACILITIES (APPORTIONMENT FY 2018) 2 ELECTRIC BUSES AND BUS STORAGE FACILITY	0.00	TR	P	UNCLASSIFIED	2023	0.000	NA	\$3,008,826 \$0 \$0	\$3,008,826
47834	100074554 FTA3C TR22 ()	AAMU FY2021 FTA 5339C LOW NO EMISSIONS	0.00	TR	P	UNCLASSIFIED	2023	0.000	NA	\$3,420,656 \$0 \$855,164	\$4,275,820
49389	100076493 UMTA TR23 ()	LEVEL OF EFFORT - SECTION 5310 CITY OF HUNTSVILLE (URBAN APPORTIONMENT FY- 2022)	0.00	TR	P	UNCLASSIFIED	2023	0.000	NA	\$395,584 \$0 \$0	\$395,584
49495	100076634 UMTAC TR23 ( )	LEVEL OF EFFORT - SECTION 5310 - CITY OF HUNTSVILLE FY-2021 AMERICAN RESCUE PLAN ACT (ARP) CAPITAL APPORTIONMENT (AWARD 2021-017)	0.00	TR	P	UNCLASSIFIED	2023	0.000	NA	\$35,495 \$0 \$8,874	\$44,369
49390	100076494 UMTA TR23 ()	LEVEL OF EFFORT - SECTION 5310 HUNTSVILLE (URBAN) APPORTIONMENT FY-2023	0.00	TR	P	UNCLASSIFIED	2024	0.000	NA	\$397,348 \$0 \$0	\$397,348
<b>Totals By Sponsor</b>			<b>Federal</b>			<b>\$41,928,248</b>			<b>ALL Funds \$50,803,479</b>		

# Table 2.10

System Maintenance Projects

**NO PROJECTS IN TABLE**

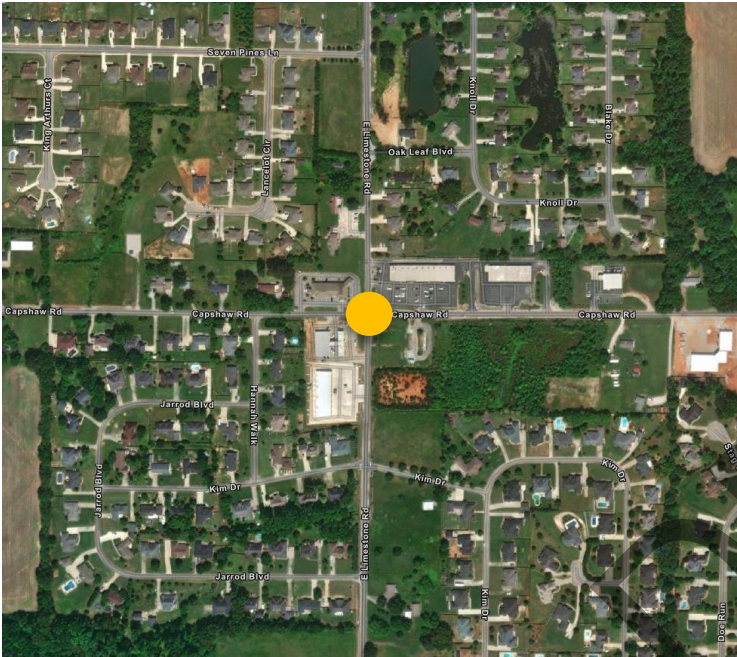
# **Table 2.11**

Safety Projects

DRAFT

# 100065282    ROUNDABOUT AT EAST LIMESTONE ROAD AND CAPSHAW ROAD

## 100065283



**Work Summary: INTERSECTION IMPROVEMENTS**  
**From: EAST LIMESTONE ROAD**  
**To: AT CAPSHAW ROAD**  
**Lead Agency: TBD**                      **Length: 0 mi.**

Phase	Fund Source	FY 2024	FY 2025	FY 2026	FY 2027	Total
UT	HSIP	\$64,328 Fed	0	0	0	\$64,328
CN	HSIP	\$804,102 Fed	0	0	0	\$804,102
Total		\$868,430	0	0	0	\$868,430

**Prior Phases:** 100065202 (PE FY2016); 100065281 (RW FY2020)  
**Future Phases:** None

Prior Year Cost	\$449,979
Future Year Cost	0
Total Project Cost (all years):	\$1,318,409

**Applicable Performance Measurements:** PM 1 Safety  
**Applicable Livability Principles:** LP 3 Economic Competitiveness;  
 LP 6 Value Neighborhoods

# **Table 2.12**

Other State and Federal Aid Projects



100059903    MAYSVILLE-EPWORTH CONNECTOR ROAD



**Work Summary:** GRADE, DRAIN, BASE AND PAVE  
**From:** MAYSVILLE ROAD  
**To:** EPWORTH DRIVE  
**Lead Agency:** ALDOT  
**Length:** ~0.25 mi.

Phase	Fund Source	FY 2024	FY 2025	FY 2026	FY 2027	Total
CN	FAUP	\$4,504,684 Fed \$563,085 State \$563,085 Local	0	0	0	\$5,630,855
Total		\$5,630,855	0	0	0	\$5,630,855

**Prior Phases:** None  
**Future Phases:** None

Prior Year Cost	0
Future Year Cost	0
Total Project Cost (all years):	\$5,630,855

**Applicable Performance Measurements:** PM 1 Safety, PM 3 NHS Performance  
**Applicable Livability Principles:** LP 5 Leverage Investments; LP 6 Value Communities

# 100075911 PEDESTRIAN ACCESS AND REDEVELOPMENT CORRIDOR ALONG PINHOOK CREEK



**Work Summary: PEDESTRIAN OVERPASS**  
**From: HOLMES AVENUE**  
**To: LOWE MILL ALONG PINHOOK CREEK**  
**Lead Agency: TBD** **Length: 1.14 mi.**

Phase	Fund Source	FY 2024	FY 2025	FY 2026	FY 2027	Total
CN	RAISE	\$20,000,000 Fed \$42,105,817 Local	0	0	0	\$62,105,817
Total		\$62,105,817	0	0	0	\$62,105,817

**Prior Phases:** None  
**Future Phases:** None

Prior Year Cost	0
Future Year Cost	0
Total Project Cost (all years):	\$62,105,817

**Applicable Performance Measurements:** PM 1 Safety  
**Applicable Livability Principles:** LP 1 Transportation Choice; LP 2 Affordable Housing; LP 3 Economic Competitiveness; LP 4 Existing Communities; LP 5 Leverage Investments; LP 6 Value Communities

# Table 2.13

Congestion Mitigation and Air Quality Projects

**NO PROJECTS IN TABLE**

# Table 2.14

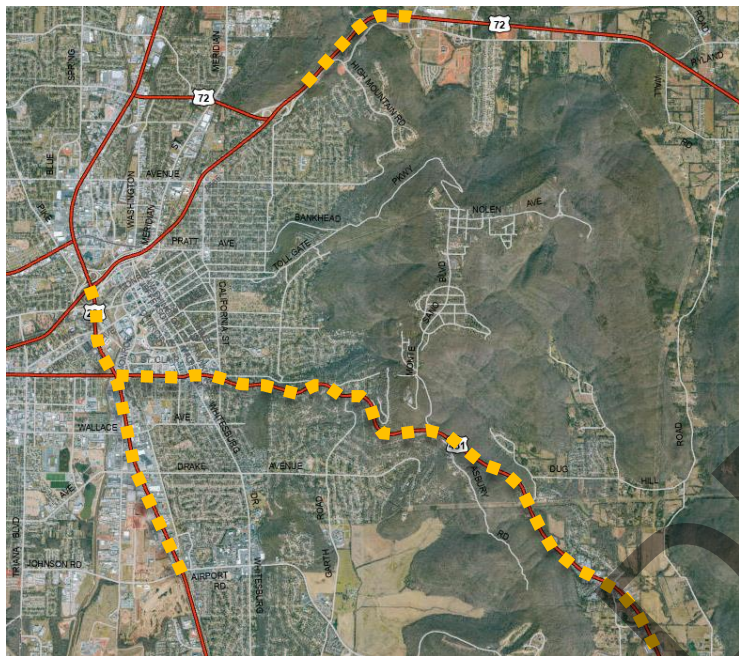
High Priority and Congressional Earmark Projects

**NO PROJECTS IN TABLE**

# **Table 2.15**

Carbon Reduction Program Attributable Projects

# 1000xxxxx ADVANCED CORRIDOR MANAGEMENT TSMO ON SR-2 (US-72) SR-1 (US-431) AND SR-53 (US-231) IN MADISON COUNTY



**Work Summary:** INTELLIGENT TECHNOLOGY SYSTEMS

**From:** SEE MAP

**To:** SEE MAP

**Lead Agency:** TBD

**Length:** ~12.8 mi.

Phase	Fund Source	FY 2024	FY 2025	FY 2026	FY 2027	Total
CN	CRPHV	\$2,400,000 Fed \$600,000 Local	0	0	0	\$3,000,000
Total		\$3,000,000	0	0	0	\$3,000,000

**Prior Phases:** None

**Future Phases:** None

Prior Year Cost	0
Future Year Cost	0
Total Project Cost (all years):	\$3,000,000

**Applicable Performance Measurements:** PM 1 Safety, PM3 NHS Performance

**Applicable Livability Principles:** LP 3 Economic Competitiveness; LP 5 Leverage Investments



# Table 2.16

Other Carbon Reduction Program Projects

**NO PROJECTS IN TABLE**

# **Part 3**

# **Appendices**

# Appendix A

## Program Codes

## 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) <i>Also shown as STHVE, STHVM, ULHV</i>
-------	---

### Other Surface Transportation Program Projects

ATRP	Alabama Transportation Rehabilitation and Improvement Program funds <i>Also shown as A2RDY</i>
------	---

STPAA	Surface Transportation Any Area <i>Also shown as STAAE</i>
-------	---

CVHV	COVID Relief Funds- Huntsville
------	--------------------------------

GSPH5	Special Projects Grant
-------	------------------------

### National Highway System/Interstate Maintenance/NHS Bridge Projects

IM	Interstate Maintenance
----	------------------------

FM	Federal Highway Maintenance
----	-----------------------------

NH	National Highway System
RCIM	Rebuild Alabama- Interstate Maintenance

### **Appalachian Highway System Projects**

APD	Appalachian Development Program
-----	---------------------------------

### **Transportation Alternatives Projects**

TAHV	Transportation Alternatives Program Huntsville MPO funds
TA	Transportation Alternatives Program Any Area funds

### **Bridge Projects (State and Federal)**

BR	Bridge Program
----	----------------

### **State Funded Projects**

ST	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)
RPTOC	Federal Transit Administration Section 5311 Capital Programs (Non-Urban)
NFIG	New Freedom Grant funds
NFIGR	New Freedom Grant Rural funds
JARC	Jobs Access Reverse Commute

### **System Maintenance Projects**

No projects have been identified for this category.

### **Safety Projects**

HSIP	Highway Safety Improvement Program funds
RSP	Railway Safety Program
HRRR	High Risk Rural Roads

### **Other Federal and State Aid Projects**

FAUP	Federal Aid-Unique Projects
RAA	Rebuild Alabama
FLAP	Federal Lands Aid Program
RAISE	Federal RAISE Grant



### **Congestion Mitigation and Air Quality Projects**

CMAQ                                      Congestion Management-Air Quality

### **High Priority and Congressional Earmarks Projects**

No projects have been identified for this category.

### **Carbon Reduction Program Attributable Projects**

CRPHV                                      Carbon Reduction Program- Huntsville MPO funds

### **Other Carbon Reduction Program Projects**

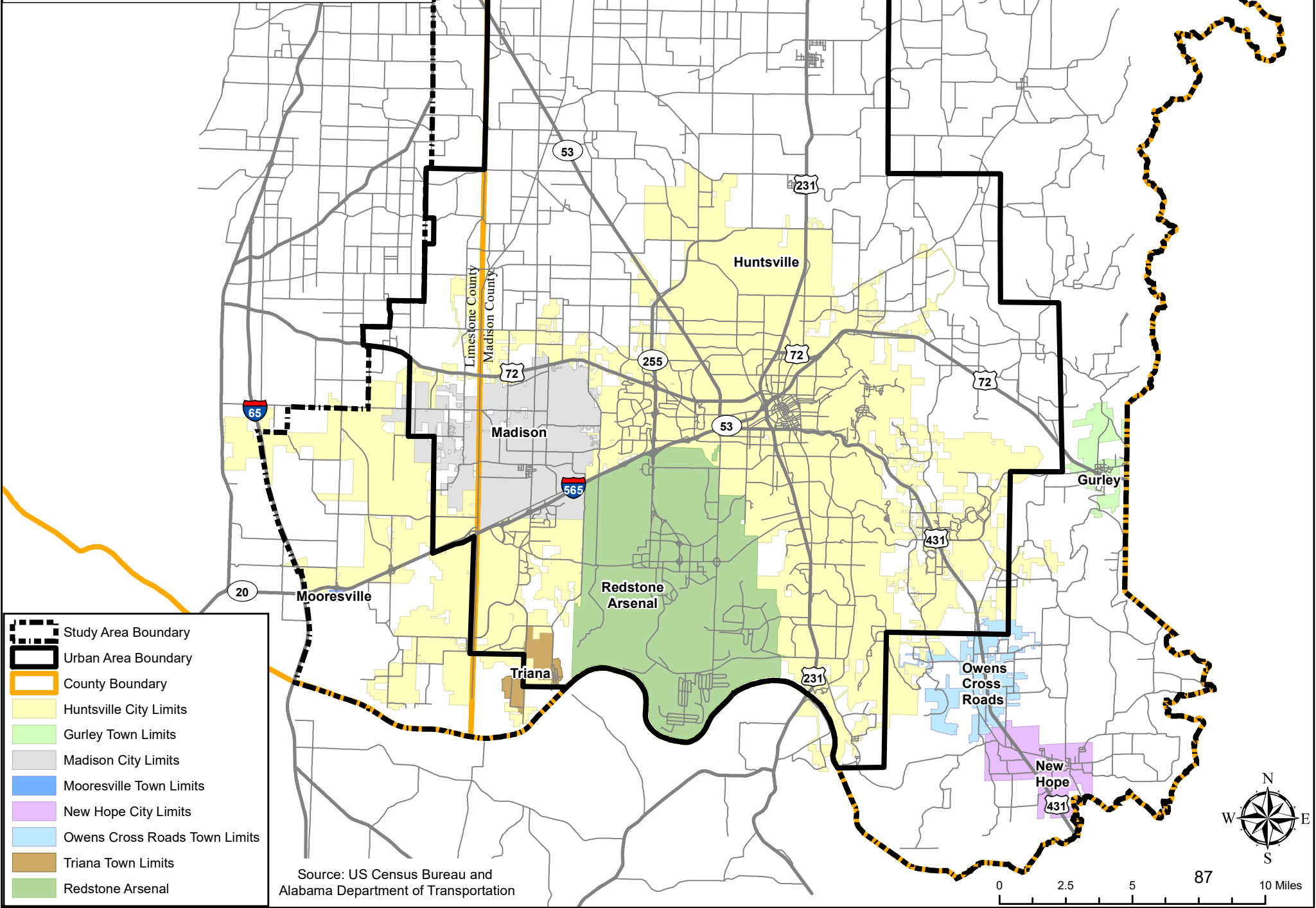
CRPAA                                      Carbon Reduction Program- ALDOT funds

# **Appendix B**

## **MPO Boundary**

### **Map**

Huntsville Area  
Metropolitan Planning Organization  
(MPO) 2023



# **Appendix C**

## **Glossary of**

### **Transportation Terms**

## 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
CPMS	Comprehensive Project Management System
CRP	Carbon Reduction Program
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
IIJA/BIL	Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law
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 MOU	Moving Ahead for Progress in the 21 <sup>st</sup> Century 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
TIP	Transportation Improvement Program
UT	Utilities Relocation

# **Appendix D**

## **Public Involvement**

### **Recap**

# **Appendix E**

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

## Regionally Significant Projects

Project	2024	2025	2026	2027	TOTAL
University-Medical BRT	\$ 1,750,000	\$ 1,750,000	\$ 5,000,000	\$ 5,000,000	\$ 13,500,000
Capshaw Road Improvements		\$ 2,000,000			\$ 2,000,000
County Line Road Realignment				\$ 3,000,000	\$ 3,000,000
Eastern Bypass				\$ 5,000,000	\$ 5,000,000
Arsenal East Connector				\$ 5,000,000	\$ 5,000,000
Governors Drive Improvements	\$ 5,000,000				\$ 5,000,000
Holmes Avenue Improvements	\$ 5,000,000	\$ 7,000,000	\$ 5,000,000		\$ 17,000,000
Northern Bypass US 231 to Winchester	\$ 2,000,000	\$ 7,000,000	\$ 5,000,000		\$ 14,000,000
Northern Bypass Winchester to US 72			\$ 3,000,000	\$ 5,000,000	\$ 8,000,000
Old Big Cove Road	\$ 5,000,000	\$ 5,000,000			\$ 10,000,000
Hobbs Island Road Bridge Replacement			\$ 5,000,000		\$ 5,000,000
Church Street Bridge			\$ 5,000,000		\$ 5,000,000
Resolute Way Interchange at I-565		\$ 50,000,000			\$ 50,000,000
Jeff Road Widening- Capshaw to Douglass		\$7,000,000	\$ 23,150,000		\$ 30,150,000
Wall-Triana- US 72 to McCrary Rd.	\$11,300,000				\$ 11,300,000
Huntsville-Brownsferry Rd. 3-Lane Widening- Holladay Blvd. to Oakland Church	\$2,500,000				\$ 2,500,000
Sullivan St. 3-Lane Widening- Mill Rd. to Browns Ferry Rd.			\$3,500,000		\$ 3,500,000
Royal Drive Extension Phase 2				\$12,000,000	\$ 12,000,000
Downtown Multimodal Transit Center and Redesign/Renovations to Operations Facility	\$1,380,000	\$400,000			\$ 1,780,000
Low/No Emission Buses & Infrastructure			\$1,240,000	\$1,240,000	\$ 2,480,000

# **Appendix F**

## **Livability Principles**



## Livability Principles and Indicators

The details of Livability Principles and Indicators are listed in Section 1. 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 Households Located Within 1/2 Mile of Transit Service Area

- 47,447 (28.4% of total = 167,155)  
Source: US Census Bureau, 2020 Census

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

- 119,413 (49.8% of total = 239,969)  
Source: Esri/Infogroup, 2022 Estimates

Total miles of alternative transportation routes currently built in MPO Area

- Total Multi-use paths: 20 miles
- Total Greenways: 45.1 miles
- Total Bike Lanes: 13.5 miles

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

Percent of Household Income Spent on Housing

- 22%

Percent of Household Income Spent on Transportation

- 22%  
Source: Housing and Transportation Affordability Index, Center for Neighborhood Technology

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

Percent of Workforce With 29 Minute or Less Commute Time

- 72.5%

Percent of Workforce With 30 Minute or More Commute Time

- 27.5%  
Source: US Census Bureau, 2016-2020 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*

#### 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 **TBD** non-roadway projects in the 2024-2027 TIP including four alternative modes projects and **TBD** transit projects.

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

- 108 bicycle and pedestrian projects listed in 2045 Long Range Transportation Plan (LRTP)
- 219 total projects listed in the 2045 Long Range Transportation Plan (LRTP)
- ~49% 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, nine projects in the TIP have multiple federal funding sources.

List of policies and plans coordinated with MPO policies and plans:

- 2045 LRTP
- 2024-2027 TIP
- 2018 Public Participation Plan
- 2021 MPO Bikeway Plan
- City of Huntsville “BIG Picture” Comprehensive Plan
- Huntsville International Airport Master Plan
- City of Madison “On Track 2045” Comprehensive Plan
- Madison County Transportation Plan
- 2015 Human Services Coordinated Transportation Plan
- 2023 Huntsville Transit Study
- 2021 High-Capacity Transit Study
- 2019-2021 Regional Commuter Study/Congestion Management Process

## 6. **Value Communities and Neighborhoods**

### Number of Households Located Within 1/2 Mile of Transit Service Area

- 47,447 (28.4% of total)  
Source: US Census Bureau, 2020 Census

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

- 119,413 (49.8% of total)  
Source: Esri/Infogroup, 2022 Estimates

### Households Located 1/4 Mile From Major Retail Services

- 6,729 (4% of total)  
Source: US Census Bureau, 2020 Census

### Households Located 1/4 Mile From Recreational Facilities

- 31,544 (18.9% of total)  
Source: US Census Bureau, 2020 Census

# **Appendix G**

## **MPO Self-Certification**

---

# SELF-CERTIFICATION OF THE METROPOLITAN - TRANSPORTATION PLANNING PROCESS

## TABLE OF CONTENTS

Section	Page
1.1 PURPOSE .....	1-2
1.2 AUTHORITY .....	1-2
1.3 SCOPE .....	1-2
1.4 REFERENCES .....	1-2
1.5 FEDERAL CERTIFICATION REQUIREMENTS .....	1-3
1.6 CERTIFICATION PROCESS & QUESTIONS .....	1-4

---

## 1.1 PURPOSE

This chapter provides guidance to the Alabama Department of Transportation for the certification of the metropolitan transportation planning process conducted by ALDOT.

## 1.2 AUTHORITY

**Infrastructure Investment and Jobs Act** <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>

**23 U.S.C. (United States Code) 134 (k)(5)**

**49 U.S.C. 5303 (k)(5)**

**23 C.F.R. (Code of Federal Regulations) 450.334**

## 1.3 SCOPE

Federal law and regulation require ALDOT and the MPOs to jointly certify the transportation planning process for the metropolitan area concurrent with the submittal of the entire TIP to the FHWA and the FTA as part of the STIP approval at least every four years. This chapter is intended for use by ALDOT and MPO staff to assist them in carrying out the self-certification requirements.

## 1.4 REFERENCES

**23 U.S.C. 134** -----(Metropolitan Planning)  
**42 U.S.C. 2000d et seq.** -----(Title VI of the Civil Rights Act of 1964)  
**42 U.S.C. 12101** -----(Americans with Disabilities Act of 1990)  
**42 U.S.C. 7504 and 7506(c) and (d)** (Transportation Air Quality Conformity)  
**49 U.S.C. 5303**----- (Metropolitan Planning)  
**Section 11101(e) of the IIJA** ----- (Disadvantaged Business Enterprises)

---

<b>23 C.F.R. 450</b>	-----	(Metropolitan Planning)
<b>49 C.F.R. Part 26</b>	-----	(Disadvantaged Business Enterprises)
<b>49 C.F.R. 27</b>	-----	(Nondiscrimination on the Basis of Disability in Programs and Activities Receiving Federal Financial Assistance)
<b>49 C.F.R. 37</b>	-----	(Transportation Services for Individuals with Disabilities)
<b>49 C.F.R. 38</b>	-----	(Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles)

## 1.5 SELF-CERTIFICATION REQUIREMENTS

23 C.F.R. 450.334 requires that concurrent with the submittal of the entire proposed TIP to FHWA and FTA as part of the STIP approval, the State and MPO shall certify at least every four years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) The metropolitan planning requirements identified in *23 U.S.C. 134* and *49 U.S.C. 5303*;
- (2) In non-attainment 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 11101(e) of the IIJA (Public Law 117-58) 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 23 U.S.C. regarding the prohibition of discrimination on the basis of 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.

## 1.6 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 11101(e) of the IIJA 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.

## Answers to Certification Questions

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

### Section 1. Answers pertaining to the metropolitan planning requirements of 23 USC 134, 49 USC 5303:

1. Yes.
2. Yes.
3. Yes. A planning agreement between the MPOs, State, and public transit operators where more than one MPO has been designated is not applicable to this MPO, or the Huntsville urbanized area.
4. Yes. The MPO is currently assessing changes to its Metropolitan Planning Area boundary based on the results of the 2020 Census. The MPO expects to have adjusted boundaries adopted by the FHWA-recommended date of December 29, 2023.
5. The MPO boundary map was approved by the MPO and forwarded to ALDOT. ALDOT provided the approved map to FHWA and to FTA.
6. Yes.
7. Yes. The ten planning factors are incorporated into all planning documents.
8. Yes. The Year 2045 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 Sections 6 (Multi-Modal Infrastructure) and 8 (Freight)
  - Yes.
  - Yes. A system performance report was added to the LRTP in August 2022 (see Resolution 19-22)
  - Yes. This topic is addressed in Section 4 (Environmental Context and Land Use)
  - Yes. This topic is addressed in Section 9 (Financial Plan)
  - Yes. This topic is addressed in Section 7 (Congestion Management, Safety and Security)
  - Yes.
  - Yes. This topic is addressed in Section 6 (Multi-Modal Infrastructure)

10. *Did the LRTP address the following minimum required areas in accordance with 23 CFR 450.324(f)?:*

- Yes. This topic is addressed in Section 5 (Roadway and Traffic Forecasts)
- Yes.
- Yes.
- Yes. A system performance report was added to the LRTP in August 2022 (see Resolution 19-22)
- Yes. This topic is addressed in Section 7 (Congestion Management, Safety and Security)
- Yes. This topic is addressed in Section 7 (Congestion Management, Safety and Security)
- Yes.
- Yes.
- Yes. This topic is addressed in Section 4 (Environmental Context and Land Use)
- Yes. This topic is addressed in Section 6 (Multi-Modal Infrastructure)
- Yes. This topic is addressed in Section 6 (Multi-Modal Infrastructure)
- Yes. This topic is addressed in Section 9 (Financial Plan)
- This question is not applicable to the Huntsville Area MPO (no non-attainment/maintenance areas)

11. Yes. The 2045 LRTP was adopted in April 2020. The 2050 LRTP is scheduled for final adoption in Spring 2025.

12. Yes.

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.

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 2045 LRTP, Section 7 (Congestion Management, Safety and Security)

27. Yes. The Public Participation Plan (PPP) was approved and adopted January 2014 and revised April 2018.

28. Yes.

29. Yes.

**Section 2. 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 7 (Congestion Management, Safety and Security) of the 2045 LRTP. 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.

**Sections 3, 4, 7-10. Answers pertaining to the prohibitions against discrimination on the basis of race, color, creed, national origin, age, gender, or disability as dictated by Title VI of the Civil Rights Act of 1964, as amended; 49 USC 5332; 23 USC 324; The Americans With Disabilities Act; The Older Americans Act; and Section 504 of the Rehabilitation Act of 1973.**

1. According to the legislation, this is a State requirement. The MPO has a signed agreement with the State of Alabama that affirms the MPO's commitment to following all Title VI rules and a commitment to non-discrimination. Additionally, the MPO is incorporated as part of the Alabama Department of Transportation's Title VI Annual Update and Implementation Plan.
2. There have been no deficiencies found. If Title VI deficiencies are found, appropriate corrective actions would be taken within the allocated time.
3. Yes. The MPO staff member assigned to handle Title VI and ADA related issues is Mr. James Moore. Mr. Moore works in close coordination with the Alabama Department of Transportation's Title VI office. Additionally, the MPO has a Memorandum of Understanding with the City of Huntsville's Parking and Public Transit Department for coordination of planning activities and reports under the umbrella of the MPO. As Huntsville Public Transit is a direct FTA recipient, the department submits a triennial Title VI Report directly to FTA. The Huntsville Public Transit employee that coordinates Title VI and ADA related issues is Ms. Quisha Bryant.
4. Yes.
5. Yes.
6. Yes.
7. Yes.
8. Yes. The MPO is incorporated as part of the Alabama Department of Transportation's Title VI Annual Update and Implementation Plan. As such, it has signed Title VI Assurances with the State. Additionally, the MPO has a signed agreement with the State of Alabama that affirms the MPO's commitment to non-discrimination. Huntsville Transit has signed Title VI assurances with FTA.
9. Yes; however, MPO contracts and bids are rare. The MPO does not contract directly for road construction.
10. Yes.
11. Yes.
12. The MPO has not received any complaints regarding ADA non-compliance, but would comply with this regulation.

### 13. ADA Transition Plans for MPO Jurisdictions

The MPO also adopted a draft ADA Transition Plan in September 2021, found here: <http://www.huntsvillempo.org/ada/>

Jurisdiction	ADA Transition Plan	Status of Plan Implementation
City of Huntsville	Yes. Adopted 6/25/1992	The ADA Transition Plan is available in the City of Huntsville Legal Department, with a copy on file at the MPO Staff office, City of Huntsville Planning Department.
Madison County	No (see status)	Madison County has completed an ADA Self-Assessment and has developed a written transition plan. The plan is complete in a draft form and is awaiting consideration by the County Commission.
City of Madison	Yes. Adopted 8/29/2016	Available here: <a href="https://www.madisonal.gov/DocumentCenter/View/9617/ADA-Self-Evaluation-and-Transition-Plan---Final-8-30-16?bidId=">https://www.madisonal.gov/DocumentCenter/View/9617/ADA-Self-Evaluation-and-Transition-Plan---Final-8-30-16?bidId=</a>
Town of Owens Cross Roads	Yes. Adopted 8/16/2016	Plan is on file at the Owens Cross Roads Town Hall, with a copy on file at the MPO Staff office, City of Huntsville Planning Department.
Town of Triana	Yes. Adopted in 1994	

### Section 5. Answers pertaining to Section 11101(e) of the IIJA 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.

### Section 6. Answers pertaining to 23 CFR part 230 regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.

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

## **METROPOLITAN TRANSPORTATION PLANNING SELF-CERTIFICATION**

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 11011(e) of the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58) 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

Chairman  
Title

\_\_\_\_\_  
Date

Alabama  
State Department of Transportation

\_\_\_\_\_  
Signature

John R. Cooper  
Printed Name

Transportation Director  
Title

\_\_\_\_\_  
Date

# **Appendix H**

## **MPO Memorandum of Understanding STIP/TIP**

# **Appendix I**

## **Performance Measures, PM Targets and PM Agreements**

## **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 IIJA, 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

FHWA - Safety Performance Measures (PM1)- (Annual Targets)		Calendar Year 2023 Targets	
	Transit Asset Management (TAM) Performance Measures		2022
Number of Fatalities	1,000		
Rate of Fatalities (per 100 million Vehicle Miles Traveled)	1.440		
Number of Serious Injuries	6,500		
Rate of Serious Injuries (per 100 million Vehicle Miles Traveled)	9.82		
Number of Non-motorized fatalities and serious injuries	400		
FHWA - Bridge/Pavement Performance Measures (PM2)	2-Year	4-Year	
% of Pavements of the Interstate System in Good Condition	>50%	>50%	
% of Pavements of the Interstate System in Poor Condition	<5%	<5%	
% of Pavements of the Non-Interstate NHS in Good Condition	>25%	>25%	
% of Pavements of the Non-Interstate NHS in Poor Condition	<5%	<5%	
% of NHS bridges in Good condition by deck area	>25%	>25%	
% of NHS bridges in Poor condition by deck area	<3%	<3%	
FHWA - System Performance Measures (PM3)	2-Year	4-Year	
% of Person-Miles Traveled on the Interstate that are Reliable	92.0%	92.0%	
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	90.0%	90.0%	
Truck Travel Time Reliability (TTTR) Index on the Interstate	1.30	1.30	
Congestion Mitigation and Air Quality (CMAQ)* On-Road Mobile Source Emissions- <b>NOT</b> <b>APPLICABLE TO HUNTSVILLE MPO</b>			

## Huntsville Transit Performance Measures & Targets

Paratransit Fleet	30% of Vehicle Fleet not to exceed 200,000 miles
Fixed Route Bus Fleet	30% of Vehicle Fleet not to exceed useful life in years
Facility Condition	Not greater than 20% of facilities fall below 3.0 condition rating

<b>Transit Safety Performance Measures</b>	<b>Fatalities</b>	<b>Rate of Fatalities</b>	<b>Injuries</b>	<b>Rate of Injuries</b>	<b>Safety Events</b>	<b>Rate of Safety Events</b>	<b>Mean Distance between Major Mechanical Failures</b>
Fixed Route Bus	0	0	4	0.00000506	26	0.000033	6,700
Demand Response	0	0	8	0.00001705	21	0.000045	15,140



JOINT AGREEMENT

BETWEEN

THE HUNTSVILLE AREA MPO,

THE HUNTSVILLE PUBLIC TRANSIT,

AND THE

STATE OF ALABAMA

RELATIVE TO

ALABAMA PERFORMANCE MANAGEMENT  
23 CFR 450.314(h)

FOR

TRANSPORTATION PERFORMANCE DATA SHARING AND  
COORDINATION

# ALABAMA PERFORMANCE MANAGEMENT AGREEMENT

## 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 AREA MPO, hereinafter referred to as MPO, and the HUNTSVILLE PUBLIC TRANSIT, hereinafter referred to as TRANSIT AGENCY;

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

**WHEREAS**, the MPO, the STATE, and the TRANSIT AGENCY 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**, 23 CFR 450.314(h) requires that MPO, the STATE, and the TRANSIT AGENCY 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

<sup>1</sup> 23 CFR Part 490, National Performance Management Measures

<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. Percentage of the Interstate System Mileage providing Reliable Truck Travel Times
  4. Annual hours of Peak-Hour Excessive Delay Per Capita
  5. Percent of Non-Single-Occupant-Vehicle (SOV) Travel
  6. Total Emissions Reduction
- iv. Targets for assessing performance of the **Transit Asset Management (TAM) Plan** for the following performance measures<sup>3</sup>:
  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. The TAM final rule requires that all TRANSIT AGENCIES that are recipients and sub recipients of 49 USC Charter 53 funds to develop a TAM Plan.
  5. TRANSIT AGENCIES that are a part of the Group (Statewide) TAM Plan will provide transit data by asset class (both revenue and non-revenue) and facilities conditions on an annual basis to the STATE.
  6. TRANSIT AGENCIES and MPOs developing their own TAM plan will provide their targets and the final report to the STATE.
  7. The STATE and the MPO are required to integrate the TRANSIT AGENCY performance targets into the planning documents including Statewide Transportation Improvement Plan (STIP) and Transportation Improvement Plan (TIP), respectively, and the Statewide Long Range Plan (LRP) and Metropolitan Transportation Plan (MTP).
- v. Targets for assessing performance of the **Public Transportation Agency Safety Plan (PTASP)** for the following performance measures (applicable to demand response/fixed route services)<sup>4</sup>:
  1. Fatality by Mode
    - a. Fatality Total
    - b. Rate of Fatalities (per vehicle revenue mile)
  2. Injuries by Mode
    - a. Injuries Total
    - b. Rate of Injuries (per vehicle revenue mile)
  3. Safety Events by Mode
    - a. Safety Event Total
    - b. Rate of Safety Events (per vehicle revenue mile)
  4. System Reliability by Mode
    - a. Miles between major mechanical failures
  5. The PTASP final rule requires that TRANSIT AGENCIES that are recipients and sub recipients of Urbanized Area Formula Grant Program under 49 USC 5307 develop safety performance targets within their Agency Safety Plan (ASP). Each TRANSIT AGENCY must provide the STATE and its respective MPOs its safety performance targets to assist the STATE and MPOs with capital program planning process.

<sup>3</sup> 49 CFR 625 and 630

<sup>4</sup> 49 CFR Part 673

6. STATE and MPOs are required to integrate the TRANSIT AGENCY performance targets into the planning documents including Statewide Transportation Improvement Plan (STIP) and Transportation Improvement Plan (TIP), respectively, and the Statewide Long Range Plan (LRP) and Metropolitan Transportation Plan (MTP).
- b. Those MPOs that are currently designated as being in non-attainment or maintenance for air quality<sup>5</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 make available, by request, the transportation performance data used in developing statewide highway and transit targets to the MPO and the TRANSIT AGENCY.
  - i. The STATE will make available the transportation performance data to the MPO and the TRANSIT AGENCY, by request only, when a statewide target is established or revised, per Section 2 of this agreement.
  - ii. Where possible and practicable, the STATE will make available performance data for each MPO planning area for purposes of tracking progress towards attainment of performance outcomes for each MPO Region's required System Performance Reports, per Section 4 of this agreement.
  - 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 and the TRANSIT AGENCY 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 or the TRANSIT AGENCY, its subconsultants, agents, or employees caused as a result of or related to the service or work provided under this AGREEMENT. The MPO and the TRANSIT AGENCY 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 and the TRANSIT AGENCY. This indemnity is not limited by any insurance coverage required by this AGREEMENT.

---

<sup>5</sup> As determined through annual Applicability Determination: CMAQ Traffic Congestion and CMAP On-Road Mobile Source Emissions Measures, 23 CFR Part 490

- v. By entering into this agreement, the MPO and the TRANSIT AGENCY are not an agent of the STATE, its officers, employees, agents or assigns. The MPO and TRANSIT AGENCY are independent entities from the STATE and nothing in this agreement creates an agency relationship between the parties.
  - d. If the MPO and/or the TRANSIT AGENCY chooses to develop its own target for any highway and/or transit measure, it will collect and provide the STATE with the performance target(s) and any supplemental data used in association with the MPO or TRANSIT AGENCY target setting process.
2. Selection of transportation performance targets
- a. The STATE, the MPO and the TRANSIT AGENCY 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. All parties agree that email communications shall be considered written notice for all portions of this agreement.
    - ii. The MPO and the TRANSIT AGENCY 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 and/or transit targets.
    - iii. If an MPO and/or the TRANSIT AGENCY chooses to set its own target, the MPO and/or the TRANSIT AGENCY will develop the target(s) in coordination with the STATE. The MPO and/or the TRANSIT AGENCY will provide the STATE with the opportunity to comment on performance targets no less than 30-days prior to adoption of targets.
  - b. The STATE will select statewide performance targets to meet the federal performance management requirements for highways and transit.
    - i. The STATE will provide written notice to the MPO and TRANSIT AGENCY 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 and /or the TRANSIT AGENCY (as applicable) must set a corresponding performance target.
    - ii. If the MPO and/or the TRANSIT AGENCY (as applicable) chooses to support the statewide target, the MPO and the TRANSIT AGENCY will provide written documentation to STATE that the MPO and the TRANSIT AGENCY agrees to plan and program projects that will contribute toward the achievement of the statewide highway performance target.
    - iii. If the MPO or the TRANSIT AGENCY chooses to set its own target, the MPO or TRANSIT AGENCY will provide the STATE written documentation that includes the target and the date the MPO or the TRANSIT AGENCY plans to adopt. Documentation will be provided no less than 30-days prior to the MPO or the TRANSIT AGENCY 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. Where possible and practicable, the STATE will provide information to the MPOs and TRANSIT AGENCY on the performance of targets.

- 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.
  - iv. Through TRANSIT AGENCY's self-certification process, National Transit Database (NTD) annual submissions, and FTA's Review Process for the TAM and PTASP.
- 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 , and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after October 1, 2018, for TAM.
  - d. 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 July 20, 2021, for PTASP.
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.
6. This agreement will be periodically review and will be updated and/or terminate as to the applicable federal law.

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: Shontell M Lowe

Title: Shontell M Lowe *Trans Planner III*

HUNTSVILLE AREA MPO:

BY: DACEW. STRONG

Title: Chairman

ATTEST:

By: Shontell M Lowe

Title: Shontell M Lowe *Trans Planner III*

HUNTSVILLE PUBLIC TRANSIT:

BY: Quisha Bryant

Title: Dir of Public Transit

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

By: William F. Patty (RP)  
William F. Patty  
Chief Counsel, Legal Bureau

RECOMMENDED FOR APPROVAL:

Bradley B. Lindsey  
Bradley B. Lindsey, P.E.  
State Local Transportation Engineer

Edward N. Austin  
Edward N. Austin, P.E.  
Chief Engineer

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

John R. Cooper  
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 7<sup>th</sup> day of  
April, 2022.

Kay Ivey  
Kay Ivey  
Governor, State of Alabama

# **Appendix J**

## **System Performance Report**