



FY2024-2027
Transportation Improvement Program (TIP)
for Air Quality Conformity

Birmingham Metropolitan Planning Area

Prepared by the Regional Planning Commission of
Greater Birmingham (RPCGB)
Staff to the MPO

August 2023

BIRMINGHAM METROPOLITAN PLANNING
ORGANIZATION (MPO)

FY2024-2027
Transportation Improvement Program (TIP)
for Air Quality Conformity

This document is posted at
<https://www.rpcgb.org/transportation-improvement-program-tip>

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Date Adopted: August 9, 2023

This document was prepared as a cooperative effort of the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Alabama Department of Transportation (ALDOT), and local governments in partial fulfillment of requirements in Title 23 USC 134 and 135. The contents of this document do not necessarily reflect the official views or policies of the U.S. Department of Transportation.

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Perry	Blair	At-Large
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*Advisory Committee Member

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Mr.	Ammons	Steve	Unincorporated Jefferson County
Mr.	Armstrong*	Allen	Blount County Public Transportation
Mr.	Bartlett*	Mark	Federal Highway Administration (non-voting)
Mr.	Bittas	Andrè	Shelby County - Pelham
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Mayor	Cochran	Joe	Jefferson County Municipalities - Pinson
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Mayor	Holcomb	Larry	Jefferson County Municipalities - Fultondale
Mr.	Holladay*	Scott	Shelby County
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Commissioner	Knight*	Joe	Unincorporated Jefferson County
Mr.	Leonard*	DeJarvis	ALDOT East Central Region
Mr.	Lindsey*	Brad	Alabama Department of Transportation (non-voting)
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Mr.	Willingham*	David	Shelby County
Mayor	Woodfin*	Randall	City of Birmingham

RESOLUTION 2023-3
FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the Birmingham Metropolitan Planning Organization (MPO) has been designated by the Governor of Alabama as the agency authorized, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135, 42 U.S.C. 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and

WHEREAS, 23 CFR 450.324 requires that transportation projects in urbanized areas funded by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) be included in a Transportation Improvement Program (TIP); and

WHEREAS, the TIP in a non-attainment or maintenance area is required to be consistent with the Clean Air Act and the Environmental Protection Agency's conformity regulations (40 CFR part 93); and

WHEREAS, consistent with these provisions, the Regional Planning Commission of Greater Birmingham (RPCGB), as staff to the MPO and in cooperation with the Alabama Department of Transportation (ALDOT), has prepared the FY 2020-2023 Transportation Improvement Program (TIP) for the Birmingham MPA; and

WHEREAS, the FY 2024-2027 TIP is consistent with the Capacity Project Listings in the 2050 Regional Transportation Plan and consultation has been carried out with local governments and agencies as required; and

WHEREAS, the results of a public involvement meeting, held on April 19, 2023 in accordance with the Birmingham MPO's Public Participation Plan, have been documented in a report entitled *Public Involvement Documentation*; and

WHEREAS, the Transportation Citizens Committee, Transportation Technical Committee, and MPO Advisory Committee recommend approval of the final report to the MPO.

NOW THEREFORE, BE IT RESOLVED that the Birmingham Metropolitan Planning Organization adopts the FY 2024-2027 Transportation Improvement Program (TIP).

I hereby certify that the above is a true and correct copy of a resolution adopted by the Birmingham Metropolitan Planning Organization at a meeting held on the 9th day of August 2023.



Birmingham MPO Chair, Vice Chair, or Secretary



Charles Ball, Executive Director, RPCGB

Table of Contents

Title and Contacts	i
MPO Committees	ii
Resolution	vi
Table of Contents.....	vii
1.0 Introduction	1
1.1 Purpose	2
1.2 MPO Organization, History and Boundaries	2
1.3 Regulations for the TIP	3
1.3.1 Consistency with other plans	3
1.3.2 Conformity Determination	3
1.3.3 Performance Measures.....	4
1.4 Scope of the Planning Process and Goals	6
1.5 Planning Emphasis Areas	7
1.6 TIP Process	7
1.7 TIP Amendment Process and Criteria	7
1.8 Public Participation Process	9
1.8.1 Title VI	10
1.8.2 Environmental Justice.....	12
1.8.3 Americans with Disabilities Act.....	12
1.8.4 Limited English Proficiency and Language Access Plan	12
1.9 Certification Process	12
1.10 Environmental Mitigation.....	13
1.10.1 Climate Change	14
1.11 Air Quality	14
1.12 Congestion Management.....	15
1.13 Bicycle/Pedestrian Considerations	16
1.14 Level of Effort (LVOE).....	17
1.15 Financial Constraint	18
1.16 Project Selection and Prioritization	21
1.17 Safety Planning	21
1.18 Livability Principles and Indicators.....	21
1.19 Freight Planning	22
1.20 Complete Streets	22
1.21 Conclusion.....	22
2.0 Projects	23
2.1 MPO Portal.....	24

2.2	Funding Category Definitions	25
2.3	Report Format.....	28
2.4	Project Listings and TIP Map.....	30
2.4.1	Surface Transportation Attributable Projects.....	31
2.4.2	Other Surface Transportation Program Projects.....	35
2.4.3	NHS/Interstate Maintenance/NHS Bridge Projects.....	37
2.4.4	Appalachian Highway System Projects.....	40
2.4.5	Transportation Alternatives.....	41
2.4.6	Bridge Projects (State and Federal)	43
2.4.7	State Funded Projects.....	44
2.4.8	Enhancement Projects.....	45
2.4.9	Transit Projects	46
2.4.10	System Maintenance Projects	48
2.4.11	Safety Projects	49
2.4.12	Other Federal and State Aid Projects	50
2.4.13	Congestion Mitigation and Air Quality Projects	52
2.4.14	High Priority and Congressional Earmarks Projects.....	56
2.4.15	Authorized Projects.....	57
2.4.16	Locally Funded Regionally Significant Projects.....	64
3.0	Appendices.....	65
3.1	Program Codes and Abbreviations and Acronyms	66
3.2	Planning Area Map.....	74
3.3	Financial Documentation	75
3.3.1	Financial Tables.....	76
3.4	Non-Exempt (Capacity Improvement) Project List	82
3.5	Livability Indicators	85
3.6	Air Quality Determination Report Resolution	89
3.7	Self-Certification and TIP/STIP MOU	95
3.8	Performance Measures Agreement	118
3.9	ADA Plan Status Table.....	126

1.0 Introduction

1.1 Purpose

The Transportation Improvement Program (TIP) is a document which provides a list of projects to be initiated within a four year period. The TIP only includes projects for which funding has been identified using current available or anticipated revenues. The plan is developed by the Birmingham Metropolitan Planning Organization (MPO) in conjunction with local transit providers, jurisdictions, and agencies that are recognized as members of the MPO. The TIP is a direct subset of the 2050 Regional Transportation Plan (for the rest of the document referenced as the RTP), which is the MPO's Long Range Transportation Plan. The TIP must be approved by the MPO, the Alabama Department of Transportation (ALDOT), and the Federal Highway Administration (FHWA). Once approved locally, the TIP is forwarded to the Alabama Department of Transportation where it becomes a part of the Statewide Transportation Improvement Program (STIP).

1.2 MPO Organization, History and Boundaries

A Metropolitan Planning Organization is an organization created to carry out the transportation planning activities of a Metropolitan Planning Area (MPA). Each urbanized area in the United States with a population of 50,000 or more is required by the Federal Highway Act of 1962 to establish a Metropolitan Planning Organization. The Birmingham MPO was established soon after in 1963.

The goal of the Federal Highway Act of 1962 is to ensure that the transportation planning process and resulting transportation network are cohesive and functional for urban areas that have grown together. In other words, transportation planning needs to be regional in scope because transportation systems cut across governmental boundaries. Urbanized Areas are designated decennially by the United States Census Bureau and are a reflection of urban growth based on population density, not political boundaries. For this reason, MPOs are responsible for the transportation planning process in Urbanized Areas and not single political entities.

On January 13, 1992, the boundaries of the Birmingham metropolitan planning area were expanded to include the geographic areas of Jefferson and Shelby Counties in accordance with the Clean Air Act Amendments of 1990 (CAAA). The boundaries did not change again until the data from the 2010 Census was analyzed. In 2012 the metropolitan planning area boundaries officially expanded to include portions of Blount and St. Clair Counties. These boundaries are based on the expected growth over the next 25 years and are formally reviewed by ALDOT and FHWA. The Birmingham Metropolitan Planning Organization (MPO) serves this planning area and is comprised of local government officials and representatives. Additionally, representatives from transportation authorities, such as the Birmingham - Jefferson County Transit Authority and the Alabama Department of Transportation, are included on this regional

transportation policy board. They are joined by any member of the Blount, Jefferson, Shelby, or St. Clair County delegations serving on the legislature's Joint Highway Committee. There are currently forty-five voting members on the MPO.

FHWA and the Federal Transit Administration (FTA) have designated the Birmingham Urbanized Area as a Transportation Management Area (TMA). Federal Regulations (23 CFR 450.320) under the U.S. Department of Transportation require TMAs to develop and update a Congestion Management Process (CPM).

1.3 Regulations for the TIP

The FY2024-2027 TIP was developed in accordance with the Infrastructure Investment and Jobs Act (IIJA) also referred to as the Bipartisan Infrastructure Bill (BIB). The Act was signed into law on November 15, 2021.

1.3.1 Consistency with Other Plans

There are general and specific directions for the consistency requirement. 23 USC 134, Section 1201, states "Under the metropolitan planning process, transportation plans and TIPs shall be developed with due consideration of other related planning activities...." Document consistency is found in 6001(a)(j)(3)(c): "Each project shall be consistent with the long range transportation plan...." The latter is an implied instruction to include all plans in the TIP development process and is carried forward in FHWA interpretation of the revised 23 USC 134, and is to be found in 23 CFR 450.324. The MPO addresses this requirement by including planning and economic development personnel from the state and local level on the Transportation Technical Committee, Transportation Citizens Committees, and MPO Sub-Committee. The MPO consults with agencies and officials responsible for other planning activities within the Study Area that are affected by transportation when developing the RTP and TIP. A contact list of officials and agencies has been developed and is maintained. These agencies are invited to attend all public involvement meetings including those specifically for the TIP and RTP review.

In addition to coordinating with other agencies, the Birmingham MPO ensures that the TIP is consistent with both the Long Range Transportation Plan and the Comprehensive Economic Development Strategy (CEDS). The CEDS is a document that serves as a guide for economic growth in the greater Birmingham area.

1.3.2 Conformity Determination

The Clean Air Act (Title 42 USC 7401 et seq.) requires the U.S. Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS) for six pollutants that are harmful to public health and the environment. Geographic regions that do not comply with these standards are classified as non-attainment areas and are required to

implement pollution reduction strategies. Conformity Determination refers to the requirement of non-attainment areas and those re-designated to attainment after 1990 to show that federally supported highway and transit projects will not cause new air quality violations, worsen existing violations, or delay the timely attainment of the relevant National Ambient Air Quality Standards.

Jefferson and Shelby Counties are currently in attainment of the ground-level ozone standard and the annual and 24 hour standards for particulate matter smaller than 2.5 microns in diameter (abbreviated PM_{2.5}). In November 2013, Jefferson and Shelby Counties were re-designated as a maintenance area for PM_{2.5}. The maintenance area also includes a small portion of Walker County.

The Birmingham MPO completed a Air Quality Conformity Determination as part of the Birmingham 2050 Regional Transportation Plan (the MPO’s Long Range Transportation Plan). Appendix 3.7 contains letters from the U. S. Department of Transportation (USDOT) and EPA concurring with the Conformity Determinations. This document is then subject to review by the Interagency Consultation Group (IAC) and USDOT before approval.

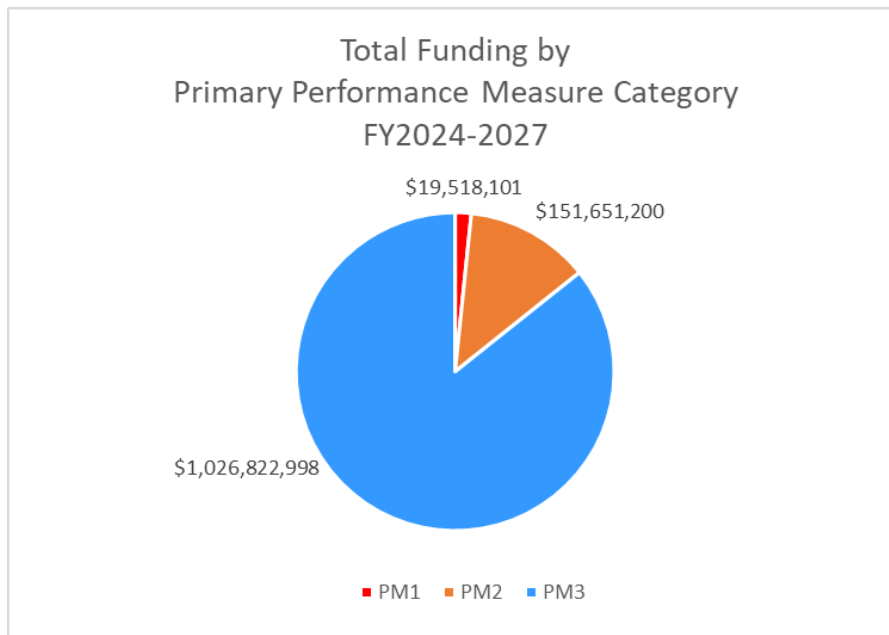
1.3.3 Performance Measures

States and MPOs are required to set targets that must be reached within a designated timespan. Federal legislation provided each MPO with the choice to either set its own performance targets or agree to support the Alabama statewide targets; the Birmingham MPO opted to support the statewide targets. The Alabama Department of Transportation (ALDOT) developed the targets based on performance trends over the last four years, which were then projected into the future. The following table lists the roadway performance targets as adopted by the MPO in December 2022:

FHWA Safety Performance Measures (PM1)	Annual Target 2023
Number of Fatalities	1,000
Fatality Rate (per million vehicle miles traveled)	1.44
Number of Serious Injuries	6,500
Serious Injury Rate (per million vehicle miles traveled)	9.82
Number Non-motorized Fatalities and Serious Injuries	400
FHWA Bridge/Pavement Performance Measures (PM2)	4-Year Target 2025
% of pavements of the interstate System in Good Condition	50% or more
% of Pavements of the Interstate System in Poor Condition	5% or less
% of Pavements of the Non-Interstate NHS in Good Condition	25% or more
% of Pavements of the Non-Interstate NHS in Poor Condition	5% or less

% of NHS bridges in Good condition by deck area	25% or more		
% of NHS bridges in Poor condition by deck area	3% or less		
FHWA System Performance Measures (PM3)	2022	2024	2026
<i>Based on data from calendar year ending</i>	<i>2021</i>	<i>2023</i>	<i>2025</i>
% of Person-Miles Traveled on the Interstate that are Reliable	98.8%	92.0%	92.0%
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	95.3%	90.0%	90.0%
Truck Travel Time Reliability (TTTR) Index on the Interstate	1.22	1.30	1.30
On-Road Mobile Source Emissions and Traffic Congestions Measures	2022	2024	2026
<i>Based on data from calendar year ending</i>	<i>2021</i>	<i>2023</i>	<i>2025</i>
PM 2.5 (kg/day)	18.18	10.00	10.00
NOx (kg/day)	188.53	140.00	140.00
Peak Hour Excessive Delay (PHED) Per Capita	8.94 hours	9.30 hours	9.30 hours
Non-single Occupancy Vehicle (SOV) Travel Percentage	18.1%	16.5%	16.5%

Each of the projects listed in the FY2024-2027 TIP were reviewed to determine which of the three performance measure categories (PM1, PM2, or PM3) that project helped to achieve. A column was added to the projects listed in Section 2.4 to show the “Primary Performance Measure Category”. The total costs (federal and local) were summarized for each of the PM categories and are shown graphically in the following pie chart:



This graph does not illustrate the entire picture because in reviewing each of the projects, it was obvious that most of them helped to achieve more than one of the performance measures. For example, a simple resurfacing project or a bridge replacement is “primarily” helping achieve the targets in the PM2 category. However, these projects will most assuredly make the roads safer by improving and upgrading striping, signing and barriers so they also help achieve the safety targets listed in PM1.

Chapter 4 in the 2050 RTP presents more detailed information on performance measures and can be downloaded at the following:

<http://rpcgb.org/transportation-planning/regional-transportation-plan>

Also, a Performance Management Agreement between the MPO and ALDOT was signed in 2018 and is presented in Section 3.8.

1.4 Scope of the Planning Process

Planning tasks reflect the following planning factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase accessibility and mobility of people and freight
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system
9. Improve the resiliency and reliability of the transportation system, and reduce (or mitigate) the stormwater impacts on surface transportation
10. Enhance travel and tourism

The committee process is the basis for developing the TIP. Meetings of the Transportation Citizens Committee, Transportation Technical Committee, MPO Advisory Committee, and the MPO Policy Committee are held monthly or as needed.

1.5 Planning Emphasis Areas

FHWA distributed a memorandum to state DOTs to encourage MPOs to identify tasks associated with Planning Emphasis Areas (PEAs). The following lists the three PEAs as defined by FHWA:

- *MAP-21 Implementation* – Transition to Performance Based Planning and Programming.
- *Models of Regional Planning Cooperation* – Promote cooperation across MPO boundaries and across state boundaries where appropriate to ensure a regional approach to transportation planning.
- *Ladders of Opportunity* – Access to essential services – as part of the transportation planning process, identify transportation connectivity gaps in access to essential services.

1.6 TIP Process

The development of the TIP is a cooperative process of the MPO's member governments, the Alabama Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, and the Environmental Protection Agency. The TIP is made available for review and comment by the public. At the end of the public comment period, public input is documented and acted upon. Lastly, the TIP is put into final form and submitted to the MPO committees for review and adoption.

1.7 TIP Amendment Process and Criteria

As previously mentioned, until new code is created under MAP-21 and continued with the FAST act and the IIJA, the implementing planning regulations for SAFETEA-LU will be followed. SAFETEA-LU includes a provision for an administrative modification; 23 CFR 450.104 provides the following definition:

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

23 CFR 450.104 also provides the following definition of a formal Amendment:

Amendment means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the

addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes.) Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, redemonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving *non-exempt* projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.

The Alabama Department of Transportation (ALDOT) has also documented the differences between a formal TIP amendment and an administrative modification in a Memorandum of Understanding (MOU) between ALDOT, FHWA, and FTA. The MOU was created to limit the number and frequency of TIP amendments. The entire MOU is presented in at the end of this document titled *Section 3.7 Certification – TIP/STIP MOU*.

The MOU defines a formal TIP amendment as a major TIP revision that meets one of the following:

- Affects air quality conformity, regardless of the cost of the project or the funding source.
- Adds a new project, or deletes a project, that utilizes federal funds from a statewide line item, exceeds the thresholds listed below, and excludes those federally-funded statewide program projects.
- Adds a new project phase(s), or increases a current project phase, or deletes a project phase(s), or decreases a current project phase that utilizes federal funds, where the revision exceeds the following thresholds:
 - \$5 million for ALDOT federally-funded projects.
 - *\$750,000 for the county highway and bridge program
- Involves a change in the Scope of Work to a project(s) that would:
 - Result in an air quality conformity reevaluation.
 - Result in a revised total project estimate that exceeds the thresholds established between ALDOT and the Planning Partner (not to exceed any federally-funded threshold contained in this MOU).
 - Results in a change in the Scope of Work on any federally-funded project that is significant enough to essentially constitute a New Project.
 - Level of Effort (LVOE) planned budget changes, exceeding 20% of the original budgeted amount.

These thresholds pertain to projects funded with ALDOT controlled federal funding. The MPO has established a different threshold for the MPO's Attributable funding. The threshold for an increase from **Attributable funds** that would require a formal TIP amendment is **20%** of the previously approved project cost.

The MOU defines an administrative modification is a minor TIP revision that:

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

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

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

1.8 Public Participation Process

Meaningful and effective public participation is essential to the successful implementation of any transportation planning project or program. Active involvement of the citizens leads to the incorporation of local and regional concerns, needs, values, and ideas into governmental decision making, leading to better decisions that have public support. The Birmingham MPO documents its policies and procedures in the Public Participation Plan. This Plan is periodically reviewed as part of the MPO's ongoing commitment to actively evaluate and improve the public involvement process and ensure compliance with State and Federal requirements. Details can be seen in the Public Participation Plan document posted on the MPO's website: <http://rpcgb.org/transportation-planning/public-involvement>

1.8.1 Title VI

ALDOT assures that the MPO administers federal programs according to established guidelines. No persons or Disadvantaged Business Enterprise (DBE) shall on the grounds of race, color, sex, disability, or national origin, be excluded from participation, be denied the benefits of, or be otherwise subjected to discrimination in federally-assisted programs in which the MPO administers. It is also assured that any federally-assisted programs, when formulated, were designed to pay particular attention to the existence, composition, and distribution of minority population groups and disadvantaged business enterprises in the project area. The MPO will continue to comply with all applicable provisions of Title 23, 28, 29, 42, and 49 USC and all regulatory CFRs.

It is the policy of the Birmingham Metropolitan Planning Organization (MPO) to provide a planning process that is open to public input in the preparation of plans and programs and is consistent with the eight planning factors required under the transportation legislation, also known as Public Law 112-131. The Federal interpretive regulations remain as 23 CFR 450, and Public Participation Plan requirements are in 450.316.

1. Open Process: To have an open planning process that encourages early and continued public participation
2. Information Access: To provide complete and timely information regarding the plans, programs, procedures, policies and technical data produced or used during the planning process to interested parties and the general public
3. Notice of Activities: To provide timely and adequate public notice of meetings, reviews and major document availability.
4. Public Input and Organization Response: To demonstrate consideration and recognition of public input and to provide appropriate responses to public input
5. Inclusive Process: The Birmingham MPO places emphasis on the commitment mandated in Executive Order 12898 to protect low income and minority communities/citizens from disproportionate adverse impacts based on planning and implementation of projects and programs identified in the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP). The MPO provides for considerable participation activity towards this environmental justice goal through the opportunity, both formal and informal, for these identified citizens to share their ideas and concerns throughout the planning and decision making process.

Additionally, the MPO is and will be compliant with and follow all Title VI laws, processes, and programs to include the following:

- 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 Birmingham MPO has completed a Four Factor Analysis of the Birmingham Metropolitan Planning Area (MPA) to determine requirements for compliance with the Limited English Proficiency (LEP) provisions. A Limited English Proficiency (LEP) Plan has been developed and can be accessed as part of the Public Participation Plan.

The MPO is responsible for the development of a Unified Planning Work Program. The UPWP is the primary structural document for establishing MPO work tasks and assigning costs for performing those tasks based on allocated federal Planning Funds (PL). The UPWP is developed annually with all of the transportation planning agencies in the MPO area. The UPWP is made available on the RPCGB website prior to being introduced for discussion at committee meetings. All committee meetings of the MPO are preceded by notices that include the agenda, date, time, and location of the meeting. The notice is provided at least one week prior to the meetings or as designated in committee bylaws. The notice is provided to local media representatives and groups that address the needs of low-income individuals, minorities, persons with disabilities and the elderly. The notice requests that interested individuals who need special accommodations notify the RPCGB at least three business days prior to the date of the meeting, so necessary

arrangements can be made. The notice is posted on the www.rpcgb.org website. The public is allowed to participate in discussions held at the committee meetings.

1.8.2 Environmental Justice

The Birmingham MPO places emphasis on the commitment mandated in Executive Order 12898 to protect individuals who are low income or minority from disproportionate adverse impacts based on planning and implementation of projects and programs identified in the TIP. The MPO provides for considerable participation activity towards this goal through the opportunity, both formal and informal for these identified citizens to share their ideas and concerns throughout the planning and decision making process.

1.8.3 Americans with Disabilities Act

All meeting notices shall include a point of contact for any persons requiring special arrangements related to the Americans with Disabilities Act (42 USC 126). The Rehabilitation Act of 1973 (29 USC 794) is the law prohibiting discrimination on the basis of a disability. In terms of access to the transportation planning process, notification of need shall occur no less than seven days prior to the date of the scheduled meeting so that necessary special arrangements can be made in order to facilitate participation.

1.8.4 Limited English Proficiency and Language Access Plan

This Limited English Proficiency Plan has been prepared to address the Birmingham Metropolitan Planning Organization's (MPO) responsibilities as a recipient of federal financial assistance as they relate to the needs of individuals with limited English proficiency language skills. A Limited English Proficiency (LEP) person is one who does not speak English as their primary language and has a limited ability to read, speak, write, or understand English. The Limited English Proficiency Plan was included in the Public Participation Plan, adopted April 2014. The MPO will comply with applicable provisions of FTA C 4702.1b.

1.9 Certification Process

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) established a requirement in 23 U.S.C 134 and 49 U.S.C. 1607 for the FHWA and the Federal Transit Administration (FTA) to jointly certify the transportation planning processes in metropolitan areas of 200,000 population (Transportation Management Areas, or TMAs). MAP-21, in 23 U.S.C 134(k)(5)(ii), and 23 CFR 450.334, require that the FHWA/FTA jointly certify the metropolitan planning process in TMAs at least every four years. These reviews must also provide for public involvement appropriate to the metropolitan area under review. Moreover, 23 U.S.C. 134(i)(5)(B) states that the

certifications may be issued if: (1) the transportation planning process complies with the requirements of 23 U.S.C. 134 and 49 U.S.C. 1607 and other applicable Federal requirements; and (2) there is a Transportation Improvement Program for the TMA that has been approved by the MPO and the Governor (or Governor's designee).

In May 2020, the Birmingham MPO was certified by FHWA and FTA. Details and descriptions can be found in the FHWA/FTA 2020 Certification Report. This certification will remain in effect for a maximum of four years. An executed Self-certification is included on the last page of this document.

1.10 Environmental Mitigation

Environmental mitigation is the process of addressing damage to the environment caused by transportation or other public works projects. Actions taken to avoid or minimize environmental damage are considered the most preferable method of mitigation.

Potential environmental mitigation activities may include:

- Avoiding impacts altogether
- Minimizing a proposed activity/project size or its involvement
- Rectifying impacts (restoring temporary impacts)
- Precautionary and/or abatement measures to reduce construction impacts
- Employing special features or operational management measures to reduce impacts
- Compensating for environmental impacts by providing suitable replacement or substitute environmental resources of equivalent or greater value, on or off-site

The Birmingham MPO uses, as a guide, a modified version of the eight-step framework for integrated planning that is laid out in the Federal U.S. Department of Transportation's (USDOT) 2006 best practices report titled [Eco-Logical: An Ecosystem Approach to Developing Infrastructure Projects](#). The modified framework's eight steps are:

1. Build and Strengthen Collaborative Partnerships
2. Identify Resource Agency Management Plans
3. Establish and Prioritize Opportunities
4. Integrate Management Plans with the Metropolitan Transportation Planning Process
5. Assesses Potential/Probable Impacts
6. Identify and Encourage Projects that Avoid Impacts and/or Support Activities that Minimize and Mitigate Impacts
7. Document Agreements and Mitigation Strategy Actions
8. Measure/Monitor Actions

These eight steps described above, in large part, attempt to inform the overall planning process by providing methods for collecting, sharing, analyzing, and presenting data. Therefore, the environmental consultation process for the Birmingham metropolitan planning area is truly an integrated and collaborative effort and will help to outline locally appropriate mitigation strategies that might be applied at the project level.

1.10.1 Climate Change

FHWA has determined that climate change should be integrated into transportation planning at the state, regional, and local levels and that consideration of potential long range effects by and to the transportation network be addressed. To that end, FHWA requires the following excerpt be present in the TIP, RTP, and other selected documents:

According to the FHWA report *Integrating Climate Change into the Transportation Planning 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.

*Introduction to Integrating Climate Change into the
Transportation Planning Process-Federal Highway
Administration, Final Report, July 2008*

As previously stated, the Birmingham area is currently designated as a maintenance area with respect to particulate matter smaller than 2.5 microns in diameter. The Congestion Mitigation and Air Quality Improvement Program (discussed in the following section) will help to address the issue of climate change by funding projects that help reduce emissions.

1.11 Air Quality

In addition to the Conformity Determination process described in Section 1.3.2, the Birmingham MPO is taking measures to improve air quality through other methods. The

Birmingham MPO receives federal funds for the Congestion Mitigation and Air Quality Improvement Program (CMAQ) which was established by the Intermodal Surface Transportation Act of 1991. CMAQ funds are used for transportation projects and programs that are likely to improve air quality and contribute to the attainment of national ambient air quality standards.

One of the programs created to improve air quality is the Ozone Awareness Program. Ozone Awareness is the funding source of the Alabama Partners for Clean Air (APCA) program which is designed to implement voluntary strategies for Birmingham area residents to improve air quality.

In conjunction with the Ozone Awareness program, the Commute Smart program is an example of a program funded through CMAQ to reduce emissions and improve air quality as well as reduce traffic congestion. The Commute Smart program is a public outreach effort which encourages individuals to change their commuting habits as well as educates commuters on cleaner modes of transportation.

In addition to these programs, CMAQ funds are used on a variety of projects intended to improve air quality. The Birmingham MPO produces an annual document which estimates the emission reductions for projects that have been authorized in the CMAQ program for that specific year. This document is submitted to FHWA for their review.

1.12 Congestion Management

FHWA and FTA have designated the Birmingham Urbanized Area as a Transportation Management Area (TMA). Federal Regulations (23 CFR 450.320) under the U.S. Department of Transportation require TMAs to develop and update a Congestion Management Process (CMP). A CMP is a process in which a transportation system is periodically monitored for congestion, and mitigation strategies are recommended in response to identified deficiencies.

The federal regulations define congestion as the level at which the transportation system performance is perceived as unacceptable due to traffic interference. This level of acceptable system performance varies from state to state and area to area, and the federal regulations grant state and local officials the ability to decide what is determined to be congestion.

A CMP results in recommendations for congestion-reducing strategies directed to provide the most effective use of existing and future transportation facilities. A CMP also provides state Department of Transportations and MPOs with a methodical framework for addressing congestion.

There have been numerous data collection and analysis efforts that have been performed and documented over the years as part of the ongoing CMP. Included in these efforts was the Regional Transportation Systems Management and Operations (TSMO) Strategy which was completed in 2014.

1.13 Bicycle/Pedestrian Considerations

On June 12, 2009 FHWA sent a letter to ALDOT providing guidance for the consideration of bicyclists and pedestrians. The following bullets represent the main content of that directive:

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

FHWA also states that MPOs must:

- Include a policy statement that bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist.

Exceptional circumstances are defined as:

- Bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, an effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right-of-way or within the same transportation corridor.
- The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project. This twenty percent figure should be used in an advisory rather than an absolute sense.
- Where sparsity of population or other factors indicate an absence of existing and future need. For example, the Portland Pedestrian Guide requires “all construction of new public streets” to include sidewalk improvements on both

sides, unless the street is a cul-de-sac with four or fewer dwellings, or the street has severe topographic or natural resource constraints....

In addition to this letter from FHWA, the USDOT announced a new *Complete Streets* policy that would put planning for bicycling and pedestrians on equal footing with highways and transit. Then Secretary LaHood stated that “this is the end of favoring motorized transportation at the expense of non-motorized. We are integrating the needs of bicyclists in federally-funded road projects. We are discouraging transportation investments that negatively affect cyclists and pedestrians. And we are encouraging investments that go beyond the minimum requirements and provide facilities for bicyclists and pedestrians of all ages and abilities.”

The USDOT formulated key recommendations:

- Treat walking and bicycling as equals with other transportation modes.
- Ensure convenient access for people of all ages and abilities.
- Go beyond minimum design standards.
- Collect data on walking and biking trips.
- Set a mode share target for walking and bicycling.
- Protect sidewalks and shared-use paths the same way roadways are protected.
- Improve nonmotorized facilities during maintenance projects.

Additional information can be found in Complete Streets - Section 1.20.

1.14 Level of Effort (LVOE)

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

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

- Interstate Resurfacing Program (includes lighting, sign and pavement rehabilitation)
- Non-Interstate Resurfacing Program (FM)
- Transportation Alternative Program (TAP)

- Safety Projects (Highway Safety Improvement Program, roadway, signal and rail-crossing, etc.)
- Recreational Trails (administered by the Alabama Dept. of Economic and Community Affairs)
- County Allocation Funds [Off-system bridges and STP non-urban.]
- Federal Transit Programs: 5311 (non-urban) and 5310 (Elderly and Disabilities)
- Electric vehicles (administered by the Alabama Dept. of Economic and Community Affairs)

Addition or deletion of individual LVOE projects are considered an administrative modification, and do not require any further MPO action prior to authorization, subject to the dollar thresholds established in the sections above. ALDOT will maintain a matrix listing, of LVOE projects for each of the five ALDOT Regions. The MPOs will be notified as soon as any specific projects within their urban areas, are identified and selected, and will have ten (10) days to decline the project. Additionally, the MPOs will be notified as soon as any specific projects are modified or deleted within their urban areas, and will have ten (10) days to decline the project deletion or change. Level of Effort (LVOE) holds funds that are not dedicated to specific projects, and may be used to cover cost increases, or add new projects or project phases. LVOE shall not exceed the thresholds, or the requirements, of any other items that require an amendment.

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

1.15 Financial Constraint

The TIP is required to be financially constrained (as found in 23 CRF 450.324(h) and (i)). That is, the sum of all project costs cannot exceed the available federal allocation for the MPO plus local match. Both highway and transit revenue funding was totaled and compared with the committed funds. The following is a table showing the year-by-year revenues vs. commitment for all projects in the FY2024-2027 TIP:

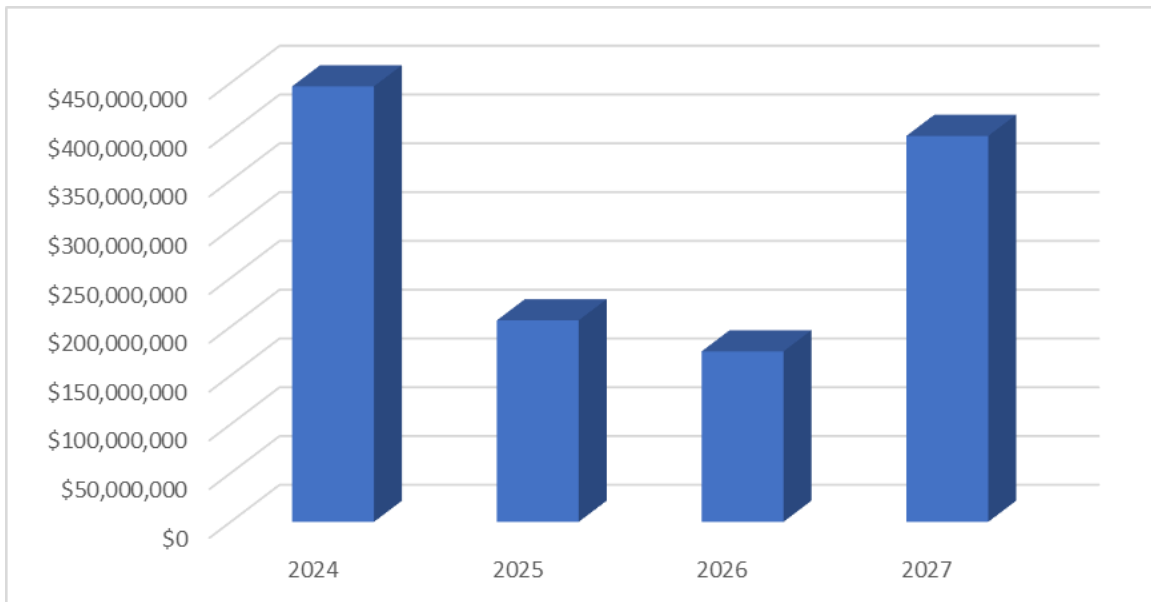
Highway and Transit Revenues vs. Commitment

	2024	2025	2026	2027
Highway Revenues	\$431,621,219	\$191,489,856	\$159,661,337	\$380,519,487
Highway Commitment	\$431,621,219	\$191,489,856	\$159,661,337	\$345,701,316
Transit Revenues	\$14,738,881	\$15,039,791	\$15,039,791	\$15,039,791
Transit Commitment	\$14,738,881	\$15,039,791	\$15,039,791	\$15,039,791
Total Revenues	\$446,360,100	\$206,529,647	\$174,701,128	\$395,559,278
Total Commitment	\$446,360,100	\$206,529,647	\$174,701,128	\$360,741,107
Difference	\$0	\$0	\$0	\$34,818,171

The remaining or difference shown come from the balance of funds from the three funding categories maintained by the MPO: Surface Transportation Program – Attributable funds, Carbon Reduction funds, and Congestion Mitigation Air Quality funds.

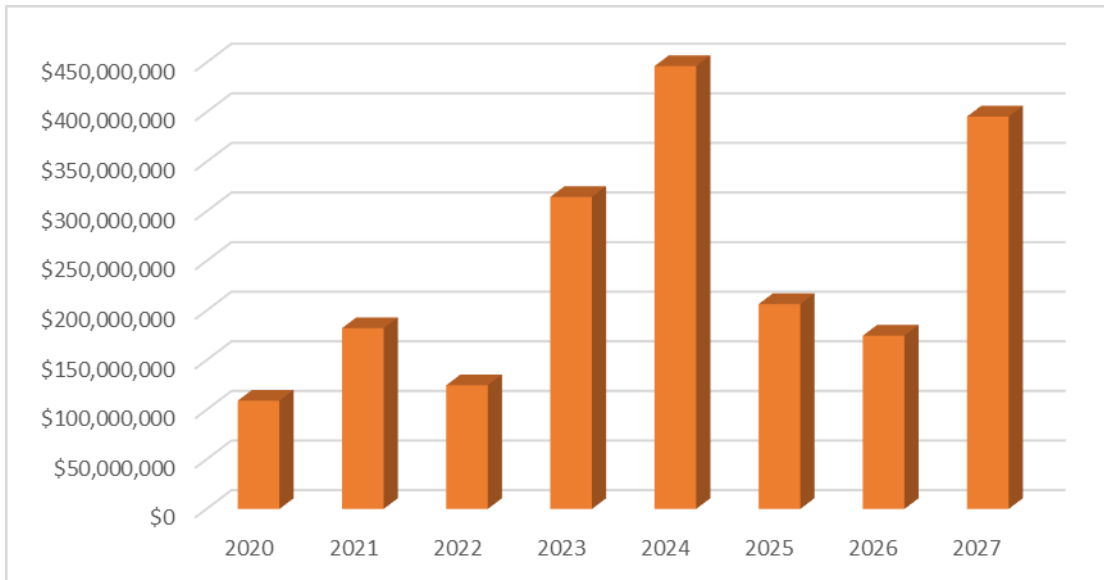
The total funding for all projects is about \$1.2 billion or about \$300 million per year. However, funding varies between \$450 million and \$175 million year to year as shown in the chart below:

Total Funding by Year



A comparison of historical vs. future funding was summarized to further demonstrate fiscal constraint. The following graph shows the last four fiscal years (FY2020 to 2023) compared to the next four fiscal years:

Historical vs. Future Funding by Year FY2020 to 2027



The average funding from FY2020 to 2023 was about \$183 million per year. As previously mentioned, the average from FY2024 to 2027 is about \$300 million. The State of Alabama will receive about \$489 million for the Appalachian Development Highway System of which about \$460 million was allocated to the construction of the Northern Beltline. This equates to an additional \$115 million per year which almost entirely accounts for the difference between the last four years and the next four years ($\$183\text{M} + \$115\text{M} = \$298\text{M}$). Therefore, historical expenditures are consistent with future expenditures if you remove the Northern Beltline funding.

Additional financial summaries are shown in the Financial Documentation section of the Appendix (Section 3.3.1). These include year to year appropriations vs. planned projects for all of the funding categories maintained by the MPO. Each of these tables in Section 3.3.1 demonstrates that each year is fiscally constrained.

The local governments have agreed to accept financial responsibility for the projects they sponsor in the TIP. This document contains projects sponsored by a number of governmental bodies. All projects sponsored by the local governments are used to determine whether cost constraints have been met. In order for projects to be included in the local TIP, they must also be in the State Transportation Improvement Program (STIP). Once ALDOT has approved the local TIP, it is assumed that federal matching funds will be available for the projects. The expenditure of all Federal Highway Funds is controlled by the State. Projects listed in Section 2.4 include the sources of funding, dollar amounts, project identification numbers and termini descriptions, project phases, and the year of expected expenditure. All funding is done in 'year of expenditure' dollars. The objective, particularly with the TIP and beginning at the project level, is to

establish where the money is coming from, what it's being spent on, and over what period of time.

1.16 Project Selection and Prioritization

The planning factors and performance measures presented previously are the foundation for selecting and prioritizing projects for the TIP. These factors and measures will advance the region towards its vision of providing a transportation system that is well maintained and offers choices to users about how they can travel.

ALDOT provided guidance after consultation with FHWA, and ALDOT recommends, but will not require, numbered priority listings of financially-constrained projects. The Birmingham MPO has decided not to prioritize projects in the TIP with the understanding that all projects in the TIP are of equal priority for the region.

1.17 Safety Planning

The MPO recognizes that a safe transportation system is a critical component of a livable region and, therefore, places the utmost importance on ensuring the safety of all travelers. As mentioned in the previous section, the adopted performance measures are the foundation for selecting and prioritizing projects. The PM1 performance measures pertain to safety and will be adjusted and re-adopted every year. In addition, the Birmingham MPO was awarded a Safe Streets 4 All (SS4A) grant to develop a Safety Action Plan. This Plan will be completed in the next year or two and will allow the MPO and other municipalities to apply for infrastructure funding from the SS4A program.

1.18 Livability Principles and Indicators

Federal and state agencies are using performance measures as a way of ensuring greater accountability for expenditure of public funds. ALDOT has adopted the Livability Principles and Indicators as a sustainability measurement against future actions.

All planning tasks will be measured against these Livability Principles:

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

As a measure of these principles, the MPO has developed Livability Indicators:

1. Mode Share – percent of travelers using different travel modes
2. Jobs/Housing Balance – total number of jobs/total housing by area

3. Travel Time Index – congested vs. free-flow travel time
4. Number of crashes/incidents by travel mode (community safety emphasis)
5. Project Funding Diversity – percent of transportation projects utilizing multiple funding sources (federal, state, local)
6. Partnerships and Public Involvement – number of partnerships and documentation of PI Activities

The Indicators will be used to develop and present data for the following documents: RTP, TIP, Public Participation Plan, Congestion Management Plan (TMAs only), and the Air Quality Conformity Report.

1.19 Freight Planning

In March 2019, the MPO adopted the region's first Regional Freight Plan. The plan is intended to provide a voice for the freight community in the transportation planning and project development processes and will help educate elected officials and community leaders about the importance of freight mobility to the region's economy and quality of life. With the freight industry representing 15 percent of all employment, 20 percent of personal income, and generating 28 percent of the total economic output, it is critical for the region to provide a competitive, efficient freight transportation system. Freight transportation has received an increasing focus within established planning programs over the past 20+ years. While some MPOs have engaged in freight planning out of necessity or personal interest, others have taken direction from federal partners.

A copy of the Regional Freight Plan can be downloaded from the following web-page:
<http://rpcgb.org/transportation-planning/freight-system-planning>

1.20 Complete Streets

There have been several municipalities that have adopted or considered some version of a complete streets policy within the MPA. The City of Birmingham is in the process of adopting a complete streets policy and has been actively including bike lanes and constructing other pedestrian infrastructure as well as improving transit in the metro area. The proposed Complete Streets policy can be downloaded from the following website: <https://www.birminghamal.gov/pep>

1.21 Conclusion

The Birmingham MPO would like to acknowledge that there are a number of individuals from a variety of agencies involved in the development of the TIP. This document is a result of planning efforts that are performed throughout the entire year. Through these efforts, the MPO has followed all federal regulations and remained consistent with the goals of the RTP in producing this document.

2.0 Projects

2.1 MPO Portal Description

ALDOT setup an MPO Portal to access project information from their database. The Portal reports detail project information such as Project Number, Project Description, Project Type, and Project Cost, among other items. The following pages describe the format of the project tables and funding information.

2.2 Funding Category Definitions -

- | <u>Section#</u> | <u>Funding Category</u> |
|-----------------|---|
| 2.4.1 | <u>Surface Transportation Attributable Projects</u> –
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. |
| 2.4.2 | <u>Other Surface Transportation Program Projects</u> –
Surface Transportation funding has been discussed earlier. In addition, there are at least 37 different codes for fund sourcing under the category of <i>Other</i> Surface Transportation funding. These types of funds may be used for capacity, bridge work, intersection, or other operational improvements. In, for example, coding of STPAA indicates <i>Surface Transportation Program Any Area</i> . |
| 2.4.3 | <u>National Highway Systems / Interstate Maintenance / NHS Bridge Projects</u> -
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. |
| 2.4.4 | <u>Appalachian Highway System Projects</u> –
TEA-21 provided funding under Section 1117 for funding of highway corridor projects in 13 states to promote economic development. This program was continued under SAFETEA-LU, but not MAP-21 or the FAST act. The category will remain in place until all program funds are expended and projects completed. |
| 2.4.5 | <u>Transportation Alternatives Program (TA)</u> -
Transportation Alternatives (TA) in FAST Act replaced TAP authorized under MAP-21. TA is a set-aside of the Surface Transportation Block Grant (STBG) program. |

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

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

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

- Recreational trails program (23 USC 206).
 - Safe Routes to School program projects under 1404(f) of SAFETEA-LU.
 - Infrastructure-related.
 - Non-infrastructure-related.
 - Safe Routes to School Coordinator.
 - Planning, design, or construction of boulevards and other roadways in the Right of Way (ROW) of former Interstate System routes or other divided highways.
- 2.4.6 Bridge Projects (State and Federal) – This includes new facility construction and 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.
- 2.4.7 State Funded Projects – These are typically smaller projects or phases of larger projects for which there is no Federal funding available, a county or municipality is participating with the state to proceed on a project rather than wait on Federal assistance (funds either not available or cannot be used on a certain project type), or in which the state simply chooses to do certain projects or project types with state funds. Existing project examples would include a resurfacing, patching, and striping project within a municipal city limits, a training program on non-reimbursable state grant, Disadvantaged Business Enterprise (DBE) training extended beyond Federal funding limits, or industrial access. There are a variety of scenarios in which this type of project would be done.
- 2.4.8 Enhancement Projects – This category was eliminated in MAP-21, with many of the activities covered under Enhancement now being covered under the **Transportation Alternatives (TAP) program** (see 2.2.5). The Enhancement Projects category remains in place, however, because there is still funding available under this program but the category will be taken down once funding is exhausted. Enhancement activities **no longer covered** under TAP include (*truncated*):
- Safety and educational activities for pedestrians and bicyclists.
 - Acquisition of scenic easements or historic sites.
 - Landscaping and scenic beautification.
 - Historic preservation and rehabilitation, including railroad and canal facilities. (Some exceptions – see section 101(a)(29)(E)).
 - Archaeological planning and research. (Under TAP, certain mitigation measures related to project impacts are covered.)
 - Establishment of Transportation museums.
- 2.4.9 Transit Projects – Local transit operators provide projects to the MPOs in priority order, which in turn are used 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*, carrying an ALDOT project number.
- 2.4.10 System Maintenance Projects – Roadway and bridge maintenance is provided according to system specifications, facility-life maintenance scheduling, and available funding. Projects are usually assigned a ‘99’ code designation.
- 2.4.11 Safety Projects – Highway Safety Improvement Program (HSIP) 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.
- 2.4.12 Other Federal and State Aid Projects – This is a miscellaneous category for projects that do not fit easily into other categories. Some sample funding codes are: PLN8 (Surface Transportation

Metropolitan Planning), SPAR (State Planning and Research), STRP (State Revenue Sharing), UABC (Urban Extension).

- 2.4.13 Congestion Mitigation Air Quality – the Birmingham MPO is the only MPO in Alabama that received Congestion Mitigation Air Quality (CMAQ) funds. The purpose of the CMAQ program is to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). A list of eligible activities can be found at the following: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm>
- 2.4.14 High Priority and Congressional Earmark Projects – High Priority funding is project-specific funding provided by TEA-21, extended by SAFETEA-LU and again in MAP-21 and the FAST act. Congressional Earmarks are legislative actions providing funding for a specific purpose or project outside the normal funding allocation process. Although High Priority funding continues, *Congressional Earmark* designation remains only because some projects under this designation have not been completed.
- 2.4.15 Authorized Projects – this is a category or listing of *Prior Year Projects* that have been approved for federal funding by FHWA or FTA. Construction of these projects may begin with authorization. A Prior Year listing is required in the Transportation Improvement Program (TIP).

2.3 Project Report Format

2.4.1 Surface Transportation Attributable Projects

Project Family ID	Project Number (FANB)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Priority	Conformity Year	Federal State Other	Estimated Total Cost	Primary Performance Measure Category
Sponsor : Auburn													
1972	100008577	3-LN DONAHUE DR FR 300 FT N OF BRAGG AV TO BEDELL AV	0.69	RW	P	ADDITIONAL ROADWAY LANES	2016	2.0	1	2020	\$1,269,594	\$1,586,993	PM3
	9059 (002)										\$317,399		
	100033351										\$516,947	\$646,184	PM3
	STPOA - 9059 ()			UT	P	ADDITIONAL ROADWAY LANES	2016	0.0	NA	NA	\$0		
	100008575	3-LN DONAHUE DR FR 300 FT N OF BRAGG AV TO BEDELL AVE	0.69	CN	P	ADDITIONAL ROADWAY LANES	2016	0.0	NA	NA	\$129,237	\$2,778,305	
	STPOA - 9059 ()										\$2,222,644		
											\$561		
24501	100043891	CR-12 (MOORE'S MILL ROAD) BRIDGE WIDENING @ OVERPASS I-85, WIDEN TO FIVE LANES	0.0	UT	P	BRIDGES AND APPROACHES	2014	4.0	4	2017	\$23,199	\$478,999	
	STPOA - 9011 ()										\$95,800		
24518	100043913	CORRIDOR STUDY RELOCATE SR-147 BY CONSTRUCTING A NEW ROAD FROM I-85 @ CR-26 (BEEHIVE RD) TO SR-38 (US-280) @ MP-101.37, & WIDENING PREVIOUS ROADWAY	13.0	PE	P	CORRIDOR STUDY	2016	0.0	NA	NA	\$227,730	\$284,663	
	STPOA - 0147 (910)										\$56,933		

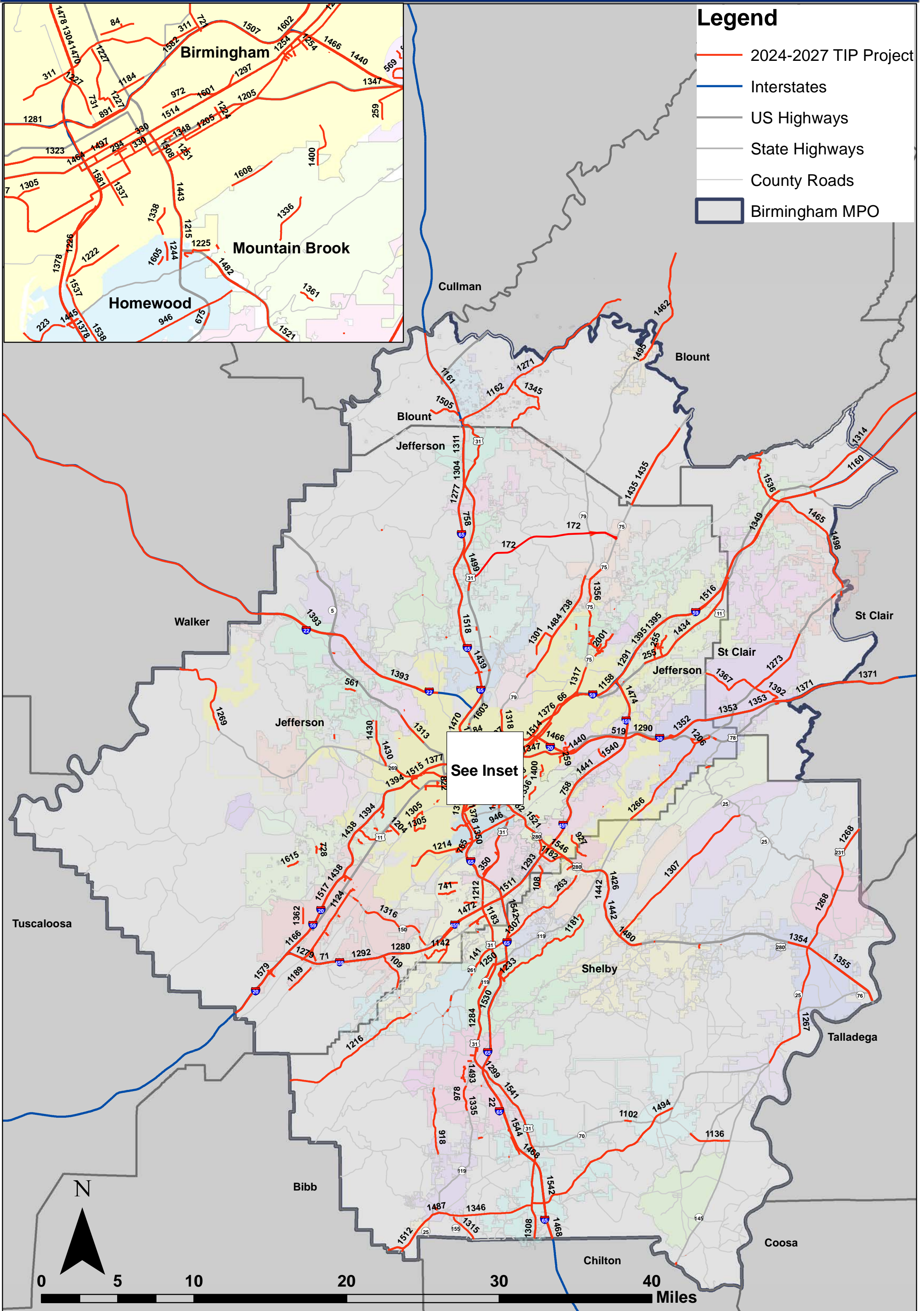
- 1 – Sponsor, in this case, Auburn. Sponsor must be entered by MPO staff.
- 2 – ALDOT Project ID, a nine digit identifying number within CPMS (Comprehensive Project Management System).
- 3 – Funding code and Federal Aid program number, in this case STPOA – 9059.
- 4 – Route and Termini description (from – to).
- 5 – Project and funding type of the projects listed under this heading (Surface Transportation Attributable Projects).
- 6 – Scope or Phase of the project. RW indicates Right-of-Way Phase, CN is Construction, UT is Utility, and so forth.
- 7 – Project Status. ‘P’ indicates Planning, ‘A’ is Authorized.
- 8 – Type of work actually being performed, in this example Bridges and Approaches.
- 9 – Map ID, assigned to project maps and linked.
- 10 – Change in 2014: 10A: this field is for an assigned **Project Priority** number. 10B: the second field will be **the year in which conformity must be carried out**. 10B applies only to MPOs in Air Quality non-conformity or maintenance status.
- 11 – FY or Fiscal Year 2016 is the year work will be performed.
- 12 – Funding sources and the total project costs in Year of Expenditure (YOE).
- 13 - Primary Performance Measure Category; see Section 1.3.3 for details.

2.4 Project Listings

The following project tables are listed by funding source and then by project sponsor.

Fiscal Year 2024-2027 Transportation Improvement Program Projects

Birmingham Metropolitan Planning Organization



1. Surface Trans STP attributable projects

Sponsor: ALABASTER													
Project Family ID	Project Number (FANRR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
43821	100074590 STPBH 0119 ()	ADDITIONAL LANES ON SR-119 FROM CR-80 TO CR-12 - PHASE 2	1.69	RW	P	ADDITIONAL ROADWAY LANES	2023	1335		2024	\$1,200,000 \$0 \$300,000	\$1,500,000	
43821	100076800 STPBH 0119 ()	ADDITIONAL LANES ON SR-119 FROM CR-80 TO CR-12 - PHASE 2	1.69	CN	P	ADDITIONAL ROADWAY LANES	2025	1335		2034	\$5,000,000 \$0 \$1,250,000	\$6,250,000	
43821	100076801 STPBH 0119 ()	ADDITIONAL LANES ON SR-119 FROM CR-80 TO CR-12 - PHASE 2	1.69	UT	P	ADDITIONAL ROADWAY LANES	2025	1335		2034	\$500,000 \$0 \$0	\$500,000	
Totals By Sponsor							Federal				\$6,700,000		ALL Funds \$8,250,000
Sponsor: ALDOT													
Project Family ID	Project Number (FANRR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
26140	100046238 STPBH 7112 (602)	ADDITIONAL LANES ON CR-17 (VALLEYDALE RD) FROM SR-3 (US-31) TO RIVERCHASE PARKWAY EAST	0.75	UT	P	ADDITIONAL ROADWAY LANES	2023	141		2034	\$552,902 \$0 \$0	\$552,902	
2088	100009265 RP-STPAA-STPBH 7112 (003)	ADDITIONAL LANES ON SR-261 FROM BEARDEN ROAD TO SR-3 (US-31)	2.84	CN	P	ADDITIONAL ROADWAY LANES	2024	141		2034	\$5,678,742 \$0 \$1,419,686	\$7,098,428	
1820	100039450 STPBH 7012 ()	PELHAM TOPICS SR-3(US-31) FROM CR-52 TO A POINT 0.25 MILES NORTH OF CR-105 (PHASE II)	1.13	CN	P	INTERSECTION IMPROVEMENTS	2024	111		2024	\$449,010 \$112,252 \$0	\$561,262	
26140	100046239 STPBH 7112 ()	ADDITIONAL LANES ON CR-17 (VALLEYDALE RD) FROM SR-3 (US-31) TO RIVERCHASE PARKWAY EAST	0.75	CN	P	ADDITIONAL ROADWAY LANES	2024	141		2034	\$3,148,664 \$0 \$787,166	\$3,935,830	
Totals By Sponsor							Federal				\$9,829,318		ALL Funds \$12,148,422
Sponsor: BIRMINGHAM													
Project Family ID	Project Number (FANRR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
25249	100033434 HPP-STPBH 1602 (519)	BRIDGE REPLACEMENT (BIN 000282) ON PRATT HIGHWAY AT BLACK CREEK NEAR SANDUSKY IN BIRMINGHAM	0.25	UT	P	BRIDGE REPLACEMENT	2023	278		NA	\$5,502,304 \$0 \$0	\$5,502,304	
34884	100076753 STPBH 3716 (251)	STREET IMPROVEMENTS ON 19TH STREET ENSLEY FROM ENSLEY AVENUE TO BUSH BOULEVARD PAVING SIDEWALKS CURB AND	1.50	RW	P	STREETSCAPE	2023	681		NA	\$120,000 \$0 \$30,000	\$150,000	
34884	100033432 STPBH 3716 (251)	STREET IMPROVEMENTS ON 19TH STREET ENSLEY FROM ENSLEY AVENUE TO BUSH BOULEVARD PAVING SIDEWALKS CURB AND	1.50	CN	P	STREETSCAPE	2024	681		NA	\$1,600,000 \$0 \$400,000	\$2,000,000	
33429	100056315 STPBH 7117 (600)	STREETSCAPE AND TRANSPORTATION IMPROVEMENTS ON 16TH STREET CORRIDOR FROM 11TH AVE NORTH TO I-65 WITHIN	0.55	UT	P	STREETSCAPE	2024	731		NA	\$240,000 \$0 \$0	\$240,000	
33429	100056316 STPBH 7117 (600)	STREETSCAPE AND TRANSPORTATION IMPROVEMENTS ON 16TH STREET CORRIDOR FROM 11TH AVE NORTH TO I-65 WITHIN	0.55	CN	P	STREETSCAPE	2024	731		NA	\$3,200,000 \$0 \$800,000	\$4,000,000	

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Primary
Performance
Measure
Category

1. Surface Trans STP attributable projects

25249	100059894 STPBH 1602 (519)	BRIDGE REPLACEMENT (BIN 000282) ON PRATT HIGHWAY AT BLACK CREEK NEAR SANDUSKY IN BIRMINGHAM	0.25	CN	P	BRIDGE REPLACEMENT	2024	278	NA		\$3,200,000 \$0 \$800,000	\$4,000,000	PM2
43922	100069759 STPBH 3719 ()	RESURFACING AND ADA UPGRADES IN MORE THAN 20 LOCATIONS THROUGHOUT THE CITY OF BIRMINGHAM: INFORMATION ABOUT	0.00	CN	P	RESURFACING	2024	1390	NA		\$4,000,000 \$0 \$1,000,000	\$5,000,000	PM2
33429	100072764 STPBH 7117 (600)	STREETSCAPE AND TRANSPORTATION IMPROVEMENTS ON 16TH STREET CORRIDOR FROM 11TH AVE NORTH TO I-65 WITHIN	0.55	RW	P	STREETSCAPE	2024	731	NA		\$100,000 \$0 \$25,000	\$125,000	PM3
49624	100076804 CRPBH 3725 ()	SIGNAL UPGRADES ON STATE AND LOCAL ROUTES THROUGHOUT THE CITY OF BIRMINGHAM: INFORMATION ABOUT	0.00	CN	P	SIGNALIZATION	2025	1612	NA		\$1,200,000 \$0 \$300,000	\$1,500,000	PM3

Totals By Sponsor						Federal	\$19,162,304			ALL Funds	\$22,517,304	
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Sponsor: CLASTRAN

Project Family ID	Project Number (FANRR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
47435	100074087 STPBH TR22 ()	FLEXIBLE FUNDS TRANSFER TO FTA FOR 5310	0.00	TR	P	UNCLASSIFIED	2023	487	NA		\$1,000,000 \$0 \$250,000	\$1,250,000	PM3

Totals By Sponsor						Federal	\$2,050,000			ALL Funds	\$2,562,500	
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Sponsor: HOMEWOOD

Project Family ID	Project Number (FANRR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
15882	100029563 STPBH 9802 ()	ADDITIONAL LANES ON OXMOOR BOULEVARD FROM SUMMIT PARKWAY TO COLUMBIANA ROAD	1.10	RW	P	ADDITIONAL ROADWAY LANES	2024	223		2034	\$3,920,000 \$0 \$0	\$3,920,000	PM3
15882	100029510 STPBH 9802 ()	ADDITIONAL LANES ON OXMOOR BOULEVARD FROM SUMMIT PARKWAY TO COLUMBIANA ROAD	1.10	CN	P	ADDITIONAL ROADWAY LANES	2026	223		2034	\$3,597,001 \$0 \$899,250	\$4,496,251	PM3
15882	100029566 STPBH 9802 ()	ADDITIONAL LANES ON OXMOOR BOULEVARD FROM SUMMIT PARKWAY TO COLUMBIANA ROAD	1.10	UT	P	ADDITIONAL ROADWAY LANES	2026	223		2034	\$697,566 \$0 \$0	\$697,566	PM3

Totals By Sponsor						Federal	\$8,214,567			ALL Funds	\$9,113,817	
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Sponsor: HOOVER

Project Family ID	Project Number (FANRR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
17430	100033067 STPBH 9802 (905)	VALLEYDALE RD FROM CALDWELL MILL RD TO MEADOW DRIVE - PHASE 1	3.50	UT	P	ADDITIONAL ROADWAY LANES	2023	263		2034	\$8,000,000 \$0 \$0	\$8,000,000	PM3
17430	100033064 STPBH 9802 (905)	VALLEYDALE RD FROM CALDWELL MILL RD TO MEADOW DRIVE - PHASE 1	3.50	CN	P	ADDITIONAL ROADWAY LANES	2025	263		2034	\$20,000,000 \$1,585,375 \$3,414,625	\$25,000,000	PM3
17430	100076808 STPBH 5927 ()	ADDITIONAL LANES ON VALLEYDALE ROAD FROM MEADOW DRIVE TO INVERNESS CENTER DRIVE - PHASE 2	3.50	CN	P	ADDITIONAL ROADWAY LANES	2027	1588		2034	\$16,000,000 \$0 \$4,000,000	\$20,000,000	PM3

Totals By Sponsor						Federal	\$44,000,000			ALL Funds	\$53,000,000	
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Sponsor: HUEYTOWN

1. Surface Trans STP attributable projects

Project Family ID	Project Number (FANRR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
33422	100056289 STPBH 7021 (600)	CR-46 (HUEYTOWN ROAD) ADDITIONAL TURN LANES AND INTERSECTION IMPROVEMENTS FROM WALKER AVENUE TO NORTH OF	0.50	UT	P	INTERSECTION IMPROVEMENTS	2023	728		2034	\$400,000 \$0 \$0	\$400,000
33422	100056290 STPBH 7021 (600)	CR-46 (HUEYTOWN ROAD) ADDITIONAL TURN LANES AND INTERSECTION IMPROVEMENTS FROM WALKER AVENUE TO NORTH OF	0.50	CN	P	INTERSECTION IMPROVEMENTS	2024	728		2034	\$2,000,000 \$0 \$500,000	\$2,500,000

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Totals By Sponsor						Federal	\$2,400,000			ALL Funds	\$2,900,000	
Sponsor: JEFFERSON COUNTY												

Project Family ID	Project Number (FANRR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
1817	100075679 STPBH 5939 (200)	WIDEN CR-29\1277 FROM CR-370 (HEATHERWOOD DR) TO CR-2311 (ACTON ROAD) AND BRG REPLACEMENT OVER	4.00	UT	P	BRIDGE REPLACEMENT	2023	108		2034	\$1,600,000 \$0 \$0	\$1,600,000
1817	100007540 STPBH 5939 (200)	WIDEN CR-29\1277 FROM CR-370 (HEATHERWOOD DR) TO CR-2311 (ACTON ROAD) AND BRG REPLACEMENT OVER	4.00	CN	P	BRIDGE REPLACEMENT	2024	108		2034	\$10,800,000 \$0 \$2,700,000	\$13,500,000
1839	100007609 STPBH 7229 (602)	JEFFERSON COUNTY TOPICS (PHASE 9) TARRANT HUFFMAN ROAD FROM SR-79 (OLD PINSON HIGHWAY) TO TREADWELL ROAD	1.60	CN	P	ADDITIONAL ROADWAY LANES	2024	130		NA	\$3,691,276 \$0 \$922,819	\$4,614,095
1733	100056488 STPBH 3715 (255)	GALLERIA BOULEVARD EXTENSION FROM CR-458 (LORNA ROAD) TO SR-150	0.35	UT	P	GRADE, DRAIN, BASE AND PAVE	2024	642		2034	\$400,000 \$0 \$0	\$400,000
1733	100056489 STPBH 3715 (255)	GALLERIA BOULEVARD EXTENSION FROM CR-458 (LORNA ROAD) TO SR-150	0.35	CN	P	GRADE, DRAIN, BASE AND PAVE	2025	642		2034	\$5,600,000 \$0 \$1,400,000	\$7,000,000

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Totals By Sponsor						Federal	\$21,791,276			ALL Funds	\$27,314,095	
Sponsor: MOUNTAIN BROOK												

Project Family ID	Project Number (FANRR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
41201	100066112 STPBH 3716 (256)	BRIDGE REPLACEMENT (BIN 012869) ON OLD BROOK TRAIL OVER LITTLE SHADES CREEK AND BRIDGE REHABILITATION (BIN 002873)	0.00	UT	P	BRIDGE REPLACEMENT	2023	1276		NA	\$240,000 \$0 \$0	\$240,000
41201	100066113 STPBH 3716 (256)	BRIDGE REPLACEMENT (BIN 012869) ON OLD BROOK TRAIL OVER LITTLE SHADES CREEK AND BRIDGE REHABILITATION (BIN 002873)	0.00	CN	P	BRIDGE REPLACEMENT	2024	1276		NA	\$2,400,000 \$0 \$600,000	\$3,000,000

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Totals By Sponsor						Federal	\$2,640,000			ALL Funds	\$3,240,000	
Sponsor: RPCGB												

Project Family ID	Project Number (FANRR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
49554	100076669 STPBH NR24 ()	CORRIDOR FEASIBILITY OR APPLE APRS FY 2024 - FY 2027	0.00	SP	P	UNCLASSIFIED	2023	1416		NA	\$800,000 \$0 \$200,000	\$1,000,000
49589	100076670 STPBH NR24 ()	TRANSPORTATION SYSTEMS MONITORING FOR CONGESTION MANAGEMENT SYSTEM (CMS) FY 2024 - FY 2027	0.00	SP	P	UNCLASSIFIED	2023	1417		NA	\$460,800 \$0 \$115,200	\$576,000

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Primary
Performance
Measure
Category

1. Surface Trans STP attributable projects

49553	100076671 STPBH NR23 ()	BUILDING COMMUNITIES PROGRAM FY 2024 - FY 2027	0.00	SP	P	UNCLASSIFIED	2023	1418	NA	\$1,400,000 \$0 \$350,000	\$1,750,000	PM3
49523	100076672 STPBH NR24 ()	BIRMINGHAM RIDE SHARE PROGRAM FY 2024 - FY 2027	0.00	SP	P	UNCLASSIFIED	2023	1422	NA	\$1,920,000 \$0 \$480,000	\$2,400,000	PM3
49929	100077163 CRPBH TR23 ()	FLEXIBLE FUNDS TRANSFER TO FTA 5310 FOR CLASTRAN OPERATING EXPENSES	0.00	TR	P	UNCLASSIFIED	2023	487	NA	\$450,000 \$0 \$450,000	\$900,000	PM3
49930	100077164 CRPBH TR23 ()	FLEXIBLE FUNDS TRANSFER TO FTA 5310 FOR CAPITAL PROJECTS	0.00	TR	P	UNCLASSIFIED	2023	487	NA	\$550,000 \$0 \$137,500	\$687,500	PM3
49622	100076802 STPBH NR24 ()	REGIONAL CONNECTIVITY STUDY BETWEEN JEFFERSON AND SHELBY COUNTY	0.00	SP	P	UNCLASSIFIED	2024	1610	NA	\$800,000 \$0 \$200,000	\$1,000,000	PM3

Totals By Sponsor						Federal	\$5,860,800			ALL Funds	\$8,313,500
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Sponsor: SHELBY COUNTY

Project Family ID	Project Number (FANRR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
33428	100056310 STPBH 5914 (250)	BRIDGE REPLACEMENT ON CR-55 OVER NORFOLK SOUTHERN RAILROAD NEAR STERRETT BIN 10357	0.30	UT	P	BRIDGES AND APPROACHES	2023	730		NA	\$200,000 \$0 \$0	\$200,000	PM2
33428	100056311 STPBH 5914 (250)	BRIDGE REPLACEMENT ON CR-55 OVER NORFOLK SOUTHERN RAILROAD NEAR STERRETT BIN 10357	0.30	CN	P	BRIDGES AND APPROACHES	2023	730		NA	\$3,200,000 \$0 \$800,000	\$4,000,000	PM2
49623	100076803 CRPBH 5924 ()	TRAFFIC SIGNAL AND ITS UPGRADES ON STATE AND LOCAL ROUTES THROUGHOUT SHELBY COUNTY; INFORMATION ABOUT	0.00	CN	P	SIGNALIZATION	2024	1611		NA	\$1,155,744 \$0 \$288,936	\$1,444,680	PM3

Totals By Sponsor						Federal	\$4,355,744			ALL Funds	\$5,644,680
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2. Other Surface Transportation Program Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
2905	100013032 BR 0023 (501)	BRIDGE REPLACEMENT ON SR-23 AT BRANCH OF LITTLE CANOE CREEK (BIN 000226)	0.10	CN	P	BRIDGE REPLACEMENT	2023	1145		NA	\$2,684,903 \$671,226 \$0	\$3,356,129
2905	100040861 BR 0023 (501)	BRIDGE REPLACEMENT ON SR-23 AT BRANCH OF LITTLE CANOE CREEK (BIN 000226)	0.10	UT	P	BRIDGE REPLACEMENT	2023	1145		NA	\$23,711 \$5,928 \$0	\$29,639
2088	100046437 RP 7112 (003)	ADDITIONAL LANES ON SR-261 FROM BEARDEN ROAD TO SR-3 (US-31)	2.60	UT	P	ADDITIONAL ROADWAY LANES	2023	141		2034	\$1,408,600 \$352,150 \$0	\$1,760,750
28823	100049987 BR 0119 (513)	REPLACE BRIDGE BIN 001308 SR-119 OVER SHEPARD BRANCH (SUFF=56.3 STATUS=FO)	0.10	UT	P	BRIDGE REPLACEMENT	2023	602		NA	\$35,567 \$8,892 \$0	\$44,459
2088	100009265 RP-STPAA-STPBH 7112 (003)	ADDITIONAL LANES ON SR-261 FROM BEARDEN ROAD TO SR-3 (US-31)	2.84	CN	P	ADDITIONAL ROADWAY LANES	2024	141		2034	\$11,700,858 \$2,925,214 \$0	\$14,626,072
28823	100049955 BR 0119 (513)	REPLACE BRIDGE BIN 001308 SR-119 OVER SHEPARD BRANCH (SUFF=56.3 STATUS=FO)	0.10	CN	P	BRIDGE REPLACEMENT	2024	602		NA	\$2,385,989 \$596,497 \$0	\$2,982,486
28824	100049957 BR 0004 ()	REPLACE BRIDGE BIN 000884 SR-4 (US-78) OVER LITTLE CAHABA RIVER (SUFF=58.4 STATUS=FO)	0.20	CN	P	BRIDGE REPLACEMENT	2024	601		NA	\$2,691,995 \$672,999 \$0	\$3,364,994
28824	100049988 BR 0004 ()	REPLACE BRIDGE BIN 000884 SR-4 (US-78) OVER LITTLE CAHABA RIVER (SUFF=58.4 STATUS=FO)	0.20	RW	P	BRIDGE REPLACEMENT	2024	601		NA	\$59,871 \$14,968 \$0	\$74,839
28824	100049989 BR 0004 ()	REPLACE BRIDGE BIN 000884 SR-4 (US-78) OVER LITTLE CAHABA RIVER (SUFF=58.4 STATUS=FO)	0.20	UT	P	BRIDGE REPLACEMENT	2024	601		NA	\$35,898 \$8,974 \$0	\$44,872
36431	100060174 STPAA NR13 (909)	NON-COMPLIANT CURB RAMP REPLACEMENT ON STATE ROUTES 3 4 5 7 25 38 53 70 75 76 119 139 145 149 150 151 155 261 269 AND 378	0.00	CN	P	SIDEWALK	2024	996		NA	\$1,505,299 \$376,325 \$0	\$1,881,624
37550	100063799 STPAA 0004 ()	INTERSECTION IMPROVEMENTS AT PARKWAY DRIVE SR-4 (US-78) AND PRESIDENT STREET IN THE CITY OF LEEDS	0.26	CN	P	INTERSECTION IMPROVEMENTS	2024	1105		NA	\$2,624,845 \$0 \$656,211	\$3,281,056
37550	100065396 STPAA 0004 ()	INTERSECTION IMPROVEMENTS AT PARKWAY DRIVE SR-4 (US-78) AND PRESIDENT STREET IN THE CITY OF LEEDS	0.26	RW	P	INTERSECTION IMPROVEMENTS	2024	1105		NA	\$1,795,376 \$0 \$448,844	\$2,244,220
37550	100065397 STPAA 0004 ()	INTERSECTION IMPROVEMENTS AT PARKWAY DRIVE SR-4 (US-78) AND PRESIDENT STREET IN THE CITY OF LEEDS	0.26	UT	P	INTERSECTION IMPROVEMENTS	2024	1105		NA	\$433,143 \$0 \$108,286	\$541,428
43007	100070163 STPAA 0023 (500)	RESURFACING PLANING STRIPING LEVELING AND PATCHING ON SR-23 FROM SR-7 (US-11) IN SPRINGVILLE TO SR-53 (US-231) IN	12.61	FM	P	PREVENTATIVE MAINTENANCE LEVEL 2	2025	1419		NA	\$2,257,030 \$564,258 \$0	\$2,821,288
43007	100073677 STPAA 0025 (563)	RESURFACING PLANING AND STRIPING SR-25 FROM SR-3 (US-31) TO OLD IVY ROAD	2.08	FM	P	PREVENTATIVE MAINTENANCE LEVEL 2	2025	1496		NA	\$416,242 \$104,060 \$0	\$520,302
43007	100073684 STPAA 0007 ()	RESURFACING PLANING STRIPING AND PATCHING (SITE 1) SR-7(3RD AVENUE NORTH) FROM ARKADELPHIA ROAD TO 25TH	18.40	FM	P	PREVENTATIVE MAINTENANCE LEVEL 2	2025	1497		NA	\$1,960,164 \$490,041 \$0	\$2,450,205

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2. Other Surface Transportation Program Projects

48223	100074991 BR 0007 ()	BRIDGE REPLACEMENT ON SR-7 (US-11) OVER THE LITTLE CAHABA RIVER (BIN 000486)	0.00	CN	P	BRIDGE REPLACEMENT	2025	1600		NA	\$1,599,027 \$399,757 \$0	\$1,998,784	
Totals By Sponsor						Federal		\$33,618,517			ALL Funds \$42,023,146		
Sponsor: BESSEMER													
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	
44413	100059497 ACAA59497 ATRP (007)	RESURFACE AND DRAINAGE IMPROVEMENTS ON CR-337(MCCALLA ROAD) FROM CR- 18(EASTERN VALLEY ROAD) TO NORFOLK	1.00	CN	P	RESURFACING	2024	914		NA	\$1,257,120 \$0 \$314,280	\$1,571,400	
Totals By Sponsor						Federal		\$1,257,120			ALL Funds \$1,571,400		
Sponsor: HELENA													
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	
42410	100067714 STPAA-CMAQ 0261 ()	INTERSECTION IMPROVEMENTS AT SR-261 AND CR-52E IN THE CITY OF HELENA	0.23	CN	P	INTERSECTION IMPROVEMENTS	2024	1328		NA	\$1,200,000 \$300,000 \$0	\$1,500,000	
Totals By Sponsor						Federal		\$1,200,000			ALL Funds \$1,500,000		

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3. NHS / Interstate Maintenance / NHS Bridge Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
1129	100003396 BR 0079 (500)	REPL BIN 004658 SR-79 OVER BLACKBURN FORK OF LITTLE WARRIOR RIVER (SUFF=44.7 STAT=SD)	0.25	CN	P	BRIDGE REPLACEMENT	2023	1144		NA	\$8,334,948 \$2,083,737 \$0	\$10,418,685
1129	100044645 BR 0079 (500)	REPL BIN 004658 SR-79 OVER BLACKBURN FORK OF LITTLE WARRIOR RIVER (SUFF=44.7 STAT=SD)	0.25	UT	P	BRIDGE REPLACEMENT	2023	1144		NA	\$296,393 \$74,098 \$0	\$370,491
32728	100055322 IMF 1065 ()	BRIDGE WIDEN ON I-65 CSX RR AND BUXAHATCHEE CK SOUTH OF EXIT 228 BIN 006832 AND 006833	0.01	PE	P	BRIDGE WIDENING	2023	722		2034	\$768,630 \$85,403 \$0	\$854,034
32737	100055334 IMF 1065 ()	BRIDGE WIDENING ON I-65 SOUTH OF SR-3 (US-31) IN ALABASTER BIN 006489 AND 006490 OVER L AND N RR BIN 006491 AND 006492	0.54	PE	P	BRIDGE WIDENING	2023	768		2034	\$1,336,810 \$148,534 \$0	\$1,485,344
1424	100064120 NH 1059 ()	ADDITIONAL LANES ON I-59 FROM SR-7 (US-11/1ST AVE NORTH) TO NORTH OF SR-75 (ROEBUCK PARKWAY) (MP 134.634)	2.81	PE	P	ADDITIONAL ROADWAY LANES	2023	66		2034	\$1,732,571 \$433,143 \$0	\$2,165,713
41823	100066943 BR 0150 (505)	BRIDGE REPLACEMENT ON SR-150 OVER LITTLE SHADES CREEK BIN 2866	0.50	UT	P	BRIDGE REPLACEMENT	2023	1319		NA	\$254,765 \$63,691 \$0	\$318,456
44537	100076248 NH 0038 ()	ADDITIONAL LANES ON SR-38 (US-280) FROM PUMP HOUSE ROAD TO COLONNADE DRIVE INCLUDING THE BRIDGE REPLACEMENT (BIN 006832 AND 006833)	0.00	RW	P	ADDITIONAL ROADWAY LANES	2023	1590		2034	\$400,000 \$100,000 \$0	\$500,000
44537	100076845 NH 0038 ()	ADDITIONAL LANES AND BRIDGE REPLACEMENT ON SR-38 (US-280) FROM ROSEDALE DRIVE TO CAHABA RIVER BRIDGE	5.57	PE	P	ADDITIONAL ROADWAY LANES	2023	1590		2034	\$400,000 \$100,000 \$0	\$500,000
1424	100045051 NH 1059 ()	ADDITIONAL LANES ON I-59 FROM SR-7 (US-11/1ST AVE NORTH) TO NORTH OF SR-75 (ROEBUCK PARKWAY) (MP 134.634)	2.81	UT	P	ADDITIONAL ROADWAY LANES	2024	66		2034	\$119,299 \$29,825 \$0	\$149,124
33520	100056427 NH 0003 ()	SLOPE STABILIZATION ON SR-3 (US-31) AT BROOKWOOD MEDICAL CENTER DRIVE	0.50	CN	P	SLIDE CORRECTION	2024	675		NA	\$94,634 \$23,659 \$0	\$118,293
17479	100056495 NH 1059 ()	ADD LANES ON I-59 FROM 18TH/19TH STREET (EXIT112) TO VALLEY ROAD (EXIT 118)	6.27	PE	P	ADDITIONAL ROADWAY LANES	2024	271		2034	\$300,198 \$75,049 \$0	\$375,247
41823	100066944 BR 0150 (505)	BRIDGE REPLACEMENT ON SR-150 OVER LITTLE SHADES CREEK BIN 2866	0.50	CN	P	BRIDGE REPLACEMENT	2024	1319		NA	\$4,262,050 \$1,065,513 \$0	\$5,327,562
46870	100073344 IM 1459 ()	CONCRETE PAVEMENT RECONSTRUCTION ON I-459 FROM LORNA ROAD (MP14.794) TO WEST OF LITTLE SHADES CREEK (MP 15.892)	1.10	CN	P	PAVEMENT REHABILITATION	2024	1476		NA	\$25,963,585 \$2,884,843 \$0	\$28,848,428
46916	100073399 IM 1065 ()	PAVEMENT REHAB AND GUARDRAIL SAFETY IMPROVEMENTS ON I-65 NB: FROM DANIEL PAYNE DRIVE TO NORTH OF 47TH AVENUE	3.41	PE	P	PREVENTATIVE MAINTENANCE LEVEL 1	2024	1603		NA	\$593,978 \$65,998 \$0	\$659,975
46915	100073403 IM 1065 (535)	CONCRETE PAVEMENT REHAB AND RESURFACING ON I-65 FROM 16TH STREET NORTH OVERPASS TO DANIEL PAYNE DRIVE	2.11	CN	P	PREVENTATIVE MAINTENANCE LEVEL 2	2024	1478		NA	\$6,722,350 \$746,928 \$0	\$7,469,278
43007	100073679 NH 0038 (549)	CONCRETE REPAIR AND RESURFACING ON SR-38 (US-280) FROM ROSEDALE DRIVE TO SR-149 AND RESURFACING FROM	0.83	FM	P	PREVENTATIVE MAINTENANCE LEVEL 2	2024	1482		NA	\$3,702,032 \$925,508 \$0	\$4,627,540

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3. NHS / Interstate Maintenance / NHS Bridge Projects

43007	100073701 NH 0079 ()	RESURFACE PLANE STRIPE AND PATCH SR-79 FROM WINEWOOD ROAD (MP 7.424) TO THE SOUTH END OF TURKEY CREEK BRIDGE	5.21	FM	P	PREVENTATIVE MAINTENANCE LEVEL 1	2024	1484	NA	\$1,488,076 \$372,019 \$0	\$1,860,095	PM2
44537	100074881 NH 0038 ()	ADDITIONAL LANES ON SR-38 (US-280) FROM PUMP HOUSE ROAD TO COLONNADE DRIVE INCLUDING THE BRIDGE REPLACEMENT (BIN	0.00	CN	P	ADDITIONAL ROADWAY LANES	2024	1590	2034	\$12,241,200 \$3,060,300 \$0	\$15,301,500	PM3
48366	100075230 IM 1059 ()	CONCRETE PAVEMENT REHABILITATION ON I-59 FROM THE NORTH END OF THE BRIDGE (BIN 10496) OVER VANDERBILT ROAD TO THE	3.26	CN	P	PREVENTATIVE MAINTENANCE LEVEL 1	2024	1602	NA	\$4,748,545 \$527,616 \$0	\$5,276,161	PM2
48368	100075232 IM 1022 ()	PAVEMENT PRESERVATION ON I-22 FROM COALBURG ROAD TO THE I-65 INTERCHANGE	3.16	CN	P	PREVENTATIVE MAINTENANCE LEVEL 1	2024	1626	NA	\$3,106,140 \$345,127 \$0	\$3,451,267	PM2
44537	100076249 NH 0038 ()	ADDITIONAL LANES ON SR-38 (US-280) FROM PUMP HOUSE ROAD TO COLONNADE DRIVE INCLUDING THE BRIDGE REPLACEMENT (BIN	0.00	UT	P	ADDITIONAL ROADWAY LANES	2024	1590	2034	\$404,000 \$101,000 \$0	\$505,000	PM3
21676	100038955 IM 1459 (306)	COLONNADE DRIVE RELOCATION (GRADE DRAIN BASE PAVE AND RETAINING WALL)	0.00	CN	P	RAMP REVISIONS	2025	29	NA	\$1,928,789 \$214,310 \$0	\$2,143,099	PM2
1424	100062068 IM 1059 ()	CONCRETE PAVEMENT PRESERVATION ON I-59 FROM THE NORTH END OF THE BRIDGES (MP134.664) OVER WALDROP AVE (BIN 11339	2.76	CN	P	PREVENTATIVE MAINTENANCE LEVEL 2	2025	1158	NA	\$4,881,682 \$542,409 \$0	\$5,424,091	PM2
1424	100068225 IM 1059 ()	CONCRETE PAVEMENT PRESERVATION ON I-59 FROM THE NORTH END OF THE BRIDGES (MP 130.584) OVER AVIATION AVE (BIN 11094	1.24	CN	P	PREVENTATIVE MAINTENANCE LEVEL 2	2025	1376	NA	\$2,961,645 \$329,072 \$0	\$3,290,717	PM2
43736	100069530 BR 0269 ()	BRIDGE REPLACEMENT (BIN 009187) ON SR-269 (BIRMINGPORT ROAD) OVER THE LOCUST FORK OF THE WARRIOR RIVER	0.44	CN	P	BRIDGE REPLACEMENT	2025	1396	NA	\$7,812,788 \$1,953,197 \$0	\$9,765,985	PM2
45483	100071723 IM 1459 ()	PLANING OVERLAY AND STRIPING ON I-459 FROM THE NORTH END OF THE BRIDGE OVER SR-150 TO THE SOUTH END OF THE	3.18	CN	P	PREVENTATIVE MAINTENANCE LEVEL 1	2025	1472	NA	\$2,609,720 \$289,969 \$0	\$2,899,689	PM2
43520	100073023 RACRIM- RACRBR 1059 (416)	ADDITIONAL LANES AND EXISTING LANE RECONSTRUCTION ON I-59/I-20 FROM FAIRFIELD BOULEVARD TO VALLEY ROAD	2.00	CN	P	ADDITIONAL ROADWAY LANES	2025	1591	2034	\$13,100,697 \$3,275,174 \$0	\$16,375,871	PM3
43520	100073023 RACRIM- RACRBR 1059 (416)	INCLUDES BRIDGE REPAIRMENT OF DUJAI RECONSTRUCTION ON I-59/I-20 FROM FAIRFIELD BOULEVARD TO VALLEY ROAD	2.00	CN	P	ADDITIONAL ROADWAY LANES	2025	1591	2034	\$19,779,435 \$2,197,715 \$0	\$21,977,150	PM3
46916	100073402 IM 1065 ()	PAVEMENT REHAB AND GUARDRAIL SAFETY IMPROVEMENTS ON I-65 NB: FROM DANIEL PAYNE DRIVE TO NORTH OF 47TH AVENUE	3.41	CN	P	PREVENTATIVE MAINTENANCE LEVEL 1	2025	1603	NA	\$5,999,174 \$666,575 \$0	\$6,665,749	PM1
43007	100073714 NH 0007 (558)	RESURFACING PLANING STRIPING AND PATCHING ON SR-7 (US-11) FROM 25TH STREET NORTH TO 83RD STREET NORTH	5.90	FM	P	PREVENTATIVE MAINTENANCE LEVEL 2	2025	1601	NA	\$6,512,911 \$1,628,228 \$0	\$8,141,139	PM2
17479	100039736 IM- NH 1059 ()	ADD LANES ON I-59 FROM 18TH/19TH STREET (EXIT 112) TO VALLEY ROAD (EXIT 118)	6.27	RW	P	ADDITIONAL ROADWAY LANES	2026	271	2034	\$319,915 \$35,546 \$0	\$355,461	PM3
17479	100039736 IM- NH 1059 ()	ADD LANES ON I-59 FROM 18TH/19TH STREET (EXIT 112) TO VALLEY ROAD (EXIT 118)	6.27	RW	P	ADDITIONAL ROADWAY LANES	2026	271	2034	\$31,597 \$7,899 \$0	\$39,496	PM3
32728	100055323 IMF 1065 ()	BRIDGE WIDEN ON I-65 CSX RR AND BUXAHATCHEE CK SOUTH OF EXIT 228 BIN 006832 AND 006833	0.01	CN	P	BRIDGE WIDENING	2026	1397	2034	\$7,284,319 \$809,369 \$0	\$8,093,688	PM3

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3. NHS / Interstate Maintenance / NHS Bridge Projects

32736	100055333 IMF I065 ()	BRIDGE WIDENING ON I-65 OVER L AND N RAILROAD 0.8 MILE NORTH OF SR-3 (US-31) IN CALERA BIN 006484 AND 006485	0.04	CN	P	BRIDGE WIDENING	2026	701	2034	\$3,908,551 \$434,283 \$0	\$4,342,835		PM3	
32737	100055335 IMF I065 ()	BRIDGE WIDENING ON I-65 SOUTH OF SR-3 (US-31) IN ALABASTER BIN 006489 AND 006490 OVER L AND N RR BIN 006491 AND	0.54	CN	P	BRIDGE WIDENING	2026	768	2034	\$12,707,558 \$1,411,951 \$0	\$14,119,509		PM3	
34494	100057650 BR 0003 ()	BRIDGE REPLACEMENT ON SR-3 (US-31) (BIN 2091) OVER PEAVINE CREEK AND CSX RR	0.09	CN	P	BRIDGE REPLACEMENT	2026	1604	NA	\$4,631,065 \$1,157,766 \$0	\$5,788,831		PM2	
17479	100047791 NH I059 ()	ADD LANES ON I-59 FROM 18TH/19TH STREET (EXIT 112) TO VALLEY ROAD (EXIT 118)	6.39	UT	P	ADDITIONAL ROADWAY LANES	2027	271	2034	\$61,373 \$15,343 \$0	\$76,716		PM3	
Totals By Sponsor						Federal	\$171,801,424		ALL Funds \$200,082,221					
Sponsor: HOOVER														
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		
33423	100056294 IM I459 ()	NEW INTERCHANGE ON I-459 NEAR MP 9 INCLUDES AUXILIARY LANES FROM THE NEW INTERCHANGE TO EXIT 10 BRIDGES OVER I-	1.52	CN	P	INTERCHANGE	2027	1595	EXEMPT	2034	\$58,950,000 \$0 \$47,150,000	\$106,100,000		PM3
Totals By Sponsor						Federal	\$58,950,000		ALL Funds \$106,100,000					

4. Appalachian Highway System Projects

Sponsor: ALDOT													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
7337	100048415 APDF 1602 (542)	BIRMINGHAM NORTHERN BELTLINE FROM SR-79 TO SR-75 BRIDGE BASE/PAVE (PARTIAL)	2.78	CN	P	BASE, PAVE AND BRIDGE	2023	172		2034	\$100,200,000 0 \$0 \$0	\$100,200,000	PM3
7337	100047848 APDF 1602 ()	BIRMINGHAM NORTHERN BELTLINE FROM WEST OF US-31 TO CUNNINGHAM CR. GRADE/DRAIN BRIDGE/PAVE (PARTIAL)	1.88	RW	P	GRADE, DRAIN AND BRIDGE	2024	172		2034	\$7,100,000 \$0 \$0	\$7,100,000	PM3
7337	100058461 APDF 1602 (555)	BIRMINGHAM NORTHERN BELTLINE FROM CUNNINGHAM CR. TO GLENWOOD RD. GRADE/DRAIN/PAVE/BRIDGE (PARTIAL)	6.84	RW	P	GRADE AND DRAIN	2024	172		2034	\$3,800,000 \$0 \$0	\$3,800,000	PM3
7337	100047849 APDF 1602 ()	BIRMINGHAM NORTHERN BELTLINE FROM WEST OF US-31 TO CUNNINGHAM CR. GRADE/DRAIN BRIDGE/PAVE (PARTIAL)	1.88	UT	P	GRADE, DRAIN AND BRIDGE	2025	172		2034	\$6,300,000 \$0 \$0	\$6,300,000	PM3
7337	100058462 APDF 1602 (555)	BIRMINGHAM NORTHERN BELTLINE FROM CUNNINGHAM CR. TO GLENWOOD RD. GRADE/DRAIN/PAVE/BRIDGE (PARTIAL)	6.84	UT	P	GRADE AND DRAIN	2025	172		2034	\$2,000,000 \$0 \$0	\$2,000,000	PM3
7337	100047850 APDF 1602 (558)	BIRMINGHAM NORTHERN BELTLINE FROM WEST OF US-31 TO CUNNINGHAM CR. GRADE/DRAIN BRIDGE/PAVE (PARTIAL)	1.88	CN	P	GRADE, DRAIN AND BRIDGE	2026	172		2034	\$69,554,800 \$0 \$0	\$69,554,800	PM3
7337	100058463 APDF 1602 (555)	BIRMINGHAM NORTHERN BELTLINE FROM CUNNINGHAM CR. TO GLENWOOD RD. GRADE/DRAIN/PAVE/BRIDGE (PARTIAL)	6.84	CN	P	GRADE AND DRAIN	2026	172		2034	\$52,172,900 \$0 \$0	\$52,172,900	PM3
7337	100047854 APDF 1602 ()	BIRMINGHAM NORTHERN BELTLINE MAINLINE BRIDGE OVER CUNNINGHAM CR. (PARTIAL)	0.24	CN	P	BRIDGE	2027	172		2034	\$42,857,300 \$0 \$0	\$42,857,300	PM3
7337	100058465 APDF 1602 (553)	BIRMINGHAM NORTHERN BELTLINE MAINLINE BRIDGES OVER CR-129(GLENWOOD RD.) TURKEY CR. CR-131 (MAJESTIC RD./CSX RR)	0.00	CN	P	BRIDGE	2027	172		2034	\$51,600,500 \$0 \$0	\$51,600,500	PM3
7337	100076394 APDF 1602 ()	BIRMINGHAM NORTHERN BELTLINE FROM GLENWOOD RD. TO SR-79. GRADE/DRAIN BRIDGE BASE/PAVE (PARTIAL)	6.91	CN	P	BASE AND PAVE	2027	172		2034	\$125,066,800 0 \$0 \$0	\$125,066,800	PM3
Totals By Sponsor						Federal		\$460,652,300			ALL Funds	\$460,652,300	

5. Transportation Alternatives

Sponsor: ALABASTER												
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
47876	100074605	SIDEWALK IMPROVEMENTS AT THOMPSON MIDDLE SCHOOL TO THOMPSON HIGH SCHOOL	0.00	CN	P	SIDEWALK	2024	1607		NA	\$640,000	\$800,000
											\$0	
											\$160,000	
Totals By Sponsor						Federal		\$640,000			ALL Funds	\$800,000
Sponsor: CENTER POINT												
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
47875	100074604	SIDEWALKS AND ADA IMPROVEMENTS ON SUNHILL ROAD FROM CENTER POINT COMMUNITY CENTER TO 5TH PLACE: AND ON	0.00	CN	P	SIDEWALK	2024	1606		NA	\$640,000	\$800,000
											\$0	
											\$160,000	
Totals By Sponsor						Federal		\$640,000			ALL Funds	\$800,000
Sponsor: FAIRFIELD												
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
47472	100074132	SIDEWALKS ALONG MILSTEAD ROAD AND HIGHLAND DRIVE IN THE GLEN OAKS COMMUNITY OF FAIRFIELD	0.00	CN	P	SIDEWALK	2023	1491		NA	\$529,176	\$661,471
											\$0	
											\$132,294	
Totals By Sponsor						Federal		\$529,176			ALL Funds	\$661,471
Sponsor: HOMEWOOD												
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
49164	100076203	TRAIL ALONG CENTRAL AVENUE/GRIFFIN CREEK FROM 28TH AVENUE SOUTH TO 27TH AVENUE SOUTH IN THE CITY OF HOMEWOOD	0.30	PE	P	UNCLASSIFIED	2023	1605		NA	\$75,200	\$94,000
											\$0	
											\$18,800	
49164	100076207	TRAIL ALONG CENTRAL AVENUE /GRIFFIN CREEK FROM 28TH AVENUE SOUTH TO 27TH AVENUE SOUTH IN THE CITY OF HOMEWOOD	0.30	CN	P	UNCLASSIFIED	2024	1605		NA	\$690,840	\$863,550
											\$0	
											\$172,710	
Totals By Sponsor						Federal		\$766,040			ALL Funds	\$957,550
Sponsor: HUEYTOWN												
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
46272	100072661	SIDEWALKS ON FOREST ROAD FAIRLAWN DRIVE CAMBRIDGE ROAD PARSONS DRIVE 22ND STREET AND SUNRISE BOULEVARD:	0.00	CN	P	SIDEWALK	2023	1486		NA	\$622,478	\$778,098
											\$0	
											\$155,620	
Totals By Sponsor						Federal		\$622,478			ALL Funds	\$778,098
Sponsor: LEEDS												
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
47483	100074143	DOWNTOWN STREETScape IMPROVEMENTS ALONG SR-4 (US-78 / PARKWAY DRIVE) AND SR-25 (US-411 / 9TH STREET) IN LEEDS	0.00	CN	P	STREETScape	2023	1492		NA	\$640,000	\$800,000
											\$0	
											\$160,000	

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5. Transportation Alternatives

Totals By Sponsor													Federal	\$640,000	ALL Funds \$800,000
Sponsor: MOUNTAIN BROOK															
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			
48850	100075860 TAPAA TA23 (919)	SIDEWALK ALONG MONTCLAIR ROAD IN THE CITY OF MOUNTAIN BROOK	0.00	CN	P	SIDEWALK	2024	1608		NA	\$800,000 \$0 \$200,000	\$1,000,000			
Totals By Sponsor													Federal	\$800,000	ALL Funds \$1,000,000
Sponsor: ODENVILLE															
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			
47444	100074100 TAPNU TA22 (924)	SIDEWALKS AND ADA CURB RAMPS ALONG ALABAMA STREET FROM ODENVILLE MIDDLE SCHOOL TO ODENVILLE CITY PARK IN THE	0.00	CN	P	SIDEWALK	2023	1490		NA	\$640,000 \$0 \$160,000	\$800,000			
Totals By Sponsor													Federal	\$640,000	ALL Funds \$800,000
Sponsor: PELHAM															
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			
40388	100067294 TAPAA-CMAQ TA17 (904)	MULTI-USE TRAIL AND GREENWAY SYSTEM ALONG THE SR-3 (US-31) CORRIDOR ADJACENT TO BISHOP CREEK IN PELHAM:	0.00	CN	P	UNCLASSIFIED	2024	1250		NA	\$400,000 \$0 \$100,000	\$500,000			
Totals By Sponsor													Federal	\$400,000	ALL Funds \$500,000

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6 Bridge Projects

THERE ARE NO PROJECTS UNDER
THIS CATEGORY

Totals By Sponsor

Federal

\$0

7. State Funded Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
43903	100069733 ST-037-999-019 ()	RESURFACING VARIOUS STREETS IN THE CITY OF MOUNTAIN BROOK	0.00	CN	P	RESURFACING	2023	1402		NA	\$0 \$100,000	\$100,000
43904	100069734 ST-037-999-020 ()	RESURFACING VARIOUS STREETS IN THE CITY OF HOMEWOOD	0.00	CN	P	RESURFACING	2023	1403		NA	\$0 \$100,000	\$100,000
46833	100073264 ST-058-888-006-CN ()	WIDENING AND ADDITIONAL LANES ON TRAILS END ROAD FROM TRAILS END LN TO THE ACME BRICK ACCESS ROAD	0.00	CN	P	ADDITIONAL ROADWAY LANES	2023	1609		NA	\$0 \$200,000	\$200,000
42712	100068116 ST-037-038-011 ()	INTERSECTION IMPROVEMENTS ON SR-38 (US-280) FROM EAST OF GRANDVIEW PARKWAY TO WEST OF RESOURCE CENTER	0.89	CN	P	INTERSECTION IMPROVEMENTS	2024	1373		NA	\$0 \$4,500,000	\$4,500,000
Totals By Sponsor						Federal	\$0				ALL Funds \$4,900,000	
Sponsor: BIRMINGHAM												
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
47216	100073798 ST-037-999-028 ()	ROAD IMPROVEMENTS ON VARIOUS STREETS WITHIN THE CITY OF BIRMINGHAM	0.00	CN	P	SAFETY IMPROVEMENTS	2023	1625		NA	\$0 \$500,000	\$500,000
Totals By Sponsor						Federal	\$0				ALL Funds \$500,000	
Sponsor: JEFFERSON COUNTY												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
47692	100074409 IAR-037-000-009 ()	RELOCATION OF LAKESHORE PARKWAY AND MORGAN ROAD FROM CUMBERLAND ROAD TO APPROXIMATELY 1000 FEET FROM TURIN	0.00	CN	P	GRADE, DRAIN, BASE AND PAVE	2024	1597		2034	\$0 \$4,000,000	\$4,000,000
Totals By Sponsor						Federal	\$0				ALL Funds \$4,000,000	

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8 Enhancement Projects

THERE ARE NO PROJECTS UNDER
THIS CATEGORY

Totals By Sponsor

Federal

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9. Transit Projects

Sponsor: BJCTA													
Project Family ID	Project Number (FANRR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
44169	100070033 FTA9C TR22 ()	SECTION 5307 BJCTA TRANSIT CAPITAL PREVENTATIVE MAINTENACE APPORTIONMENT FY 2022	0.00	TR	P	UNCLASSIFIED	2023	487		NA	\$7,276,271 \$0 \$0	\$7,276,271	
44170	100070034 FTA3C TR22 ()	SECTION 5339 BJCTA TRANSIT BUS AND BUS FACILITIES CAPITAL APPORTIONMENT FY 2022	0.00	TR	P	UNCLASSIFIED	2023	487		NA	\$846,557 \$0 \$211,639	\$1,058,196	
44171	100070035 UMTAC TR22 ()	SECTION 5310 BJCTA TRANSIT ENHANCED MOBILITY APPORTIONMENT FY 2022	0.00	TR	P	UNCLASSIFIED	2023	487		NA	\$693,544 \$0 \$173,386	\$866,930	
49524	100076673 FTA9 TR24 ()	LEVEL OF EFFORT SECTION 5307- FY-2021 AMERICAN RESCUE PLAN EMERGENCY FUNDING	0.00	TR	P	UNCLASSIFIED	2024	487		NA	\$18,663,156 \$0 \$0	\$18,663,156	
49526	100076675 FTA3C TR24 ()	LEVEL OF EFFORT SECTION 5339 LOW OR NO EMISSION- CNG BUSES AND FUELING STATION	0.00	TR	P	UNCLASSIFIED	2024	487		NA	\$13,654,636 \$0 \$3,413,659	\$17,068,295	
49766	100076988 FTA9 TR24 ()	LEVEL OF EFFORT-SECTION 5307 TRANSIT- BIRMINGHAM (APPORTIONMENT FY 2022)	0.00	TR	P	UNCLASSIFIED	2024	487		NA	\$9,930,916 \$0 \$2,482,729	\$12,413,645	
49780	100077003 FTA3C TR24 ()	LEVEL OF EFFORT-SECTION 5339- BIRMINGHAM (FTA APPORTIONMENT FY 22)	0.00	TR	P	UNCLASSIFIED	2024	487		NA	\$809,103 \$202,276 \$0	\$1,011,379	
49794	100077017 FTA9 TR25 ()	LEVEL OF EFFORT-SECTION 5307-BIRMINGHAM (APPORTIONMENT FY 23)	0.00	TR	P	UNCLASSIFIED	2025	487		NA	\$10,147,527 \$2,536,882 \$0	\$12,684,409	
49807	100077030 FTA3C TR25 ()	LEVEL OF EFFORT-SECTION 5339-BIRMINGHAM (APPORTIONMENT FY 23)	0.00	TR	P	UNCLASSIFIED	2025	487		NA	\$831,503 \$207,876 \$0	\$1,039,379	
49797	100077020 FTA9 TR26 ()	LEVEL OF EFFORT-SECTION 5307-BIRMINGHAM (APPORTIONMENT FY 24-EST)	0.00	TR	P	UNCLASSIFIED	2026	487		NA	\$10,147,527 \$2,536,882 \$0	\$12,684,409	
49814	100077037 FTA3C TR26 ()	LEVEL OF EFFORT-SECTION 5339-BIRMINGHAM (APPORTIONMENT FY 24-EST)	0.00	TR	P	UNCLASSIFIED	2026	487		NA	\$831,503 \$207,876 \$0	\$1,039,379	
49799	100077022 FTA9 TR27 ()	LEVEL OF EFFORT-SECTION 5307- BIRMINGHAM(APPORTIONMENT FY 25-EST)	0.00	TR	P	UNCLASSIFIED	2027	487		NA	\$10,147,527 \$2,536,882 \$0	\$12,684,409	
49823	100077046 FTA3C TR27 ()	LEVEL OF EFFORT-SECTION 5339-BIRMINGHAM (APPORTIONMENT FY 25-EST)	0.00	TR	P	UNCLASSIFIED	2027	487		NA	\$831,503 \$207,876 \$0	\$1,039,379	
Totals By Sponsor										Federal	\$80,676,192	ALL Funds	\$100,845,240
Sponsor: KID ONE													
Project Family ID	Project Number (FANRR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
48444	100075339 UMTAC TR22 ()	OPERATIONAL EXPENSES FOR 5310 PROJECTS; CAPITAL KID ONE TRANSPORT SYSTEM INC. AMERICAN RESCUE PLAN	0.00	TR	P	UNCLASSIFIED	2023	487	EXEMPT	NA	\$125,367 \$0 \$0	\$125,367	
Totals By Sponsor										Federal	\$125,367	ALL Funds	\$125,367

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9. Transit Projects

Sponsor: RPCGB													
Project Family ID	Project Number (FANRR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
49173	100076219	LEVEL OF EFFORT FTA SECTION 5310 (ELDERLY AND DISABILITIES) ADMINISTRATIVE FY-2023	0.00	TR	P	UNCLASSIFIED	2024	487		NA	\$80,000 \$0 \$20,000	\$100,000	PM3
49174	100076220	LEVEL OF EFFORT FTA SECTION 5310 (ELDERLY AND DISABILITIES) CAPITAL FY-2023	0.00	TR	P	UNCLASSIFIED	2024	487		NA	\$80,000 \$0 \$20,000	\$100,000	PM3
49529	100076678	LEVEL OF EFFORT 5310 PROGRAM- PURCHASE ALTERNATIVE FUEL BUS (FY-2022 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2024	487		NA	\$101,221 \$0 \$17,862	\$119,083	PM3
49530	100076679	LEVEL OF EFFORT 5310 PROGRAM-OPERATING EXPENSES (FY-2022 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2024	487		NA	\$204,000 \$0 \$204,000	\$408,000	PM3
49632	100076818	LEVEL OF EFFORT 5310 PROGRAM - CLASTRAN OPERATING EXPENSES (FY 2023 APPORTIONMENT)	0.00	TR	P	UNCLASSIFIED	2024	487		NA	\$450,000 \$0 \$450,000	\$900,000	PM3
49785	100077008	LEVEL OF EFFORT-SECTION 5310-BIRMINGHAM(APPORTIONMENT FY 22)	0.00	TR	P	UNCLASSIFIED	2024	487		NA	\$1,051,085 \$262,771 \$0	\$1,313,856	PM3
49791	100077014	LEVEL OF EFFORT-SECTION 5310-BIRMINGHAM (APPORTIONMENT FY 23)	0.00	TR	P	UNCLASSIFIED	2025	487		NA	\$1,052,803 \$263,201 \$0	\$1,316,004	PM3
49837	100077060	LEVEL OF EFFORT-SECTION 5310-BIRMINGHAM (APPORTIONMENT FY 24-EST)	0.00	TR	P	UNCLASSIFIED	2026	487		NA	\$1,052,803 \$263,201 \$0	\$1,316,004	PM3
49847	100077070	LEVEL OF EFFORT-SECTION 5310-BIRMINGHAM (APPORTIONMENT FY 25-EST)	0.00	TR	P	UNCLASSIFIED	2027	487		NA	\$1,052,803 \$263,201 \$0	\$1,316,004	PM3
Totals By Sponsor						Federal					\$5,268,647	ALL Funds	\$7,071,309

10 System Maintenance Projects

THERE ARE NO PROJECTS UNDER
THIS CATEGORY

Totals By Sponsor

Federal

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11. Safety Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
46997	100073601 RHPD RR21 (917)	RR XING IMPRV: REPLACE EXISTING CANTILEVERS TO MEET STDS AND SUPT ADDL SIGNAL LIGHTS ADD ADDL SETS OF	0.00	CN	P	RR CROSSING IMPROVEMENTS	2023	1612		NA	\$700,000 \$0 \$0	\$700,000
46997	100073602 RHPD RR21 (918)	RR XING IMPRV FOR SIGNS MARKINGS AND LEGENDS(2) MULTIPLE TRACK SIGNS (R15-2) REPLACE EXISTING FLASHING LIGHTS TO	0.00	CN	P	RR CROSSING IMPROVEMENTS	2023	1612		NA	\$350,000 \$0 \$0	\$350,000
48553	100075569 RHPD RR23 (906)	RR XING IMPRV: REPLACE EXISTING FLASHING LIGHTS TO LIGHT EMITTING DIODES (LEDS) ADVANCE WARNING SIGNS	0.00	CN	P	RR CROSSING IMPROVEMENTS	2023	1612		NA	\$300,000 \$0 \$0	\$300,000
48553	100075570 RHPD RR23 (905)	RAILROAD XING IMPRV: UPGRADE EXISTING FLASHING LIGHTS TO LIGHT EMITTING DIODES (LEDS) UPDATE ADVANCED	0.00	CN	P	RR CROSSING IMPROVEMENTS	2023	1612		NA	\$300,000 \$0 \$0	\$300,000
48553	100075571 RHPD RR23 (907)	RAILROAD XING IMPRV UPGRADE EXISTING FLASHING LIGHTS TO LIGHT EMITTING DIODES (LEDS) UPGRADE ADVANCED	0.00	CN	P	RR CROSSING IMPROVEMENTS	2023	1612		NA	\$250,000 \$0 \$0	\$250,000
48553	100076875 RHPD RR24 (900)	RR XING IMPRV FOR SIGNS MARKING LEGENDS AND LIGHT EMITTING DIODES (LED) AND ADDITIONAL SIGNAL HEAD LIGHTS	0.00	CN	P	RR CROSSING IMPROVEMENTS	2024	1612		NA	\$90,000 \$0 \$0	\$90,000
48553	100076876 RHPD RR24 (901)	RR XING IMPRV FOR THE INSTALLATION OF SIGNS MARKING LEGENDS REPLACE INCANDESCENT LIGHTS WITH LIGHT	0.00	CN	P	RR CROSSING IMPROVEMENTS	2024	1612		NA	\$140,000 \$0 \$0	\$140,000
48553	100076236 RHCH RR23 (914)	RR XING HAZARD ELIMINATION IMPROVEMENTS FOR THE INSTALLATION OF RAISED MEDIAN SEPARATORS WITH	0.00	CN	P	RR CROSSING IMPROVEMENTS	2023	1612		NA	\$17,356 \$0 \$1,928	\$19,284
Totals By Sponsor						Federal		\$1,917,356			ALL Funds	\$1,919,284

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12. Other Federal and State Aid Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
48160	100074910 CRPAA I059 ()	THE INSTALLATION OF ITS DEVICES AND NETWORK INFRASTRUCTURE TO SUPPORT ADVANCED CORRIDOR MANAGEMENT (ALGO)	15.87	PE	P	INTELLIGENT TECHNOLOGY SYSTEMS	2023	1617		NA	\$59,085	\$65,650
49571	100075303 CRPAA NR24 ()	REGIONAL TRANSPORTATION MANAGEMENT CENTER AND ASAP PROGRAM FOR FY2024 - FY2027	0.00	SP	P	UNCLASSIFIED	2023	1619		NA	\$2,400,000 \$600,000 \$0	\$3,000,000
49374	100076476 RACR-037-I20-002 ()	INTERCHANGE MODIFICATIONS ON I-20 EASTBOUND AT EXIT 130 FOR STRIPE ALTERATIONS RAMP CLOSURE RAMP	0.55	CN	P	GRADE, DRAIN, BASE AND PAVE	2023	1624		NA	\$0 \$1,374,714 \$0	\$1,374,714
1458	100005123 CRPAA I459 ()	INTERCHANGE LIGHTING ON I-459 AT CR-18 (EXIT 1) AND CR-52 (EXIT 6) (PRIORITY 29)	4.56	PE	P	LIGHTING	2024	71		NA	\$133,917 \$14,880 \$0	\$148,797
2088	100009265 RP-STPAA-STPBH 7112 (003)	ADDITIONAL LANES ON SR-261 FROM BEARDEN ROAD TO SR-3 (US-31)	2.84	CN	P	ADDITIONAL ROADWAY LANES	2024	141		2034	\$3,511,200 \$877,800 \$0	\$4,389,000
2088	100009265 RP-STPAA-STPBH 7112 (003)	ADDITIONAL LANES ON SR-261 FROM BEARDEN ROAD TO SR-3 (US-31)	2.84	CN	P	ADDITIONAL ROADWAY LANES	2024	141		2034	\$812,600 \$203,150 \$0	\$1,015,750
48160	100074911 CRPAA I059 ()	THE INSTALLATION OF ITS DEVICES AND NETWORK INFRASTRUCTURE TO SUPPORT ADVANCED CORRIDOR MANAGEMENT (ALGO)	15.87	CN	P	INTELLIGENT TECHNOLOGY SYSTEMS	2024	1617		NA	\$4,131,405 \$459,045 \$0	\$4,590,450
1424	100004982 RACR-037-I59-011-CN ()	ADDITIONAL LANES ON I-59 FROM SR-7 (US-11/1ST AVE NORTH) TO NORTH OF SR-75 (ROEBUCK PARKWAY) (MP 134.634)	2.81	CN	P	ADDITIONAL ROADWAY LANES	2025	66		2034	\$0 \$15,303,411 \$0	\$15,303,411
1458	100005120 CRPAA I459 ()	INTERCHANGE LIGHTING ON I-459 AT CR-18 (EXIT 1) AND CR-52 (EXIT 6) (PRIORITY 29)	4.56	CN	P	LIGHTING	2025	71		NA	\$1,699,528 \$188,836 \$0	\$1,888,364
43520	100069261 RACR-037-I59-012-CN ()	ADDITIONAL LANES AND EXISTING LANE RECONSTRUCTION ON I-59/I-20 FROM FAIRFIELD BOULEVARD TO VALLEY ROAD	2.00	CN	P	ADDITIONAL ROADWAY LANES	2025	1591		2034	\$0 \$41,274,012 \$0	\$41,274,012
Totals By Sponsor							Federal	\$12,747,735			ALL Funds	\$73,050,147
Sponsor: BIRMINGHAM REGIONAL PARATRANSIT CONSORTIUM												
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
28281	100049292 UMPL TR07 ()	BIRMINGHAM REGIONAL PARATRANSIT CONSORTIUM SECTION 5313 B STATE PLANNING AND RESEARCH FUNDS	0.00	TR	P	UNCLASSIFIED	2023	517		NA	\$2,000 \$0 \$0	\$2,000
Totals By Sponsor							Federal	\$2,000			ALL Funds	\$2,000
Sponsor: CENTER POINT												
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
48065	100074808 RALG-37-2022-135 ()	RESURFACE POLLY REED ROAD FROM HILLCREST ROAD TO OLD SPRINGVILLE ROAD AND HILLCREST ROAD FROM POLLY	0.00	CN	P	RESURFACING	2023	1616		NA	\$0 \$250,000 \$0	\$250,000
Totals By Sponsor							Federal	\$0			ALL Funds	\$250,000

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12. Other Federal and State Aid Projects

Sponsor: HELENA													
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	
42410	100075079	RESURFACING WIDENING ADDING A CENTER LEFT TURN LANE AND SIDEWALKS ON SR-269 (I) 261 FROM KING STREET TO ROY DRIVE	0.00	CN	P	WIDENING AND RESURFACING (RDWY)	2024	1328		NA	\$0 \$1,480,300 \$0	\$1,480,300	
Totals By Sponsor						Federal	\$0						ALL Funds \$1,480,300
Sponsor: JEFFERSON COUNTY													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
41823	100073283	INTERSECTION IMPROVEMENTS AND WIDENING ON SR-150 FROM CR-52 (MORGAN ROAD) TO LAKESHORE PARKWAY	0.00	CN	P	INTERSECTION IMPROVEMENTS	2024	1191		NA	\$0 \$2,000,000 \$0	\$2,000,000	
47800	100075087	INTERCHANGE IMPROVEMENTS AT I-59/20 EXIT 104 (MCASHAN DRIVE) TO INCLUDE NEW OVERPASS STRUCTURE OVER I-59/20	0.00	CN	P	BRIDGE	2024	1620		NA	\$0 \$1,980,000 \$0	\$1,980,000	
Totals By Sponsor						Federal	\$0						ALL Funds \$3,980,000
Sponsor: MOODY													
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	
49130	100076851	INTERSECTION IMPROVEMENTS ON SR-25 (US-411) AT WASHINGTON DRIVE/ VERBENA DRIVE AND AT HIGH SCHOOL DRIVE	0.00	RW	P	INTERSECTION IMPROVEMENTS	2023	1630		NA	\$0 \$20,000 \$0	\$20,000	
49130	100076852	INTERSECTION IMPROVEMENTS ON SR-25 (US-411) AT WASHINGTON DRIVE/ VERBENA DRIVE AND AT HIGH SCHOOL DRIVE	0.00	CN	P	INTERSECTION IMPROVEMENTS	2024	1630		NA	\$0 \$1,724,656 \$0	\$1,724,656	
Totals By Sponsor						Federal	\$0						ALL Funds \$1,994,656
Sponsor: SHELBY COUNTY													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
48034	100074777	ADD RIGHT TURN LANE ON CR-17 AT CR-58 INTERSECTION	0.00	CN	P	ADDITIONAL ROADWAY LANES	2023	1614		NA	\$0 \$161,376 \$0	\$161,376	
Totals By Sponsor						Federal	\$0						ALL Funds \$161,376
Sponsor: ST. CLAIR COUNTY													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
47780	100075092	ADDING TURN LANES ON SR-25 (US-411) AT KERR ROAD; ALSO ADDING RIGHT TURN LANE ON KERR ROAD	0.00	CN	P	TURN LANES	2024	1613		NA	\$0 \$1,649,159 \$0	\$1,649,159	
Totals By Sponsor						Federal	\$0						ALL Funds \$1,649,159

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13. Congestion Mitigation and Air Quality Projects

Sponsor: ALABASTER												
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
17289	100032369 CMAQ 9802 ()	ADA UPGRADE AND IMPROVEMENTS TO THE BUCK CREEK MULTI USE TRAIL FROM THE YMCA TO BUCK CREEK PARK IN THE CITY OF	1.25	CN	P	UNCLASSIFIED	2024	1493		NA	\$1,022,765 \$0 \$255,691	\$1,278,456
Totals By Sponsor						Federal		\$1,022,765			ALL Funds	\$1,278,456
Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
46020	100072379 CMAQ 1020 ()	INTERSECTION IMPROVEMENTS AND SIGNALIZATION AT I-20/SR-4 (US-78) WEST OF RAMP (EXIT 140) IN THE CITY OF LEEDS	0.00	PE	P	INTERSECTION IMPROVEMENTS	2023	1503		NA	\$81,608 \$20,402 \$0	\$102,010
46020	100072380 CMAQ 1020 ()	INTERSECTION IMPROVEMENTS AND SIGNALIZATION AT I-20/SR-4 (US-78) WEST OF RAMP (EXIT 140) IN THE CITY OF LEEDS	0.00	CN	P	INTERSECTION IMPROVEMENTS	2024	1503		NA	\$329,696 \$82,424 \$0	\$412,120
Totals By Sponsor						Federal		\$411,304			ALL Funds	\$514,130
Sponsor: BIRMINGHAM												
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
39704	100064316 CMAQ 3715 (263)	SIDEWALKS BICYCLE LANES CROSSWALKS LANDSCAPE AND SIGNAGE INSTALLATION ALONG 22ND ST. N. 12TH AVE. N. 20TH ST. N.	0.00	UT	P	SIDEWALK	2023	1227		NA	\$40,000 \$0 \$0	\$40,000
41655	100066708 CMAQ 3717 ()	WOODLAWN NEIGHBORHOOD STREETScape PHASE 2 (CITY OF BIRMINGHAM)	0.00	PE	P	STREETSCAPE	2023	1254		NA	\$210,202 \$0 \$52,551	\$262,753
41655	100066710 CMAQ 3717 ()	WOODLAWN NEIGHBORHOOD STREETScape PHASE 2 (CITY OF BIRMINGHAM)	0.00	UT	P	STREETSCAPE	2023	1254		NA	\$210,202 \$0 \$52,551	\$262,753
41879	100067026 CMAQ 3717 ()	STREETSCAPE IMPROVEMENTS ALONG 4TH AVE N FROM 16TH ST N TO 18TH ST N	0.00	PE	P	STREETSCAPE	2023	1323		NA	\$183,618 \$0 \$45,905	\$229,523
41879	100067027 CMAQ 3717 ()	STREETSCAPE IMPROVEMENTS ALONG 4TH AVE N FROM 16TH ST N TO 18TH ST N	0.00	UT	P	STREETSCAPE	2023	1323		NA	\$40,804 \$0 \$10,201	\$51,005
42916	100072431 CMAQ 3718 (252)	GREENWAY AND ROAD DIET ON RICHARD ARRINGTON JR BOULEVARD S FROM 15TH AVENUE SOUTH TO VALLEY AVENUE	0.00	UT	P	STREETSCAPE	2023	1338		NA	\$16,485 \$0 \$4,121	\$20,606
35620	100059190 CMAQ 3715 (257)	NORWOOD NEIGHBORHOOD STREETScape ALONG 12TH AVE NORTH FROM 24TH STREET NORTH TO 31ST STREET NORTH	0.63	CN	P	STREETSCAPE	2024	1184		NA	\$1,600,000 \$0 \$400,000	\$2,000,000
39695	100064297 CMAQ 3715 ()	41ST STREET STREETScape- FROM 1ST AVENUE SOUTH TO 5TH AVENUE SOUTH	0.40	CN	P	STREETSCAPE	2024	1224		NA	\$2,400,000 \$0 \$600,000	\$3,000,000
39698	100064303 CMAQ 3715 (264)	SIDEWALKS AND STREETScape ON GREENSPRINGS HIGHWAY FROM VALLEY AVENUE TO 16TH AVENUE SOUTH	1.50	CN	P	SIDEWALK	2024	1226		NA	\$2,640,000 \$0 \$660,000	\$3,300,000
39704	100064317 CMAQ 3715 (263)	SIDEWALKS BICYCLE LANES CROSSWALKS LANDSCAPE AND SIGNAGE INSTALLATION ALONG 22ND ST. N. 12TH AVE. N. 20TH ST. N.	0.00	CN	P	SIDEWALK	2024	1227		NA	\$1,200,000 \$0 \$300,000	\$1,500,000

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13. Congestion Mitigation and Air Quality Projects

41655	100066709 CMAQ 3717 ()	WOODLAWN NEIGHBORHOOD STREETSCAPE PHASE 2 (CITY OF BIRMINGHAM)	0.00	CN	P	STREETSCAPE	2024	1254	NA		\$1,286,562 \$0 \$321,641	\$1,608,203	PM3
41879	100067028 CMAQ 3717 ()	STREETSCAPE IMPROVEMENTS ALONG 4TH AVE N FROM 16TH ST N TO 18TH ST N ALONG 17TH ST FROM 4TH AVE N TO 5TH	0.00	CN	P	STREETSCAPE	2024	1323	NA		\$1,616,000 \$0 \$404,000	\$2,020,000	PM3
43923	100069761 CMAQ NR19 ()	STREETSCAPE AND SIDEWALK ENHANCEMENTS INCLUDING ADA UPGRADES IN MORE THAN 20 LOCATIONS	0.00	CN	P	STREETSCAPE	2024	1391	NA		\$2,828,000 \$0 \$707,000	\$3,535,000	PM3
42916	100072429 CMAQ 3718 (252)	GREENWAY AND ROAD DIET ON RICHARD ARRINGTON JR BOULEVARD S FROM 15TH AVENUE SOUTH TO VALLEY AVENUE	0.62	CN	P	STREETSCAPE	2024	1338	NA		\$3,232,000 \$0 \$808,000	\$4,040,000	PM3
Totals By Sponsor						Federal	\$17,503,873				ALL Funds \$21,869,842		

Sponsor: BJCTA

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	
42958	100068542 CMAQ TR18 ()	PURCHASE OF 3 NEW PARA-TRANSIT BUSES	0.00	TR	P	UNCLASSIFIED	2023	1339	NA		\$220,147 \$0 \$55,037	\$275,184	PM3
43577	100069332 CMAQ TR19 ()	EXTEND THE MAGIC CITY CONNECTOR TO DOWNTOWN HOMEWOOD-FY 2019 OPERATIONS	0.00	TR	P	UNCLASSIFIED	2023	1376	NA		\$124,800 \$0 \$31,200	\$156,000	PM3
Totals By Sponsor						Federal	\$344,947				ALL Funds \$431,184		

Sponsor: CENTER POINT

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	
33559	100056520 CMAQ RW13 ()	REED HARVEY GREENWAY ALONG FIVE MILE CREEK FROM BOBOLINK LANE TO CENTER POINT BALL PARK	2.10	RW	P	UNCLASSIFIED	2024	2001	NA		\$94,634 \$0 \$23,659	\$118,293	PM3
33559	100056521 CMAQ UT14 ()	REED HARVEY GREENWAY ALONG FIVE MILE CREEK FROM BOBOLINK LANE TO CENTER POINT BALL PARK	2.10	UT	P	UNCLASSIFIED	2024	2001	NA		\$90,995 \$0 \$0	\$90,995	PM3
33559	100056522 CMAQ CN14 ()	REED HARVEY GREENWAY ALONG FIVE MILE CREEK FROM BOBOLINK LANE TO CENTER POINT BALL PARK	2.10	CN	P	UNCLASSIFIED	2024	2001	NA		\$597,152 \$0 \$149,288	\$746,440	PM3
Totals By Sponsor						Federal	\$782,781				ALL Funds \$955,728		

Sponsor: CLASTRAN

Project Family ID	Project Number (FANRR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
40921	100065800 CMAQ TR16 ()	FLEX FUNDS TRANSFER TO CLASTRAN TRANSIT PARTNERSHIP-CMAQ PURCHASE 5 NEW BUSES	0.00	TR	P	UNCLASSIFIED	2023	1256	NA		\$209,440 \$0 \$52,360	\$261,800	PM3
42959	100068543 CMAQ TR18 ()	PURCHASE SIX NEW PARA-TRANSIT VANS	0.00	TR	P	UNCLASSIFIED	2023	1340	NA		\$264,000 \$0 \$66,000	\$330,000	PM3
Totals By Sponsor						Federal	\$473,440				ALL Funds \$591,800		

Sponsor: HELENA

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	
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13. Congestion Mitigation and Air Quality Projects

17292	100032383 CMAQ 9802 (925)	HELENA BUCK CREEK TACOA AND RUFFIN TRAIL SYSTEMS MULTIUSE TRAIL AND BRIDGES NEAR CSX RAILROAD	3.67	CN	P	UNCLASSIFIED	2024	257	NA		\$4,452,679	\$5,565,849	PM3
											\$0	\$1,113,170	
42410	100067712 CMAQ 0261 (501)	INTERSECTION IMPROVEMENTS AT SR-261 AND CR-52E IN THE CITY OF HELENA	0.00	RW	P	INTERSECTION IMPROVEMENTS	2024	1328	NA		\$285,998	\$357,497	PM3
											\$0	\$71,499	
42410	100067713 CMAQ 0261 (501)	INTERSECTION IMPROVEMENTS AT SR-261 AND CR-52E IN THE CITY OF HELENA	0.00	UT	P	INTERSECTION IMPROVEMENTS	2024	1328	NA		\$984,052	\$1,230,065	PM3
											\$0	\$246,013	
42410	100067714 STPAA-CMAQ 0261 ()	INTERSECTION IMPROVEMENTS AT SR-261 AND CR-52E IN THE CITY OF HELENA	0.23	CN	P	INTERSECTION IMPROVEMENTS	2024	1328	NA		\$672,159	\$840,199	PM3
											\$0	\$168,040	

Totals By Sponsor						Federal	\$6,394,888			ALL Funds	\$7,993,610	
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Sponsor: HOOVER

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	
33580	100056557 CMAQ NR13 (961)	SIDEWALKS ALONG SR-150 (JOHN HAWKINS PKWY) FROM CAHABA RIVER ESTATES RD. TO SR-3 (US-31 MONTGOMERY HWY) CITY	1.81	RW	P	SIDEWALK	2023	746	NA		\$112,617	\$140,771	PM3
											\$0	\$28,154	
33580	100056558 CMAQ NR13 (961)	SIDEWALKS ALONG SR-150 (JOHN HAWKINS PKWY) FROM CAHABA RIVER ESTATES RD. TO SR-3 (US-31 MONTGOMERY HWY) CITY	1.81	UT	P	SIDEWALK	2024	746	NA		\$105,162	\$105,162	PM3
											\$0	\$0	
33580	100056559 CMAQ NR13 ()	SIDEWALKS ALONG SR-150 (JOHN HAWKINS PKWY) FROM CAHABA RIVER ESTATES RD. TO SR-3 (US-31 MONTGOMERY HWY) CITY	1.81	CN	P	SIDEWALK	2024	746	NA		\$2,916,208	\$3,645,260	PM3
											\$0	\$729,052	

Totals By Sponsor						Federal	\$3,133,987			ALL Funds	\$3,891,194	
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Sponsor: MOUNTAIN BROOK

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	
39622	100064201 CMAQ 3715 (266)	INTERSECTION IMPROVEMENTS: INSTALLATION OF ROUNDABOUT AT THE CAHABA RD/CULVER RD/LANE PARK RD	0.00	UT	P	INTERSECTION IMPROVEMENTS	2023	1220	NA		\$560,000	\$560,000	PM3
											\$0	\$0	
42717	100068125 CMAQ 3718 ()	SIDEWALKS ALONG PINE RIDGE ROAD FROM OVERBROOK ROAD TO OLD LEEDS ROAD	0.00	RW	P	SIDEWALK	2023	1336	NA		\$200,000	\$250,000	PM3
											\$0	\$50,000	
39622	100064202 CMAQ 3715 (266)	INTERSECTION IMPROVEMENTS: INSTALLATION OF ROUNDABOUT AT THE CAHABA RD/CULVER RD/LANE PARK RD	0.00	CN	P	INTERSECTION IMPROVEMENTS	2024	1220	NA		\$2,585,600	\$3,232,000	PM3
											\$0	\$646,400	
42717	100068124 CMAQ 3718 ()	SIDEWALKS ALONG PINE RIDGE ROAD FROM OVERBROOK ROAD TO OLD LEEDS ROAD	0.00	UT	P	SIDEWALK	2024	1336	NA		\$101,000	\$126,250	PM3
											\$0	\$25,250	
42717	100068126 CMAQ 3718 ()	SIDEWALKS ALONG PINE RIDGE ROAD FROM OVERBROOK ROAD TO OLD LEEDS ROAD	0.00	CN	P	SIDEWALK	2024	1336	NA		\$2,343,200	\$2,929,000	PM3
											\$0	\$585,800	

Totals By Sponsor						Federal	\$5,789,800			ALL Funds	\$7,097,250	
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Sponsor: PELHAM

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	
40388	100065162 CMAQ 5916 (253)	TRAIL DESIGN AND CONSTRUCTION PELHAM GREENWAY ALONG BISHOP CREEK FROM PELHAM CITY PARK TO OAK MOUNTAIN	0.00	RW	P	SIDEWALK	2023	1250	NA		\$800,000	\$1,000,000	PM3
											\$0	\$200,000	

13. Congestion Mitigation and Air Quality Projects

40388	100065163 CMAQ 5916 (253)	TRAIL DESIGN AND CONSTRUCTION PELHAM GREENWAY ALONG BISHOP CREEK FROM PELHAM CITY PARK TO OAK MOUNTAIN	0.00	UT	P	SIDEWALK	2023	1250	NA		\$400,000 \$0 \$0	\$400,000	PM3
40388	100067294 TAPAA-CMAQ TA17 (904)	MULTI-USE TRAIL AND GREENWAY SYSTEM ALONG THE SR-3 (US-31) CORRIDOR ADJACENT TO BISHOP CREEK IN PELHAM:	0.00	CN	P	UNCLASSIFIED	2024	1250	NA		\$5,600,000 \$0 \$1,400,000	\$7,000,000	

Totals By Sponsor							Federal	\$6,800,000			ALL Funds	\$8,400,000
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Sponsor: RPCGB

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	
49566	100076668 CMAQ NR24 (905)	OZONE AWARENESS PROGRAM JEFFERSON AND SHELBY COUNTIES FY 2024 - FY 2027	0.00	SP	P	UNCLASSIFIED	2023	1629	NA		\$1,380,000 \$0 \$345,000	\$1,725,000	PM3

Totals By Sponsor							Federal	\$1,380,000			ALL Funds	\$1,725,000
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Sponsor: ST. CLAIR COUNTY

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
39709	100071677 CMAQ 0025 (558)	INTERSECTION IMPROVEMENTS ON SR-25(US-411) AT CR-6(SANIE ROAD/SIMPSON ROAD) PHASE 2	0.17	UT	P	INTERSECTION IMPROVEMENTS	2023	1429	NA		\$533,600 \$133,400 \$0	\$667,000	PM3
39709	100071679 CMAQ 0025 (558)	INTERSECTION IMPROVEMENTS ON SR-25 (US-411) AT CR-6 (SANIE ROAD/SIMPSON ROAD) PHASE 2	0.17	CN	P	INTERSECTION IMPROVEMENTS	2024	1429	NA		\$1,233,008 \$308,252 \$0	\$1,541,260	PM3

Totals By Sponsor							Federal	\$3,304,924			ALL Funds	\$4,131,155
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Sponsor: UAB

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	
42718	100068128 CMAQ 3718 (253)	ADD BIKE LANES AND STREETScape IMPROVEMENTS ALONG 13TH STREET SOUTH FROM 4TH AVE SOUTH TO 10TH AVE	0.00	UT	P	STREETScape	2023	1337	NA		\$84,081 \$0 \$21,020	\$105,101	PM3
42718	100068129 CMAQ 3718 ()	ADD BIKE LANES AND STREETScape IMPROVEMENTS ALONG 13TH STREET SOUTH FROM 4TH AVE SOUTH TO 10TH AVE	0.00	CN	P	STREETScape	2024	1337	NA		\$1,766,370 \$0 \$441,592	\$2,207,962	PM3

Totals By Sponsor							Federal	\$1,850,450			ALL Funds	\$2,313,063
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Sponsor: VESTAVIA HILLS

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	
34107	100057173 CMAQ 7030 (600)	SIDEWALKS ALONG CR-42 (MASSEY ROAD) FROM SR-3 (US-31 MONTGOMERY HIGHWAY) TO CR-99 (COLUMBIANA ROAD) IN VESTAVIA	0.76	UT	P	SIDEWALK	2023	789	NA		\$74,958 \$0 \$0	\$74,958	PM3
34107	100057174 CMAQ 7030 (600)	SIDEWALKS ALONG CR-42 (MASSEY ROAD) FROM SR-3 (US-31 MONTGOMERY HIGHWAY) TO CR-99 (COLUMBIANA ROAD) IN VESTAVIA	0.76	CN	P	SIDEWALK	2024	789	NA		\$2,414,988 \$0 \$603,747	\$3,018,734	PM3

Totals By Sponsor							Federal	\$2,489,946			ALL Funds	\$3,093,692
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14. High Priority and Congressional Earmark Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
30717	100052628 HPP A187 (900)	ROADWAY AND DRAINAGE IMPROVEMENTS ON SR-7(US-11) AT SPRINGVILLE MIDDLE SCHOOL	0.75	CN	P	DRAINAGE CORRECTION	2024	1149		NA	\$640,000 \$0 \$160,000	\$800,000
32599	100055162 HPP AL10 (002)	DRAINAGE IMPROVEMENTS ON SR-7 (US-11) FROM ROBINSON ST. TO NEAR TERRY ST. AND DOWNTOWN SPRINGVILLE STREET	0.79	CN	P	DRAINAGE CORRECTION	2024	1149		NA	\$665,318 \$0 \$166,329	\$831,647
Totals By Sponsor						Federal		\$1,305,318			ALL Funds \$1,631,647	
Sponsor: BIRMINGHAM												
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
25249	100033434 HPP-STPBH 1602 (519)	BRIDGE REPLACEMENT (BIN 000282) ON PRATT HIGHWAY AT BLACK CREEK NEAR SANDUSKY IN BIRMINGHAM	0.25	UT	P	BRIDGE REPLACEMENT	2023	278		NA	\$97,696 \$0 \$24,424	\$122,120
Totals By Sponsor						Federal		\$97,696			ALL Funds \$122,120	

PM2

PM2

PM2

Section 2.4.15

Annual Listing of Obligated Projects

Sponsor: ADAMSVILLE											
Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
RALG	12	RALG-37-2021-358 ()	100073076	CN	1.935	04/15/2022	RESURFACING	\$0	\$0	\$0	\$0
Project Description: RESURFACING PORTIONS OF TARPLEY ROAD BAYVIEW DRIVE AND SCHOOL STREET NORTH											
Sponsor: ALDOT											
Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
BRS	2	BR 0023(501)	100073843	PE	0.550	02/01/2022	BRIDGE REPLACEMENT	\$100,000	\$100,000	\$55,338	\$44,662
Project Description: BRIDGE REPLACEMENT ON SR-23 AT BRANCH OF LITTLE CANOE CREEK (BIN 000226)											
IM	3	IM I065(533)	100066473	PE	3.760	07/01/2022	PAVEMENT REHABILITATION	\$231,818	\$231,818	\$1,760	\$230,057
Project Description: PAVEMENT REHABILITATION ON I-65 FROM SR-3 (US-31) TO RALEIGH AVENUE OVERPASS											
STATE	7	ST-037-I59-014 ()	100075034	CN	3.522	04/15/2022	LIGHTING	\$0	\$0	\$0	\$0
Project Description: UPGRADE AND REPLACE INTERSTATE LIGHTING ALONG I-59/20 FROM 3700 EAST OF THE EB STEPHENS EXPRESSWAY INTERCHANGE TO 2000 EAST OF THE I-20/I-59 SPLIT											
RAA2	12	ATRP2-37-2021-109 ()	100073285	CN	2.870	11/05/2021	SAFETY IMPROVEMENTS	\$0	\$0	\$0	\$0
Project Description: RESURFACING AUXILIARY LANES RAMP IMPROVEMENTS MEDIAN BARRIER RAIL AND BRIDGE RAIL RETROFITS ON SR-3 (US-31) FROM BONITA DRIVE TO 2ND AVE SOUTH											
RAA2	12	ATRP2-59-2022-269 ()	100074467	PE	0.000	06/01/2022	WIDENING AND RESURFACING (RDWY)	\$0	\$0	\$0	\$0
Project Description: RESURFACING WIDENING ADDING A CENTER LEFT TURN LANE AND SIDEWALKS ON SR-261 FROM KING STREET TO ROY DRIVE											
NH	3	NH-HSIP 0003 (621)	100068646	FM	2.590	05/27/2022	PREVENTATIVE MAINTENANCE LEVEL 2 W/ SAFETY WIDEN	\$2,597,186	\$2,548,944	\$213,576	\$2,335,368
Project Description: RESURFACING PLANING STRIPING PATCHING 2 SAFETY WIDENING AND ACCESS MANAGEMENT ON SR-3(US-31) FROM I-65 TO CR-68 (INCLUDING RAILROAD CROSSING OF CSX TRANSPORTATION)											
NH1	3	NH-HSIP 0003 (621)	100068646	FM	2.590	05/27/2022	PREVENTATIVE MAINTENANCE LEVEL 2 W/ SAFETY WIDEN	\$2,597,186	\$1,051,474	\$0	\$1,051,474
Project Description: RESURFACING PLANING STRIPING PATCHING 2 SAFETY WIDENING AND ACCESS MANAGEMENT ON SR-3(US-31) FROM I-65 TO CR-68 (INCLUDING RAILROAD CROSSING OF CSX TRANSPORTATION)											
SAF	11	NH-HSIP 0003 (621)	100068646	FM	2.590	05/27/2022	PREVENTATIVE MAINTENANCE LEVEL 2 W/ SAFETY WIDEN	\$2,921,834	\$104,885	\$0	\$104,885
Project Description: RESURFACING PLANING STRIPING PATCHING 2 SAFETY WIDENING AND ACCESS MANAGEMENT ON SR-3(US-31) FROM I-65 TO CR-68 (INCLUDING RAILROAD CROSSING OF CSX TRANSPORTATION)											
SAF	11	STPAA-HSIP 0025(561)	100070160	FM	3.392	04/29/2022	PREVENTATIVE MAINTENANCE LEVEL 2 W/ SAFETY WIDEN	\$1,716,325	\$84,212	\$0	\$84,212
Project Description: RESURFACE PLANE STRIPE LEVEL PATCH AND 2-FT SAFETY WIDENING ON SR-25 FROM THE SHELBY COUNTY LINE TO THE ST. CLAIR COUNTY LINE (INCLUDING RAILROAD CROSSINGS OF NORFOLK SOUTHERN)											
SAFA	11	STPAA-HSIP 0025(561)	100070160	FM	3.392	04/29/2022	PREVENTATIVE MAINTENANCE LEVEL 2 W/ SAFETY WIDEN	\$1,716,325	\$0	\$0	\$0
Project Description: RESURFACE PLANE STRIPE LEVEL PATCH AND 2-FT SAFETY WIDENING ON SR-25 FROM THE SHELBY COUNTY LINE TO THE ST. CLAIR COUNTY LINE (INCLUDING RAILROAD CROSSINGS OF NORFOLK SOUTHERN)											

Annual Listing of Obligated Projects

ST	2	STPAA-HSIP 0025(561)	100070160	FM	3.392	04/29/2022	PREVENTATIVE MAINTENANCE LEVEL 2 W/ SAFETY WIDEN	\$1,525,622	\$1,422,243	\$999,928	\$422,315
Project Description: RESURFACE PLANE STRIPE LEVEL PATCH AND 2-FT SAFETY WIDENING ON SR-25 FROM THE SHELBY COUNTY LINE TO THE ST. CLAIR COUNTY LINE (INCLUDING RAILROAD CROSSINGS OF NORFOLK SOUTHERN)											
STA	2	STPAA-HSIP 0025(561)	100070160	FM	3.392	04/29/2022	PREVENTATIVE MAINTENANCE LEVEL 2 W/ SAFETY WIDEN	\$1,525,622	\$0	\$0	\$0
Project Description: RESURFACE PLANE STRIPE LEVEL PATCH AND 2-FT SAFETY WIDENING ON SR-25 FROM THE SHELBY COUNTY LINE TO THE ST. CLAIR COUNTY LINE (INCLUDING RAILROAD CROSSINGS OF NORFOLK SOUTHERN)											
SAF	11	STPAA-HSIP 0004(549)	100070161	FM	2.045	04/29/2022	PREVENTATIVE MAINTENANCE LEVEL 2 W/ SAFETY WIDEN	\$1,323,763	\$11,942	\$8,755	\$3,187
Project Description: RESURFACING PLANING STRIPING LEVELING PATCHING AND 2-FT SAFETY WIDENING ON SR-4(US-78) FROM THE WEST END OF THE LITTLE CAHABA RIVER BRIDGE TO THE ST. CLAIR COUNTY LINE (INCLUDING RAILROAD CROSSINGS OF NORFOLK SOUTHERN)											
SAFA	11	STPAA-HSIP 0004(549)	100070161	FM	2.045	04/29/2022	PREVENTATIVE MAINTENANCE LEVEL 2 W/ SAFETY WIDEN	\$1,323,763	\$0	\$0	\$0
Project Description: RESURFACING PLANING STRIPING LEVELING PATCHING AND 2-FT SAFETY WIDENING ON SR-4(US-78) FROM THE WEST END OF THE LITTLE CAHABA RIVER BRIDGE TO THE ST. CLAIR COUNTY LINE (INCLUDING RAILROAD CROSSINGS OF NORFOLK SOUTHERN)											
ST	2	STPAA-HSIP 0004(549)	100070161	FM	2.045	04/29/2022	PREVENTATIVE MAINTENANCE LEVEL 2 W/ SAFETY WIDEN	\$1,176,678	\$1,050,915	\$893,021	\$157,894
Project Description: RESURFACING PLANING STRIPING LEVELING PATCHING AND 2-FT SAFETY WIDENING ON SR-4(US-78) FROM THE WEST END OF THE LITTLE CAHABA RIVER BRIDGE TO THE ST. CLAIR COUNTY LINE (INCLUDING RAILROAD CROSSINGS OF NORFOLK SOUTHERN)											
STA	2	STPAA-HSIP 0004(549)	100070161	FM	2.045	04/29/2022	PREVENTATIVE MAINTENANCE LEVEL 2 W/ SAFETY WIDEN	\$1,176,678	\$0	\$0	\$0
Project Description: RESURFACING PLANING STRIPING LEVELING PATCHING AND 2-FT SAFETY WIDENING ON SR-4(US-78) FROM THE WEST END OF THE LITTLE CAHABA RIVER BRIDGE TO THE ST. CLAIR COUNTY LINE (INCLUDING RAILROAD CROSSINGS OF NORFOLK SOUTHERN)											
NH	3	NH 0079(520)	100070150	FM	7.888	05/27/2022	PREVENTATIVE MAINTENANCE LEVEL 2	\$2,906,623	\$2,570,130	\$1,207,860	\$1,362,270
Project Description: RESURFACING PLANING STRIPING LEVELING AND PATCHING ON SR-79 FROM PINE BLUFF ROAD TO SR-53 (US-231)											
IM	3	IM I065(534)	100069272	PE	4.010	07/01/2022	PAVEMENT REHABILITATION	\$459,045	\$459,045	\$36,153	\$422,892
Project Description: PAVEMENT REHABILITATION ON I-65 FROM RALEIGH AVENUE TO 1ST AVENUE NORTH (NORTH END OF BIN 14407)											
IM	3	IM I020(365)	100071617	CN	9.559	05/27/2022	PREVENTATIVE MAINTENANCE LEVEL 2	\$14,321,698	\$16,776,572	\$3,993,066	\$12,783,506
Project Description: PLANING OVERLAY AND STRIPING ON I-20 FROM THE EAST END OF THE BRIDGE OVER 1ST AVE NORTH TO THE EAST END OF THE BRIDGE OVER SR-4(US-78) AT EXIT 140											
IM	3	IM-HSIP-IMGR I459(318)	100071621	CN	7.311	01/28/2022	PREVENTATIVE MAINTENANCE LEVEL 1	\$6,200,580	\$2,500,000	\$2,541,025	(\$41,025)
Project Description: PLANING OVERLAY STRIPING AND GUARDRAIL SAFETY IMPROVEMENTS ON I-459 FROM 0.25 MILES SOUTH OF SR-38 (US-280) TO 0.24 MILES SOUTH OF GRANTS MILL ROAD.											
IMA	3	IM-HSIP-IMGR I459(318)	100071621	CN	7.311	01/28/2022	PREVENTATIVE MAINTENANCE LEVEL 1	\$6,200,580	\$0	\$0	\$0
Project Description: PLANING OVERLAY STRIPING AND GUARDRAIL SAFETY IMPROVEMENTS ON I-459 FROM 0.25 MILES SOUTH OF SR-38 (US-280) TO 0.24 MILES SOUTH OF GRANTS MILL ROAD.											
IM1	3	IM-HSIP-IMGR I459(318)	100071621	CN	7.311	01/28/2022	PREVENTATIVE MAINTENANCE LEVEL 1	\$6,200,580	\$2,966,487	\$2,966,487	\$0
Project Description: PLANING OVERLAY STRIPING AND GUARDRAIL SAFETY IMPROVEMENTS ON I-459 FROM 0.25 MILES SOUTH OF SR-38 (US-280) TO 0.24 MILES SOUTH OF GRANTS MILL ROAD.											
SAF	11	IM-HSIP-IMGR I459(318)	100071621	CN	7.311	01/28/2022	PREVENTATIVE MAINTENANCE LEVEL 1	\$6,200,580	\$9,618	\$9,618	\$0

Annual Listing of Obligated Projects

Project Description: PLANING OVERLAY STRIPING AND GUARDRAIL SAFETY IMPROVEMENTS ON I-459 FROM 0.25 MILES SOUTH OF SR-38 (US-280) TO 0.24 MILES SOUTH OF GRANTS MILL ROAD.

STATO	7	ST-037-888-010-CN ()	100071944	CN	0.000	08/15/2022	RESURFACING	\$0	\$0	\$0	\$0
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Project Description: RESURFACING ON OXMOOR ROAD WITHIN THE DENIED ACCESS LIMITS OF I-65 AND WIDENING OF I-65 SOUTHBOUND RAMP IN JEFFERSON COUNTY

CR	12	CRPAA I065 (518)	100071708	CN	47.320	09/30/2022	INTELLIGENT TECHNOLOGY SYSTEMS	\$4,569,840	\$4,569,840	\$4,977	\$4,564,863
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Project Description: INSTALLATION OF ITS INFRASTRUCTURE (COMMUNICATIONS DETECTION MONITORING MESSAGING) ON I-65 /SR-3(US-31); SUPPORTS ADVANCED FREEWAY TRAFFIC MGMT SUBSYSTEM COMPONENT OF I-65/SR-3(US-31) ADVANCED CORR MGMT SYSTEM

IM	3	IM I065(535)	100073398	PE	1.579	08/01/2022	PREVENTATIVE MAINTENANCE LEVEL 2	\$240,991	\$90,000	\$21,468	\$68,532
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Project Description: CONCRETE PAVEMENT REHAB RESURFACING AND GUARDRAIL RESET ON I-65 FROM 16TH STREET NORTH OVERPASS TO DANIEL PAYNE DRIVE.

RHE90	11	RHPD RR21 (910)	100073515	CN	0.000	05/15/2022	RR CROSSING IMPROVEMENTS	\$291,194	\$43,322	\$0	\$43,322
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Project Description: RAILROAD CROSSING IMPROVEMENTS GATES SIGNS LEGENDS AND MARKINGS AT SR-261 (HELENA ROAD) AND CSX RAILROAD DOT NO. 639543K

RSP	11	RHPD RR21 (910)	100073515	CN	0.000	05/15/2022	RR CROSSING IMPROVEMENTS	\$291,194	\$45,372	\$43,725	\$1,648
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Project Description: RAILROAD CROSSING IMPROVEMENTS GATES SIGNS LEGENDS AND MARKINGS AT SR-261 (HELENA ROAD) AND CSX RAILROAD DOT NO. 639543K

STRHL	11	RHPD RR21 (910)	100073515	CN	0.000	05/15/2022	RR CROSSING IMPROVEMENTS	\$291,194	\$202,500	\$0	\$202,500
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Project Description: RAILROAD CROSSING IMPROVEMENTS GATES SIGNS LEGENDS AND MARKINGS AT SR-261 (HELENA ROAD) AND CSX RAILROAD DOT NO. 639543K

RSH	11	RHCH RR22 (904)	100075258	CN	0.000	10/15/2022	RR CROSSING IMPROVEMENTS	\$17,407	\$17,407	\$0	\$17,407
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Project Description: RR XING HAZARD ELIMINATION IMPROVEMENT FOR THE REPLACEMENT OF EIGHT (8) INCANDESCENT LIGHTS TO LIGHT EMITTING DIODES (LED) 12 LENSES ON EXISTING EQUIP AT DOT NO. 663652A ON AVENUE W IN BIRMINGHAM; BNSF RAILROAD; REF. 2212HE.

RSH	11	RHCH RR22 (905)	100075388	CN	0.000	10/15/2022	RR CROSSING IMPROVEMENTS	\$331,874	\$331,874	\$0	\$331,874
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Project Description: RAILROAD XING HAZARD ELIMINATION IMPRV OBS EQUIP REPLACE EXISTING ACTIVE WARNING DEVICES WITH TWO (2) 12K DEEP DISH LENSES WITH LIGHT EMITTING DIODES (LED) TWO (2) GATES TWO (2) BELLS AND CWT AT 5TH STREET AND BNSF; REF. 2214HE; DOT 664848X.

RSP	11	RHPD RR21 (912)	100073572	CN	0.000	11/15/2022	RR CROSSING IMPROVEMENTS	\$43,906	\$43,906	\$0	\$43,906
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Project Description: RAILROAD CROSSING IMPROVEMENT LEGENDS AND MARKINGS AND STOP BAR AT GRANT STREET AND NORFOLK SOUTHERN RAILWAY DOT 725407V

RHE90	11	RHCH RR21 (913)	100073587	CN	0.000	11/15/2022	RR CROSSING IMPROVEMENTS	\$305,550	\$36,057	\$0	\$36,057
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Project Description: RR XING HAZARD ELIMINATION IMPROVEMENTS FOR THE INSTALLATION OF 2 STANDARD MAST MOUNTED SIGNALS 2 BELLS 2 GATES AND NEW CABINET AT 1ST AVE. WEST AND CSX RAILROAD REF. 2107HE DOT NO. 352263K

RSH	11	RHCH RR21 (913)	100073587	CN	0.000	11/15/2022	RR CROSSING IMPROVEMENTS	\$305,550	\$269,494	\$0	\$269,494
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Project Description: RR XING HAZARD ELIMINATION IMPROVEMENTS FOR THE INSTALLATION OF 2 STANDARD MAST MOUNTED SIGNALS 2 BELLS 2 GATES AND NEW CABINET AT 1ST AVE. WEST AND CSX RAILROAD REF. 2107HE DOT NO. 352263K

RSH	11	RHCH RR21 (914)	100073588	CN	0.000	11/15/2022	RR CROSSING IMPROVEMENTS	\$306,493	\$302,969	\$0	\$302,969
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Project Description: RAILROAD CROSSING HAZARD ELIMINATION IMPROVEMENTS FOR THE INSTALLATION OF 2 STANDARD MAST MOUNTED SIGNALS 2 BELLS 2 GATES AND NEW CABINET AT 6TH AVENUE SW AND CSX RAILROAD IN THE CITY OF ALABASTER REFERENCE 2106HE DOT CROSSING NO. 352264S

S130	11	RHCH RR21 (914)	100073588	CN	0.000	11/15/2022	RR CROSSING IMPROVEMENTS	\$306,493	\$3,523	\$0	\$3,523
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Annual Listing of Obligated Projects

Project Description: RAILROAD CROSSING HAZARD ELIMINATION IMPROVEMENTS FOR THE INSTALLATION OF 2 STANDARD MAST MOUNTED SIGNALS 2 BELLS 2 GATES AND NEW CABINET AT 6TH AVENUE SW AND CSX RAILROAD IN THE CITY OF ALABASTER REFERENCE 2106HE DOT CROSSING NO. 352264S

RSP	11	RHPD RR19 (905)	100070001	CN	0.000	01/15/2023	RR CROSSING IMPROVEMENTS	\$18,000	\$18,000	\$0	\$18,000
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Project Description: RAILROAD CROSSING IMPROVEMENTS SIGNS LEGENDS AND MARKINGS AT THE INTERSECTION OF CR-433 AND CSX RAILROAD/DOT NO. 639418X

CMA	13	CMAQ NR21 (926)	100073896	SP	0.000	02/01/2022	INTELLIGENT TECHNOLOGY SYSTEMS	\$1,200,000	\$1,200,000	\$1,304,361	(\$104,361)
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Project Description: ENHANCEMENTS AND IMPROVEMENTS TO THE SURFACE TRANSPORTATION ITS NETWORK

RACR	12	RACR-059-003 -008 ()	100074394	CN	0.000	07/29/2022	PAVEMENT REHABILITATION	\$0	\$0	\$0	\$0
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Project Description: INTERSECTION IMPROVEMENTS (CONCRETE PAVEMENT) ON SR-3 (US-31) AT SR-25 OUTSIDE SOUTHBOUND LANE

ST	2	STPAA NR22 (906)	100074133	SP	0.000	02/01/2022	UNCLASSIFIED	\$2,400,000	\$2,400,000	\$2,490,381	(\$90,382)
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Project Description: REGIONAL TRANSPORTATION MANAGEMENT CENTER AND ASAP PROGRAM FOR FY-2022 AND FY-2023

STATE	7	ST-037-I59- 013 ()	100074168	PE	0.500	12/01/2021	RAMP REVISIONS	\$0	\$0	\$0	\$0
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Project Description: REPAIR AND REPLACEMENTS OF ENTRANCE AND EXIT RAMPS ON I-59/20 AT MCASHAN DRIVE

99995	10	99-503-371- 000-201 ()	100074908	MC	0.000	06/24/2022	BRIDGE REPAIR	\$0	\$0	\$0	\$0
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Project Description: BRIDGE REPAIR ON THE ALFORD AVE BRIDGE (BIN 10686) OVER I-65 AT EXIT 254 AND THE 25TH ST ENSLEY BRIDGE (BIN 8971) OVER I20/59 (MP 120.5) IN BIRMINGHAM

BRS	2	BR 0007(554)	100074990	PE	0.000	06/01/2022	BRIDGE REPLACEMENT	\$155,200	\$155,200	\$15,006	\$140,194
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Project Description: BRIDGE REPLACEMENT ON SR-7 (US-11) OVER THE LITTLE CAHABA RIVER (BIN 000486)

99994	10	99-403-371- 665-201 ()	100075016	MC	0.971	04/15/2022	UNCLASSIFIED	\$0	\$0	\$0	\$0
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Project Description: OGFC ASPHALT PAVEMENT REPAIRS ON I-65 NB/SB (MP 258.341- MP 259.312) IN JEFFERSON COUNTY

STATE	7	ST-037-I59- 015 ()	100075458	SP	0.000	07/01/2022	STREETSCAPE	\$0	\$0	\$0	\$0
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Project Description: START-UP PERIOD FUNDING AND FIRST YEAR OPERATING DEFICIT FOR CITYWALK

HP3	12	SPR-PART3 PLBH(023)	100075600	HP	0.000	10/01/2022	UNCLASSIFIED	\$1,273,500	\$110,086	\$0	\$110,086
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Project Description: METROPOLITAN PLANNING BIRMINGHAM FY-2023

99007	10	99-700-680- 000-201 ()	100075724	MC	0.000	09/15/2022	UNCLASSIFIED	\$0	\$0	\$0	\$0
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Project Description: WRECKER SERVICE ON I-65 FROM EXIT 181 TO EXIT 238

Sponsor: BESSEMER

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
CMA	13	CMAQ 3715 (270)	100064229	UT	0.065	02/01/2022	PEDESTRIAN OVERPASS	\$308,000	\$307,222	\$3,143	\$304,079
Project Description: PEDESTRIAN BRIDGE OVER SR-150 BETWEEN BERKLEY AVE AND CLARENDON AVE - CITY OF BESSEMER											
CMA	13	CMAQ 3715 (270)	100064230	CN	0.000	03/25/2022	PEDESTRIAN OVERPASS	\$3,631,048	\$3,484,525	\$5,352	\$3,479,173

Annual Listing of Obligated Projects

Project Description: PEDESTRIAN BRIDGE OVER SR-150 BETWEEN BERKLEY AVE AND CLARENDON AVE - CITY OF BESSEMER

CMAC	13	CMAQ 3715 (270)	100064230	CN	0.000	03/25/2022	PEDESTRIAN OVERPASS	\$3,631,048	\$0	\$0	\$0
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Project Description: PEDESTRIAN BRIDGE OVER SR-150 BETWEEN BERKLEY AVE AND CLARENDON AVE - CITY OF BESSEMER

TABH	5	TAPBH TA21 (937)	100072765	CN	10.000	09/15/2022	STREETSCAPE	\$640,000	\$640,000	\$0	\$640,000
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Project Description: STREETSCAPE IMPROVEMENTS ALONG 19TH STREET NORTH FROM 1ST TO 4TH AVENUE NORTH

Sponsor: BIRMINGHAM

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
CMA	13	CMAQ 3716 (259)	100065798	SP	0.000	12/01/2021	TRAFFIC CONTROL MARKING & LEGN	\$336,323	\$336,323	\$67,844	\$268,479

Project Description: ADVANCED TRAFFIC MANAGEMENT SYSTEM ASSESSMENT

CMA	13	CMAQ NR19 (938)	100069760	PE	0.000	02/01/2022	STREETSCAPE	\$250,000	\$250,000	\$2,576	\$247,424
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Project Description: STREETSCAPE AND SIDEWALK ENHANCEMENTS INCLUDING ADA UPGRADES IN MORE THAN 20 LOCATIONS THROUGHOUT THE CITY OF BIRMINGHAM; INFORMATION ABOUT SPECIFIC LOCATIONS WILL BE PROVIDED UPON REQUEST

Sponsor: CENTER POINT

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
ULBH	1	STPBH 3716 (250)	100054521	CN	0.400	04/29/2022	RESURFACING	\$6,376,185	\$6,361,581	\$2,800	\$6,358,780

Project Description: RESURFACING SIDEWALK ADDITIONS AND DRAINAGE IMPROVEMENTS ALONG POLLY REED ROAD FROM SR-75 TO REED ROAD NE

ULBHA	1	STPBH 3716 (250)	100054521	CN	0.400	04/29/2022	RESURFACING	\$6,376,185	\$0	\$0	\$0
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Project Description: RESURFACING SIDEWALK ADDITIONS AND DRAINAGE IMPROVEMENTS ALONG POLLY REED ROAD FROM SR-75 TO REED ROAD NE

ULBH1	1	STPBH 3716 (250)	100054521	CN	0.400	04/29/2022	RESURFACING	\$6,376,185	\$1,844,497	\$0	\$1,844,497
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Project Description: RESURFACING SIDEWALK ADDITIONS AND DRAINAGE IMPROVEMENTS ALONG POLLY REED ROAD FROM SR-75 TO REED ROAD NE

Sponsor: HOMEWOOD

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
CMA	13	CMAQ 9802 (911)	100029525	CN	1.500	07/29/2022	UNCLASSIFIED	\$5,657,717	\$3,045,337	\$2,303	\$3,043,034

Project Description: SHADES CREEK GREENWAY MULTI-PURPOSE TRAIL - PHASE TWO GRADE DRAIN BASE PAVE BRIDGE STRIPING SIGNING AND LANDSCAPING CITY OF HOMEWOOD JEFFERSON COUNTY

CMA1	13	CMAQ 9802 (911)	100029525	CN	1.500	07/29/2022	UNCLASSIFIED	\$5,657,717	\$2,612,380	\$0	\$2,612,380
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Project Description: SHADES CREEK GREENWAY MULTI-PURPOSE TRAIL - PHASE TWO GRADE DRAIN BASE PAVE BRIDGE STRIPING SIGNING AND LANDSCAPING CITY OF HOMEWOOD JEFFERSON COUNTY

ULBH	1	CMAQ 9802 (911)	100029525	CN	1.500	07/29/2022	UNCLASSIFIED	\$5,657,717	\$0	\$0	\$0
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Project Description: SHADES CREEK GREENWAY MULTI-PURPOSE TRAIL - PHASE TWO GRADE DRAIN BASE PAVE BRIDGE STRIPING SIGNING AND LANDSCAPING CITY OF HOMEWOOD JEFFERSON COUNTY

Annual Listing of Obligated Projects

CMA	13	TAPAA-CMAQ TA15(903)	100064505	CN	0.000	12/15/2021	STREETSCAPE	\$2,000,000	\$923,783	\$882,095	\$41,688
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Project Description: 18TH STREET REVITALIZATION FROM 28TH AVENUE SOUTH TO A POINT APPROXIMATELY 1000 NORTH OF ROSEDALE DRIVE IN THE CITY OF HOMEWOOD

TA	5	TAPAA-CMAQ TA15(903)	100064505	CN	0.000	12/15/2021	STREETSCAPE	\$2,000,000	\$400,000	\$1,020	\$398,980
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Project Description: 18TH STREET REVITALIZATION FROM 28TH AVENUE SOUTH TO A POINT APPROXIMATELY 1000 NORTH OF ROSEDALE DRIVE IN THE CITY OF HOMEWOOD

Sponsor: HOOVER

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
CMA	13	CMAQ 7282 (600)	100056541	CN	1.200	04/29/2022	SIDEWALK	\$1,888,902	\$1,888,902	\$706,579	\$1,182,323

Project Description: SIDEWALK ALONG CR-1142 (CHAPEL ROAD) FROM PARK AVE TO STONE BROOK PKWY (CITY OF HOOVER)

CMAC	13	CMAQ 7282 (600)	100056541	CN	1.200	04/29/2022	SIDEWALK	\$1,888,902	\$0	\$2,849	(\$2,849)
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Project Description: SIDEWALK ALONG CR-1142 (CHAPEL ROAD) FROM PARK AVE TO STONE BROOK PKWY (CITY OF HOOVER)

CMA1	13	CMAQ 7282 (600)	100056541	CN	1.200	04/29/2022	SIDEWALK	\$1,888,902	\$139,601	\$0	\$139,601
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Project Description: SIDEWALK ALONG CR-1142 (CHAPEL ROAD) FROM PARK AVE TO STONE BROOK PKWY (CITY OF HOOVER)

Sponsor: JEFFERSON COUNTY

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
NUST	2	HRRR 0521 (250)	100072710	CN	0.000	12/03/2021	WIDENING AND RESURFACING (RDWY)	\$253,549	\$9,431	\$9,431	\$0

Project Description: WIDENING AND RESURFACING ON CR-8 (SKYLINE DRIVE) FROM RICKWOOD CAVERNS ROAD EASTERLY FOR 2.140 MILES (MP 4.355)

SAF	11	HRRR 0521 (250)	100072710	CN	0.000	12/03/2021	WIDENING AND RESURFACING (RDWY)	\$285,242	\$379,539	\$388,913	(\$9,374)
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Project Description: WIDENING AND RESURFACING ON CR-8 (SKYLINE DRIVE) FROM RICKWOOD CAVERNS ROAD EASTERLY FOR 2.140 MILES (MP 4.355)

RAA2	12	ATRP2-37- 2022-037 ()	100074520	PE	0.000	09/01/2022	BRIDGE	\$0	\$0	\$0	\$0
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Project Description: INTERCHANGE IMPROVEMENTS AT I-59/20 EXIT 104 (MCASHAN DRIVE) TO INCLUDE NEW OVERPASS STRUCTURE OVER I-59/20 AND DIVERGING DIAMOND INTERSECTION AT NB/SB RAMPS

Sponsor: RPCGB

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
CVBH	12	CRSABH NR21(925)	100073605	SP	0.000	01/01/2022	UNCLASSIFIED	\$300,000	\$300,000	\$98,741	\$201,259

Project Description: TECHNICAL ASSISTANCE SAFETY PROJECT PLANNING - FY 2022 - FY 2023

CVBH	12	CRSABH NR21(924)	100073606	SP	0.000	01/01/2022	UNCLASSIFIED	\$225,000	\$150,000	\$51,348	\$98,652
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Project Description: DISTRACTED DRIVING OUTREACH AND EDUCATION - UAB TRIP LAB - FY2022-2023

UMTAC	9	UMTAC TR22()	100074600	TR	0.000	02/01/2022	UNCLASSIFIED	\$98,275	\$98,275	\$98,275	\$0
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Project Description: SECTION 5310 TRANSIT ARC OF SHELBY COUNTY INC (URBAN) CAPITAL ROLLING STOCK (2 MINI VANS)

Annual Listing of Obligated Projects

Sponsor: SHELBY COUNTY

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
RAA2	12	ATRP2-59-2020-059-CN ()	100071085	CN	0.153	12/03/2021	BRIDGE REPLACEMENT	\$0	\$0	\$0	\$0

Project Description: BRIDGE REPLACEMENT AND APPROACHES (BIN 021584) ON SR-25 OVER WAXAHATCHEE CREEK

Sponsor: TRUSSVILLE

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
RALG	12	RALG-37-2021-487 ()	100073103	CN	0.000	06/15/2022	WIDENING AND RESURFACING (RDWY)	\$0	\$0	\$0	\$0

Project Description: WIDENING AND RESURFACING ON EDWARDS LAKE PARKWAY FROM SR-7 (US-11) TO MORROW ROAD

2.4.16 Locally Funded Regionally Significant Projects

As defined in 23 CFR 450.104, a regionally significant project means a transportation project, other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulation (40 CFR part 93), that is on a facility which serves regional transportation needs. Examples of these would be those providing access to and from the area outside the region; major activity centers in the region; major planned developments, such as new retail malls, sports complexes, or employment centers; or transportation terminals. These facilities would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.

This section includes any transportation projects that are paid for with local funds that have a regional impact. For example, roads built to a new shopping center could be listed in this section.

There are no Locally Funded Regionally Significant Projects at this time.

3.0 Appendices

Section 3.1 Program Codes and Abbreviations & Acronyms

Program Codes

Table Number	Table Name
1	<u>Surface Transportation Attributable Projects</u>
	BHDB Surface Transportation Urban Area Birmingham
	BHMA Surface Transportation Urban Area Birmingham
	BHRE Surface Transportation Restoration Birmingham
	BHST Surface Transportation Urban Area Birmingham
	DBBH Surface Transportation Urban Area Birmingham
	MBH8 Surface Transportation Urban Area Birmingham
	MBHM Surface Transportation Urban Area Birmingham
	REBH Fund Restoration Birmingham
	STBH Surface Transportation Urban Area Birmingham
	STBHH Surface Transportation Urban Area Birmingham
2	<u>Other Surface Transportation Program Projects</u>
	AADB Surface Transportation Any Area
	AAMA Surface Transportation Any Area
	AAST Surface Transportation Any Area
	ACFP Advanced Construction Primary Program
	ACR20 Advanced Construction Surface Transportation Other Than 200,000 Urban
	ACR24 Advanced Construction Surface Transportation Any Area Regular Q240 H240
	ACRA Advanced Construction Rural Access
	ASTP Advanced Construction Surface Transportation Program
	CESR Rural Secondary Account 4317
	CPRI Consolidated Primary
	DBAA Surface Transportation Any Area
	DBOA Surface Transportation Other Than 200,000 Urban
	DHP8 Surface Transportation Innovative Projects
	FLEX Flexible Account Funds
	MAA8 Surface Transportation Any Area
	MAAA Surface Transportation Any Area
	MAOA Surface Transportation Other Than 200,000 Urban
	MGEX Minimum Guarantee Exempt from Obligation Limitation
	MGEXH Minimum Guarantee Exempt from Obligation Limitation - Surface Transportation 2003
	MGSL Minimum Guarantee Subject to Obligation Limitation
	MGSLH Minimum Guarantee Regular Obligation H780
	MGSP Minimum Guarantee Special Obligation
	MGSPH Minimum Guarantee Special Obligation H760
	MNOT Urban System Not Attributable
	MOA8 Surface Transportation Other Than 200,000
	NUST Surface Transportation Non-Urban Areas
	OAST Surface Transportation Other Than 200,000
	R317 Fund Restoration APPN 317
	RPRI Rural Primary
	RSEC Rural Secondary
	SECR Rural Secondary Account 4314
	STAA Surface Transportation Any Area
	STAAH Surface Transportation Any Area
	STNU Surface Transportation Non-Urban Areas
	STNUH Surface Transportation Non-Urban Areas
	STOA Surface Transportation Other Than 200,000
	STOAH Surface Transportation Other Than 200,000 H200
3	<u>National Highway System Projects</u>
	ACNH Advanced Construction National Highway System
	ACR05 Advanced Construction National Highway System Q05
	NCPD1 National Corridor Planning and Development
	NH04 National Highway System
	NH88 National Highway System
	NHSP National Highway System
	OADB Surface Transportation Other Than 200,000
	OAMA Surface Transportation Other Than 200,000
4	<u>Appalachian Highway System Projects</u>
	ACAP Advanced Construction Appalachian Development
	ACE01 Appalachian Cost Estimate Update
	ACR98 Advanced Construction Appalachian Development Q98
	AD49 Advanced Construction Appalachian 649
	AD88 Advanced Construction Appalachian 688
	AHCE Appalachian Highway Program 19
	AP54G Appalachian 2002 54G0
	APD01 Appalachian Development Highway System 2001
	APD54 Appalachian Development Q98 - Regular Obligation Authority
	APD6 Appalachian Development Fiscal Year 1986
	APD7 Appalachian Special Funds
	APD8 T21 and ISTEA Appalachian Development
	APD8H Appalachian Development Highway Surface Transportation 2003

Table Number	Table Name
11	<u>Safety Projects</u>
	ACHS Advanced Construction Hazard Elimination
	BACP DUI .08 Blood Alcohol
	BACPH DUI .08 Blood Alcohol H080/HN1
	BELT4 Safety Incentive Seat Belt Apportionment
	BELT9 Safety Incentive Seat Belt TEA21
	BELTH Safety Incentive Seat Belt H09
	CSIP Corridor Safety
	GDTE Governor Death Trap Elimination
	HESS Hazard Elimination Program
	HHSL High Hazard Location
	HSST Surface Transportation Hazard Elimination
	HSST1 Surface Transportation Hazard Elimination
	RHST Surface Transportation Rail - Highway Hazard Elimination
	ROSL Rideshare Obstacle Elimination
	RRPD Railroad-Highway Crossing Protection Device
	RRSO Railroad-Highway Crossing Other
	RRST Surface Transportation Rail - Highway Protection Device
	RRST1 Surface Transportation Rail - Highway Protection Device 80%
	SAST Surface Transportation Any Hazard
	SRSD Safer Roads Demonstration
	STHS Hazard Elimination Program
	STHSH Hazard Elimination Program
	STRH Rail - Highway Hazard Elimination
	STRHH Rail - Highway Hazard Elimination
	STRR Rail - Highway Device
	STRRH Rail - Highway Protection Device
	STRRM Rail - Highway Device
	STSA Surface Transportation Any Hazard
	STSAH Surface Transportation Any Hazard
	TCDO Traffic Signal Demonstration
	WZSD Work Zone Safety Test Evaluation
12	<u>Other Federal and State Aid Projects</u>
	ACCB Former Advance Bridge Construction Projects
	ACCF Former ACF Projects
	ACCR Former ACIR Projects
	ACER8 Advanced Construction Emergency Relief H240 80%
	ACIN Advanced Construction 1 No 36Mo Payback
	AEROF Federal Aeronautics
	AEROS State Aeronautics
	ASD01 Alabama State Docks
	BBIABridge Replacement Indian Affairs
	COUN College and University
	CSWA1 SWA - Municipalities
	CSWA2 SWA - Federal Agencies
	CSWA3 SWA - Other State Departments
	CSWA4 SWA - Sales to Other State Departments
	CSWA5 SWA - Counties
	CSWA6 County Transportation SWA Projects
	CSWA7 SWA - Governor's Aircraft
	CSWA9 SWA - Other Entities
	DA55 Defense Access Road Project
	DA56 Defense Access Road Program
	DA57 Defense Access Road Project
	DBE04 Minority Business Enterprise 2004
	DEFA Defense Access AC APN
	DEM03 Surface Transportation Demonstration PL 108-7, Section 330
	DEMO 87 ACT Demonstration Projects
	DFNS Defense Access
	DPRA Rural Access
	DSTR State Disaster Funds
	EACI Advanced Construction I 36 Month Payback
	EGCR Economic Growth Center
	EGPA Economic Growth Primary ADD
	ER94 Emergency Relief Program
	ER96 Emergency Relief Program
	ER97 Emergency Relief Program
	ER98 Emergency Relief Program
	ERLF Emergency Relief Program
	FAUP Federal Aid Unique Projects
	FDAA Federal Emergency Management Agency Disaster Assistance
	FDRP Forest Development Road
	FH81 Forest Highway APPN 181
	FH91 Forest Highway APPN 191
	FH92 Forest Highway

Program Codes

Table Number	Table Name
4	Appalachian Highway System Projects
	APD9 Appalachian Corridor X APPN54D
	APD98 Q980 Appalachian Development
	APDV Appalachian Development
	APDX Appalachian Development Highway Demonstration
	APL04 Appalachian Local Access Fiscal Year 2004
	APL6 Appalachian Local Access
	APLA Appalachian Local Access
	APLO Appalachian Local Access Old Fund
	CX54F Corridor X 2002
	CX54H Corridor X 2003 54H
	CX54J Corridor X 2003 54J
	CX54K Appalachian Development Highway System 2004
	CX54L Appalachian Development Highway System MSS 2004
	DE59 Orange Beach / Jasper Bypass
	DEJ3 Jasper Bypass Demonstration Project
	DEJB Jasper Bypass Demonstration Project
	R31J Fund Restoration APPN 31
	RQ50 Fund Restoration APPN31
5	Interstate System Projects
	ACIM Advanced Construction Interstate Maintenance
	ACR01 Advanced Construction Maintenance Q010
	IDSC Interstate Discretionary Fund
	IM04 Interstate Maintenance
	IM98 Surface Transportation Interstate Maintenance
	IMD05 Interstate Maintenance Discretionary
	IMDIS Interstate Maintenance Discretionary
	IMNT Interstate Maintenance
	INGC Interstate Gap Close
	IREG Interstate Regular
	IRRR Interstate 4R Program
	REGI Interstate Regular Advanced Construction
6	Bridge Projects (State and Federal)
	ACBR Advanced Construction Bridge
	ACR10 Advanced Construction Bridge Q10
	BRD9 Bridge Discretionary Q06
	BRDF Bridge Replacement Discretionary Fund
	BROF Bridge Replacement 15% Off System
	BROFH Bridge Replacement 15% Off System
	BRON Bridge Replacement 65% On System
	BRONH Bridge Replacement 65% On System
	BROP Bridge Replacement Optional 20%
	BROPH Bridge Replacement Optional 20%
	BRPL Bridge Replacement
	GRBN1 Advanced Construction Bridge Q11 Q12
	GRSN1 Garvey Bonds Issue 1 "STP"
	GRVB1 Garvey Bonds Issue 1 Bridges
	GRVS1 Garvey Bonds Issue 1 "STP"
	HCBPP Historic Covered Bridge Preservation Program
	OFBR Surface Transportation Bridge Replacement 15% Off System
	ONBR Surface Transportation Bridge Replacement 65% On System
	OPBR Surface Transportation Bridge Replacement - Optional 20%
7	State Funded Projects
	IARA Industrial Access
	IARB Industrial Access
	STAT State Program
	STATC State Program - Contract Construction
	STATF State Program - State Force Construction
	STATH State Program - Research Survey
	STATP State Program - Preliminary Engineering
	STATR State Program - Right-of-Way Acquisition
	STATS State Program - Special Aid

Table Number	Table Name
12	Other Federal and State Aid Projects
	FHOA Forest Highway Old Funds
	FHT21 Forest Highway TEA-21
	FORH Forest Highway
	FRRR Primary 4R Program
	GPER Governor Program Energy Refund
	GSPH5 Grants Sup Plan Highway Section 117
	HCFP Highway Crossing Federal Project
	HHRO Combined HHS and ROS
	HPCP High Performance Concrete
	HPR2 Highway Planning and Research
	HPR8 Surface Transportation Highway Planning and Research
	HPR8H Highway Planning and Research
	HPRH Highway Planning and Research
	HPRR 25% Set Aside (Research and Development / Technology Transfer)
	HSRP0 High Speed Rail (13P)
	HSRPH High Speed Rail H1A0 Surface Transportation 2003
	HSYP Highway Summer Youth Program
	HUTE Highway Use Tax Evasion Project
	IARC Industrial Access Commitments
	IBRCP Innovative Bridge Research and Construction
	IDRP Interstate Discretionary 4R
	ITS03 Intelligent Transportation System Program 2003
	ITSEV Intelligent Transportation System Program Evacuation 2002
	ITSF Intelligent Transportation System Funds
	JC89 Junkyard Control APN 689
	JCON Junkyard Control
	LTAP Local Technology Transfer Q89
	LTAPH Local Technology Transfer H89
	LTPP Long Term Pavement Performance
	MBE8 Minority Business Enterprise
	MBES Minority Business Enterprise Support Services
	MCAA0 Military Construction Appropriations Act (31A)
	MFTC Motor Fuel Tax Compliance
	NHITP National Highway Institute Training Program
	OFFS Off System Roads
	OILB Oil Bond Highway Program
	OILC Oil Bond County Program
	OJTP On the Job Training Program
	OJTPH On the Job Training Program Surface Transportation 2003
	OLAB Oil Bond Highway Buildings
	PFH04 Forest Highway 2004
	PL92 Public Lands Highway
	PLHY Public Lands Highway
	PLN2 Metropolitan Planning
	PLN8 Surface Transportation Metropolitan Planning
	PLN8H Metropolitan Planning
	PLNG Metropolitan Planning
	PLOF Public Lands Old Funds
	PMSD Pavement Marking Demonstration
	PPRI Priority Primary
	PRIM Primary
	RECA Redistribution Certain Authority
	RECAH Redistribution Certain Authority H030
	RRHP Surface Transportation 25% Set Aside (Research and Development / Technology Transfer)
	RRHPH Mandatory 25% Studies - HPR - Surface Transportation 2003
	RROO Railroad-Highway Off System Other
	RROS Railroad-Highway Off System Project Development
	S37P Soil Remediation
	SECY Secondary
	SMFF Surplus Military Field Fund
	SOLB Operations Land and Buildings

Program Codes

Table Number	Table Name
8	Enhancement Projects
	DEM04 Section 115 Unbigoted Balance Transfer
	LSFI Landscaping - Scenic
	SB21 Transportation Equity Act of the 21st Century Scenic Byways
	SBGP Scenic Byways Grants
	STTE Surface Transportation Enhancement
	STTEH Surface Transportation Enhancement
	TCSPE TCSF Earmarked Grant
	TCSPH Transportation Community System Preservation Surface Transportation 2003
	TEST Surface Transportation Enhancement
9	Transit Projects
	FTA3 Federal Transit Administration Section 5309
	FTA3C Federal Transit Administration Section 5309 - Capital New Start / Federal Earmark
	FTA9 Federal Transit Administration Section 5307
	FTA9C Federal Transit Administration Section 5307 - Capital Programs for Greater Than 50,000
	JARC Job Access and Reverse Commute
	RIDE Rideshare Demonstration Program
	RPTD Rural Public Transportation Demonstration
	RPTO Federal Transit Administration Section 5311
	RPTOC Capital Programs for Non-Urban
	RTAP Rural Transportation Assistance Program
	UMTA Federal Transit Administration Section 5310
UMTAC Capital Elderly / Handicapped	
10	System Maintenance Projects
	99004 G.O. Roadway Shoulder Repair
	99005 G.O. Bridge Painting
	99006 G.O. Traffic Signal Upgrading
	99007 G.O. Maintenance Emergency Fund
	99008 G.O. State Park Projects
	99009 G.O. Miscellaneous
	99014 G.O. Roadway Paved Shoulder Repair
	99015 G.O. Bridge Repair
	99016 G.O. Traffic Sign Upgrading
	99024 G.O. Roadway Concrete Rehabilitation
	99025 G.O. Bridge Strengthening
	99026 G.O. Traffic Logo Projects
	99034 G.O. Roadway Roadside Landscape
	99035 G.O. Bridge Inspection
	99036 G.O. Traffic Adopt-A-Mile
	99044 G.O. Roadway Other
	99045 G.O. Bridge Management
	99046 G.O. Traffic Other
	99054 G.O. Roadway Contract Mowing
	99055 G.O. Bridge Scour
	99065 G.O. Bridge Rating
	99075 G.O. Bridge Other
	99303 3rd Division Resurfacing
	MAIN Maintenance Projects

Table Number	Table Name
12	Other Federal and State Aid Projects
	SOSR Safer Off System Roads
	SPAR State Planning and Research
	SPGT OHTS Section 402 Grants
	SPRAB Special Projects - RABA
	SRRR Secondary 4R Program
	STRP State Revenue Sharing
	TMBR Timber Bridge Demonstration
	TOPX TOPICS
	TQTR Transition Quarter
	UABC Urban Extension ABC
	UMPL Federal Transit Administration Section 5303
	WKORD Federal Work Orders
	13
AQCM Surface Transportation Congestion Management and Air Quality	
CMAQ Congestion Mitigation and Air Quality 7162(600)	
CMAQH Congestion Mitigation and Air Quality	
14	High Priority and Congressional Earmark Projects
	ACIP Advanced Construction Innovative Project
	ACIR Advanced Construction IR 36MO Payback
	ACR92 Advanced Construction High Priority Corridor
	AHPP Advanced Construction High Priority Corridor
	CDEM I-10 / I-65 Connection Demonstration
	DBNB Demonstration Northern Birmingham Beltline
	DETB Tuscaloosa Bypass Demonstration
	DPIP Innovative Projects
	DPSP High Priority National Highway System Corridor DISC
	DPSP High Priority National Highway System Corridor
	ER09V Emergency Relief Program 2000
	ER09X Emergency Relief Program Fiscal Year 2002
	FBD0 Ferry Boat 2000 (Q95)
	FBD0 Ferry Boat Discretionary Funds
	HPPP High Priority Project Program
	IT58 Intelligent Transportation System Program
IVHS Congestion Management	
MHP01 Miscellaneous Highway Project Birmingham Northern Belt	

Section 3.1 - Abbreviations and Acronyms

ADA - Americans with Disabilities Act of 1990: Federal law that requires public facilities (including transportation services) to be accessible to persons with disabilities. An individual having a disability is a person who has a physical or mental impairment that substantially limits one or more major life activities.

ADT - Average Daily Traffic: The number of vehicles passing a fixed point in a day, averaged over a number of days. The number of count days included in the average varies with the intended use of data.

AADT – Annual Average Daily Traffic: The ADT averaged over the entire year based on an adjustment factor.

ALDOT –Alabama Department of Transportation: the funding and implementing agency of transportation projects within the state. The Bureau of Transportation Planning and Modal Programs within the Department has MPO program funding oversight, often applied in combination with local funding, for transportation projects across the state.

BJCTA –Birmingham Jefferson County Transit Authority: The public transit agency serving the City of Birmingham and Jefferson County

BRT – Bus Rapid Transit: A high speed bus system operated within an exclusive right-of-way. BRT incorporates exclusive transit ways, modern stations, on-board fare collection, high-tech vehicles and frequent service. BRT systems can be built incrementally and designed for vehicles - rather than people to transfer from local bus routes to high speed lines.

CAA - Clean Air Act, 42 USC 7401: 1990 amendments to the federal Clean Air Act which classify non-attainment areas and provide for rules dealing with air pollution in such areas; specifically brought transportation decisions into the context of air quality control.

CMAQ - Congestion Mitigation and Air Quality Improvement Program: A categorical funding program created under ISTEA, continued under SAFETEA-LU, and renewed under MAP-21 which directs funding to projects that contribute to meeting national air quality standards for ozone and carbon monoxide in non-attainment areas.

CMP - Congestion Management Process (previously known as Congestion Management System): Addresses congestion management through the metropolitan planning process that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities and shall include methods to monitor and evaluate the performance of the multi-modal transportation system, identify causes of congestion, identify and evaluate alternative actions, provide information supporting the implementation of actions, and evaluate the efficiency and effectiveness of implementation actions.

CN – Construction (phase of a project): The phase of a project after the preliminary environmental and engineering work is completed, where the project is being built and the improvements are prepared for implementation.

DOT - Department of Transportation: Agency responsible for transportation at the local, state, or federal level.

EA – Environmental Assessment (phase of project) Determine the significance of the environmental effects and to look at alternative means to achieve the agency's objectives.

EIA – Environmental Impact Assessment: The process of identifying, predicting, evaluating, and mitigating the biophysical, social, and other relevant effects of development proposals prior to major decisions being taken and commitments made. The purpose of the assessment is to ensure that decision-makers consider environmental impacts before deciding whether to proceed with new projects.

EIS - Environmental Impact Statement: A National Environmental Policy Act (NEPA) document that explains the purpose and need for a project, presents project alternatives, analyzes the likely impact of each, explains the choice of a preferred alternative, and finally details measures to be taken in order to mitigate the impacts of the preferred alternative.

EJ - Environmental Justice: Derived from Title VI of the Civil Rights Act of 1964, and established by Executive Order, EJ requires federally funded plans and programs to assess their impact, either positive or negative, on traditionally underserved (e.g., low income or minority) communities or segments of the population. The goal of EJ is to ensure public involvement of low income and minority groups in decision making to prevent disproportionately high and adverse impacts on low income and minority groups, and to ensure that these groups receive equal benefits from transportation improvements.

EPA – U.S. Environmental Protection Agency: An agency of the federal government of the United States charged with protecting human health and with safeguarding the natural environment: air, water, and land.

FAST – Fixing America’s Surface Transportation: Is the most recent transportation legislation, signed into law by President Obama in December 2015.

FHWA - Federal Highway Administration: Division of the U.S. Department of Transportation responsible for administering federal highway transportation programs under title 23 U.S.C.

Financial Constraint: A requirement that all projects must have complete funding, that the cost of each project is available or is reasonably expected to be available and that is clearly demonstrated in the appropriate long range financially constrained side or in the fully funded TIP.

FTA - Federal Transit Administration: Federal entity responsible for transit planning and programs under title 49 U.S.C.

FY - Fiscal Year: A federal fiscal or budget year; runs from October 1 through September 30 for the MPO, the federal government, and the State of Alabama.

GIS – Geographic Information System: A system for capturing, storing, analyzing, and managing data which is spatially referenced to the earth. GIS is a tool that allows users to create interactive queries (user created searches), analyze the spatial information, edit data, maps, and present the results of all these operations.

HOV - High Occupancy Vehicle: In Alabama, vehicles carrying two (2) or more people receive this designation and may travel on freeways, expressways, and other large volume roads in lanes designated for high occupancy vehicles. Motorcycles are also authorized to use these lanes.

IAC – Interagency Consultation group: A group of officials that consists of representatives from the various state, federal, and local agencies.

IM – Interstate Maintenance: A funding category created by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the IM authorizes funding for activities that include the reconstruction of bridges, interchanges, and over crossings along existing Interstate routes,

including the acquisition of right-of-way where necessary, but shall not include the construction of new travel lanes other than high occupancy vehicle lanes or auxiliary lanes.

ISTEA - Intermodal Surface Transportation Efficiency Act of 1991: Replaced first by TEA-21, then SAFETEA-LU, then MAP-21, currently FAST Act.

ITS - Intelligent Transportation System: Use of computer and communications technology to facilitate the flow of information between travelers and system operators to improve mobility and transportation productivity, enhance safety, maximize the use of existing transportation facilities, conserve energy resources, and reduce adverse environmental effects; includes concepts such as *freeway management systems, automated fare collection and transit information kiosks.*

Intergovernmental Agreement: Legal instrument describing tasks to be accomplished and/or funds to be paid between government agencies.

LRT – Light Rail Transit: A particular class of urban and suburban passenger railway that utilizes equipment and infrastructure that is typically less massive than that used for rapid transit systems, with modern light rail vehicles usually running along the system.

L RTP/RTP – Long-Range Transportation Plan/Regional Transportation Plan: A document resulting from regional or statewide collaboration and consensus on a region or state's transportation system, and serving as the defining vision for the region's or state's transportation systems and services. In metropolitan areas, the plan indicates all of the transportation improvements scheduled for funding over the next 20 years. It is fiscally constrained, that is, a given program or project can reasonably expect to receive funding within the time allotted for its implementation.

MAP-21 – Moving Ahead for Progress in the 21st Century: The previous transportation legislation before the FAST Act, signed into law by President Obama in July of 2012.

MPA – Metropolitan Planning Area: Metropolitan Planning Organizations are required to define the urbanized area and the area expected to be urbanized by the forecast year of the long-range transportation plan in their study area based upon the most recent decennial U.S. Census

MPO - Metropolitan Planning Organization: The forum for cooperative transportation decision-making; required for urbanized areas with populations over 50,000.

NAAQS - National Ambient Air Quality Standards: Standards established by the United States Environmental Protection Agency under authority of the Clean Air Act (42 U.S.C. 7401 et seq.) that apply for outdoor air throughout the country.

NEPA – National Environmental Policy Act of 1969: Passed in 1970, NEPA requires federal agencies to integrate environmental values into their decision making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to those actions.

NHS - National Highway System: The NHS will consist of 155,000 (plus or minus 15%) miles of road and represents one category of roads eligible for federal funds under ISTEA.

NOx – Nitrous Oxide: The third largest greenhouse gas, nitrous oxide attacks ozone in the stratosphere, aggravating the excess amount of UV light striking the Earth's surface. Also, combines with VOCs to create ground-level ozone.

Obligated Funds: Funds that have been legally authorized and committed by a federal agency to pay for the federal share of the project cost.

Officials: People who have governmental decision-making, planning, or administrative responsibilities that relate to MPO activities.

Ozone: Ground level is not emitted directly into the air, but is created by chemical reactions between oxides of nitrogen (NO_x) and volatile organic compounds (VOC) in the presence of sunlight. Emissions from industrial facilities and electric utilities, motor vehicle exhaust, gasoline vapors, and chemical solvents are some of the major sources of NO_x and VOC.

PE – Preliminary Engineering (phase of project): A process to begin developing the design of the facilities and system, to analyze the function and operation of the system, evaluation of cost efficiencies and preparation for the final design of the project.

PM_{2.5}: - particulate matter smaller than 2.5 microns in diameter

PPP – Public Participation Plan: A plan on the method and process of gather input from the public.

RPO – Rural Planning Organization: The forum for cooperative transportation decision-making for a rural area.

ROW - Right-of-Way: Real property that is used for transportation purposes; defines the extent of the corridor that can be used for the road and associated drainage.

RTDM - Regional Travel Demand Model: A tool for forecasting impacts of urban developments on travel patterns, as well as testing various transportation alternative solutions to traffic patterns. The travel patterns are determined from U. S. Census results and in simple terms tell where residents live and where they go to work or school on a regional wide basis.

SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users: Legislation enacted August 10, 2005 as Public Law 109-59. SAFETEA-LU authorizes the federal surface transportation programs for highways, highway safety, and transit; superseded by MAP-21, July 2012.

SIP – State Implementation Plan (for air quality): The regulations and other materials for meeting clean air standards and associated Clean Air Act requirements. The SIP is prepared by the Alabama Department of Environmental Management (ADEM). Pollutant budgets for the SIP are used by MPOs to estimate various pollution levels.

SR – State Route: A roadway owned, financed, and maintained by a state.

STA – State gas tax fund: Also called motor fuel excise tax, this is a tax charged by the gallon and collected as consumers pay at the pump. The tax goes primarily towards basic operating costs, highway maintenance contracts, resurfacing, bridges, major reconstruction, new construction, consultant contracts, right-of-way purchases, and to match federal funds.

STIP - State Transportation Improvement Program: The ALDOT Five Year Work Program as prescribed by federal law.

STP – Surface Transportation Program (L-STP or U-STP): A program funded by the National Highway Trust Fund. **L-STP** provides funding to areas of 5,000 to 50,000 in population for improvements on routes functionally classified as urban collectors or higher. **U-STP** provides funding to census designated urbanized areas over 50,000 in population (i.e., MPO areas based on US Census) for improvements on functionally classified routes.

TA – Transportation Alternatives Program: A program established to provide for a variety of alternative transportation projects, including many activities that were previously eligible under separately funded programs.

TDM – Transportation Demand Management: A method of planning for and implementing transportation improvement in a manner that reduces traffic congestion and pollution by influencing changes in travel behavior.

TEA-21 - Transportation Equity Act for the 21st Century: Federal legislation that authorized funds for all modes of transportation and guidelines on the use of those funds. Successor to ISTEA, the landmark legislation clarified the role of the MPOs in the local priority setting process. TEA-21 emphasized increased public involvement, simplicity, flexibility, fairness, and higher funding levels for transportation.

TIP - Transportation Improvement Program: A funded priority list of transportation projects developed by a metropolitan planning organization that is to be carried out within the four (4) year period following its adoption; must include documentation of federal and state funding sources for each project and be consistent with adopted MPO long range transportation plans and local government comprehensive plans.

TMA - Transportation Management Area: An area designated by the U.S. Department of Transportation given to all urbanized areas with a population over 200,000 (or other area when requested by the governor and MPO); these areas must comply with special transportation planning requirements regarding congestion management systems, project selection and certification requirements.

TSM - Transportation Systems Management: Strategies to improve the efficiency of the transportation system through operational improvements, such as the use of bus reserved lanes, signalization, access management, turn restrictions, etc., on roads classified as urban collectors or higher.

TTC – Transportation Technical Committee: A standing committee of most metropolitan planning organizations (MPOs); function is to provide advice on plans or actions of the MPO from planners, engineers and other staff members (not general citizens).

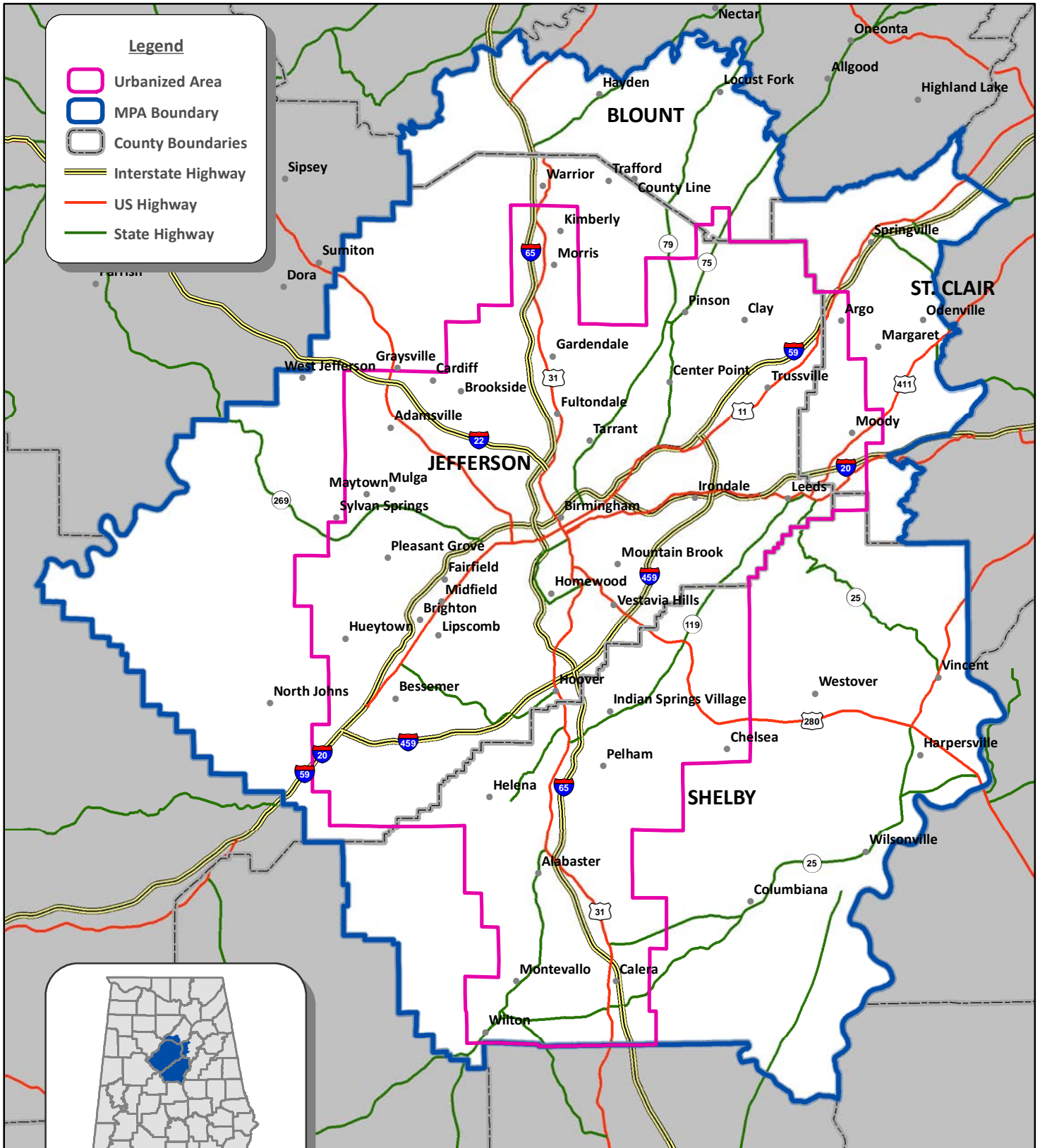
UPWP - Unified Planning Work Program: Developed by Metropolitan Planning Organizations (MPOs); identifies and determines the estimated funding for carrying out the activities using allocated funds. All transportation and planning activities anticipated within the next one to two years, including a schedule for the completion of the identified tasks and activities.

VMT - Vehicle Miles Traveled: This is an output of the travel demand model and is a measure of traffic flow over a highway segment.

VOC – Volatile Organic Compounds: Organic chemical compounds that have high enough vapor pressures under normal conditions to significantly vaporize and enter the atmosphere. Included among these compounds are dry-cleaning solvents and some constituents of petroleum fuels.

BIRMINGHAM MPO AREA

METROPOLITAN PLANNING AREA & URBANIZED AREA BOUNDARY



*Based on 2010 Census data.
 May, 2013 - G:/ProjectData/MPO/MPA
 2010MPA8x11.mxd

3.3 Financial Documentation

The following are financial summaries.

Section 3.3.1

URBAN AREA FUNDING AVAILABILITY REPORT

URBAN AREA **BIRMINGHAM**

FEDERAL FUNDING ONLY

URBAN AREA FUNDING TYPE **Carbon Redu MPO**

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
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100076803	TRAFFIC SIGNAL AND ITS UPGRADES ON STATE AND LOCAL ROUTES THROUGHOUT SHELBY COUNTY; INFORMATION ABOUT SPECIFIC LOCATIONS WILL BE PROVIDED UPON REQUEST	CN	\$1,155,744	10/15/2023	Planned	
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TOTALS FOR FISCAL YEAR 2024

Prior FY Carryover	(\$1,000,000)	Authorized Projects	\$0	Unobligated Balance	\$1,563,970
FY Apportionment	\$2,563,970	Planned Projects	\$1,155,744	Remaining Balance	\$408,226
FY Special Allocation	\$0	Total Project Funds	\$1,155,744		
Total Funds	\$1,563,970				

100076804	SIGNAL UPGRADES ON STATE AND LOCAL ROUTES THROUGHOUT THE CITY OF BIRMINGHAM; INFORMATION ABOUT SPECIFIC LOCATIONS WILL BE PROVIDED UPON REQUEST	CN	\$1,200,000	12/15/2024	Planned	
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TOTALS FOR FISCAL YEAR 2025

Prior FY Carryover	\$408,226	Authorized Projects	\$0	Unobligated Balance	\$2,972,196
FY Apportionment	\$2,563,970	Planned Projects	\$1,200,000	Remaining Balance	\$1,772,196
FY Special Allocation	\$0	Total Project Funds	\$1,200,000		
Total Funds	\$2,972,196				

8/7/2023

TOTALS FOR FISCAL YEAR 2026

Prior FY Carryover	\$1,772,196	Authorized Projects	\$0	Unobligated Balance	\$4,336,166
FY Apportionment	\$2,563,970	Planned Projects	\$0	Remaining Balance	\$4,336,166
FY Special Allocation	\$0	Total Project Funds	\$0		
Total Funds	\$4,336,166				

8/7/2023

TOTALS FOR FISCAL YEAR 2027

Prior FY Carryover	\$4,336,166	Authorized Projects	\$0	Unobligated Balance	\$6,900,136
FY Apportionment	\$2,563,970	Planned Projects	\$0	Remaining Balance	\$6,900,136
FY Special Allocation	\$0	Total Project Funds	\$0		
Total Funds	\$6,900,136				

URBAN AREA FUNDING AVAILABILITY REPORT

URBAN AREA | **BIRMINGHAM**

FEDERAL FUNDING ONLY

URBAN AREA FUNDING TYPE | **Surface Trans MPO**

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
100007540	WIDEN CR-29\1277 FROM CR-370 (HEATHERWOOD DR) TO CR-2311 (ACTON ROAD) AND BRG REPLACEMENT OVER CAHABA RIVER BIN #019329	CN	\$10,800,000	01/26/2024	Planned	
100009265	ADDITIONAL LANES ON SR-261 FROM BEARDEN ROAD TO SR-3 (US-31)	CN	\$5,678,742	04/26/2024	Planned	
100029563	ADDITIONAL LANES ON OXMOOR BOULEVARD FROM SUMMIT PARKWAY TO COLUMBIANA ROAD	RW	\$3,920,000	03/01/2024	Planned	
100039450	PELHAM TOPICS, SR-3(US-31) FROM CR-52 TO A POINT 0.25 MILES NORTH OF CR-105 (PHASE II)	CN	\$449,010	12/08/2023	Planned	
100046239	ADDITIONAL LANES ON CR-17 (VALLEYDALE RD) FROM SR-3 (US-31) TO RIVERCHASE PARKWAY EAST	CN	\$3,148,664	04/26/2024	Planned	
100056290	CR-46 (HUEYTOWN ROAD) ADDITIONAL TURN LANES AND INTERSECTION IMPROVEMENTS FROM WALKER AVENUE TO NORTH OF HILLSIDE DRIVE	CN	\$2,000,000	02/23/2024	Planned	
100056311	BRIDGE REPLACEMENT ON CR-55 OVER NORFOLK SOUTHERN RAILROAD NEAR STERRETT BIN # 10357	CN	\$3,200,000	02/23/2024	Planned	
100056315	STREETSCAPE AND TRANSPORTATION IMPROVEMENTS ON 16TH STREET CORRIDOR FROM 11TH AVE NORTH TO I-65 WITHIN FOUNTATIN HEIGHTS NEIGHBORHOOD	UT	\$240,000	01/01/2024	Planned	
100056316	STREETSCAPE AND TRANSPORTATION IMPROVEMENTS ON 16TH STREET CORRIDOR FROM 11TH AVE NORTH TO I-65 WITHIN FOUNTAIN HEIGHTS NEIGHBORHOOD	CN	\$3,200,000	08/30/2024	Planned	
100056488	GALLERIA BOULEVARD EXTENSION FROM CR-458 (LORNA ROAD) TO SR-150	UT	\$400,000	01/01/2024	Planned	
100059894	BRIDGE REPLACEMENT (BIN# 000282) ON PRATT HIGHWAY AT BLACK CREEK NEAR SANDUSKY IN BIRMINGHAM	CN	\$3,200,000	01/26/2024	Planned	
100066113	BRIDGE REPLACEMENT (BIN #012869) ON OLD BROOK TRAIL OVER LITTLE SHADES CREEK AND BRIDGE REHABILITATION (BIN #002873) ON CANTERBURY ROAD OVER WATKINS CREEK	CN	\$2,400,000	06/28/2024	Planned	
100069759	RESURFACING AND ADA UPGRADES IN MORE THAN 20 LOCATIONS THROUGHOUT THE CITY OF BIRMINGHAM; INFORMATION ABOUT SPECIFIC LOCATIONS WILL BE PROVIDED UPON REQUEST	CN	\$4,000,000	05/31/2024	Planned	
100072764	STREETSCAPE AND TRANSPORTATION IMPROVEMENTS ON 16TH STREET CORRIDOR FROM 11TH AVE NORTH TO I-65 WITHIN FOUNTAIN HEIGHTS NEIGHBORHOOD	RW	\$100,000	11/01/2023	Planned	
100074590	ADDITIONAL LANES ON SR-119 FROM CR-80 TO CR-12 - PHASE 2	RW	\$1,200,000	11/01/2023	Planned	
100076753	STREET IMPROVEMENTS ON 19TH STREET ENSLEY FROM ENSLEY AVENUE TO BUSH BOULEVARD PAVING, SIDEWALKS, CURB AND GUTTER, AND STORM DRAINAGE	RW	\$120,000	01/01/2024	Planned	
100076802	REGIONAL CONNECTIVITY STUDY BETWEEN JEFFERSON AND SHELBY COUNTY	SP	\$800,000	11/01/2023	Planned	

TOTALS FOR FISCAL YEAR | 2024

Prior FY Carryover	\$32,755,438
FY Apportionment	\$21,316,600
FY Special Allocation	\$0
Total Funds	\$54,072,038

Authorized Projects	\$0
Planned Projects	\$44,856,416
Total Project Funds	\$44,856,416

Unobligated Balance	\$54,072,038
Remaining Balance	\$9,215,622

100033064	VALLEYDALE RD FROM CALDWELL MILL RD TO MEADOW DRIVE - PHASE 1	CN	\$20,000,000	11/08/2024	Planned	
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URBAN AREA FUNDING AVAILABILITY REPORT

URBAN AREA BIRMINGHAM

FEDERAL FUNDING ONLY

URBAN AREA FUNDING TYPE Surface Trans MPO

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
100033432	STREET IMPROVEMENTS ON 19TH STREET ENSLEY FROM ENSLEY AVENUE TO BUSH BOULEVARD PAVING, SIDEWALKS, CURB AND GUTTER, AND STORM DRAINAGE	CN	\$1,600,000	01/31/2025	Planned	
100076800	ADDITIONAL LANES ON SR-119 FROM CR-80 TO CR-12 - PHASE 2	CN	\$5,000,000	06/27/2025	Planned	
100076801	ADDITIONAL LANES ON SR-119 FROM CR-80 TO CR-12 - PHASE 2	UT	\$500,000	11/01/2024	Planned	

TOTALS FOR FISCAL YEAR 2025

Prior FY Carryover	\$9,215,622	Authorized Projects	\$0	Unobligated Balance	\$30,532,222
FY Apportionment	\$21,316,600	Planned Projects	\$27,100,000	Remaining Balance	\$3,432,222
FY Special Allocation	\$0	Total Project Funds	\$27,100,000		
Total Funds	\$30,532,222				

100029510	ADDITIONAL LANES ON OXMOOR BOULEVARD FROM SUMMIT PARKWAY TO COLUMBIANA ROAD	CN	\$3,597,001	04/03/2026	Planned	
100029566	ADDITIONAL LANES ON OXMOOR BOULEVARD FROM SUMMIT PARKWAY TO COLUMBIANA ROAD	UT	\$697,566	01/01/2026	Planned	
100056489	GALLERIA BOULEVARD EXTENSION FROM CR-458 (LORNA ROAD) TO SR-150	CN	\$5,600,000	11/07/2025	Planned	

TOTALS FOR FISCAL YEAR 2026

Prior FY Carryover	\$3,432,222	Authorized Projects	\$0	Unobligated Balance	\$24,748,822
FY Apportionment	\$21,316,600	Planned Projects	\$9,894,567	Remaining Balance	\$14,854,255
FY Special Allocation	\$0	Total Project Funds	\$9,894,567		
Total Funds	\$24,748,822				

100076808	ADDITIONAL LANES ON VALLEYDALE ROAD FROM MEADOW DRIVE TO INVERNESS CENTER DRIVE - PHASE 2	CN	\$16,000,000	11/06/2026	Planned	
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TOTALS FOR FISCAL YEAR 2027

Prior FY Carryover	\$14,854,255	Authorized Projects	\$0	Unobligated Balance	\$36,170,855
FY Apportionment	\$21,316,600	Planned Projects	\$16,000,000	Remaining Balance	\$20,170,855
FY Special Allocation	\$0	Total Project Funds	\$16,000,000		
Total Funds	\$36,170,855				

FEDERAL FUNDING ONLY

MANAGEMENT AREA AIR QUALITY MANAGEMENT - BIRMINGHAM

Project No.	Project Description	Scope	Federal Funds	Start Date	Status	Authorized
100032369	ADA UPGRADE AND IMPROVEMENTS TO THE BUCK CREEK MULTI USE TRAIL FROM THE YMCA T	CN	\$1,022,765	6/28/2024	Planned	
100032383	HELENA BUCK CREEK, TACOA, AND RUFFIN TRAIL SYSTEMS MULTIUSE TRAIL AND BRIDGES NE	CN	\$4,452,679	2/23/2024	Planned	
100056558	SIDEWALKS ALONG SR-150 (JOHN HAWKINS PKWY) FROM CAHABA RIVER ESTATES RD. TO SR-3	UT	\$105,162	12/1/2023	Planned	
100057174	SIDEWALKS ALONG CR-42 (MASSEY ROAD) FROM SR-3 (US-31, MONTGOMERY HIGHWAY) TO CR	CN	\$2,414,988	3/29/2024	Planned	
100059190	NORWOOD NEIGHBORHOOD STREETScape ALONG 12TH AVE NORTH FROM 24TH STREET NOR	CN	\$1,600,000	1/26/2024	Planned	
100064202	INTERSECTION IMPROVEMENTS: INSTALLATION OF ROUNDABOUT AT THE CAHABA RD/CULVER	CN	\$2,585,600	1/26/2024	Planned	
100064303	SIDEWALKS AND STREETScape ON GREENSPRINGS HIGHWAY FROM VALLEY AVENUE TO 16TH	CN	\$2,640,000	4/26/2024	Planned	
100064317	SIDEWALKS, BICYCLE LANES, CROSSWALKS, LANDSCAPE AND SIGNAGE INSTALLATION ALONG	CN	\$1,200,000	4/26/2024	Planned	
100065162	TRAIL DESIGN AND CONSTRUCTION PELHAM GREENWAY ALONG BISHOP CREEK FROM PELHAM	RW	\$808,000	11/1/2023	Planned	
100065163	TRAIL DESIGN AND CONSTRUCTION PELHAM GREENWAY ALONG BISHOP CREEK FROM PELHAM	UT	\$404,000	12/1/2023	Planned	
100066709	WOODLAWN NEIGHBORHOOD STREETScape PHASE 2 (CITY OF BIRMINGHAM)	CN	\$1,286,562	2/23/2024	Planned	
100067028	STREETScape IMPROVEMENTS ALONG 4TH AVE N FROM 16TH ST N TO 18TH ST N, ALONG 17TH	CN	\$1,616,000	10/15/2023	Planned	
100068125	SIDEWALKS ALONG PINE RIDGE ROAD FROM OVERBROOK ROAD TO OLD LEEDS ROAD	RW	\$202,000	11/1/2023	Planned	
100069761	STREETScape AND SIDEWALK ENHANCEMENTS INCLUDING ADA UPGRADES IN MORE THAN 20	CN	\$2,828,000	2/23/2024	Planned	
100071679	INTERSECTION IMPROVEMENTS ON SR-25 (US-411) AT CR-6 (SANIE ROAD/SIMPSON ROAD) PHA	CN	\$1,233,008	1/26/2024	Planned	

TOTALS FOR FISCAL YEAR 2024

Prior FY Carryover	\$13,563,834
FY Apportionment	\$12,424,975
Total Funds	\$25,988,809

Authorized Projects	\$0
Planned Projects	\$24,398,764
Total Project Funds	\$24,398,764

Unobligated Balance	\$25,988,809
Remaining Balance	\$1,590,045

100056520	REED HARVEY GREENWAY ALONG FIVE MILE CREEK FROM BOBOLINK LANE TO CENTER POINT	RW	\$95,581	2/1/2025	Planned	
100056521	REED HARVEY GREENWAY ALONG FIVE MILE CREEK FROM BOBOLINK LANE TO CENTER POINT	UT	\$91,905	6/1/2025	Planned	
100064297	41ST STREET STREETScape- FROM 1ST AVENUE SOUTH TO 5TH AVENUE SOUTH	CN	\$2,400,000	3/28/2025	Planned	
100067294	MULTI-USE TRAIL AND GREENWAY SYSTEM ALONG THE SR-3 (US-31) CORRIDOR ADJACENT TO	CN	\$5,600,000	3/15/2025	Planned	
100067712	INTERSECTION IMPROVEMENTS AT SR-261 AND CR-52E IN THE CITY OF HELENA	RW	\$288,858	11/1/2024	Planned	
100067713	INTERSECTION IMPROVEMENTS AT SR-261 AND CR-52E IN THE CITY OF HELENA	UT	\$993,893	1/1/2025	Planned	
100067714	INTERSECTION IMPROVEMENTS AT SR-261 AND CR-52E IN THE CITY OF HELENA	CN	\$672,159	6/27/2025	Planned	
100068124	SIDEWALKS ALONG PINE RIDGE ROAD FROM OVERBROOK ROAD TO OLD LEEDS ROAD	UT	\$102,010	6/1/2025	Planned	
100072380	INTERSECTION IMPROVEMENTS AND SIGNALIZATION AT I-20/SR-4 (US-78) WEST OF RAMP (EXIT	CN	\$332,993	1/31/2025	Planned	
100072429	GREENWAY AND ROAD DIET ON RICHARD ARRINGTON JR BOULEVARD S FROM 15TH AVENUE S	CN	\$3,264,320	11/8/2024	Planned	

TOTALS FOR FISCAL YEAR 2025

Prior FY Carryover	\$1,590,045
FY Apportionment	\$12,424,975
Total Funds	\$14,015,020

Authorized Projects	\$0
Planned Projects	\$13,841,718
Total Project Funds	\$13,841,718

Unobligated Balance	\$14,015,020
Remaining Balance	\$173,302

100056522	REED HARVEY GREENWAY ALONG FIVE MILE CREEK FROM BOBOLINK LANE TO CENTER POINT	CN	\$609,155	11/7/2025	Planned	
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AIR QUALITY MANAGEMENT AREA FUNDING AVAILABILITY REPORT

FEDERAL FUNDING ONLY

MANAGEMENT AREA AIR QUALITY MANAGEMENT - BIRMINGHAM

Project No.	Project Description	Scope	Federal Funds	Start Date	Status	Authorized
100068126	SIDEWALKS ALONG PINE RIDGE ROAD FROM OVERBROOK ROAD TO OLD LEEDS ROAD	CN	\$2,390,298	11/7/2025	Planned	
100068129	ADD BIKE LANES AND STREETScape IMPROVEMENTS ALONG 13TH STREET SOUTH FROM 4TH	CN	\$1,801,874	11/7/2025	Planned	

TOTALS FOR FISCAL YEAR 2026

Prior FY Carryover	(\$7,525,857)
FY Apportionment	\$12,424,975
Total Funds	\$4,899,118

Authorized Projects	\$0
Planned Projects	\$4,801,327
Total Project Funds	\$4,801,327

Unobligated Balance	\$4,899,118
Remaining Balance	\$97,791

0			\$	8/17/2023		8/17/2023
100032371	OLD LEEDS ROAD BICYCLE LANES FROM IRONDALE CITY LIMITS/ BERMUDA DR TO GRANTS MI	CN	\$643,257	11/6/2026	Planned	
100056559	SIDEWALKS ALONG SR-150 (JOHN HAWKINS PKWY) FROM CAHABA RIVER ESTATES RD. TO SR-3	CN	\$3,004,572	11/6/2026	Planned	

TOTALS FOR FISCAL YEAR 2027

Prior FY Carryover	\$4,262,230
FY Apportionment	\$12,424,975
Total Funds	\$16,687,205

Authorized Projects	\$0
Planned Projects	\$3,647,829
Total Project Funds	\$3,647,829

Unobligated Balance	\$16,687,205
Remaining Balance	\$13,039,376

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Section 3.4 Non-Exempt Projects (Highway Capacity Projects), 2050 Regional Transportation Plan sorted by Sponsor, then by MAP ID

Sponsor	MAP (MPO) ID	Project Descriptions	Lane Before	Lane After	Length	Proposed Fiscal Year	Regional Significant	Conformity Analysis Years	TELUS Table #	ALDOT Project #	Scope	Type of Work	Funding Program	Total Cost (Year of Expenditure)	Federal Cost (Year of Expenditure)	Total Cost (2021 \$)	Federal Cost (2021 \$)	changes to be done for 2050RTP (new base year 2021)
														\$1,144,395,590	\$897,851,151	\$1,094,501,576	\$856,303,413	
Alabaster	1335	Additional Lanes on SR-119 from CR-80 (Mission Hills Road) to Butler Road - Phase 2	2	4	0.63	2024	Yes	2034	1	100074590	RW	Additional Roadway Lanes	STPBH	\$2,000,000	\$1,600,000	\$1,941,180	\$1,552,944	Conformity year moved to 2034
Alabaster	1335	Additional Lanes on SR-119 from CR-80 (Mission Hills Road) to Butler Road - Phase 2	2	4	0.63	2024	Yes	2034	2	100076800	UT	Additional Roadway Lanes	STPBH	\$650,000	\$500,000	\$630,884	\$485,295	Conformity year moved to 2034
Alabaster	1335	Additional Lanes on SR-119 from CR-80 (Mission Hills Road) to Butler Road - Phase 2	2	4	0.63	2026	Yes	2034	2	100076801	CN	Additional Roadway Lanes	STPBH; STPAA	\$10,000,000	\$8,000,000	\$9,514,657	\$7,611,726	Conformity year moved to 2034
ALDOT	22	I-65 Add Lanes From CR-87 (Exit 234) North to US-31 (Exit 238) in Alabaster	4	8	4.52	2027	Yes	2034	3	100044964	UT	Utility Adjustment	NHPP	\$153,945	\$123,156	\$145,023	\$116,019	Conformity year moved to 2034
ALDOT	22	I-65 Add Lanes From CR-87 (Exit 234) North to US-31 (Exit 238) in Alabaster	4	8	4.52	2027	Yes	2034	3	100044963	CN	Additional Roadway Lanes	NHPP	\$86,362,296	\$69,089,837	\$81,357,189	\$65,085,752	Conformity year moved to 2034
ALDOT	66	I-59 From MP 132.16 @ 1st Av North to MP 137.19 @ I-459 (4 to 6 Lanes)	4	6	4.99	2024	Yes	2034	3	100064120	PE	Additional Roadway Lanes	NHPP	\$2,102,020	\$1,681,616	\$2,040,200	\$1,632,160	No change
ALDOT	66	I-59 From MP 132.16 @ 1st Av North to MP 137.19 @ I-459 (4 to 6 Lanes)	4	6	4.99	2024	Yes	2034	3	100045051	UT	Utility Adjustment	NHPP	\$146,186	\$116,949	\$141,887	\$113,509	No change
ALDOT	66	I-59 From MP 132.16 @ 1st Av North to MP 137.19 @ I-459 (4 to 6 Lanes)	4	6	4.99	2027	Yes	2034	3	100004982	CN	Additional Roadway Lanes	NHPP	\$15,303,410	\$39,060,867	\$14,416,504	\$36,797,104	No change
ALDOT	111	Pelham TOPICS, Widen CR 52 from I-65 to US 31 from 3-lane to 4-lane	3	4	1.10	2024	Yes	2024	1	100039450	CN	Additional Roadway Lanes	STPBH	\$561,262	\$449,010	\$544,755	\$435,804	No change
ALDOT	141	Additional Lanes on CR-17 (Valleydale Rd.) and SR-261 From Riverchase Parkway East to Berden Road	2	4	3.35	2024	Yes	2034	3	100046238	UT	Utility Adjustment	NHPP	\$691,127	\$552,902	\$670,801	\$536,641	Combined previous MapID 83 & 141; deleted MapID 83; changed conformity year to 2034
ALDOT	141	Additional Lanes on CR-17 (Valleydale Rd.) and SR-261 From Riverchase Parkway East to Berden Road	2	4	3.35	2024	No	2034	2	100046437	UT	Utility Adjustment	STPAA	\$1,726,056	\$1,380,845	\$1,675,293	\$1,340,234	Combined previous MapID 83 & 141; deleted MapID 83; changed
ALDOT	141	Additional Lanes on CR-17 (Valleydale Rd.) and SR-261 From Riverchase Parkway East to Berden Road	2	4	3.35	2024	Yes	2034	3	100046239	CN	Additional Roadway Lanes	NHPP	\$3,935,830	\$3,148,664	\$3,820,078	\$3,056,062	Combined previous MapID 83 & 141; deleted MapID 83; changed conformity year to 2034
ALDOT	141	Additional Lanes on CR-17 (Valleydale Rd.) and SR-261 From Riverchase Parkway East to Berden Road	2	4	3.35	2024	No	2034	2	100009265	CN	Additional Roadway Lanes	STPAA	\$27,965,274	\$22,372,219	\$27,142,819	\$21,714,256	Combined previous MapID 83 & 141; deleted MapID 83; changed conformity year to 2034

Section 3.4 Non-Exempt Projects (Highway Capacity Projects), 2050 Regional Transportation Plan sorted by Sponsor, then by MAP ID

Sponsor	MAP (MPO) ID	Project Descriptions	Lane Before	Lane After	Length	Proposed Fiscal Year	Regional Significant	Conformity Analysis Years	TELUS Table #	ALDOT Project #	Scope	Type of Work	Funding Program	Total Cost (Year of Expenditure)	Federal Cost (Year of Expenditure)	Total Cost (2021 \$)	Federal Cost (2021 \$)	changes to be done for 2050RTP (new base year 2021)
														\$1,144,395,590	\$897,851,151	\$1,094,501,576	\$856,303,413	
ALDOT	172	SR-959 (Birmingham Northern Beltline) Construct a 4-Lane Expressway from SR-75 to SR-79	0	4	2.78	2023	Yes	2034	4	100048415	CN	New Road	Appalachian Development Highway System	\$100,200,000	\$100,200,000	\$98,225,664	\$98,225,664	Changed to 4 Lane Expressway; Conformity year moved to 2034
ALDOT	172	SR-959 (Birmingham Northern Beltline) Construct a 4-Lane Expressway from US-31 to SR-79	0	4	8.83	2027	Yes	2034	4	100076394	CN	New Road	Appalachian Development Highway System	\$375,088,109	\$375,088,109	\$353,349,966	\$353,349,966	Conformity year moved to 2034
ALDOT	183	SR-150 from West of CR-6 (Parkwood Rd) to West of Shades Creek (Phase 2)	2	4	2.35	2025	No	2034	7	100025540	CN	Add lanes	Local	\$10,455,814	\$0	\$10,047,832	\$0	Conformity year did not change; split into two phases; see MapID 1591
ALDOT	271	I-59 From 18th/19th Street(Exit 112) to Allison-Bonnette Memorial Drive/Rutledge Drive(Exit 115)	4	6	4.20	2026	Yes	2034	3	100039736	RW	Additional Roadway Lanes	NHPP	\$399,894	\$319,915	\$380,485	\$304,388	Conformity year did not change; split into two phases; see MapID 1591
ALDOT	271	I-59 From 18th/19th Street(Exit 112) to Allison-Bonnette Memorial Drive/Rutledge Drive(Exit 115)	4	6	4.20	2027	Yes	2034	3	100047791	UT	Utility Adjustment	NHPP	\$76,716	\$61,373	\$72,270	\$57,816	Conformity year moved to 2034
ALDOT	768	Bridge Widening on I-65 South of SR-3 (US-31) In Alabaster Bin #006489 and #006490 over L & N RR, Bin #006491 and #006492 over CR-26 and Bin #006493 and #006494 over L & N RR/CR-87	4	8	0.54	2023	Yes	2034	6	100055334	PE	Bridge Widening	BR	\$1,441,660	\$1,153,328	\$1,413,254	\$1,130,603	Conformity year moved to 2034
ALDOT	768	Bridge Widening on I-65 South of SR-3 (US-31) In Alabaster Bin #006489 and #006490 over L & N RR, Bin #006491 and #006492 over CR-26 and Bin #006493 and #006494 over L & N RR/CR-87	4	8	0.54	2025	Yes	2034	6	100055335	CN	Bridge Widening	BR	\$13,568,571	\$10,854,857	\$13,039,130	\$10,431,304	Conformity year moved to 2034
ALDOT	1191	SR-150 from Morgan Rd at Bessemer to MP 4.3 W of Parkwood Rd. Phase I	2	4	3.80	2025	no	2034	7	100025539	CN	Add lanes	State	\$10,000,000	\$0	\$9,609,803	\$0	No change
ALDOT	1331	Reconstruction and Lane Addition on I-59 from I-459 to CR-10 (Chalkville Mountain Road) and I-459 from .34 miles south of SR-7 (US-11) to I-59.	4	6	2.10	2023	Yes	2024	3	100064602	CN	Additional Roadway Lanes	IM, NH and Rebuild Alabama	\$86,278,949	\$77,651,054	\$84,578,913	\$76,121,022	New project
ALDOT	1590	ADDITIONAL LANES ON SR-38 (US-280) FROM LAKESHORE DRIVE/SHADES CREEK PKWY TO I-459 AND BRIDGE REPLACEMENT (BIN 007402) ON PUMPHOUSE ROAD	6	8	5.60	2023	Yes	2024	3	100074881	CN	Widen	NHPP	\$25,000,000	\$20,000,000	\$24,507,401	\$19,605,921	New project; split MapID 271
ALDOT	1591	Additional Lanes on I-20/59 from MP116 to 118	4	6	2.30	2024	Yes	2034	3	100069261	CN	Widen	Rebuild Alabama	\$78,871,326	\$0	\$76,551,732	\$0	New project; split MapID 271
ALDOT	1591	Additional Lanes on I-20/59 from MP116 to 118	4	6	2.30	2025	Yes	2034	3	100073023	CN	Additional Roadway Lanes	Rebuild Alabama	\$38,353,021	\$0	\$36,856,499	\$0	New project
ALDOT	1592	Additional Lanes on SR-79 from existing 4 lanes south of the Northern Beltline to	2	4	1.10	2024	Yes	2034	2	500000604	CN	Widen	STPAA	\$10,000,000	\$8,000,000	\$9,705,901	\$7,764,721	No change
ALDOT/ Trussville	356	Widen SR-7 (US-11) From End of 5-Lane Facility, East of Chalkville Rd to The Cahaba River Bridge	4	4	0.44	2023	No	2024	1	100039839	CN	Turn Lanes	STPBH	\$2,561,813	\$2,049,450	\$2,511,335	\$2,009,068	New project

Section 3.4 Non-Exempt Projects (Highway Capacity Projects), 2050 Regional Transportation Plan sorted by Sponsor, then by MAP ID

Sponsor	MAP (MPO) ID	Project Descriptions	Lane Before	Lane After	Length	Proposed Fiscal Year	Regional Significant	Conformity Analysis Years	TELUS Table #	ALDOT Project #	Scope	Type of Work	Funding Program	Total Cost (Year of Expenditure)	Federal Cost (Year of Expenditure)	Total Cost (2021 \$)	Federal Cost (2021 \$)	changes to be done for 2050RTP (new base year 2021)
														\$1,144,395,590	\$897,851,151	\$1,094,501,576	\$856,303,413	
ALDOT/Hoover	1595	Extend Ross Bridge Parkway to I-459; Add interchange (Exit 9) and extend new road to South Shades Crest Road	0	4	1.30	2027	Yes	2034	2	100056294	CN	Widen	STPAA	\$120,000,000	\$96,000,000	\$113,045,428	\$90,436,343	Conformity year moved to 2034
Homewood	223	Oxmoor Blvd-Green Springs to Barber Court. Intersection Improvements At Barber Ct. and Oxmoor Rd.	4	6	1.10	2024	No	2034	1	100029510	CN	Intersection Improvements	STPBH	\$4,496,251	\$3,597,001	\$4,364,017	\$3,491,214	Conformity year moved to 2034; split into two phases; see MapID 1588
Hoover/Shelby County	263	VALLEYDALE RD FROM CALDWELL MILL RD TO MEADOW DRIVE - PHASE 1	2	4	3.50	2024	No	2034	1	100033067	UT	Additional Roadway Lanes	STPBH	\$8,000,000	\$6,400,000	\$7,764,721	\$6,211,777	Conformity year moved to 2034; split into two phases; see MapID 1588
Hoover/Shelby County	263	VALLEYDALE RD FROM CALDWELL MILL RD TO MEADOW DRIVE - PHASE 1	2	4	3.50	2024	No	2034	1	100033064	CN	Additional Roadway Lanes	STPBH	\$20,500,000	\$16,400,000	\$19,897,098	\$15,917,678	Split into two phases; see MapID 263
Hoover/Shelby County	1588	Valleydale Rd(CR-17) (Medow Drive to Inverness Center) - Phase 2	2	4	3.50	2026	No	2034	1	100076808	CN	Additional Roadway Lanes	STPBH	\$20,000,000	\$16,000,000	\$19,029,314	\$15,223,451	No change
Jefferson County	108	CR-29 (Caldwell Mill Rd), From Heatherwood Rd. (CR-370) to Acton Rd.(CR-2311) Widen and Bridge Replacement over Cahaba River	2	2	4.00	2024	No	2024	1	100007540	CN	Bridge Replacement	STPBH	\$13,500,000	\$10,800,000	\$13,102,967	\$10,482,374	No change
Jefferson County	642	Galleria Blvd Extension from South Lorna Road to SR 150	0	2	0.44	2024	No	2034	1	100056488	UT	new Roadways	STPBH	\$500,000	\$400,000	\$485,295	\$388,236	Conformity year moved to 2034
Jefferson County	642	Galleria Blvd Extension from South Lorna Road to SR 150	0	2	0.44	2024	No	2034	1	100056489	CN	new Roadways	STPBH	\$6,000,000	\$3,200,000	\$5,823,541	\$3,105,888	Conformity year moved to 2034
Jefferson County	728	Hueytown Rd-Virginia Dr Intersection Improvements - Add Lanes and Sidewalk	2	4	0.70	2023	No	2034	1	100056289	UT	Aligning & Adding Lanes	STPBH	\$500,000	\$400,000	\$490,148	\$392,118	Conformity year moved to 2034
Jefferson County	728	Hueytown Rd-Virginia Dr Intersection Improvements - Add Lanes and Sidewalk	2	4	0.70	2023	No	2034	1	100056290	CN	Aligning & Adding Lanes	STPBH	\$1,500,000	\$1,200,000	\$1,470,444	\$1,176,355	No change
Jefferson County	1189	Eastern Valley Rd from McAshan Dr to Letson Farm Pkwy	2	2	2.10	2024	No	2034	16	500000609	CN	Add lanes from 2 to 3	Local	\$6,306,060	\$0	\$6,120,600	\$0	New project
Jefferson County	1589	McCashan Drive from I-20/59 to Old Tuscaloosa Hwy	2	4	0.85	2023	Yes	2024	16	500000602	CN	Widening	Local	\$11,700,000	\$0	\$11,469,464	\$0	New project
Jefferson County	1597	Lakeshore Parkway Extension from SR-150 to Morgan Road/Farr Rd	2	4	1.40	2025	Yes	2034	16	500000607	CN	Widening	Local	\$15,000,000	\$0	\$14,414,705	\$0	New project
Jefferson County	1598	Old Tuscaloosa Hwy from Tanehill Parkway To McCashan Drive	2	4	4.20	2024	Yes	2034	16	500000608	CN	Widening	Local	\$12,500,000	\$0	\$12,132,377	\$0	New project

Section 3.5

Livability Indicators

1. Provide more transportation choices.

Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.

Performance Indicator: **Mode Share**

Average Daily Work Trips by Travel Mode

	Drive Alone	Carpool/Vanpool	Transit	Active Transportation	Other	Total
Total Trips	368,524	44,865	3,062	5,112	13,397	437,530
% of Total	84.2	10.3	0.7	1.2	3.6	100

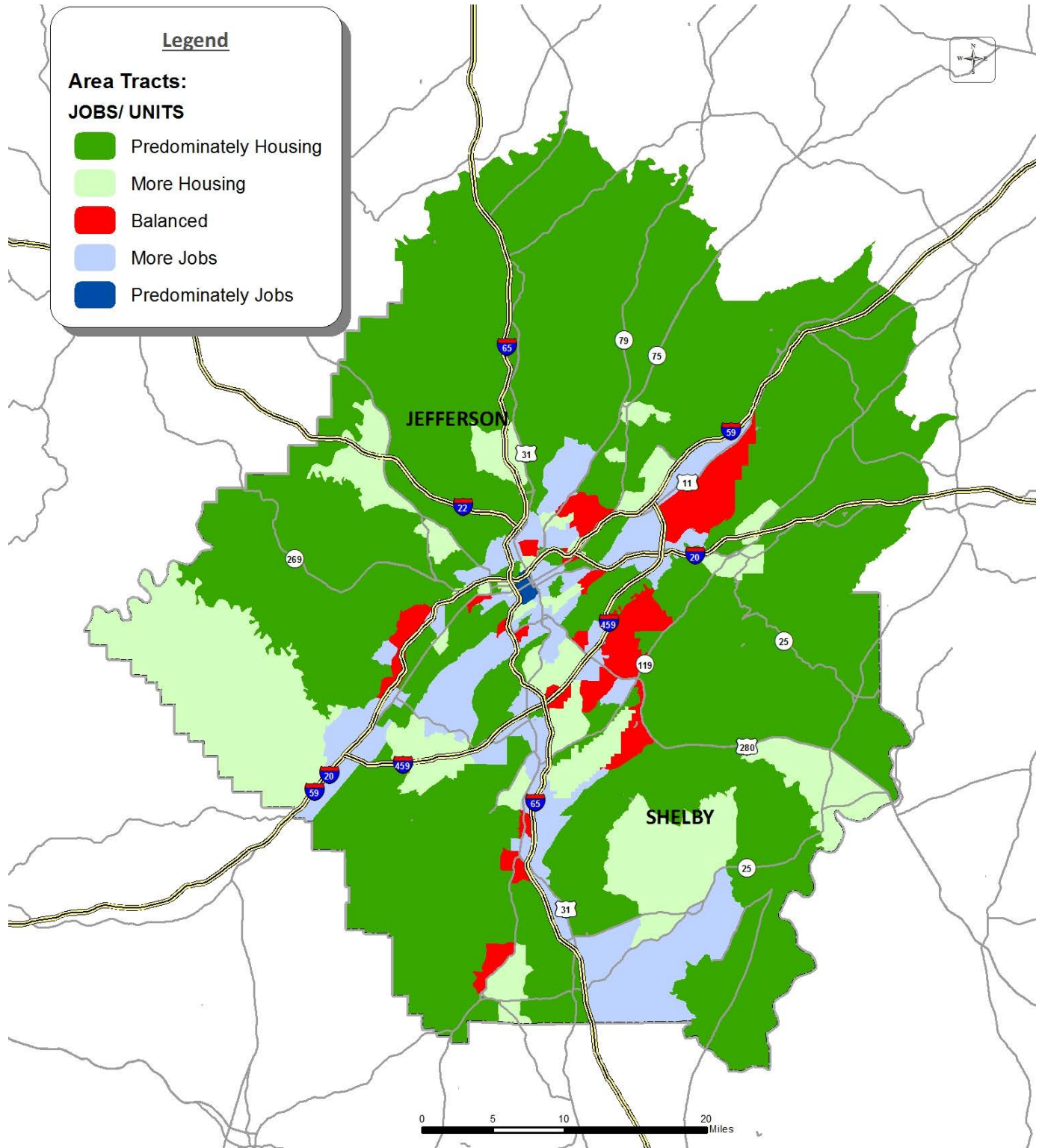
Census: 3-years average for Jefferson, Shelby, St. Clair, and Blount Counties

2. Promote equitable, affordable housing.

Expand location- and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.

The map on following page illustrates the performance indicator.

Performance Indicator: Jobs/Housing Balance



Source: 2010 U.S. Census and InfoUSA

3. Enhance economic competitiveness.

Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services, and other basic needs by workers, as well as expanded business access to markets.

Performance Indicator: Travel Time Index

Congested Lane Miles, Daily	AM	% for AM	PM	% for PM
Interstates	150.6	18	129.5	16
Arterials	82.5	11	94.7	13

Source: based on Travel Time Index, Regional Planning Commission of Greater Birmingham's congestion management process report for Jefferson and Shelby Counties

4. Support existing communities.

Target federal funding toward existing communities—through strategies like transit-oriented, mixed-use development and land recycling—to increase community revitalization and the efficiency of public works investments and to safeguard rural landscapes.

Performance Indicator: Percentage of Projects that Include Air Quality Mitigation

The Transportation Improvement Program (TIP) includes 21 projects that are designed to improve air quality out of 163 total projects. This equates to **13 percent** Air Quality Mitigation projects.

5. Coordinate and leverage federal policies and investment.

Align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.

Performance Indicator: Project Funding Diversity

Total Projects in TIP (Inclusive of All Phases)	163
Project with More than 2 Funding Sources	57
Percent of Total	35%

6. Value communities and neighborhoods.

Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods—rural, urban, or suburban.

Performance Indicator: Partnerships and Public Involvement

Number of Partnerships and Documented PI Activities

Public Involvement Activity Type	Public Involvement Activity	Total Activity
MPO Committee and Policy Board Meetings	Transportation Citizens Committee Transportation Technical Committee Transportation Advisory Committee Transportation Policy Committee	20 Meetings
Capacity Buildings Technical Training Workshops	<ul style="list-style-type: none"> • Complete Streets • Bike Safety Workshop 	2 Workshops
Public Education	<ul style="list-style-type: none"> • MPO 101 Training • RPCGB Annual Meeting • Brown Bag Series • Popup Avondale • Popup Bessemer 	7 Activities
Project Related Public Meetings	<ul style="list-style-type: none"> • Homewood Stakeholder meeting/public meetings • Vestavia US 11 stakeholder meeting/public meetings • US 11 Southwest Corridor meetings • US 11 Southeast Corridor meetings • Titusville Neighborhood meetings • Gardendale meetings • Center Point meetings • Thomas Neighborhood • Montevallo ATP • Helena APPLE Meetings 	28 Meetings
Webpages and Web Presence	<ul style="list-style-type: none"> • Think Forwards 2040 • MindMixer Online Discussion Forum • US 31 Vestavia Hills Video • West Homewood FBC Video • Helena APPLE Webpage/Survey • Popup Webpage • Brown Bag Presentations (4 posted to web) • MPO 101 Presentations (5 presentations) 	15 Events
General Community Outreach	Alabama Partners for Clean Air (APCA) community events	12 Events
Total Activities		84

Source: MPO Staff

Section 3.6

RESOLUTION 2023-1 2023 AIR QUALITY CONFORMITY DETERMINATION REPORT

WHEREAS, the Birmingham Metropolitan Planning Organization has been designated by the Governor of Alabama as the agency authorized, together with the State of Alabama, to conduct the continuing, cooperative, and comprehensive planning process for the Birmingham Urban Area in accordance with the applicable provisions of amended Title 23 USC 134 and 135, 42 USC 2000d-1, 7401 et al; 49 USC 5303; 23 CFR 450 et al; 40 CFR Parts 51 and 93; and

WHEREAS, the U.S. Environmental Protection Agency (EPA) redesignated Jefferson and Shelby Counties as maintenance areas for ground-level ozone (O₃) on May 12, 2006; and

WHEREAS, the EPA redesignated Jefferson County, Shelby County and a portion of Walker County as maintenance areas for annual fine particulate matter (PM_{2.5}), effective February 21, 2013 according to the National Ambient Air Quality Standards (NAAQS) and 40 CFR Parts 52 and 81; and

WHEREAS, the EPA redesignated Jefferson County, Shelby County and a portion of Walker County as maintenance areas for 24-hour PM_{2.5}, effective February 25, 2013 according to the NAAQS and 40 CFR Parts 52 and 81; and

WHEREAS, the Regional Planning Commission of Greater Birmingham (RPCGB), as staff to the MPO, has conducted regional transportation conformity determination for the ground-level ozone standards for Jefferson and Shelby counties and for the annual PM_{2.5} standard and the 24-hour PM_{2.5} standard for Jefferson County, Shelby County, and a portion of Walker County and used the most recent motor vehicle emissions simulator (MOVES) model to prepare the quantitative emission analyses as required in 40 CFR Parts 81 and 93.111; and

WHEREAS, the MPO and RPCGB have participated in the Interagency Consultation process for Transportation, and Congestion Mitigation and Air Quality (CMAQ) plans and programs, and that conformity determination was made according to the established interagency consultation procedures for Birmingham; and

WHEREAS, the 2019 Air Quality Conformity Determination Report, as prepared by the RPCGB, demonstrates conformity in accordance with the applicable provisions of 40 CFR Parts 81 and 93 and the Motor Vehicle Emissions Budgets (MVEBs) test for the ground-level ozone standards for Jefferson and Shelby counties and for the annual PM_{2.5} standard and the 24-hour PM_{2.5} standard for Jefferson County, Shelby County, and a portion of Walker County; and

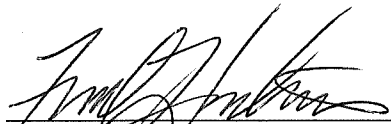
WHEREAS, the Birmingham MPO has determined that the 2023 Air Quality Conformity Determination Report for the FY 2024-2027 Transportation Improvement Program and the 2050 Regional Transportation Plan for the ground-level ozone maintenance areas, Jefferson and Shelby counties and for the Annual and 24-hour PM_{2.5} maintenance areas, Jefferson County, Shelby County, and a portion of Walker County is in compliance with 23 and 49 USC Transportation Planning and Programming requirements; and

WHEREAS, the results of a public involvement meeting, held on April 19, 2023 in accordance with Birmingham MPO public involvement procedures, have been documented in a report entitled *Public Involvement Documentation*; and

WHEREAS, the Transportation Citizens Committee, Transportation Technical Committee, and Advisory Committee recommend adoption of the 2023 Air Quality Conformity Determination Report.

NOW THEREFORE, BE IT RESOLVED, that the Birmingham MPO adopts the 2023 Air Quality Conformity Determination Report for the FY 2024-2027 Transportation Improvement Program and the 2050 Regional Transportation Plan for the ground-level ozone standards for Jefferson and Shelby Counties and for the Annual and 24-hour PM_{2.5} Standards for Jefferson County, Shelby County, and a portion of Walker County in Alabama.

Adopted this 9th day of August 2023.



Birmingham MPO Chair, Vice Chair, or Secretary



Charles Ball, Executive Director, RPCGB



Federal Highway Administration
Alabama Division Office
9500 Wynlakes Place
Montgomery, AL 36117-8515
(334) 274-6350



Federal Transit Administration
Region 4 Office
230 Peachtree Street, NW Suite 1400
Atlanta, GA 30303
(404) 865-5600

October 1, 2023

Mr. John R. Cooper
Director
Alabama Department of Transportation
1409 Coliseum Boulevard
Montgomery, Alabama 36110

Subject: Air Quality Conformity Determination for Birmingham, Alabama

Dear Mr. Cooper:

The Federal Highway Administration (FHWA) Alabama Division and Federal Transit Administration (FTA) Region IV Office, in coordination with the Environmental Protection Agency (EPA) Region IV Office, have reviewed the Air Quality Conformity Determination Report adopted by the Birmingham Metropolitan Organization (MPO) on August 19, 2023.

The Air Quality Conformity Determination addresses the planned transportation improvements from the Birmingham MPO's Regional Transportation Plan 2050, and the Birmingham MPO's Fiscal Year (FY) 2024-2027 Transportation Improvement Program (TIP) as updated in 2023. This determination is for the annual and 24-hour PM_{2.5} standards for Jefferson and Shelby Counties and a portion of Walker County in Alabama as well as the 1997 ozone NAAQS in accordance with FHWA's *Updated Interim Guidance on Conformity Requirements for the 1997 Ozone NAAQS*.

Based on our review, we find the above-referenced documents meet the transportation conformity requirements at 40 CFR Part 93 and associated guidance.

FHWA and FTA appreciate the efforts of the Alabama Department of Transportation (ALDOT), Alabama Department of Environmental Management (ADEM), the Birmingham MPO in fully addressing the transportation conformity requirements.

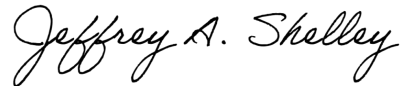
If you have any questions regarding this determination, please contact Aaron Dawson at (334) 274-6341.

Sincerely yours,



Dr. Yvette G. Taylor, PhD
Regional Administrator
Federal Transit Administration

Sincerely yours,



for: Mark D. Bartlett, P.E.
Alabama Division Administrator
Federal Highway Administration

By email

cc: Robert Sachnin, FTA Region 4
Ron Smith, FTA Region 4
Weston Freund, EPA Region 4
Brad Lindsey, ALDOT
Scott Tillman, Birmingham MPO



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4

SAM NUNN ATLANTA FEDERAL CENTER

61 FORSYTH STREET, SW

ATLANTA, GEORGIA 30303-8960

September 11, 2023

Mark Bartlett
Division Administrator
Alabama Division Office
Federal Highway Administration
9500 Wynlakes Place
Montgomery, Alabama 36117

Dear Mr. Bartlett:

Thank you for your letter requesting our review of the transportation conformity determination for 1997 8-hour ozone and 2006 24-hour PM_{2.5} standards for the New 2050 Regional Transportation Plan (RTP) and Fiscal Year FY 2024-2027 Transportation Improvement Program (TIP) for the Regional Planning Commission of Greater Birmingham (RPCGB). We have completed our review and recommend a finding of conformity for the New 2050 RTP and FY 2024-2027 TIP for the 1997 8-hour ozone and 2006 24-hour PM_{2.5} standards for the Birmingham, Alabama maintenance area.

On August 15, 1997, July 1, 2004, and subsequently on May 6, 2005, the U.S. Environmental Protection Agency published revisions related to the criteria and procedures for determining that transportation plans, programs, and projects which are funded or approved under Title 23 U.S.C. or the Federal Transit Act conform with State or Federal air quality implementation plans or the Transportation Conformity Rule (40 Code of Federal Regulations Part 93). These revisions outline the criteria that must be met for the 8-hour ozone and annual PM_{2.5} standards. The EPA has reviewed the conformity determination related to the 1997 8-hour ozone and 2006 24-hour PM_{2.5} standards for the New 2050 RTP and FY 2024-2027 TIP for the Birmingham maintenance area and concluded that all of the criteria have been met, including those outlined in the July 1, 2004, conformity rule revision entitled, "Transportation Conformity Rule Amendments: Conformity Amendments for New 8-hour Ozone and PM_{2.5} National Ambient Air Quality Standards, Response to March 1999, Court Decision and Additional Rule Changes," (69 FR 40004), and those outlined in the May 6, 2005, conformity rule revision entitled, "Transportation Conformity Rule Amendments for the New PM_{2.5} National Ambient Air Quality Standard: PM_{2.5} Precursors," (70 FR 24280).

Thank you again for the opportunity to review the conformity determination for the RPCGB's New 2050 RTP and FY 2024-2027 TIP for the 1997 8-hour ozone and 2006 24-hour PM_{2.5} standards for the Birmingham, Alabama Maintenance area. If you have any questions regarding this letter, please contact me at (404) 562-9040 or Mr. Weston Freund of my staff at (404) 562-8773.

Sincerely,

Lynorae E. Benjamin
Manager
Air Planning and Implementation Branch

cc: Aaron Dawson, FHWA AL
Yvette Taylor, FTA Region 4
Brian Fair, ALDOT
Dale Hurst, ADEM
Scott Tillman, RPCGB
Jason Howanitz, JCDH

Section 3.7

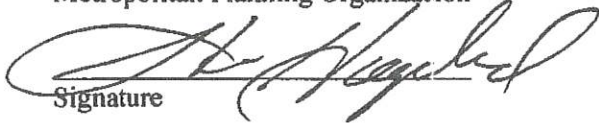
METROPOLITAN TRANSPORTATION PLANNING SELF-CERTIFICATION

The Alabama Department of Transportation and the Birmingham Metropolitan Planning Organization for the Birmingham 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.

Birmingham

Metropolitan Planning Organization


Signature

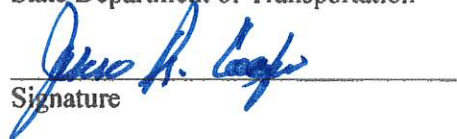
STAN HOGEJAN
Printed Name

MPO Chair
Title

5/25/2023
Date

Alabama

State Department of Transportation


Signature

John R. Cooper
Printed Name

Transportation Director
Title

5/2/2023
Date

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.....	1-3

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)
- 23 C.F.R. 450** -----(Metropolitan Planning)
- 49 C.F.R. Part 26** -----(Disadvantaged Business Enterprises)
- 49 C.F.R. 27** -----(Nondiscrimination on the Basis of Disability in Programs and Activities Receiving Federal Financial Assistance)
- 49 C.F.R. 37** -----(Transportation Services for Individuals with Disabilities)
- 49 C.F.R. 38** -----(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)]
 - MPO response: Yes
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)]
 - MPO response: Yes
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]
 - MPO response: Yes
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)]
 - MPO response: Yes
5. Did ALDOT send a copy of the boundary map to FHWA and FTA? [23 C.F.R. 450.312 (j)]
 - MPO response: Yes

-
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)]
 - MPO response: not applicable
 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)]
 - MPO response: Yes
 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)]
 - MPO response: Yes
 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.
 - MPO response: Yes
 - 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.
 - MPO response: Yes
 - 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).
 - MPO response: Yes
 - 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).
 - MPO response: Yes
 - 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.
 - MPO response: Yes

-
- Include a financial plan that showed the public and private revenue sources that could reasonably be expected.
 - MPO response: Yes
 - 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.
 - MPO response: Yes
 - 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.
 - MPO response: Yes
 - Indicate as appropriate proposed transportation and transit enhancement activities.
 - MPO response: Yes

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;
 - MPO response: Yes
- Identify existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors);
 - MPO response: Yes
- 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).
 - MPO response: Yes
- 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)
 - MPO response: Yes
- Include operational and management strategies to improve the performance

-
- of existing transportation facilities;
 - MPO response: Yes
 - In TMA areas, consider the results of the congestion management process;
 - MPO response: Yes
 - 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;
 - MPO response: Yes
 - Describe the proposed improvements in sufficient detail to develop cost estimates;
 - MPO response: Yes
 - Discuss types of potential environmental mitigation activities and potential areas to carry out these activities;
 - MPO response: Yes
 - Include pedestrian walkway and bicycle transportation facilities;
 - MPO response: Yes
 - Include transportation and transit enhancement activities;
 - MPO response: Yes
 - Include a financial plan that demonstrates how the adopted transportation plan can be implemented
 - MPO response: Yes
 - 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).
 - MPO response: Yes

-
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)]
 - MPO response: Yes.
 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)]
 - MPO response: Yes
 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)]
 - MPO response: Yes
 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)]
 - MPO response: Yes
 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)]
 - MPO response: Yes
 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)]
 - MPO response: Yes
 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)]
 - MPO response: Yes
 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)]
 - MPO response: Yes
 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)]
 - MPO response: Yes

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)]

- MPO response: Yes

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)]

- MPO response: Yes

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)]

- MPO response: Yes

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)]

- MPO response: Yes

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)]

- MPO response: Yes

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)]

- MPO response: Yes

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)]

- MPO response: Yes

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)]

- MPO response: Yes

28. Has the MPO recently reviewed its Public Participation Plan? [23 C.F.R. 450.316 (a)(1)(x)]

- MPO response: Yes

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)]

- MPO response: Yes

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?

- MPO response: the MPO coordinates the development of the Transportation Plan with SIP development through the Interagency Consultation (IAC) group. The agencies that develop the SIP all participate in the IAC.

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?

- MPO response: the MPO's UPWP includes and describes all of the various air quality planning activities.

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?

- MPO response: The MPO has developed a Congestion Management Process that meets the requirements of 23 C.F.R. Part 450.322. Travel demand and operational strategies are consistently recommended and reviewed before new SOV projects are considered.

4. How does the MPO ensure that the TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities?

- MPO response: the MPO consistently coordinates and communicates with ALDOT and all of the municipalities and agencies in the region to ensure that all federally and non-federally funded regionally significant transportation projects including intermodal facilities are included in the TIP.

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)]
 - MPO response: Yes
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)]
 - MPO response: Yes
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]
 - MPO response: Yes
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)]
 - MPO response: Yes
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)]
 - MPO response: Yes
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)]
 - MPO response: Yes

-
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?
 - MPO response: Yes
 8. Does the MPO have a signed Non Discrimination Agreement, including Title VI Assurances, with the State?
 - MPO response: Yes
 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?
 - MPO response: Yes
 10. Does the MPO hold its meetings in locations that are ADA accessible? [49 C.F.R. 27.7 (5)]
 - MPO response: Yes
 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)]
 - MPO response: Yes
 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]
 - MPO response: Yes
 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.
 - MPO response: All local governments have submitted in writing their commitment to developing an ADA plan. The MPO has provided and will continue to provide technical assistance to any local government in the process of completing a plan. The MPO also regularly tracks the progress and maintains a database of the status as well as the current ADA coordinator of each of the local governments (see attached table).

Section (5): Section 1101(b) of SAFETEA-LU regarding the involvement of disadvantaged business enterprises in FHWA and FTA planning projects (*49 C.F.R. Part 26*) Note: MPOs that are part of municipal or county governments may have some of these processes handled by the host agency.

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

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.

- MPO response: Yes

MEMORANDUM OF UNDERSTANDING

Alabama Department of Transportation

Statewide Procedures for FY 2024 - 2027 STIP/TIP

I. PURPOSE

This Memorandum of Understanding establishes a set of procedures for processing revisions to the Metropolitan Planning Organizations' Transportation Improvement Programs (TIPs) within the State of Alabama and the Alabama Department of Transportation's Statewide Transportation Improvement Program (STIP) for the Fiscal Year 2024 to 2027. This document has been developed in cooperation with the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), and other planning partners.

The STIP is the aggregation of the MPO TIPs and ALDOT's statewide managed programs, including federal-aid transportation programs.

II. DEFINITIONS¹

- A. **Administrative Modification**¹ means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).
- B. **Amendment**¹ means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, redemonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving "non-exempt" projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.
- C. **Betterment** consists of surface treatments/corrections to existing roadway [preferably within Alabama Department of Transportation (ALDOT) right-of-way], to maintain and bring the infrastructure to current design standards for that classification of highway. This may involve providing full depth base repair, widening shoulders, increasing lane-widths, correcting super-elevation, as well as providing drainage improvements and guide rail upgrades.

¹Terms in this document also incorporate any definitions provided in 23 CFR 450.104 .

- D. **Change in Scope** is a substantial alteration to the original intent or function of a programmed project (e.g., change project termini or the number of through-traffic lanes).
- E. **Cooperation**¹ means that the parties involved in carrying out the transportation planning and programing processes work together to achieve a common goal or objective. **Cooperating Agencies** include ALDOT, Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Transit agencies, and any agencies and/or jurisdictions involved in carrying out the transportation planning and programing processes.
- F. **Financially Constrained (Fiscal Constraint)**¹ means that the metropolitan transportation plan, TIP, and STIP include sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. For the TIP and the STIP, financial constraint/fiscal constraint applies to each program year. Additionally, projects in air quality nonattainment and maintenance areas can be included in the first two years of the TIP and STIP only if funds are "available" or "committed."
- G. **Long-Range Transportation Plan**¹ means the official, multimodal, transportation plan covering a period of no less than 20 years developed through the statewide transportation planning process.
- H. **Level of Effort (LVOE)** is the term used to describe certain grouped projects in the TIPs and STIP that are not considered of appropriate scale to be identified individually. Projects may be grouped by function, work type, or geographical area, using the applicable descriptions provided in under 23 CFR 771.117(c) and (d), and/or 40 CFR part 93. In air quality nonattainment and maintenance areas, project descriptions must be consistent with the descriptions of exempt projects, contained in the transportation conformity regulations (40 CFR part 93). These projects are placed in the TIPs and STIP according to selected funding programs, with their anticipated fiscal year apportionments within the plan.
- I. **New Project** is a project that is not programmed in the current TIP/STIP, and does not have previous obligations from a prior TIP/STIP.
- J. **Obligated projects**¹ mean strategies and projects funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53 for which the supporting federal funds were authorized and committed by the State or designated recipient in the preceding program year and authorized by the FHWA or awarded as a grant by the FTA.
- K. **Planning Partner** may refer to one of the following: ALDOT, FHWA, MPOs, RPOs, or other federal or state agencies.
- L. **Project Selection** means the procedures followed by MPOs, States, and public transportation operators to advance projects from the first four years of an approved TIP and/or STIP to implementation, in accordance with agreed upon procedures.
- M. **Public Participation Plan (PPP)** is a documented, broad-based public involvement process that describes how the Planning Partner will involve and engage the public, under-served communities, and interested parties in the

transportation planning process, and ensure that the concerns of stakeholders are identified and addressed in the development of transportation plans and programs.

o Note: The Alabama MPO Public Participation Plans may be found on the individual MPO websites.

- N. **Revision**¹ means a change to a long-range statewide or metropolitan transportation plan, TIP, or STIP that occurs between scheduled periodic updates. A major revision is an "amendment" while a minor revision is an "administrative modification.
- O. **Statewide-managed Program (Statewide Program)** includes those transportation improvements or projects that are managed in the STIP, including project selection, at the ALDOT Central Office level, with possible regional Planning Partner solicitation and input. Examples include, but are not limited to, Highway Safety Improvement Program (HSIP) and Transportation Alternative Program (TAP) projects.
- P. **Statewide Transportation Improvement Program (STIP)**¹ means a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.
- Q. **Transportation Improvement Program (TIP)**¹ means a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C.

III. THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP), THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP), AND THE STATE'S FIVE-YEAR PROGRAM

The TIP consists of projects approved by the MPO, local programs and projects developed by the MPO, and statewide programs and projects developed by ALDOT within the urban areas of the MPO.

The STIP is the official transportation improvement program document, mandated by federal statute and recognized by FHWA and FTA. The STIP is a statewide program, or prioritized listing, of transportation projects to be implemented over a four-year period, consistent with MPO Long Range, Regional, or Metropolitan Plans, Statewide Transportation Plans, and MPO Transportation Improvement Programs (TIPs).

The State's Five-Year Program, which incorporates the TIPs and STIP, is required by Alabama state law.

IV. TIP/STIP ADMINISTRATION

The Federal Planning Regulations, contained in 23 CFR 450 et al, govern the provisions of the Statewide and Nonmetropolitan Transportation Planning and Programming (subpart B) and Metropolitan Transportation Planning and Programming (subpart C). These CFR sections are the regulations for governing the TIPs and STIP, including revisions and other actions related to the TIPs and STIP. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity, of individual programming actions.

FHWA and FTA will only authorize projects, and approve grants for projects, that are programmed in the currently approved STIP. Highway and road projects will be approved by FHWA, and Transit projects will be approved by FTA.

If a Planning Partner, Transit Agency, or ALDOT, wishes to proceed with a project not programmed in the STIP, a revision must be made to the STIP.

All revisions must maintain year-to-year fiscal constraint [23 CFR 450.328] for each of the four years of the TIPs and STIP. All revisions shall account for year of expenditure (YOE), and maintain the estimated total cost of the project, which may extend beyond the four years of the TIP/STIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

A. TIP support documentation

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

B. Air Quality Conformity

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

C. Revisions: Amendments and Administrative Modification²

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

- Affects air quality conformity, regardless of the cost of the project or the funding source.

² Note: This MOU does NOT change the Codes of Federal Regulations. This MOU clarifies the understanding of the language within those regulations between the agreeing parties. For full application of the CFRs, visit definitions for Amendment, Administrative Modification, and Revision on p. 1. Revisions are not applicable to authorized project scopes.

- Adds a new project, or deletes a project, that utilizes federal funds from a statewide line item, exceeds the thresholds listed below, and excludes those federally-funded statewide program projects.
- Adds a new project phase(s), or increases a current project phase, or deletes a project phase(s), or decreases a current project phase that utilizes federal funds, where the revision exceeds the following thresholds:
 - \$ 5.0 million for ALDOT federally-funded projects and Transportation Management Area (TMA) attributable projects.
 - \$1.0 million for ALDOT federally-funded projects and for non-TMA MPOs attributable Projects.
 - \$ 750,000 for the county highway and bridge program.
- Involves a change in the **Scope of Work** to a project(s) that would:
 - Result in an air quality conformity reevaluation.
 - Result in a revised total project estimate that exceeds the thresholds established between ALDOT and the Planning Partner (not to exceed any federally-funded threshold contained in this MOU).
 - Results in a change in the Scope of Work on any federally-funded project that is significant enough to essentially constitute a New Project.
 - Level of Effort (LVOE) planned budget changes, exceeding 20% of the original budgeted amount.

MPOs use the MPO Portal to initiate projects, make project edits, and other project information. The MPO Portal is managed by Local Transportation Bureau. The system generates email notification to the MPOs, and specific ALDOT Personnel of projects that may need to be added by amendment or administrative modifications. Approval by the MPO (or cooperative effort with an RPO) is required for Amendments.

All items requiring amendments to the STIP should be submitted to the ALDOT's Office Engineer Bureau. ALDOT's Central Office will review, approve, and forward to the appropriate federal agency for review and approval, with copies to other partner federal agencies.

Amendments to the STIP will be conducted on a Bimonthly cycle. Non-routine amendments requested by the State Transportation Director, or the Joint Highway committee can be performed at any time.

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

- Adds or deletes a project from a LVOE category or line item
- Adds or deletes a project utilizing 100 percent State or Non-Federal Funding that has not been designated as a regionally significant project by Local Planning partners or an MPO TIP placement of the federally-funded Statewide Program, or federal funds from a statewide line item that do not exceed the thresholds established by the Planning Partner
- Draw downs or return funding from an existing STIP/TIP Reserve Line Item and does not exceed the amendment cost thresholds established between ALDOT and the Planning Partners.
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, from savings on programmed phases, and any other project-cost

modification sent to and approved by FHWA or FTA, to another programmed project phase or line item.

The initial submission and approval process of the STIP will establish federal funding for LVOE project groups. Subsequent placement of individual projects in the STIP that are referred to as LVOE projects will be considered Administrative Modifications.

Administrative Modifications (1) do not affect air quality conformity or involve a significant change in a project scope of work that would trigger an air quality conformity reevaluation; (2) do not exceed the threshold (a) established in the MOU between ALDOT and the Planning Partners or (b) established by this MOU (as detailed in the Revisions: Amendments and Administrative Modifications section); and (3) do not result in a change in scope on any federally-funded project that is significant enough to essentially constitute a new project.

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

V. LEVEL OF EFFORT FUNDING CATEGORIES

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

LVOE projects are placed in the STIP/TIP according to selected funding programs, along with the planned funding amounts for each year.

ALDOT, and the affected MPOs, will be required to make a formal amendment to the STIP/TIPs for any adjustment of funding to any **LVOE group** that exceeds 20% of its originally-planned funding. The selected statewide funding programs include:

- Interstate Resurfacing Program (IM) (includes lighting, sign and pavement rehabilitation)
- Non-Interstate Resurfacing Program (FM)
- Transportation Alternative Program (TAP)
- Safety Projects (Highway Safety Improvement Program (HSIP), roadway, signal and rail-crossing, etc.)
- Recreational Trails (Funds are transferred to Alabama Department of Economic and Community Affairs (ADECA))
- Electric Vehicles (Funds are transferred to ADECA)
- County Allocation Funds (Off-system bridges and STP non-urban) (Only until prior year carryover is fully obligated)
- Federal Transit Programs: 5311 (Non-Urban), 5310 (Elderly and Disabilities), and 5339 (Buses and Bus Facilities)

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

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

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

VI. FINANCIAL CONSTRAINTS³

Demonstration of STIP/TIP financial constraint to FHWA and FTA, takes place through a summary of recent Administrative Modifications and proposed Amendments. Real-time versions of the STIP/TIP are available to FHWA and FTA through ALDOT's Comprehensive Project Management System (CPMS/MPO Portal).⁴

VII. FINANCIAL REPORTING

A. STIP Reporting

STIP is available online and electronic submittals to FHWA for amendments and administrative modifications. End of the Fiscal Year financial summaries are sent with the first amendment for the new fiscal year.

B. MPO TIP REPORTING

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

³ Note: While there is no stipulated timeframe established in this MOU for securing federal approval for formal Amendments or Administrative Modification, the agencies are expected to act responsibly and with all due diligence in order to complete these processes in a timely manner.

⁴ Refer to ALDOT's Local Transportation Bureau's Memo #2022-15 (November 22, 2022) for details of the MPOs' Transportation Improvement Programs (TIPs).

VIII. PERFORMANCE MEASURES SECTION

To comply with performance-based planning requirements, a description of how the selected projects will help to accomplish its performance targets/goals will be included. This SITP Performance Measure section will be included at the time of adoption of the new STIP/TIPs but it may be updated at any time.

In general, STIP Performance Measure Section should include (1) the applicable transportation measure, (2) a brief discussion of anticipated effect of how projects selected will help ALDOT accomplish the goals, and (3) a summary of the amount of federal funding programmed to support the applicable target will be included in the STIP.

The procedures set forth in this document will serve as the basis for which ALDOT addresses federally funded Statewide Transportation Improvement Program (STIP) revisions. This Memorandum of Understanding (MOU) will begin October 1, 2023, and remain in effect until September 30, 2027, unless revised or terminated.

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

Mark D. Bartlett

Division Administrator
Federal Highway Administration

02-13-2023

Date

Yvette H. Taylor

Regional Administrator
Federal Transit Administration

03-15-2023

Date

John R. Cooper

Transportation Director
Alabama Department of Transportation

02-02-2023

Date

Section 3.8



JOINT AGREEMENT

AMONG

BIRMINGHAM MPO,

BIRMINGHAM-JEFFERSON COUNTY TRANSIT AUTHORITY,

AND THE

STATE OF ALABAMA

RELATIVE TO

ALABAMA PERFORMANCE MANAGEMENT
23 CFR 450.314(h)

FOR

TRANSPORTATION PERFORMANCE DATA SHARING
AND COORDINATION

Performance 9-15-22
SPR-PART 3-PLBH(022)
UT-73870

ALABAMA PERFORMANCE MANAGEMENT AGREEMENT

23 CFR 450.314(h)

THIS AGREEMENT is made and entered into by and among the State of Alabama, acting by and through the Alabama Department of Transportation, hereinafter referred to as STATE, the Birmingham MPO, hereinafter referred to as MPO, and the Birmingham-Jefferson County Transit Authority, 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 highways¹ to include the following:
 - i. Targets for assessing the **Highway Safety Improvement Program (PM1)** for the following measures²:
 - a. Number of fatalities
 - b. Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)
 - c. Number of serious injuries
 - d. Rate of serious injuries per 100 million VMT
 - e. 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:
 - a. Percentage of pavements on the Interstate System in Good condition
 - b. Percentage of pavements on the Interstate System in Poor condition
 - c. Percentage of pavements on the NHS (excluding the Interstate System) in Good condition
 - d. Percentage of pavements on the NHS (excluding the Interstate System) in Poor condition
 - e. Percentage of NHS bridge deck area classified in Good condition
 - f. Percentage of NHS bridge deck area classified in Poor condition

¹ 23 CFR Part 490, National Performance Management Measures

² 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:
 - a. Percent of Person-Miles traveled on the Interstate System that are Reliable
 - b. Percent of Person-Miles traveled in the Non-Interstate System that are Reliable
 - c. Percentage of the Interstate System Mileage providing Reliable Truck Travel Times
 - d. Annual hours of Peak-Hour Excessive Delay Per Capita
 - e. Percent of Non-Single-Occupant-Vehicle (SOV) Travel
 - f. Total Emissions Reduction

- iv. Targets for assessing performance of **the Transit Asset Management (TAM) Plan** for the following performance measures³:
 - a. Asset Category: Rolling Stock (All revenue vehicles)
 - Age- % of revenue vehicles within an asset class that have met or exceed their Useful Life Benchmark
 - b. Asset Category: Equipment (Non-revenue vehicles)
 - Age - % of revenue vehicles within an asset class that have met or exceed their Useful Life Benchmark
 - c. Asset Category: Facilities (the STATE will only rate FTA funded facilities)
 - Condition - % of facilities with a condition rating below 3.0 on an FTA Transit Economic Requirement Modal (TERM) Scale
 - d. 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.
 - e. 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.
 - f. TRANSIT AGENCIES and MPOs developing their own TAM plan will provide their targets and the final report to the STATE.
 - g. 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)⁴:
 - a. Fatality by Mode
 - Fatality Total
 - Rate of Fatalities (per vehicle revenue mile)
 - b. Injuries by Mode
 - Injuries Total
 - Rate of Injuries (per vehicle revenue mile)
 - c. Safety Events by Mode
 - Safety Event Total
 - Rate of Safety Events (per vehicle revenue mile)
 - d. System Reliability by Mode
 - Miles between major mechanical failures
 - e. 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

³ 49 CFR 625 and 630

⁴ 49 CFR Part 673

AGENCY must provide the STATE and its respective MPOs its safety performance targets to assist the STATE and MPOs with capital program planning process.

- f. 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 quality⁵ 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

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

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.

- 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 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: Laurel Land

Title: SENIOR PLANNER

BIRMINGHAM MPO

By: [Signature]

Title: EXECUTIVE DIRECTOR

ATTEST:

By: [Signature]

Title: PLANNING DIRECTOR

BIRMINGHAM-JEFFERSON COUNTY TRANSIT AUTHORITY

By: [Signature]

Title: EXECUTIVE DIRECTOR/CEO

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

By: William F. Patty

William F. Patty
Chief Counsel, Legal Bureau

RECOMMENDED FOR APPROVAL:

[Signature]

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

[Signature]

Edward N. Austin, P.E.
Chief Engineer

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

[Signature]

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 16 day of November, 2022.

[Signature]

Kay Ivey
Governor, State of Alabama

22-01886

ALABAMA DEPARTMENT OF TRANSPORTATION
LOCAL TRANSPORTATION BUREAU
ROUTING SLIP

Telephone: 334-242-6028

Fax: 334-353-6550

DATE: September 21, 2022

* (2) Originals

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

FROM: Bradley B. Lindsey, P.E. *BL*
State Local Transportation Engineer

RE: MPO Performance Measures Agreement

ACTION TO BE TAKEN:

Execute and Return
 Signature/Approval

Approval & Forward for Director's Signature
 Approval & Forward for Chief Engineer's Signature

REMARKS:

MPO Performance Measures Agreement:
SPR-PART3-PLBH(022) UT- 100073870

Performance Measures Agreement for the Birmingham MPO

Legal:22-01886



* Please sign & Forward to the Director's & the Governor's Office for Signatures.

* After the Governor's signature, please return to Local Transportation (Attn: Nancy Koontz) for Distribution.

Section 3.9

Birmingham MPO ADA Plan Tracking Table

	Municipality	ADA Coordinator					Over 50 Employees?	Current Compliance Status
		First	Last	Staff Role	Email	Phone		
1	Adamsville	Scott Keith	Harbison Hager	Fire Chief Consult Engineer	sharbson@cityofadamsville.org keith_hager@mac.com	205-674-1924 ext 6 205-229-1738	Yes	Plan in Progress
2	ALDOT	Brian	Davis	State ADA Coordinator	davisb@dot.state.al.us	205-327-4968	Yes	N/A
3	Alabaster	Sherri	Proctor	Planner	sproctor@cityofalabaster.com	205-664-6823 205-621-8735 ext. 1112	Yes	Plan in Progress
4	Argo	Scott	Payne	Fire Chief	afdchief9@gmail.com	205-352-2109	No	Self Certified as Compliant
5	Bessemer	Tom Michael	Harmon Rice	Building Department Consultant (EEFS)	tharmon@bessemeral.org mrice@eefs-eng.com	205-424-4060 205-424-3737	Yes	Plan Complete
6	Birmingham	Michael	Eddington	Engineer	Michael.Eddington@birminghamal.gov	205-254-2634	Yes	Plan in Progress
7	BJCTA	Meleah Phyllis	Fort Goode	Civil Rights Compliance Officer	pgood@bjcta.org	205-521-0107 205-445-3333	Yes	N/A
8	Blount County	Mark	Staton	County Administrator	mstaton@blountcountyal.gov	205-625-6868 ext 1	Yes	Plan in Progress
9	Brighton	Hazel	Williams	City Clerk	cityofbrighton@att.net	205-424-0069	No	Plan in Progress
10	Brookside	Debbie	Keedy	City Clerk	dkeedy@townofbrookside.net	205-674-9275	No	Plan Complete
11	Calera	Chris	Pappas	City Engineer	cpappas@calera.org	205-796-7650	Yes	Plan in Progress
12	Cardiff	Gary	Moore	Mayor		205-674-7314	No	Self Certified as Compliant
13	Center Point	Bobby Tameka	Loggins Vann	PW Director City Clerk	cppublicworks@centerpointal.org cityclerk@centerpointal.org	205-306-8962	Yes	Self Certified as Compliant
14	Chelsea	Tony Keith	Picklesimer Hager	Mayor City Engineer (Hegar Co.)	tpicklesimer@cityofchelsea.com keith_hager@mac.com	205-678-8455 205-229-1738	Yes	Plan in Progress
15	Clay	Ronnie	Dixon	City Manager	rdixon@clayalabama.org	205-680-1223 ext. 6	No	Self Certified as Compliant
16	Columbiana	Charlene	Tucker	City Clerk	ctucker@cityofcolumbiana.com	205-669-5801	Yes	Plan in Progress
17	Fairfield	Wille	Rodgers	Fire Chief	chiefwrodgers@yahoo.com	205-453-3535	Yes	Plan in Progress
18	Fultondale	Justin	McKenzie	Deputy Fire Marshall		(205) 841-0075	Yes	Plan in Progress
19	Gardendale	Paul	Tidwell	Assistant Public Works Director	pltidwell@cityofgardendale.com	205-240-4811	Yes	Plan complete
20	Graysville	Greg	Gilchrist	Fire Chief	ggilchrist@graysvillecity.org	205-674-5643 ext 1,	No	Plan in Progress
21	Harpersville	Shaneeeka	Phillips	Town Clerk	townclerk@harpersvilleal.gov	205-672-9961 ext. 2	No	Plan Complete
22	Hayden	Phyllis	Brooks	Town Clerk	haydentownhall@yahoo.com	205-543-6881	No	Self Certified as Compliant
23	Helena	DeJay Blair	Jones Perry	Building Official Consultant (Gresham-Smith)	dwjones@cityofhelena.org blair.perry@greshamsmith.com	205-683-2161 Ext. 221 205-298-9232	Yes	Plan in progress
24	Homewood	Cale	Smith	Director of Engineering & Zoning	cale.smith@homewoodal.org	205-332-6827	Yes	Plan Complete
25	Hoover	Dana	Henson	Senior Center Manager	dana.henson@hooveralabama.gov	205-444-7884	Yes	Plan Complete
26	Hueytown	Kevin	Fouts	City Clerk / Finance	kfouts@hueytownal.gov		Yes	Plan in Progress
27	Indian Springs Village	Brenda	Bell-Guercio	Mayor	brenda@indianspringsvillage.org	205-913-3971 (cell)	No	Self Certified as Compliant
28	Irondale	Frank	Pennington	Public Works Director	fpennington@cityofirondaleal.gov	205-951-1420	Yes	Plan Complete
29	Jefferson County	Heather	Carter	Engineer	carterh@jccal.org		Yes	Plan in Progress
30	Kimberly	Sandy	Waid	City Clerk	clerk@kimberlyal.org	205-647-5551	No	Plan in Progress
31	Leeds	Brad	Watson	Inspections	bwatson@leedsalabama.gov	205-699-0907	Yes	Plan in Progress
32	Lipscomb	Velma	Ford	City Clerk	lipscombcityclerk@gmail.com	205-428-6374 ext 3	No	Plan in Progress
33	Locust Fork	April	Wheeler	City Clerk	locust4k@bellsouth.net	205-681-4581	No	Self Certified as Compliant
34	Margaret	Teja Isaac	Peoples Howard	City Clerk Mayor	cityofmargaret@gmail.com ich3@windstream.net	205-629-5501 205-369-6795 (cell)	No	Plan in Progress
35	Maytown	Ann	Goolsby	Mayor	ann.goolsby@childrens.org	205-965-8877	No	Plan in Progress
36	Midfield	Tyrone	Lloyd	PW Director			Yes	Plan in Progress
37	Montevallo	Steve	Gilbert	City Clerk	sgilbert@cityofmontevallo.com	205-665-2555 ext. 105	Yes	Plan Complete
38	Moody	Mike Keith	Staggs Hager	Parks Director Consult Engineer	mstags@moodyalabama.gov keith_hager@mac.com	205-640-0320 205-229-1738	Yes	Plan in Progress
39	Morris	Christy	Robbins	City Clerk	christy.morrisal.us or clerk@morrisal.us	205-647-0596	No	Plan Complete
40	Mountain Brook	Ronnie	Vaughn	Public Works Director	vaughnr@mtnbrook.org	205-802-3825	Yes	Plan complete
41	Mulga	Mee-lisa	Freeman	City Clerk	townclerk@townofmulga.com	205-781-0645	No	Plan in Progress
42	North Johns	Kenneth	Lindsey	Mayor		205-441-4838 205-425-6524	No	Plan in Progress
43	Odenville	David	Davis	Fire Chief, Building Inspector	ddavis@odenvilleal.gov	205-629-2232 or 205-796-5423	No	Plan in Progress
44	Pelham	Andre	Bittas	Director of Planning & Engineering	abitbas@pelham.com		Yes	Plan in Progress
45	Pinson	Chris	Sharit	GIS Specialist	cscharit@thecityofpinson.com	205-680-5556	No	Self Certified as Compliant
46	Pleasant Grove	Doug Keith	Hyche Hager	Building Inspector Supervisor Consult Engineer	dhyche.inspections@yahoo.com keith_hager@mac.com	205-229-2299 205-229-1738	No*	Self Certified as Compliant
47	Shelby County	Scott	Holladay	Engineer	sholladay@shelbyal.com	205-669-3880 205-475-7145	Yes	Plan Complete
48	Springville	Earl	Peoples	Public Works Director	spwdep@aol.com	205-365-5953	No	Plan in progress

Birmingham MPO ADA Plan Tracking Table

	Municipality	ADA Coordinator					Over 50 Employees?	Current Compliance Status
		First	Last	Staff Role	Email	Phone		
49	St. Clair County	Roddy	Wolfe		rwolfe@stclairco.com	256-399-6520	Yes	Plan Complete
50	Sylvan Springs	Peggy	Shadix	Town Clerk	pshadix@sylvanspringsal.org	205-491-3210	No	Self Certified as Compliant
51	Tarrant	David	Casian	Inspector	dcasian@cityoftarrant.com		Yes	Plan in Progress
52	Trafford	Duane Sherry	Johnson Nail	Town Clerk Court Clerk	traffordtownof@bellsouth.net trafford.muncourt@att.net	205-647-3751 (same for both)	No	Plan in Progress
53	Trussville	JR	Malchus	Inspections	jmalchus@trussville.org	205-229-3198	Yes	Plan Complete
54	Vestavia Hills	Lori Beth	Kearley	Assistant City Engineer	lbkearley@vhal.org	205-978-0236	Yes	Plan Complete
55	Vincent	Joy	Marler	City Clerk	TownofVincent@bellsouth.net	205-672-2261	No	Self Certified as Compliant
56	Warrior	Demetra	Mixon	City Clerk	dmixon@cityofwarrior.com	205-647-0520	No	Plan in Progress
57	West Jefferson	Charles	Nix	Mayor	wjtownclerk@yahoo.com	205-674-3219	No	Plan Complete
58	Westover	Bonnie	Meacham	Clerk	clerk@westoveralabama.org	[Business hours 8:00a.m.--2 pm] 205-678-3375	No	Plan in Progress
59	Wilsonville	Roger	Perry	PW Director	wilsonvillewater@bellsouth.net	205-369-5438	No	Plan in Progress
60	Wilton	Melissa	Williams	City Clerk	melissa@wilton-al.org	205-665-2021	No	Plan in Progress