

Alabama Department of Transportation (ALDOT)

Program Performance Narrative

FY 2024-2027 Statewide Transportation Improvement Program (STIP)

What is a Program Performance Narrative?

A program performance narrative is required to comply with federal performance-based planning requirements. This narrative provides information on the proposed investment costs to support the achievement of the statewide performance-based targets that have been set by ALDOT through various Bureaus. The federal performance measures are as follows:

- Highway Performance Measures
 - PM1: Safety Performance Measures
 - PM2: Pavement and Bridge Condition Performance Measures
 - PM3: System Performance Measures
- Transit Performance Measures
 - Federal Transit Administration (FTA) Performance Measures (State of Good Repair) for Transit Asset Management

Both highway and transit projects within this STIP support the various statewide targets. The STIP project selection criteria consider ALDOT's goals and objectives to preserve the existing system, improve system reliability, promote safety, reduce congestion, and improve the movement of goods and people.

A summary of each performance measure and the estimated annual investment amount is as follows:

Highway Performance Measures

PM1: Safety Performance Measures

In 2016, FHWA established the highway safety performance measures¹ to carry out the Highway Safety Improvement Program (HSIP). The performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

The FY 2024-2027 STIP includes various safety-related projects to reduce the number of fatalities and serious injuries. The Safety program is considered a Level of Effort program and a portion of safety funds are transferred to the Maintenance Bureau for systemic improvements with its resurfacing program. The following estimate is for applicable safety projects throughout the state.

¹ 23 CFR Part 490, Subpart B

Estimated annual funding for safety projects:

\$30 million

PM2: Pavement and Bridge Condition

In 2017, FHWA established performance measures to assess pavement condition² and bridge condition³ for the National Highway Performance Program. The second FHWA performance measure rule (PM2) established six performance measures:

Pavement Condition Performance Measures

1. Percentage of Interstate pavements in good condition;
2. Percentage of Interstate pavements in poor condition;
3. Percentage of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percentage of non-Interstate NHS pavements in poor condition;

Bridge Condition Performance Measures

5. Percentage of NHS bridges good condition;
6. Percentage of NHS bridges poor condition.

The FY 2024-2027 STIP includes projects that will maintain and improve pavement and bridge conditions. Pavement and bridge project investments cover five(5) different work types: maintenance, preservation, rehabilitation, reconstruction, and new construction.

**Estimated annual funding for Pavement Projects
and Bridge projects:**

\$503 Million

\$198 Million

PM3: System Performance Measures, Freight, and Congestion Mitigation & Air Quality Improvement Program

In 2017, FHWA established measures to assess performance of the National Highway System⁴, freight movement on the Interstate system⁵, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program^{6,7}. This third FHWA performance measure rule (PM3) established six performance measures, described below.

National Highway System Performance:

1. Percentage of reliable person-miles traveled on the Interstate system
2. Percentage of reliable person-miles traveled on the non-Interstate NHS

² 23 CFR Part 490, Subpart C

³ 23 CFR Part 490, Subpart D

⁴ 23 CFR Part 490, Subpart E

⁵ 23 CFR Part 490, Subpart F

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⁷ 23 CFR Part 490, Subparts G and H

Transit Performance Targets

Transit Asset Management (TAM)

Under the *TAM Final Rule*, FTA established four (4) performance measures to approximate the State of Good Repair (SGR) for four categories of capital assets. Calculating performance measures helps transit agencies to quantify the condition of their assets, which facilitates setting targets that support local funding prioritization.

There are four (4) Transit Performance Measures:

1. Rolling Stock
 - a. Percentage of revenue vehicles met or exceeded the Use of Life Benchmark (ULB)
2. Non-Revenue Equipment
 - a. Percentage of non-Revenue vehicles met or exceeded ULB
3. Facilities (example: Administrative & Maintenance facilities)
 - a. Percentage of Facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale
4. Infrastructure (not applicable to Alabama)

Estimated annual funding for Transit Capital Investment projects: \$ 10 million

Public Transportation Agency Safety Plan

Public Transportation Agency Safety Plan (PTASP) final rule 49 CFR 673 requires that certain operators of public transportation systems that are recipients or subrecipients of FTA grant funds to develop safety plans that include processes and procedures necessary for implementing Safety Management Systems.

The final rule became effective on July 19, 2019. Each transit operator is required to certify its plan July 20th of each year. Coordination of the targets are between the transit operator and the MPO. Therefore, there is no statewide target for this measure.

ALDOT PROGRAM PERFORMANCE NARRATIVE

FY 2024-2027 STIP

ALDOT INVESTMENT CATERGORY	EST PLANNED ANNUAL BUDGET (Millions)	PM1	PM2		PM3	TRANSIT ASSET MANAGMENT
		SAFETY	PAVEMENT CONDITION	BRIDGE CONDITION	SYSTEM PERFORMANCE (Reliability and Freight)	
Safety Program	\$ 30 M	X				
Interstate & Non-Interstate NHS Pavement Maintenance*	\$ 503 M		X		X	
Bridge*	\$ 198 M			X	X	
System Enhancement* & CMAQ	\$ 170 M				X	
Transit Capital Investments**	\$ 10 M					X
TOTAL ANNUAL FUNDING ESTIMATES:	\$ 911 M	Approximately \$3.644 BILLON over the 4-year period of the STIP				

*Bridge Projects are Preservation, Rehabilitation, Maintenance, Reconstruction, Pavement Projects are Preservation and Rehabilitation, and System Enhancement projects are defined as highway and bridge capacity projects, ITS, Freight-related, CMAQ, etc.

**Transit Capital Investments include purchase of revenue and non-revenue vehicles. Also, includes facility construction projects.

NOTE: Applicable project types may cover more than one measure and based on available funding.