

STATE OF ALABAMA

DEPARTMENT OF TRANSPORTATION



FEDERAL AID PROGRAM

March 6, 2023

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FEDERAL AID PROGRAM

The Infrastructure Investment Jobs Act was signed into Public Law 117-58 on November 15, 2021. IIJA authorizes the federal surface transportation programs for highways, highway safety, and transit activities for the 6-year period 2022-2026. Federal funds are apportioned to the states by various formulas contained in this law.

These federal funds do not take into consideration any limitations on spending that may be applied by the federal government.

The federal aid highway program is a reimbursable program in that the Alabama Department of Transportation (ALDOT) is required to pay its obligations, (contractors, suppliers, administration, etc.) and then is reimbursed the federal share from the Federal Highway Administration (FHWA). The federal share is 80% on most projects: however, there are some project activities where the federal share is 90% or more and some programs are 100% federal participation.

RETAINED PROGRAMS FROM PRIOR BILLS

- National Highway Performance Program (NHPP)
- National Highway Freight Program (NHFP)
- Highway Safety Improvement Program (HSIP) WITH MODIFICATIONS
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Transportation Alternatives (TA) WITH MODIFICATIONS
- Surface Transportation Program (STP) WITH MODIFICATIONS

PROJECT SELECTION

IIJA retains the traditional project selection process that was in previous bills. In areas designated as Transportation Management Areas (TMA's), project selection is the responsibility of the Metropolitan Planning Organization (MPO), in consultation with the State and appropriate transit operators, except for projects on the National Highway System (NHS). Projects selected by the MPO must come from an approved Transportation Improvement Program (TIP). Responsibility for selecting NHS projects rests with the State in cooperation with the MPO, based on an approved TIP. Other highway and public transportation projects not included on the approved Statewide Transportation Improvement Program (STIP) will not be eligible for federal funding.

In all urbanized areas not designated as TMA's, project selection responsibility rests with the State, in consultation with the appropriate transit operator and in cooperation with the MPO. These projects must come from an approved TIP.

The TIPs for the State and all urbanized areas must be financially constrained, prioritized and cooperatively developed by the State, the MPO, and the transit operators. The first year of an approved TIP is deemed to constitute an agreed upon list of selected projects. Projects not in the first year of an approved TIP but that are subsequently chosen for implementation by the ALDOT or MPO, as appropriate, would utilize the selection procedures.

NATIONAL HIGHWAY PERFORMANCE PROGRAM

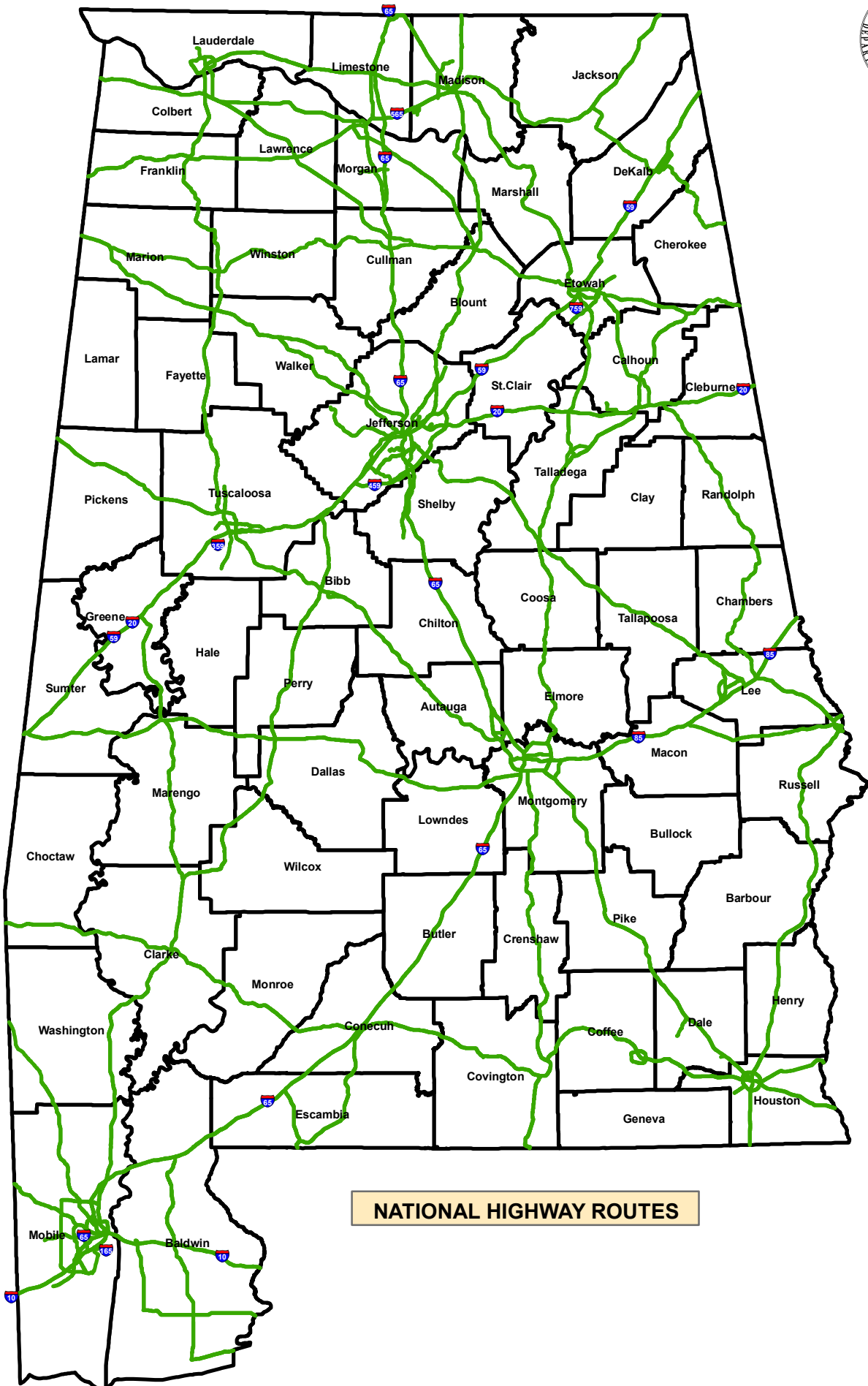
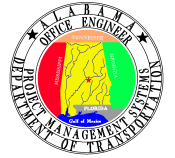
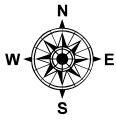
The National Highway System (NHS) is composed of approximately 4,291 miles of rural and urban roads. It includes the Interstate System, most U.S. Routes, and additional major state routes. This program is 80% federal participation with 90% participation on interstate maintenance activities. The 80% federal share applies to the following FMIS codes: Y001 and Y002 IIJA.

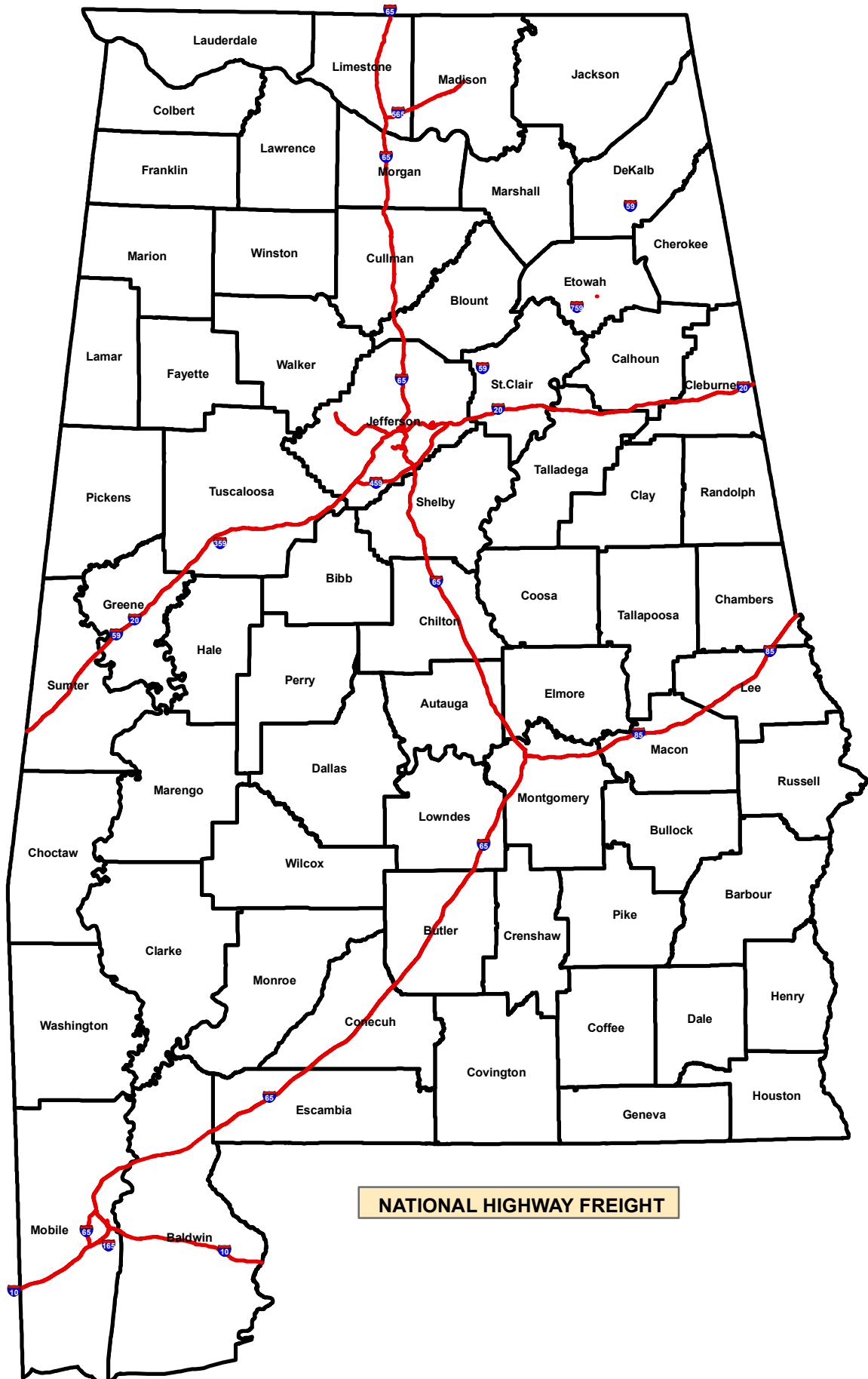
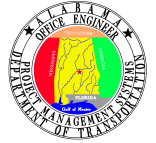
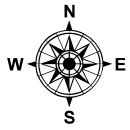
Federal Aid Apportionments for FY 2023 \$ 567.6 million

NATIONAL HIGHWAY FREIGHT PROGRAM

The purpose of the National Highway Freight Program (NHFP) is to improve efficient movement of freight. The NHFP is composed of approximately 3,056 miles of rural and urban roads which includes parts of the Interstate System. The entire apportionment for freight is currently being used to pay a part of the annual bond payment for the I-59 Central Business District Bridge Replacement (CBD) in Birmingham. This program is 80% federal participation with 90% participation on interstate maintenance activities. The 80% federal share applies to the following FMIS code: Y460 - IIJA

Federal Aid Apportionments for FY 2023 \$ 26.3 million





NATIONAL HIGHWAY FREIGHT

SAFETY

The purpose of the Safety program is to achieve a significant reduction in traffic fatalities and serious injuries on public roads.

There are 3 set aside appropriations for Highway Safety Improvement Program, High-Risk Rural Roads & Railway-Highway Crossings.

Federal Aid Apportionments for FY 2023 \$ 70.6 million

The Safety Program is Administered by the ALDOT Design Bureau.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The larger of the three, the Highway Safety Improvement Program's purpose is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements. These projects must first be on an approved Safety Plan. The 90% federal share applies to the following FMIS codes: YS30 - IIJA.

Federal Aid Apportionments for FY 2023 \$ 59.3 million

HIGH RISK RURAL ROAD SPECIAL RULE (HRRR)

This program was established into law in 2012 with the Moving Ahead for Progress in the 21st Century (MAP-21) program, to provide funds “If the fatality rate on rural roads in a State increases over the most recent 2-year period for which data are available, that State shall be required to obligate in the next fiscal year for projects on high risk roads.” HRRR is limited to rural major and minor collectors and rural local roads. However, only the roads within those functional classifications, “with significant safety risks,” will become the roadways designated as HRRR. The 90% federal share applies to the following FMIS codes: YS80 – IIJA.

Federal Aid Apportionments for FY 2023 \$ 6.0 million

RAILWAY-HIGHWAY CROSSINGS (RHCP – SECTION130)

This program provides funds for the elimination of hazards at railway-highway crossings and installation of protective devices. The Section 130 Program has been correlated with a significant decrease in fatalities at railway-highway grade crossings. In accordance with 23 USC 130(f), Section 130 projects are funded at a 100% federal share and applies to the following FMIS Codes: YS40 – IIJA.

Federal Aid Apportionments for FY 2023 \$ 5.3 million

PROTECT PROGRAM

The Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program is used for proactive measures against natural disaster events related to transportation.

The 80% federal share applies to the following FMIS Codes: Y800 and Y810 – IIJA.

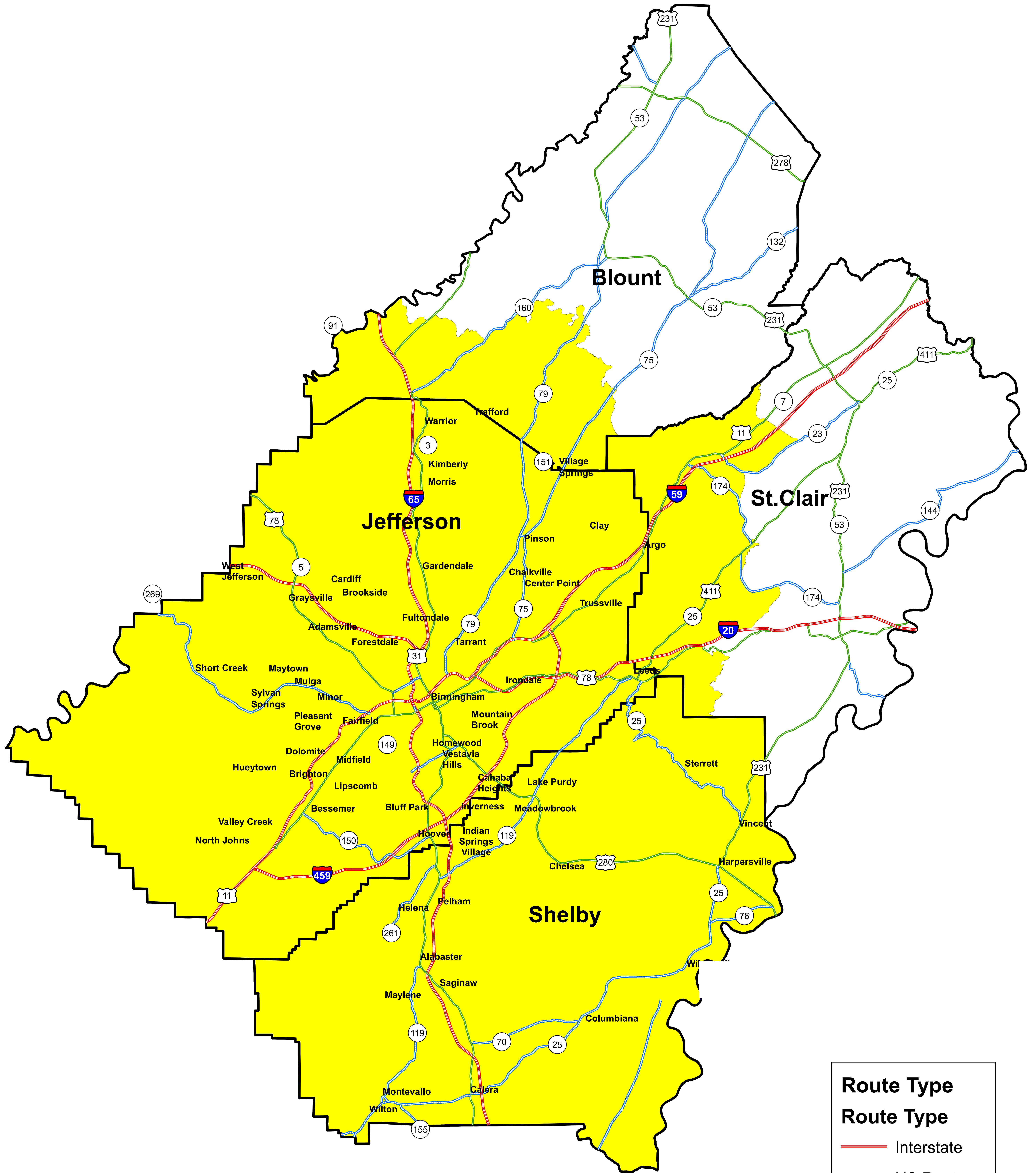
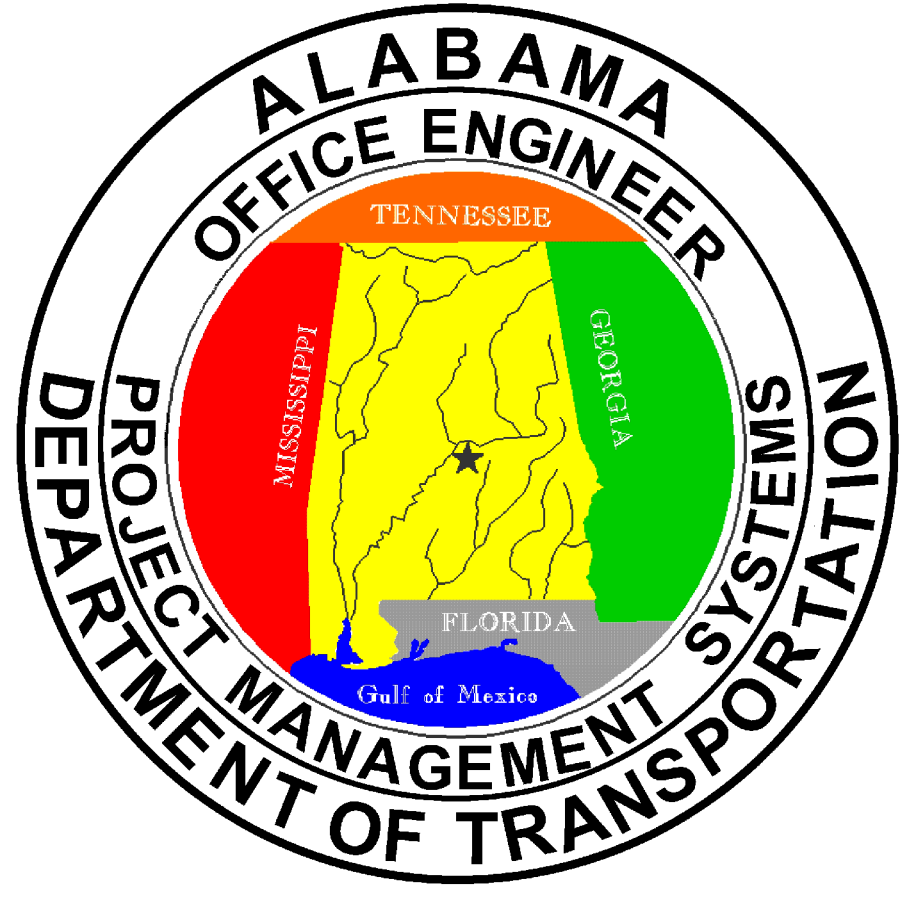
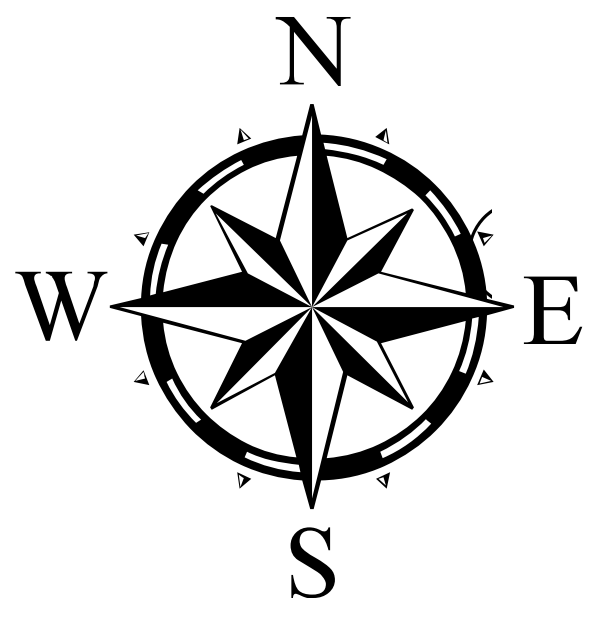
Federal Aid Apportionments for FY 2023 \$ 28.6 million

CONGESTION MITIGATION AND AIR QUALITY

This program was established in the Intermodal Transportation Act of 1991 (ISTEA) and continued in other various acts, to provide funds for certain areas that were in non-attainment status because of the Clean Air Act. Presently only Jefferson / Shelby and Jackson (outside Chattanooga) counties qualify for these funds. Funds can only be used for certain projects that have a positive benefit to ambient air quality.

Under IIJA, an area of the State that is in non-attainment for PM 2.5 (fine particulate matter) areas must use a portion of its funds to address PM 2.5 emissions in such areas; Eligible projects to mitigate PM 2.5 include diesel vehicle retrofits. The 80% federal share applies to the following FMIS Codes: Y003 and Y400 – IIJA.

Federal Aid Apportionments for FY 2023 \$ 12.4 million



CMAQ

Route Type	
	Interstate
	US Routes
	State Routes
	Study Area

Plotted Date 2/6/2020

SURFACE TRANSPORTATION PROGRAM

Surface Transportation Program is the most diverse and used program within the entire federal aid structure. It provides flexible funding for state and local agencies for projects to preserve or improve conditions and performance on any Federal-aid highway and bridge projects on any public road. The STP program uses an 80% federal participation, and the funds are sub-divided by population.

STPAA - Any Area:

Y240 Funds can be used anywhere within the state. These funds are mainly used by the ALDOT for resurfacing activities on state roadways.

STPBH, STPHV, STPMB, STPPC, STPLL, STPMN, (TMA's - Large Urban Area):

Y230 Funds can be used in areas with a population over 200,000 and are managed by the Large MPO's.

The individual TMA and Small Urbanized area appropriations are listed below:

LARGE URBANIZED AREAS

FEDERAL FUNDS FY 2023

(In thousands)

Birmingham	\$	21,317
Phenix City/Columbus	\$	1,742
Huntsville	\$	8,154
Mobile	\$	9,277
Montgomery	\$	7,506
Lillian/Pensacola	\$	178

STPSU - Other Area Small Urban - (Dedicated):

Y236 funds used in 50,000 to 200,000 population are managed by Small MPO's. Small MPO funds are distributed by ALDOT by the same population ratio as the Large MPO areas at \$28.44 per capita for FY 2023.

SMALL URBANIZED AREAS

FEDERAL FUNDS FY 2023

(In thousands)

Tuscaloosa	\$	3,957
Auburn/Opelika	\$	2,126
Shoals Area	\$	2,192
Calhoun Area	\$	2,270
Gadsden	\$	1,825
Eastern Shore / Daphne Fairhope	\$	1,632
Dothan	\$	1,956
Decatur	\$	2,003

Federal Aid Apportionments for Large and Small FY 2023

\$ 66.1 million

STPUC - Urban Cluster Area:

Y237 funds used in 5,000 to 49,999 population - Urban Cluster: Jasper, Brent/Centerville, etc.

STPNU Non-Urban Area:

Y238 Funds can be used in any areas with populations below 5,000.

BRZ Bridge Off-System:

Y233 Funds are used on bridges that are functionally classified as local or minor collectors.

STPUC, STPNU, AND BRZ funds are used primarily on ATRIP Bond payments.

Federal Aid Apportionments for FY 2023

\$ 247.2 Million

CARBON REDUCTION PROGRAM

The Carbon Reduction Program (CRP) provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. The 80% federal share applies to the following FMIS Codes: Y600, Y601, Y606, Y607 and Y608 - IIJA.

LARGE URBANIZED AREAS

FEDERAL FUNDS FY 2023

(In thousands)

Birmingham	\$	2,564
Phenix City/Columbus	\$	210
Huntsville	\$	981
Mobile	\$	1,116
Montgomery	\$	903
<u>Lillian/Pensacola</u>	<u>\$</u>	<u>21</u>
 Total	 \$	 5.8 million

SMALL URBANIZED AREAS

FEDERAL FUNDS FY 2023

Tuscaloosa	\$	476
Auburn/Opelika	\$	256
Shoals Area	\$	264
Anniston/Calhoun Area	\$	273
Gadsden	\$	220
Eastern Shore / Daphne Fairhope	\$	196
Dothan	\$	235
<u>Decatur</u>	<u>\$</u>	<u>241</u>
 Total	 \$	 2.2 million

Unlike STP, Carbon funds for small urban areas are designated at the federal level.

Federal Aid Apportionments for FY 2023

\$ 25.2 Million

TRANSPORTATION ALTERNATIVES

Also like the Surface Transportation Program, the Transportation Alternatives program funds are individually appropriated by population. This program is managed more like a grant-based approach with local municipalities submitting applications to the local transportation bureau at ALDOT, and areas over 200K being managed by the MPO. Activities that utilize this program consists of items like streetscaping, sidewalk installation and improvements, etc. The 80% federal share applies to the following FMIS Codes: Y300, Y301, Y306, Y307 and Y308 IJA.

LARGE URBAN AREAS

FEDERAL FUNDS FY 2023

(In thousands)

Birmingham	\$	2,550
Phenix City/Columbus	\$	208
Huntsville	\$	975
Mobile	\$	1,110
Montgomery	\$	898
Lillian/Pensacola	\$	21

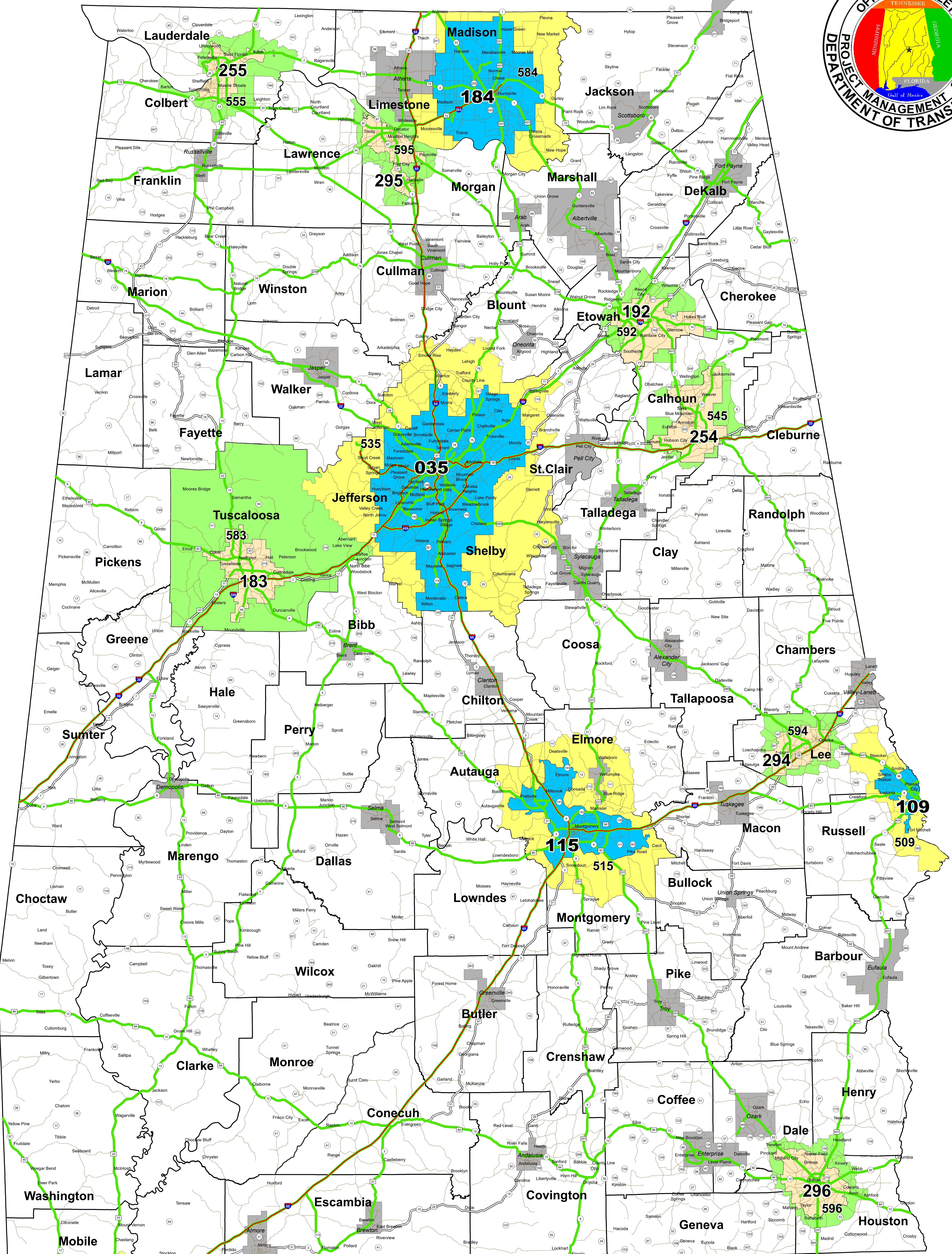
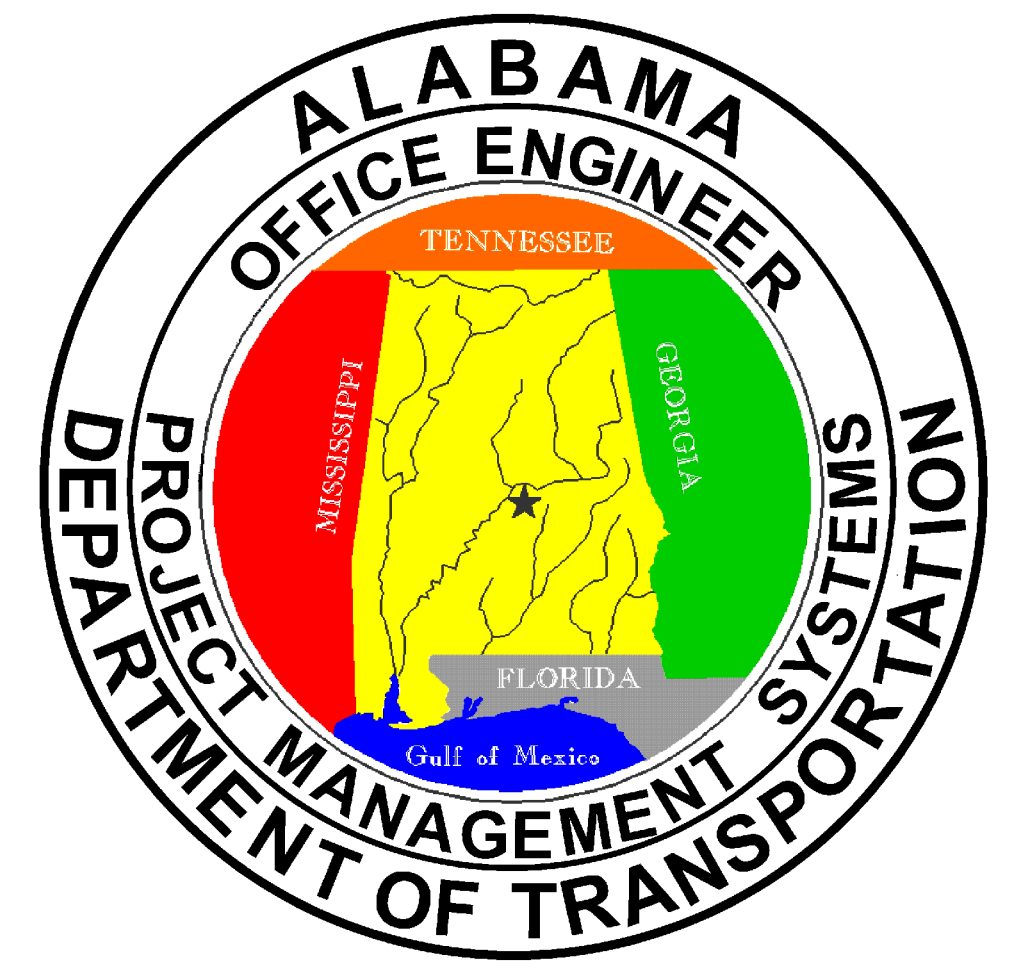
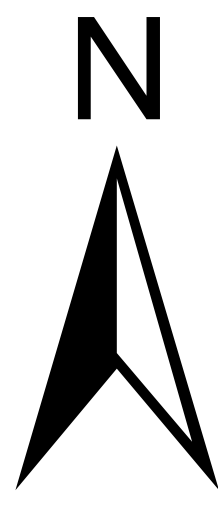
Appropriations for Urban Area populations of 5,000 to 200,000, non-urban area populations, and the “any area” appropriations that can be used statewide will be appropriated through the State Transportation Department.

ALDOT manages the Grant Awards for small MPO funds along with the non-urban and any-area funds.

Federal Aid Apportionments for FY 2023

\$ 27.6 million

IIJA Funding Limitations



	Surface Transportation	Transportation Alternative	Carbon Reduction
Any Area	STPAA (Y240)	TAPAA (Y300)	CRPAA (Y600)
Large Urban Over 200,000	STPBH, STPHV, STPMB, STPPC, STPLL, STPMN (Y230)	TAPBH, TAPHV, TAPMB, TAPPC, TAPLL, TAPMN (Y301)	CRPBH, CRPHV, CRPMB, CRPPC, CRPLL, CRPMN (Y601)
Small Urban 50,000 to 200,000	STPSU (Y236)	TAPSU (Y306)	CRPAN, CRPAU, CRPES, CRPDC, CRPDT, CRPGD, CRPSH, CRPTL (Y606)
Urban Cluster 5,000 to 50,000	STPUC (Y237)	TAPUC (Y307)	CRPUC (Y607)
Non Urban Below 5,000	STPNU (Y238)	TAPNU (Y308)	CRPNU (Y608)

On System Roadways	
	Interstate Route
	US Route
	State Route
	Local Route

Federal Routes	
	Freight Routes (Y460)
	NHS Routes (Y001, Y002)

Based on 2010 Census Data

Revised on 11/14/2022

Plotted Date 11/14/2022

REINSTATED PROGRAMS

Two older programs that were eliminated in prior bills that have returned in IIJA are the Bridge Replacement and Appalachian Development (APD) Programs.

BRIDGE – Major Collector and higher

Federal Aid Apportionments for FY 2023 \$ 53.5 million

APD – Birmingham Northern Beltline (Alabama’s only corridor)

The Appalachian Development Highway System is a system of designated corridors and roadways within the Appalachian Region. The ADHS Program is aimed at timely completion of the designated ADHS. The ADHS purpose was to provide a system of development highways and access roads which would contribute to economic development opportunities in the Appalachian regions of 13 States - Alabama, Georgia, Kentucky, Maryland, Mississippi, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia. Only approved corridor routes can be used. Alabama has only one corridor and it is the Northern Belt line in Birmingham

Federal Aid Apportionments for FY 2023 \$ 103.9 million

PROGRAMS MANAGED BY ADECA

RECREATIONAL TRAILS PROGRAM

This program allows the conversion of abandoned railroads to walking and hiking trails throughout the state along with other various greenway projects.

Federal Aid Apportionments for FY 2023 \$ 1.7 million

NATIONAL ELECTRIC VEHICLE PROGRAM

This program was created to implement and maintain a network of charging stations throughout the state.

Federal Aid Apportionments for FY 2023 \$ 16.9 million

SPECIAL ALLOCATION FUNDS

Prior to MAP-21, Congress designated funds on specific projects. Those funds could only be used on the designated projects over time balances remained that were not large enough to complete the project

HPP/NCPD/DEMO Balance

\$ 53.9 million

RE-ALLOCATION REPURPOSE FUNDS

Reallocation Funds for FY 2022 and FY 2023

\$ 0

PUBLIC TRANSIT

The Federal government, through the FTA, provides financial assistance to develop new transit systems and improve, maintain, and operate existing systems. FTA oversees thousands of grants to hundreds of state and local transit providers.

In Alabama, Public Transportation is available in both urban and rural areas. This includes all fourteen urban areas and 48 of the 67 counties. Different service types offered included both fixed route and demand response.

Funding for the transit programs comes from the following primary federal sources. The urban program is funded through the Section 5307, 5310 and 5339 programs, the non-urban program is funded through the Section 5311 program.

Section 5307, Federal Aid Apportionments FY 2023 ***\$36.8 million***

Urbanized Area Formula Grants

Federal program to provide transit funding to large urban areas with population of 200K or more (direct recipients and small urban areas (administered by the state) with eligible expenditures; capital (rolling stock and facilities), planning, discontinued job access.

Section 5310, Federal Aid Apportionments FY 2023 ***\$4.6 million***

Enhanced Mobility of Seniors and Individuals with Disabilities Program

Federal program to provide transit funding statewide to private or designated public non-profit agencies, public bodies/governmental authorities approved by the state to eligible expenditures; capital (rolling stock and facilities), planning, discontinued new freedom activities.

Section 5311, Federal Aid Apportionments FY 2023 ***\$29.9 million***

Federal program to provide transit funding statewide to private or designated public non-profit agencies, public bodies/governmental authorities approved by the state to eligible expenditures; capital (rolling stock and facilities), planning, operating, and administrative for the following.

- **Section 5311: Non-Urbanized (Rural) Area Program**
- **Section 5311 (b)(3): Rural Transportation Assistance Program (RTAP)**
- **Section 5311 (c)(2): Appalachian Development Public Transportation Assistance Formula**
- **Section 5311 (f): Intercity Bus**
- **Non-Urbanized CARES ACT**

Section 5339, Federal Aid Apportionments FY 2023 ***\$5.2 million***

Bus and Bus Facilities Grant Program

Federal program to provide transit funding to invest in capital equipment and facilities to allow for efficient and improved public transportation services. For bus and bus related eligible expenditures, capital (rolling stock and facilities), program funds are available to 5310 subrecipients, 5311 sub-recipients, and operators of small urban transit systems.

OBLIGATION LIMITATION

Traditionally, the Federal Aid Highway program has provided the states with multiple-year authorizations and multiple-year availability of funds. For the highway program to be covered under an annual budget relative to economic and budgetary conditions, a limit has been placed on the total obligations that can be incurred for certain identified Federal Aid Highway Programs during a fiscal year.

This limitation, also referred to as “Obligation Authority” or “Obligation Ceiling”, acts as a ceiling on the sum of all obligations within a specified time period, usually a fiscal year, regardless of when the funds were apportioned. Any unused portion of obligation authority at the end of the fiscal year cannot be carried into the next fiscal year.

Federal Aid Apportionments for FY 2023 *\$ 1.2 billion*

Regular Obligation Authority for FY 2023 *\$ 891.4 million*

AUGUST REDISTRIBUTION

August Redistribution is a request submitted in late July for additional funds which can be obligated before the end of the fiscal year September 30.

Total Funds for FY 2022 *\$ 0 million*

The TABLE below summarizes ALDOT's *anticipated* federal-aid apportionments:

COST IN THOUSAND				
03/06/2023				
MAJOR CATEGORIES	APPROPRIATION	STATE PORTIONS	CITY AND COUNTY PORTIONS	
FEDERAL :				
NATIONAL HIGHWAY PERFORMANCE PROGRAM <i>IM, NH, BR</i>	\$567,585			
		\$555,539		Against Obligation Authority
		\$12,046		Exempt from Obligation Authority
APPALACHIAN DEVELOPMENT HWY SYSTEM	\$103,875			
CARBON REDUCTION PROGRAM	\$25,156	\$17,201	\$7,955	
PROTECT PROGRAM	\$28,604			
SURFACE TRANSPORTATION PROGRAM <i>STPAA, STPNU, STPOA, STPUC</i>	\$247,167			
<i>STPBH, STPHV, STPMB, STPMN, STPLL, STPPC</i>		\$165,271		
<i>STPSU</i>			\$48,174	Large Urbanized Areas
<i>BRZ</i>			\$17,961	Small Urbanized Areas
NATIONAL HIGHWAY FREIGHT PROGRAM <i>FRT</i>	\$26,301	\$26,301		Off System Bridge
				Highway (NHFP)
SAFETY <i>HSIP, HRRR, RHCH, RHPD</i>	\$70,598	\$59,297	\$11,301	Intermodal & Rail
CONGESTION MITIGATION & AIR QUALITY	\$12,425		\$12,425	Jefferson / Shelby Counties
TRANSPORTATION ALTERNATIVES	\$27,560	\$11,300	\$10,498	Small Urban / Rural Areas
			\$5,762	Large Urbanized Areas
REC TRAILS/NAT ELEC VEHIC INFR (ADECA)	\$18,642	\$16,910	\$1,732	
EMERGENCY RELIEF				
MISCELLANEOUS (<i>Training RECA</i>)	\$2,451	\$0	\$0	
SPR FUNDS	\$23,378	\$19,241	\$4,137	
HIGHWAY INFRASTRUCTURE BRIDGE PROGRAM	\$53,485	\$53,485		
REALLOCATION Repurposed Earmark Funds		\$0		
FEDERAL AID SUBTOTAL	\$1,207,227	\$952,352	\$119,946	
MATCHING FUNDS (<i>Estimated</i>)	\$214,459	\$190,470	\$23,989	
TOTAL FEDERAL AID PROGRAM	\$1,421,686	\$1,142,822	\$143,935	SUBALLOCATED TOTAL
GRAND TOTAL	\$1,421,686,285	\$1,142,821,835	\$143,934,742	

BASED ON FY 2023 APPROPRIATIONS FROM (IIJA) Infrastructure Investment Jobs Act

Note: Limitation and related apportioned or allocated funds may not reflect all transfers.