



# Tuscaloosa Area 2045 Long-Range Transportation Plan



Tuscaloosa Area  
Metropolitan Planning Organization

Developed by the West Alabama Regional Commission (WARC)  
in cooperation with the Tuscaloosa County Parking and Transit Authority  
and the Alabama Department of Transportation

Adopted August 26, 2019

# **Tuscaloosa Area Metropolitan Planning Organization (MPO)**

## ***Tuscaloosa Area 2045 Long-Range Transportation Plan***

This document is posted at

<https://www.warc.info/mpo-documents>

For Information regarding this document, please contact

David A. Norris, Transportation Planning Director

West Alabama Regional Commission

4200 Highway 69 North

P.O. Box 509

Northport, AL 35476-0509

Telephone: 205-333-2990

FAX: 205-333-2713

Email: david.norris@westal.org

Date adopted: August 26, 2019

For language assistance email david.norris@westal.org, subject line: "Interpreter".

Por idioma asistencia email david.norris@westal.org, línea de asunto: "Interpreter".

Für sprachliche Unterstützung email david.norris@westal.org, Betreffzeile: "Interpreter".

Pour obtenir une assistance email david.norris@westal.org, l'objet de la langue: « Interpreter ».

语言协助电子邮件david.norris@westal.org, 主题行: "Interpreter".

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# Tuscaloosa Area Metropolitan Planning Organization Members

## **Policy Committee**

### **Voting**

Donna Aaron- City of Northport Mayor  
James D. Brown, ALDOT West Central Region Engineer  
Walt Maddox - City of Tuscaloosa Mayor  
Rob Robertson - Tuscaloosa County Commission Chairman  
Dennis Stripling, WARC Executive Director

### **Non-Voting**

Stanley Allred, West Alabama Rural Planning Organization, Policy Committee Chair  
Mark D. Bartlett, Federal Highway Administration  
Robert Green, Citizens Advisory Committee Chairman  
Katherine Holloway, Technical Coordinating Committee Chairman  
D.E. Phillips, Jr., Alabama Department of Transportation  
Yvette G. Taylor, PhD, Federal Transit Administration Region 4  
Bicycle and Pedestrian Committee Chairman

## **Technical Coordinating Committee (TCC)**

### **Voting**

Doug Behm, University of Alabama Representative  
Ashley Crites, Tuscaloosa Planning Director  
Brad Darden, Preconstruction Engineer ALDOT West Central Region  
Vontra Giles, Federal Highway Administration  
Marty Hamner, Trucking Representative  
Katherine Holloway for Scott Anders, County Engineer  
Michael Hora, ALDOT Bureau of Local Transportation  
Russell Lawrence, Tuscaloosa Co. Transit Authority Director  
David Norris, West Alabama Regional Commission  
Jeff Powell, Airport Manager  
Wendy Shelby, Director, Tuscaloosa City Engineer  
Farrington Snipes, Director, Tuscaloosa Co. Planning Department  
Nicole Spivey, Federal Transit Administration  
John Webb, Northport City Engineer  
Director, Northport Planning Department  
Railroad Representative  
U.S. Army Corps of Engineers Representative

### **Non-Voting**

Chairman, Tuscaloosa City Planning Commission  
Chairman, Northport Planning Commission  
Representative, Town of Brookwood  
Representative, Town of Coaling  
Representative, Town of Coker  
Representative, Town of Lake View  
Representative, Town of Moundville  
Representative, Town of Vance  
Representative, Alabama Department of Public Safety (Local Office)  
Representative, Northport City Police Department  
Representative, Tuscaloosa City Police Department  
Representative, Tuscaloosa County Sheriff's Office

# **Tuscaloosa Area Metropolitan Planning Organization Members (Continued)**

## **Citizens Transportation Advisory Committee (CTAC)**

### **Tuscaloosa City**

A.D. Christian  
James C. (Jimmy) Hamner  
Tommy Nix  
Wyman Turner  
Charlene Wilkinson

### **Northport**

Lewis (Lew) C. Drummond  
Robert Green  
Glenn Griffin  
Thomas Peters  
Max Snyder  
David Leon Tucker

### **Tuscaloosa County**

Jimmie Cain  
Lenny Fulmer  
Jill Hannah  
David Hartin  
John Myers  
Joe Robinson  
Jimmy Stewart

Prepared by the  
West Alabama Regional Commission (WARC)  
*Staff to the MPO*



TUSCALOOSA AREA METROPOLITAN PLANNING ORGANIZATION

RESOLUTION MPO 2019-13

Adopting the  
*Tuscaloosa Area 2045 Long-Range Transportation Plan*

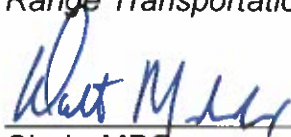
WHEREAS, the Tuscaloosa Area MPO is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (amended by the FAST Act, Sections 1201 and 1202, December 2015); 42 USC 2000d-1,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

WHEREAS, the U. S. Department of Transportation requires all urbanized areas, as established by the U. S. Bureau of the Census, conducting area-wide urban transportation planning, to submit a long-range transportation plan as a condition for meeting the provisions of 23 USC 134 and the defining principles of 23 CFR 450.322; and

WHEREAS, consistent with the declaration of these provisions, the West Alabama Regional Commission (WARC), as staff to the MPO, and in cooperation with the Bureau of Transportation Planning and Modal Programs of the Alabama Department of Transportation, has prepared a *2045 Long Range Transportation Plan* for the Tuscaloosa Urbanized Area; and

WHEREAS, pursuant to its duties, functions and responsibilities, the Tuscaloosa Area Metropolitan Planning Organization, in session this 26<sup>th</sup> day of August, 2019, did review and evaluate the aforementioned *2045 Long Range Transportation Plan*, summarized on the attached pages; and now

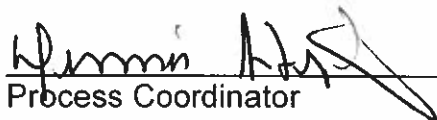
THEREFORE, BE IT RESOLVED by the Tuscaloosa Area Metropolitan Planning Organization (MPO) that the same does hereby endorse and adopt the *2045 Long Range Transportation Plan*.



Chair, MPO

Date: 8-26-19

ATTEST:



Process Coordinator

Date: 8-26-19

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# Executive Summary (ES)

## Tuscaloosa Area 2045 Long-Range Transportation Plan

### ES 1.0 Introduction

#### ES 1.1 Purpose

The purpose of the long-range transportation plan is to (1) identify current transportation needs, (2) forecast future transportation needs, and (3) establish strategies and projects that address these needs. The federal regulations (23 CFR Part 450.324) related to this topic state that the strategies shall "...provide for the development of an integrated multimodal transportation system ... to facilitate the safe and efficient movement of people and goods." While the plan is required to consider all modes of transportation and transportation funding, the governing body, the Tuscaloosa Area Metropolitan Planning Organization (MPO), only has oversight of federal highway and transit funds.

#### ES 1.2 Agency Participation

The long-range transportation plan was developed by the Tuscaloosa Area Metropolitan Planning Organization (MPO). The MPO is a cooperative effort of the West Alabama Regional Commission, Tuscaloosa County Parking and Transit Authority (TCPTA), Alabama Department of Transportation (ALDOT), Federal Transit Administration (FTA), Federal Highway Administration (FHWA), City of Tuscaloosa, City of Northport, and Tuscaloosa County. Each of these entities is represented on the MPO committees. The staff of the MPO is housed at the West Alabama Regional Commission (WARC).

#### ES 1.3 Metropolitan Planning Area (Study Area)

The planning area for the long-range transportation plan is Tuscaloosa County. Tuscaloosa County is the second largest county in the State of Alabama with 1,325 square miles of land area. From its widest points, Tuscaloosa County is 45 miles from east-to-west and 42 miles from north-to-south. The county has almost 3,000 miles of publicly owned roads, including 48 miles of interstate highway. The main north-south routes are US-43 and SR-69. The main east-west routes are I-20/59 and US-82. The Black Warrior River, a navigable waterway, stretches diagonally across the county. The City of Tuscaloosa owns a general aviation airport centrally located in the county.

Unless noted otherwise, the following statistics were taken from the *2012-2016 American Community Survey*. There are 202,471 people living in Tuscaloosa County. This is an increase of 7,815 over the number reported in the *2010 Census*. There are 24,083 people with disabilities in the county, and 18 percent of the population is living below the poverty line. The 62 and over population is 30,434 or 13.5 percent. The population density of the county is 153 people per square mile.

Based on numbers from the Alabama Department of Labor, in 2017 Tuscaloosa County averaged 99,237 people in the labor force. Of this number 95,127 were employed and 4,110 were unemployed. The unemployment rate of 4.1 percent was lower than the national and state averages, 4.4 percent. Major employers in the county include the University of Alabama, Mercedes-Benz, DCH Regional Medical Center, County Board of Education, City Board of Education, Michelin/BF Goodrich Tire Manufacturing, City of Tuscaloosa, Phifer Incorporated, Veterans Administration Hospital, and Northport Medical Center (Tuscaloosa County Industrial Development Authority). In Tuscaloosa County, there are hundreds of businesses considered entry-level employers. Most of the major employers and the entry-level employers are located within the municipal limits.

According to MPO forecasts, by 2045 the population in Tuscaloosa County is forecast to increase to 291,906. Above average housing growth is expected in the following areas: US-43 North; SR-69 North; Lake Tuscaloosa; sections around the University of Alabama campus; southeast City of Tuscaloosa; Sipse Valley; and eastern Tuscaloosa County, including Lakeview, Woodstock, Vance, and Brookwood. During the same period, employment is projected to grow by 1.14 percent per year. Areas that are expected to experience above-average employment growth include northern Northport: western Northport/Airport; south Lake Tuscaloosa; SR-69 South, and eastern Tuscaloosa County along I-20/59.

## **ES 2.0 Vision Statement, Goals, Performance Measures, and Targets**

The Tuscaloosa Area Metropolitan Planning Organization (MPO) adopted a vision statement and seven goals to help guide the transportation planning process. The MPO intended for the vision statement and goals to apply to all MPO activities and not just to the long-range transportation plan.

### **ES 2.1 Vision Statement**

The MPO originally adopted a vision statement in 1999 for the 2025 plan. It is based on a vision statement developed by the Tuscaloosa community improvement organization, Challenge-21. The vision statement came out of several public meetings the group held in the mid-1990s. Despite the time that has passed, the MPO believes that the vision statement is still an appropriate aspiration.

*It is the vision of the Metropolitan Planning Organization that the Tuscaloosa Area will have a well-planned, effective transportation system that promotes and sustains a fulfilling quality of life and a strong, competitive economy.*

### **ES 2.2 Goals**

The goals for the plan were taken from the Moving Ahead for Progress in the 21st Century Act (MAP-21) signed into law in July 2012. The national goals closely align with those adopted by the MPO for previous long-range transportation plans except for Goal 7 (Reduced project delivery delays). Goals 2 and 5 were modified by the MPO to include references to the airport and aviation network.

- (1) Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- (2) Infrastructure condition - To maintain the highway and airport infrastructure asset systems in a state of good repair
- (3) Congestion reduction - To achieve a significant reduction in congestion on the National Highway System
- (4) System reliability - To improve the efficiency of the surface transportation system
- (5) Freight movement and economic vitality - To improve the national freight and aviation network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- (6) Environmental sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment
- (7) Reduced project delivery delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

### **ES 2.3 Performance Measures**

In 2012, the U.S. Congress established a performance management policy and national transportation goals with the passage of Moving Ahead for Progress in the 21st Century Act (MAP-21). The Act required the U.S. DOT to develop performance measures and States to set targets and monitor progress. The subsequent regulations defined the performance measures and reporting procedures. The regulations also made MPOs responsible for setting targets and monitoring progress in urban areas. Performance management is expected to transform the surface transportation system by focusing federal funding on national goals and continually monitoring progress.

Title 23 CFR 490 defined 18 highway performance measures. Title 49 CFR 625 provided seven transit performance measures. Table 1 includes the performance measures grouped by performance area.

The regulations, specifically 23 CFR 450.314(h), require that MPOs, States, and transit agencies have written procedures for the transportation performance management programs. ALDOT developed the Alabama Performance Management Agreement in 2018 to address this requirement. The MPO adopted the agreement in April 2018.

### **ES 2.4 Performance Targets**

As part of the performance measurement program, the State Departments of Transportation (DOT), Transit Agencies, and MPOs are required to develop data-driven

performance targets related to the adopted transportation measures. MPOs are expected to select performance targets that are consistent with those chosen by the State DOT and transit agencies.

Table 1 includes the Alabama Department of Transportation (ALDOT), Tuscaloosa Parking and Transit Authority, and MPO targets. The MPO adopted the targets set by ALDOT and the Transit Authority. Safety (PM1) targets represent five-year rolling averages and are set annually. Assets (PM2) targets for Percentage of Pavement in Good and Poor Condition for Interstate have 4-year targets while Non- Interstate NHS Pavement Measures have both 2 and 4-year targets. Also, the percentage of NHS Bridges by deck classified as in Good or Poor condition have both 2 and 4-year targets. The System Performance (PM3) Measures has 4-year targets for the percentage of Person-Miles Traveled on Interstate that are Reliable; percentage of Person-Miles Traveled on the Non-Interstate NHS only has a 4-year target. PM3 also includes a Truck Travel Time Reliability Index targets for both 2- and 4-year targets and are based upon Interstate Travel only. The Transit Authority targets were taken from the Transit Asset Management Plan.

Evaluation of the performance management program by the U.S. DOT will occur annually, beginning in December 2019. To aid in this process, a System Performance Report will be included in amended Long-Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs) and will track progress on how the projects contributes to the achievement of the performance targets, linking investment priorities while supporting national goals for federal aid highway and public transportation programs.

The projects on the MPO LRTP contribute to achieving the adopted targets. Based on the first draft of the plan, 65 percent of the projects have a safety element. The MPO supports the Tuscaloosa Transit Authority asset management plan by including projects on the LRTP that keep the local transit facilities in good shape. Addressing system maintenance, 25 percent of the LRTP projects are bridge replacements and pavement resurfacing. To enhance system performance, 56 percent of the LRTP projects will improve operations, and 19 percent will increase capacity.



Table 1

Category	Performance Measure	Performance Target
Safety	Number of Fatalities	932 (2019)
	Rate of Fatalities	1.33 (2019) Per 100 million VMT traveled
	Number of Injuries	8,469 (2019)
	Rate of Serious Injuries	12,080 (2019) Per 100 million VMT traveled
	Number of Non-Motorized Fatalities & Injuries	394 (2019)
Transit	% of Revenue Vehicles that Exceeded ULB*	Reduce by 10% (2019)
	% of non-Revenue Vehicles that Exceeded ULB*	Reduce by 10% (2019)
	% of Facilities with Condition Rating < 3.0	No more than 20% rated < 3.0 (2019)
Assets	% Pavement in Good Condition (Interstate)	Not Applicable (2-Year) Greater than 50% (4-Year) (2018)
	% Pavement in Poor Condition (Interstate)	Not Applicable (2-Year) Less than 5% (4-Year) (2018)
	% Pavement in Good Condition (non-Interstate)	Greater than 40% (2-Year) (2018) Greater than 40% (4-Year) (2018)
	% Pavement in Poor Condition (non-Interstate)	Less than 5% (2-Year) (2018) Less than 5% (4-Year) (2018)
	% NHS Bridges in Good Condition	No less than 27% (2-Year) (2018) No less than 27% (4-Year) (2018)
	% NHS Bridges in Poor Condition	No greater than 3% (2-Year) (2018) No greater than 3% (4-Year) (2018)
System Perform.	Reliable Person Miles on the Interstate	96.4% (2-Year) (2018) 96.4% (4-Year) (2018)
	Reliable Person Miles on the non-Interstate NHS	93.6% (4-Year) (2018)
	Truck Travel Time Reliability	1.20 (2-Year) (2018) 1.21 (4-Year) (2018)
	Annual Hours of Peak Hour Excessive Delay	Not Applicable
	Percent of Non-SOV	Not Applicable
	Total Emissions Reduction	Not Applicable

\* ULB = Useful Life Benchmark

## **ES 3.0 The Transportation System**

### **ES 3.1 Current System**

The transportation system of a community is composed of several interconnected components. The automobile component features roads, bridges, and traffic control devices. The pedestrian component is made up of sidewalks, crosswalks, pedestrian signals, and pedestrian overpasses. Bicycle lanes, paths, and signage are part of the bicycle component. Buses, vans, bus stops, and terminals are the main elements of the transit component. Intercity transportation moves people between different cities and states by buses, airplanes, and trains. The freight component moves commercial traffic using trucks, railroads, barges, and airplanes. All components fit together to complete the system and provide transportation choices. Some people may use a single component to complete their travel, while others may use a combination of several components. Whatever the case, the system serves all members of the community including motorists, pedestrians, bicyclists, transit riders, and freight companies.

### **ES 3.2 Problems and Needs**

The following identified problems and needs are based on interviews with transportation officials, reports from local and state agencies, surveys, and traffic model forecasts. The issues are related to all transportation components. However, most of the problems and needs are directly connected to the road network. This is expected since the majority of the transportation occurs on the roads, and the road network is interconnected with transportation system components. Automobiles and transit vehicles use the road network exclusively. Bicyclists occasionally will have separate paths or lanes, but they are generally tied to the road network. Pedestrian facilities in many instances exist to protect walkers from automobiles. Consequently, pedestrian improvements are almost always associated with road construction projects. People who use the airport and Amtrak must use the road network to travel to and from the terminals. Roads form the base of the transportation system, and the identified problems and needs underscore this point. The following is a list of general problems and needs. Each of these items is described in the subsections below the list.

#### Problems and Needs

1. Maintenance
2. Traffic crashes
3. Incident congestion
4. Recurring congestion
5. Limited transportation options
  - a. Including limited pedestrian, bicycle, and transit infrastructure and planning
  - b. Including limited connectivity between different modes of transportation
6. Security

### **ES 3.3 Barriers**

Every problem or need has a solution. However, in most cases, one or more barriers must be managed in order to reach the solution. Identifying the barriers is part of the problem-solving process. In some cases, the barriers are obvious; e.g., lack of money, and in other cases research is required; e.g., the reason for traffic crashes. The MPO staff and

committees, with public input, developed the following barriers to addressing the identified problems and needs.

#### Barriers to Addressing Problems and Needs

1. Lack of funding
2. Existing land use patterns
3. Work and school schedules (places traffic on the roads at the same time)
4. Lack of support for non-automobile transportation
5. Existing road design
6. Limited coordination between governments, agencies, and departments
7. Most crashes are caused by driver error, not road design or maintenance problems
8. Lack of driver education
9. Data collection
10. Lack of a countywide access management plan
11. Traffic signal phasing and timing at some locations
12. Limited traffic signal coordination
13. Lack of separation between different forms of transportation (e.g., automobiles/buses, automobile/bicycles, automobiles/pedestrians, and bicycles/pedestrians)

#### **ES 3.4 Strategies**

To address the problems, needs, and barriers, the MPO, local governments, the Alabama Department of Transportation, and local agencies will have to implement a wide range of strategies. The MPO understands that the community will never have enough money to build its way out of problems and adding capacity is not always the best solution; socially, environmentally, or economically. The MPO plans to increase the efficiency and safety of the existing system and add capacity, when necessary and reasonable. The chosen strategies reflect these targets. The strategies are intended to be implemented together to improve the transportation system.

All transportation components must be considered as an interconnected system to handle current and future transportation issues. All components will have to be improved and managed together. Not everyone can drive, or wants to drive, and these numbers will increase in the future as the population continues to age. Walking, riding bicycles, and using transit will decrease the amount of traffic on the roadways. The numbers will likely never be very large, but the shift will help manage the roadway demand. In general, the improvements to other modes are much lower in cost than adding capacity to a roadway.

#### Strategies

- System Management and Operations
  - Develop and implement a countywide operation management program that includes signal coordination, signal phasing, driver information, incident management, data management, and security
  - Develop and implement a countywide access management program
- Travel Demand Management

- Develop and implement a countywide demand management program that includes projects that will decrease demand, shift demand to non-automobile modes, and shift demand times
- Land Use Management
  - Develop or modify comprehensive local plans to include access management techniques, mixed-use developments, higher density development options, and Complete Streets designs
  - Develop or modify zoning regulations to include access management techniques, mixed-use developments, higher density development options, and Complete Streets designs
  - Develop or modify subdivision regulations to include access management techniques, mixed-use developments, higher density development options, and Complete Streets designs
- Capital Investment
  - Preserve the existing transportation system by performing necessary maintenance activities
  - Implement safety and security improvements including projects that support the State of Alabama Strategic Highway Safety Plan
  - Add capacity to all transportation components including highway and non-highway components
  - Develop and implement education programs including high school driver education courses

## **ES 4.0 Fiscally Constrained Project Lists and Maps**

The projects selected for the plan are included on the spreadsheet and maps on the following pages (Table ES-1 and Figures ES-1-ES-4). The spreadsheet is sorted by type of project and then alphabetically by project description. The order in which the projects appear does not reflect a priority. The sheet lists each project description, map number, priority number (if applicable), Alabama Department of Transportation comprehensive project management system (CPMS) number, estimated start year (for next phase), length, lanes, type of work, bicycle/pedestrian facility status, purpose statement, project sponsor, estimated current year cost, and estimated year of expenditure cost. The projects are depicted on the maps as colored lines and points. The projects can be linked to the previous spreadsheet by the map number.



Table ES-1

### 2045 Long-Range Transportation Plan Project List (Capacity, Management & Operation, and Maintenance)

Road Capacity Projects															
Project Description	Map Number	Priority Number	CPMS Numbers	Status	Time Range	Estimated Start Year	Length in Miles	Lanes Before	Lanes After	Type of Work	Bicycle and Pedestrian Facilities *	Purpose Statement	Project Sponsor	Total Estimated Current Year Cost	Year of Expenditure Estimated Cost
2nd Avenue from Bryant Drive to 15th Street - New road	6071	Not Applicable	Not Available	Planned	Long	Not Available	1.00	0	2	Build New Road	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to improve operational efficiency in order to reduce traffic delays and congestion.	University of Alabama	6,025,657.00	\$6,025,657
Bear Creek Road and Bear Creek Cutoff Road from SR-69 to SR-215 - Additional lanes	6068	Not Applicable	100066303; 100066304; 100066305; 100066306	Planned	Short	2020	1.00	2	4	Add lanes	Not Applicable	The purpose of this project is to improve operational efficiency in order to reduce traffic delays and congestion.	County	\$11,086,038	\$11,086,038
Carrolls Creek Parkway and Martin Road (New Road/Road Improvement): US-43 to Watermelon Road: Build new road/Improve existing road	7008	2	Not Available	Planned	Long	2028	4.10	0/2	2	Build New Road/Improve Road	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to provide a safe, efficient, cost effective, facility capable of handling existing and future traffic demands.	Northport City	\$14,000,000	\$40,341,446
I-20/59 from 0.25 miles south of US-82 (SR-6, McFarland Boulevard East) to 0.75 miles south of CR-85 (Buttermilk Road) - Add lanes and replace bridge	4002.1	Not Applicable	100059708; 100059709	Underway	Short	2017	3.21	4	6	Add Lanes	Legal Exception	The purpose of this project is to improve traffic flow and level of service and to reduce accidents along the I-20/59 corridor.	ALDOT	\$41,175,000	\$46,308,000
I-20/59 from approximately 1,300 feet south of 3rd Avenue Overpass to approximately 1,650 feet south of McFarland Boulevard East (US-82, SR-6) - Add lanes	4001	Not Applicable	100039473	Underway	Short	2017	2.50	4/6	6	Add Lanes	Legal Exception	The purpose of this project is to improve traffic flow and level of service and to reduce accidents along the I-20/59 corridor.	ALDOT	\$60,992,000	\$68,608,000
Jack Warner Parkway / ML King Boulevard from 21st Avenue to Stillman Boulevard - Add lanes and improve roadway	7005	1	100051850; 100051851; 100051852	Underway	Short	2019	0.60	2/4	4	Add Lanes/Improve Road	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to provide a safe, efficient, cost effective, facility capable of handling existing and future traffic demands.	Tuscaloosa City	\$10,610,102	\$10,617,605
McFarland Boulevard (US-82, SR-6) from SR-69 to Rice Mine Road - Additional lanes and access management	4004	Not Applicable	100067680	Underway	Long	2016	3.00	4	6	Add lanes and access management improvements	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to provide a safe, efficient, cost effective, facility capable of handling existing and future traffic demands.	ALDOT	\$22,000,000	\$22,000,000
McFarland Boulevard East/Northeast (US-82, SR-6) from Rice Mine Road to University Boulevard East - Add lanes and interchange improvements at Rice Mine Road, Jack Warner Parkway, and Campus Drive	4019	Not Applicable	100066828; 100068831; 100068832	Underway	Long	2017	1.42	4	6	Add Lanes; Interchange Improvements; Add Bridge	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to improve traffic flow and level of service and to reduce accidents along the corridor.	ALDOT	\$75,500,000	\$75,500,000
McWrights Ferry Road from Rice Mine Road to New Watermelon Road (Including bridge over North River - Build new road and bridge; improve existing road	7044	1	100049704; 100049705; 100049735	Underway	Short	2019	3.00	0/2	4	Build New Road and Bridge/Improve Road	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to serve the transportation needs of existing and future growth in Tuscaloosa and the surrounding region and to assist local transportation officials in efforts to manage traffic on existing congested facilities.	Tuscaloosa City	\$27,000,000	\$47,021,979
University Boulevard East from SR-216 to Skyland Boulevard East (US-11, SR-7) - Add lanes and realign intersection at Skyland Boulevard East (US-11, SR-7)	5007	Not Applicable	100066567; 100066568; 100066569; 100066570	Planned	Short	2020	1.40	2	4	Add lanes and intersection improvements	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to improve operational efficiency in order to reduce traffic delays and congestion.	ALDOT	\$9,860,179	\$9,860,179
US-11 (SR-7) from Daimler Benz Boulevard (Tuscaloosa County) to SR-5 (Bibb County) - Add lanes	6095	Not Applicable	100068754; 100068755; 100068756; 100068757	Planned	Short	2020	7.00	2	4	Add Lanes	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to provide a safe, efficient, cost effective, facility capable of handling existing and future traffic demands.	ALDOT	\$57,944,100	\$57,994,100
													<b>Total</b>	<b>\$330,167,419</b>	
													<b>Budget</b>	<b>\$481,906,495</b>	
													<b>Remainder</b>	<b>\$151,739,076</b>	

Road Management and Operation Projects															
Project Description	Map Number	Priority Number	CPMS Numbers	Status	Time Range	Estimated Start Year	Length in Miles	Lanes Before	Lanes After	Type of Work	Bicycle and Pedestrian Facilities *	Purpose Statement	Project Sponsor	Total Estimated Current Year Cost	Year of Expenditure Estimated Cost
10th Avenue from 31st Street to 15th Street - Widen and install medians and improve pedestrian access	6028	Not Applicable	100059446	Planned	Short	2019	1.13	4	4	Improve Road	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to maintain the roadway and improve safety.	Tuscaloosa City	\$5,231,000	\$6,800,000
5th Street at Lurleen Wallace Boulevard (US-43, SR-69), Kentuck Park/West Circle, and Robert Cardinal Airport Road - Intersection and safety improvements	9021	Not Applicable	100064427; 100064428	Underway	Short	2015	Not Available	2	2	Intersection Improvements	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to improve safety and operational efficiency at these locations.	ALDOT	\$2,102,020	\$2,102,020
Cypress Creek Avenue East Phase II (Section C & D) - Sidewalk addition	10017	Not Applicable	100067288; 100068372; 100068781	Planned	Short	2019	0.40	2	2	Sidewalk Addition	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to improve safety at this location.	Tuscaloosa City	\$868,000	\$868,000
I-20/59 at US-11 (SR-7) On and Off Ramps (Exit 79) - Roundabouts, signing, and striping	9026	Not Applicable	100068078; 100068090; 100068091; 100068092	Underway	Short	2019	0.10	2	2	Intersection Improvements	Legal Exception	The purpose of this project is to improve safety at this intersection.	ALDOT	\$2,051,840	\$2,051,840

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I-20/59 from Tuscaloosa/Greene County Line to 0.25 miles south of US-82 (SR-6, McFarland Boulevard East) - Guardrail installation	4033	Not Applicable	100060676; 100060977	Underway	Short	2019	17.65	2/3	2/3	Guardrail Installation	Legal Exception	The purpose of this project is to improve safety along this route.	ALDOT	\$1,541,000	\$1,541,000	
McFarland Boulevard (US-82, SR-6) at SR-69 - Intersection improvements	4051	Not Applicable	100068588; 100068733; 100068734; 100068735	Planned	Short	2020	0.41	6	6	Intersection Improvements	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to improve operational efficiency in order to reduce traffic delays and congestion.	ALDOT	\$32,028,125	\$32,028,125	
McFarland Boulevard (US-82, SR-6) from west of Rose Boulevard (MP 42.5) to just east of Jug Factory Road (MP 53.7) - Access management and signal enhancement	4044	Not Applicable	100066532; 100062358	Underway	Short / Long	2019	11.20	4/6	4/6	Access management and signal enhancement	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to improve operational efficiency in order to reduce traffic delays and congestion.	ALDOT	\$7,095,950	\$7,095,950	
McFarland Boulevard (US-82, SR-6) from west of Rose Boulevard (MP 42.5) to SR-69 - Access management and bicycle and pedestrian improvements	4052	Not Applicable	100065113; 100065115; 100065114	Planned	Short	2019	4.28	4/6	4/6	Access management and bicycle and pedestrian improvements	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to improve operational efficiency in order to reduce traffic delays and congestion.	ALDOT	\$8,132,428	\$8,132,428	
McFarland Boulevard East (US-82, SR-6) at University Boulevard East - Intersection improvements	4049	Not Applicable	100065855; 100065854; 100064404	Underway	Short	2015	Not Available	6	6	Intersection Improvements	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to improve operational efficiency in order to reduce traffic delays and congestion.	ALDOT	\$3,270,143	\$3,270,143	
M-Class Boulevard from I-20/59 to Tingle Tangle Road: Realign portion of roadway and add bridge over US-11 and Norfolk Southern Railroad	6072	Not Applicable	100061878	Underway	Short	2016	1.56	4	4	Improve Road and Build Overpass	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to improve safety at this location.	ALDOT	\$9,099,284	\$9,099,284	
ML King Boulevard (Northport) and Watermelon Road (Tuscaloosa) from US-82 (McFarland Boulevard to SR-69 (Lurleen B. Wallace Boulevard) - Improve roadway and add turn lanes	7006	1	100008464; 100043870; 100008460; 100008463; 100008465; 100043871; 100008461	Underway	Short	2017	1.65	2	2	Improve Road	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to provide a safe, efficient, cost effective, facility capable of handling existing and future traffic demands.	Northport City Tuscaloosa City	\$9,100,000	\$12,338,379	
SR-171 at Prewitt Loop Road - Realignment and add turn lanes	9028	Not Applicable	100069513; 100069514; 100069515; 100069516	Underway	Short	2019	0.30	2	2	Intersection Improvements	Not Applicable	The purpose of this project is to improve safety at this intersection.	ALDOT	\$1,720,250	\$1,720,250	
SR-69 North at Charlie Shirley Road (CR-84) - Intersection improvements	6022	Not Applicable	100053306; 100057493; 100057494	Underway	Short	2011	0.38	2	2	Intersection Improvements	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to improve safety at this intersection.	ALDOT	\$873,000	\$1,058,000	
SR-69 North at Union Chapel Road - Intersection realignment and improvement	7011	1	100053649; 100053650; 100053651	Underway	Short	2011	0.36	2/3	2/3	Intersection Improvements	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to improve operational efficiency in order to reduce traffic delays and congestion.	Northport City	\$1,980,634	\$1,980,634	
SR-69 South from Plantation Road to I-20/59 Overpass, Including the Alabama Southern Railroad Overpass - Intersection improvements	6036	Not Applicable	100057985; 100057986; 100057987	Underway	Short	2012	1.43	4	4	Intersection Improvements	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to improve safety at this intersection.	ALDOT	\$9,582,000	\$9,582,000	
SR-69 South from Mae Hinton Boulevard to 65th Street - Add turn lanes	6096	Not Applicable	100069534	Planned	Short	2020	2.18	6	6	Add Turn Lanes	Not Applicable	The purpose of this project is to improve safety along this route.	ALDOT	\$1,750,000	\$1,750,000	
State Routes at various locations in Tuscaloosa County - Curb and ramp installation on sidewalks	Not Applicable	Not Applicable	100068201	Underway	Short	2013	Not Applicable	Not Applicable	Not Applicable	Improve Sidewalks	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to improve safety at these intersections.	ALDOT	\$270,000	\$304,000	
US-11 (SR-7) at Holley Springs Lane (SR-300) - Roundabout construction	9027	Not Applicable	100068206; 100069423; 100069424; 100069425	Underway	Short	2019	Not Applicable	2	2	Add Roundabout	Not Applicable	The purpose of this project is to improve safety at this intersection.	ALDOT	\$3,255,250	\$3,255,250	
US-11 (SR-7) from I-20/59 to Kepple Loop Road	4054	Not Applicable	100061812; 100062109; 100062110; 100061928	Planned	Long	2031	3.32	2	3	Add Turn Lanes	Not Applicable	The purpose of this project is to improve safety along this route.	ALDOT	\$11,898,104	\$13,423,180	
Watermelon Road at Union Chapel Road / Ol Colony Road - Intersection improvements	6061	Not Applicable	100061875	Underway	Short	2018	Not Available	2/4	2/4	Intersection Improvements	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to improve safety at this intersection.	Tuscaloosa County	\$802,699	\$802,699	
														<b>Total</b>	<b>\$112,651,727</b>	
														<b>Budget</b>	<b>\$172,908,001</b>	
														<b>Remainder</b>	<b>\$60,256,274</b>	

Transit Management and Operation Projects															
Project Description	Map Number	Priority Number	CPMS Numbers	Status	Time Range	Estimated Start Year	Length in Miles	Lanes Before	Lanes After	Type of Work	Bicycle and Pedestrian Facilities *	Purpose Statement	Project Sponsor	Total Estimated Current Year Cost	Year of Expenditure Estimated Cost
Transit Authority: Capital Assistance - Replacement or Expansion Vehicles - (Section 5307)	Not Applicable	1		Planned	Short / Long	2019	Not Applicable	Not Applicable	Not Applicable	Transit Service	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to provide transit service to the Tuscaloosa Area.	Transit Authority	\$18,000,000	\$18,000,000
Transit Authority: Capital Assistance - Bus Support Facilities and Equipment - (Section 5307)	Not Applicable	1		Planned	Short / Long	2019	Not Applicable	Not Applicable	Not Applicable	Transit Service	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to provide transit service to the Tuscaloosa Area.	Transit Authority	\$250,000	\$250,000

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Transit Authority: Capital Assistance - Preventative Maintenance - (Section 5307)	Not Applicable	1		Planned	Short / Long	2019	Not Applicable	Not Applicable	Not Applicable	Transit Service	Not Applicable	The purpose of this project is to provide transit service to the Tuscaloosa Area.	Transit Authority	\$19,000,000	\$19,000,000	
Transit Authority: Capital Assistance - Transit Enhancement - (Section 5307)	Not Applicable	1		Planned	Short / Long	2019	Not Applicable	Not Applicable	Not Applicable	Transit Service	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to provide transit service to the Tuscaloosa Area.	Transit Authority	\$375,000	\$375,000	
Transit Authority: Planning Assistance - (Section 5307)	Not Applicable	1		Planned	Short / Long	2019	Not Applicable	Not Applicable	Not Applicable	Transit Service	Not Applicable	The purpose of this project is to provide transit service to the Tuscaloosa Area.	Transit Authority	\$250,000	\$250,000	
Transit Authority: Non-Fixed Route ADA Paratransit Operating Assistance - (Section 5307)	Not Applicable	1		Planned	Short / Long	2019	Not Applicable	Not Applicable	Not Applicable	Transit Service	Not Applicable	The purpose of this project is to provide transit service to the Tuscaloosa Area.	Transit Authority	\$12,000,000	\$12,000,000	
Transit Authority: Operating Assistance - (Section 5307)	Not Applicable	1		Planned	Short / Long	2019	Not Applicable	Not Applicable	Not Applicable	Transit Service	Not Applicable	The purpose of this project is to provide transit service to the Tuscaloosa Area.	Transit Authority	\$19,676,900	\$19,676,900	
Other Transit Assistance - (Section 5339)	Not Applicable	1		Planned	Short / Long	2019	Not Applicable	Not Applicable	Not Applicable	Transit Service	Not Applicable	The purpose of this project is to provide transit service to the Tuscaloosa Area.	Transit Agencies	\$15,000,000	\$15,000,000	
Other Transit Assistance - (Section 5310)	Not Applicable	1		Planned	Short / Long	2019	Not Applicable	Not Applicable	Not Applicable	Transit Service	Not Applicable	The purpose of this project is to provide transit service to the Tuscaloosa Area.	Transit Agencies	\$3,362,425	\$3,362,425	
Other Transit Assistance: Operating Assistance - (Section 5311)	Not Applicable	1		Planned	Short / Long	2019	Not Applicable	Not Applicable	Not Applicable	Transit Service	Not Applicable	The purpose of this project is to provide transit service to the Tuscaloosa Area.	Transit Agencies	\$200,000	\$200,000	
Other Transit Assistance: Capital Assistance - Replacement or Expansion Vehicles - (Section 5311)	Not Applicable	1		Planned	Short / Long	2019	Not Applicable	Not Applicable	Not Applicable	Transit Service	Not Applicable	The purpose of this project is to provide transit service to the Tuscaloosa Area.	Transit Agencies	\$100,000	\$100,000	
														<b>Total</b>	<b>\$88,214,325</b>	<b>\$88,214,325</b>
														<b>Budget</b>	<b>\$88,214,325</b>	
														<b>Remainder</b>	<b>\$0</b>	

Bridge Maintenance Projects															Total Estimated Current Year Cost	Year of Expenditure Estimated Cost
Project Description	Map Number	Priority Number	CPMS Numbers	Status	Time Range	Estimated Start Year	Length in Miles	Lanes Before	Lanes After	Type of Work	Bicycle and Pedestrian Facilities *	Purpose Statement	Project Sponsor	Total Estimated Current Year Cost	Year of Expenditure Estimated Cost	
Holman Church Road (CR-1358) over Kansas City Southern Railroad (BIN 100) (Poor Condition) - Bridge replacement	6086	Not Applicable	100059621	Underway	Short	2019	Not Available	2	2	Bridge Replacement	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to replace a structurally deficient and functionally obsolete bridge.	Tuscaloosa County	\$560,000	\$560,000	
Old Fayette Road (CR-124) over Barbee Creek (BIN 14309) (Poor Condition) - Bridge replacement	6083	Not Applicable	100059618	Underway	Short	2019	Not Available	2	2	Bridge Replacement	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to replace a structurally deficient and functionally obsolete bridge.	Tuscaloosa County	\$369,000	\$479,000	
Old Fayette Road (CR-124) over Unnamed Tributary to Binion Creek (BIN 12282) (Poor Condition) - Bridge replacement	6084	Not Applicable	100059619	Underway	Short	2019	Not Available	2	2	Bridge Replacement	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to replace a structurally deficient and functionally obsolete bridge.	Tuscaloosa County	\$232,000	\$302,000	
Traweek Road (CR-115) over Binion Creek (BIN 12089) - Bridge replacement	6082	Not Applicable	100059617	Underway	Short	2019	Not Available	2	2	Bridge Replacement	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to replace a structurally deficient and functionally obsolete bridge.	Tuscaloosa County	\$480,000	\$480,000	
US-11 (SR-5, SR-7) over abandoned railroad (BINs 005799, 0058000) - Bridge removal	4030	Not Applicable	100057835; 100038399	Underway	Short	2000	0.88	4	4	Bridge Replacement	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to remove the bridge so that the roadway will meet current standards.	ALDOT	\$932,000	\$1,008,000	
US-11 (SR-7) over Norfolk Southern Railroad (BIN 005140) (Poor Condition) - Bridge replacement	4029	Not Applicable	100055889; 100055891; 100055892; 100055893	Underway	Short	2017	0.26	2	2	Bridge Replacement	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to replace a structurally deficient and functionally obsolete bridge.	ALDOT	\$2,124,000	\$2,310,000	
US-43 (SR-13) over Rocky Creek Relief (BIN 273) - Bridge replacement	1008	Not Applicable	100003223; 100003222	Planned	Short	2022	0.01	2	2	Bridge Replacement	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to replace the bridge to meet current standards.	ALDOT	\$474,000	\$674,000	
US-82 over Big Creek (BIN 5818 and 5819) - Bridge replacement	1076	Not Applicable	Not Available	Planned	Long	Not Available	Not Available	4	4	Bridge Replacement	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to replace the bridge to meet current standards.	ALDOT	Not Available		
														<b>Total</b>	<b>\$5,171,000</b>	
														<b>Budget</b>	<b>\$86,454,000</b>	
														<b>Remainder</b>	<b>\$81,283,000</b>	

Table ES-1

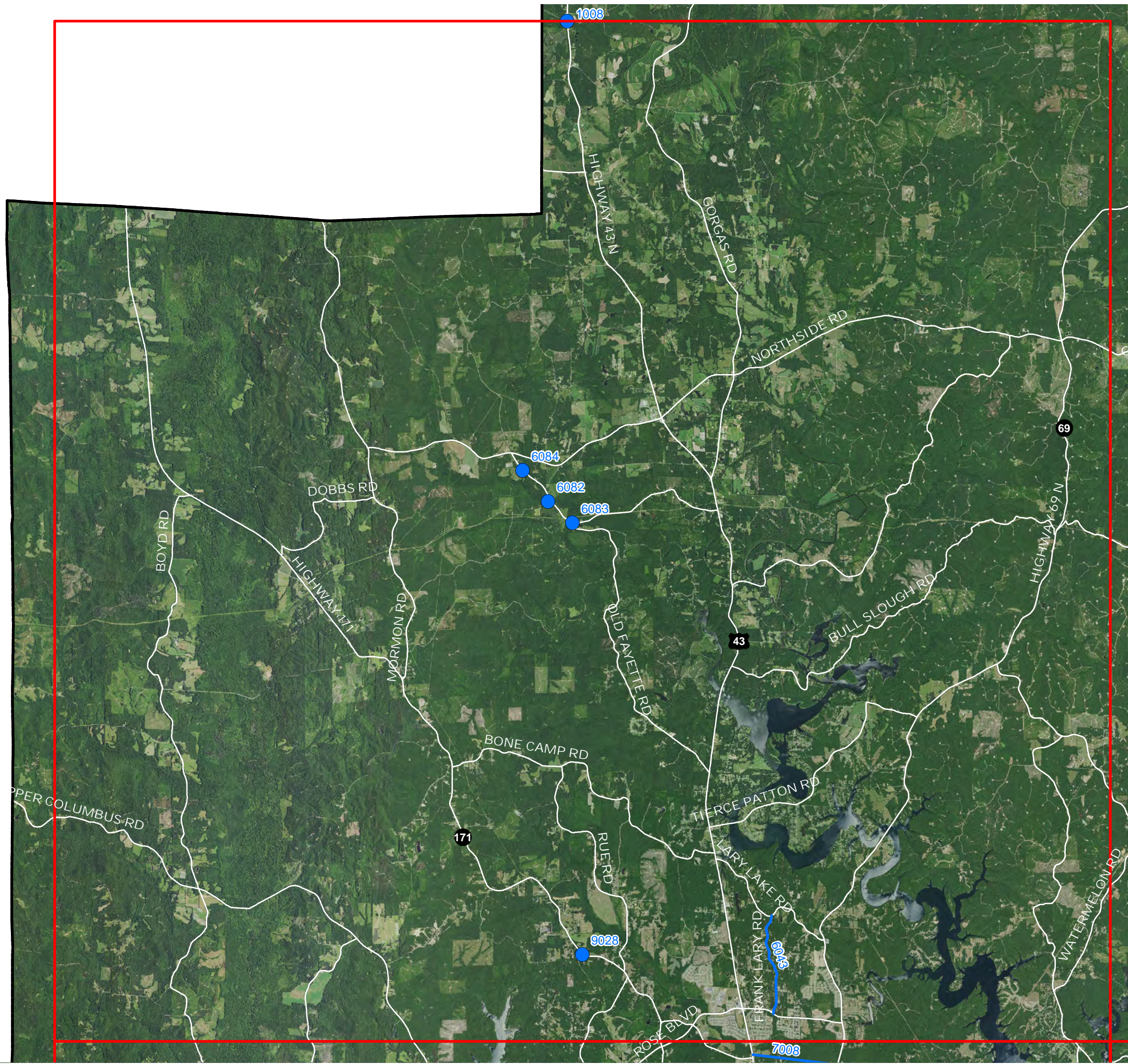
Road Maintenance Projects															Total	Year of
Project Description	Map Number	Priority Number	CPMS Numbers	Status	Time Range	Estimated Start Year	Length in Miles	Lanes Before	Lanes After	Type of Work	Bicycle and Pedestrian Facilities *	Purpose Statement	Project Sponsor	Estimated Current Year Cost	Expenditure Estimated Cost	
Fosters Ferry Road From 29th Street to Joe Malisham Parkway - Realignment, resurfacing and pedestrian improvements	6057	Not Applicable	100061873	Planned	Short	2020	1.37	2	2	Realignment, Resurfacing and Pedestrian Improvements	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to maintain the roadway.	Tuscaloosa County / Tuscaloosa City	\$1,864,370	\$1,864,370	
Frank Lary Road from Lary Lake Road to Mitt Lary Road - Resurfacing	6043	Not Applicable	100061864	Planned	Short	2020	1.94	2	2	Resurfacing	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to maintain the roadway.	Tuscaloosa County	\$881,752	\$881,752	
Holt-Peterson Road from Kennedy Mill Road to Alabama Avenue - Resurfacing	6049	Not Applicable	100061868	Planned	Short	2020	2.02	2	2	Resurfacing	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to maintain the roadway.	Tuscaloosa County	\$937,780	\$937,780	
I-20/59 at Exit 89 - Resurfacing	4053	Not Applicable	100069097; 100069098	Planned	Short	2020	Not Available	2	2	Resurfacing	Not Applicable	The purpose of this project is to maintain the roadway.	ALDOT	\$1,347,077	\$1,347,077	
I-20/50 at the Northbound and Southbound Brookwood Rest Area - Renovation	4031	Not Applicable	100049318	Planned	Long	2024	Not Applicable	Not Applicable	Not Applicable	Renovation	Not Applicable	The purpose of this project is to maintain the rest area.	ALDOT	\$712,698	\$749,427	
Kennedy Mill Road from Alabama Highway 216 to Holt-Peterson Road: Resurfacing	6048	Not Applicable	100061867	Planned	Short	2020	0.76	2	2	Resurfacing	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to maintain the roadway.	Tuscaloosa County	\$454,833	\$454,833	
Sand Road From Romulus Road to Frog Ridge Road - Resurfacing	6058	Not Applicable	100061874	Planned	Short	2020	1.24	2	2	Resurfacing	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to maintain the roadway.	Tuscaloosa County	\$473,040	\$473,040	
US-82 (SR-6) from East of Bel Aire Estates to east of Mount Olive Road - Resurfacing, planing, patching, and various safety improvements	4050	Not Applicable	100066961	Underway	Short	2019	2.70	2	2	Resurfacing	Not Applicable	The purpose of this project is to maintain the roadway.	ALDOT	\$6,264,930	\$6,264,930	
US-82 (SR-6) from 1.00 mile east of Midway Drive to the Bibb County Line - Planing, leveling, and wearing	4056	Not Applicable	100070184	Planned	Short	2020	4.67	4	4	Planing, Leveling, Wearing	Not Applicable	The purpose of this project is to maintain the roadway.	ALDOT	\$6,331,972	\$6,331,972	
US-82 (SR-6) from Greenwood Circle to Duncanville Middle School Road - Planing, leveling, and wearing	4055	Not Applicable	100070183	Planned	Short	2020	5.18	4	4	Planing, Leveling, Wearing	Not Applicable	The purpose of this project is to maintain the roadway.	ALDOT	\$7,981,905	\$7,981,905	
													<b>Total</b>	<b>\$27,250,357</b>		
													<b>Budget</b>	<b>\$86,454,000</b>		
													<b>Remainder</b>	<b>\$59,203,643</b>		






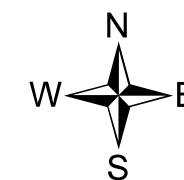
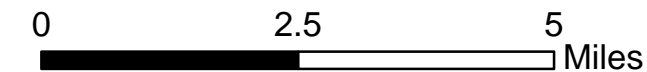




# Tuscaloosa Area MPO 2045 Long-Range Transportation Plan Projects (Map 1)



-  2045 Plan Projects
-  2045 Plan Projects (New Routes)
-  2045 Plan Projects






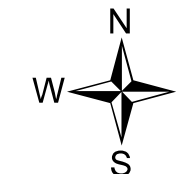
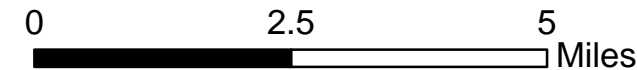
Base Map Source: USDA, ALDOT  
Projects: MPO

March 2019



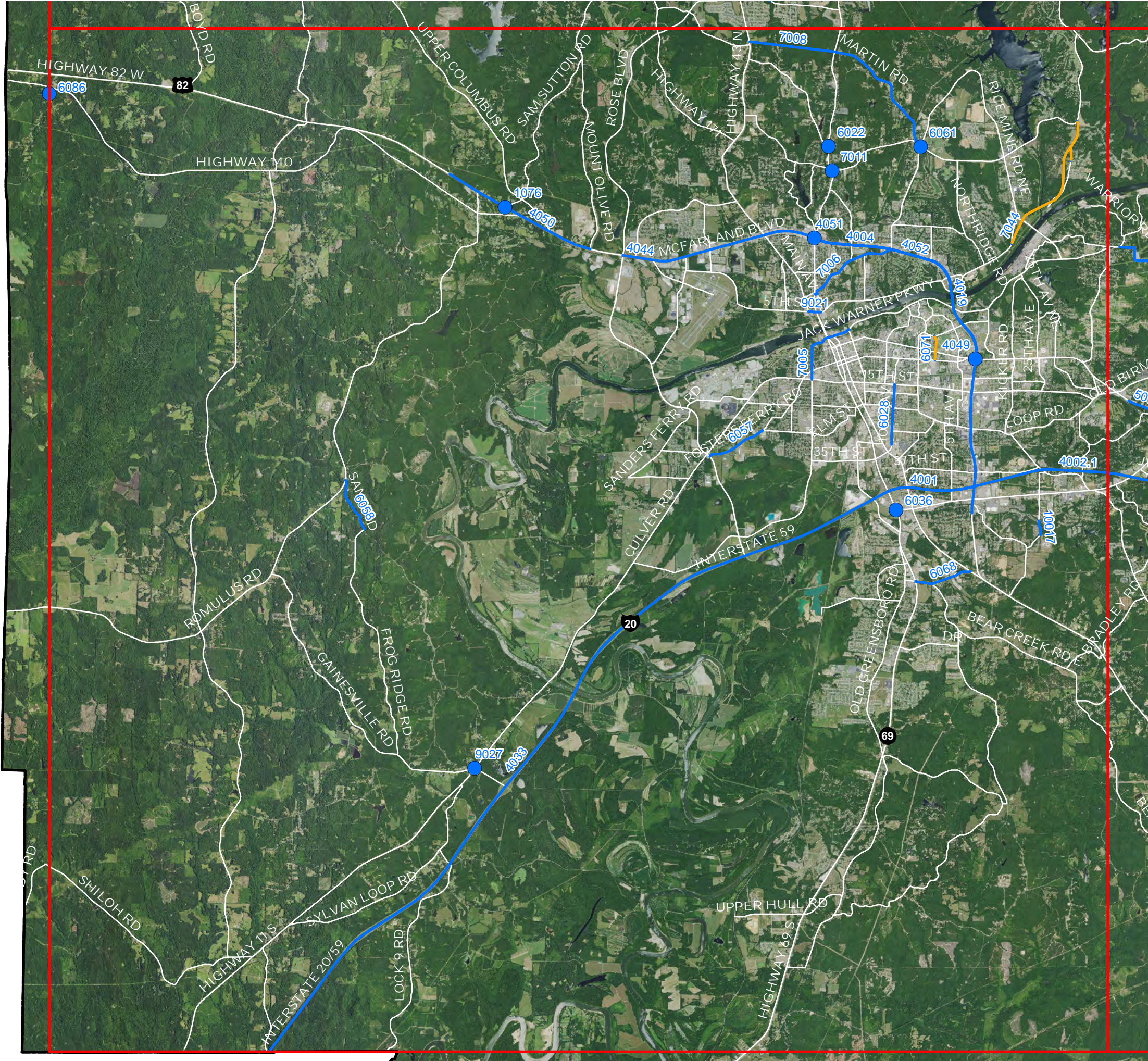
# Tuscaloosa Area MPO 2045 Long-Range Transportation Plan Projects (Map 2)

-  2045 Plan Projects
-  2045 Plan Projects  
(New Routes)
-  2045 Plan Projects



Base Map Source: USDA, ALDOT  
Projects: MPO




March 2019

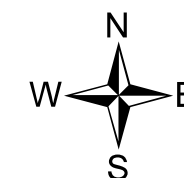
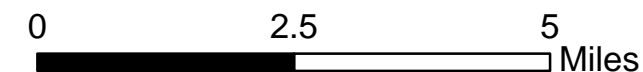




# Tuscaloosa Area MPO 2045 Long-Range Transportation Plan Projects (Map 3)



-  2045 Plan Projects
-  2045 Plan Projects (New Routes)
-  2045 Plan Projects



Base Map Source: USDA, ALDOT  
Projects: MPO

March 2019



# 1.0 Introduction

## 1.1 Purpose

The purpose of the long-range transportation plan is to (1) identify current transportation needs, (2) forecast future transportation needs, and (3) establish strategies and projects that address these needs. The federal regulations (23 CFR Part 450.324) related to this topic state that the strategies shall "...provide for the development of an integrated multimodal transportation system ... to facilitate the safe and efficient movement of people and goods." While the plan is required to consider all modes of transportation and transportation funding, the governing body, the Tuscaloosa Area Metropolitan Planning Organization (MPO), only has oversight of federal highway and transit funds.

## 1.2 Laws and Regulations

The laws requiring Metropolitan Planning Organizations (MPOs) to develop long-range transportation plans are Section 134 of Title 23 of the United States Code and Section 5303 of Title 49 of the United States Code. The rules that govern metropolitan planning organizations are published in the Code of Federal Regulations (CFR) as Title 23, Part 450, Subpart C. Section 450.324 relates explicitly to the development of long-range transportation plans.

### Planning Factors

The regulations require the transportation planning process to "... be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following 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 the 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 storm-water impacts of surface transportation; and
- 10) Enhance travel and tourism." (23 CFR Section 450.306)

These factors are reflected in the vision statement, goals, strategies, and projects of this plan.

### Transportation Performance Measures and Targets

In 2012, the U.S. Congress established a performance management policy and national transportation goals with the passage of Moving Ahead for Progress in the 21st Century Act (MAP-21). The Act required the U.S. DOT to develop performance measures and States to set targets and monitor progress. The subsequent regulations defined the performance measures and reporting procedures. The regulations also made MPOs responsible for setting targets and monitoring progress in urban areas.

Performance management is expected to transform the surface transportation system by focusing federal funding on national goals and continually monitoring progress. Improved decision making, accountability, and transparency are anticipated byproducts. Performance-based planning and project programming are the tools that will be used to achieve the national goals.

#### National Goals (Title 23 Section 150)

- 1) Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- 2) Infrastructure Condition: To maintain the highway infrastructure asset system in a state of good repair
- 3) Congestion Reduction: To achieve a significant reduction in congestion on the National Highway System
- 4) System Reliability: To improve the efficiency of the surface transportation system
- 5) Freight Movement and Economic Vitality: To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- 6) Environmental Sustainability: To enhance the performance of the transportation system while protecting and enhancing the natural environment
- 7) Reduced Project Delivery Delays: To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

The national performance measures and the state-local targets are included in chapter 2.0.

### Livability Principles and Indicators

Increasingly, federal and state agencies are using Performance Measures as a way of ensuring greater accountability for the expenditure of public funds in an ever-growing number of programs and activities across diverse disciplines. Within the transportation sector and the planning processes associated with transportation infrastructure development, the Alabama Department of Transportation (ALDOT) has adopted the Livability Principles and Indicators as a sustainability measurement against future actions.

All planning tasks must be measured against these Livability Principles:

- 1) Provide more transportation choices
- 2) Promote equitable, affordable housing

- 3) Enhance economic competitiveness
- 4) Support existing communities
- 5) Coordinate policies and leverage investment
- 6) Value communities and neighborhoods

As a measure of sustainability of these principles, the MPO will provide the following Livability Indicators:

- Percentage of LRTP projects containing bicycle and pedestrian elements, excluding transit projects
- Percentage of transit funding in LRTP
- Percentage of household income spent on housing and transportation
- Unemployment rate
- Percentage of LRTP funding that will be used to improve existing facilities
- Percentage of transit funding in the LRTP
- Number of local or MPO policies that prevent federal, state, or local funding from being leveraged or prevent collaboration between public and/or private groups in the LRTP
- Percentage of housing units within a half mile of an employment center
- Percentage of housing units within a half mile of a park, including school playgrounds

A description of the principles and indicators can be found in Appendix J.

### Environmental Mitigation

Current federal regulations require state transportation agencies and Metropolitan Planning Organizations (MPO) to consult with other agencies to eliminate or minimize conflicts with activities that could impact or be impacted by transportation. Furthermore, transportation decision-makers must consider the potential environmental impacts associated with a transportation plan or plan update, to mitigate those impacts (ALDOT Local Transportation Bureau and FHWA Alabama Division).

Mitigation, as defined by the National Environmental Policy Act of 1969 (NEPA), is a three-level concept. The first level is avoidance. For transportation agencies, this could be as simple as choosing an alternative that avoids a sensitive resource, such as a historic site or a wetlands area (ALDOT Local Transportation Bureau and FHWA Alabama Division).

The second level is minimization, which means that if avoidance is not possible, then the transportation agency takes action to minimize impact to the sensitive resource. For example, spanning a stream or wetlands area would have considerably less impact than re-channeling the stream or filling the wetlands (ALDOT Local Transportation Bureau and FHWA Alabama Division).

The third level is mitigation, which means that an impact to a resource cannot be avoided. Examples here include recordation of a historic structure that must be demolished and compensation for filled wetlands by debits from a wetlands bank (ALDOT Local

Transportation Bureau and FHWA Alabama Division). Additional environmental mitigation information is located in Appendix F.

### **1.3 Agency Participation**

The long-range transportation plan was developed by the Tuscaloosa Area Metropolitan Planning Organization (MPO). The MPO is a cooperative effort of the West Alabama Regional Commission, Tuscaloosa County Parking and Transit Authority (TCPTA), Alabama Department of Transportation (ALDOT), Federal Transit Administration (FTA), Federal Highway Administration (FHWA), City of Tuscaloosa, City of Northport, and Tuscaloosa County. Each of these entities is represented on the MPO committees. The staff of the MPO is housed at the West Alabama Regional Commission (WARC).

As part of the public involvement process, transportation-related agencies are notified of all MPO activities. These agencies receive an additional notice each year that provides information on the MPO and requests that the agency submits any transportation-related plans or programs. In addition, during the development of Long-Range Transportation Plans and Transportation Improvement Programs (TIP), the agencies are given an opportunity to review and comment on the draft documents. These extra steps are taken to incorporate all transportation-related agencies into the planning process and to ensure that the MPO plans are consistent with other public plans.

### **1.4 MPO Structure**

The Tuscaloosa Area Planning Organization (MPO) is composed of four committees. The Policy Committee is the official decision-making body of the process. The Policy Committee is served by three advisory committees: the Technical Coordinating Committee (TCC), Citizens Transportation Advisory Committee (CTAC), and Bicycle and Pedestrian Committee (BPC). A more detailed description of the MPO can be found in Appendix B.

### **1.5 Metropolitan Planning Area (Study Area)**

The planning area for the long-range transportation plan is Tuscaloosa County (Figure 1). Tuscaloosa County is the second largest county in the State of Alabama with 1,325 square miles of land area. From its widest points, Tuscaloosa County is 45 miles from east-to-west and 42 miles from north-to-south. The county has almost 3,000 miles of publicly owned roads, including 48 miles of interstate highway. The main north-south routes are US-43 and SR-69. The main east-west routes are I-20/59 and US-82. The Black Warrior River, a navigable waterway, stretches diagonally across the county. The City of Tuscaloosa owns a general aviation airport centrally located in the county.

Unless noted otherwise, the following statistics were taken from the *2012-2016 American Community Survey*. There are 202,471 people living in Tuscaloosa County. This is an increase of 7,815 over the number reported in the *2010 Census*. There are 24,083 people with disabilities in the county, and 18 percent of the population is living below the poverty line. The 62 and over population is 30,434 or 13.5 percent. The population density of the county is 153 people per square mile.

In Tuscaloosa County, most of the population is concentrated in and around the Cities of Tuscaloosa and Northport. The two cities are located in the central part of the county and

have approximately 48 percent and 12 percent of the population, respectively. The towns of Lake View, Brookwood, Vance, and Coaling in the eastern part of the county, have smaller concentrations of people. The Town of Coker, west of Northport, also has a low concentration of population. These five small municipalities contain approximately 4 percent of the population. The urbanized area of the county, which includes the Cities of Tuscaloosa and Northport, has over 72 percent of the total population (*2010 Census*). Figure 2 depicts these concentrations. The urbanized area also contains the bulk of potential destinations, including government offices, social service organizations, schools, medical facilities, and large employers (Figure 3).

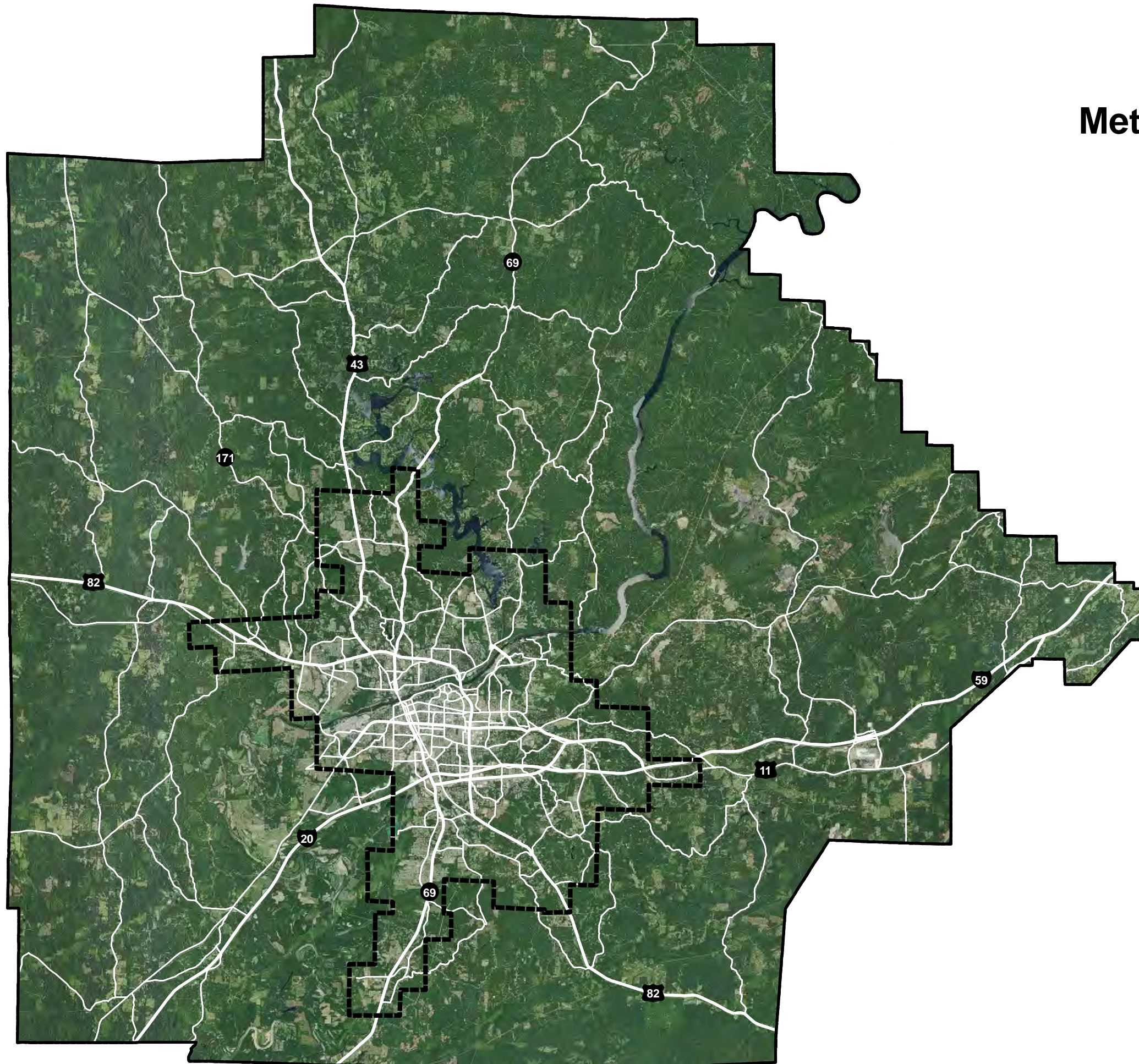
Based on numbers from the Alabama Department of Labor, in 2017 Tuscaloosa County averaged 99,237 people in the labor force. Of this number 95,127 were employed and 4,110 were unemployed. The unemployment rate of 4.1 percent was lower than the national and state averages, 4.4 percent. Major employers in the county include the University of Alabama, Mercedes-Benz, DCH Regional Medical Center, County Board of Education, City Board of Education, Michelin/BF Goodrich Tire Manufacturing, City of Tuscaloosa, Phifer Incorporated, Veterans Administration Hospital, and Northport Medical Center (Tuscaloosa County Industrial Development Authority). In Tuscaloosa County, there are hundreds of businesses considered entry-level employers. Most of the major employers and the entry-level employers are located within the municipal limits.

Based on information from the *2009-2013 American Community Survey (ACS)*, the majority of the workforce, 76 percent, lived and worked in Tuscaloosa County. An additional 15 percent of the workforce commuted into Tuscaloosa County from another county. Of those that traveled into Tuscaloosa County to work, 21 percent came from Jefferson County, 14 percent were from Pickens County, and 12 percent were from Hale County. Approximately 8,200 people who lived in Tuscaloosa County worked in another county. Of this number, 59 percent were employed in Jefferson County, 4 percent worked in Bibb County, and 4 percent worked in Greene County.

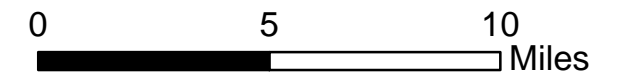
According to MPO forecasts, by 2045 the population in Tuscaloosa County is forecast to increase to 291,906. Above average housing growth is expected in the following areas: US-43 North; SR-69 North; Lake Tuscaloosa; sections around the University of Alabama campus; southeast City of Tuscaloosa; Sipse Valley; and eastern Tuscaloosa County, including Lakeview, Woodstock, Vance, and Brookwood. During the same period, employment is projected to grow by 1.14 percent per year. Areas that are expected to experience above-average employment growth include northern Northport: western Northport/Airport; south Lake Tuscaloosa; SR-69 South, and eastern Tuscaloosa County along I-20/59.



# Tuscaloosa Area Metropolitan Planning Organization Urban Area & Metropolitan Planning Area



- Urban Area
- County Line/  
Metropolitan Planning Area

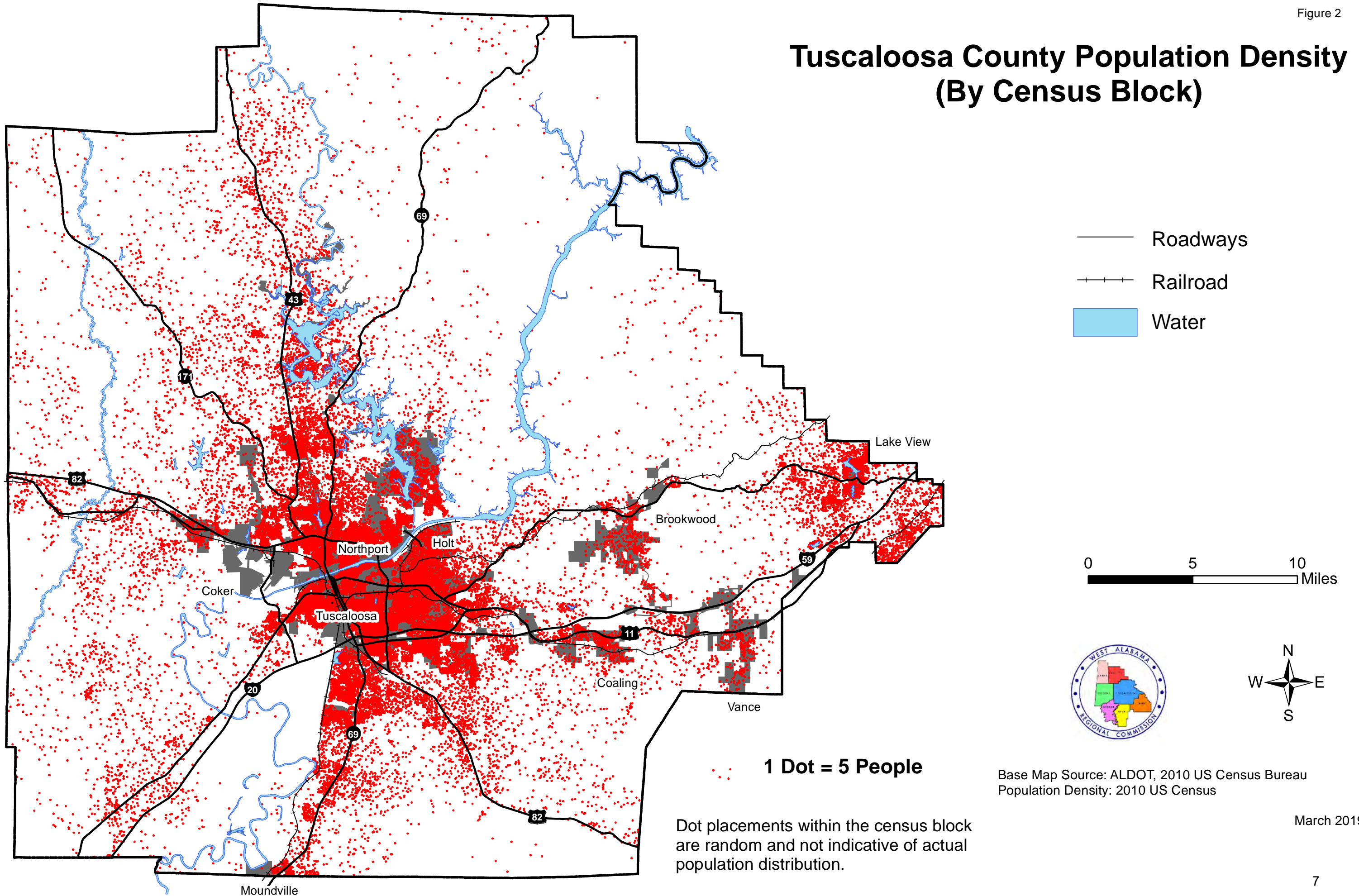


Base Map Source: USDA, ALDOT  
Urban Area Boundary: MPO (Based on the 2010 US Census)

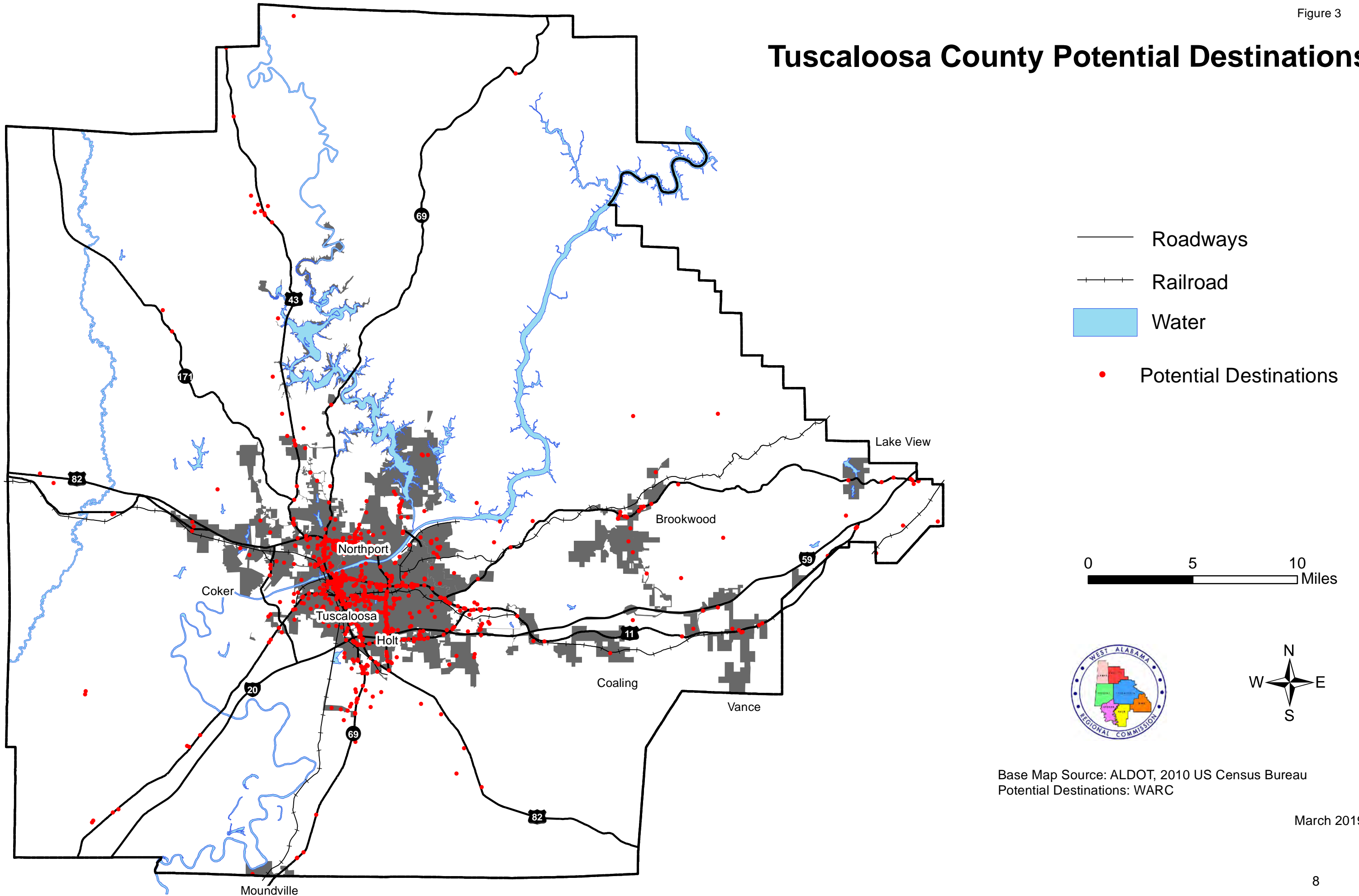
March 2019



# Tuscaloosa County Population Density (By Census Block)



# Tuscaloosa County Potential Destinations





## **1.6 Timeframe**

In areas such as Tuscaloosa County that meet National Ambient Air Quality Standards (<https://www.epa.state.oh.us/dapc/general/naaqs>), the long-range transportation plan is developed every five years. The Tuscaloosa Area MPO staff begins collecting data for the document four years before its adoption. The MPO committees and subcommittees become actively involved in the plan development two years before the plan is completed.

Long-range transportation plans developed by MPOs are required to cover a 20-year span. The Tuscaloosa Area plan extends 25 years from 2020 to 2045. Since new plans are adopted every five years, the Tuscaloosa Area plans always have at least a 20-year horizon.

## **1.7 Development Process**

The MPO developed the long-range transportation plan over the course of two years. The MPO divided the plan into sections and scheduled the completion of the sections over the two years. Each section was presented to the MPO committees during their regular meetings. This process provided the MPO advisory committees and the general public an opportunity to review and submit comments on each section of the plan before adoption by the Policy Committee. After all sections were adopted, the plan was assembled into a complete draft document that was reviewed by the general public and the advisory committees. The MPO Policy Committee adopted the final plan on August 26, 2019.

The MPO Bicycle and Pedestrian Committee (BPC), Citizens Transportation Advisory Committee (CTAC), Technical Coordinating Committee (TCC), and Policy Committee were involved in each step. Since all MPO committee meetings are open to public and news releases are distributed before the meetings, the general public had an opportunity to be involved in each step as well.

The following is a list of general tasks used to develop the plan. The list includes the time period the MPO staff and committees worked on the tasks.

1. Base Year Socioeconomic Data: January 2015 - June 2016
2. Base Year Traffic Model: September 2016 - February 2017
3. Vision Statement and Goals: July 2017 - August 2017
4. Study Area Check: September 2017 - October 2017
5. Functional Classification System Check: September 2017 - October 2017
6. 2045 Socioeconomic Projections by County: September 2017 - October 2017
7. 2045 Socioeconomic Projections by TAZ: November 2017 - December 2017
8. 2045 Existing Plus Committed Traffic Model: February 2018 - April 2018
9. General Problems and Needs and Barriers: March 2018 - April 2018
10. Strategies to Address Problems and Needs: May 2018 - June 2018
11. Identify Projects that Support the Strategies: July 2018 - August 2018
12. Financial Plan: September 2018 - October 2018
13. Environmental/Social Data Sheets and Maps: September 2018 - October 2018
14. Environmental Justice Report for All Projects: September 2018 - October 2018
15. Select Projects Based on Financial Plan, Environmental/Social Factor Review, and Environmental Justice Report: November 2018 - December 2018

16. 2045 Plan Traffic Model: January 2019 - February 2019
17. Draft Long-Range Transportation Plan: March 2019 - April 2019
18. Public and Agency Review of Draft Plan: April - June 2019
19. Compare Other Transportation Plans with Draft Plan: April - June 2019
20. Hold Public Meeting of Draft Long-Range Transportation Plan: May 2019
21. Review and Respond to Public and Agency Input: June 2019
22. If Necessary, Modify Draft Long-Range Transportation Plan: July 2019
23. If Necessary, Additional Public Meeting: July 2019
24. Adopt Final Long-Range Transportation Plan: August 2019

## **1.8 Public Involvement**

The Tuscaloosa Area Metropolitan Planning Organization (MPO) public participation efforts are guided by a public involvement plan. The plan was updated in 2018 and can be viewed on the West Alabama Regional Commission website (<https://www.warc.info/mpo-documents>). The goals of the involvement plan are:

- To have an open planning process
- To provide complete and timely information
- To provide timely and adequate public notice of MPO activities
- To demonstrate consideration and recognition of public input
- To involve all members of the community in the planning process, including those traditionally under-served by the transportation systems

The methods used by the MPO to conduct the transportation planning process, which includes the development of the long-range transportation plan, addresses all of these goals.

The public was provided numerous opportunities to influence the format and content of the long-range transportation plan. The transportation plan was discussed and crafted at the MPO committee meetings, which are open to the public, for over two years. In addition, a public review of the document and a public meeting were held when the plan was in draft form. The plan was published on the internet, and paper copies were available by United States Postal Service and at public locations.

### MPO Committee Meetings

There are four committees in the Tuscaloosa Area transportation planning process: the Bicycle and Pedestrian Committee (BPC), the Citizens Transportation Advisory Committee (CTAC), the Technical Coordinating Committee (TCC), and the Policy Committee. The first three are advisory committees and serve the Policy Committee.

Meetings of the MPO committees are preceded by news releases indicating the time, date, place of the meeting, and agenda. The news releases are sent to local media contacts, organizations that assist elderly and disabled individuals, community organizations, transit providers, and groups that may have contact with minority and low-income people. Over 200 news releases are submitted for each series of MPO committee meetings. The news releases are provided no later than two weeks before the first meeting.

Anyone who attends an MPO committee meeting is given an opportunity to participate. A non-committee member may join during any discussion. In addition, the committees recognize non-members during every meeting and provide them the chance to speak on items not included on the agenda.

If a person needs special assistance to attend an MPO meeting, news releases indicate they may contact the WARC 48 hours before the meeting. Every effort would be made to accommodate anyone with special needs. No special needs requests were received during the development of the plan.

Generally, the MPO committees each meet six times a year. In fiscal years 2017, 2018, and 2019, the Policy Committee met 18 times, the TCC met 18 times, the CTAC met 18 times, and the BPC met 18 times. The long-range transportation plan was an agenda item on 14 of the 18 meetings and was discussed at all meetings.

#### Public Review and Meeting

To provide the public additional opportunities to review the draft plan, the MPO held a public review of the draft 2045 Long-Range Transportation Plan from April 30, 2019, through June 14, 2019. Anyone interested in the draft plan had the opportunity to visit the West Alabama Regional Commission (WARC) and Transit Authority offices during these periods and review the document. The public review was advertised in the legal section of the Tuscaloosa News on May 5, 2019, and June 9, 2019. News releases were provided prior to the review.

The MPO conducted a public meeting regarding the plan on June 12, 2019, to offer a formal review of the document and process. Information on the public meeting was included in the legal advertisements and news releases for the public review. The legal ad, news release, sign-in sheet, slide presentation, and comments from the review and meeting are contained within Appendix G.

#### Information Availability

The draft 2045 Long-Range Transportation Plan was posted on the West Alabama Regional Commission website on March 8, 2019. The posting provided contact information (including electronic mail), dates of the public review and public meeting, and dates of the MPO committee meetings. Before the completion of the draft plan, the data elements, reports, and other plan inputs were posted on the WARC website for public review. These items were available to the public for over three months prior to MPO approval.

Copies of the draft were available at the Transit Authority office and the West Alabama Regional Commission. Individual copies were available on request, either in paper or digital formats. The MPO received no requests for paper or digital copies of the plan. Numerous copies of the draft plan were distributed at the MPO committee meetings in April, June, and August and at the public meeting held in June 2019.

### Public Input and MPO Response

During the review period, the MPO received no public comments related to the long-range transportation plan. If any had been received, the MPO would have included the comments in the plan, as well as the MPO response.

### Visualization Techniques

A relatively new federal requirement for MPOs is the use of visualization techniques. The purpose is to enhance public understanding of the transportation planning documents and processes. The plan includes maps of all geographically located projects. Larger maps featuring the projects were available at the public meeting. The staff provided the opportunity to view the maps with satellite imagery on a large screen at the public meeting. During the public meeting, the staff used a slide presentation that described the plan development process and public involvement opportunities. The plan documents available on the internet included the maps and the slide presentation.

### **1.9 Amendment Process**

If changes to the plan are required before the next scheduled update period, the MPO may amend the plan. Possible reasons for a plan amendment include, but are not limited to, funding changes (increase or decrease), a shift in priorities, and a natural or human-made disaster. Amendments may be proposed by the Alabama Department of Transportation or one of the local governments represented on the MPO Policy Committee. Draft amendments will be advertised as part of the MPO meeting process in news releases and meeting notices (posted and electronically-mailed). Draft amendments will be reviewed by the MPO advisory committees prior to adoption at an MPO Policy Committee.

The Federal Highway Administration (FHWA), Alabama Division, and the Alabama Department of Transportation (ALDOT) have agreed that a formal plan amendment, requiring MPO approval and vote, is necessary when one or more of the following criteria are met:

- change adds a new project (excluding level of effort projects)
- change adversely impacts fiscal constraint
- change results in major scope changes
- change deletes a project from the LRTP
- change results in a cost increase of \$1,000,000

A change that does not meet any of these criteria may be processed as an Administrative Modification, requiring only concurrence from ALDOT (confirmed by electronic-mail), approving the action. The implementing planning regulations of SAFETEA-LU, amending 23 USC 134, are interpreted in 23 CFR 450.104, that states:

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

review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas)."

### **1.10 Connection to the Transportation Improvement Program (TIP)**

Transportation Improvement Programs (TIPs) are considered the funded, short-range element of the transportation planning process. Projects on the TIP are taken from the financially constrained long-range transportation plan. The only exceptions are maintenance and operations projects that were not scheduled at the time the document was adopted. Any project that adds capacity to the transportation network must be on the plan and have an identified funding source before it can be included on the TIP.

TIPs schedule the different phases of a transportation project over a four-year period. For road construction projects, the phases generally are engineering, right-of-way acquisition, utility relocation, and construction. The engineering phase will generally include environmental document preparation and design. The construction phase may be divided into multiple elements that could include grade and drain, base and pave, or bridge construction. In contrast, projects on the long-range transportation plan are listed in more general terms and do not include an estimated start date for each project phase.

### **1.11 Plan Format**

The plan is divided into six chapters:

- Introduction
- Vision Statement and Goals
- Descriptions, Needs, and Strategies for Each Transportation Mode
- Financial Plan
- Project Descriptions and Maps
- Continuing Efforts

The plan includes nine appendices with additional background information:

- Transportation Planning Acronyms and Terms
- MPO Description
- Socioeconomic Tables and Descriptions
- Traffic Modeling Information
- Review of the 2040 Long-Range Transportation Plan
- Environmental Mitigation
- Public Participation
- 2045 Visionary Plan
- Equity Report for the 2045 Long-Range Transportation Plan
- Livability Principles and Indicators

## 2.0 Vision Statement, Goals, Performance Measures, and Targets

The Tuscaloosa Area Metropolitan Planning Organization (MPO) adopted a vision statement and seven goals to help guide the transportation planning process. The MPO intended for the vision statement and goals to apply to all MPO activities and not just to the long-range transportation plan.

### 2.1 Vision Statement

The MPO originally adopted a vision statement in 1999 for the 2025 plan. It is based on a vision statement developed by the Tuscaloosa community improvement organization, Challenge-21. The vision statement came out of several public meetings the group held in the mid-1990s. Despite the time that has passed, the MPO believes that the vision statement is still an appropriate aspiration.

*It is the vision of the Metropolitan Planning Organization that the Tuscaloosa Area will have a well-planned, effective transportation system that promotes and sustains a fulfilling quality of life and a strong, competitive economy.*

### 2.2 Goals

The goals for the plan were taken from the Moving Ahead for Progress in the 21st Century Act (MAP-21) signed into law in July 2012. The national goals closely align with those adopted by the MPO for previous long-range transportation plans except for Goal 7 (Reduced project delivery delays). Goals 2 and 5 were modified by the MPO to include references to the airport and aviation network.

- (1) Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- (2) Infrastructure condition - To maintain the highway and airport infrastructure asset systems in a state of good repair
- (3) Congestion reduction - To achieve a significant reduction in congestion on the National Highway System
- (4) System reliability - To improve the efficiency of the surface transportation system
- (5) Freight movement and economic vitality - To improve the national freight and aviation network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- (6) Environmental sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment
- (7) Reduced project delivery delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project

completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

### **2.3 Performance Measures**

In 2012, the U.S. Congress established a performance management policy and national transportation goals with the passage of Moving Ahead for Progress in the 21st Century Act (MAP-21). The Act required the U.S. DOT to develop performance measures and States to set targets and monitor progress. The subsequent regulations defined the performance measures and reporting procedures. The regulations also made MPOs responsible for setting targets and monitoring progress in urban areas. Performance management is expected to transform the surface transportation system by focusing federal funding on national goals and continually monitoring progress.

Title 23 CFR 490 defined 18 highway performance measures. Title 49 CFR 625 provided seven transit performance measures. Table 1 includes the performance measures grouped by performance area.

The regulations, specifically 23 CFR 450.314(h), require that MPOs, States, and transit agencies have written procedures for the transportation performance management programs. ALDOT developed the Alabama Performance Management Agreement in 2018 to address this requirement. The MPO adopted the agreement in April 2018.

### **2.4 Performance Targets**

As part of the performance measurement program, the State Departments of Transportation (DOT), Transit Agencies, and MPOs are required to develop data-driven performance targets related to the adopted transportation measures. MPOs are expected to select performance targets that are consistent with those chosen by the State DOT and transit agencies.

Table 1 includes the Alabama Department of Transportation (ALDOT), Tuscaloosa Parking and Transit Authority, and MPO targets. The MPO adopted the targets set by ALDOT and the Transit Authority. Safety (PM1) targets represent five-year rolling averages and are set annually. Assets (PM2) targets for Percentage of Pavement in Good and Poor Condition for Interstate have 4-year targets while Non- Interstate NHS Pavement Measures have both 2 and 4-year targets. Also, the percentage of NHS Bridges by deck classified as in Good or Poor condition have both 2 and 4-year targets. The System Performance (PM3) Measures has 4-year targets for the percentage of Person-Miles Traveled on Interstate that are Reliable; percentage of Person-Miles Traveled on the Non-Interstate NHS only has a 4-year target. PM3 also includes a Truck Travel Time Reliability Index targets for both 2- and 4-year targets and are based upon Interstate Travel only. The Transit Authority targets were taken from the Transit Asset Management Plan.

Evaluation of the performance management program by the U.S. DOT will occur annually, beginning in December 2019. To aid in this process, a System Performance Report will be included in amended Long-Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs) and will track progress on how the projects contributes to

the achievement of the performance targets, linking investment priorities while supporting national goals for federal aid highway and public transportation programs.

The projects on the MPO LRTP contribute to achieving the adopted targets. Based on the first draft of the plan, 65 percent of the projects have a safety element. The MPO supports the Tuscaloosa Transit Authority asset management plan by including projects on the LRTP that keep the local transit facilities in good shape. Addressing system maintenance, 25 percent of the LRTP projects are bridge replacements and pavement resurfacing. To enhance system performance, 56 percent of the LRTP projects will improve operations, and 19 percent will increase capacity.



Table 1

Category	Performance Measure	Performance Target
Safety	Number of Fatalities	932 (2019)
	Rate of Fatalities	1.33 (2019) Per 100 million VMT traveled
	Number of Injuries	8,469 (2019)
	Rate of Serious Injuries	12,080 (2019) Per 100 million VMT traveled
	Number of Non-Motorized Fatalities & Injuries	394 (2019)
Transit	% of Revenue Vehicles that Exceeded ULB*	Reduce by 10% (2019)
	% of non-Revenue Vehicles that Exceeded ULB*	Reduce by 10% (2019)
	% of Facilities with Condition Rating < 3.0	No more than 20% rated < 3.0 (2019)
Assets	% Pavement in Good Condition (Interstate)	Not Applicable (2-Year) Greater than 50% (4-Year) (2018)
	% Pavement in Poor Condition (Interstate)	Not Applicable (2-Year) Less than 5% (4-Year) (2018)
	% Pavement in Good Condition (non-Interstate)	Greater than 40% (2-Year) (2018) Greater than 40% (4-Year) (2018)
	% Pavement in Poor Condition (non-Interstate)	Less than 5% (2-Year) (2018) Less than 5% (4-Year) (2018)
	% NHS Bridges in Good Condition	No less than 27% (2-Year) (2018) No less than 27% (4-Year) (2018)
	% NHS Bridges in Poor Condition	No greater than 3% (2-Year) (2018) No greater than 3% (4-Year) (2018)
System Perform.	Reliable Person Miles on the Interstate	96.4% (2-Year) (2018) 96.4% (4-Year) (2018)
	Reliable Person Miles on the non-Interstate NHS	93.6% (4-Year) (2018)
	Truck Travel Time Reliability	1.20 (2-Year) (2018) 1.21 (4-Year) (2018)
	Annual Hours of Peak Hour Excessive Delay	Not Applicable
	Percent of Non-SOV	Not Applicable
	Total Emissions Reduction	Not Applicable

\* ULB = Useful Life Benchmark

## 3.0 The Transportation System

### 3.1 Current System

The transportation system of a community is composed of several interconnected components. The automobile component features roads, bridges, and traffic control devices. The pedestrian component is made up of sidewalks, crosswalks, pedestrian signals, and pedestrian overpasses. Bicycle lanes, paths, and signage are part of the bicycle component. Buses, vans, bus stops, and terminals are the main elements of the transit component. Intercity transportation moves people between different cities and states by buses, airplanes, and trains. The freight component moves commercial traffic using trucks, railroads, barges, and airplanes. All components fit together to complete the system and provide transportation choices. Some people may use a single component to complete their travel, while others may use a combination of several components. Whatever the case, the system serves all members of the community including motorists, pedestrians, bicyclists, transit riders, and freight companies.

#### 3.1.1 Automobile Component

Whether going to work, running errands, or traveling for entertainment, most trips made in Tuscaloosa County are by automobile. The *2012-2016 American Community Survey* estimated that automobiles account for 94 percent of all work trips in Tuscaloosa County. As is the case in most American urban areas, the dominance of the automobile has led to land use patterns that favor automobile travel and discourages other modes of transportation. The fact that Tuscaloosa County is a large county (1,325 square miles) and is composed of large tracts of rural/undeveloped land surrounding an urban center adds to automobile usage.

Roads, bridges, and traffic control devices are the basic elements of the automobile component. Based on 2018 information, there are 2,978 linear miles of public roads in Tuscaloosa County. ALDOT owns and maintains all state and federal routes in Tuscaloosa County, 286 linear miles. Tuscaloosa County owns 1,606 miles of road with five signalized intersections. The County Public Works Department maintains and operates these roads and signals. The City of Tuscaloosa Department of Transportation (TDOT) is responsible for 595 miles of road, 190 signalized intersections, and 15 flashing beacons. In Northport, the Engineering and Public Works Departments maintain and operate 210 miles of road with 31 signalized intersections.

In accordance with the Federal Aid Highway Act of 1973, the roads in Tuscaloosa County are functionally classified. The classification system designates roads as principal arterials, minor arterials, collectors, or local streets (Figures 4 and 5). The classification system is based on the road purpose, either to provide mobility or access to adjacent land. Principal Arterials (the highest rating) provides the greatest mobility. Local streets (the lowest rating) provide the greatest land access. The other classifications are degrees between these two extremes. To be eligible for Federal funding, and to be included on the long-range transportation plan, a road must be designated as a major collector or higher. In 2018, there were 680 linear miles of roads that were classified as a major collector or higher. That number is about 23 percent of the total linear road miles in the county.

The road component includes 478 bridges over 20 feet long. Of the 478 bridges, 208 are owned by Tuscaloosa County, 206 are owned by ALDOT, 39 are owned by the City of Tuscaloosa, and 18 are owned by the City of Northport, the state park system owns 3, the Town of Vance owns 1, a railroad company owns 2, and 1 is privately owned. Of the 478, 11 (2 percent) are rated in poor condition.

In Tuscaloosa County, there are 226 signalized intersections. Most of these intersections (190) are in the City of Tuscaloosa, the City of Northport has 31, and Tuscaloosa County has 5. The signals along some major corridors have been coordinated and optimized, and other corridors are being studied for future optimization.

The City of Tuscaloosa Department of Transportation (TDOT) began developing an Intelligent Transportation System (ITS) in the 1990s. Over the last several years, The Alabama Department of Transportation, the City of Tuscaloosa, and the University of Alabama established a regional traffic management center. The original TDOT ITS network still serves as the backbone of the operation. The center is capable of managing many of the signalized intersections in the urban area. The ITS currently includes a series of cameras, electronic message signs, and control systems connected by a fiber optic network. To better serve the community, the center partners plan to expand the ITS into other parts of the region. The center is housed on the University of Alabama campus.

### **3.1.2 Transit Component**

Public transit service in Tuscaloosa County is provided by the Tuscaloosa County Parking and Transit Authority (Authority), the University of Alabama, and a group of agencies that generally provide service exclusively to their clients. The Authority provides public transportation in part of the Tuscaloosa Urban Area for the general public. The Authority receives Section 5307 (Urban Area) Federal Transit Administration (FTA) funds to provide this service and is the designated recipient of these funds. Since the City of Tuscaloosa and the University of Alabama are the only sources for local matching funds, the Authority provides service exclusively within and around the City of Tuscaloosa.

The Authority operates seven fixed routes in the City of Tuscaloosa (Figure 6). The fixed route service runs from 5:00 a.m. to 6:00 p.m., Monday through Friday. The routes form a series of loops, beginning in Downtown Tuscaloosa at the Tuscaloosa Intermodal Center, extending outward, and returning to Downtown.

The Authority also maintains a demand response system for elderly and special needs individuals. The Authority takes requests for this service and schedules trips on a first-come-first-served basis. The service covers the City of Tuscaloosa portion of the Tuscaloosa Urban Area and is provided from 5:00 a.m. until 6:00 p.m., Monday through Friday. The Authority uses ADA accessible vans for this system. The Authority owns 13 buses, 8 vans, 225 bus stops, a maintenance shop, and an intermodal transfer facility.

The University of Alabama started a transit system in 2007. The University maintains twelve on-campus routes and eleven off-campus routes that provide service from 7:00 a.m. until 9:00 p.m., Monday through Friday, during the fall and spring. The times are limited to 7:00 a.m. until 7:00 p.m. in the summer. The University also runs a shopping

shuttle from 1:00 p.m. until 6:00 p.m. each Sunday. There is no charge to ride the buses for students, faculty, staff, and visitors. The University contracts with First Transit to operate the system. The University system includes 44 buses and 13 vans.

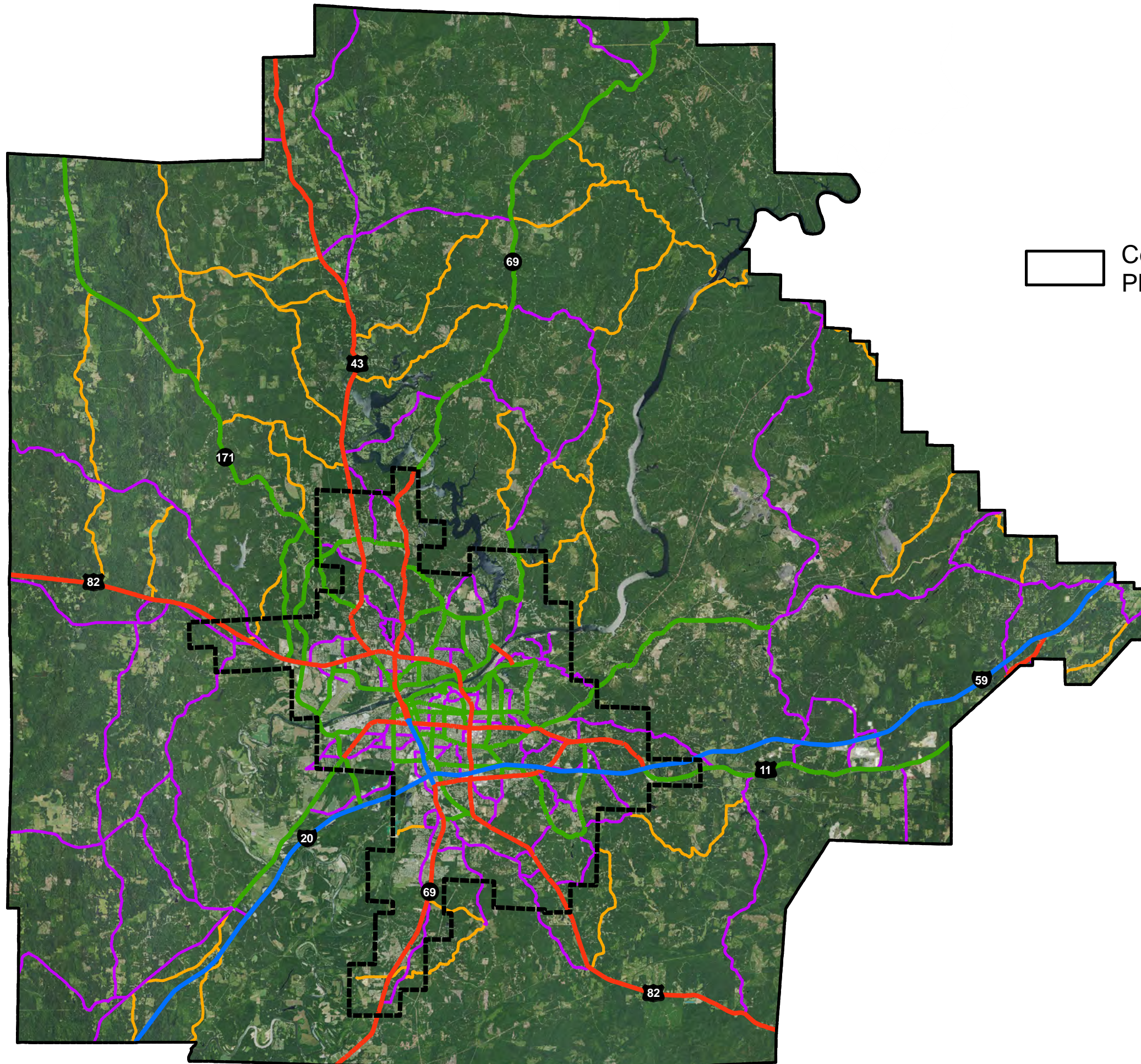
The following agencies provide transit service to their clients in Tuscaloosa County: the Alabama Institute of Deaf and Blind, Alabama Kidney Foundation, ARC of Tuscaloosa (TARC), Arts n' Autism, Eagles Wings, Easter Seals West Alabama, FOCUS on Senior Citizens, Indian Rivers Mental Health Center, Kid One Transport System, the Tuscaloosa County Parks and Recreation Authority (PARA), the United Cerebral Palsy of West Alabama (UCP), Veterans Administration Medical Center, and Whatley Health Services. The agencies have over 80 vehicles (buses, vans, and automobiles). The Eagles Wings, Easter Seals West Alabama, TARC, FOCUS, PARA, and UCP utilize Section 5310 (Elderly and Disabled) Federal Transit Administration funds to purchase equipment. Before the termination of the programs, the Ability Alliance of West Alabama used Section 5316 (Job Access and Reverse Commute) and 5317 (New Freedom) FTA funds to purchase service and transit-related equipment for its clients. Easter Seals West Alabama has been a recipient of Section 5316 funds, as well. Easter Seals used the funds to purchase equipment and service.


The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) required the development of a coordinated human service transportation plan to be eligible for three Federal Transit Administration programs (Section 5310 - Elderly Individuals and Individuals with Disabilities, Section 5316 - Job Access and Reverse Commute, and Section 5317 - New Freedom). The Tuscaloosa Area MPO, working with the West Alabama Rural Planning Organization, developed coordinated human service transportation plans in 2006, 2008, 2011, 2015, 2017, and 2019 that covered seven counties in west Alabama, including Tuscaloosa.

The purpose of the coordinated plan was to (1) determine transit gaps and coordination opportunities among publicly funded, human services transportation programs and (2) develop strategies to address the identified gaps and coordination issues. The coordinated plan did not evaluate transit service provided by the different agencies. Instead, it examined transit deficiencies and coordination issues for each county in west Alabama and the entire region. Since it is often impossible to distinguish between the specialized transit services, the plan considered all forms of transit service regardless of funding categories. Most of the transit information in the long-range transportation plan was taken from the coordinated plan.








# Tuscaloosa Functional Classification

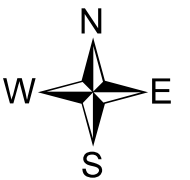
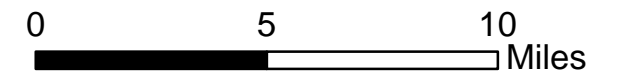


 County/Metropolitan Planning Area

 Urbanized Area

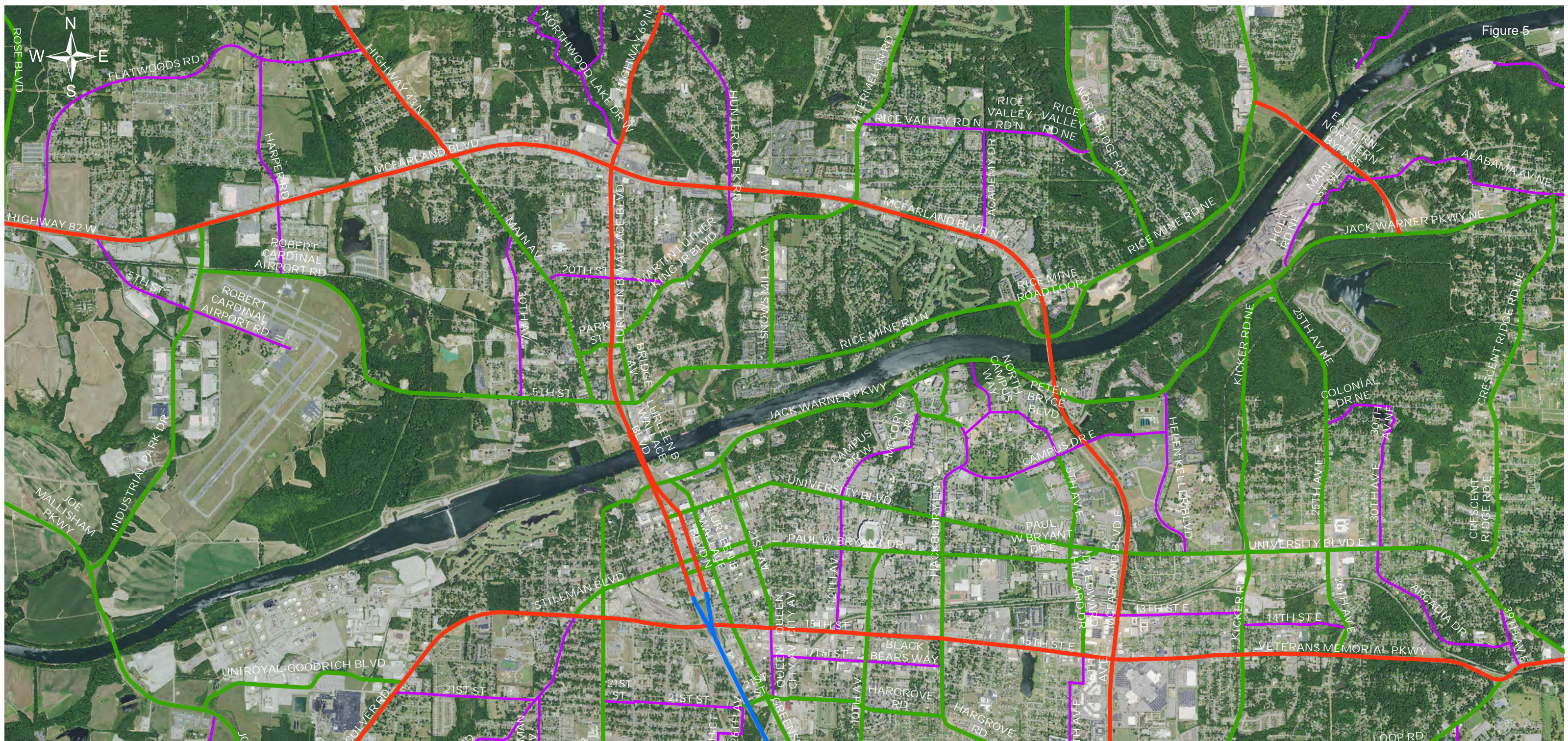
### Road Classification

-  Interstate
-  Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector



Base Map Source: USDA  
Functional Classification: MPO, ALDOT  
March 2019





### Tuscaloosa Functional Classification

- Road Classification**
- Interstate
  - Principal Arterial
  - Minor Arterial
  - Major Collector
  - Minor Collector

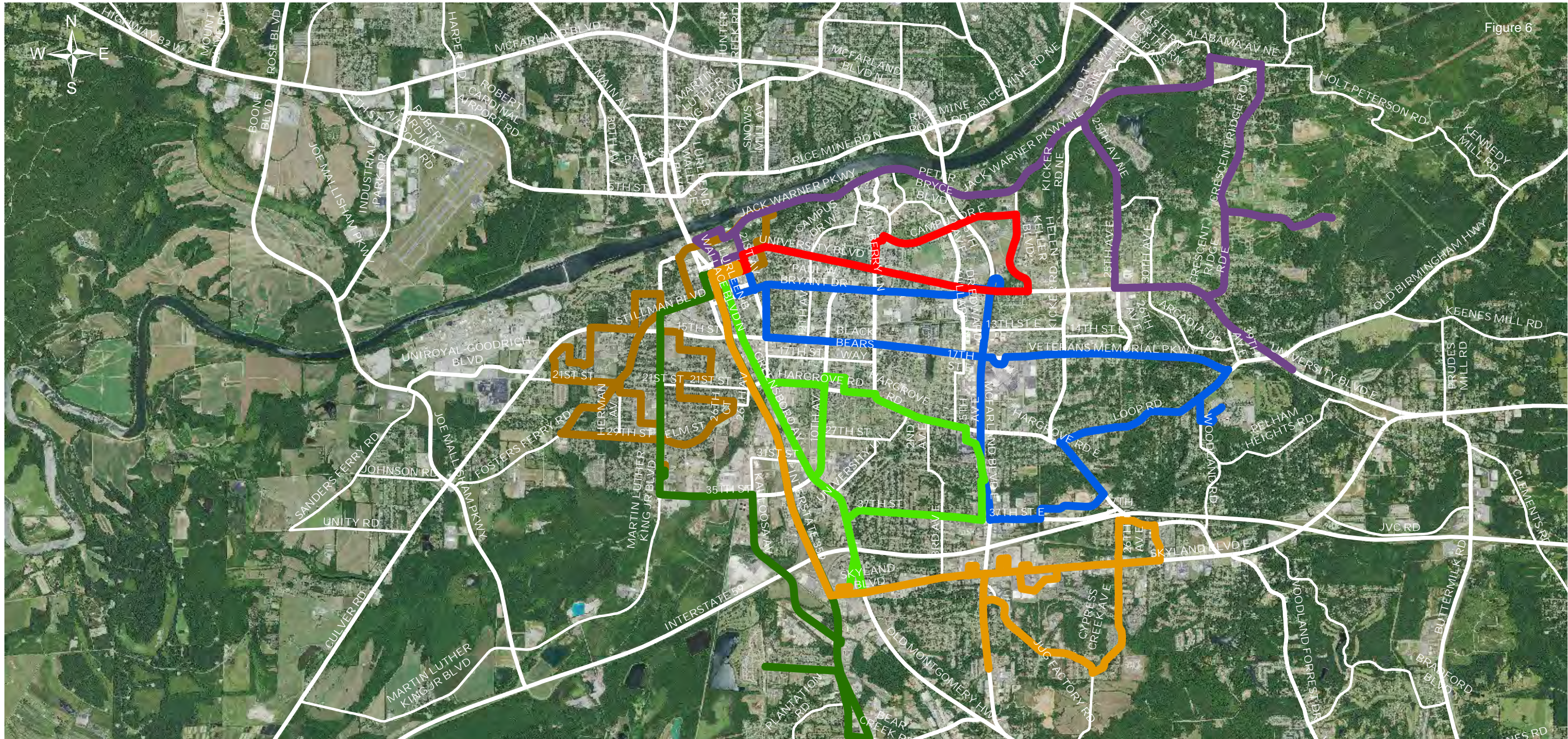


0 0.5 1 Miles

Base Map Source: USDA  
Functional Classification: MPO, ALDOT

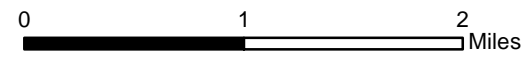
March 2019





### Tuscaloosa County Transit Routes

- Greensboro
- Holt
- Shelton State
- Skyland
- Stillman
- University
- V.A.



Base Map Source: USDA, ALDOT  
Route Information: Tuscaloosa County Parking/Transit Authority

March 2019



### **3.1.3 Bicycle Component**

In Tuscaloosa County, the existing bicycle lanes and paths are generally confined to the University of Alabama campus. Over the past ten years, the University of Alabama has completed several segments of the campus bicycle transportation system. In addition, the *Campus Master Plan* includes several other parts of planned multi-use paths and bicycle lanes.

Away from the University campus, those who use bicycles for transportation are limited to the local street network. There are a few short segments of multiuse paths on 21<sup>st</sup> Avenue and McFarland Boulevard East. The Alabama Department of Transportation plans to build a multi-use path along McFarland Boulevard from 64<sup>th</sup> Avenue/Industrial Park Drive in Northport to Jug Factory Road in Tuscaloosa.

There are multi-use paths at several local parks; however, they are used almost exclusively for recreation. The completed sections of the Tuscaloosa Black Warrior Riverwalk extend from Capitol Park at the western end of University Boulevard to the current eastern terminus near Hackberry Lane. The path meanders along the southern edge of the Black Warrior River parallel to Jack Warner Parkway. The Northport Levee Trail is on top of the Northport Levee from near 30<sup>th</sup> Avenue to 5<sup>th</sup> Street near the Northport and Tuscaloosa City Limits. The Levee Trail is located on the north side of the Black Warrior River.

In addition, there are two mountain bike trails in the County. The Lake Lurleen State Park Trail was completed in 2006. Built by volunteers from the Druid City Bicycle Club, the 15.3-mile trail follows the rugged terrain around Lake Lurleen. The Munny Sokol Park Trail System is located in the western section of Munny Sokol Park and extends for more than nine miles.

In Tuscaloosa County, there are bicycle parking facilities at several of the buildings on the University of Alabama campus, select public schools and buildings, and at various shopping centers. The University of Alabama has determined there are 315 bicycle racks on the campus.

Federal laws require MPOs and states to consider bicycle and pedestrian needs in all comprehensive transportation plans. The Federal Highway Administration (FHWA) guidelines related to this law state that bicyclists and pedestrians will be accommodated in the design of new and improved transportation facilities unless certain limited conditions are present.

### **3.1.4 Pedestrian Component**

Sidewalk coverage in Tuscaloosa County is limited. In the City of Tuscaloosa sidewalk coverage in the Central Business District (University Boulevard, Queen City Avenue, 15<sup>th</sup> Street, and M.L. King Boulevard) is somewhat complete. In the areas immediately east, south, and west of the Central Business District the sidewalks are less comprehensive. The University of Alabama, located within the city limits of Tuscaloosa, has substantial sidewalk development. There are several isolated sidewalks scattered throughout the City and in select subdivisions.



Most schools in the Tuscaloosa City system have sidewalks placed around the campuses, but there are often gaps in the sidewalk coverage. There are also three pedestrian overpasses at 15<sup>th</sup> Street north of Central Primary School, 15<sup>th</sup> Street East/Veterans Memorial Parkway south of Arcadia Elementary School, and Skyland Boulevard south of Skyland Elementary School.

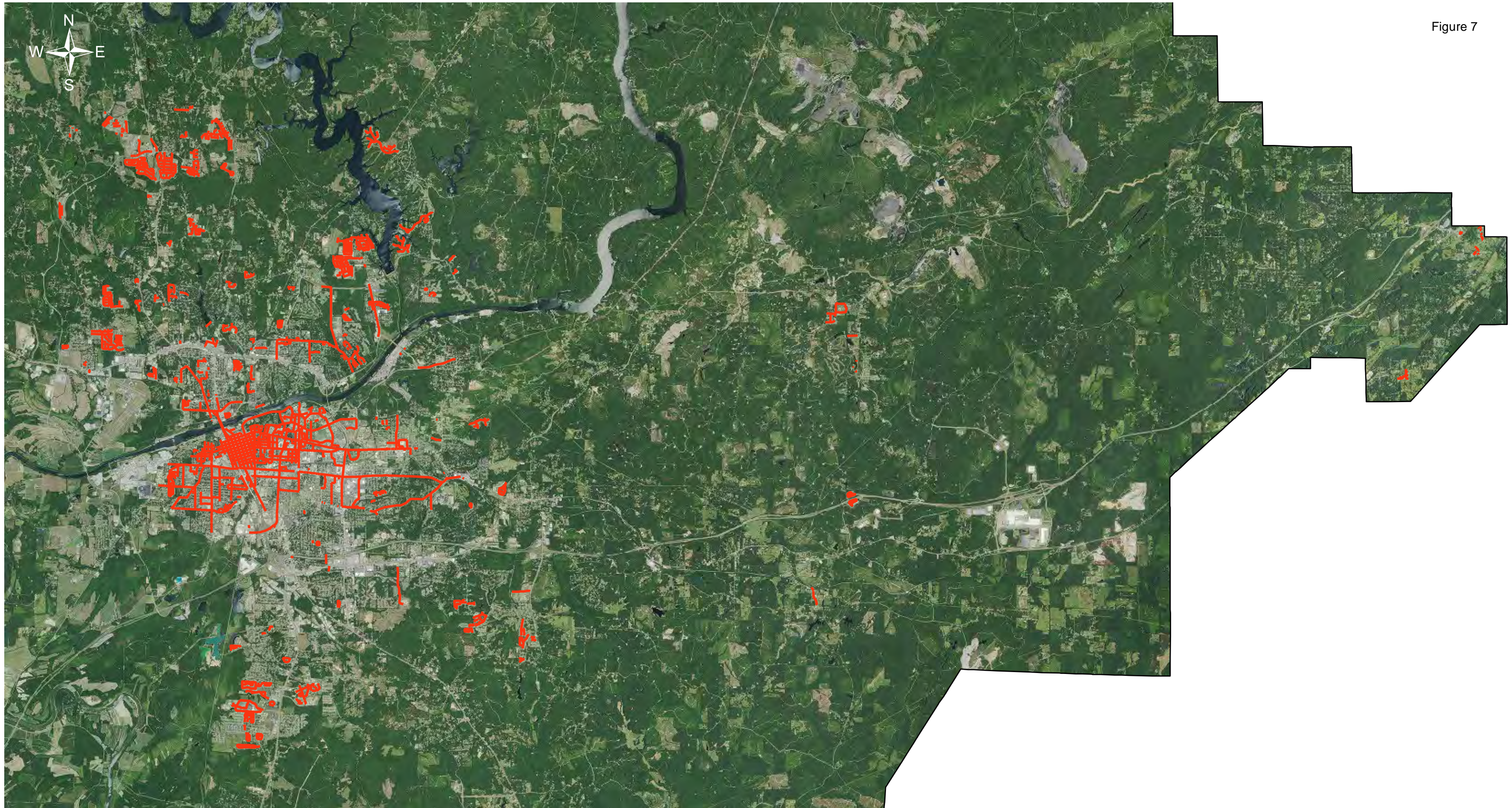
The City of Northport sidewalk inventory is underdeveloped, as well. The only sidewalk routes within this city run along Main Avenue, 5th Street, and Old Bridge Avenue. The only other sidewalks within Northport are around the county schools inside the city limits and in recently developed subdivisions. Most schools in the County system have sidewalks placed around the campuses, but there are often gaps in the coverage. All of the public schools in the City of Northport are in the County school system.

Many of the sidewalks in the community do not meet current Americans with Disabilities Act (ADA) standards. As part of updates to ADA Transition Plans, the Cities of Tuscaloosa and Northport conducted assessments in 2017 to determine the locations and type of ADA sidewalk issues. The studies located numerous problems throughout the Cities.

A recently instituted program requires ALDOT Region offices to assess existing sidewalk structures on state and federal routes and either add ramps during project construction or retrofit where needed.

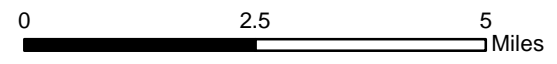
Federal laws require MPOs and states to consider bicycle and pedestrian needs in all comprehensive transportation plans. The Federal Highway Administration (FHWA) guidelines related to this law states that bicyclists and pedestrians will be accommodated in the design of new and improved transportation facilities unless certain limited conditions are present.





# Tuscaloosa County Sidewalks

 Existing Sidewalks



Base Map Source: USDA, ALDOT  
Sidewalk Information: WARC

March 2019



### **3.1.5 Intercity Transportation Component (Airport, Intercity Bus Service, Amtrak)**

In Tuscaloosa County, people have the option to travel into and out of the area not only by automobile but by airplane, bus, and train. The Tuscaloosa National Airport is a general aviation airport located a few miles from Downtown Tuscaloosa and Northport. Amtrak provides service at the Tuscaloosa Train Station in the City of Tuscaloosa. The Greyhound Bus Line has a station located on Greensboro Avenue south of Downtown Tuscaloosa.

#### Tuscaloosa National Airport

The Tuscaloosa National Airport is a general aviation, Part 139 airport that is located approximately three miles northwest of downtown Tuscaloosa (Figure 8). The airport is owned and operated by the City of Tuscaloosa and consists of 724 acres of land. In 2017, the airport averaged 150 operations per day and has over 100 based aircraft. The airport facilities include two runways, a terminal building, an aircraft rescue and firefighting (ARFF) building, an air traffic control tower, an airport maintenance facility, two fixed based operators that serve transient aircraft, 95,000 square yards of paved apron surface, law enforcement aviation facilities, a flight school, and a variety of private and corporate hangars.

There are currently two runways serving the airport. Runway 4/22 is 6,499 feet long by 150 feet wide, asphalt paved and grooved. The runway has a load-bearing capacity of 90,000 pounds for single-wheel aircraft, 133,000 pounds for dual-wheel aircraft, and 200,000 pounds for dual-tandem-wheel aircraft. Runway 12/30 is 4,001 feet long by 100 feet wide, asphalt paved. This runway has a load-bearing capacity of 36,000 pounds for single-wheel aircraft, 53,000 pounds for dual-wheel aircraft, and 93,000 pounds for dual-tandem-wheel aircraft. These runways provide adequate capabilities for most aircraft needing to serve the West Alabama region.

Runway 4/22 has three instrument approaches including two precision approaches and one non-precision approach. Runway 12/30 has one non-precision approach. These approaches allow incoming aircraft to land at the airport during periods of inclement weather or poor visibility. The airport has several taxiways, which parallel both runways and connect the runways to the terminal and general aviation facilities.

The terminal building is a two-story facility with approximately 19,352 square feet. The building houses the APOSTC Law Enforcement Academy at Tuscaloosa, one auto rental company, and offices for airport management. The ARFF building is 7,800 square feet and houses three aircraft rescue vehicles, the necessary personnel for 24/7 aircraft operations, and one structural fire vehicle serving the airport industrial park. The parking lot contains 110 public spaces, 13 reserved spaces, and 43 rental car spaces.

The airport is located near a major roadway network that includes Highway 82, Interstate 395, Interstate 59, and Interstate 20. In addition to the surrounding highways and interstate system, the local roadways also allow access to and

around the airport, the Joe Mallisham Parkway, and the adjacent industrial park. The Norfolk Southern rail lines are adjacent to airport property.

In 2009, Post, Buckley, Schuh and Jernigan (PBS&J) completed the airport master plan update including items such as an inventory of present conditions, forecast of aviation demand, design criteria, facility requirements, development plan, environmental overview, construction phasing for the capital improvement program, and layout plans. Airport facility needs that were identified in the airport master plan were based on forecasted demand through 2030 which included the lengthening and strengthening of Runway 4/22, increased aircraft apron area, and additional aircraft hangar capacity. In 2018, Atkins Global was selected to conduct the next airport master plan update that is expected to conclude in 2020.

#### Intercity Bus Service

The Greyhound Bus Line maintains a depot south of Downtown Tuscaloosa. The facility is located at 3301 Greensboro Avenue. The line offers passenger and package service. A local representative indicated in a 2013 telephone interview that there were no transportation deficiencies in Tuscaloosa County that affected Greyhound Bus Line operations.

#### Railroad - Passenger (Amtrak)

The Amtrak Crescent Line, New York to New Orleans, runs through Tuscaloosa. It stops at the Tuscaloosa Train Station twice daily, one time headed north and the other time headed south. The Amtrak trains use the tracks owned by Norfolk Southern. The train station is located at the intersection of Greensboro Avenue and Hargrove Road. Norfolk Southern owns the train station that houses the Amtrak terminal.

### **3.1.6 Freight Component (Trucking, Railroad, Barge, Airport)**

Tuscaloosa County has numerous freight options. Dozens of trucking firms are located in the county. These firms offer every type of service and nationwide coverage. Three railroad companies connect the county to the continental United States; Norfolk Southern, CSX, and Alabama Southern. Barge service is available on the Black Warrior River that extends through the county. The river is part of a system that extends from the Great Lakes to the Gulf of Mexico. The Airport is also available for freight shipments. Figure 9 depicts the freight network.

#### Trucking

Based on a 2018 review conducted by the West Alabama Regional Commission over 70 trucking firms are located in Tuscaloosa County. The firms range in size from a single employee to over 100 employees. Local, regional, and nationwide service is available from these firms. The firms also offer flatbed, tanker, and refrigeration trucks. Other regional and nationwide firms provide service to numerous retail and manufacturing businesses in Tuscaloosa County.

### Railroad

Three railroad companies operate in Tuscaloosa County: CSX Transportation, Inc., Norfolk Southern Corporation, and Alabama Southern Railroad. CSX and Norfolk Southern are Class I lines, having a gross operating revenue over \$346.8 million a year (2006 Dollars). CSX Transportation, Inc., has a line between the Town of Brookwood and the Jefferson County line. Norfolk Southern Corporation has a track that extends from Moundville in Hale County through Tuscaloosa County to the Jefferson County line. Alabama Southern is a Class III company. The Alabama Southern line runs from the Pickens County line in western Tuscaloosa County to the Town of Brookwood. Alabama Southern is owned by WATCO and currently leases the tracks in Tuscaloosa County from Kansas City Southern. Alabama Southern connects with CSX in Brookwood and Norfolk Southern in Tuscaloosa.

### Barge

The Black Warrior River flows through the length of Tuscaloosa County from the northeast to the southwest. The U.S. Army Corps of Engineers maintains a 9' (depth) by 200' (width) channel through Tuscaloosa County. The river joins the Tennessee-Tombigbee River System southwest of Tuscaloosa County. The river is used to transport bulk items such as coal, crude petroleum, metallic ores, nonmetallic minerals, and forest products. The river is also utilized for recreational purposes, with fishing and boating being two of the most popular activities.

Within Tuscaloosa County, there are three locks/dams on the Black Warrior River. Running from north to south the locks/dams are Bankhead, Holt, and Bacon-Oliver. Just above the Bacon-Oliver Lock and Dam is the Tuscaloosa-Northport Inland Dock, a State Dock. The dock features a grain elevator, a concrete dock, a 24,000 square foot warehouse, truck scales, office/garage space, paved access roads, and a rental crane.

### Airport

The airfield and aircraft support capabilities of the Tuscaloosa National Airport routinely sustain cargo operations ranging from multiple small to large category aircraft serving the surrounding industrial network (Figure 8). Runway capacity, taxiway design, available aircraft apron space, and cargo facilities serving these aircraft should remain a priority to support industrial growth throughout the West Alabama region.





5TH ST

ROBERT CARDINAL AIRPORT RD

ROBERT CARDINAL AIRPORT RD

Runway 11-29 (4,001' x100')

Runway 4-22 (6,499' x150')

Control Tower

Rescue Building

Terminal Building

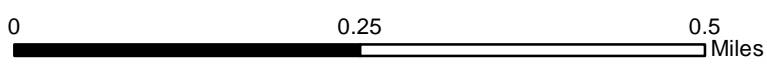
Parking

Tuscaloosa Sheriff Hangar and Storage

INDUSTRIAL PARK DR

5TH ST

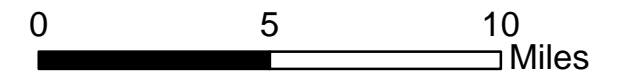
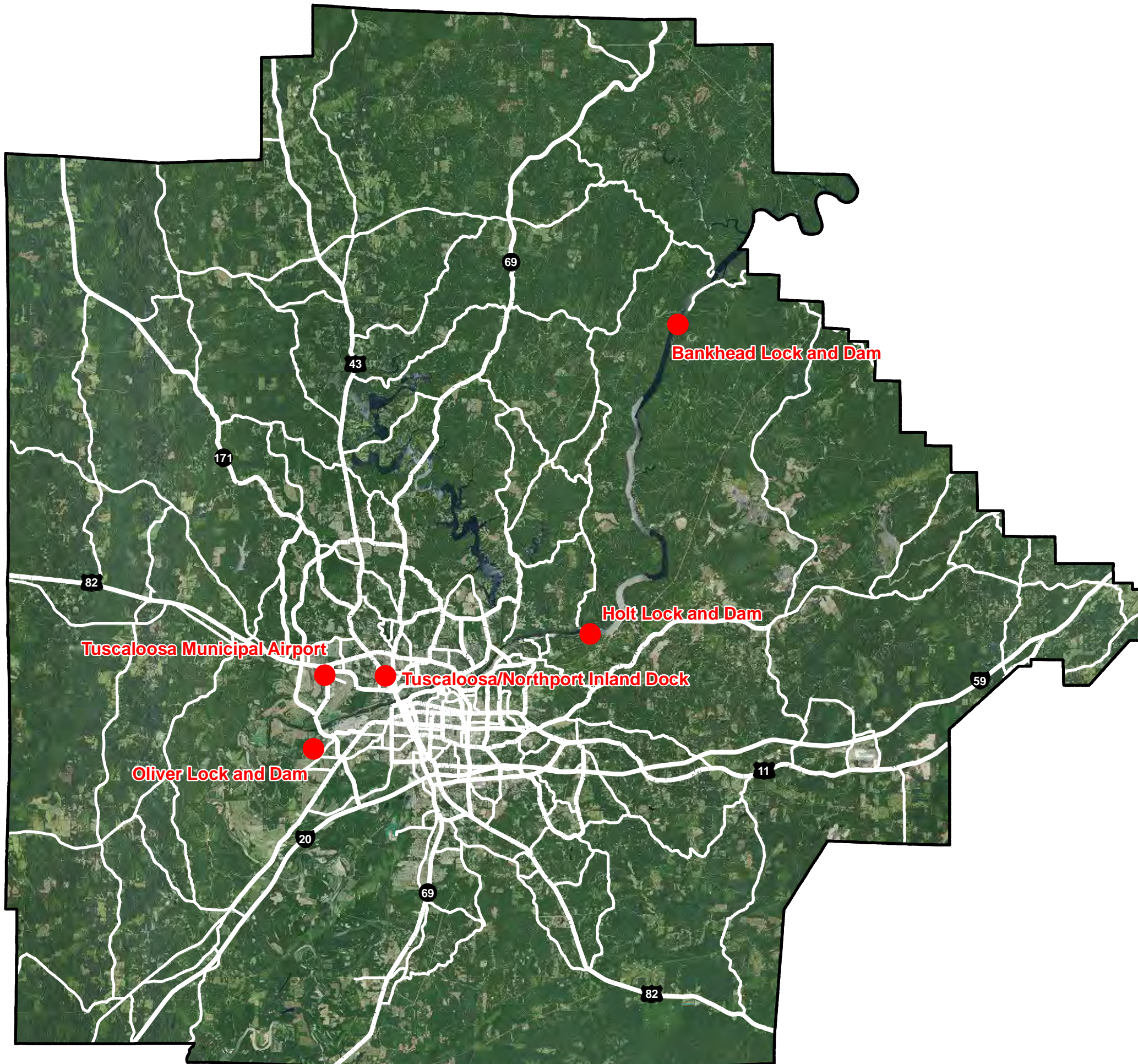
# Tuscaloosa National Airport





# Tuscaloosa County Freight Facilities

● Freight Facilities



Base Map Source: USDA, ALDOT  
Freight Facilities: WARC

March 2019



## **3.2 Problems and Needs**

The following identified problems and needs are based on interviews with transportation officials, reports from local and state agencies, surveys, and traffic model forecasts. The issues are related to all transportation components. However, most of the problems and needs are directly connected to the road network. This is expected since the majority of the transportation occurs on the roads, and the road network is interconnected with transportation system components. Automobiles and transit vehicles use the road network exclusively. Bicyclists occasionally will have separate paths or lanes, but they are generally tied to the road network. Pedestrian facilities in many instances exist to protect walkers from automobiles. Consequently, pedestrian improvements are almost always associated with road construction projects. People who use the airport and Amtrak must use the road network to travel to and from the terminals. Roads form the base of the transportation system, and the identified problems and needs underscore this point. The following is a list of general problems and needs. Each of these items is described in the subsections below the list.

### Problems and Needs

- 1. Maintenance**
- 2. Traffic crashes**
- 3. Incident congestion**
- 4. Recurring congestion**
- 5. Limited transportation options**
  - a. Including limited pedestrian, bicycle, and transit infrastructure and planning
  - b. Including limited connectivity between different modes of transportation
- 6. Security**

### **3.2.1 Maintenance**

#### Roads and Bridges Maintenance

Based on a February 2019 report published by TRIP (a national transportation research group), in Tuscaloosa County, 35 percent of major urban roads are in poor condition, and 20 percent are in mediocre condition. The report indicates that roads rated as poor will generally require more expensive reconstruction as opposed to resurfacing. The TRIP report cites another study that shows reconstruction costs are approximately four times more than resurfacing. The report notes that driving on deficient roads costs Tuscaloosa motorists \$733 million annually.

The Alabama Department of Transportation and the local governments in the MPO study area have systems in place that prioritize roads that require maintenance. The systems allow governments to maximize the effectiveness of limited maintenance budgets. In general, when roads are maintained, any adjacent pedestrian and bicycle facility is also improved.

The Alabama Department of Transportation (ALDOT) manages a statewide bridge inspection program. All locally owned bridges are included in the program. Bridges over 20 feet long in the state are inspected at least every other year. The bridges are given a score according to the observed condition. Based on the scores, bridges are either structurally safe or structurally deficient. A bridge can also be



designated as functionally obsolete, whether or not it is safe or deficient. Functional obsolescence indicates that some part of the structure does not meet current design standards. ALDOT and the local governments use the bridge program to rank bridges for repair and replacement funds. In 2017 there were 478 bridges in the county over 20 feet long. Of the total bridges, 11 (2 percent) were rated in poor condition.

Transit Maintenance

The Tuscaloosa County Parking and Transit Authority and the other transit providers in the County follow the Federal Transit Administration (FTA) useful-life equipment guidelines. Generally, the Authority replaces their equipment, including buses and vans, according to the FTA schedules. Table 2 is a summary of the FTA useful life guidelines for buses and vans. In general, equipment has a service life of five years.

Table 2

**Minimum Service-Life Categories for Buses and Vans**

Category	Typical Characteristics				Minimum Life (Whichever comes first)	
	Length	Approx. GVW	Seats	Average Cost	Years	Miles
Heavy-Duty Large Bus	35 to 48 ft and 60 ft artic.	33,000 to 40,000	27 to 40	\$325,000 to over \$600,000	12	500,000
Heavy-Duty Small Bus	30 ft	26,000 to 33,000	26 to 35	\$200,000 to \$325,000	10	350,000
Medium-Duty and Purpose-Built Bus	30 ft	16,000 to 26,000	22 to 30	\$75,000 to \$175,000	7	200,000
Light-Duty Mid-Sized Bus	25 to 35 ft	10,000 to 16,000	16 to 25	\$50,000 to \$65,000	5	150,000
Light-Duty Small Bus, Cutaways, and Modified Van	16 to 28 ft	6,000 to 14,000	10 to 22	\$30,000 to \$40,000	4	100,000

Airport Maintenance

The Tuscaloosa National Airport is primarily supported by the Federal Aviation Administration Airport Improvement Program for capital improvements that are administered through grant awards of entitlement and discretionary funding. Each year, the airport provides an annual application for funding based on priorities focused on safety and the growth of the airport. In 2018, the maintenance priorities of the airport included the west aircraft ramp rehabilitation; airport master plan update; taxiway and apron rehabilitation; electrical vault and emergency power improvements; ARFF ramp and helicopter apron rehabilitation; Runway 4/22 resurfacing and strengthening; and storm drainage system rehabilitation.

Amtrak Maintenance

Amtrak rents the train station, located at the intersection of Greensboro Avenue and Hargrove Road, from Norfolk Southern Railroad. Based on information from a local Amtrak representative, the station needs building repairs, a secure automobile parking lot, and improved drainage structures.

### River Maintenance

In a 2008 telephone interview, a representative from the U.S. Army Corps of Engineers indicated that the three river locks in Tuscaloosa County will need to be renovated, due to their age. He stated that the Corps has a plan to renovate these locks and is implementing that plan, as funds become available. A 2018 email from another Corps representative listed several repairs and preventative maintenance items that will be undertaken in 2018 and 2020.

### **3.2.2 Traffic Crashes**

Safety is a primary concern of the MPO and the governments involved in the transportation planning process. The MPO dedicates time at every committee meeting to discuss safety issues. Specific safety concerns reviewed at MPO meetings are forwarded to the appropriate government agency. In addition, the MPO monitors traffic crash data to identify problem areas and potential projects. The local governments and ALDOT have independent safety programs to resolve traffic safety issues.

As part of the development process for this plan, locations with high crash counts were reviewed. The sites were mapped and listed on spreadsheets for the appropriate committees. The MPO staff mapped crashes that occurred between 2013 and 2017. It was not possible to map all crashes due to missing or incomplete information.

Over the five-year period, most of the crashes were caused by driver error. The top five primary causes were listed as (1) followed too close, (2) improper lane change, (3) failed to yield right-of-way from stop sign, (4) failed to yield right-of-way making left or U-turn, and (5) misjudged stopping distance. Only 69 (0.17 percent) of the crashes were attributed to a defective roadway, sign, or signal.

The data used in this section was taken from the Critical Analysis Reporting Environment (CARE) software program maintained by the Center for Advanced Public Safety (CAPS) at the University of Alabama. The CARE program uses crash data developed by the Alabama Law Enforcement Agency. The crash data is based on reports completed by state and local law enforcement personnel.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) required every state to develop a Strategic Highway Safety Plan (SHSP) to improve highway safety. In 2017, Alabama adopted the newest edition of the Alabama SHSP ([https://www.dot.state.al.us/dsweb/divted/TrafficSOS/pdf/Alabama\\_SHSP\\_081117.pdf](https://www.dot.state.al.us/dsweb/divted/TrafficSOS/pdf/Alabama_SHSP_081117.pdf)). The SHSP includes four emphasis areas: high-risk behavior, infrastructure and operations, at-risk road users, and decision and performance improvement. Each area offers numerous focus areas and strategies to enhance traffic safety. Most of the strategies fall outside of the MPO area of control and are related to driver behavior or education efforts. The exceptions are related to safety improvements at

problem areas that are not identified in the SHSP and the addition of proven countermeasures as part of future construction projects.

The strategies from the SHSP apply to the entire state and do not list specific projects. However, the plan will eventually include regional Emphasis Area Action Plans. These sub-plans will select focus areas and strategies to address regional safety issues. The regional plans will follow the Alabama Regional Commission boundaries. As of March 2019, the plan that will include Tuscaloosa County had not been published.

### **3.2.3 Incident Congestion**

Incident congestion, or non-recurring congestion, is caused by an unexpected event, such as an automobile crash or flooding. This type of congestion can be divided between events that block traffic lanes and those that do not block lanes. Some of the non-lane blocking events involve roadside distractions that alter driver behavior, for example, police activity or a roadside fire. A small study conducted by the Washington State Transportation Center in 2003 noted that between 30 and 70 percent of total daily delay is caused by non-recurring congestion.

### **3.2.4 Recurring Congestion**

Congestion that occurs on a routine basis, usually daily at specific times, is labeled recurring congestion. With this type of congestion, there is no unique circumstance; nothing is restricting the road capacity, and there are no special events or incidents adding volume to the roadway. Since recurring congestion is characterized by typical traffic volumes operating on roadways at normal capacity, locations of recurring congestion can be determined by reviewing volume-over-capacity ratios.

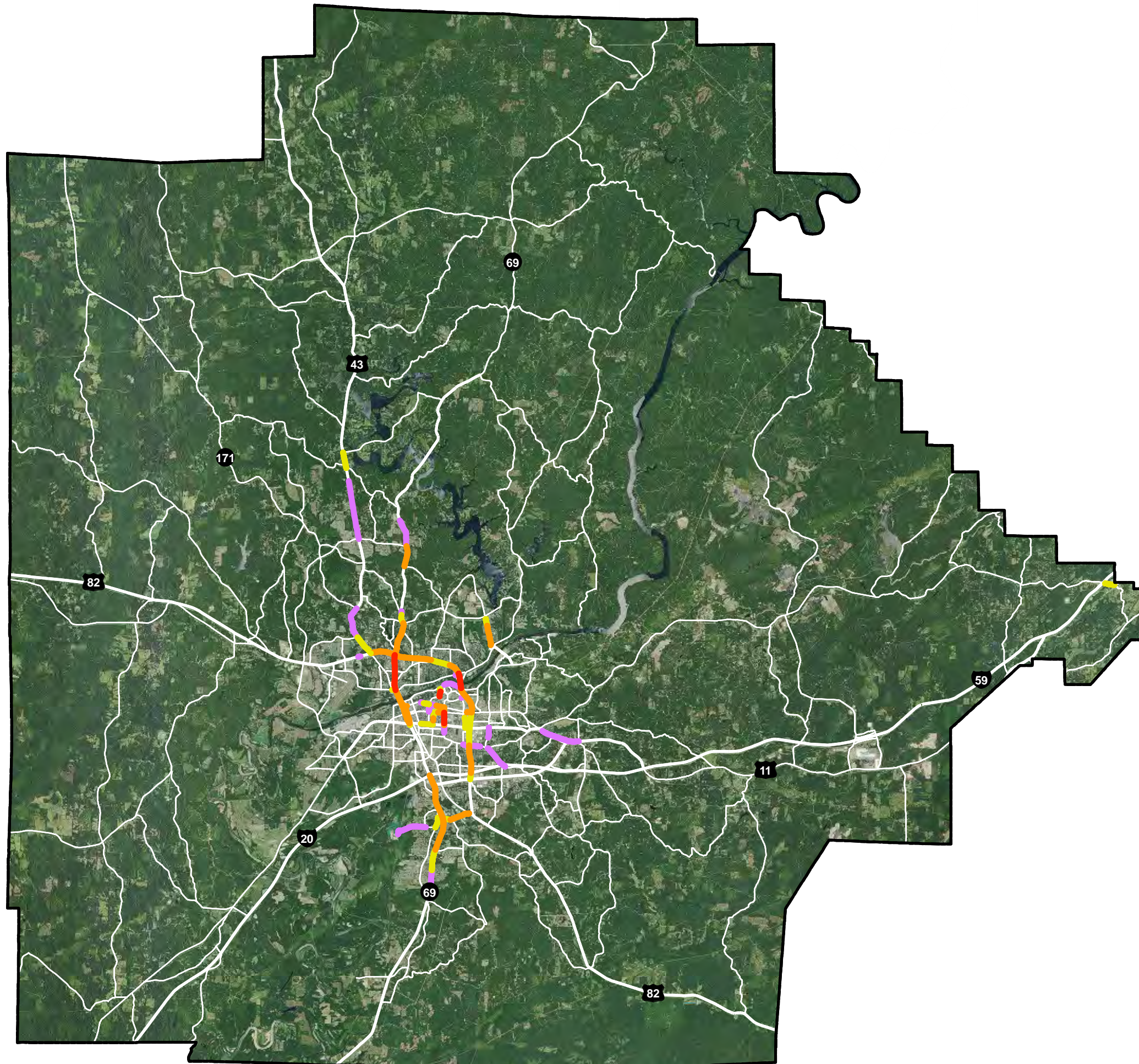
Based on basic volume-over-capacity statistics calculated by the MPO staff, a number of roadway segments in the planning area are at 80 percent or more of their capacity. The numbers were calculated using 2015 traffic counts provided by ALDOT and the ALDOT traffic model capacities. The engineers at the Alabama Department of Transportation (ALDOT) West Central Region and the local governments agreed that the numbers accurately represented the areas that experience recurring congestion. Figure 10 and Table 3 display the over-capacity segments.

The MPO staff, working with the ALDOT Local Transportation Bureau and the local governments, developed a 2045 traffic model that represented the existing road network and 2045 socioeconomic forecasts. The 2045 model provides a general idea of future traffic volumes and patterns. Appendix D includes additional information about the traffic models produced for this plan. Figure 11 and Table 4 represent the road segments that are forecast to be over-capacity by 2045.





Traffic model results are for initial planning and analysis purposes only. Localized results will require additional refinement and study. Results are based on forecasts of housing, employment, school enrollment, and development patterns that may not occur.

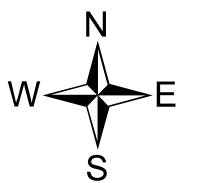
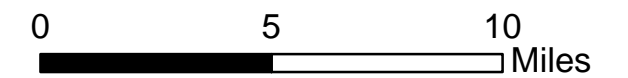


# 2015 Volume Over Capacity Ratio



Volume over Capacity Ratio

-  > .80
-  > .90
-  > 1.0
-  > 1.5



Base Map Source: USDA, ALDOT  
V/C Ratio: MPO

March 2019

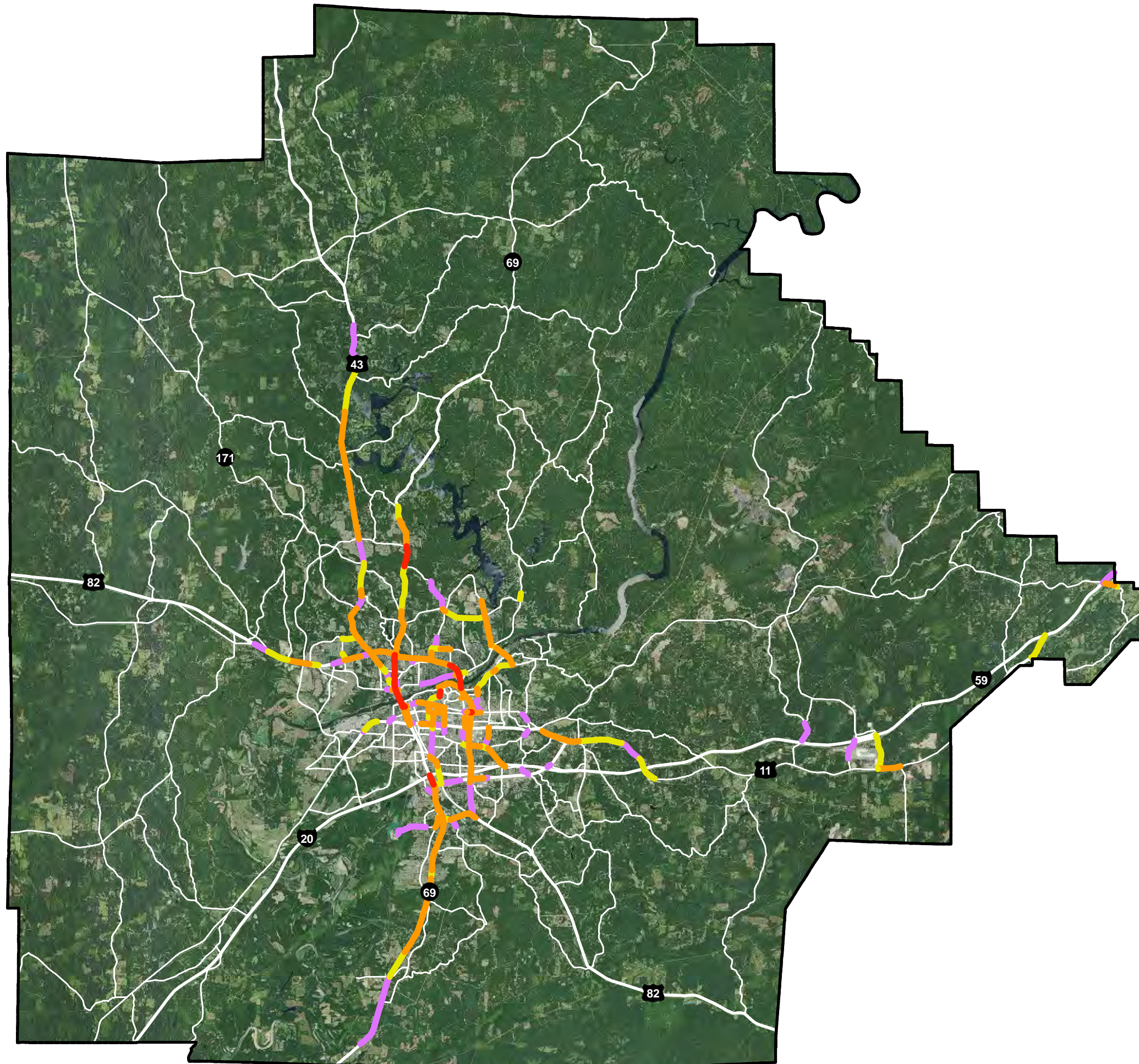


**Table 3****2015 Roadway Segments Experiencing Capacity Problems**





<b>Roadway</b>	<b>Segment Location</b>	<b>Source</b>
Bear Creek Road / Bear Creek Cutoff Road	SR-69 South to US-82	2015 Base Year Traffic Model/2015 Counts
Hackberry Lane	University Boulevard to Hargrove Road	2015 Base Year Traffic Model/2015 Counts
Rice Mine Road	Ol' Colony Road to Bryant Bridge	2015 Base Year Traffic Model/2015 Counts
SR-69 (Lurleen Wallace Boulevard)	US-82 to 15th Street	2015 Base Year Traffic Model/2015 Counts
SR-69 North	Charlie Shirley Road to US-82	2015 Base Year Traffic Model/2015 Counts
SR-69 South	I-20/59 to Little Sandy Road	2015 Base Year Traffic Model/2015 Counts
US-11 (University Boulevard East)	SR-216 to Prude Mill Road	2015 Base Year Traffic Model/2015 Counts
US-43 North	Rose Boulevard to Lake Tuscaloosa	2015 Base Year Traffic Model/2015 Counts
US-43 North	SR-171 to US-82	2015 Base Year Traffic Model/2015 Counts
US-82 (McFarland Boulevard)	US-43 to US-11 (Skyland Boulevard East)	2015 Base Year Traffic Model/2015 Counts

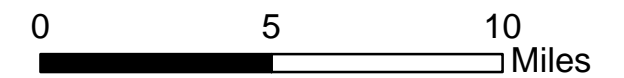


# 2045 Existing Plus Committed Volume Over Capacity Ratio



Volume over Capacity Ratio

-  > .80
-  > .90
-  > 1.0
-  > 1.5



Base Map Source: USDA, ALDOT  
V/C Ratio: MPO

March 2019



**Table 4****2045 Roadway Segments Forecasted to Have Capacity Problems**

<b>Roadway</b>	<b>Segment Location</b>	<b>Source</b>
10th Avenue	15th Street to Greensboro Avenue	2045 Existing-Plus-Committed Traffic Model
Bear Creek Road/Bear Creek Cut-Off Road	SR-69 South to SR-215	2045 Existing-Plus-Committed Traffic Model
Bryant Bridge	Rice Mine Road to Jack Warner Parkway	2045 Existing-Plus-Committed Traffic Model
Greensboro Avenue (SR-215)	35th Street to Skyland Boulevard	2045 Existing-Plus-Committed Traffic Model
Hackberry Lane	University Boulevard to Hargrove Road	2045 Existing-Plus-Committed Traffic Model
Hargrove Road	US-82 (McFarland Boulevard East) to Skyland Boulevard East	2045 Existing-Plus-Committed Traffic Model
Jack Warner Parkway	Bryant Bridge to Helen Keller Boulevard	2045 Existing-Plus-Committed Traffic Model
M-Class Boulevard	I-20/59 to US-11	2045 Existing-Plus-Committed Traffic Model
Main Avenue	US-82 (McFarland Boulevard) to 5th Street	2045 Existing-Plus-Committed Traffic Model
Martin Road	SR-69 North to Watermelon Road	2045 Existing-Plus-Committed Traffic Model
OI' Colony Road	Watermelon Road to Rice Mine Road	2045 Existing-Plus-Committed Traffic Model
Rice Mine Road	OI' Colony Road to Bryant Bridge	2045 Existing-Plus-Committed Traffic Model
Skyland Boulevard	SR-69 South to 18th Avenue East	2045 Existing-Plus-Committed Traffic Model
SR-69 (Lurleen Wallace Boulevard)	US-82 to 15th Street	2045 Existing-Plus-Committed Traffic Model
SR-69 North	Lary Lake Road to US-82	2045 Existing-Plus-Committed Traffic Model
SR-69 South	I-20/59 to Hale County Line	2045 Existing-Plus-Committed Traffic Model

**Table 4****2045 Roadway Segments Forecasted to Have Capacity Problems**

<b>Roadway</b>	<b>Segment Location</b>	<b>Source</b>
University Boulevard	21st Avenue to Hackberry Lane	2045 Existing-Plus-Committed Traffic Model
University Boulevard East (US-11)	SR-216 to I-20/59 (Exit 79)	2045 Existing-Plus-Committed Traffic Model
US-11	Bibb County Line to I-20/59	2045 Existing-Plus-Committed Traffic Model
US-11	Goodrich Boulevard to Stillman Boulevard	2045 Existing-Plus-Committed Traffic Model
US-43 North	North Hagler Road to US-82	2045 Existing-Plus-Committed Traffic Model
US-82	Highway 140 (Coker) to Skyland Boulevard East	2045 Existing-Plus-Committed Traffic Model

Traffic model results are for initial planning and analysis purposes only. Localized results will require additional refinement and study. Results are based upon forecasts of housing, employment, school enrollment, and development patterns that may not occur.



### **3.2.5 Limited Transportation Options**

The dependence on automobiles has contributed to the listed problems and needs. Without transportation options, most people are forced to drive or find someone to drive them. Those that do not drive an automobile are challenged to work with the limited number of transportation alternatives. Riding a bus or a bicycle, and walking are not options for many people in the community. These services or infrastructure do not exist in large areas of Tuscaloosa County, and often where it does exist, there is limited or no connection between the different modes of transportation. Traditionally, the local governments have not planned for a community that considers all the needs of all users. Over the past decade, the local governments have begun to include alternative transportation modes in the various planning efforts, but the long dependence on the automobile has constricted change.

#### Transit

As previously described, transit service in Tuscaloosa County is limited geographically, by service time, and in some cases by age or disability status. Since 2006, the transit providers in the West Alabama region have maintained a coordinated transit plan. The plan is required due to past and current federal transportation laws (SAFETEA-LU, MAP-21, and the FAST Act). All transit providers in the county participated in the plan development process. The plan outlines existing transit service gaps and coordination issues and strategies to address the issues, which are listed below. Maps of current routes, potential new service areas, and destinations are included in the plan.

#### Needs Not Currently Addressed

- Night service
- Weekend service
- Holiday service
- Decreased fixed route headways
- Additional public and private providers
- City of Northport service
- Service to rural areas of the county including Brookwood, Holt, Peterson, Vance, Lake Tuscaloosa area, Duncanville, Taylorville, and McCalla
- Out-of-county service including Jefferson County and Bibb County
- Additional service for shopping, medical appointments, recreational activities, and church
- Decreased call-in times
- Decreased wait times
- Maintaining schedules (pick-up and drop-off times) demand response service and fixed routes
- Vehicles that will accommodate larger people
- Additional service from the UA campus to other areas of the community
- Intelligent Transportation System (ITS) projects, including telephone notification
- Additional accessible vehicles

- Alternative fuel options
- Additional fixed route bus stop shelters
- Education of general public (services available, how to use, application process, operations times, costs, contact information)

#### Needs Met or Partially Met with Current Service

- Daytime, Monday through Friday Service
  - Medical trips
  - Work trips
  - Vocational training trips
  - Shopping trips
  - Recreation trips
  - Local trips
  - Out-of-county trips
  - Service for senior citizens who are less than 60 years old

#### Bicycle

The MPO adopted the most recent bicycle and pedestrian plan in 2012. The bicycle and pedestrian plan lists over 200 bicycle projects in Tuscaloosa County. The vast majority involve placing bicycle signs along certain routes. However, some projects call for the construction of bicycle lanes or paths. The maps and project list for the 2012 bicycle and pedestrian plan are included in Appendix H. The plan also includes education, promotion, and policy projects. Please refer to the current *Tuscaloosa Area Bicycle and Pedestrian Plan* for additional information and a list of proposed projects (<https://www.warc.info/mpo-documents>).

#### Current and Projected Bicycle Transportation Problems and Needs

1. Lack of bicycle lanes and paths
2. Lack of bicycle signs
3. Lack of bicycle parking and storage facilities
4. Shortage of bicycle safety education programs
5. Shortage of bicycle transportation promotion activities
6. Bicycle transportation policy changes - Including traffic signal sensitivity

#### Pedestrian

The MPO adopted a bicycle and pedestrian plan in 2012. The plan identifies 170 pedestrian projects in Tuscaloosa and Northport. These projects range from adding missing segments of sidewalk to constructing pedestrian overpasses. The maps and project list for the 2012 bicycle and pedestrian plan are included in Appendix H. The plan also includes education, promotion, and policy projects. Please refer to the current *Tuscaloosa Area Bicycle and Pedestrian Plan* for additional information and a list of proposed projects.



### Current and Projected Pedestrian Problems and Needs

1. Lack of sidewalks and lack of ADA compliant sidewalks
2. Lack of pedestrian overpasses
3. Lack of pedestrian traffic signals and crosswalks
4. Shortage of pedestrian safety education
5. Shortage of pedestrian transportation promotion
6. Pedestrian transportation policy changes

On April 23, 2014, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued Planning Emphasis Areas (PEAs) for MPOs and state Departments of Transportation, titled *Ladders of Opportunity*. The emphasis areas require MPOs to identify transportation-connectivity gaps that hinder access to essential services. The two plans discussed in this section, the *West Alabama Coordinated Transit Plan* and *Tuscaloosa Area Bicycle and Pedestrian Plan*, identify these gaps and include strategies and projects to close the gaps. The MPO used these two plans as primary sources for the *2045 Long-Range Transportation Plan*.

### **3.2.6 Security**

The 2005 National Cooperative Highway Research Program (NCHRP) Report 525, *Incorporating Security into the Transportation Planning Process*, defines security as "... the protection of persons or property from intentional damage or destruction caused by vandalism, criminal activity, or terrorist events." With respect to incident response, the report points out that transportation assets can be direct targets, indirect targets, or compromised. Four categories of solutions to security problems are listed in the report: prevention, protection, redundancy, and recovery.

Prevention solutions limit access to transportation facilities and include video monitoring, alarms, fences, and locks. Protection measures include building or retrofitting facilities to limit the damage caused by security events. Redundancy built into the transportation system speeds reaction and recovery times. Recovery plans include short-term response activities and long-term traffic management and reconstruction activities.

### **3.3 Barriers**

Every problem or need has a solution. However, in most cases, one or more barriers must be managed in order to reach the solution. Identifying the barriers is part of the problem-solving process. In some cases, the barriers are obvious; e.g., lack of money, and in other cases research is required; e.g., the reason for traffic crashes. The MPO staff and committees, with public input, developed the following barriers to addressing the identified problems and needs.

#### Barriers to Addressing Problems and Needs

1. **Lack of funding**
2. **Existing land use patterns**
3. **Work and school schedules (places traffic on the roads at the same time)**
4. **Lack of support for non-automobile transportation**

5. Existing road design
6. Limited coordination between governments, agencies, and departments
7. Most crashes are caused by driver error, not road design or maintenance problems
8. Lack of driver education
9. Data collection
10. Lack of a countywide access management plan
11. Traffic signal phasing and timing at some locations
12. Limited traffic signal coordination
13. Lack of separation between different forms of transportation (e.g., automobiles/buses, automobile/bicycles, automobiles/pedestrians, and bicycles/pedestrians)

### **3.3.1 Lack of Funding**

Funding for transportation improvements originates from taxes. Fuel taxes are the primary source for federal and state transportation funding. At the local level, sales taxes provide funding for most transportation projects. The last time the federal and state fuel taxes increased was over twenty-five years ago. Over this period, inflation has reduced buying power by over 50 percent. Another issue is that fuel taxes are based on the number of gallons purchased and not the actual purchase price. As people drive less or use vehicles that get better mileage, the funding also declines. Based on the American Society of Civil Engineers *2017 Report Card for America's Infrastructure*, surface transportation needs between 2016 and 2025 will exceed \$2 billion, while only \$941 million in funding will be available.

### **3.3.2 Existing Land Use Patterns**

In Tuscaloosa County, the land use patterns that evolved over the previous decades reflect dependence on the automobile as the primary form of transportation. Housing is usually separate from employment and shopping centers. Neighborhoods often do not connect, feature cul-de-sacs, and are generally low density. In Tuscaloosa County, parks and schools have often been located in isolated and undeveloped areas. These factors contribute to dangerous conditions for walkers and bicyclists, inefficient public transit service, over-capacity roadways, and automobile crashes.

### **3.3.3 Work and School Schedules**

In 2010 Tuscaloosa County had an estimated 37,000 K-12 students. All of these students have to be in class at 8:00 a.m. and are released between 2:40 and 3:00 p.m., Monday through Friday. While a large number of these students are bused, a larger number drive or are taken to school in private automobiles. These thousands of daily trips compete for road space with working commuters. In addition to the K-12 students, there are over 36,000 students enrolled in colleges and the University of Alabama. This group adds to the 8:00 a.m. commuting problem. Of course, school schedules are controlled by school boards and institutions of higher learning.



### **3.3.4 Lack of Support for Non-Automobile Transportation**

Lack of vocal support for non-automobile transportation makes it difficult for elected officials to allocate funds to these modes of transportation. Elected officials respond to calls, letters, conversations, and electronic-mail from constituents. In Tuscaloosa County, advocacy for automobile projects has always outpaced efforts for public transportation, bicycling, and walking. With the exception of past efforts by members of the Druid City Bicycle Club, there has been no consistent advocacy for alternative forms of transportation.

### **3.3.5 Existing Road Design**

The roads in Tuscaloosa County reflect the design standards that were in place when they were built. The oldest roads have narrow lanes, limited shoulder area, and lack safety structures that are the norm today. Additionally, up until the past twenty years, little consideration was given to non-automobile transportation. A large portion of the roadways and bridges lack sufficient right-of-way to add safety structures, sidewalks, bicycle facilities, and turn lanes. Many of the roads in the older sections of the community have turning radii that are too small for transit buses. Many of the associated drainage structures are often dangerous for bicyclists and pedestrians and are insufficient to handle large rain events. In the past, every business and house was granted a separate access point, even on the busiest sections of highways. Away from the oldest sections of the City of Tuscaloosa and the City of Northport, streets rarely follow a grid-pattern, requiring longer trips and offering fewer alternative routes.

### **3.3.6 Limited Coordination Between Governments, Agencies, and Departments**

Coordination is one of the primary requirements of the federally mandated transportation planning process. Unfortunately, the coordination does not always extend into local planning efforts. There are many coordination opportunities that could improve the transportation system. Land use plans, zoning regulations, and subdivision regulations that have standardized transportation elements have the potential to improve safety and efficiency.

### **3.3.7 Most Crashes are Caused by Driver Error and Not Road Design or Maintenance Problems**

Based on ten years of Tuscaloosa County data taken from the Critical Analysis Reporting Environment (CARE) program, driver errors are the primary cause of over 90 percent of traffic crashes. Less than 1 percent of the crashes were due to road or traffic control defect. These facts indicate that construction projects and operational changes will not be as effective as changing driver behavior.

### **3.3.8 Lack of Driver Education**

Over the past two decades, driver education courses have been removed from the Tuscaloosa County and City public schools. Thousands of local drivers have had no formal driving education. It seems logical that the lack of training plays a part in the high number of automobile crashes resulting from driver errors. Driver education courses can address current driving challenges and common mistakes,

and improve driving skills and basic knowledge before young drivers travel unsupervised.

### **3.3.9 Data Collection**

Much of the data needed to monitor transportation conditions either does not exist or is cost-prohibitive to collect. Often the transportation planners are limited to subjective or qualitative inputs. The commonly preferred quantitative data is not available. With the federal government requiring performance measurement, the need for new and better data sources will increase. Without new public data sources, small MPOs, like the Tuscaloosa Area MPO, that have limited staffs and small budgets, will have to be creative to meet the new demands.

### **3.3.10 Lack of a Countywide Access Management Plan**

As previously written, the local and state governments have embraced access management techniques, but they have not developed a standard access management program. The major corridors in the community are always multi-jurisdictional, entering and exiting the county and the two cities areas of authority. In addition, almost all of the corridors are state or federal routes managed by the Alabama Department of Transportation (ALDOT). Governments must work together to develop a single access management plan to be effective.

Over the past five years, ALDOT has planned and implemented an access management program for the McFarland Boulevard (US-82) corridor. Several sections of the program have been built with others still scheduled. ALDOT worked with the cities of Tuscaloosa and Northport, the landowners, and the public on the program.

### **3.3.11 Traffic Signal Phasing and Timing at Some Locations**

Traffic signals improve the safety and efficiency of intersections. With over 230 traffic signals in Tuscaloosa County, there are numerous opportunities for improvement. An article published in the April 2004 Institute for Transportation Engineers (ITE) Journal recommended that traffic signals be evaluated and re-timed every one to three years. Safety settings that should be part of the evaluation include ITE recommended yellow-phase intervals and all-red intervals. Due to the costs and time involved, evaluation efforts in Tuscaloosa County do not always follow this recommendation.

Since 2014, ALDOT and the Cities of Tuscaloosa and Northport have implemented major traffic signal coordination projects on McFarland Boulevard (US-82) and SR-69 South. Additional coordination projects are planned for Skyland Boulevard (US-11). These efforts have, and will, adjust phasing and timing of signals to move traffic in an efficient manner. Signals outside of these corridors will still need to be examined.

### **3.3.12 Limited Traffic Signal Coordination**

National studies indicate that traffic signal coordination can improve travel time between 10 and 20 percent. As cited above, ALDOT and the Cities of Tuscaloosa



and Northport have implemented major traffic signal coordination projects on McFarland Boulevard (US-82) and SR-69 South. Additional coordination projects are planned for Skyland Boulevard (US-11). Other high-volume corridors in the planning area lack traffic signal coordination.

### **3.3.13 Lack of Separation Between Different Forms of Transportation**

Conflicts between different forms of transportation can lead to crashes and congestion and can prevent people from using non-automobile forms of travel. The conflicts arise from speed variances between different transportation choices, visibility issues, and different forms of movements and circulation. Separate paths or lanes, especially on high volume roadways, offer the potential to improve traffic safety and efficiency.

## **3.4 Strategies**

To address the problems, needs, and barriers, the MPO, local governments, the Alabama Department of Transportation, and local agencies will have to implement a wide range of strategies. The MPO understands that the community will never have enough money to build its way out of problems and adding capacity is not always the best solution; socially, environmentally, or economically. The MPO plans to increase the efficiency and safety of the existing system and add capacity, when necessary and reasonable. The chosen strategies reflect these targets. The strategies are intended to be implemented together to improve the transportation system.

All transportation components must be considered as an interconnected system to handle current and future transportation issues. All components will have to be improved and managed together. Not everyone can drive, or wants to drive, and these numbers will increase in the future as the population continues to age. Walking, riding bicycles, and using transit will decrease the amount of traffic on the roadways. The numbers will likely never be very large, but the shift will help manage the roadway demand. In general, the improvements to other modes are much lower in cost than adding capacity to a roadway.

### Strategies

- System Management and Operations
  - Develop and implement a countywide operation management program that includes signal coordination, signal phasing, driver information, incident management, data management, and security
  - Develop and implement a countywide access management program
- Travel Demand Management
  - Develop and implement a countywide demand management program that includes projects that will decrease demand, shift demand to non-automobile modes, and shift demand times
- Land Use Management
  - Develop or modify comprehensive local plans to include access management techniques, mixed-use developments, higher density development options, and Complete Streets designs

- Develop or modify zoning regulations to include access management techniques, mixed-use developments, higher density development options, and Complete Streets designs
- Develop or modify subdivision regulations to include access management techniques, mixed-use developments, higher density development options, and Complete Streets designs
- Capital Investment
  - Preserve the existing transportation system by performing necessary maintenance activities
  - Implement safety and security improvements including projects that support the State of Alabama Strategic Highway Safety Plan
  - Add capacity to all transportation components including highway and non-highway components
  - Develop and implement education programs including high school driver education courses

### **3.4.1 System Management and Operations**

**3.4.1.1** Develop and implement a countywide operation management program that includes signal coordination, signal phasing, driver information, incident management, data management, and security

An increasingly important transportation issue is managing and operating the existing transportation network. It is impossible to add lanes or build a road to address most capacity issues. With few exceptions, the capacity of the current transportation system will be the same in 25 years. Therefore, the transportation system must be managed and operated efficiently to make the most of the limited capacity. The jurisdictional lines (Tuscaloosa, Northport, and County) are irrelevant when dealing with transportation problems, whether its lack of capacity or crashes.

The Alabama Department of Transportation and the local governments, through the traffic management center, are in the process of addressing this strategy. Currently, the center is capable of handling many of the stated objectives for part of the urban area. Future geographic and equipment expansions will help the community make the most of the existing and planned transportation system.

#### Tasks

- Identify additional local, state, and federal funding sources
- Expand traffic management center operation, both geographically and processes

#### Responsible Agencies

- Local governments
- University of Alabama
- Alabama Department of Transportation



#### Assisting Agencies

- Federal Highway Administration
- Federal Transit Administration
- West Alabama Regional Commission

#### Funding Sources

- Local governments
- University of Alabama
- Alabama Department of Transportation
- Federal Highway Administration
- Federal Transit Administration

**3.4.1.2** Develop and implement a countywide access management program. Many of the problems with the current road system could have been avoided or at least made less severe had an access management system been employed as the property along the major roads was developed. A single access management program that applies to the County and all municipalities would prevent new problems from developing and correct some existing issues. A coordinated program is needed to properly manage the system and prevent developers from pitting one government against another.

#### Tasks

- Identify local, state, and federal funding sources
- Develop an access management plan
- Adopt plan
- Implement access management program

#### Responsible Agencies

- Local governments
- Alabama Department of Transportation

#### Assisting Agencies

- Alabama Department of Transportation
- Federal Highway Administration
- West Alabama Regional Commission

#### Funding Sources

- Local governments
- Alabama Department of Transportation
- Federal Highway Administration

### **3.4.2 Travel Demand Management**

**3.4.2.1** Develop and implement a countywide demand management program that includes projects that will decrease demand, shift demand to non-automobile modes, and shift demand times

#### Tasks

- Identify local, state, and federal funding sources
- Develop a demand management plan
- Adopt plan
- Implement a program

#### Responsible Agencies

- Local governments
- School Boards
- The University of Alabama and other colleges
- Local businesses

#### Assisting Agencies

- Alabama Department of Transportation
- Federal Highway Administration
- Federal Transit Administration
- West Alabama Regional Commission
- Chamber of Commerce of West Alabama

#### Funding Sources

- Local governments
- School boards
- The University of Alabama and other colleges
- Federal Transit Administration
- Federal Highway Administration

### **3.4.3 Land Use Management**

**3.4.3.1** Develop or modify comprehensive local plans, zoning regulations, and subdivision regulations to include access management techniques, mixed-use developments, higher density development options, and Complete Streets designs

#### Tasks

- Identify local funding sources
- Develop comprehensive plans, zoning regulations, and subdivision regulations
- Adopt plans and regulations
- Manage development and improvements based on the adopted plans and regulations
- Maintain plans and regulations



#### Responsible Agencies

- Local governments
  - Councils and Commission
  - Planning boards
  - Zoning boards

#### Assisting Agencies

- West Alabama Regional Commission

#### Funding Sources

- Local governments

### **3.4.4 Capital Investment**

**3.4.4.1** Preserve the existing transportation system by performing necessary maintenance activities

#### Tasks

- Identify local, state, and federal funding sources
- Perform maintenance activities and replace equipment using existing asset management programs
  - Replace closed, structurally deficient, and functionally obsolete bridges
  - Perform necessary maintenance work on current roads and bridges, including repaving
  - Maintain current public transit service - This includes replacing vehicles at the FTA-defined useful life and funding the operation of the various transit providers.
  - Maintain current transit-related contracts and cooperative agreements
  - Maintain and upgrade the airport
  - Dredge the Black Warrior River with federal funds
  - Renovate the Black Warrior River locks
  - Repair/rehabilitate railroad crossings based on the ALDOT rail crossing improvement program
  - Maintain railroad crossings
  - Repair and upgrade the railroad depot
  - Add parking spaces at the railroad depot
- If necessary, develop additional asset management programs
- Monitor facilities and equipment

#### Responsible Agencies

- Local governments
- Alabama Department of Transportation
- Various transit agencies

#### Assisting Agencies

- Federal Highway Administration
- Federal Transit Administration

#### Funding Sources

- Local governments
- Alabama Department of Transportation
- Federal Highway Administration
- Federal Transit Administration
- Federal Aviation Administration
- Various railroads

**3.4.4.2** Implement safety and security improvements including projects that support the State of Alabama Strategic Highway Safety Plan

#### Tasks

- Identify local, state, and federal funding sources
- Determine safety improvement sites
- Construct projects, install features, purchase equipment
  - Build safety improvements based on the required warrant studies
  - Add security features to the various transportation components
- Monitor facilities and equipment

#### Responsible Agencies

- Local governments
- Alabama Department of Transportation
- Transit agencies

#### Assisting Agencies

- Federal Highway Administration
- Federal Transit Administration
- West Alabama Regional Commission

#### Funding Sources

- Local governments
- Various transit agencies
- Alabama Department of Transportation
- Federal Highway Administration
- Federal Transit Administration



### 3.4.4.3 Add capacity to all transportation components including highway and non-highway components

#### Tasks

- Identify local, state, and federal funding sources
- Construct projects, install features, purchase equipment
  - Construct road capacity projects, include bicycle and pedestrian elements unless exceptional circumstance exists
  - Construct bicycle facility projects based on the current bicycle and pedestrian plan
  - Construct sidewalks and other pedestrian facilities based on the current bicycle and pedestrian plan
  - Expand transit service to cover service gaps, geographic and temporal - including Northport and County service, and nights and weekend service
  - Implement projects from the airport master plan
  - Develop intermodal transfer facilities
- Monitor facilities and equipment

#### Responsible Agencies

- Local governments
- Alabama Department of Transportation
- Various transit agencies
- Various private companies

#### Assisting Agencies

- Federal Highway Administration
- Federal Transit Administration
- West Alabama Regional Commission

#### Funding Sources

- Local governments
- Various transit agencies
- Alabama Department of Transportation
- Federal Highway Administration
- Federal Transit Administration
- Various private companies

### 3.4.4.4 Develop and implement education programs including high school driver education courses

#### Tasks

- Identify local, state, and federal funding sources
- Develop education courses
- Implement educational courses

### Responsible Agencies

- Local governments
- School boards
- The University of Alabama and other colleges
- Local businesses
- Local organizations and clubs

### Assisting Agencies

- Alabama Department of Transportation
- Federal Highway Administration
- Federal Transit Administration
- West Alabama Regional Commission

### Funding Sources

- Local governments
- School boards
- The University of Alabama and other colleges
- Federal Transit Administration
- Federal Highway Administration



## 4.0 Financial Plan

### 4.1 Description

The current federal regulations require long-range transportation plans to include a financial plan. MPOs are expected to use reasonable estimates of public and private resources when developing the financial plan. In addition, the current regulations mandate that revenue and cost estimates use an inflation rate to forecast the year of expenditure dollars. The current inflation rate used by ALDOT and the MPO is one percent per year. The primary objective of the financial plan is to demonstrate how the transportation plan can be implemented. This financial plan includes a summary of revenue forecasts subdivided into project types. Table 5 lists the funding categories and standard matching rates.

Table 5

Funding Category	Eligibility Requirements	Typical Matching Rates
Bridge	Structurally Deficient or Functionally Obsolete Bridge on Any Public Road	80% Federal - 20% Local or State
High Priority/ Special Projects	Road Classified as a Major Collector or Above	80% Federal - 20% Local or State
Interstate Maintenance	Interstate System Highway	90% Federal - 10% Local or State
National Highway System	National Highway System	80% Federal - 20% Local or State
Other Surface Transportation	Road Classified as a Major Collector or Above	80% Federal - 20% Local or State
Safety	Any Public Road	90% Federal - 10% Local or State
Surface Transportation Attributable	Road Classified as a Major Collector or Above	80% Federal - 20% Local or State
Federal Transit Administration	Capital Transit Purchases	80% Federal - 20% Local
Federal Transit Administration	Operational Expenses	50% Federal - 50% Local

### 4.2 Revenue Forecasts

The Alabama Department of Transportation (ALDOT) generated the initial revenue forecasts in November 2018. The MPO and the Tuscaloosa County Parking and Transit Authority reviewed the forecasts in December 2018. The final revenue projections were

completed in January 2019. Table 6 provides a summary of the projections. The table is divided between roadway and transit funding. Using historical trends and current funding levels, ALDOT and the MPO forecast expected revenues for the 25-year plan period.

The revenue forecast includes funding for roadway projects that have received commitments from ALDOT and the local governments. These projects will be in the Fiscal Years 2020-2023 Transportation Improvement Program (TIP), that is currently in development, or the Tuscaloosa County Road Improvement Commission (TCRIC) program. Section 4.3 describes the TCRIC.

For the second part of the roadway revenue forecast, ALDOT and the local governments used multiple years of data to calculate annual averages. The averages for highway projects were divided into Capacity or Management, Operations, and Maintenance (MOM) based on the percentage of these types of projects over the multi-year period. Generally, ALDOT defines a Capacity project as one that adds through lanes to an existing road or the construction of a new road. Every other type of highway project is considered Management, Operations, or Maintenance. The annual averages were multiplied by 25 to calculate a 25-year forecast for the plan.

The transit funding forecasts are based on fiscal years 2009-2018 funding averages and MPO staff estimates. The averages and estimates were multiplied by 25 to forecast the future year dollar amounts. Transit projects may consist of capital and operational items. Capital projects include the purchase of vehicles and equipment, and preventative maintenance charges. Operational projects cover the costs of providing transit service, for example, salaries, insurance, and utilities.

The local governments allocate funds annually for the maintenance and operation of their respective facilities. These funds are expected to remain constant or increase as the need arises. The local estimates are based on the operating and maintenance cost for each government. In some cases, it was difficult to isolate the operating and maintenance cost because of the different functions performed by the various governmental departments. The number of traffic signal devices, dirt roads, multi-lane roads, signs, and traffic markings varies significantly between the entities. Each of the governments performs different duties with operating and maintenance funds.

### **4.3 Tuscaloosa County Road Improvement Commission**

The Tuscaloosa County Road Improvement Commission (TCRIC) was formed in 2016 by an act of the state legislature. The act also allocated a portion of a local sales tax to fund seven identified projects and future unidentified projects to be selected by the TCRIC. The seven projects included Mitt Lary Road, SR-69 South, SR-69 North, Martin Luther King Jr. Boulevard/Jack Warner Parkway, McFarland Boulevard, McWrights Ferry Road, and Bear Creek Cutoff Road. A portion of the committed revenue forecast includes the TCRIC funding for these projects. ALDOT is working with the TCRIC to fund some of these projects using state and federal funds.



#### **4.4 Visionary Plan Description**

As mentioned earlier, the financial plan is used to balance the selected strategies and projects with realistic funding projections. This limitation excludes some needed projects, but it reduces unrealistic expectations. All projects that could not fit into the plan due to the financial constraints were included in the *2045 Visionary Plan* in Appendix H. These projects can be added to the plan by an amendment if funding becomes available.

Table 6

**2045 Long-Range Transportation Plan  
Forecast Roadway Capacity and Management & Operation and Maintenance Funds in Total Dollars**

FUNDING CATEGORY	CAPACITY			MANAGEMENT & OPERATION AND MAINTENANCE (MOM)		
	COMMITTED PROJECTS (TIP AND TCRIC) (1)	ESTIMATED REMAINING FUNDS	25 YEAR TOTAL PROJECTION	COMMITTED PROJECTS (TIP AND TCRIC) (1)	ESTIMATED REMAINING FUNDS	25 YEAR TOTAL PROJECTION
<b>FEDERAL AND STATE PROGRAMS</b>						
UNITED STATES DEPARTMENT OF TRANSPORTATION AND STATE OF ALABAMA	\$316,167,419	\$94,133,165	\$410,300,584	\$116,590,022	\$147,419,751	\$264,009,773
UNITED STATES DEPARTMENT OF TRANSPORTATION AND LOCAL GOVERNMENTS (ATTRIBUTABLE)	\$0	\$71,605,911	\$71,605,911	\$10,200,318	\$71,605,911	\$81,806,229
<b>LOCAL PROGRAMS</b>						
TUSCALOOSA COUNTY, TUSCALOOSA CITY, AND NORTHPORT CITY (2)	\$0	\$0	\$0	\$0	\$958,880,000	\$958,880,000
<b>TOTAL FEDERAL, STATE, AND LOCAL PROGRAMS</b>	<b>\$316,167,419</b>	<b>\$165,739,076</b>	<b>\$481,906,495</b>	<b>\$126,790,340</b>	<b>\$1,177,905,662</b>	<b>\$1,304,696,002</b>

**Forecast Transit Operations, Preventative Maintenance, and Capital Funds in Total Dollars**

FUNDING CATEGORY	FY2009-2018 AVERAGE	MPO ESTIMATE	ESTIMATED AVERAGE PER YEAR	25 YEAR PROJECTION
<b>FEDERAL TRANSIT ADMINISTRATION PROGRAMS</b>				
SECTION 5307 (URBAN) (3)	\$2,494,076	\$0	\$2,494,076	\$62,351,900
SECTION 5310 (ELDERLY & DISABLED) (3)	\$134,497	\$0	\$134,497	\$3,362,425
SECTION 5311 (NON-URBAN) (4)	\$0	\$300,000	\$300,000	\$7,500,000
SECTION 5339 (BUS AND BUS FACILITIES) (4)	\$0	\$600,000	\$600,000	\$15,000,000
<b>TOTAL FEDERAL AND LOCAL PROGRAMS</b>	<b>\$2,628,573</b>	<b>\$900,000</b>	<b>\$3,528,573</b>	<b>\$88,214,325</b>

(1) TIP = Transportation Improvement Program (TIP); TCRIC = Tuscaloosa County Road Improvement Commission

(2) Based on 2009 Tuscaloosa City and Northport City Estimates; and 2014 Tuscaloosa County Estimates

(3) Based on a 10 year average of authorized funds.

(4) Based are MPO staff estimates.



## 5.0 Fiscally Constrained Project Lists and Maps

The following section lists the criteria and process the Tuscaloosa Area MPO used to select projects for the fiscally constrained portion of the long-range transportation plan. The methodology developed over the past four decades and was influenced by various federal laws and regulations. The MPO uses the process as the overall guide when developing long-range transportation plans. The process takes place during the regular MPO committee meetings, which are open to the public and advertised as such.

### Tuscaloosa Area MPO Long-Range Transportation Plan Project Selection Process

#### Criteria

- Long-range transportation vision statement and goals
- Existing transportation needs
- Forecast transportation needs
- Environmental concerns
- Social concerns
- Federal funding forecasts
- Local funding forecasts

#### Process

1. The Tuscaloosa Area Metropolitan Planning Organization (MPO) will develop a long-range transportation vision statement and goals for the community. This step will include the MPO standing committees (Bicycle and Pedestrian Committee, Citizens Transportation Advisory Committee, Technical Coordinating Committee, and Policy Committee) and the general public.
2. The MPO will determine the existing transportation needs of the community while considering the long-range transportation vision and goals. All MPO standing committees and the general public will be involved in this step.
3. The MPO will forecast future transportation needs of the community while considering the long-range transportation vision and goals. All MPO standing committees and the general public will be involved in this step.
4. The MPO will develop a list of projects that will address the existing and forecast needs while considering the long-range transportation vision and goals. All MPO standing committees and the general public will be involved in this step.
5. The MPO will compare potential environmental issues with the initial list of projects. All MPO standing committees and the general public will be involved in this step. Based on the comparison, projects could be removed from the initial list.

6. The MPO will compare potential social issues with the initial list of projects. All MPO standing committees and the general public will be involved in this step. Based on the comparison, projects could be removed from the initial list.
7. The Alabama Department of Transportation will forecast future federal and state transportation funding that is expected to be available to the community. The MPO committees will review the forecast funding levels and notify the Department of any problems. The general public will be provided an opportunity to participate in this step.
8. The local governments represented on the MPO will forecast future local transportation funding. The Alabama Department of Transportation will review the forecast funding levels and notify of the MPO of any problems. The general public will be provided an opportunity to participate in this step.
9. The voting, local-government-representatives on the MPO and the Alabama Department of Transportation will work together to select a final list of projects for the long-range transportation plan. The selection process will be based on the vision and goals of the community, and the limitations imposed by the forecast funding levels. The projects from the initial list that are not selected for the long-range transportation plan will be added to the un-funded visionary plan. The visionary plan will be an appendix in the final long-range transportation plan.

All of the MPO committees and the general public will review the final list of projects. If any concerns are raised regarding the final project list, the MPO will modify the final project list, based on the selection process criteria, or will provide justification for the final project list.

The local governments prioritize the projects on locally maintained roads funded with the Surface Transportation Attributable program. The Alabama Department of Transportation (ALDOT) does not prioritize projects under its authority. This includes all state and federal roads.

This chapter is divided into two parts. The first part contains a spreadsheet that lists the projects selected for the plan (Table 7). The spreadsheet is sorted by type of project and then alphabetically by project description. The order in which the projects appear does not reflect a priority. The sheet lists each project description, map number, priority number (if applicable), Alabama Department of Transportation comprehensive project management system (CPMS) number, estimated start year (for next phase), length, lanes, type of work, bicycle/pedestrian facility status, purpose statement, project sponsor, estimated current year cost, and estimated year of expenditure cost.

The second part of this chapter contains the project location maps (Figures 12, 13, 14, and 15). The projects are depicted on the maps as colored lines and points. The projects can be linked to the previous spreadsheet by the map number.

This chapter includes only projects that will likely be funded with federal highway or federal transit funds. The MPO is required to consider all modes of transportation and all funding sources in the long-range transportation plan. However, the authority of the MPO is limited to federal highway and federal transit funds. Due to this fact, the MPO has limited its project selections to those that will likely be funded from these programs.





Table 7

### 2045 Long-Range Transportation Plan Project List (Capacity, Management & Operation, and Maintenance)

Road Capacity Projects															
Project Description	Map Number	Priority Number	CPMS Numbers	Status	Time Range	Estimated Start Year	Length in Miles	Lanes Before	Lanes After	Type of Work	Bicycle and Pedestrian Facilities *	Purpose Statement	Project Sponsor	Total Estimated Current Year Cost	Year of Expenditure Estimated Cost
2nd Avenue from Bryant Drive to 15th Street - New road	6071	Not Applicable	Not Available	Planned	Long	Not Available	1.00	0	2	Build New Road	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to improve operational efficiency in order to reduce traffic delays and congestion.	University of Alabama	6,025,657.00	\$6,025,657
Bear Creek Road and Bear Creek Cutoff Road from SR-69 to SR-215 - Additional lanes	6068	Not Applicable	100066303; 100066304; 100066305; 100066306	Planned	Short	2020	1.00	2	4	Add lanes	Not Applicable	The purpose of this project is to improve operational efficiency in order to reduce traffic delays and congestion.	County	\$11,086,038	\$11,086,038
Carrolls Creek Parkway and Martin Road (New Road/Road Improvement): US-43 to Watermelon Road: Build new road/Improve existing road	7008	2	Not Available	Planned	Long	2028	4.10	0/2	2	Build New Road/Improve Road	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to provide a safe, efficient, cost effective, facility capable of handling existing and future traffic demands.	Northport City	\$14,000,000	\$40,341,446
I-20/59 from 0.25 miles south of US-82 (SR-6, McFarland Boulevard East) to 0.75 miles south of CR-85 (Buttermilk Road) - Add lanes and replace bridge	4002.1	Not Applicable	100059708; 100059709	Underway	Short	2017	3.21	4	6	Add Lanes	Legal Exception	The purpose of this project is to improve traffic flow and level of service and to reduce accidents along the I-20/59 corridor.	ALDOT	\$41,175,000	\$46,308,000
I-20/59 from approximately 1,300 feet south of 3rd Avenue Overpass to approximately 1,650 feet south of McFarland Boulevard East (US-82, SR-6) - Add lanes	4001	Not Applicable	100039473	Underway	Short	2017	2.50	4/6	6	Add Lanes	Legal Exception	The purpose of this project is to improve traffic flow and level of service and to reduce accidents along the I-20/59 corridor.	ALDOT	\$60,992,000	\$68,608,000
Jack Warner Parkway / ML King Boulevard from 21st Avenue to Stillman Boulevard - Add lanes and improve roadway	7005	1	100051850; 100051851; 100051852	Underway	Short	2019	0.60	2/4	4	Add Lanes/Improve Road	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to provide a safe, efficient, cost effective, facility capable of handling existing and future traffic demands.	Tuscaloosa City	\$10,610,102	\$10,617,605
McFarland Boulevard (US-82, SR-6) from SR-69 to Rice Mine Road - Additional lanes and access management	4004	Not Applicable	100067680	Underway	Long	2016	3.00	4	6	Add lanes and access management improvements	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to provide a safe, efficient, cost effective, facility capable of handling existing and future traffic demands.	ALDOT	\$22,000,000	\$22,000,000
McFarland Boulevard East/Northeast (US-82, SR-6) from Rice Mine Road to University Boulevard East - Add lanes and interchange improvements at Rice Mine Road, Jack Warner Parkway, and Campus Drive	4019	Not Applicable	100066828; 100068831; 100068832	Underway	Long	2017	1.42	4	6	Add Lanes; Interchange Improvements; Add Bridge	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to improve traffic flow and level of service and to reduce accidents along the corridor.	ALDOT	\$75,500,000	\$75,500,000
McWrights Ferry Road from Rice Mine Road to New Watermelon Road (Including bridge over North River - Build new road and bridge; improve existing road	7044	1	100049704; 100049705; 100049735	Underway	Short	2019	3.00	0/2	4	Build New Road and Bridge/Improve Road	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to serve the transportation needs of existing and future growth in Tuscaloosa and the surrounding region and to assist local transportation officials in efforts to manage traffic on existing congested facilities.	Tuscaloosa City	\$27,000,000	\$47,021,979
University Boulevard East from SR-216 to Skyland Boulevard East (US-11, SR-7) - Add lanes and realign intersection at Skyland Boulevard East (US-11, SR-7)	5007	Not Applicable	100066567; 100066568; 100066569; 100066570	Planned	Short	2020	1.40	2	4	Add lanes and intersection improvements	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to improve operational efficiency in order to reduce traffic delays and congestion.	ALDOT	\$9,860,179	\$9,860,179
US-11 (SR-7) from Daimler Benz Boulevard (Tuscaloosa County) to SR-5 (Bibb County) - Add lanes	6095	Not Applicable	100068754; 100068755; 100068756; 100068757	Planned	Short	2020	7.00	2	4	Add Lanes	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to provide a safe, efficient, cost effective, facility capable of handling existing and future traffic demands.	ALDOT	\$57,944,100	\$57,994,100
													<b>Total</b>	<b>\$330,167,419</b>	
													<b>Budget</b>	<b>\$481,906,495</b>	
													<b>Remainder</b>	<b>\$151,739,076</b>	

Road Management and Operation Projects															
Project Description	Map Number	Priority Number	CPMS Numbers	Status	Time Range	Estimated Start Year	Length in Miles	Lanes Before	Lanes After	Type of Work	Bicycle and Pedestrian Facilities *	Purpose Statement	Project Sponsor	Total Estimated Current Year Cost	Year of Expenditure Estimated Cost
10th Avenue from 31st Street to 15th Street - Widen and install medians and improve pedestrian access	6028	Not Applicable	100059446	Planned	Short	2019	1.13	4	4	Improve Road	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to maintain the roadway and improve safety.	Tuscaloosa City	\$5,231,000	\$6,800,000
5th Street at Lurleen Wallace Boulevard (US-43, SR-69), Kentuck Park/West Circle, and Robert Cardinal Airport Road - Intersection and safety improvements	9021	Not Applicable	100064427; 100064428	Underway	Short	2015	Not Available	2	2	Intersection Improvements	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to improve safety and operational efficiency at these locations.	ALDOT	\$2,102,020	\$2,102,020
Cypress Creek Avenue East Phase II (Section C & D) - Sidewalk addition	10017	Not Applicable	100067288; 100068372; 100068781	Planned	Short	2019	0.40	2	2	Sidewalk Addition	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to improve safety at this location.	Tuscaloosa City	\$868,000	\$868,000
I-20/59 at US-11 (SR-7) On and Off Ramps (Exit 79) - Roundabouts, signing, and striping	9026	Not Applicable	100068078; 100068090; 100068091; 100068092	Underway	Short	2019	0.10	2	2	Intersection Improvements	Legal Exception	The purpose of this project is to improve safety at this intersection.	ALDOT	\$2,051,840	\$2,051,840

**Table 7**

I-20/59 from Tuscaloosa/Greene County Line to 0.25 miles south of US-82 (SR-6, McFarland Boulevard East) - Guardrail installation	4033	Not Applicable	100060676; 100060977	Underway	Short	2019	17.65	2/3	2/3	Guardrail Installation	Legal Exception	The purpose of this project is to improve safety along this route.	ALDOT	\$1,541,000	\$1,541,000	
McFarland Boulevard (US-82, SR-6) at SR-69 - Intersection improvements	4051	Not Applicable	100068588; 100068733; 100068734; 100068735	Planned	Short	2020	0.41	6	6	Intersection Improvements	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to improve operational efficiency in order to reduce traffic delays and congestion.	ALDOT	\$32,028,125	\$32,028,125	
McFarland Boulevard (US-82, SR-6) from west of Rose Boulevard (MP 42.5) to just east of Jug Factory Road (MP 53.7) - Access management and signal enhancement	4044	Not Applicable	100066532; 100062358	Underway	Short / Long	2019	11.20	4/6	4/6	Access management and signal enhancement	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to improve operational efficiency in order to reduce traffic delays and congestion.	ALDOT	\$7,095,950	\$7,095,950	
McFarland Boulevard (US-82, SR-6) from west of Rose Boulevard (MP 42.5) to SR-69 - Access management and bicycle and pedestrian improvements	4052	Not Applicable	100065113; 100065115; 100065114	Planned	Short	2019	4.28	4/6	4/6	Access management and bicycle and pedestrian improvements	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to improve operational efficiency in order to reduce traffic delays and congestion.	ALDOT	\$8,132,428	\$8,132,428	
McFarland Boulevard East (US-82, SR-6) at University Boulevard East - Intersection improvements	4049	Not Applicable	100065855; 100065854; 100064404	Underway	Short	2015	Not Available	6	6	Intersection Improvements	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to improve operational efficiency in order to reduce traffic delays and congestion.	ALDOT	\$3,270,143	\$3,270,143	
M-Class Boulevard from I-20/59 to Tingle Tangle Road: Realign portion of roadway and add bridge over US-11 and Norfolk Southern Railroad	6072	Not Applicable	100061878	Underway	Short	2016	1.56	4	4	Improve Road and Build Overpass	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to improve safety at this location.	ALDOT	\$9,099,284	\$9,099,284	
ML King Boulevard (Northport) and Watermelon Road (Tuscaloosa) from US-82 (McFarland Boulevard to SR-69 (Lurleen B. Wallace Boulevard) - Improve roadway and add turn lanes	7006	1	100008464; 100043870; 100008460; 100008463; 100008465; 100043871; 100008461	Underway	Short	2017	1.65	2	2	Improve Road	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to provide a safe, efficient, cost effective, facility capable of handling existing and future traffic demands.	Northport City Tuscaloosa City	\$9,100,000	\$12,338,379	
SR-171 at Prewitt Loop Road - Realignment and add turn lanes	9028	Not Applicable	100069513; 100069514; 100069515; 100069516	Underway	Short	2019	0.30	2	2	Intersection Improvements	Not Applicable	The purpose of this project is to improve safety at this intersection.	ALDOT	\$1,720,250	\$1,720,250	
SR-69 North at Charlie Shirley Road (CR-84) - Intersection improvements	6022	Not Applicable	100053306; 100057493; 100057494	Underway	Short	2011	0.38	2	2	Intersection Improvements	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to improve safety at this intersection.	ALDOT	\$873,000	\$1,058,000	
SR-69 North at Union Chapel Road - Intersection realignment and improvement	7011	1	100053649; 100053650; 100053651	Underway	Short	2011	0.36	2/3	2/3	Intersection Improvements	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to improve operational efficiency in order to reduce traffic delays and congestion.	Northport City	\$1,980,634	\$1,980,634	
SR-69 South from Plantation Road to I-20/59 Overpass, Including the Alabama Southern Railroad Overpass - Intersection improvements	6036	Not Applicable	100057985; 100057986; 100057987	Underway	Short	2012	1.43	4	4	Intersection Improvements	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to improve safety at this intersection.	ALDOT	\$9,582,000	\$9,582,000	
SR-69 South from Mae Hinton Boulevard to 65th Street - Add turn lanes	6096	Not Applicable	100069534	Planned	Short	2020	2.18	6	6	Add Turn Lanes	Not Applicable	The purpose of this project is to improve safety along this route.	ALDOT	\$1,750,000	\$1,750,000	
State Routes at various locations in Tuscaloosa County - Curb and ramp installation on sidewalks	Not Applicable	Not Applicable	100068201	Underway	Short	2013	Not Applicable	Not Applicable	Not Applicable	Improve Sidewalks	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to improve safety at these intersections.	ALDOT	\$270,000	\$304,000	
US-11 (SR-7) at Holley Springs Lane (SR-300) - Roundabout construction	9027	Not Applicable	100068206; 100069423; 100069424; 100069425	Underway	Short	2019	Not Applicable	2	2	Add Roundabout	Not Applicable	The purpose of this project is to improve safety at this intersection.	ALDOT	\$3,255,250	\$3,255,250	
US-11 (SR-7) from I-20/59 to Kepple Loop Road	4054	Not Applicable	100061812; 100062109; 100062110; 100061928	Planned	Long	2031	3.32	2	3	Add Turn Lanes	Not Applicable	The purpose of this project is to improve safety along this route.	ALDOT	\$11,898,104	\$13,423,180	
Watermelon Road at Union Chapel Road / Ol Colony Road - Intersection improvements	6061	Not Applicable	100061875	Underway	Short	2018	Not Available	2/4	2/4	Intersection Improvements	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to improve safety at this intersection.	Tuscaloosa County	\$802,699	\$802,699	
														<b>Total</b>	<b>\$112,651,727</b>	
														<b>Budget</b>	<b>\$172,908,001</b>	
														<b>Remainder</b>	<b>\$60,256,274</b>	

<b>Transit Management and Operation Projects</b>															
Project Description	Map Number	Priority Number	CPMS Numbers	Status	Time Range	Estimated Start Year	Length in Miles	Lanes Before	Lanes After	Type of Work	Bicycle and Pedestrian Facilities *	Purpose Statement	Project Sponsor	Total Estimated Current Year Cost	Year of Expenditure Estimated Cost
Transit Authority: Capital Assistance - Replacement or Expansion Vehicles - (Section 5307)	Not Applicable	1		Planned	Short / Long	2019	Not Applicable	Not Applicable	Not Applicable	Transit Service	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to provide transit service to the Tuscaloosa Area.	Transit Authority	\$18,000,000	\$18,000,000
Transit Authority: Capital Assistance - Bus Support Facilities and Equipment - (Section 5307)	Not Applicable	1		Planned	Short / Long	2019	Not Applicable	Not Applicable	Not Applicable	Transit Service	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to provide transit service to the Tuscaloosa Area.	Transit Authority	\$250,000	\$250,000



**Table 7**

Transit Authority: Capital Assistance - Preventative Maintenance - (Section 5307)	Not Applicable	1		Planned	Short / Long	2019	Not Applicable	Not Applicable	Not Applicable	Transit Service	Not Applicable	The purpose of this project is to provide transit service to the Tuscaloosa Area.	Transit Authority	\$19,000,000	\$19,000,000	
Transit Authority: Capital Assistance - Transit Enhancement - (Section 5307)	Not Applicable	1		Planned	Short / Long	2019	Not Applicable	Not Applicable	Not Applicable	Transit Service	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to provide transit service to the Tuscaloosa Area.	Transit Authority	\$375,000	\$375,000	
Transit Authority: Planning Assistance - (Section 5307)	Not Applicable	1		Planned	Short / Long	2019	Not Applicable	Not Applicable	Not Applicable	Transit Service	Not Applicable	The purpose of this project is to provide transit service to the Tuscaloosa Area.	Transit Authority	\$250,000	\$250,000	
Transit Authority: Non-Fixed Route ADA Paratransit Operating Assistance - (Section 5307)	Not Applicable	1		Planned	Short / Long	2019	Not Applicable	Not Applicable	Not Applicable	Transit Service	Not Applicable	The purpose of this project is to provide transit service to the Tuscaloosa Area.	Transit Authority	\$12,000,000	\$12,000,000	
Transit Authority: Operating Assistance - (Section 5307)	Not Applicable	1		Planned	Short / Long	2019	Not Applicable	Not Applicable	Not Applicable	Transit Service	Not Applicable	The purpose of this project is to provide transit service to the Tuscaloosa Area.	Transit Authority	\$19,676,900	\$19,676,900	
Other Transit Assistance - (Section 5339)	Not Applicable	1		Planned	Short / Long	2019	Not Applicable	Not Applicable	Not Applicable	Transit Service	Not Applicable	The purpose of this project is to provide transit service to the Tuscaloosa Area.	Transit Agencies	\$15,000,000	\$15,000,000	
Other Transit Assistance - (Section 5310)	Not Applicable	1		Planned	Short / Long	2019	Not Applicable	Not Applicable	Not Applicable	Transit Service	Not Applicable	The purpose of this project is to provide transit service to the Tuscaloosa Area.	Transit Agencies	\$3,362,425	\$3,362,425	
Other Transit Assistance: Operating Assistance - (Section 5311)	Not Applicable	1		Planned	Short / Long	2019	Not Applicable	Not Applicable	Not Applicable	Transit Service	Not Applicable	The purpose of this project is to provide transit service to the Tuscaloosa Area.	Transit Agencies	\$200,000	\$200,000	
Other Transit Assistance: Capital Assistance - Replacement or Expansion Vehicles - (Section 5311)	Not Applicable	1		Planned	Short / Long	2019	Not Applicable	Not Applicable	Not Applicable	Transit Service	Not Applicable	The purpose of this project is to provide transit service to the Tuscaloosa Area.	Transit Agencies	\$100,000	\$100,000	
														<b>Total</b>	<b>\$88,214,325</b>	<b>\$88,214,325</b>
														<b>Budget</b>	<b>\$88,214,325</b>	
														<b>Remainder</b>	<b>\$0</b>	

<b>Bridge Maintenance Projects</b>															<b>Total Estimated Current Year Cost</b>	<b>Year of Expenditure Estimated Cost</b>
<b>Project Description</b>	<b>Map Number</b>	<b>Priority Number</b>	<b>CPMS Numbers</b>	<b>Status</b>	<b>Time Range</b>	<b>Estimated Start Year</b>	<b>Length in Miles</b>	<b>Lanes Before</b>	<b>Lanes After</b>	<b>Type of Work</b>	<b>Bicycle and Pedestrian Facilities *</b>	<b>Purpose Statement</b>	<b>Project Sponsor</b>			
Holman Church Road (CR-1358) over Kansas City Southern Railroad (BIN 100) (Poor Condition) - Bridge replacement	6086	Not Applicable	100059621	Underway	Short	2019	Not Available	2	2	Bridge Replacement	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to replace a structurally deficient and functionally obsolete bridge.	Tuscaloosa County	\$560,000	\$560,000	
Old Fayette Road (CR-124) over Barbee Creek (BIN 14309) (Poor Condition) - Bridge replacement	6083	Not Applicable	100059618	Underway	Short	2019	Not Available	2	2	Bridge Replacement	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to replace a structurally deficient and functionally obsolete bridge.	Tuscaloosa County	\$369,000	\$479,000	
Old Fayette Road (CR-124) over Unnamed Tributary to Binion Creek (BIN 12282) (Poor Condition) - Bridge replacement	6084	Not Applicable	100059619	Underway	Short	2019	Not Available	2	2	Bridge Replacement	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to replace a structurally deficient and functionally obsolete bridge.	Tuscaloosa County	\$232,000	\$302,000	
Traweek Road (CR-115) over Binion Creek (BIN 12089) - Bridge replacement	6082	Not Applicable	100059617	Underway	Short	2019	Not Available	2	2	Bridge Replacement	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to replace a structurally deficient and functionally obsolete bridge.	Tuscaloosa County	\$480,000	\$480,000	
US-11 (SR-5, SR-7) over abandoned railroad (BINs 005799, 0058000) - Bridge removal	4030	Not Applicable	100057835; 100038399	Underway	Short	2000	0.88	4	4	Bridge Replacement	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to remove the bridge so that the roadway will meet current standards.	ALDOT	\$932,000	\$1,008,000	
US-11 (SR-7) over Norfolk Southern Railroad (BIN 005140) (Poor Condition) - Bridge replacement	4029	Not Applicable	100055889; 100055891; 100055892; 100055893	Underway	Short	2017	0.26	2	2	Bridge Replacement	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to replace a structurally deficient and functionally obsolete bridge.	ALDOT	\$2,124,000	\$2,310,000	
US-43 (SR-13) over Rocky Creek Relief (BIN 273) - Bridge replacement	1008	Not Applicable	100003223; 100003222	Planned	Short	2022	0.01	2	2	Bridge Replacement	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to replace the bridge to meet current standards.	ALDOT	\$474,000	\$674,000	
US-82 over Big Creek (BIN 5818 and 5819) - Bridge replacement	1076	Not Applicable	Not Available	Planned	Long	Not Available	Not Available	4	4	Bridge Replacement	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to replace the bridge to meet current standards.	ALDOT	Not Available		
														<b>Total</b>	<b>\$5,171,000</b>	
														<b>Budget</b>	<b>\$86,454,000</b>	
														<b>Remainder</b>	<b>\$81,283,000</b>	

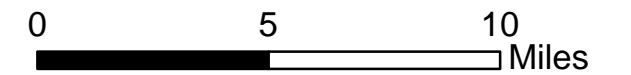
**Table 7**

<b>Road Maintenance Projects</b>															
<b>Project Description</b>	<b>Map Number</b>	<b>Priority Number</b>	<b>CPMS Numbers</b>	<b>Status</b>	<b>Time Range</b>	<b>Estimated Start Year</b>	<b>Length in Miles</b>	<b>Lanes Before</b>	<b>Lanes After</b>	<b>Type of Work</b>	<b>Bicycle and Pedestrian Facilities *</b>	<b>Purpose Statement</b>	<b>Project Sponsor</b>	<b>Total Estimated Current Year Cost</b>	<b>Year of Expenditure Estimated Cost</b>
Fosters Ferry Road From 29th Street to Joe Malisham Parkway - Realignment, resurfacing and pedestrian improvements	6057	Not Applicable	100061873	Planned	Short	2020	1.37	2	2	Realignment, Resurfacing and Pedestrian Improvements	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to maintain the roadway.	Tuscaloosa County / Tuscaloosa City	\$1,864,370	\$1,864,370
Frank Lary Road from Lary Lake Road to Mitt Lary Road - Resurfacing	6043	Not Applicable	100061864	Planned	Short	2020	1.94	2	2	Resurfacing	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to maintain the roadway.	Tuscaloosa County	\$881,752	\$881,752
Holt-Peterson Road from Kennedy Mill Road to Alabama Avenue - Resurfacing	6049	Not Applicable	100061868	Planned	Short	2020	2.02	2	2	Resurfacing	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to maintain the roadway.	Tuscaloosa County	\$937,780	\$937,780
I-20/59 at Exit 89 - Resurfacing	4053	Not Applicable	100069097; 100069098	Planned	Short	2020	Not Available	2	2	Resurfacing	Not Applicable	The purpose of this project is to maintain the roadway.	ALDOT	\$1,347,077	\$1,347,077
I-20/50 at the Northbound and Southbound Brookwood Rest Area - Renovation	4031	Not Applicable	100049318	Planned	Long	2024	Not Applicable	Not Applicable	Not Applicable	Renovation	Not Applicable	The purpose of this project is to maintain the rest area.	ALDOT	\$712,698	\$749,427
Kennedy Mill Road from Alabama Highway 216 to Holt-Peterson Road: Resurfacing	6048	Not Applicable	100061867	Planned	Short	2020	0.76	2	2	Resurfacing	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to maintain the roadway.	Tuscaloosa County	\$454,833	\$454,833
Sand Road From Romulus Road to Frog Ridge Road - Resurfacing	6058	Not Applicable	100061874	Planned	Short	2020	1.24	2	2	Resurfacing	Bicycle and Pedestrian Facilities will be included.	The purpose of this project is to maintain the roadway.	Tuscaloosa County	\$473,040	\$473,040
US-82 (SR-6) from East of Bel Aire Estates to east of Mount Olive Road - Resurfacing, planing, patching, and various safety improvements	4050	Not Applicable	100066961	Underway	Short	2019	2.70	2	2	Resurfacing	Not Applicable	The purpose of this project is to maintain the roadway.	ALDOT	\$6,264,930	\$6,264,930
US-82 (SR-6) from 1.00 mile east of Midway Drive to the Bibb County Line - Planing, leveling, and wearing	4056	Not Applicable	100070184	Planned	Short	2020	4.67	4	4	Planing, Leveling, Wearing	Not Applicable	The purpose of this project is to maintain the roadway.	ALDOT	\$6,331,972	\$6,331,972
US-82 (SR-6) from Greenwood Circle to Duncanville Middle School Road - Planing, leveling, and wearing	4055	Not Applicable	100070183	Planned	Short	2020	5.18	4	4	Planing, Leveling, Wearing	Not Applicable	The purpose of this project is to maintain the roadway.	ALDOT	\$7,981,905	\$7,981,905
													<b>Total</b>	<b>\$27,250,357</b>	
													<b>Budget</b>	<b>\$86,454,000</b>	
													<b>Remainder</b>	<b>\$59,203,643</b>	



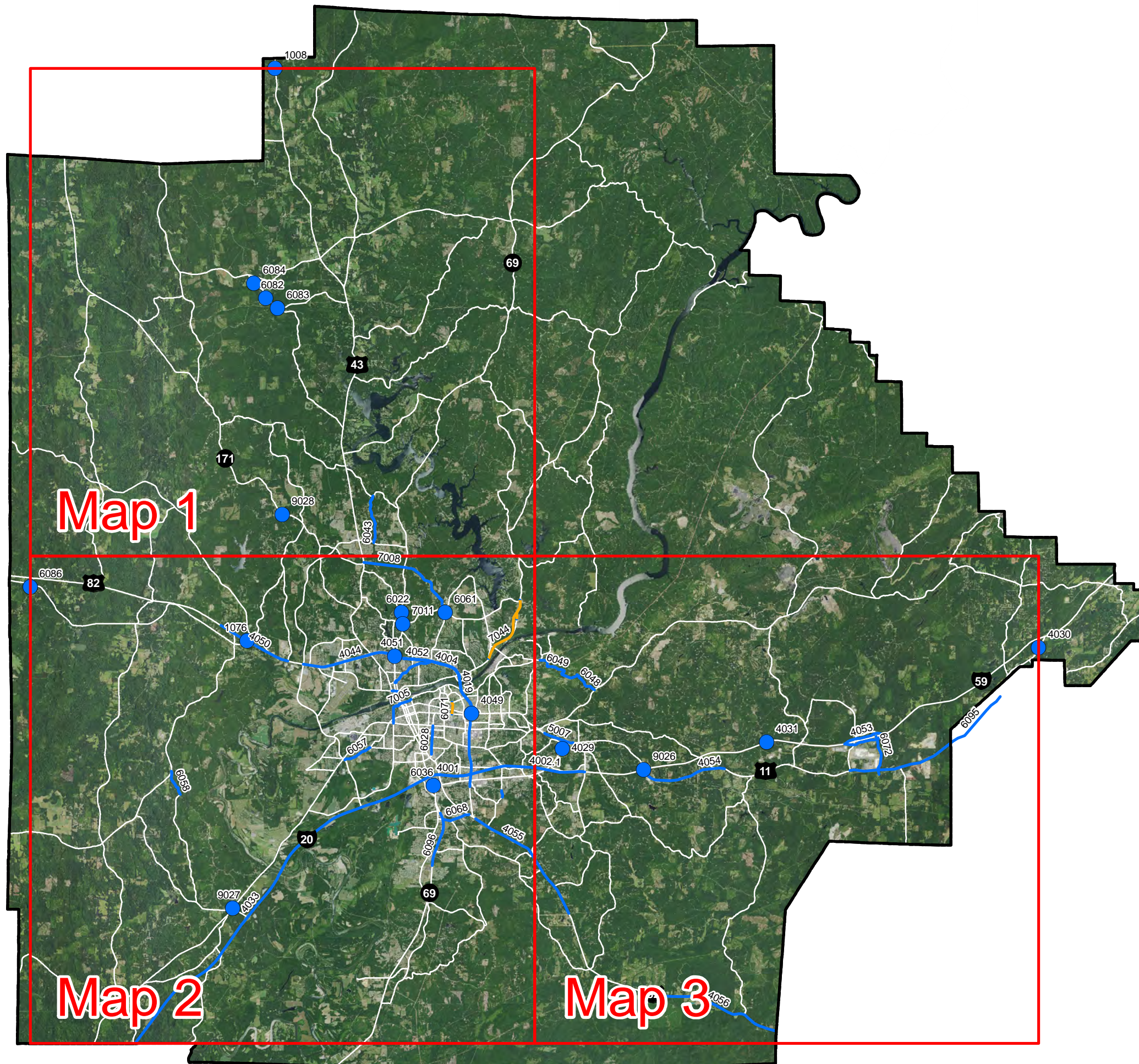
# Tuscaloosa Area MPO 2045 Long-Range Transportation Plan Projects (Key)

- 2045 Plan Projects
- 2045 Plan Projects (New Routes)
- 2045 Plan Projects



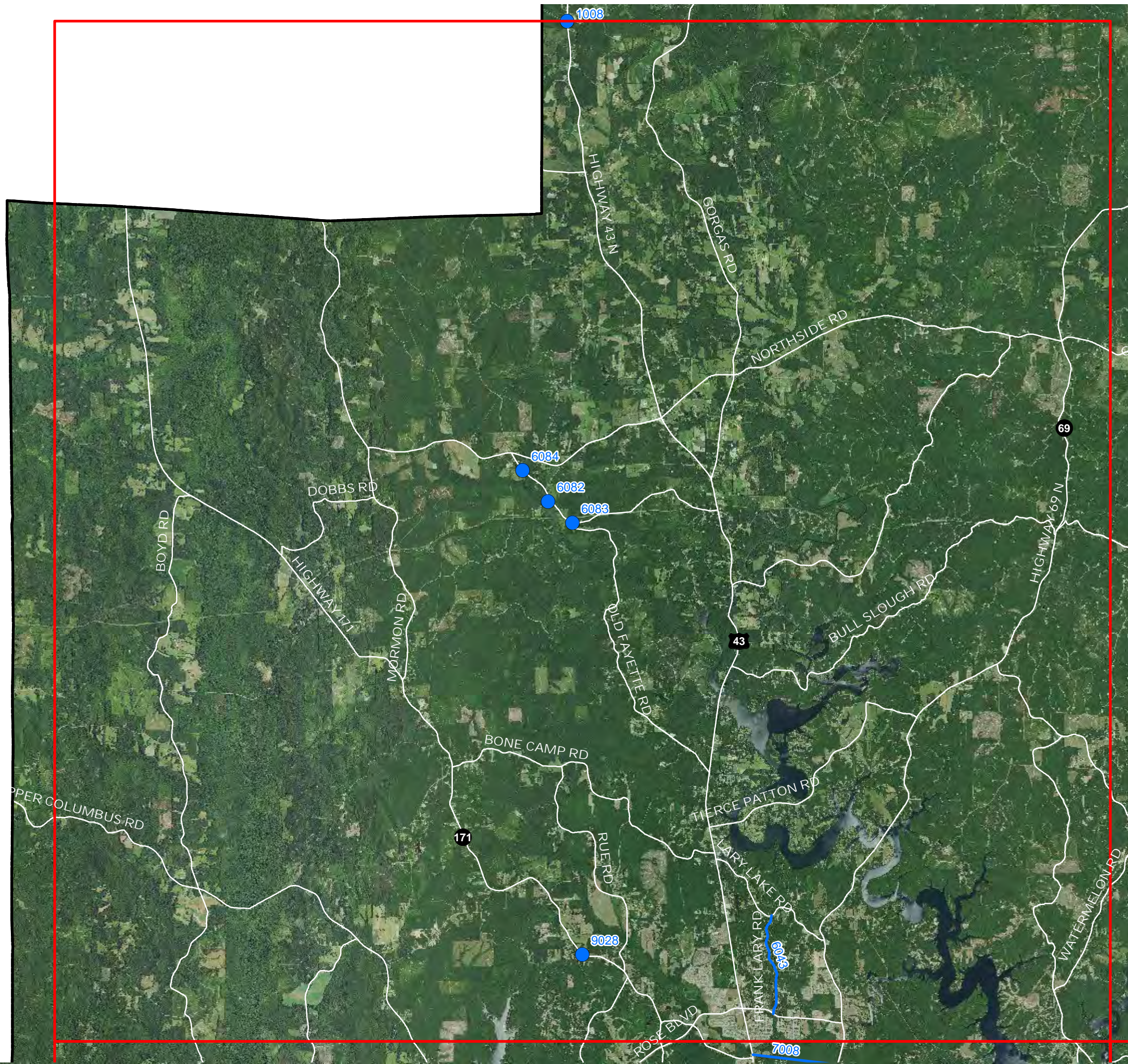
Base Map Source: USDA, ALDOT  
Projects: MPO




March 2019

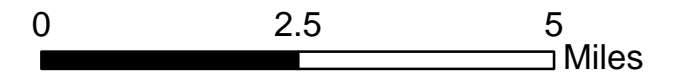




# Tuscaloosa Area MPO 2045 Long-Range Transportation Plan Projects (Map 1)



-  2045 Plan Projects
-  2045 Plan Projects (New Routes)
-  2045 Plan Projects



Base Map Source: USDA, ALDOT  
Projects: MPO

March 2019











## 6.0 Continuing Efforts

The Tuscaloosa transportation system will be carefully monitored to make this plan a viable document. This process will involve confirming socioeconomic estimates and projections regularly to identify any miscalculations and make any necessary corrections. It also requires being attentive to developing needs caused by expected and unexpected changes to the Tuscaloosa area. Anything that was not predicted by this plan may call for the deletion, addition, or shifting of selected projects. These alterations can easily be made by MPO amendments after the advisory committees and the public have reviewed the proposed changes.

Another of the continuing efforts is the preparation for the next plan. The base-year for the next plan will be 2020. With this in mind, the staff and MPO committees will begin gathering the necessary information in 2020. The MPO anticipates the next plan to be adopted by the end of 2024.

The transportation planning process involves more than the production of a plan. The process is intended to be continuous, comprehensive, and cooperative. These adjectives are used to define the 3-C planning process MPOs are required to follow. The MPO and its committees are scheduled to meet every other month. The frequency of the meetings is to ensure that all requirements of the process are met, including the production of Transportation Improvement Programs and Unified Planning Work Programs. The meetings allow discussion of essential transportation issues and provide the public with an opportunity to voice concerns. The meetings also keep key people in the process in contact with one another. All of these features ensure that the requirements of the 3-C planning process are being met.

# Amendments



**Tuscaloosa Area Metropolitan Planning Organization (MPO)**  
**Resolution MPO 2020-5**  
**Amending the**  
**2045 Long-Range Transportation Plan**

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

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

**WHEREAS**, the Tuscaloosa Area MPO, at the request of the Alabama Department of Transportation, proposes that the *2045 Long-Range Transportation Plan* be amended to add the following language:

**Performance Measures**

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

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

23 CFR 450.324 mandates that a Metropolitan Planning Organization (MPO) include performance-based planning in its Long-Range Transportation Plan (LRTP). More specifically, the LRTP should include a description of each measure and target; and a systems performance report.

Description of Performance Measures and Targets

Category	Performance Measure	Performance Target
Safety	Number of Fatalities	964 (2020)
	Rate of Fatalities	1.35 (2020) Per 100 million VMT traveled
	Number of Injuries	8,143 (2020)
	Rate of Serious Injuries	11.080 (2020) Per 100 million VMT traveled
	Number of Non-Motorized Fatalities & Injuries	384 (2020)
Transit	% of Revenue Vehicles that Exceeded ULB*	Reduce by 10% (2020)
	% of non-Revenue Vehicles that Exceeded ULB*	Reduce by 10% (2020)
	% of Facilities with Condition Rating < 3.0	No more than 20% rated < 3.0 (2020)
Assets	% Pavement in Good Condition (Interstate)	Greater than 50% (2-Year) (2018) Greater than 50% (4-Year) (2018)
	% Pavement in Poor Condition (Interstate)	Less than 5% (2-Year) (2018) Less than 5% (4-Year) (2018)

	% Pavement in Good Condition (non-Interstate)	Greater than 40% (2-Year) (2018) Greater than 40% (4-Year) (2018)
	% Pavement in Poor Condition (non-Interstate)	Less than 5% (2-Year) (2018) Less than 5% (4-Year) (2018)
	% NHS Bridges in Good Condition	No less than 27% (2-Year) (2018) No less than 27% (4-Year) (2018)
	% NHS Bridges in Poor Condition	No greater than 3% (2-Year) (2018) No greater than 3% (4-Year) (2018)
System Perform.	Reliable Person Miles on the Interstate	96.4% (2-Year) (2018) 96.4% (4-Year) (2018)
	Reliable Person Miles on the non-Interstate NHS	93.6% (4-Year) (2018)
	Truck Travel Time Reliability	1.20 (2-Year) (2018) 1.21 (4-Year) (2018)
	Annual Hours of Peak Hour Excessive Delay	Not Applicable
	Percent of Non-SOV	Not Applicable
	Total Emissions Reduction	Not Applicable

\* ULB = Useful Life Benchmark

Systems Performance Report

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

In lieu of developing their own targets, the MPO elected to support the state's targets as referenced in the table above.


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

**NOW, THEREFORE, BE IT RESOLVED** that the Tuscaloosa Area MPO does hereby revise the 2045 Long-Range Transportation Plan (LRTP) to include the above-mentioned changes.

Adopted December 16, 2019

  
\_\_\_\_\_  
MPO Chair

ATTEST:

  
\_\_\_\_\_  
Process Coordinator



**Tuscaloosa Area Metropolitan Planning Organization (MPO)**

**Resolution MPO 2021-3**

**Adopting the  
Adoption of New and Amended Targets for the Federal Performance Measures**

**And Amending the  
*Tuscaloosa Area 2045 Long-Range Transportation  
And  
FY2020-2023 Transportation Improvement Program***

**WHEREAS**, federal regulations require that the Metropolitan Long-Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP) include Performance Measurements and Targets for urbanized areas; and

**WHEREAS**, the Tuscaloosa Area Metropolitan Planning Organization (TAMPO), in coordination with the Federal Highway Administration (FHWA) and the Alabama Department of Transportation (ALDOT), has reviewed the requirement to adopt Performance Measures and Targets for use in the transportation process as required by 23 CFR 490.105;

<b>FHWA Safety Performance Measures (PM1) (Annual Targets)</b>	<b>Calendar Year Targets 2021</b>
Number of Fatalities	961
Rate of Fatalities (per 100 million Vehicle Miles Traveled)	1.364
Number of Serious Injuries	6,595
Rate of Serious Injuries (per 100 million Vehicle Miles Traveled)	9.355
Number of Non-motorized fatalities and serious injuries	366
<b>FHWA Bridge/Pavement Performance Measures (PM2)</b>	<b>Original 4-Year Target</b>
% of Pavements of the Interstate System in Good Condition	> 50.0%
% of Pavements of the Interstate System in Poor Condition	< 5.0%
% of Pavements of the Non-Interstate NHS in Good Condition	> 40.0%
% of Pavements of the Non-Interstate NHS in Poor Condition	< 5.0%
% of NHS bridges in Good condition by deck area	≥ 27.0%
% of NHS bridges in Poor condition by deck area	≤ 3.0%
<b>FHWA System Performance Measures (PM3)</b>	<b>Adjusted 4-Year Target 2022</b>
% of Person-Miles Traveled on the Interstate that are Reliable	92.00%
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	90.00%
Truck Travel Time Reliability (TTTR) Index on the Interstate	1.3
<b>FTA Transit State of Good Repair Performance Measures</b>	<b>2020</b>
% of Rolling Stock (Revenue vehicles) meet or exceed Useful Life Benchmark (ULB)	Reduce inventory by 5%
% of Equipment (over \$50K) meet or exceed Useful Life Benchmark (ULB)	Reduce by 10%
% of FTA-funded Facilities with condition rating below 3.0 (average) of FTA Average TERM Scale	No more than 20% of facilities rate less than average



FTA Transit Safety Performance Measures	Demand Response	Fixed Route
Fatalities	0	0
Rate of Fatalities	0%	0%
Injuries	0	0
Rate of Injuries	0%	0%
Safety Events	0	0
Rate of Safety Events	0%	0%
Mean distance between major mechanical failure	36,524	18,332

\*rate = total number for the year/total revenue vehicle miles traveled

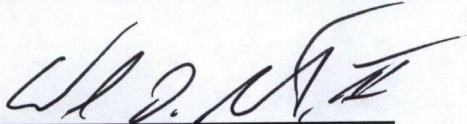
**WHEREAS**, the Alabama Department of Transportation requires the Tuscaloosa Area Metropolitan Planning Organization to implement a performance-based approach to planning and programming activities and to indicate their support of these Performance Measures and Targets within the Metropolitan Planning Organization urbanized area; and

**WHEREAS**, the Metropolitan Planning Organization has reviewed these new and amended Performance Measures and Targets and believes them to be in the best interest of the community; now

**THEREFORE, BE IT RESOLVED**, the Tuscaloosa Area Metropolitan Planning Organization does hereby adopt and support the aforementioned Performance Measures and Targets.

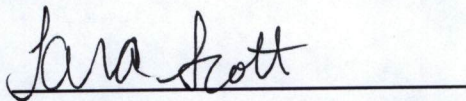
**BE IT FURTHER RESOLVED**, the Tuscaloosa Area Metropolitan Planning Organization does hereby amend the *Tuscaloosa Area 2040 Long-Range Transportation Plan* and *FY2020-2023 Transportation Improvement Program* to include the aforementioned Performance Measures and Targets.

Adopted this 14<sup>th</sup> day of December 2020



MPO Chair

Attest:





**Tuscaloosa Area Metropolitan Planning Organization (MPO)**

**Resolution MPO 2022-4**

**Adopting the  
Adoption of New and Amended Targets for the Federal Performance Measures**

**And Amending the  
*Tuscaloosa Area 2045 Long-Range Transportation  
And  
FY2020-2023 Transportation Improvement Program***

**WHEREAS**, federal regulations require that the Metropolitan Long-Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP) include Performance Measurements and Targets for urbanized areas; and

**WHEREAS**, the Tuscaloosa Area Metropolitan Planning Organization (TAMPO), in coordination with the Federal Highway Administration (FHWA) and the Alabama Department of Transportation (ALDOT), has reviewed the requirement to adopt Performance Measures and Targets for use in the transportation process as required by 23 CFR 490.105;

<b>FHWA Safety Performance Measures (PM1) (Annual Targets)</b>	<b>Calendar Year Targets 2022</b>
Number of Fatalities	961
Rate of Fatalities (per 100 million Vehicle Miles Traveled)	1.400
Number of Serious Injuries	6,000
Rate of Serious Injuries (per 100 million Vehicle Miles Traveled)	9.000
Number of Combined Non-motorized fatalities and Non-motorized injuries	365
<b>FHWA Bridge/Pavement Performance Measures (PM2)</b>	<b>Original 4-Year Target</b>
% of Pavements of the Interstate System in Good Condition	> 50.0%
% of Pavements of the Interstate System in Poor Condition	< 5.0%
% of Pavements of the Non-Interstate NHS in Good Condition	> 40.0%
% of Pavements of the Non-Interstate NHS in Poor Condition	< 5.0%
% of NHS bridges in Good condition by deck area	≥ 27.0%
% of NHS bridges in Poor condition by deck area	≤ 3.0%
<b>FHWA System Performance Measures (PM3)</b>	<b>Adjusted 4-Year Target 2022</b>
% of Person-Miles Traveled on the Interstate that are Reliable	92.00%
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	90.00%
Truck Travel Time Reliability (TTTR) Index on the Interstate	1.3
<b>FTA Transit State of Good Repair Performance Measures</b>	<b>2020</b>
% of Rolling Stock (Revenue vehicles) meet or exceed Useful Life Benchmark (ULB)	Reduce inventory by 5%
% of Equipment (over \$50K) meet or exceed Useful Life Benchmark (ULB)	Reduce by 10%
% of FTA-funded Facilities with condition rating below 3.0 (average) of FTA Average TERM Scale	No more than 20% of facilities rate less than average

FTA Transit Safety Performance Measures	Demand Response	Fixed Route
Fatalities	0	0
Rate of Fatalities	0%	0%
Injuries	0	0
Rate of Injuries	0%	0%
Safety Events	0	0
Rate of Safety Events	0%	0%
Mean distance between major mechanical failure	36,524	18,332

\*rate = total number for the year/total revenue vehicle miles traveled

**WHEREAS**, the Alabama Department of Transportation requires the Tuscaloosa Area Metropolitan Planning Organization to implement a performance-based approach to planning and programming activities and to indicate their support of these Performance Measures and Targets within the Metropolitan Planning Organization urbanized area; and

**WHEREAS**, the Metropolitan Planning Organization has reviewed these new and amended Performance Measures and Targets and believes them to be in the best interest of the community; now

**THEREFORE, BE IT RESOLVED**, the Tuscaloosa Area Metropolitan Planning Organization does hereby adopt and support the aforementioned Performance Measures and Targets.

**BE IT FURTHER RESOLVED**, the Tuscaloosa Area Metropolitan Planning Organization does hereby amend the *Tuscaloosa Area 2040 Long-Range Transportation Plan* and *FY2020-2023 Transportation Improvement Program* to include the aforementioned Performance Measures and Targets.

Adopted this 13<sup>th</sup> day of December 2021

  
 \_\_\_\_\_  
 MPO Chair

Attest:  
  
 \_\_\_\_\_  
 Process Coordinator



**Tuscaloosa Area Metropolitan Planning Organization (MPO)**

**Resolution MPO 2022-8**

**Adopting the  
Adoption of New and Amended Targets for the Federal Performance Measures**

**And Amending the  
*Tuscaloosa Area 2045 Long-Range Transportation  
And  
FY2020-2023 Transportation Improvement Program***

**WHEREAS**, federal regulations require that the Metropolitan Long-Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP) include Performance Measurements and Targets for urbanized areas; and

**WHEREAS**, the Tuscaloosa Area Metropolitan Planning Organization (TAMPO), in coordination with the Federal Highway Administration (FHWA) and the Alabama Department of Transportation (ALDOT), has reviewed the requirement to adopt Performance Measures and Targets for use in the transportation process as required by 23 CFR 490.105;

<b>FHWA Safety Performance Measures (PM1) (Annual Targets)</b>	<b>Calendar Year Targets 2022</b>
Number of Fatalities	961
Rate of Fatalities (per 100 million Vehicle Miles Traveled)	1.400
Number of Serious Injuries	6,000
Rate of Serious Injuries (per 100 million Vehicle Miles Traveled)	9.000
Number of Combined Non-motorized fatalities and Non-motorized injuries	365
<b>FHWA Bridge/Pavement Performance Measures (PM2)</b>	<b>Original 4-Year Target</b>
% of Pavements of the Interstate System in Good Condition	> 50.0%
% of Pavements of the Interstate System in Poor Condition	< 5.0%
% of Pavements of the Non-Interstate NHS in Good Condition	> 40.0%
% of Pavements of the Non-Interstate NHS in Poor Condition	< 5.0%
% of NHS bridges in Good condition by deck area	≥ 27.0%
% of NHS bridges in Poor condition by deck area	≤ 3.0%
<b>FHWA System Performance Measures (PM3)</b>	<b>Adjusted 4-Year Target 2020</b>
% of Person-Miles Traveled on the Interstate that are Reliable	92.00%
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	90.00%
Truck Travel Time Reliability (TTTR) Index on the Interstate	1.3
<b>FTA Transit State of Good Repair Performance Measures</b>	<b>2022</b>
% of Rolling Stock (Revenue vehicles) meet or exceed Useful Life Benchmark (ULB)	Reduce inventory by 5%
% of Equipment (over \$50K) meet or exceed Useful Life Benchmark (ULB)	Reduce by 5%
% of FTA-funded Facilities with condition rating below 3.0 (average) of FTA Average TERM Scale	No more than 20% of facilities rate less than average

<b>FTA Transit Safety Performance Measures</b>	<b>Demand Response</b>	<b>Fixed Route</b>
Fatalities	0	0
Rate of Fatalities	0%	0%
Injuries	0	0
Rate of Injuries	0%	0%
Safety Events	0	0
Rate of Safety Events	0%	0%
Mean distance between major mechanical failure	36,524	18,332

\*rate = total number for the year/total revenue vehicle miles traveled

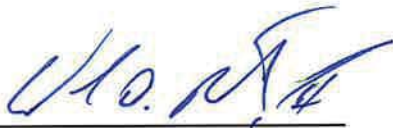
**WHEREAS**, the Alabama Department of Transportation requires the Tuscaloosa Area Metropolitan Planning Organization to implement a performance-based approach to planning and programming activities and to indicate their support of these Performance Measures and Targets within the Metropolitan Planning Organization urbanized area; and

**WHEREAS**, the Metropolitan Planning Organization has reviewed these new and amended Performance Measures and Targets and believes them to be in the best interest of the community; now

**THEREFORE, BE IT RESOLVED**, the Tuscaloosa Area Metropolitan Planning Organization does hereby adopt and support the aforementioned Performance Measures and Targets.

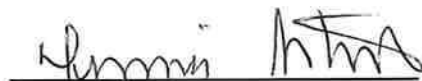
**BE IT FURTHER RESOLVED**, the Tuscaloosa Area Metropolitan Planning Organization does hereby amend the *Tuscaloosa Area 2045 Long-Range Transportation Plan* and *FY2020-2023 Transportation Improvement Program* to include the aforementioned Performance Measures and Targets.

Adopted this 27<sup>th</sup> day of June 2022



MPO Chair

Attest:



Process Coordinator



**Tuscaloosa Area Metropolitan Planning Organization (MPO)**

**Resolution MPO 2022-10**

**Amending the**

***2045 Long-Range Transportation Plan (LRTP)***

**WHEREAS**, the Tuscaloosa Area MPO is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (amended by the Infrastructure Investment and Jobs Act, November 2021); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and


**WHEREAS**, the Tuscaloosa Area MPO adopted the *2045 Long-Range Transportation Plan (LRTP)* in 2019; and

**WHEREAS**, in order to be eligible for federal funding, transportation projects that increase capacity must be on the LRTP; and

**WHEREAS**, the Alabama Department of Transportation has determined that the following changes need to be made to the LRTP:

1. (Project Addition) 100074558 West Alabama Highway from north of Linden to Moundville (Design Build); \$500,000,000
2. (Project Addition) 100075208, 100075209, 100075210, 100075211 Additional Lanes and Bridge Replacement on SR-216 from Youngblood Parkway to the I-59 East Ramp of Exit 100 (Bin# 008904); \$19,351,750

**THEREFORE BE IT RESOLVED**, this **27th day of June 2022**, that the Tuscaloosa Area MPO does hereby amend the *2045 Long-Range Transportation Plan (LRTP)* to include the listed changes.

  
\_\_\_\_\_  
MPO Chairman

Attest:

  
\_\_\_\_\_  
Process Coordinator

**Tuscaloosa Area Metropolitan Planning Organization (MPO)  
Resolution MPO 2023-4**

**Adoption of New and Amended Targets for the Federal Performance Measures**

**And Amending the**

***Tuscaloosa Area 2045 Long-Range Transportation  
And  
FY2020-2023 Transportation Improvement Program***

**WHEREAS**, federal regulations require that the Metropolitan Long-Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP) include Performance Measurements and Targets for urbanized areas; and

**WHEREAS**, the Tuscaloosa Area Metropolitan Planning Organization (TAMPO), in coordination with the Federal Highway Administration (FHWA) and the Alabama Department of Transportation (ALDOT), has reviewed the requirement to adopt Performance Measures and Targets for use in the transportation process as required by 23 CFR 490.105;

<b>FHWA Safety Performance Measures (PM1)</b>	<b>Annual Target - 2022</b>
Number of Fatalities	1,000
Rate of Fatalities (per 100 million Vehicle Miles Traveled)	1.440
Number of Serious Injuries	6,500
Rate of Serious Injuries (per 100 million Vehicle Miles Traveled)	9.82
Number of Non-motorized fatalities and serious injuries	400
<b>FHWA Bridge/Pavement Performance Measures (PM2)</b>	<b>Original 4-Year Target - 2022</b>
% of Pavements of the Interstate System in Good Condition	≥ 50.0%
% of Pavements of the Interstate System in Poor Condition	≤ 5.0%
% of Pavements of the Non-Interstate NHS in Good Condition	≥ 25.0%
% of Pavements of the Non-Interstate NHS in Poor Condition	≤ 5.0%
% of NHS bridges in Good condition by deck area	≥ 25.0%
% of NHS bridges in Poor condition by deck area	≤ 3.0%
<b>FHWA System Performance Measures (PM3)</b>	<b>Original 4-Year Target - 2022</b>
% of Person-Miles Traveled on the Interstate that are Reliable	92.00%
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	90.00%
Truck Travel Time Reliability (TTTR) Index on the Interstate	1.3
<b>FTA Transit State of Good Repair Performance Measures</b>	<b>Annual Target - 2022</b>
% of Rolling Stock (Revenue vehicles) meet or exceed Useful Life Benchmark (ULB)	Reduce inventory by 5%
% of Equipment (over \$50K) meet or exceed Useful Life Benchmark (ULB)	Reduce by 5%
% of FTA-funded Facilities with condition rating below 3.0 (average) of FTA Average TERM Scale	No more than 20% of facilities rate less than average



FTA Transit Safety Performance Measures	Annual Target 2022	
	Demand Response	Fixed Route
Fatalities	0	0
Rate of Fatalities	0%	0%
Injuries	0	0
Rate of Injuries	0%	0%
Safety Events	0	0
Rate of Safety Events	0%	0%
Mean distance between major mechanical failure	36,524	18,332

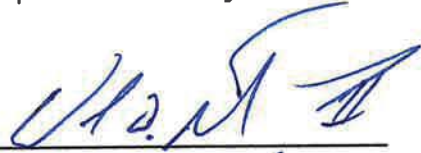
**WHEREAS**, the Alabama Department of Transportation requires the Tuscaloosa Area Metropolitan Planning Organization to implement a performance-based approach to planning and programming activities and to indicate their support of these Performance Measures and Targets within the Metropolitan Planning Organization urbanized area; and

**WHEREAS**, the Metropolitan Planning Organization has reviewed these new and amended Performance Measures and Targets and believes them to be in the best interest of the community; now

**THEREFORE, BE IT RESOLVED**, the Tuscaloosa Area Metropolitan Planning Organization does hereby adopt and support the aforementioned Performance Measures and Targets.

**BE IT FURTHER RESOLVED**, the Tuscaloosa Area Metropolitan Planning Organization does hereby amend the *Tuscaloosa Area 2045 Long-Range Transportation Plan* and *FY2020-2023 Transportation Improvement Program* to include the aforementioned Performance Measures and Targets.

Adopted this 12<sup>th</sup> day of December 2022

  
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 MPO Chair

Attest:  
  
 \_\_\_\_\_  
 Process Coordinator

**Tuscaloosa Area Metropolitan Planning Organization (MPO)  
Resolution MPO 2024-3**

**Adoption of New and Amended Targets for the Federal Performance Measures**

**And Amending the**

***Tuscaloosa Area 2045 Long-Range Transportation  
And  
FY2024-2027 Transportation Improvement Program***

**WHEREAS**, federal regulations require that the Metropolitan Long-Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP) include Performance Measurements and Targets for urbanized areas; and

**WHEREAS**, the Tuscaloosa Area Metropolitan Planning Organization (TAMPO), in coordination with the Federal Highway Administration (FHWA) and the Alabama Department of Transportation (ALDOT), has reviewed the requirement to adopt Performance Measures and Targets for use in the transportation process as required by 23 CFR 490.105;

<b>FHWA Safety Performance Measures (PM1)</b>	<b>Annual Target – 2023</b>
Number of Fatalities	1,000
Rate of Fatalities (per 100 million Vehicle Miles Traveled)	1.400
Number of Serious Injuries	6,400
Rate of Serious Injuries (per 100 million Vehicle Miles Traveled)	9.80
Number of Non-motorized fatalities and serious injuries	400
<b>FHWA Bridge/Pavement Performance Measures (PM2)</b>	<b>Original 4-Year Target - 2023</b>
% of Pavements of the Interstate System in Good Condition	≥ 50.0%
% of Pavements of the Interstate System in Poor Condition	≤ 5.0%
% of Pavements of the Non-Interstate NHS in Good Condition	≥ 25.0%
% of Pavements of the Non-Interstate NHS in Poor Condition	≤ 5.0%
% of NHS bridges in Good condition by deck area	≥ 25.0%
% of NHS bridges in Poor condition by deck area	≤ 3.0%
<b>FHWA System Performance Measures (PM3)</b>	<b>Original 4-Year Target - 2023</b>
% of Person-Miles Traveled on the Interstate that are Reliable	92.00%
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	90.00%
Truck Travel Time Reliability (TTTR) Index on the Interstate	1.3
<b>FTA Transit State of Good Repair Performance Measures</b>	<b>Annual Target - 2023</b>
% of Rolling Stock (Revenue vehicles) meet or exceed Useful Life Benchmark (ULB)	Reduce inventory by 5%
% of Equipment (over \$50K) meet or exceed Useful Life Benchmark (ULB)	Reduce by 5%
% of FTA-funded Facilities with condition rating below 3.0 (average) of FTA Average TERM Scale	No more than 20% of facilities rate less than average



FTA Transit Safety Performance Measures	Annual Target 2023	
	Demand Response	Fixed Route
Fatalities	0	0
Rate of Fatalities	0%	0%
Injuries	0	0
Rate of Injuries	0%	0%
Safety Events	0	0
Rate of Safety Events	0%	0%
Mean distance between major mechanical failure	36,524	18,332

**WHEREAS**, the Alabama Department of Transportation requires the Tuscaloosa Area Metropolitan Planning Organization to implement a performance-based approach to planning and programming activities and to indicate their support of these Performance Measures and Targets within the Metropolitan Planning Organization urbanized area; and

**WHEREAS**, the Metropolitan Planning Organization has reviewed these new and amended Performance Measures and Targets and believes them to be in the best interest of the community; now

**THEREFORE, BE IT RESOLVED**, the Tuscaloosa Area Metropolitan Planning Organization does hereby adopt and support the aforementioned Performance Measures and Targets.

**BE IT FURTHER RESOLVED**, the Tuscaloosa Area Metropolitan Planning Organization does hereby amend the *Tuscaloosa Area 2045 Long-Range Transportation Plan* and *FY2024-2027 Transportation Improvement Program* to include the aforementioned Performance Measures and Targets.

Adopted this 11<sup>th</sup> day of December 2023

MPO Chair

Attest:

Process Coordinator

**Tuscaloosa Area Metropolitan Planning Organization (MPO)**

**Resolution MPO 2024-7**

**Amending the**

***2045 Long-Range Transportation Plan (LRTP)***

**WHEREAS**, the Tuscaloosa Area MPO is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (amended by the Infrastructure Investment and Jobs Act, November 2021); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and

**WHEREAS**, the Tuscaloosa Area MPO adopted the *2045 Long-Range Transportation Plan (LRTP)* in 2019; and

**WHEREAS**, in order to be eligible for federal funding, transportation projects that increase capacity must be on the LRTP; and

**WHEREAS**, the Alabama Department of Transportation has determined that the following changes need to be made to the LRTP:

1. (Project Addition) Woolsey Finnell Bridge Replacement and Approaches on SR-6 (US-82) over the Black Warrior River (BIN #'S 006932, 006552, 006553, 006554, 006555); \$124,925,000

**THEREFORE BE IT RESOLVED**, this **15th day of April 2024**, that the Tuscaloosa Area MPO does hereby amend the *2045 Long-Range Transportation Plan (LRTP)* to include the listed changes.

  
\_\_\_\_\_  
MPO Chair

Attest:

  
\_\_\_\_\_  
Process Coordinator



**Tuscaloosa Area Metropolitan Planning Organization (MPO)  
Resolution MPO 2024-8**

**Adoption of New and Amended Targets for the Federal Performance Measures**

**And Amending the**

***Tuscaloosa Area 2045 Long-Range Transportation  
And  
FY2024-2027 Transportation Improvement Program***

**WHEREAS**, federal regulations require that the Metropolitan Long-Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP) include Performance Measurements and Targets for urbanized areas; and

**WHEREAS**, the Tuscaloosa Area Metropolitan Planning Organization (TAMPO), in coordination with the Federal Highway Administration (FHWA) and the Alabama Department of Transportation (ALDOT), has reviewed the requirement to adopt Performance Measures and Targets for use in the transportation process as required by 23 CFR 490.105;

<b>FHWA Safety Performance Measures (PM1)</b>	<b>Annual Target – 2023</b>
Number of Fatalities	1,000
Rate of Fatalities (per 100 million Vehicle Miles Traveled)	1.400
Number of Serious Injuries	6,400
Rate of Serious Injuries (per 100 million Vehicle Miles Traveled)	9.80
Number of Non-motorized fatalities and serious injuries	400
<b>FHWA Bridge/Pavement Performance Measures (PM2)</b>	<b>Original 4-Year Target - 2023</b>
% of Pavements of the Interstate System in Good Condition	≥ 50.0%
% of Pavements of the Interstate System in Poor Condition	≤ 5.0%
% of Pavements of the Non-Interstate NHS in Good Condition	≥ 25.0%
% of Pavements of the Non-Interstate NHS in Poor Condition	≤ 5.0%
% of NHS bridges in Good condition by deck area	≥ 25.0%
% of NHS bridges in Poor condition by deck area	≤ 3.0%
<b>FHWA System Performance Measures (PM3)</b>	<b>Original 4-Year Target - 2023</b>
% of Person-Miles Traveled on the Interstate that are Reliable	92.00%
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	90.00%
Truck Travel Time Reliability (TTTR) Index on the Interstate	1.3
<b>FTA Transit State of Good Repair Performance Measures</b>	<b>Annual Target - 2023</b>
% of Rolling Stock (Revenue vehicles) meet or exceed Useful Life Benchmark (ULB)	Reduce inventory by 5%
% of Equipment (over \$50K) meet or exceed Useful Life Benchmark (ULB)	Reduce by 10%
% of FTA-funded Facilities with condition rating below 3.0 (adequate) of FTA Average TERM Scale	No more than 20% of facilities rate less than adequate

FTA Transit Safety Performance Measures	Annual Target 2023	
	Demand Response	Fixed Route
Fatalities	0	0
Rate of Fatalities	0%	0%
Injuries	0	0
Rate of Injuries	0%	0%
Safety Events	0	0
Rate of Safety Events	0%	0%
Mean distance between major mechanical failure	36,524	18,332

**WHEREAS**, the Alabama Department of Transportation requires the Tuscaloosa Area Metropolitan Planning Organization to implement a performance-based approach to planning and programming activities and to indicate their support of these Performance Measures and Targets within the Metropolitan Planning Organization urbanized area; and

**WHEREAS**, the Metropolitan Planning Organization has reviewed these new and amended Performance Measures and Targets and believes them to be in the best interest of the community; now

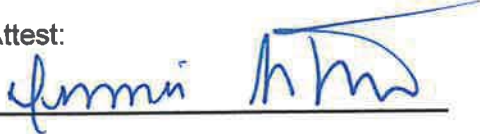
**THEREFORE, BE IT RESOLVED**, the Tuscaloosa Area Metropolitan Planning Organization does hereby adopt and support the aforementioned Performance Measures and Targets.

**BE IT FURTHER RESOLVED**, the Tuscaloosa Area Metropolitan Planning Organization does hereby amend the *Tuscaloosa Area 2045 Long-Range Transportation Plan* and *FY2024-2027 Transportation Improvement Program* to include the aforementioned Performance Measures and Targets.

Adopted this 15<sup>th</sup> day of April 2024

  
 \_\_\_\_\_  
 MPO Chair

Attest:

  
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