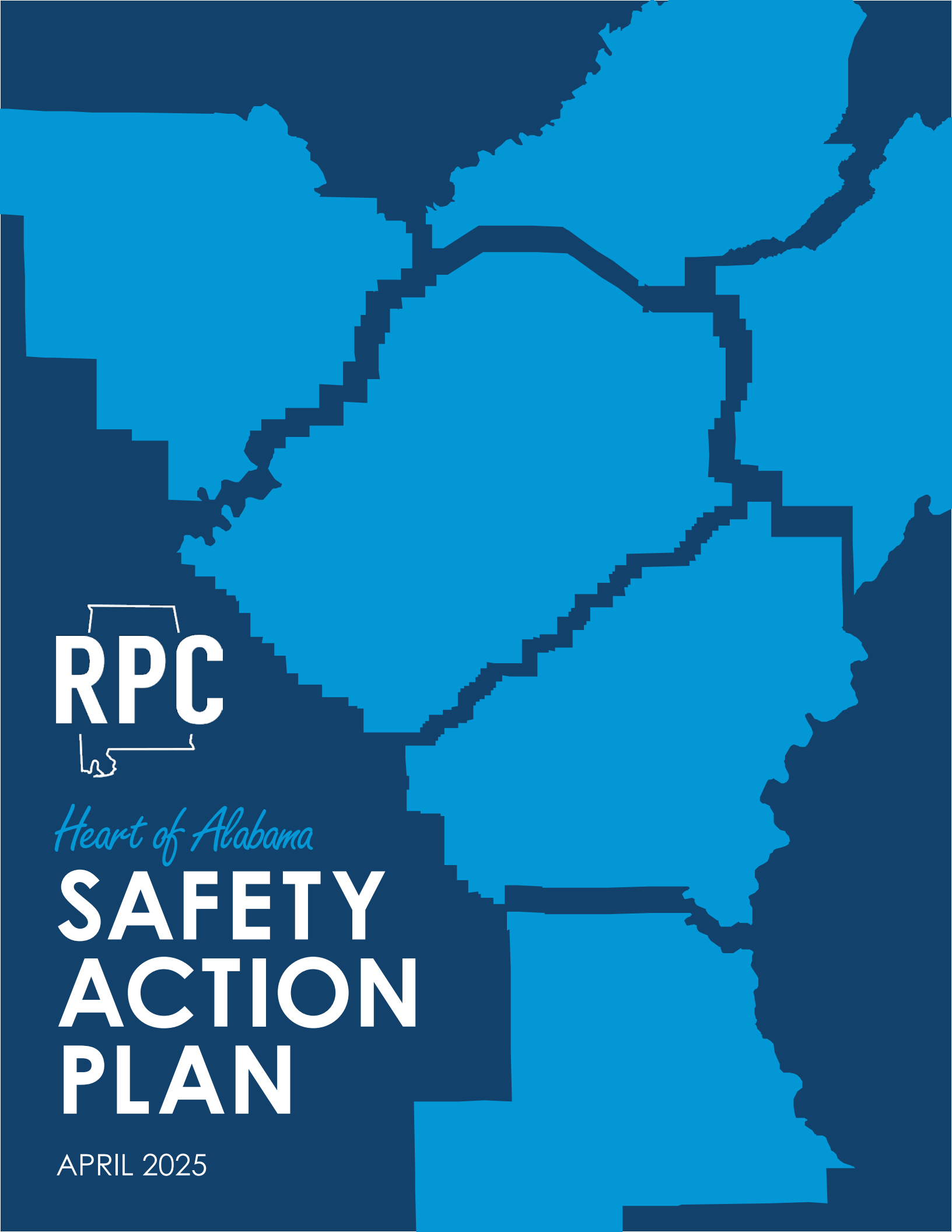

RPC

Heart of Alabama

SAFETY ACTION PLAN

APRIL 2025

Admonition Statement

This document is exempt from open records, discovery or admission under Alabama Law and 23 U.S.C. §§ 148(h)(4) and 409. The collection of safety data is encouraged to actively address safety issues on regional, local, and site-specific levels. Congress has laws, 23 U.S.C. §148(h)(4) and 23 U.S.C. § 409, which prohibit the production under open records and the discovery or admission of crash and safety data from being admitted into evidence in a Federal or state court proceeding. This document contains text, charts, tables, graphs, lists, and diagrams for the purpose of identifying and evaluating safety enhancements in this region. These materials are protected under 23 U.S.C. §409 and 23 U.S.C. §148(h)(4). In addition, the Alabama Supreme Court in Ex parte Alabama Dept. of Transp., 757 So. 2d 371 (Ala. 1999) found that these are sensitive materials exempt from the Alabama Open Records Act.

RESOLUTION 2022-6
SAFETY GOALS FOR THE BIRMINGHAM METROPOLITAN PLANNING AREA

WHEREAS, the Birmingham Metropolitan Planning Organization (MPO) is committed to an eventual goal of zero for both roadway fatalities and serious injuries in the Birmingham Metropolitan Planning Area (MPA); and

WHEREAS, the MPO will endeavor to support the achievement of a Vision Zero goal by prioritizing safety policies, programs, and projects; and

WHEREAS, the MPO will strive to achieve a 20% reduction in fatalities and serious injuries in the Birmingham MPA by year 2033 with the performance measured as a 5-year rolling average compared to a baseline average from 2017-2021.

NOW THEREFORE, BE IT RESOLVED that the Birmingham MPO Policy Committee concurs with the recommended goals hereto.

Adopted this 10th day of August 2022.

Birmingham MPO Chair, Vice Chair, or Secretary

Charles Ball, Executive Director, RPCGB

Acronyms

ADECA	Alabama Department of Economic and Community Affairs
ALDOT	Alabama Department of Transportation
AoPP	Areas of Persistent Poverty
AASHTO	American Association of State Highway and Transportation Officials
ATRIP-II	Alabama Transportation Rehabilitation and Improvement Program-II
ATI	Alabama Transportation Institute
BJCTA	Birmingham Jefferson County Transit Authority
CAPS	Center for Advanced Public Safety
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CO_2	Carbon Dioxide
CRP	Carbon Reduction Program
DOT	Department of Transportation
DUI	Driving Under the Influence
EMA	Emergency Management Agency
ETC	Equitable Transportation Community
FHWA	Federal Highway Administration
FTA	Federal Transit Administration Capital Funds
HFST	High Friction Surface Treatments
¡HICA!	Hispanic Interest Coalition of Alabama
HIN	High Injury Network
HOA	Heart of Alabama
HRRR	High Risk Rural Roads
HSIP	Highway Safety Improvement Program
INFRA	Infrastructure for Rebuilidng America Discretionary Grant Program
KA	Fatality and Incapacitating Injury
KSI	Fatal and Serious Injury
LPA	Local Public Agency
LRSI	Local Road Safety Initiative
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
NHS	National Highway System
PCSi	Proven Safety Countermeasure Initiative
PHB	Pedestrian Hybrid Beacons
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation
RAISE	Rebuilding American Infrastructure with Sustainability & Equity
RCP	Reconnecting Communities Pilot Program
RPCGB	Regional Planning Commission of Greater Birmingham
RHCP	Railway-Highway Crossings (Section 130) Program
RPO	Regional Planning Organization
RRFB	Rectangular Rapid Flashing Beacon
RTP	Recreational Trails Program
RTP	Regional Transportation Plan
SAP	Safety Action Plan
SHSP	Strategic Highway Safety Plan
SRTS	Safe Routes to School Program
SS4A	Safe Streets and Roads for All
SSA	Safe System Approach
STBG	Surface Transportation Block Grant
TAP	Transportation Alternatives Program
TIP	Transportation Improvement Program
UA	The University of Alabama
UAB	The University of Alabama at Birmingham
USDOT	United States Department of Transportation
VRU	Vulnerable Road User

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Acknowledgements

An SS4A Task Force was formed to help guide the development of this Safety Action Plan. Special thanks to the following members for their time and effort:

SS4A Task Force

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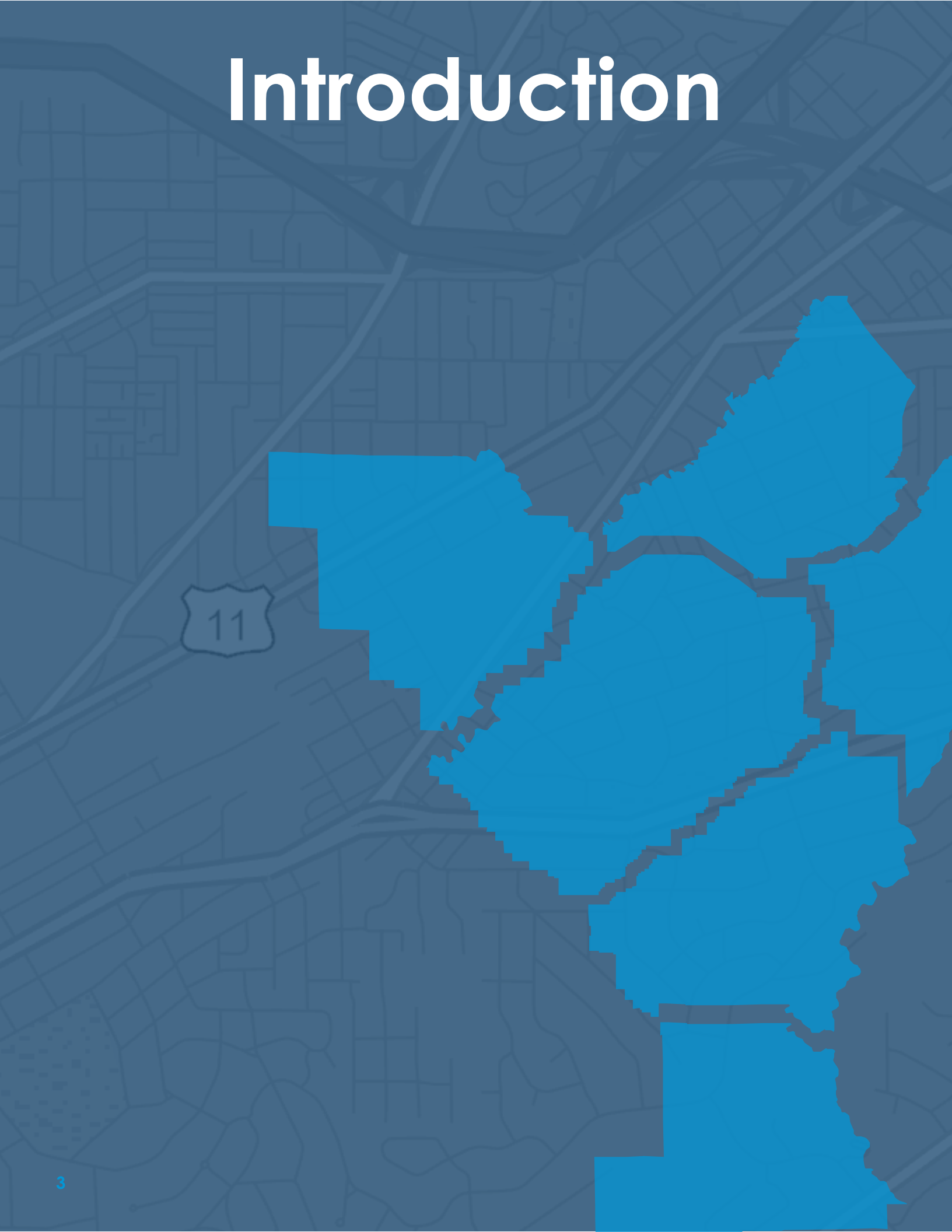
Introduction



Safety Action Plan Overview

The Regional Planning Commission of Greater Birmingham (RPCGB) has developed the Heart of Alabama (HOA) Safety Action Plan (SAP) to address the critical need to reduce fatal and serious injury crashes on the region's roadways. Covering six counties—Blount, Chilton, Jefferson, Shelby, St. Clair, and Walker—the RPCGB region is home to approximately 1.1 million residents.

The RPCGB leads innovative efforts in transportation planning, safety improvements, and community development for six counties and 84 communities in central Alabama. Through collaboration with local governments, citizens, non-profits, and the private sector, the RPCGB identifies cost-effective solutions to enhance regional growth and quality of life.

RPCGB Transportation and Safety Initiatives:

Transportation Planning: Coordinating the Transportation Improvement Program (TIP) to allocate federal and state funds for roadway and transit improvements in the metropolitan planning area (MPA), which includes all of Jefferson and Shelby counties and portion of Blount and St. Clair counties.

Safety Studies: Conducting safety analyses and developing corridor plans to address critical transportation challenges and improve roadway safety.

Sustainable Transit: Developing long-range urbanized area plans, greenway projects, and multimodal solutions to support safer, more efficient travel.

The development of an SAP expands on the current RPCGB efforts to prioritize and implement systemic safety countermeasures in the region. This proactive approach also supports improved project screening and selection, which positions the region for more effective and targeted safety improvements.

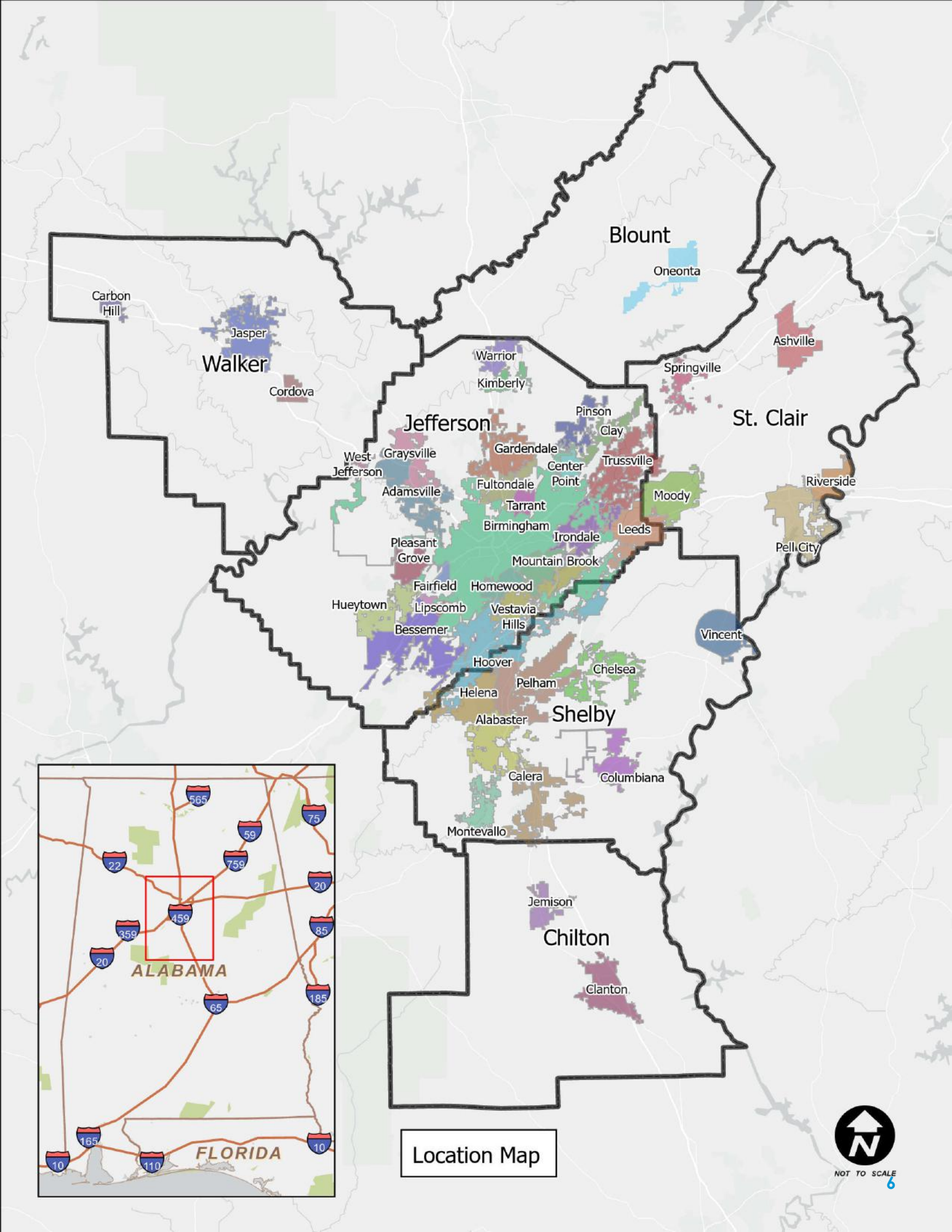
Ensuring safe, accessible, and efficient transportation across the region is central to the mission of the RPCGB. As geographic and transportation conditions vary across its rural, urban, and suburban jurisdictions, so do the safety needs of its residents.

Between 2019 and 2023, 900 lives were lost, and 4,870 individuals sustained serious injuries in motor-vehicle-related crashes across the region. Recognizing that even one life lost is one too many, the RPCGB is committed to making significant improvements in roadway infrastructure and fostering a stronger culture of safety.

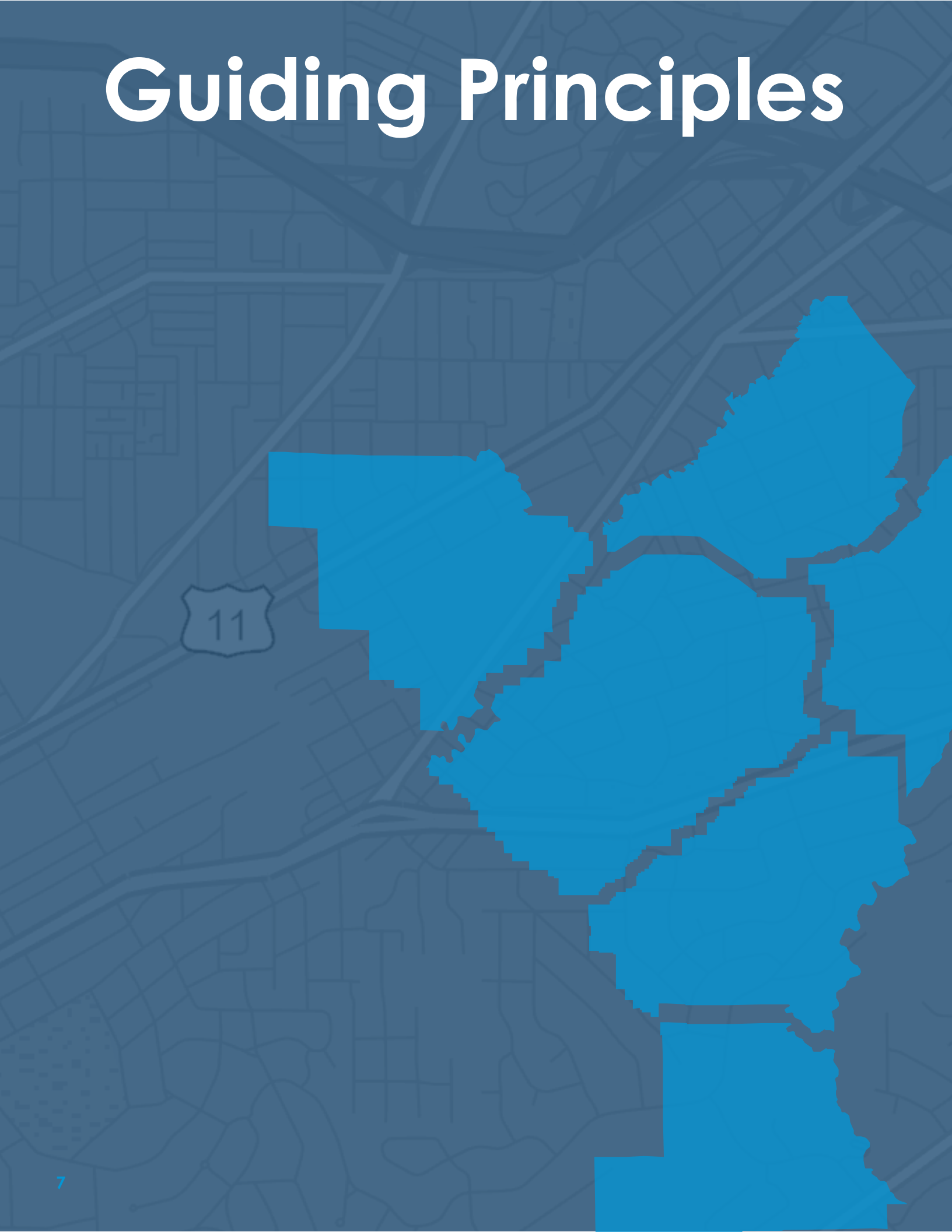
To guide these efforts, the RPCGB has established an ambitious goal: **to achieve a 5% annual reduction in fatal and serious injuries, resulting in a 59% overall reduction by 2045** (based on 5-year average from 2019-2023). The HOA SAP outlines a comprehensive set of countermeasures and strategies to achieve this goal, which will create safer roads and communities for all.

RPC Regional Planning Commission of Greater Birmingham

Communities within the Heart of Alabama Region		
Counties	**Cities**	**Towns**
Blount	Oneonta	Allgood, Altoona, Blountsville, Cleveland, County Line, Garden City, Hayden, Highland Lake, Locust Fork, Nectar, Rosa, Snead, Susan Moore, and Trafford
Chilton	Clanton and Jemison	Maplesville and Thorsby
Jefferson	Adamsville, Bessemer, Birmingham, Brighton, Center Point, Clay, Fairfield, Fultondale, Gardendale, Graysville, Homewood, Hoover, Hueytown, Irondale, Kimberly, Leeds, Lipscomb, Mountain Brook, Pinson, Pleasant Grove, Tarrant, Trussville, Vestavia Hills, West Jefferson, Warrior	Brookside, Midfield, Morris, Sylvan Springs, and Trafford
Shelby	Alabaster, Calera, Chelsea, Columbiana, Helena, Hoover, Montevallo, Pelham, and Vincent	Harpersville, Indian Springs Village, Westover, and Wilsonville
St. Clair	Ashville, Moody, Pell City, Riverside, and Springville	Margaret, Odenville, Ragland, and Steele
Walker	Jasper, Carbon Hill, and Cordova	Eldridge, Kansas, Nauvoo, Oakman, Parrish, Sipsey, and Sumiton


Blount
Oneonta
Carbon Hill
Jasper
Walker
Cordova
Warrior
Kimberly
Jefferson
Pinson
Clay
Gardendale
Graysville
West Jefferson
Center Point
Trussville
Fultondale
Adamsville
Tarrant
Birmingham
Irondale
Leeds
Pleasant Grove
Mountain Brook
Fairfield
Homewood
Hueytown
Lipscomb
Vestavia Hills
Bessemer
Hoover
Chelsea
Pelham
Helena
Alabaster
Shelby
Calera
Columbiana
Montevallo
Jemison
Chilton
Clanton
Springville
Ashville
St. Clair
Moody
Riverside
Pell City
Vincent
565
75
59
759
22
20
459
359
85
20
ALABAMA
65
185
165
10
110
FLORIDA
10
Location Map
NOT TO SCALE

Guiding Principles



The Safety Action Plan

The RPCGB developed this comprehensive SAP focused on reducing serious injuries and fatalities on our roadways. This plan focuses on vehicle crashes involving drivers, passengers, pedestrians, bicyclists, and other roadway users. The plan was developed through community and stakeholder collaboration to prioritize roadway and infrastructure improvements and to plan for future safety-focused initiatives.

The only acceptable number of deaths on our roadways is zero. This SAP follows the Safe System Approach (SSA) in pursuit of that goal. The SSA recognizes that people will make mistakes and that humans have limited ability to tolerate crash impacts. Our transportation system and policies should be designed to ensure those mistakes do not lead to serious injuries or fatalities.

The SSA delves into a sense of shared responsibility, redundancy in the system, and a proactive approach. While the SSA is a relatively new concept in the United States, the safety strategy has been implemented in other countries since the 1990's. The SSA aims to promote a culture of safety with the expectation that all users of the roadway system, regardless of mode, will be protected from dying or being seriously injured and that responsibility is shared with those who plan, build, maintain, and use the transportation system. This includes planners and engineers, as well as elected officials who oversee policy decisions that influence road safety.

https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/FHWA_SafeSystem_Brochure_V9_508_200717.pdf

Six Principles of the SSA:

1. Deaths and serious injuries are unacceptable.

While no crashes are desirable, the SSA emphasizes a focus on crashes that result in death and serious injuries.

2. Humans make mistakes.

Road users will inevitably make mistakes, and those mistakes can lead to crashes. The expectation of the SSA is for the road system to be planned, designed, and operated to be forgiving of inevitable human mistakes, so that fatal and serious injury outcomes are unlikely to occur.

3. Humans are vulnerable.

Humans have limited ability to tolerate crash impacts before serious harm occurs. Although the exchange of kinetic energy in collisions among vehicles, objects, and road users has multiple determinants, applying the SSA involves managing and reducing that kinetic energy to avoid fatal and serious injury outcomes.

4. Responsibility is shared.

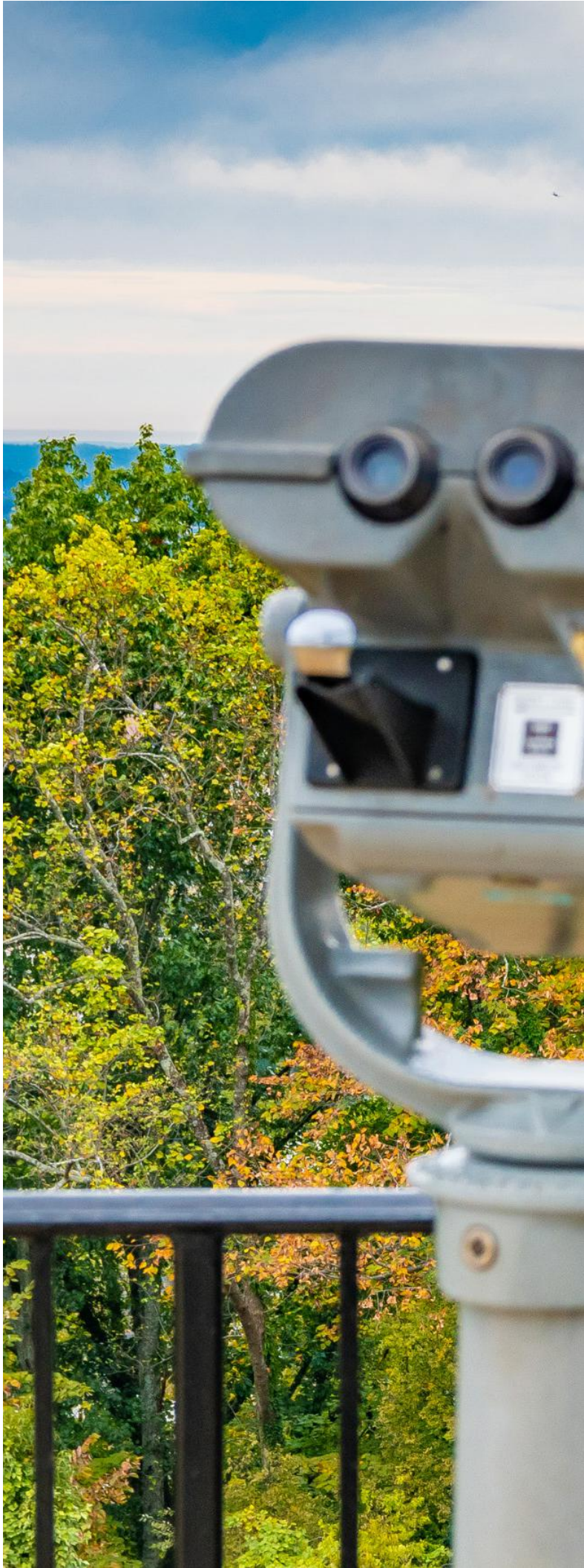
All stakeholders must work collaboratively to ensure that crashes don't lead to fatal or serious injuries.

5. Safety is proactive.

Transportation agencies should use proactive and data-driven tools to identify and mitigate underlying risks in the system, rather than waiting for crashes to occur and react afterwards.

6. Redundancy is crucial.

Reducing the risk of severe crash outcomes requires all parts of the system to be strengthened so that if one element fails, the other elements still protect road users.



The SSA considers five elements of a safe transportation system in an integrated and holistic approach.

1. Safe Roads:
Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

2. Safe Road Users:
Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.

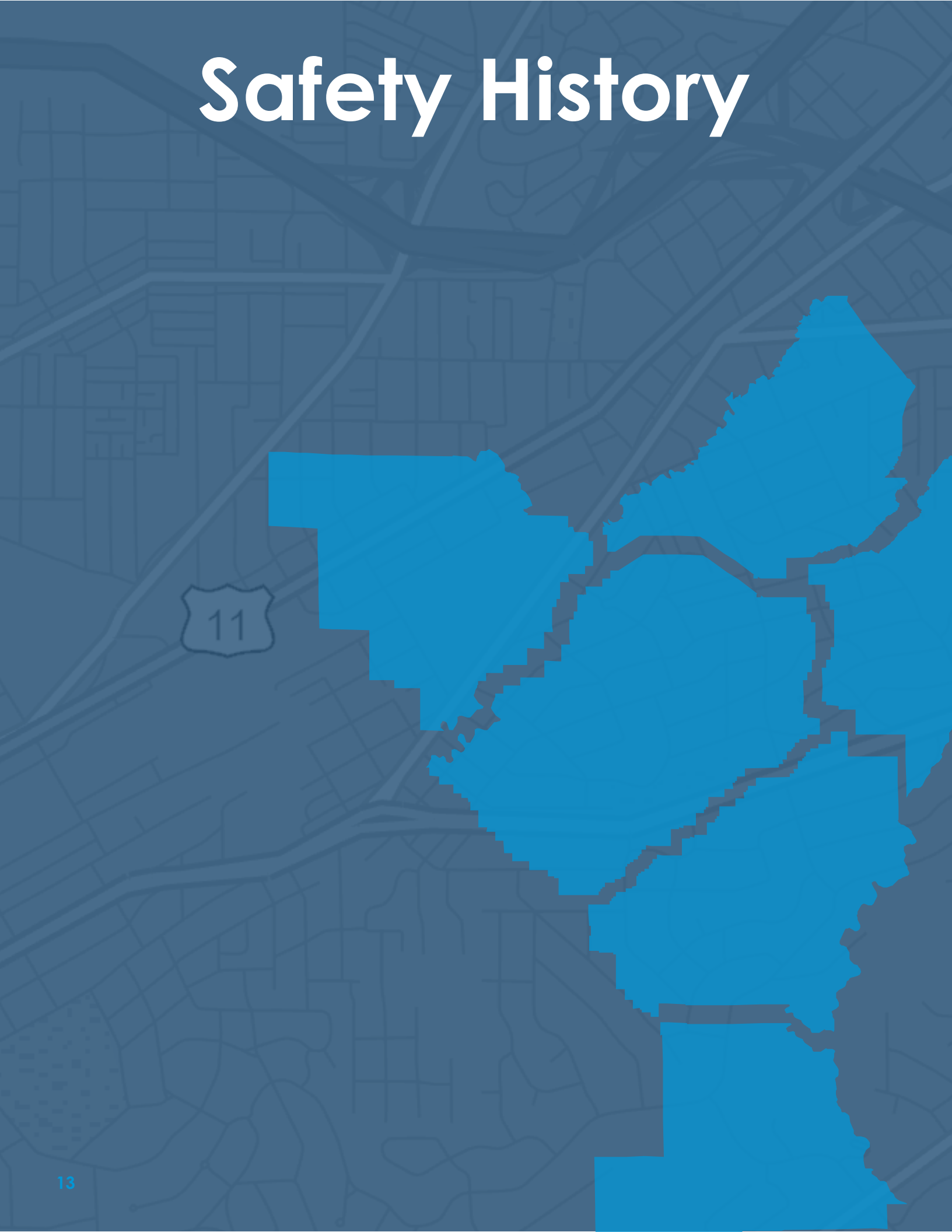
3. Safe Speeds:
Promote safer speeds in all roadway environments through thoughtful, equitable, and context-appropriate roadway design, speed-limit setting, targeted education, outreach campaigns, and enforcement.

4. Safe Vehicles:
Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

5. Post Crash Care:
Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

While past safety efforts and strategies have aimed to eliminate crashes of all severities entirely to reach zero, the SSA prioritizes reducing fatalities and serious injuries resulting from these collisions. The road towards zero deaths and serious injuries should be focused on reducing the kinetic energy exchange to a tolerable limit for the human body. This important principle is at the core of successful implementation of the SSA as it relies on those responsible for designing and operating the road system. It is a given that human error is inevitable; it is essential to design and operate road infrastructure and vehicle technology to eliminate or significantly reduce the risk of death or serious injury. Reducing traffic deaths and serious injuries requires strengthening all five elements of the SSA.

Safety History



Data Analysis

An in-depth safety review and data analysis was performed. The scope included all roadways within the six-county region of the RPCGB. The analysis covered crash data from 2019 to 2023. The analysis was completed by retrieving crash data from the Critical Analysis Reporting Environment (CARE) that is developed and maintained by the Center for Advanced Public Safety (CAPS) within The University of Alabama (UA).

Key Findings:

- The number of total crashes has gradually decreased, but the number of fatal and serious injury (KSI) crashes has held steady.
- Male drivers are 1.5 times more likely to be fatally or seriously injured.
- **54%** of all KSI crashes occurred on interstates or state roadways.
- **50%** of all local roadway/residential locale KSI crashes occurred in the City of Birmingham.
- **41%** of KSI crashes occurred in dark conditions.
- The most common casual unit (CU) contributing circumstances for KSI crashes was Failure-to-Yield (**9%**) and Ran-off-the-Road (**6%**).
- The most common first harmful events for KSI crashes were collision with a vehicle in traffic (**42%**), and run-off-the-road or collision with fixed object (**41%**).
- Pedestrian and bicycle related crashes accounted for **9%** of the KSI crashes.
- **42%** of all pedestrian-involved crashes are KSI crashes.
- Single-vehicle crashes comprised **50%** of KSI crashes.
- Distracted driving was noted in **13%** of KSI crashes.
- The most likely Manner of Crash where a driver or passenger is fatally injured is Single Vehicle, followed by Head-On, Rear-End, and Side Impact crashes.

High Injury Network

- A High Injury Network (HIN) analysis was conducted to identify intersections and roadway segments with the highest frequency of KSI crashes. The overall HIN accounts for only 5% of the region's centerline miles but represents 72% of the region's KSI crashes. A Vulnerable Road User (VRU) HIN was also created. The City of Birmingham had the highest concentration of crashes involving VRUs in the Region.

185,610
Total Crashes

3,471
Total Serious Injury Crashes

835
Total Fatal Crashes

Typical KSI Crash Attributes

Male Driver

Age 15-25

State Roadway

Dark Conditions

Failure to yield, VRU-involved, aggressive operation (Urban)

Single vehicle, roadway departure, over speed limit (Rural)

The final stage of developing the HIN involved assigning an Equivalent Property Damage Only (EPDO) score to each crash. This score is based on the collision's severity and is used to standardize the crash severity to a comparable level. The EPDO method assigns a value to each crash based on the KABCO injury severity scale and associated comprehensive crash cost. The crash cost is based on research conducted by FHWA, which develops national crash costs for use as default crash unit values. The purpose of the score is to prioritize projects based on the combination of crash frequency and severity.

Using EPDO is an established and widely used method for assessing crash severity, and it aligns well with the SSA principles. The SSA emphasizes that deaths and serious injuries are unacceptable and prioritizes proactive safety measures to prevent such outcomes. By converting all crashes to a common unit, using EPDO allows for a comprehensive comparison of crash severity, highlighting the importance of addressing fatal and serious injury crashes. This alignment ensures that safety initiatives remain focused on reducing the most severe and life-threatening incidents, consistent with the SSA's goal of eliminating fatalities and serious injuries on our roadways.

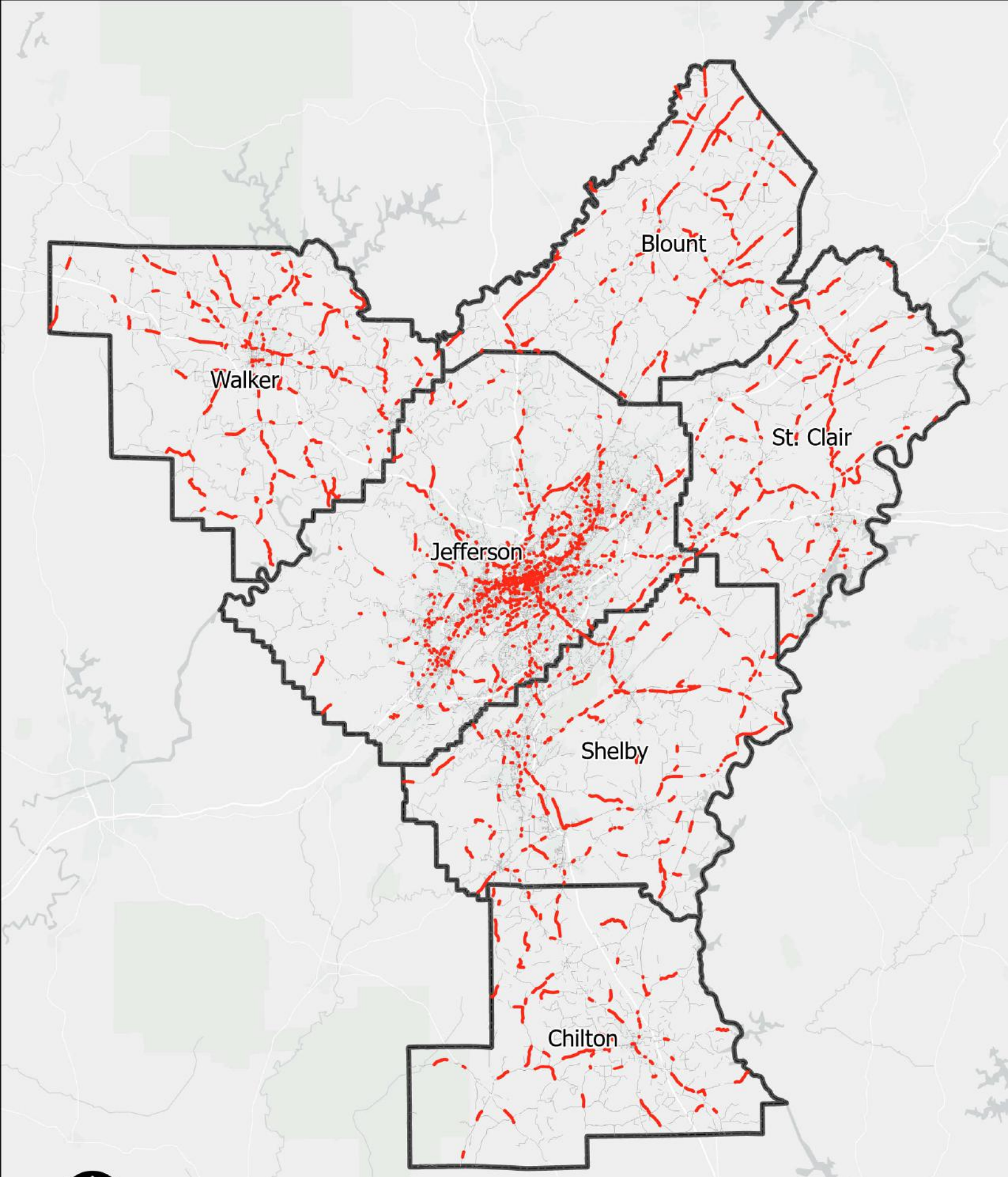
The total cost for each crash severity is calculated by multiplying the number of crashes by the comprehensive cost. The weighted average cost, combining Fatal (K) and Suspected Serious Injury Crash (A), is then determined by dividing the total cost by the overall number of crashes. The Weighted Score is computed, assigning an equivalent value of 1 to the No Apparent Injury (O) crash severity. This score is established by dividing the Weighted Average Cost by the No Apparent Injury (O) Weighted Average Cost.

Integrating fatal and suspected serious injury crashes into a weighted score addresses the limitation of prioritizing solely based on fatal crashes. Relying only on fatal crash data might unintentionally undervalue the significance of serious injury crashes. Even though these crashes do not result in fatalities, they can have profound, life-altering consequences. Combining both types of crashes presents a more comprehensive narrative, aligning with the overarching goal of addressing and eliminating severe crash types.

Each crash was assigned an EPDO-weighted score value, which was then linked to a specific roadway segment and intersection. This methodology allows for aggregating these scores at each segment and intersection, resulting in a comprehensive EPDO score. This process enabled a data-driven approach to analyze the road network for effective prioritization in safety improvement strategies across the study area. Interstate segments were excluded from this HIN analysis.

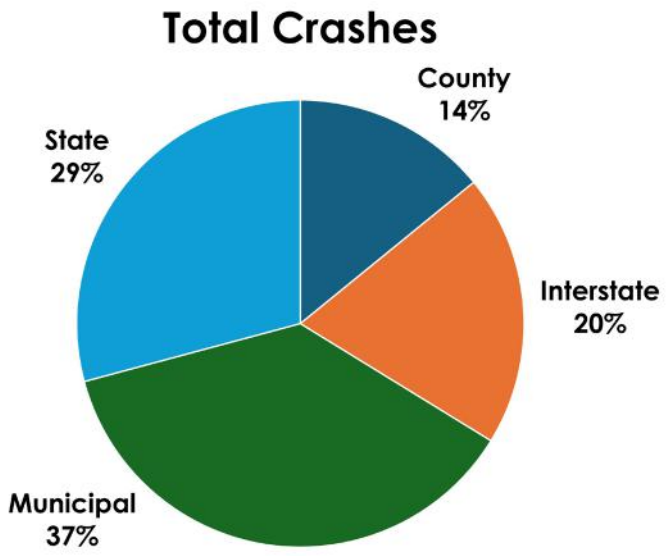
Total Cost, Weighted Average Cost, and Weighted Score Calculation:

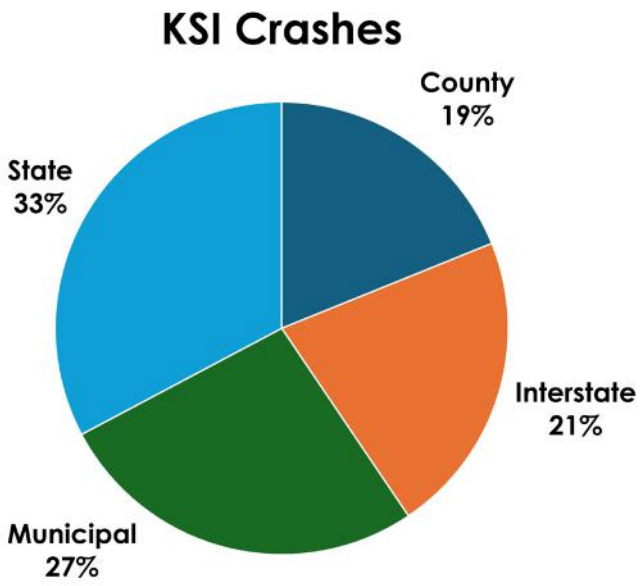
Crash Severity	HIN Crashes	KABCO Crash Cost	Total Cost	Crash Severity	Weighted Average Costs	Weighted Score
K	835	$12,500,000	$10,437,500,000	KA	$3,381,732	676.3
A	3,471	$1,188,200	$4,124,242,200			
B	12,078	$233,800	$2,823,836,400	B	$233,800	46.8
C	13,341	$111,700	$1,490,189,700	C	$111,700	22.3
O	147,592	$5,000	$737,960,000	O	$5,000	1.0
U	8,293	$217,600	$1,804,556,800	U	$217,600	43.5

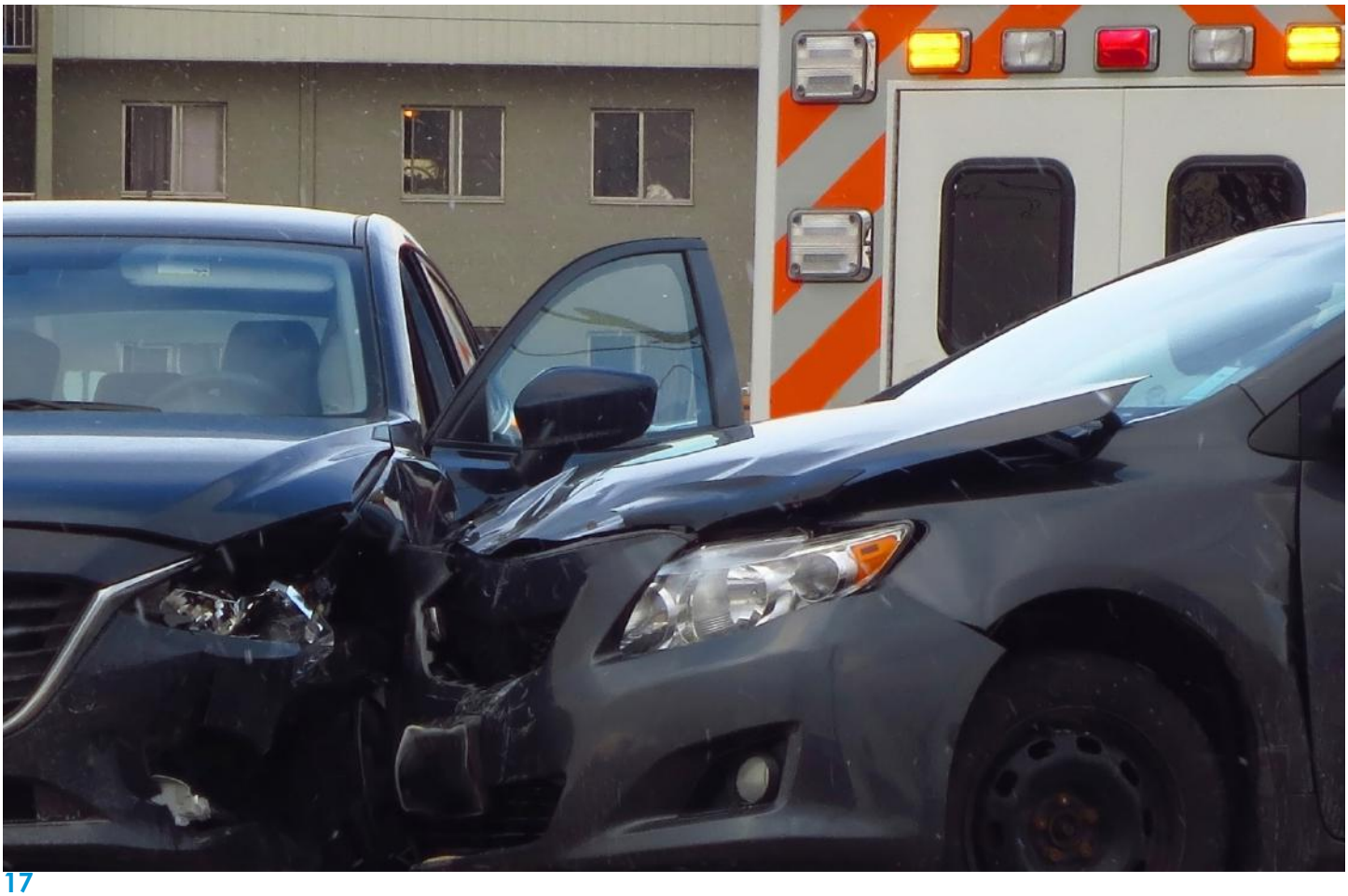


High-Injury Network Segments

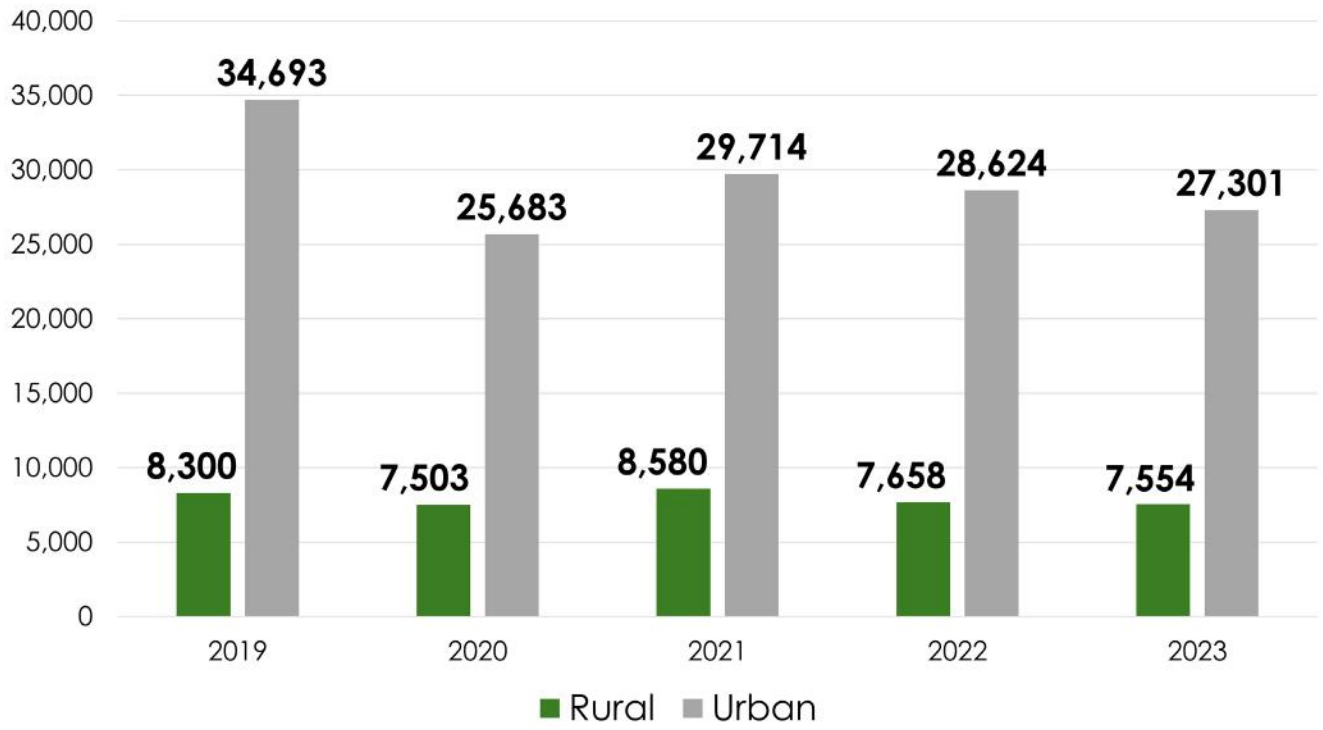
Crashes by Road Ownership



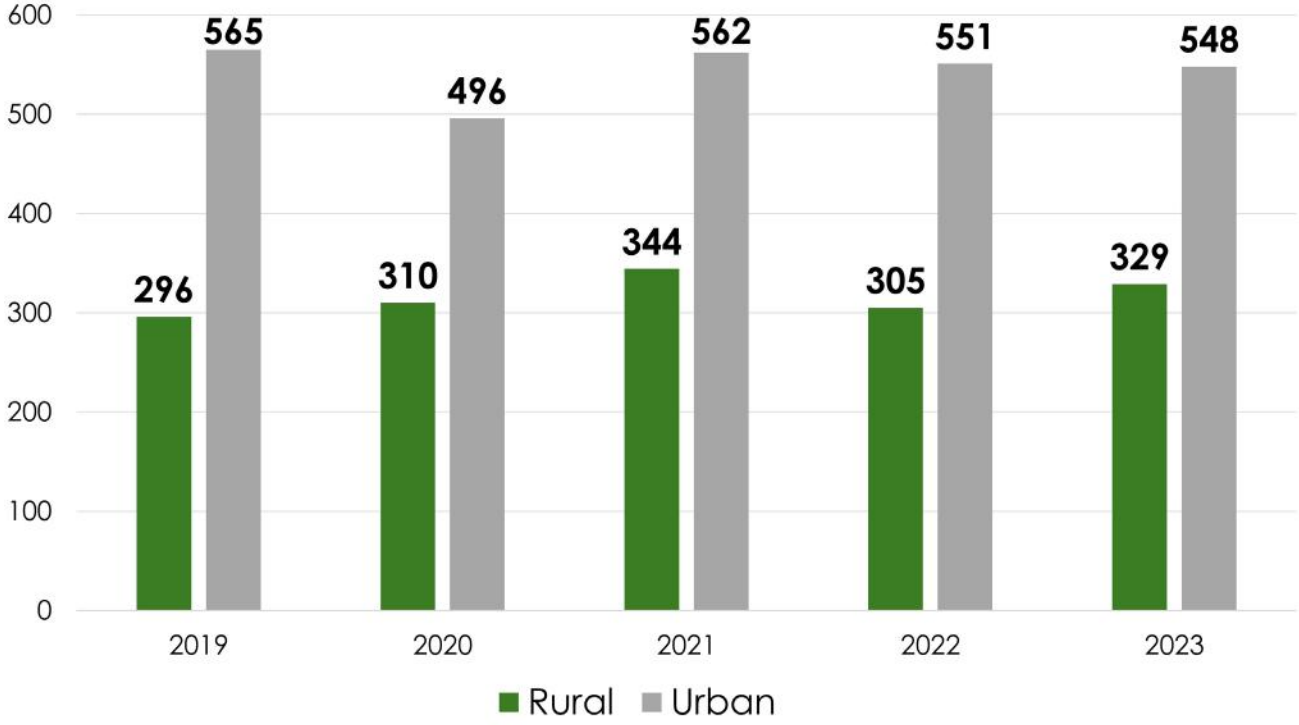




Total Crashes



KSI Crashes



Rural Trends

Negotiating Curves

3,635
Total Crashes

388
Total KSI

6
Total VRU

Top Contributing Circumstances:

- Over Speed Limit
- Driving Under the Influence (DUI)
- Driving Too Fast for Conditions

Safety Countermeasure*	Crash Reduction Factor**	Estimated Cost
Delineation	16 – 25%	$
Cross-slope Correction	Varies	$$
Enhanced delineation and lighting	9 – 44%	$

**This list of countermeasures is not exhaustive; other or more suitable countermeasures may be required depending on specific site conditions and crash data.*
***The Crash Reduction Factor is based on values obtained from the FHWA Crash Modification Factors Clearinghouse for various safety countermeasure applications.*

Rural Trends

Left Turns

2,764
Total Crashes

57
Total KSI

1
Total VRU

Top Contributing Circumstances:

- Failed to Yield Right-of-Way Making Left or U-Turn
- Failed to Yield Right-of-Way from Stop Sign
- Failed to Yield Right-of-Way from Traffic Signal

Safety Countermeasure*	Crash Reduction Factor**	Estimated Cost
Providing left turn or bypass lanes	5 – 35%	$$
Implementing corridor improvements consisting of indirect left-turn operations	35 – 59%	$$$
Enhancement of traffic control devices	19 – 28%	$

**This list of countermeasures is not exhaustive; other or more suitable countermeasures may be required depending on specific site conditions and crash data.*
***The Crash Reduction Factor is based on values obtained from the FHWA Crash Modification Factors Clearinghouse for various safety countermeasure applications.*

Rural Trends

Head-On / Lane Departures

872
Total Crashes

143
Total KSI

2
Total VRU

Top Contributing Circumstances:

- Crossed Centerline
- Traveling Wrong Way
- DUI

Safety Countermeasure*	Crash Reduction Factor**	Estimated Cost
Centerline and edge line rumble strips	50 – 52%	$
Providing right turn, left turn, or bypass lanes	20 – 31%	$$
Improving the roadside shoulder	20 – 25%	$$

**This list of countermeasures is not exhaustive; other or more suitable countermeasures may be required depending on specific site conditions and crash data.*
***The Crash Reduction Factor is based on values obtained from the FHWA Crash Modification Factors Clearinghouse for various safety countermeasure applications.*

Rural Trends

Fixed Objects / Roadway Departures

11,450
Total Crashes

871
Total KSI

0
Total VRU

Top Contributing Circumstances:

- Over Speed Limit
- DUI
- Fatigue / Asleep

Safety Countermeasure*	Crash Reduction Factor**	Estimated Cost
Centerline and edge line rumble strips with edge line striping	8 – 39%	$
Improving the roadside shoulder	20 – 25%	$$
Clear zone improvements	22 – 44%	$$$

**This list of countermeasures is not exhaustive; other or more suitable countermeasures may be required depending on specific site conditions and crash data.*
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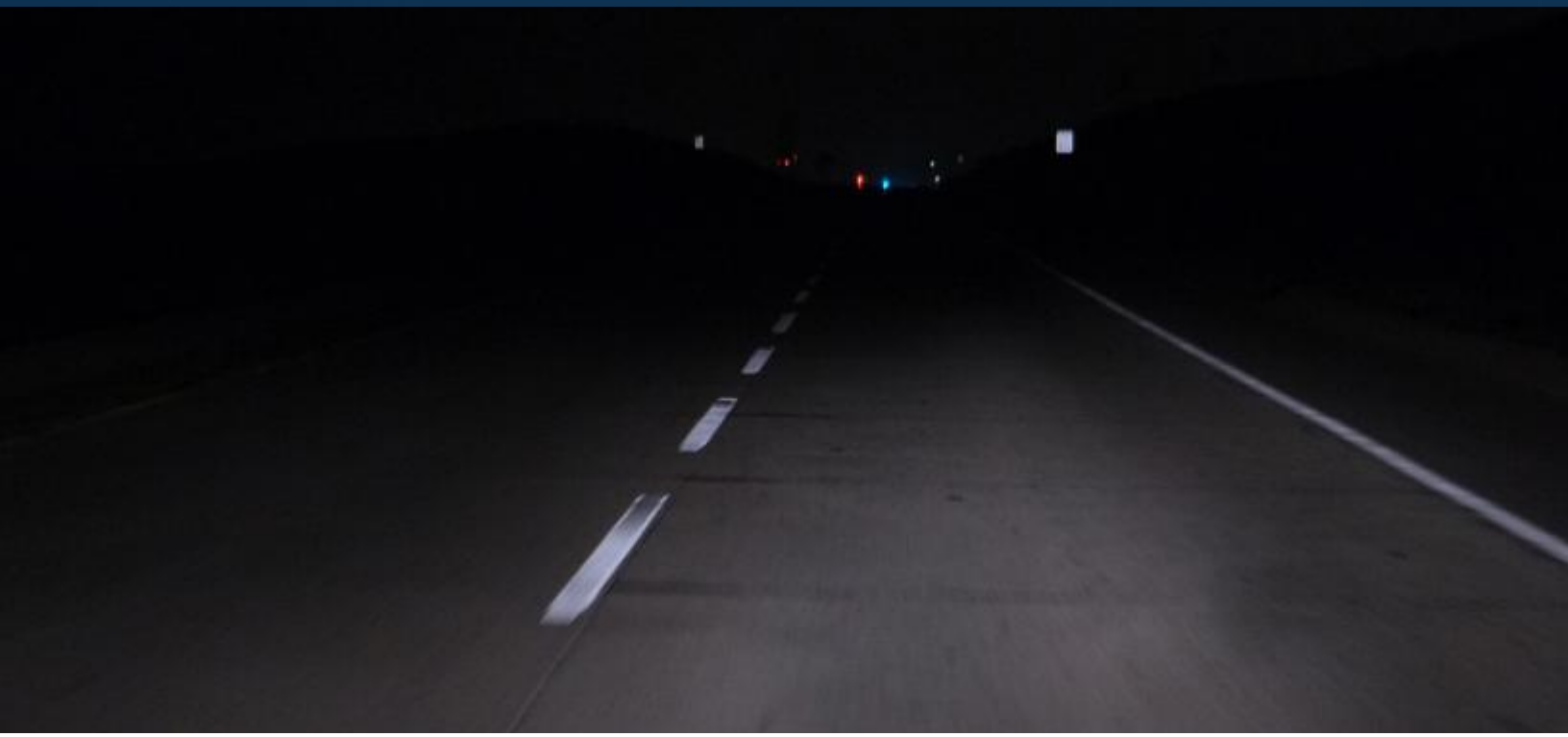
Rural Trends



Dark Hour

11,497
Total Crashes

661
Total KSI

101
Total VRU

Top Contributing Circumstances:

- DUI
- Over Speed Limit
- Fatigue / Asleep

Safety Countermeasure*	Crash Reduction Factor**	Estimated Cost
For intersections, implementing signing, marking, and visibility improvements	11 – 44%	$
Along segments, rumble strips, and enhanced roadway delineation	11 – 27%	$
Provide intersection and roadway lighting	2 – 74%	$$$

**This list of countermeasures is not exhaustive; other or more suitable countermeasures may be required depending on specific site conditions and crash data.*
***The Crash Reduction Factor is based on values obtained from the FHWA Crash Modification Factors Clearinghouse for various safety countermeasure applications.*

Urban Trends

Left Turns

17,444
Total Crashes

321
Total KSI

120
Total VRU

Top Contributing Circumstances:

- Failed to Yield Right-of-Way Making Left or U-Turn
- Failed to Yield Right-of-Way from Traffic Signal
- Failed to Yield Right-of-Way from Stop Sign

Safety Countermeasure*	Crash Reduction Factor**	Estimated Cost
Implementing the flashing yellow arrow operation	16 – 25%	$ – $$
Implementing corridor improvements consisting of indirect left-turn operations	22 – 54%	$$$
Road diets and road reconfiguration	19 – 49%	$$

**This list of countermeasures is not exhaustive; other or more suitable countermeasures may be required depending on specific site conditions and crash data.*
***The Crash Reduction Factor is based on values obtained from the FHWA Crash Modification Factors Clearinghouse for various safety countermeasure applications.*

Urban Trends

Negotiating Curves

2,475
Total Crashes

144
Total KSI

2
Total VRU

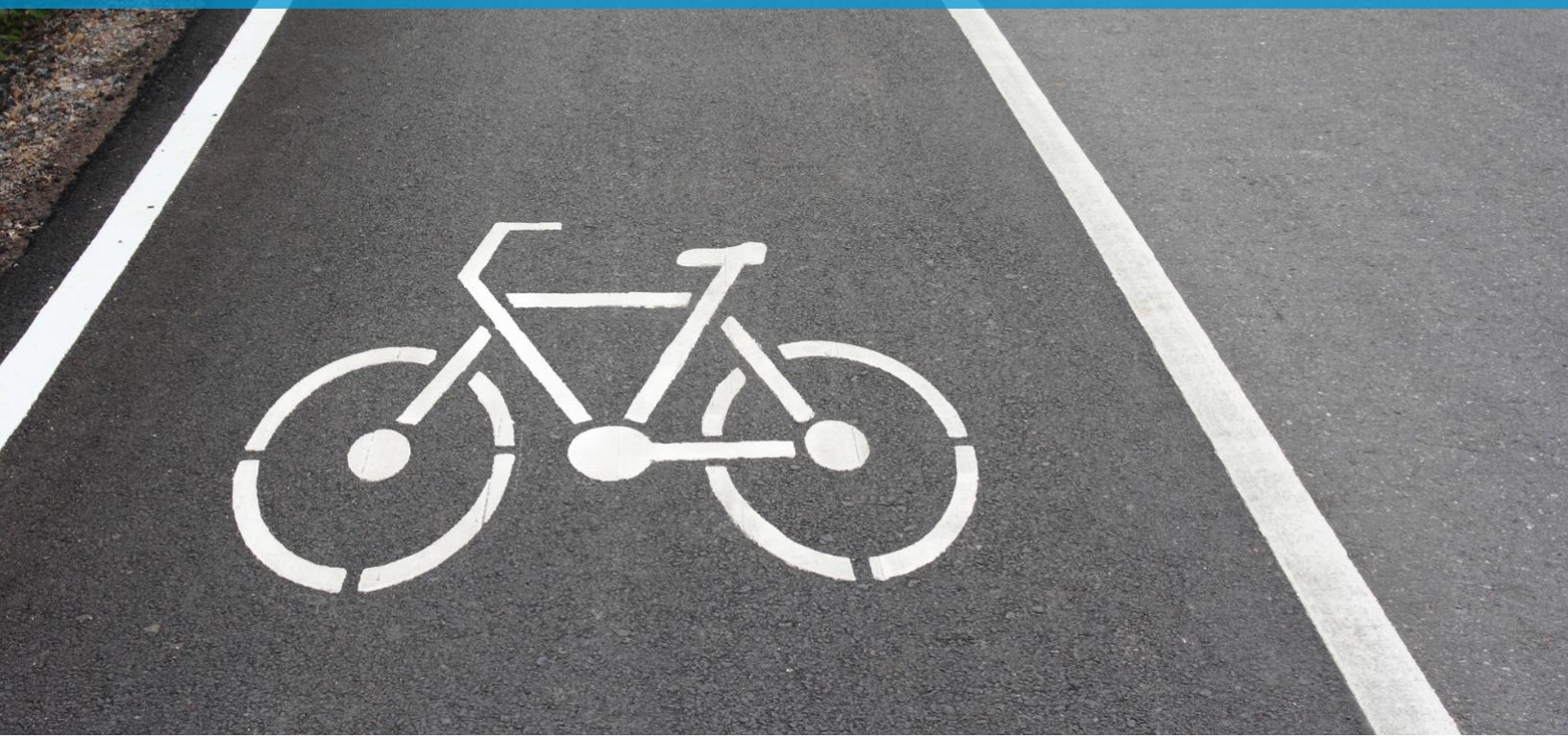
Top Contributing Circumstances:

- Driving Too Fast for Conditions
- Aggressive Operation
- Crossed Centerline

Safety Countermeasure*	Crash Reduction Factor**	Estimated Cost
Delineation of the horizontal curve	8 – 30%	$
Provide edge lines	11%	$
Implement high friction surface treatments	Dry – 20% Wet – 39%	$$

**This list of countermeasures is not exhaustive; other or more suitable countermeasures may be required depending on specific site conditions and crash data.*
***The Crash Reduction Factor is based on values obtained from the FHWA Crash Modification Factors Clearinghouse for various safety countermeasure applications.*

Urban Trends



Vulnerable Road Users

875
Total Crashes

302
Total KSI

875
Total VRU

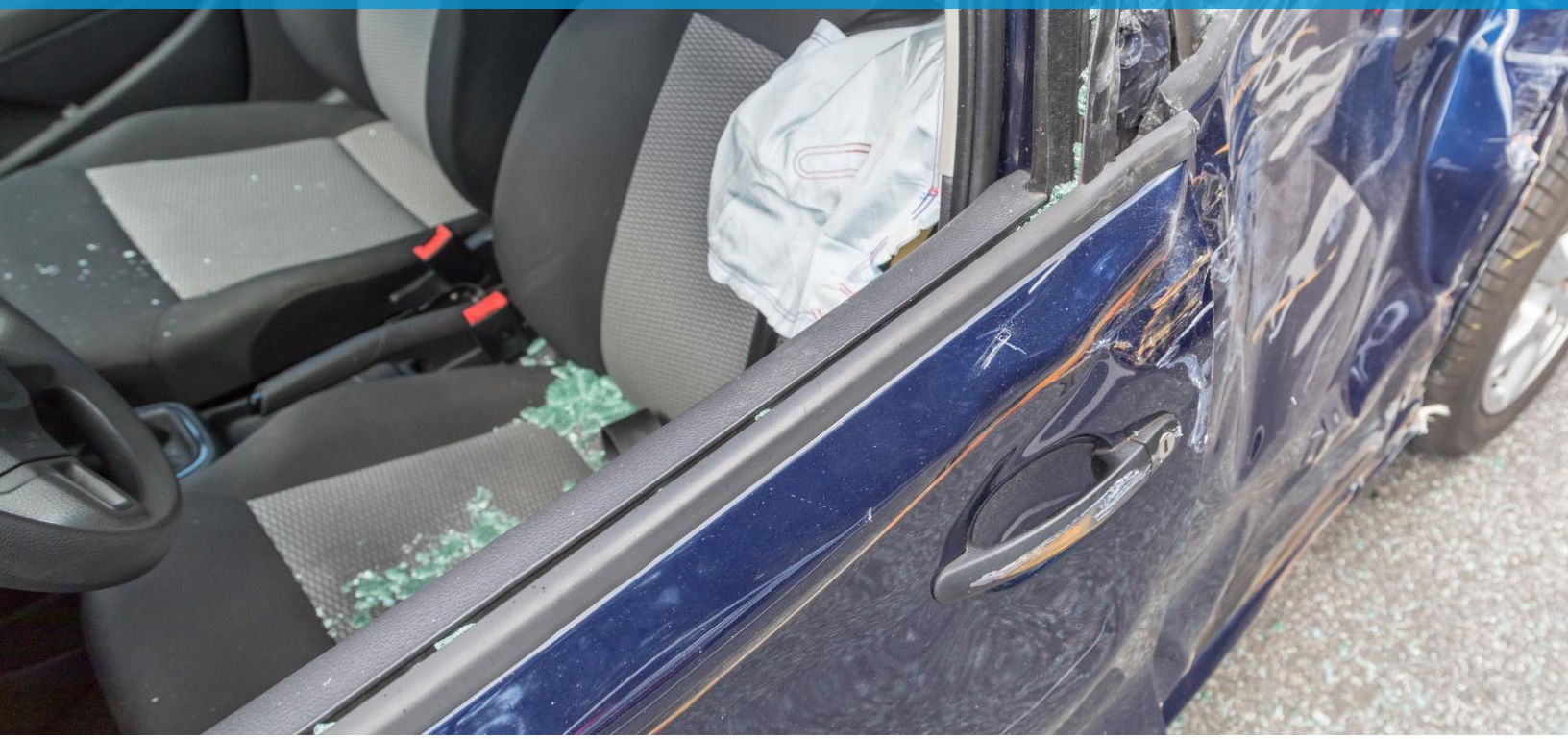
Top Contributing Circumstances:

- Improper Crossing
- Unseen Object / Person / Vehicle
- Failed to Yield Right-of-Way (Various Forms)

Safety Countermeasure*	Crash Reduction Factor**	Estimated Cost
Crosswalk enhancements	7 – 57%	$ – $$$
Pedestrian indications and leading pedestrian intervals	19%	$ – $$
Provide walkways, sidewalks, and paths for pedestrians and bicycle lanes for bicyclists	2 – 59%	$ – $$$

**This list of countermeasures is not exhaustive; other or more suitable countermeasures may be required depending on specific site conditions and crash data.*
***The Crash Reduction Factor is based on values obtained from the FHWA Crash Modification Factors Clearinghouse for various safety countermeasure applications.*

Urban Trends



Side Impacts

25,822
Total Crashes

531
Total KSI

48
Total VRU

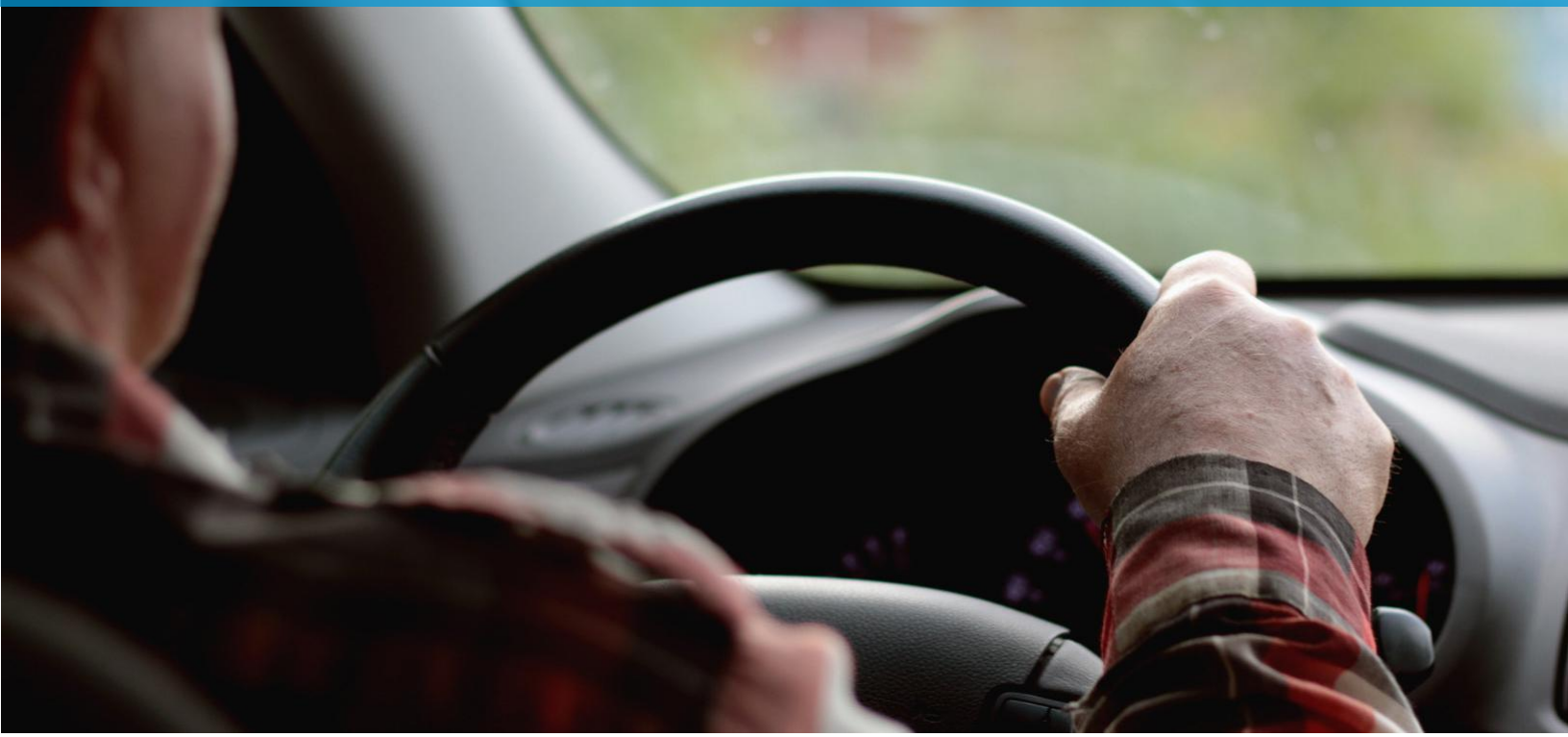
Top Contributing Circumstances:

- Ran Traffic Signal
- Failed to Yield Right-of-Way from Stop Sign
- Failed to Yield Right-of-Way Making Left or U-Turn

Safety Countermeasure*	Crash Reduction Factor**	Estimated Cost
For unsignalized intersections, the implementation of multiple low-cost countermeasures	10 – 27%	$ – $$
For signalized intersections, the implementation of multiple low-cost countermeasures	15 – 50%	$ – $$$
Implementing corridor improvements consisting of indirect left-turn operations	22 – 54%	$$ – $$$

**This list of countermeasures is not exhaustive; other or more suitable countermeasures may be required depending on specific site conditions and crash data.*
***The Crash Reduction Factor is based on values obtained from the FHWA Crash Modification Factors Clearinghouse for various safety countermeasure applications.*

Urban Trends



Older and Younger Drivers (15-25, 65+)

49,377
Total Crashes

834
Total KSI

147
Total VRU

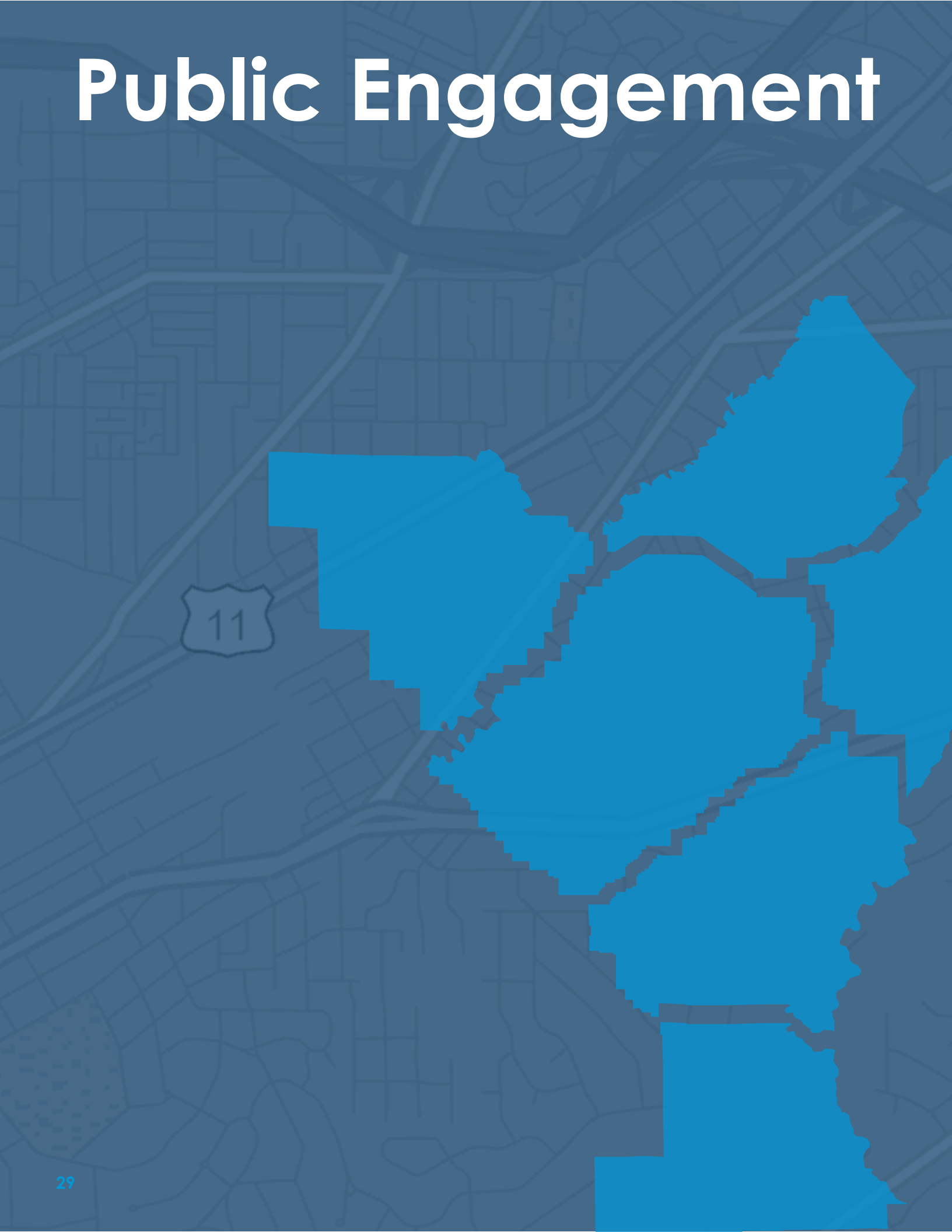
Top Contributing Circumstances:

- Misjudged Stopping Distance
- Followed Too Close
- Unseen Object / Person / Vehicle

Safety Countermeasure*	Crash Reduction Factor**	Estimated Cost
Application of enhanced signing and road markings	7 – 28%	$ – $$
Addition of turn lanes and the reduction of intersection complexity	20 – 73%	$$ – $$$
Enhanced roadway delineation and lighting	13 – 38%	$$ – $$$

**This list of countermeasures is not exhaustive; other or more suitable countermeasures may be required depending on specific site conditions and crash data.*
***The Crash Reduction Factor is based on values obtained from the FHWA Crash Modification Factors Clearinghouse for various safety countermeasure applications.*

Public Engagement



A public involvement plan was developed and included three goals:

Create a consistent message about the project

Inform, educate, and invite collaboration

Establish communication channels and followers for ongoing messaging and education

These goals were accomplished through the following tasks:

Branding
A project logo was developed. Brand standards were developed for print, social media, and the project webpage.

Social Media
A communications content calendar was developed and social media posts were created throughout the duration of the project. The posts highlighted the SS4A program and encouraged safe travel behaviors.

Project Webpage
A project webpage was created that provided details on the SS4A program, the SSA, HOA's crash statistics and trends, task force members, project timeline, and Safety Champions in the region through video interviews.

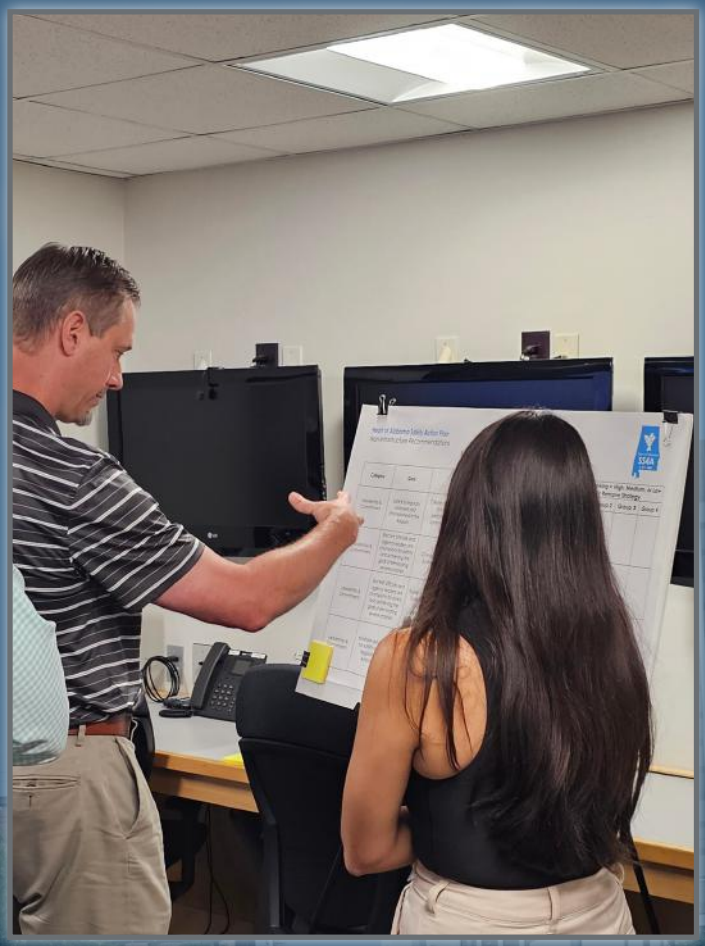
Safety Action Task Force
A task force was assembled that included a broad, multidisciplinary team. Three task force meetings were held throughout the project, and the members helped to review and provide comments on the SAP.

Outreach to Local Elected Officials
Individual meetings were held with some of the local elected officials, and presentations were made at group meetings such as MPO advisory committees and the Jefferson County Mayor's Association.

Broad Public Outreach
Engagement with the general public was conducted through social media, the project website, and the project survey. The survey was distributed through social media and postcards. Targeted ads were designed to ensure there was representation from the entire HOA region. 1,105 survey responses were received from 105 out of the 114 zip codes (92%) in the HOA region.

Outreach to Disadvantaged Communities
Outreach was performed in two neighborhoods in disadvantaged areas – Thomas and West End – to help increase survey engagement and to determine these neighborhoods' specific transportation safety concerns. These neighborhoods were selected through consulation with our Subcommittee on Equity and Engagement.

The project team designed and printed bilingual postcards, available in both English and Spanish, for widespread distribution within the communities.




SS4A Program Overview
• Safe Streets and Roads for All
• Discretionary grant program
• Funded through the Bipartisan Infrastructure Law (BIL)
• Direct grants to cities, counties, MPOs, tribal governments
• Aimed at reducing transportation-related fatalities and serious injuries


Regional Planning Commissio...
Jul 30 ·
This month, we sat down with Yaquelin (Jacky) Herrera, a Safety & Quality Control Engineer at ALDOT, to learn more about her advocacy for transportation safety.
#SS4A #HeartofAlabama
#SafetyChampion
Yaquelin (Jacky) Herrera
ALDOT Pre-Construction (East Central Region)
Safety & Quality Control Engineer
Becky White
45 plays
Like
Comment
Send
Share

What They Said

Thomas and West End neighborhood residents were asked what transportation safety improvement could be made that would bring the most positive change to their lives.

The items most often requested were:

- More enforcement
- Better maintenance
- Improved public transportation
- More sidewalks/bike lanes
- No large trucks allowed in their neighborhoods

Aggressive driving was the biggest transportation-related issue those neighborhoods experienced. Exhibition driving is a known problem in Jefferson County and the City of Birmingham.

12,451
Facebook Reaches and Twitter Impressions

46
Task Force Members

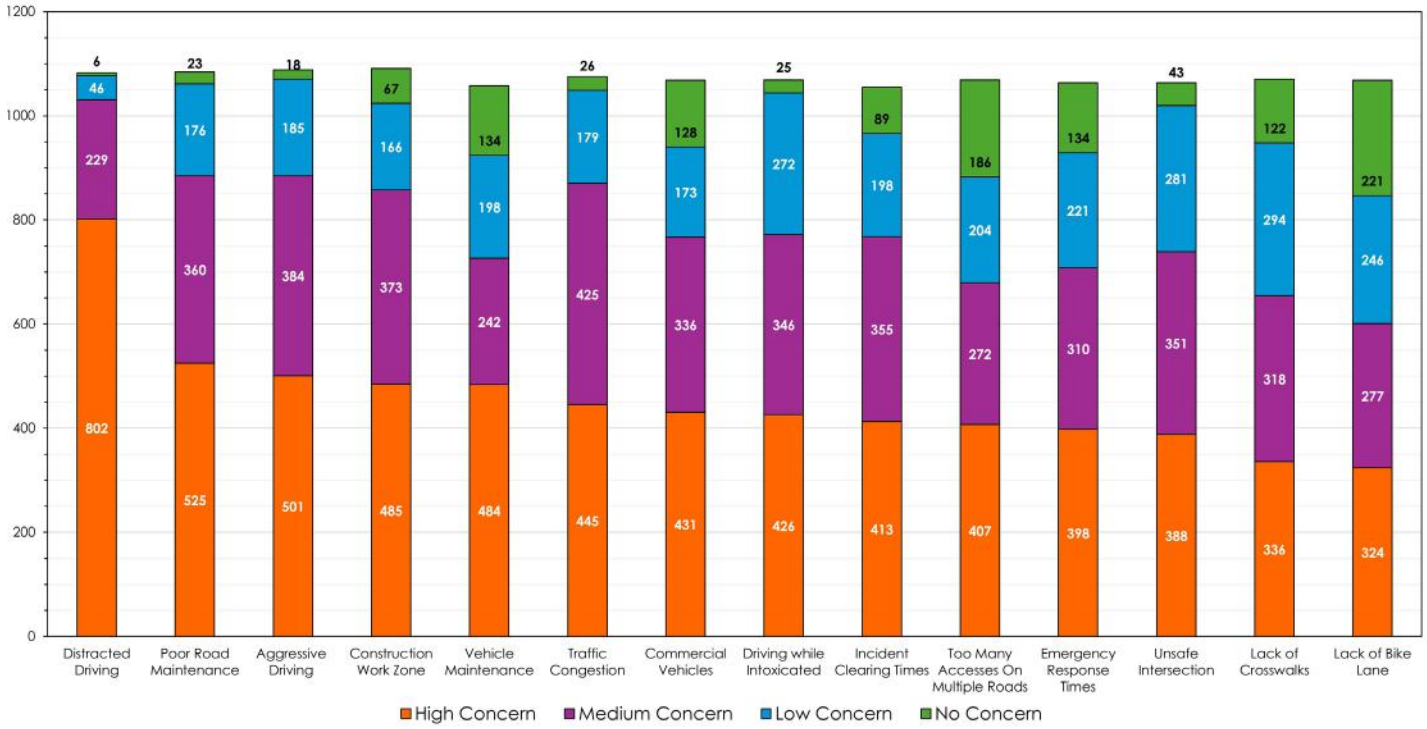
1,105
Survey Responses

30
Engagement Events

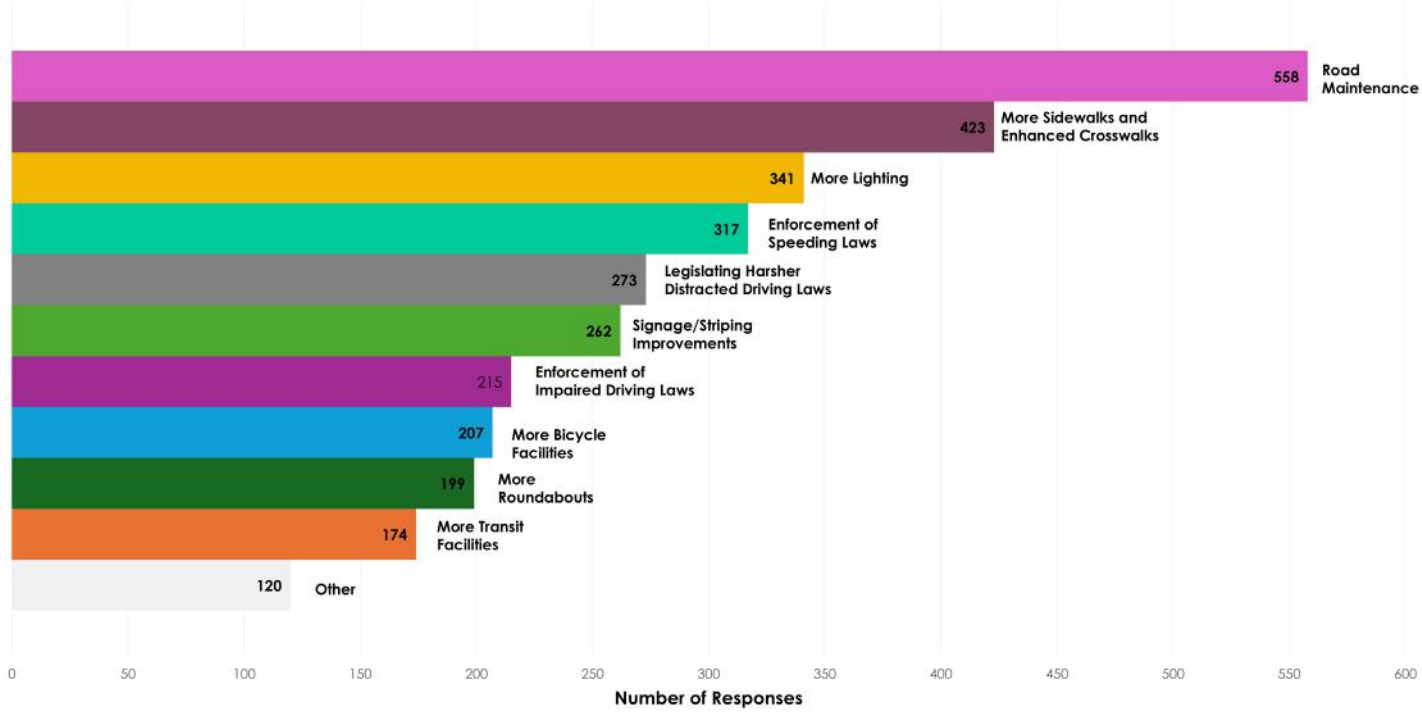
105
Zip Codes Represented in Survey

20
Social Media Posts

What do you think are the biggest safety concerns in the Heart of Alabama region?

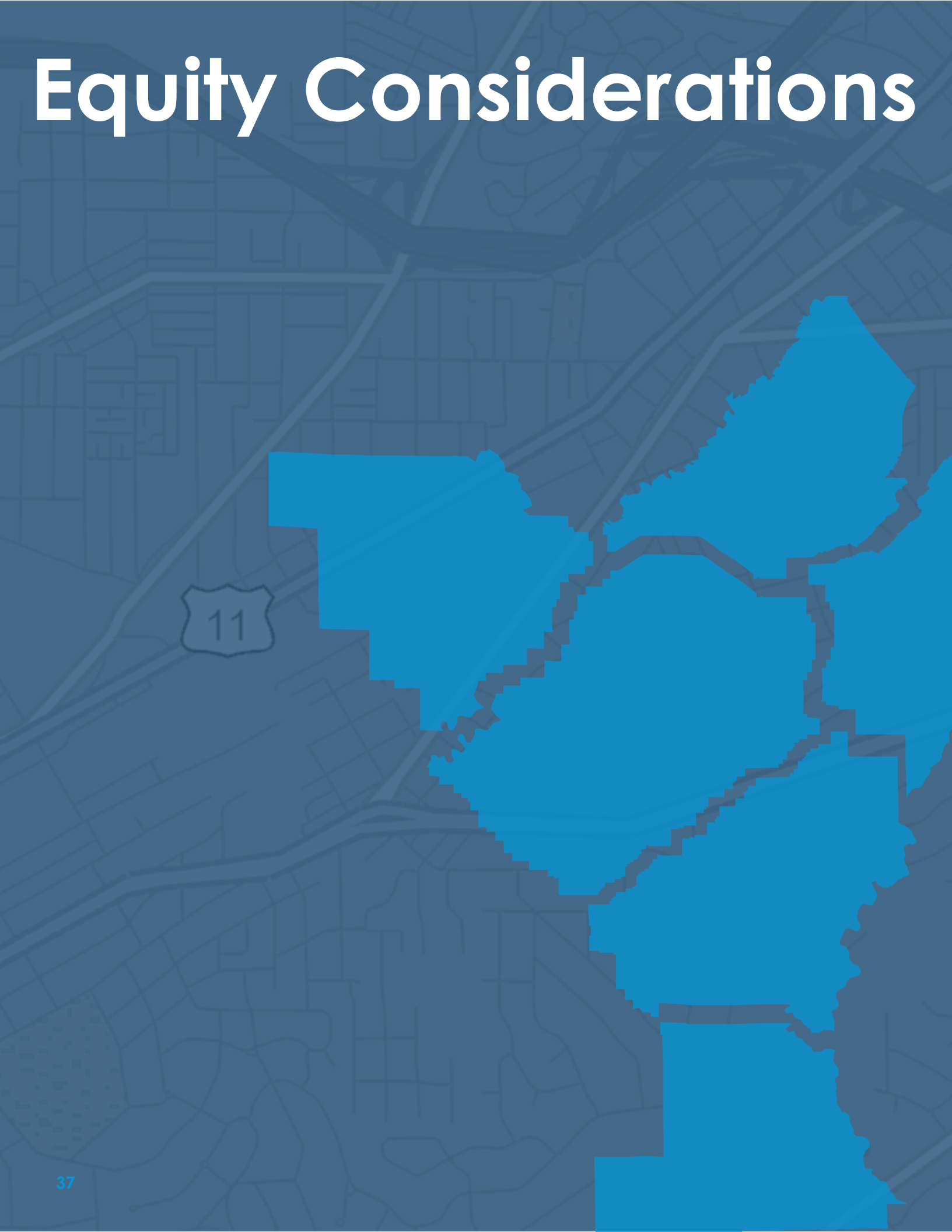


What should our highest priority be?



Community Outreach Events			
Date	**Event**	**Location**	**Attendees**
1/20/2023	Birmingham Safety Data Review	Birmingham DOT	City of Birmingham DOT Officials
1/24/2023	Hoover Safety Data Review	Hoover	City of Hoover Engineers
4/25/2023	St. Clair County Safety Data Review	St. Clair County	St. Clair County Engineers
6/14/2023	Blount County Safety Data Review	Blount County Public Works	Blount County Engineers
8/2/2023	Walker County Safety Data Review	Walker County Annex	Walker County Engineers
8/15/2023	Jefferson and Shelby County Safety Data Review	Shelby County	Jefferson and Shelby County Engineers and Planners
8/17/2023	Chilton County Safety Data Review	Chilton County	Chilton County Engineers
8/23/2023	Pelham Safety Data Review	Pelham	Pelham Engineers and Planners
8/31/2023	Safety Project Planning Training Session	RPCGB	Engineers, Planners, Public Works Officials
9/8/2023	Center Point Safety Data Review	Center Point	Center Point Public Officials
9/20/2023	Homewood Safety Data Review	Homewood	Homewood Engineers and Officials
9/22/2023	Vestavia Hills Safety Data Review	Vestavia Hills	Vestavia Hills Engineers
10/25/2023	MPO Technical Committee Meeting	RPCGB	Committee Members
10/26/2023	MPO Advisory Committee Meeting	RPCGB	Committee Members
11/3/2023	Mountain Brook Safety Data Review	Mountain Brook City Hall	Mountain Brook Public Officials
1/23/2024	Task Force Meeting #1	RPCGB	Task Force Members
2/26/2024	Subcommittee on Equity and Engagement	Virtual	Subcommittee members
5/1/ 2024 – 5/31/2024	Thomas Neighborhood Outreach	Thomas Churches and Neighborhood	Public
5/2/2024	RPCGB Annual Meeting - Project Update	Vulcan Park and Museum, Birmingham	MPO and Regional Planning Organization (RPO) Members
5/21/2024	Shelby County Legislative Wrap Up Reception	Shelby County	Public Officials and Chamber of Commerce Members
6/4/2024	Task Force Meeting #2	Virtual	Task Force Members
8/1/2024 – 9/15/2024	West End Neighborhood Outreach	West End Churches and Neighborhood	Public
8/7/2024	City of Argo Safety Data Review	Argo City Hall	Argo Public Officials
8/24/2024	City of Gardendale Safety Data Review	Gardendale City Hall	Gardendale Public Officials
9/17/2024	Task Force Meeting #3	Jefferson County EMA	Task Force Members
9/18/2024	Jefferson County Mayor's Association Meeting	Trussville Event Space	Jefferson County Mayors and Public Works Officials
10/16/2024	SS4A Panel	ALDOT Safety Conference - Gulf Shores	ALDOT and consultants
10/23/2024	MPO Transportation Technical Committee Meeting	RPCGB/Virtual	Committee Members
10/24/2024	MPO Advisory Committee Meeting	RPCGB/Virtual	Committee Members
10/30/2024	MPO Policy Committee Meeting	RPCGB	Committee Members
Duration of project	Survey	Online	Public
Duration of project	Social Media Posts	Online	Public

Equity Considerations



Disadvantaged Communities

This plan was developed with a focus on equitable strategies to reduce the number of KSI crashes. Crash data involving VRUs and vulnerable communities were examined closely. A VRU is a nonmotorist (typically a pedestrian, bicyclist, or person on a personal conveyance).

Disadvantaged census tracts were determined by using the United States Department of Transportation's (USDOT) Equitable Transportation Community (ETC) Explorer. This is an interactive web application that explores the cumulative burden disadvantaged communities experience resulting from underinvestment in transportation in the areas of Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability. It is designed to be effective in helping increase the understanding of how communities are experiencing transportation disadvantage at the local level. Further information on the ETC Explorer and its methodology can be found on the USDOT website.

Disadvantaged Census Tracts					
County	**Centerline Miles in Disadvantaged Census Tracts**	**Centerline Miles in Non-Disadvantaged Census Tracts**	**% of Centerline Miles in Disadvantaged Census Tracts**	**% of Total Crashes in Disadvantaged Census Tracts**	**% of KSI Crashes in Disadvantaged Census Tracts**
Blount	1,571	110	93%	97%	96%
Chilton	1,408	121	92%	96%	96%
Jefferson	2,414	3,947	38%	55%	60%
Shelby	764	1,738	31%	26%	40%
St. Clair	1,126	649	63%	62%	71%
Walker	1,732	322	84%	93%	87%

Vulnerable Communities Takeaways:

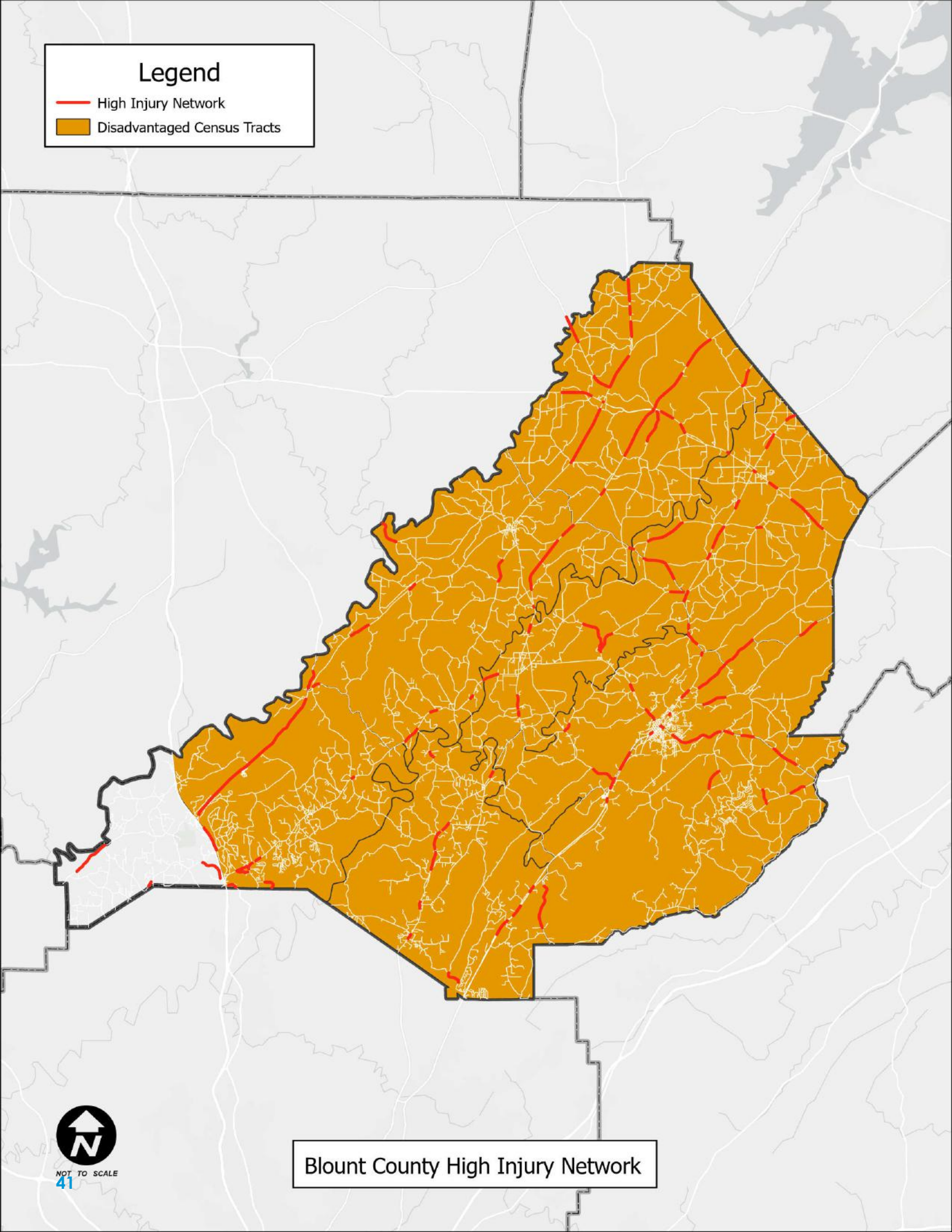
- KSI crashes were overrepresented in disadvantaged census tracts in the region.
- In all six counties, the percentage of KSI crashes in disadvantaged census tracts was higher than the percentage of centerline miles in disadvantaged census tracts.
- Based on the ETC Explorer, all of the counties except Jefferson County had their transportation insecurity component in the disadvantaged range.
- Chilton and Walker Counties' social vulnerability components were classified in the disadvantaged range.
- Walker County's health vulnerability component was in the disadvantaged range.
- Although Jefferson County includes census tracts considered disadvantaged, none of its five ETC components fell within the disadvantaged range. However, Jefferson County had the highest environmental burden component of the six counties.

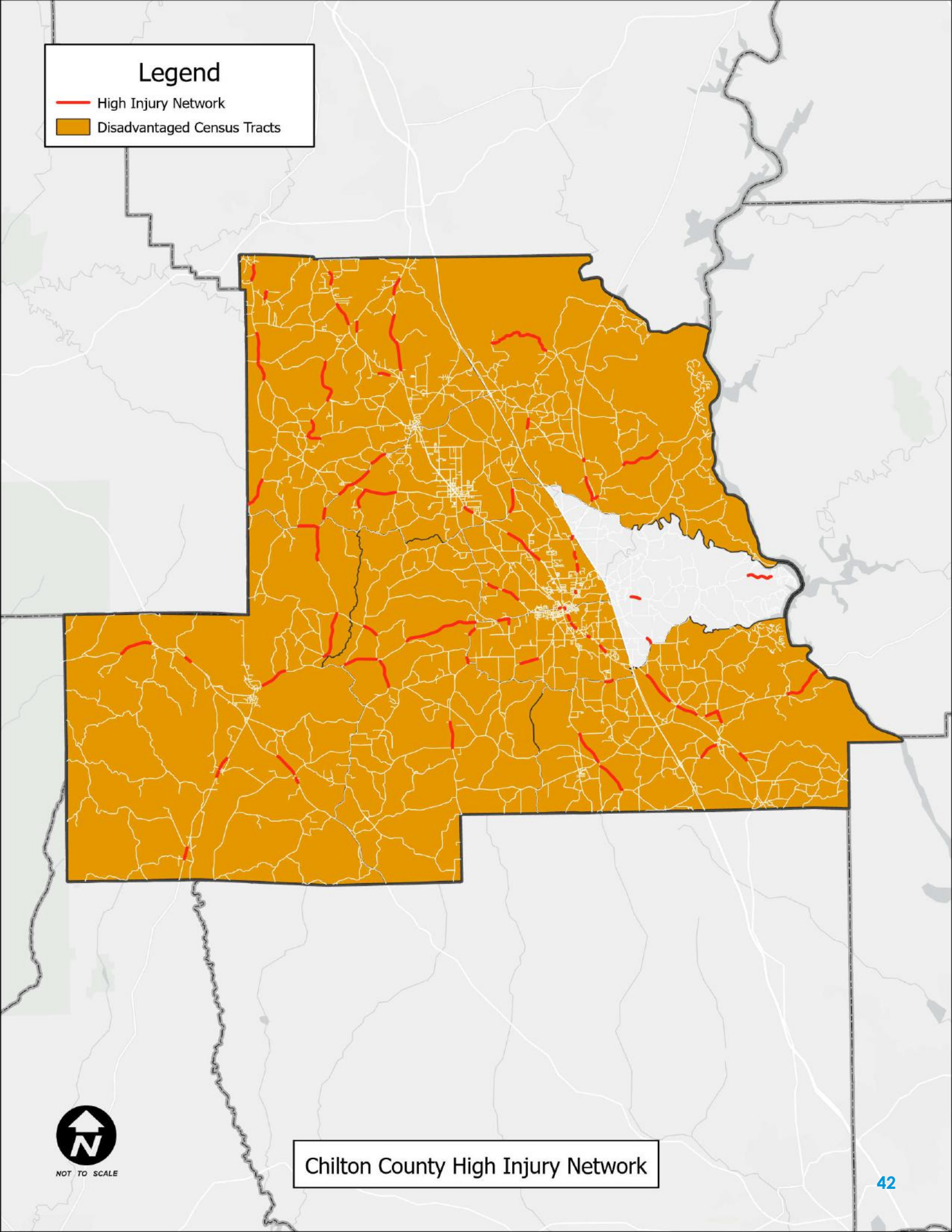
47% of census tracts are considered disadvantaged in the HOA region.

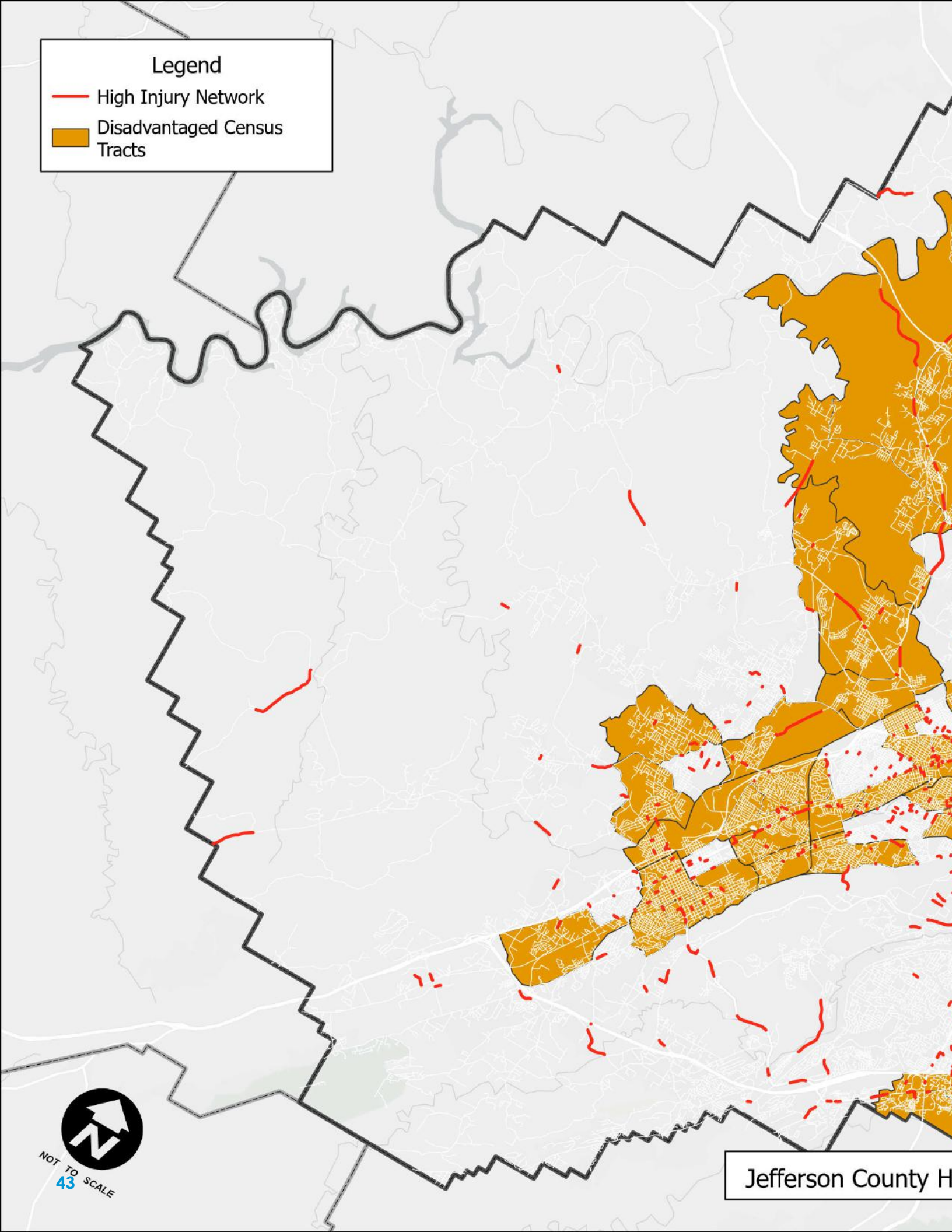
Vulnerable Road Users Takeaways:

- Pedestrian-involved crashes represented **less than 1%** of all crashes, but **8%** of all KSI crashes.
- **10%** of Urban KSI Crashes involved pedestrians.
- Bicyclist-involved crashes represented **less than 0.1%** of all crashes, but **1%** of all KSI crashes.
- The most common actions by non-motorists were improper crossing, in-roadway, not visible, and failure to yield right-of-way.
- Intersection-related pedestrian and bicycle crashes were overrepresented in urban areas.

42% of all pedestrian-involved crashes result in fatalities or serious injuries to the pedestrian.


Legend
High Injury Network
Disadvantaged Census Tracts
NOT TO SCALE
Blount County High Injury Network


Legend
High Injury Network
Disadvantaged Census Tracts
NOT TO SCALE
Chilton County High Injury Network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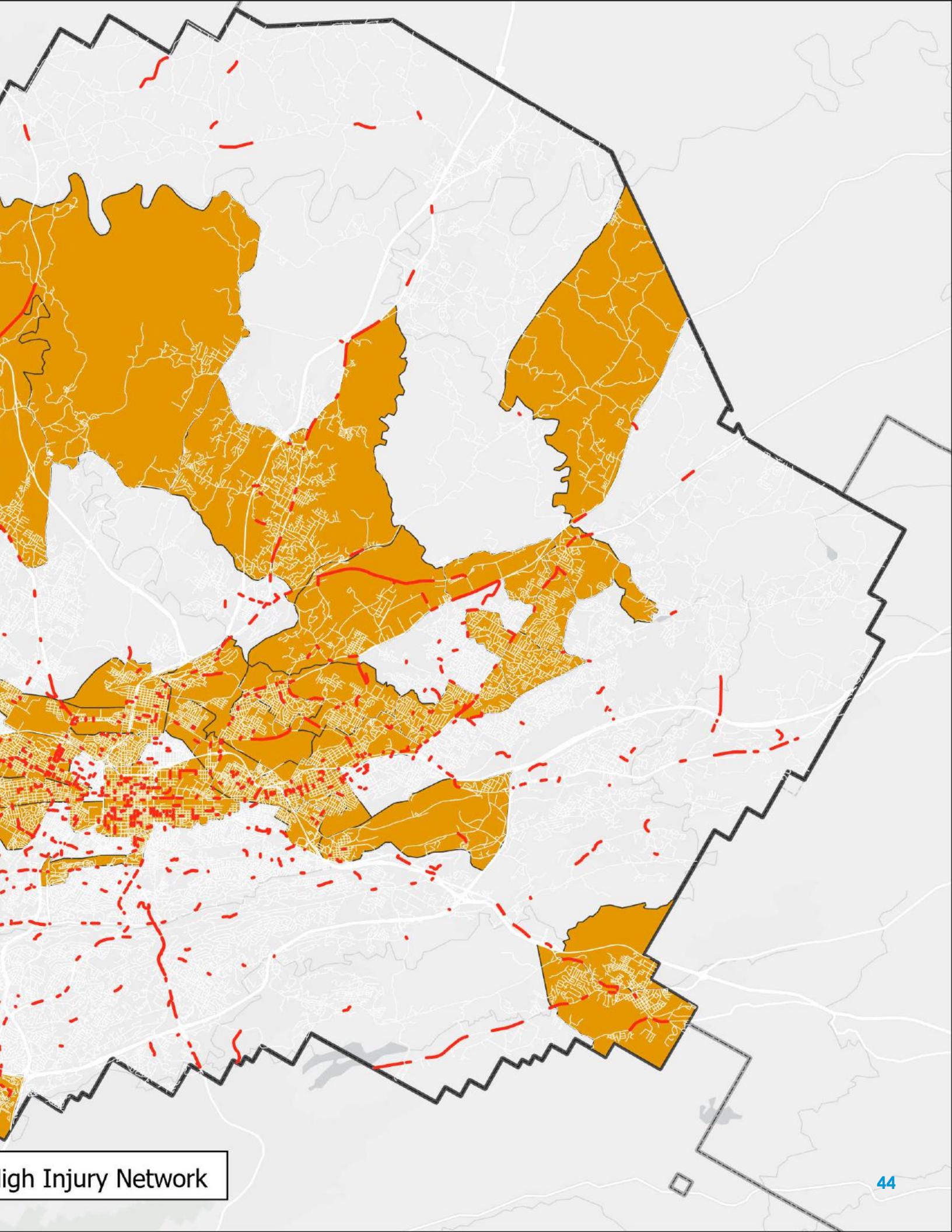
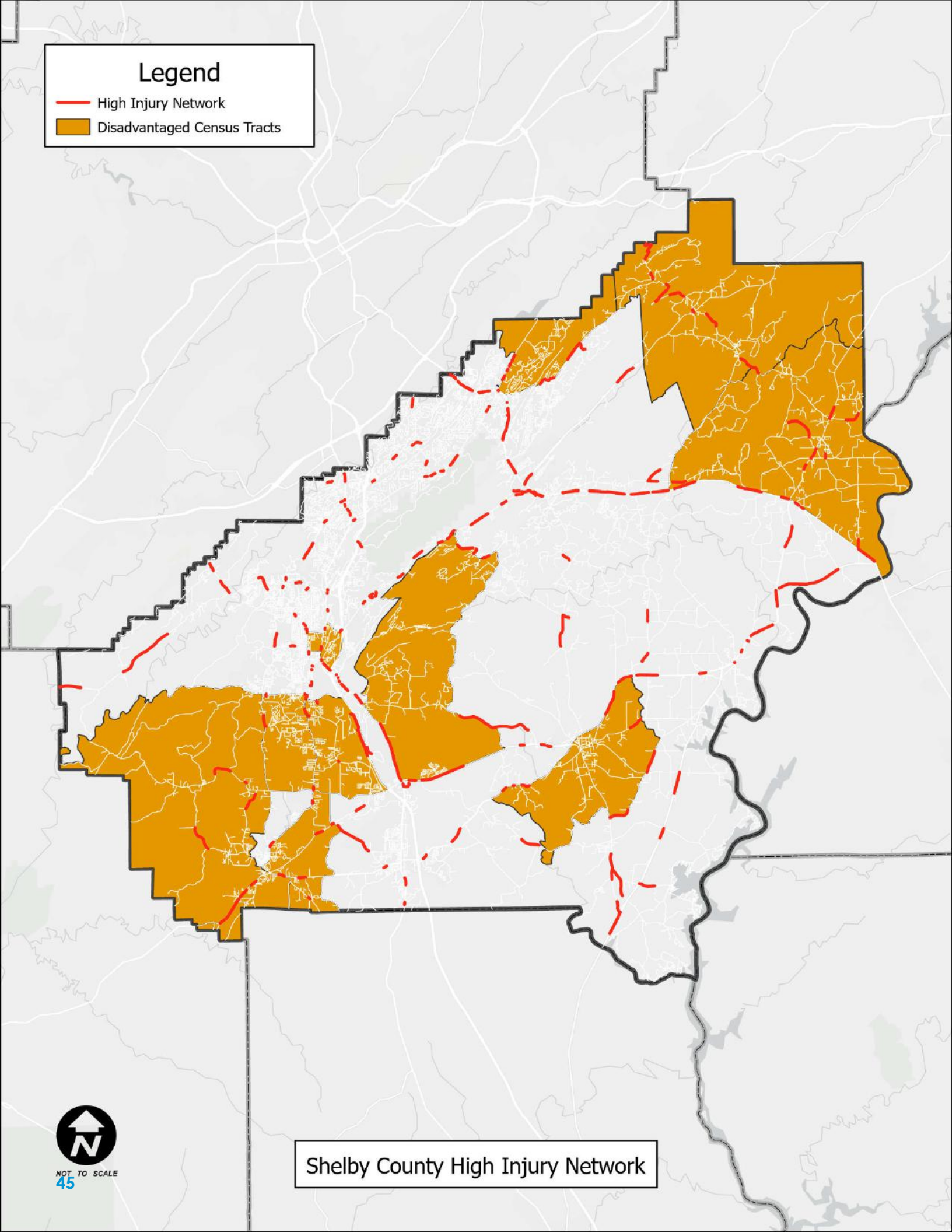
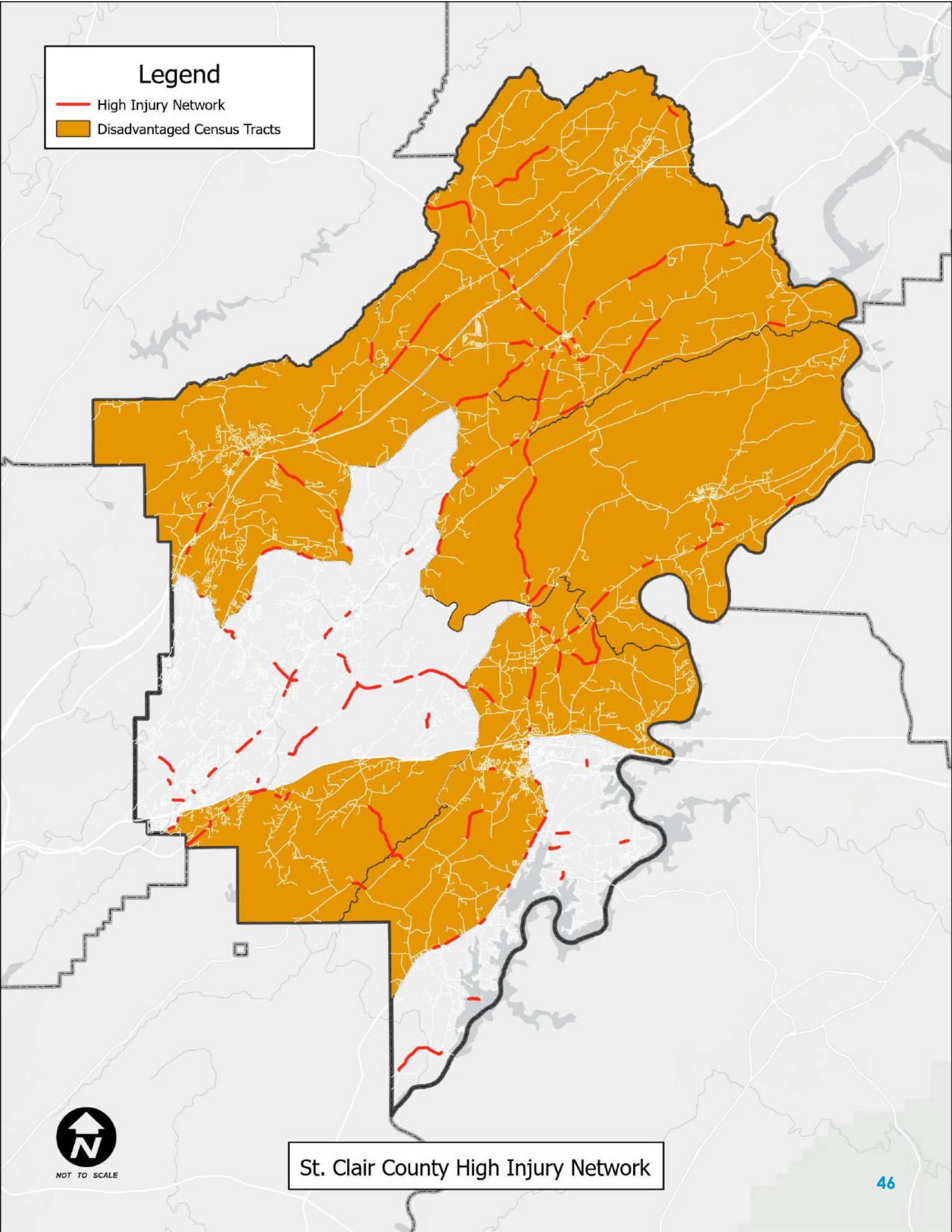
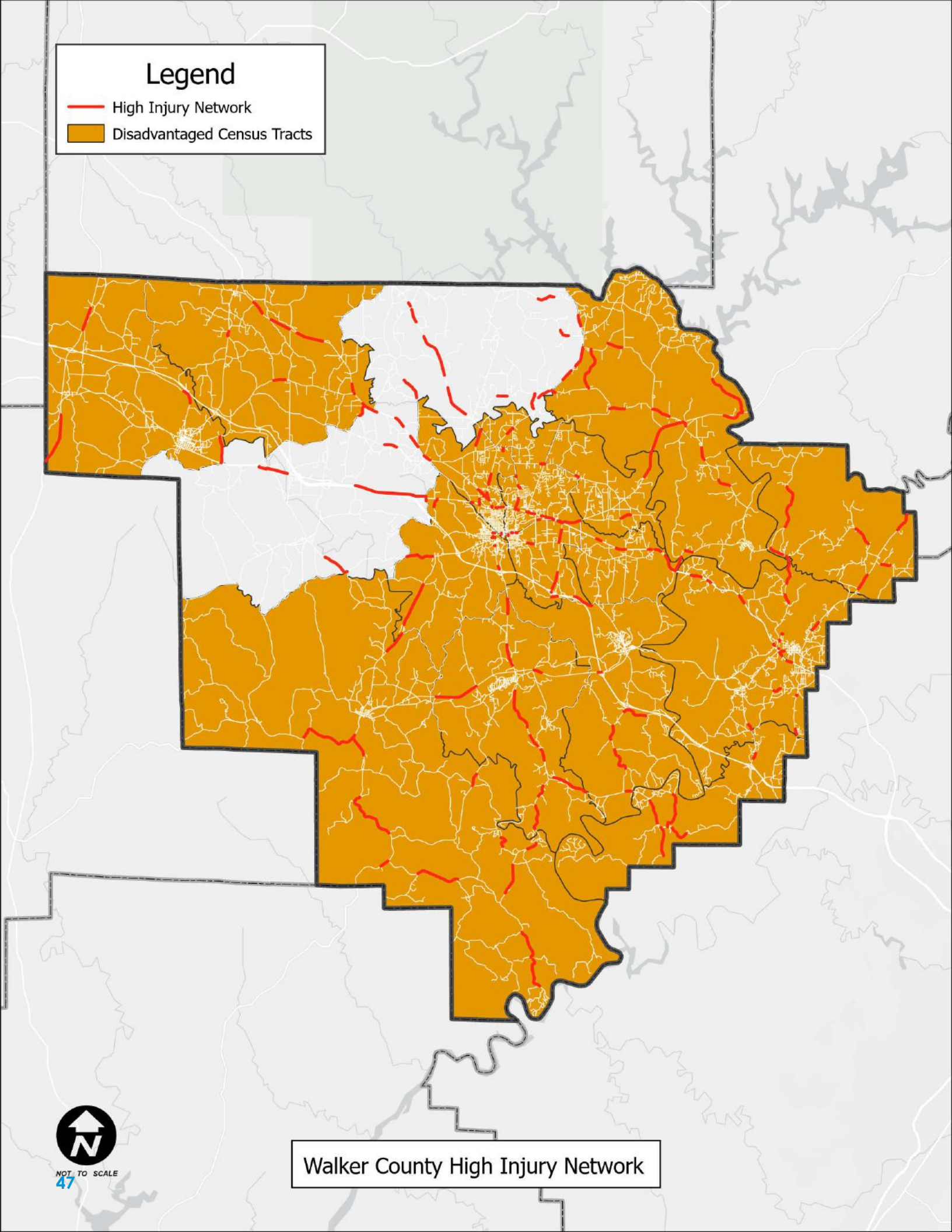
High Injury Network
Disadvantaged Census Tracts
NOT TO SCALE
Jefferson County H

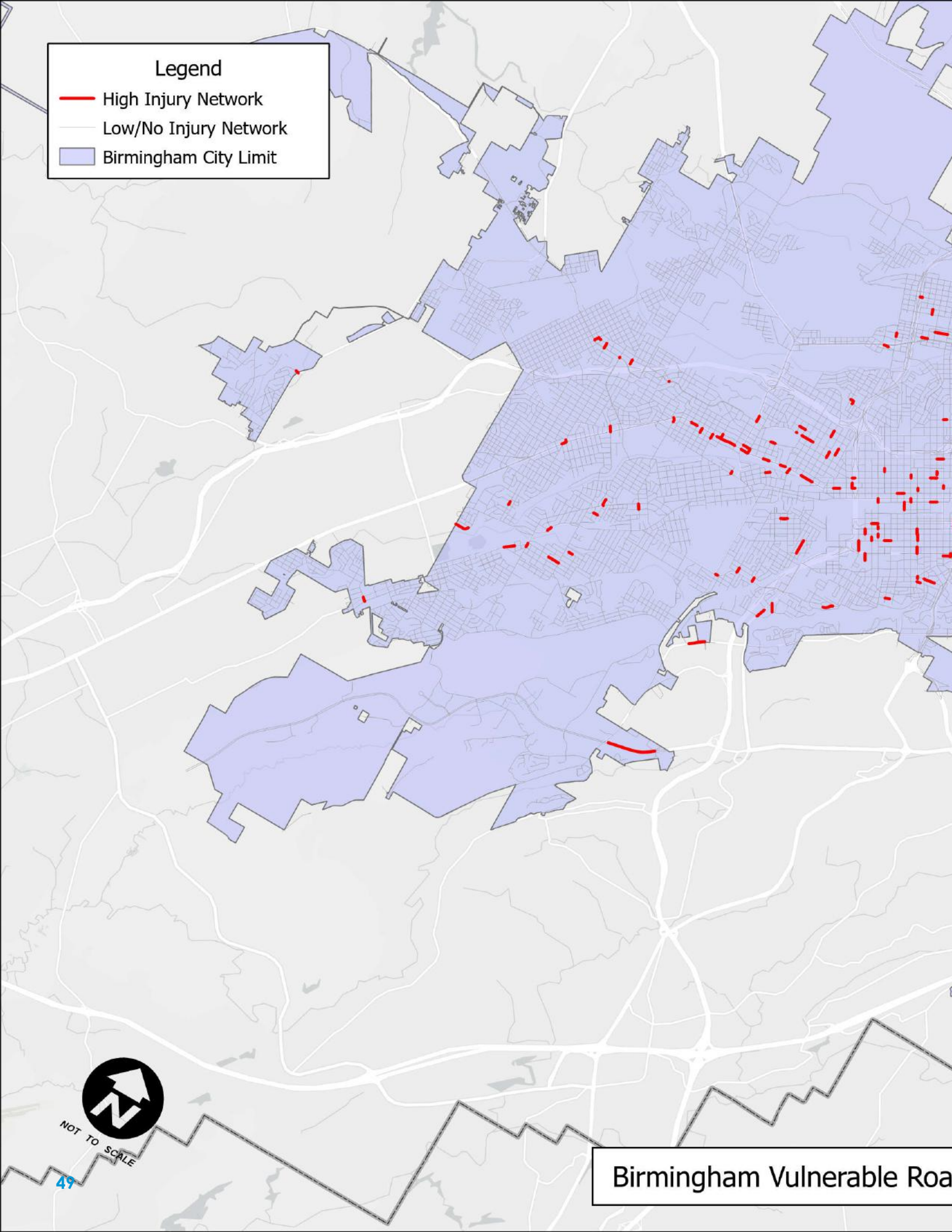

igh Injury Network

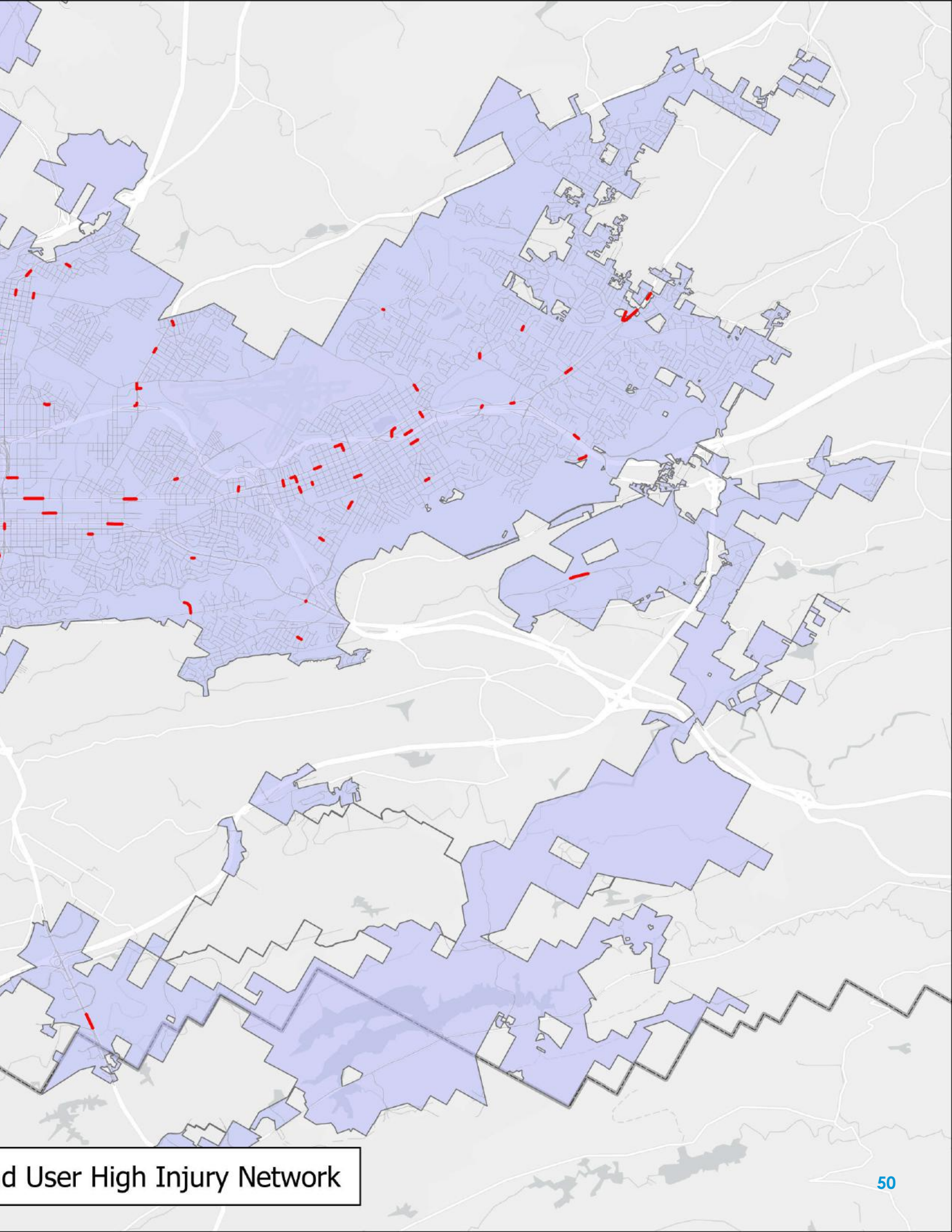

Legend
High Injury Network
Disadvantaged Census Tracts
NOT TO SCALE
Shelby County High Injury Network


Legend
High Injury Network
Disadvantaged Census Tracts
NOT TO SCALE
St. Clair County High Injury Network


Legend
High Injury Network
Disadvantaged Census Tracts
NOT TO SCALE
Walker County High Injury Network

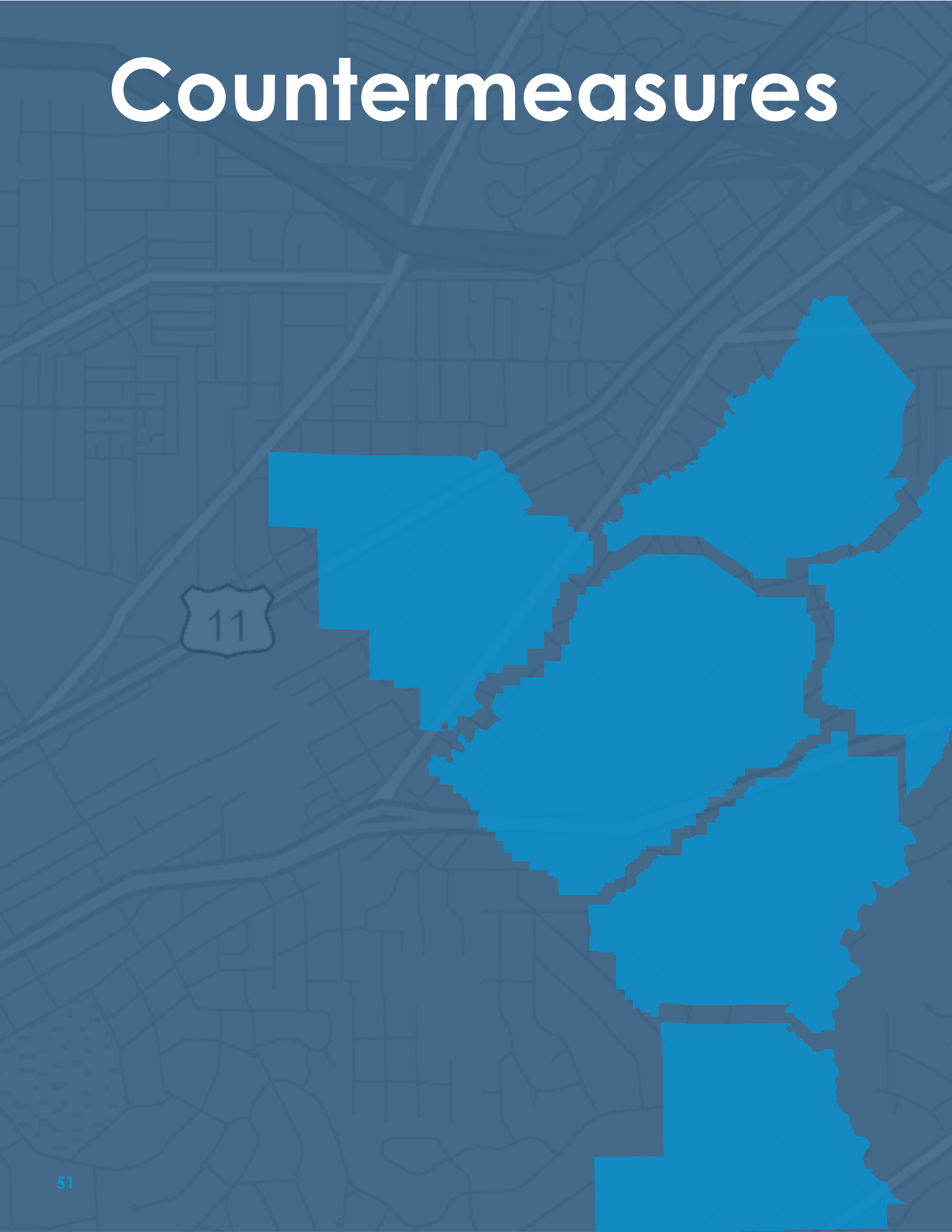

Safety Action Plan Update
SS4A
July 2023 – RPCG8 receives SS4A grant
September 2023 – RPCG8 contracts with consultants
January 2024 – Task Force Kickoff Meeting
June 2024 – Task Force Meeting #2
August 2024 – Task Force Meeting #3
September 2024 – Elected Officials Training
December 2024 – Safety Action Plan Anticipated Completion
VISIT THE WEBSITE AND TAKE THE SURVEY
https://www.ss4aheartofalabama.com/


Legend
High Injury Network
Low/No Injury Network
Birmingham City Limit
NOT TO SCALE
Birmingham Vulnerable Roa



d User High Injury Network

Countermeasures



Countermeasures

Infrastructure countermeasures for the HOA Region were selected based on the SSA, the region's crash trends, community feedback, task force recommendations, and the Federal Highway Administration's (FHWA) Proven Safety Countermeasures initiative (PSCi). The PSCi is a toolbox of countermeasures and strategies that have proven to be effective in reducing roadway fatalities and serious injuries. Once implemented, these countermeasures can help to achieve the Safe Roads element of the SSA.

The selected urban and rural countermeasures are organized by the crash trend they are addressing and are summarized in the tables on the following pages. It is also noted if the countermeasure is a systemic or point application. Installing countermeasures systemically is a proactive approach to reducing fatal and serious injuries.

Selected Urban Countermeasures				
Crash Trend	**Crash Data**	**Countermeasure**	**Cost per Location**	**Type of Application**
Left Turn Maneuvers	321 KA Crashes 12% of Urban	Flashing yellow arrow signal heads	$	Systemic
		Corridor access management	$$$	Systemic
		Roundabouts	$$$	Point
Negotiating Curves	144 KA Crashes 5% of Urban	Enhanced delineation for horizontal curves	$	Systemic
		Wider edge lines	$	Systemic
		High friction surface treatments (HFST)	$$	Point
Vulnerable Road Users	302 KA Crashes 12% of Urban	Crosswalk visiblity enhancements	$	Systemic
		Leading pedestrian interval	$	Point
		Smart channel use at channelized right turns	$$	Point
		Rectangular rapid flashing beacons (RRFB)	$	Point
		Pedestrian hybrid beacons (PHB)	$$	Point
		Road diets/road reconfiguration	$$	Point
		Walkways (sidewalks, trails)	$$	Point
		Bicycle lanes	$$	Point
Side Impacts	531 KA Crashes (20% of Urban)	Systemic application of multiple low-cost countermeasures at stop-controlled intersections	$	Systemic
		Backplates with retroreflective borders	$	Systemic
		Corridor access management	$$$	Systemic
		Roundabouts	$$$	Point
		Install lighting	$$	Point
Older and Younger Drivers	834 KA Crashes (31% of Urban)	Enhanced signage and road markings	$	Systemic
		Intersection improvements	$$	Point
		Roadway lighting	$$	Point
		Traffic signal timing	$	Systemic
		Roadway design	$$	Systemic
		Driver education and training	$	Systemic
		Community transportation options	$$	Systemic
		Younger driver focused efforts	$	Systemic

Key for Countermeasure Cost Amounts

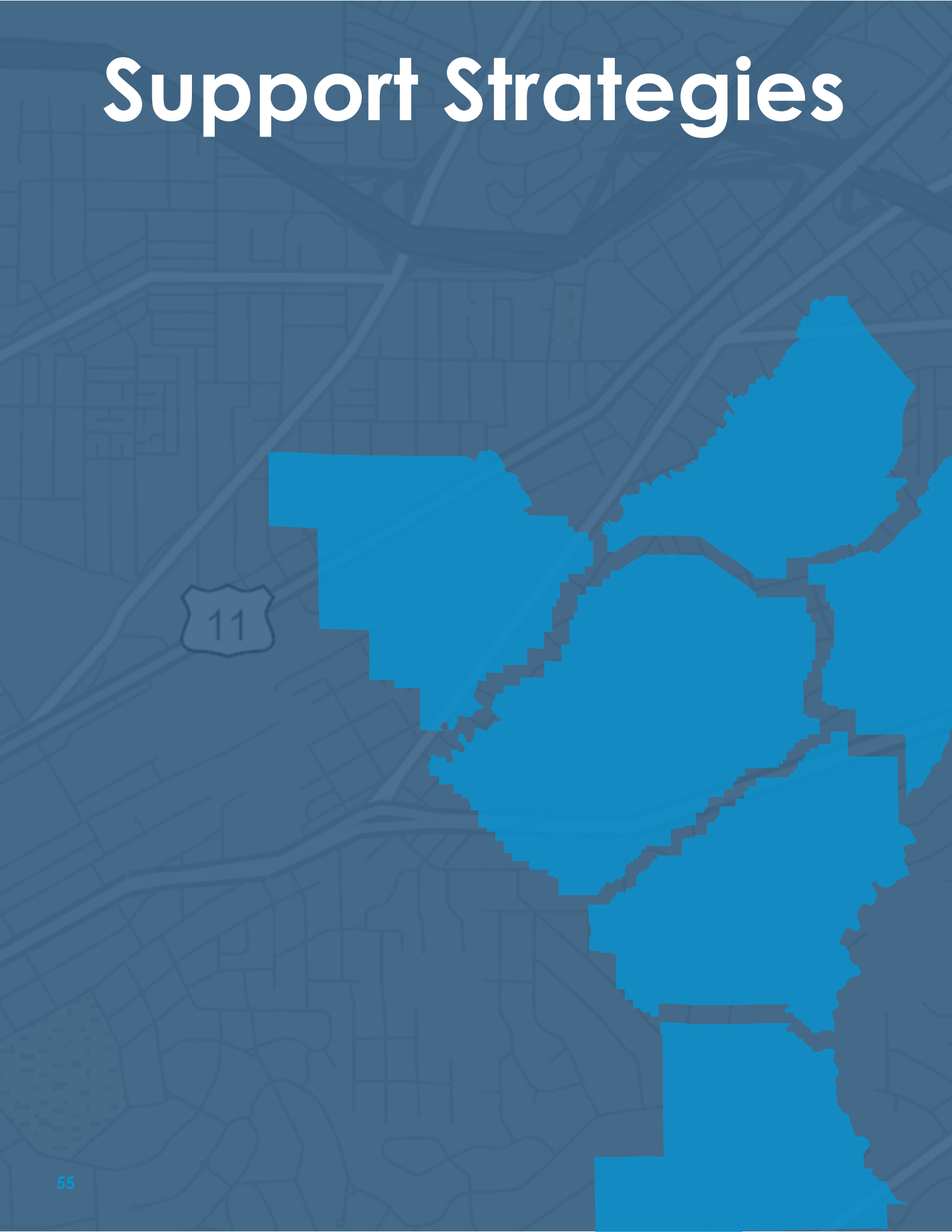
$$$ - Requires extensive new facilities, staff, equipment, or publicity, or makes heavy demands on current resources.

$$ - Requires some additional staff time, equipment, facilities, and/or publicity.

$ - Can be implemented with current staff, perhaps with training; limited costs for equipment, facilities, and publicity.

Selected Rural Countermeasures				
Crash Trend	**Crash Data**	**Countermeasure**	**Cost per Location**	**Type of Application**
Negotiating Curves	388 KA Crashes 24% of Rural	Enhanced delineation for horizontal curves	$	Systemic
		Wider Edge Lines	$	Systemic
		High friction surface treatments	$$	Point
		Adjust cross-slope and superelevation	$$	Point
		Rumble strips (centerline and edge line)	$	Systemic
		SafetyEdge	$	Systemic
		Roadside design improvement at curves	$$	Point
		Remove obstacles near road	$$	Point
Left Turn Maneuvers	57 KA Crashes 4% of Rural	Flashing yellow arrow signal heads	$	Systemic
		Corridor access management	$$$	Systemic
		Roundabouts	$$$	Point
Head-on/ Lane Departures	143 KA Crashes 9% of Rural	Rumble strips (centerline and edge line)	$	Systemic
		Dedicated left- and right-turn lanes at intersections	$$	Point
		Improve shoulders	$$	Systemic
		Add passing or truck climbing lanes	$$$	Point
		Use No Passing Zone Pennant and regulatory signs	$	Systemic
		Add raised median or median barrier	$$	Point
		Construct a 2+1 roadway (passing lanes)	$$$	Point
Fixed Object Crashes/ Roadway Departures	871 KA Crashes 55% of Rural	Rumble strips (centerline and edge line)	$	Systemic
		Wider Edge Lines	$	Systemic
		Clear zone improvements	$$	Systemic
		Improve shoulders	$$	Systemic
		Flatten slopes	$$	Systemic
		Roadside design improvement at curves	$$	Point
		High friction surface treatments (HFST)	$$	Point
		SafetyEdge	$	Systemic
Dark Hours Related	661 KA Crashes 42% of Rural	Oversized signs	$	Systemic
		Overhead street names	$	Systemic
		Advance street names	$	Systemic
		Implement systemic signing and marking improvements at stop-controlled intersections	$	Systemic
		Implement systemic signing and visibility improvements at signalized intersections	$	Systemic
		Enhanced delineation for horizontal curves	$	Systemic
		Add roadway delineation along segments and ramps	$	Systemic
		Rumble strips (centerline and edge line)	$	Systemic
		Wider Edge Lines	$	Systemic
		Add intersection or roadway lighting	$$	Point

Support Strategies



Support Strategies

Infrastructure countermeasures alone will not be sufficient to achieve the ambitious goals of this SAP. To be successful, the HOA region needs an improved culture where community members, leaders, policies, and decision-making all demonstrate a commitment to a safer transportation system. With the goal of a better safety culture in mind, an assessment of current policies and planning documents was conducted to benchmark the region's existing state of practice.

After benchmarking was performed, goals and strategies were developed with input from the Safety Action Task Force and stakeholder engagement. Goals were developed for four categories: community safety culture, planning and policy, leadership commitment, and data collection/analysis. The recommended strategies were prioritized as high or medium based on level of urgency. The tables on the following pages summarize the recommended strategies and responsible party or program for each category. They also classifiy each strategy according to the SSA.

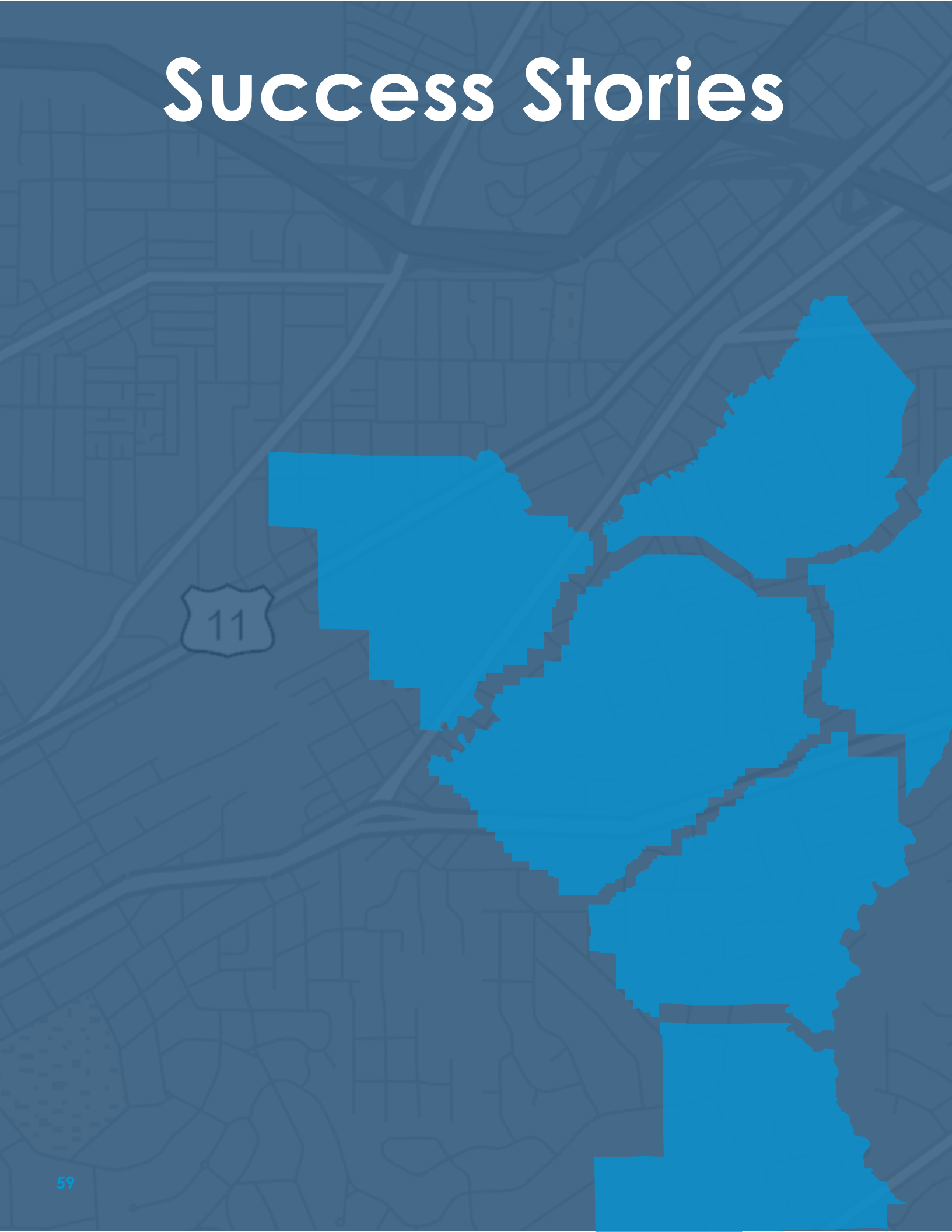
Background Planning & Policy Documents

Alabama Strategic Highway Safety Plan 4th Edition
Vulnerable Road User Safety Assessment
Birmingham 2050 Regional Transportation Plan
Active Transportation Plan for the Greater Birmingham Region
City of Birmingham Complete Streets Ordinance
City of Homewood Complete Streets Ordinance
Transportation Access to Substance Use Disorder Treatment in Walker County, AL
Areas of Persistent Poverty Transit Accessibility Project
Birmingham Community Framework Plans
City of Birmingham Comprehensive Plan
Alabama Speed Management Manual
Alabama DOT Local Public Agency (LPA) Road Design Policy

Community Safety Culture				
Goal	**Strategy**	**Responsible Party or Program**	**Safe System Approach Element**	**Priority**
Improve the safety culture in the region	Drive a greater focus on transportation safety by incorporating requirements for safety consideration in the region's Transportation Improvement Program (TIP)	RPCGB	Safer Road User	High
Improve driving skills of at-risk drivers	Provide safe driving education to young drivers and underserved communities through a high-fidelity driving simulator	UA/UAB Vehicle-Driver Simulation RPCGB	Safer Road User	High
Improve selection of safety countermeasures to produce safer responses among drivers	Evaluate driver reactions to various safety countermeasures and driving environments using a high-fidelity driving simulator	UA Vehicle-Driver Simulation RPCGB	Safer Road User Safer Roads	High
Planning & Policy				
Goal	**Strategy**	**Responsible Party or Program**	**Safe System Approach Element**	**Priority**
Systematically plan and implement improvements to the region's high injury network	Use the HIN map to prioritize corridors for detailed planning studies	RPCGB Local Agencies ALDOT	Safer Roads	High
Enhancing safety for VRUs in school zones across the region.	Provide training on best practices for addressing safety issues in school zones.	RPCGB FHWA	Safer Speeds Safer Road User	High
Encourage implementation of Complete Streets practices across the region	Publish a model complete streets ordinance and encourage adoption by city and county governments	RPCGB	Safer Roads Safer Speeds Safer Road User	Medium
Integrate safety considerations into maintenance policies and processes	Encourage and train local agencies on using ALDOT's Local Public Agency Road Design Policy.	RPCGB FHWA ALDOT	Safer Roads Safer Road User Safer Speeds	Medium

Leadership & Commitment				
Goal	**Strategy**	**Responsible Party or Program**	**Safe System Approach Element**	**Priority**
Safety is regularly assessed and championed in the Region	Create a Safety Action Committee to regularly check performance metrics and communicate with safety stakeholders	RPCGB UAB ATI	Safer Roads Safer Road User Safer Speeds	High
Elected officials and agency leaders are champions for safety and achieving the goal of eliminating severe crashes	Publish and distribute an annual Safety Spotlight newsletter to share lessons learned, performance metrics, and educational content	RPCGB Safety Working Group	Safer Roads Safer Road Users	High
Elected officials and agency leaders are champions for safety and achieving the goal of eliminating severe crashes	Conduct a Regional Safety Summit every three years to report progress and celebrate successes	RPCGB UAB ATI	Safer Roads Safer Road Users	Medium
Increase advocacy for safety-related legislation in Alabama	Research and develop policy statements on potential legislative actions that affect safety in the Birmingham Region	RPCGB Safety Working Group	Safer Roads Safer Road Users Safer Speeds Post-Crash Care Safer Vehicles	Medium
Data Collection & Analysis				
Goal	**Strategy**	**Responsible Party or Program**	**Safe System Approach Element**	**Priority**
Increase the use of safety data in decision-making at the local level	Sponsor training on CARE software at regular intervals	RPCGB CAPS	Safer Roads	High
Use Data to Drive Decision-making	Update the HIN map every five years	RPCGB	Safer Roads Safer Road Users Safer Speeds	High
Increase the use of safety data in decision-making at the local level	Provide training on road safety assessment and countermeasure selection	RPCGB FHWA ATI UAB	Safer Roads	Medium

Success Stories



There are many success stories involving transportation safety projects in the HOA region:

$11.7 million grant to connect Birmingham and Fairfield with trail

by Olivia Gauthier | Wed, October 30th 2024 at 3:25 PM
Updated Wed, October 30th 2024 at 8:41 PM

Fairfield Red Rock Trail 2

Photo of the new roundabout taken last Friday (Photo provided by Helen Hays)

New roundabout in Irondale to open Wednesday

Posted By: Chase Holmes on: August 15, 2023 In: Local News, online

NEWS

Birmingham gets $14.5 million federal grant to turn 4th Ave. North into two-way street

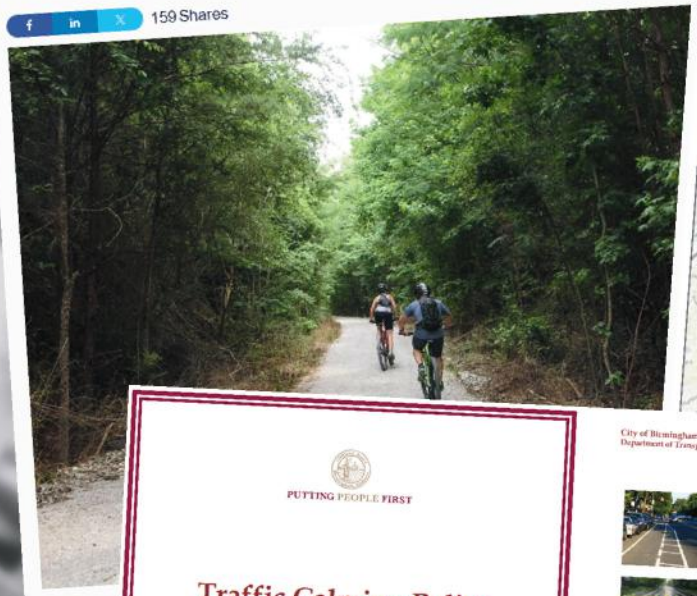
Published: Mar. 11, 2024, 4:43 p.m.

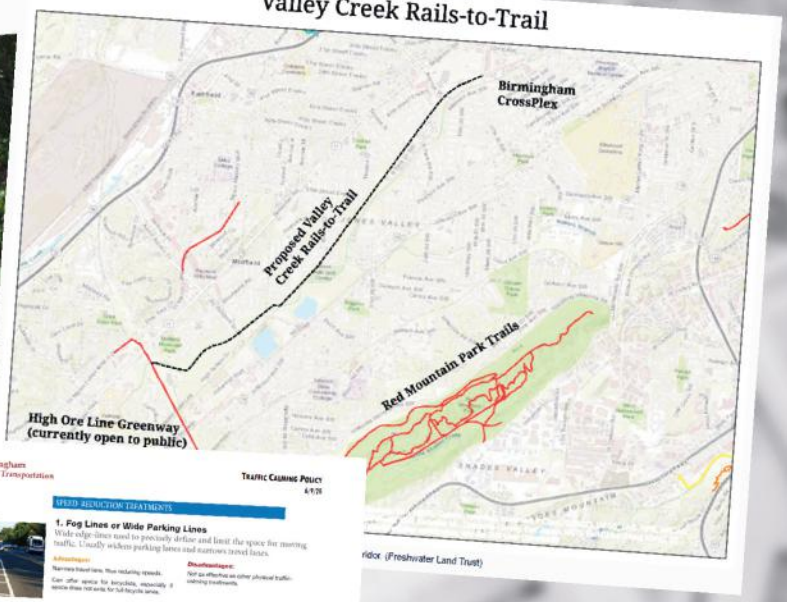
Red Rock Trail System takes huge step forward with Rails-to-Trail purchase in Birmingham

BY NATHAN WATSON · LAST UPDATED 10/02/24

Reading time: 2 minutes

159 Shares





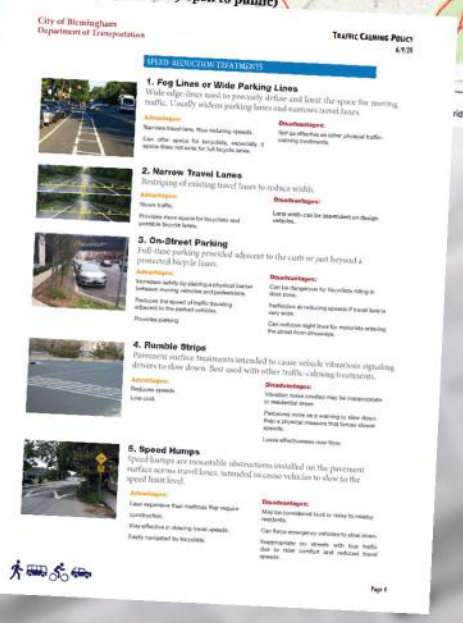
PUTTING PEOPLE FIRST

Traffic Calming Policy

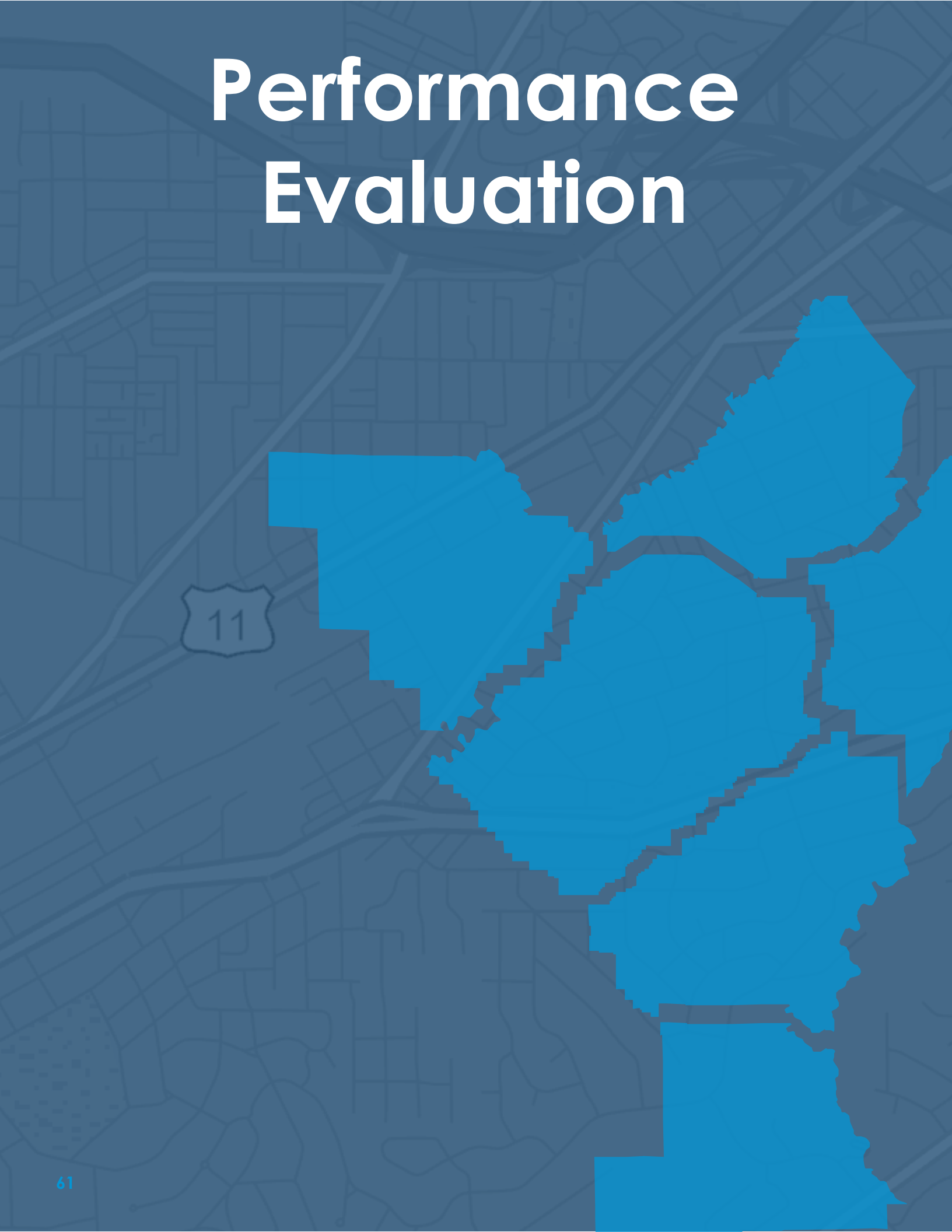
City of Birmingham
Department of Transportation

Published June 9, 2020

710 20th Street North, 9th Floor
Birmingham, AL 35203
205-254-2450



Performance Evaluation



Performance Evaluation and Transparency

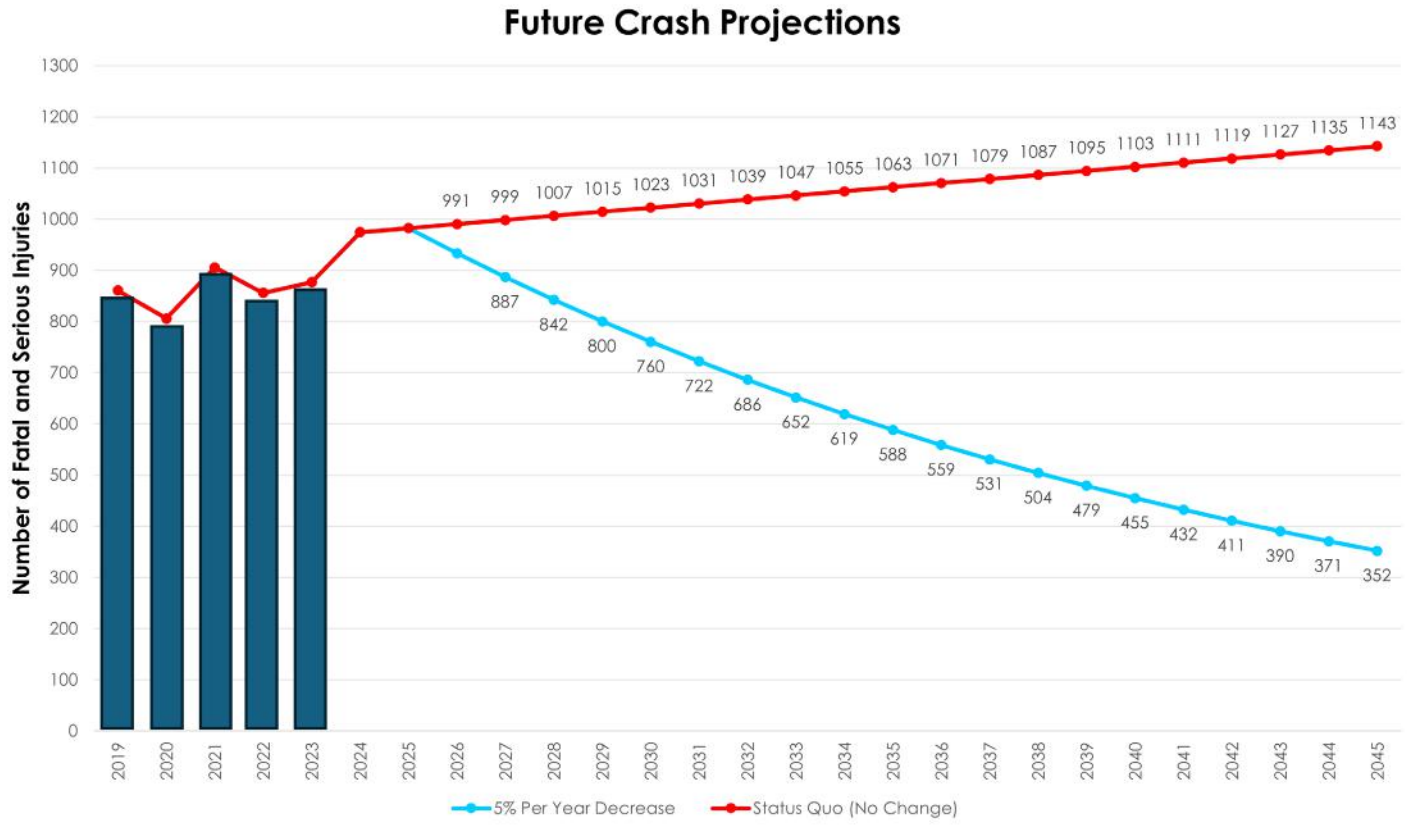
The RPCGB and its member governments are committed to making substantial progress toward a goal of zero traffic fatalities and serious injuries. The HOA SAP has established a goal of achieving a 5% per year reduction in fatal and serious injuries by the year 2045. If achieved, the total fatal and serious injuries in 2045 would equal 352, an almost 60% reduction from 2023 fatal and serious injuries and an almost 70% reduction from expected fatal and serious injuries if the status quo is not altered. Ongoing monitoring will be necessary to assess and support the effectiveness of the Action Plan.

Performance Metrics for the Heart of Alabama Region
Total Fatalities
Total Serious Injuries
Total Fatalities + Serious Injuries
Non-motorized Fatalities + Serious Injuries
Total Fatalities + Serious Injuries in Transportation Disadvantaged Areas
Non-motorized Fatalities + Serious Injuries in Transportation Disadvantaged Areas

Monitoring Progress

A Safety Action Committee will be established to evaluate and monitor the Action Plan. The Safety Action Committee will be responsible for monitoring performance metrics and reporting progress annually to the RPCGB's standing committees. The progress report will show performance metrics for each year since inception and will also track action items completed in the prior year.

In addition to monitoring performance metrics on an annual basis, the Safety Action Committee will update the HIN mapping for the region every five years. The HIN maps will be provided to cities and counties and used to prioritize future transportation projects in the region.



Transportation Funding Programs Multiple funding sources, listed below, are currently available for implementing transportation safety improvements.	
Safe Streets and Roads for All (SS4A)	Authorized through 2026, it provides two grant categories suitable for implementing safety improvements: • SS4A Demonstration Grants are for testing temporary safety improvement projects or strategies to determine future uses and benefits. • SS4A Implementation Grants provide federal funds to execute projects and strategies outlined in a Safety Action Plan to address data-driven safety concerns. Eligible projects and strategies can be aimed at infrastructure, behavioral, or operational improvement actions.
Rebuilding American Infrastructure with Sustainability & Equity (RAISE) Discretionary Grant Program	RAISE provides funds for multimodal, multi-jurisdiction projects that have significant local or regional impact but are more difficult to support through traditional DOT programs.
Transportation Alternatives Program (TAP)	TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
Carbon Reduction Program (CRP)	Provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO_2) emissions from on-road highway sources.
Infrastructure for Rebuilding America Discretionary Grant Program (INFRA)	INFRA grants fund multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.
Reconnecting Communities Pilot Program (RCP)	Planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities.
Federal Transit Administration Capital Funds (FTA)	Funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit.
Areas of Persistent Poverty Program (AoPP)	Funds projects that provide access to transit in disadvantaged communities, including safety improvements.
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Provides funds to States for transportation projects designed to reduce traffic congestion and improve air quality, particularly in areas of the country that do not attain national air quality standards.
Highway Safety Improvement Program (HSIP)	HSIP is a core Federal-aid program to reduce traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

High Risk Rural Roads (HRRR)	The HRRR program focuses on improving safety on rural major or minor collectors and local roads with significant safety risks, as defined by each State's Strategic Highway Safety Plan. A Special Rule requires States to allocate funds to HRRRs if rural road fatality rates increase on these specific roadway facilitates.
Local Road Safety Initiative (LRSI)	The LRSI program provides funding to cities and counties for safety projects on locally owned public roads, targeting locations with significant safety risks in alignment with Alabama's Strategic Highway Safety Plan. Eligible projects focus on reducing fatal and serious injury lane departure and run-off-road crashes, prioritized by their potential to prevent crashes, mitigate crash occurrence, and minimize crash severity.
Railway-Highway Crossings (Section 130) Program (RHCP)	The Railway-Highway Crossings (Section 130) Program provides funds for the elimination of hazards at railway-highway crossings.
National Highway Performance Program (NHPP)	Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.
Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT)	Used to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk costal infrastructure.
Surface Transportation Block Grant Program (STBG)	Provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
Safe Routes to School Program (SRTS)	SRTS provides funding for projects that improve safety for students going to school.
Recreational Trails Program (RTP)	A federal competitive grant program administered by the Alabama Department of Economic and Community Affairs (ADECA). Permissible uses include development of urban trail linkages, development of trailside and trailhead facilities, acquisition of easement for trail use, and construction of new trails.
Alabama Transportation Rehabilitation and Improvement Program-II (ATRIP-II)	Created in 2019 by the Rebuild Alabama Act this program is administered by ALDOT. Eligible projects include transportation projects that improve any state-maintained highway system. Projects with a primary focus on local roads are not eligible.
Rebuild Alabama Act / ALDOT Annual Grant Program	Provides the opportunity for cities and counties to partner with the State on larger projects where adequate local funding may not be available. There is not a specified or required match for local governments to take on, but any funds that local governments can leverage to team with ALDOT to fund a project could play a role in the decision-making process.

SAIN
ASSOCIATES

This plan was prepared by Sain Associates, Inc.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