

Decatur Area Metropolitan Planning Organization (MPO)

Final

FY 2024 - 2027

Transportation Improvement Program (TIP)



**Prepared by the staff of the Decatur Area
Metropolitan Planning Organization**

July 2023

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Organization (MPO)**

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FY 2024-2027 Transportation Improvement Program (TIP)

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This document was a cooperative effort of the U.S. Department of Transportation (USDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Alabama Department of Transportation (ALDOT), and prepared by the staff of the Decatur Area Metropolitan Planning Organization, in fulfillment of requirements set forth in Title 23 USC 134 and 135, amended by Infrastructure Investment and Jobs Act (IIJA) November 2021. The contents of this document do not necessarily reflect the official views or policies of the U.S. Department of Transportation.

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

MPO and Advisory Committee Officers*

Fiscal Year 2023

Decatur Area Metropolitan Planning Organization (MPO)

Randy Garrison, Chairman
Tab Bowling, Vice Chairman

Mayor, City of Hartselle
Mayor, City of Decatur

Decatur Technical Coordinating Committee (TCC)

Jeff Johnson, Chairman
Greg Bodley, Vice Chairman

Decatur Citizens Advisory Committee (CAC)

Blake McAnally, Co-Chairman
Crystal Brown, Co-Chairman

Decatur Area Metropolitan Planning Organization (MPO) Staff

Dewayne Hellums, Director of Transportation Planning
Christopher Henson, Transportation Planner

*See Section 3.3 for full membership listing of boards and committees

RESOLUTION 23 - 24

Decatur Area Metropolitan Planning Organization (MPO) Adopting the Final FY 2024 to 2027 Transportation Improvement Program

WHEREAS, the Decatur Area Metropolitan Planning Organization (MPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of amended 23 USC 134, 135, and 49 U.S.C 5303 (Infrastructure Investment and Jobs Act, November 2021); 42 U.S.C 7504, 7506 et al; 23 CFR 450; and 40 CFR 51 and 93; and

WHEREAS, Title 23 USC 135 and 23 CFR 450.324 et al., requires that transportation projects in urbanized areas, funded by the Federal Highway Administration and the Federal Transit Administration, be included in a Transportation Improvement Program (TIP) and adopted by a vote of the Decatur Area Metropolitan Planning Organization (MPO); and

WHEREAS, consistent with the declaration of these provisions, the Decatur Area Metropolitan Planning Organization, in cooperation with the Alabama Department of Transportation, has prepared a Final FY 2024-2027 Transportation Improvement Program (TIP); now

THEREFORE, BE IT RESOLVED by the Decatur Area Metropolitan Planning Organization (MPO) that the same does hereby adopt the Final FY 2024-2027 Transportation Improvement Program (TIP).

Adopted this the 10th day of July, 2023

_____, Chairman
Decatur Area Metropolitan Planning Organization

A TEST:

_____, Director of Transportation Planning
Decatur Area Metropolitan Planning Organization

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1.0 Introduction

1.1 Purpose

The Transportation Improvement Program (TIP) is a prioritized list of transportation projects scheduled for project design and engineering, right-of-way acquisition, utility relocation, or construction for fiscal years 2024 to 2027. The TIP is developed by the Decatur Area Metropolitan Planning Organization (MPO), which includes the City of Decatur, the City of Hartselle, the Town of Priceville, the Town of Trinity, as well as portions of Lawrence, Limestone, and Morgan Counties in North Central Alabama. The projects listed in the TIP are taken from the 2045 Decatur Area Long-Range Transportation Plan (LRTP), with the exception of safety, repaving, and a few other level of effort type of projects. The TIP identifies transportation projects that are needed to meet current and future travel demand in the planning area. The purpose of the TIP is to schedule and plan for the implementation of transportation projects in the planning area for FY 2024 to 2027.

1.2 MPO History, Organization, and Management

The organization which is responsible for the overall efforts of the transportation planning process is the Decatur Area Metropolitan Planning Organization (MPO). In 1981, the United States Department of Commerce designated Decatur and the adjacent areas of Hartselle, Trinity, Priceville, and Flint City (now incorporated into the City of Decatur) as the Decatur Urbanized Area. Federal Law, Section 134 and 135 of Title 23 of the United States Code as amended, requires that urbanized areas must conduct a comprehensive, cooperative, and continuing transportation planning process. This planning process is often referred to as the “3C” process.

In 1981, officials with the Alabama Department of Transportation, the municipalities of Decatur, Hartselle, Trinity, Priceville, and Flint City, the counties of Morgan and Limestone, the North-central Alabama Regional Council of Governments, and the Top of Alabama Regional Council of Governments signed an agreement to sponsor the 3C planning process. This agreement formed the Decatur Area Metropolitan Planning Organization (MPO). The Decatur Area MPO planning staff is located within the City of Decatur as an independent department under the auspices of the Decatur Area MPO Executive Board.

The central unit of the MPO is the Policy Board, which consists of elected officials from the cities, towns, and counties within the designated planning area, as well as designated officials of pertinent state and federal agencies who interface with the transportation planning staff.

Serving the Policy Board in an advisory capacity is the Technical Coordinating Committee (TCC). This committee includes planners, engineers, and other designated representatives who have a direct relationship to the transportation planning process within a specific jurisdiction on the federal, state, or local level.

The actions of the TCC are that of advising, reviewing, and supporting the Policy Board through analysis and evaluation of transportation projects, plans, and studies. This includes review and recommendations concerning the Unified Planning Work Program (UPWP), the Bicycle and

Pedestrian Plan (BPP), the Transportation Improvement Program (TIP), and the Long-Range Transportation Plan (LRTP). The everyday working knowledge and input of the people on this committee are invaluable to the transportation planning process for the planning area.

Also serving in a participatory/advisory role is the Citizen's Advisory Committee (CAC). The CAC is comprised of members from the transportation committee of the Decatur/Morgan County Chamber of Commerce, as well as members from the general public. The committee meets on a regular basis and is very much involved in the transportation planning process as a grass roots type organization that is capable and willing to explore new possibilities and options relative to all modes of transportation.

The CAC serves in a *general interest* capacity. Its major function is that of representing the interests of the public and staying abreast of what is occurring in the transportation arena while offering its opinion and suggestions on these issues. Other involvement includes:

- Reviewing and commenting on transportation plans prepared for the planning area;
- Expressing transportation needs and concerns as perceived by local residents;
- Responding to social, economic, and environmental impacts of transportation projects planned for the planning area; and
- Assisting the transportation staff in the development of specific solutions to area-wide transportation needs.

1.3 Regulations and Laws

The laws that require Metropolitan Planning Organizations (MPOs) to develop TIPs are found in the amended Section 23 USC 134, and Section 5303 of Title 49 of the United States Code. The regulatory guidance that governs Metropolitan Planning Organizations are published in the Code of Federal Regulations (CFRs) as Title 23, Chapter 1, Part 450, Subpart C. Sections 450.324 through 450.330 specifically relate to the development of TIPs. The amended 23 USC 134 guiding the development of TIPs is found in the Infrastructure Investment and Jobs Act (IIJA) passed November 2021.

1.3.1 Consistency with Other Plans

The TIP is consistent with the Decatur Metropolitan Planning Area 2045 Long-Range Transportation Plan (LRTP). The projects included in TIP are taken from the Plan, with the exception of certain Level of Effort (LVOE) projects. The LRTP covers a 25-year time frame, while the TIP extends over four years. The TIP is often considered the short-range plan of the Metropolitan Planning Organization (MPO).

The State Transportation Improvement Program (STIP) is a statewide listing of prioritized transportation projects prepared by the Alabama Department of Transportation (ALDOT). The STIP is consistent with the statewide long-range transportation plan, and the long-range transportation plans and TIPs developed by all Alabama MPOs. Projects from the Metropolitan Planning Organizations' TIPs are included in the State Transportation Improvement Program (STIP). Since the MPOs and ALDOT use the same database for the TIPs and STIP, the project lists for the documents are always in agreement.

1.4 Scope of Planning Process

The Infrastructure Investment and Jobs Act (IIJA) lists eight planning factors that must be considered as part of the planning process for all metropolitan areas. The MPO considers these planning factors in the development of the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). The planning factors are listed below:

- a) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- b) increase the safety of the transportation system for motorized and non-motorized users;
- c) increase the security of the transportation system for motorized and non-motorized users;
- d) increase the accessibility and mobility of people and for freight;
- e) protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- f) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- g) promote efficient system management and operation;
- h) emphasize the preservation of the existing transportation system
- i) improve the resiliency and reliability of the transportation system, and reduce (or mitigate) the storm water impacts on surface transportation; and
- j) enhance travel and tourism

1.5 Planning Emphasis Areas

On December 30, 2021 Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) updated the Planning Emphasis Areas (PEAs) for all Metropolitan Planning Organizations and State Departments of Transportations. The Planning Emphasis Areas (PEAs) will promote priority themes for the consideration in the transportation planning process.

2023 Planning Emphasis Areas:

- Tracking the Climate Crisis – Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

These themes will be applied to all projects contained in this TIP.

1.6 Public Participation

The MPO will comply with all federal, state, and local rules and regulations, including Title VI, Environmental Justice, the Americans with Disabilities Act (ADA), and Section 504 of the Rehabilitation Act of 1973. The MPO will make every effort to comply with these rules and regulations during the Transportation Participation Process.

The public had an opportunity to provide input into the development of the TIP during the MPO Policy Board meeting held June 7, 2023 and July 10, 2023. An open public comment period was held from June 7, 2023 to July 8, 2023 before the Final TIP was adopted by the MPO Policy Board. All MPO Policy Board meetings are advertised on the Decatur Area MPO website, <https://www.decalab.com/departments/metropolitan-planning-organization/>, and the MPO Facebook page. The public is encouraged to participate in discussions held at all committee meetings during the Open Public Comment time and to also provide written comments, which are reviewed by the MPO Policy Board.

1.7 Title VI in the Preparation of the TIP

The Decatur Area Metropolitan Planning Organization (MPO) is committed to ensuring public participation in the development of all transportation plans and programs. It is the overall goal of the MPO that the transportation planning process be open, accessible, transparent, inclusive, and responsive. As a continuing effort by the MPO to provide public access and the means by which to engage in the planning process, the MPO has established the following public participation goals for all documents and programs:

- (1) An Open Process – To have an open process that encourages early and continued public participation. All MPO Policy Board and committee meetings are open to the public.
- (2) Easy Information Access – To provide complete and timely information regarding plans, programs, procedures, policies, and technical data produced or used during the planning process to the general public and the media. All MPO meeting announcements, documents, maps, and plans can be viewed at <https://www.decalab.com/departments/metropolitan-planning-organization/>.
- (3) Notice of Activities – To provide timely and adequate public notice of hearings, meetings, reviews, and availability of documents.
- (4) Public Input and Organizational Response – To demonstrate consideration and recognition of public input and comments, and to provide appropriate responses to public input.
- (5) An Inclusive Process – To encourage participation in the planning process by traditionally under represented segments of the community; low-income groups, minorities, persons with disabilities, and the elderly; and to consider the needs of these groups when developing programs, projects, or plans.

Additionally, the Decatur Area MPO will be compliant with the Rehabilitation Act of 1973 (Section 504) and the Americans with Disabilities Act of 1990 (amended in July 2016). The MPO is and will be compliant with the following Title VI programs, processes, and procedures:

- Civil Rights Act of 1964, 42 USC 2000d, et seq. which prohibits exclusion from participation in any federal program on the basis of race, color, or national origin.
- 23 USC 324 which prohibits discrimination on the basis of sexual orientation, adding to the landmark significance of 2000d. This requirement is found in 23 CFR 450.334(1).
- Rehabilitation Act of 1973, 29 USC 701 Section 504, which prohibits discrimination on the basis of a disability, and in terms of access to the transportation planning process.
- Americans with Disabilities Act of 1990 which prohibits discrimination based solely on disability. ADA encourages the participation of people with disabilities in the development of transportation and para-transit plans and services. In accordance with ADA guidelines, all meetings conducted by the MPO will take place in locations which are accessible by persons with mobility limitations or other impairments.
- Executive Order 12898, referred to as *Environmental Justice*, which requires that federal programs, policies and activities affecting human health or the environment will identify and avoid disproportionately high and adverse effects on minority or low-income populations. The intent was to ensure that no racial, ethnic, or socioeconomic group bears a disproportionate share of negative environmental consequences resulting from government programs and policies.
- Limited English Proficiency (LEP) Plan which is required by Title VI of the Civil Rights Act of 1964, Executive Order 13166, and FTA Circular C 4702.1B, October 2012. The Decatur Area MPO has completed a Four Factor Analysis of the Decatur Area Metropolitan Planning Area (MPA) to determine requirements for compliance with the Limited English Proficiency (LEP) provisions. Based on the analysis, the MPO has identified a population within the MPA that may require MPO assistance in participating in the planning process. A Limited English Proficiency (LEP) Plan has been adopted and can be found at <https://www.decaturlabamausa.com/departments/metropolitan-planning-organization/>.

In order to further support the public participation goals of the Decatur Area MPO, the public is encouraged to participate in the development of the TIP. The 2024-2027 TIP process will include three public involvement meetings designed to obtain input from the public concerning the TIP process in the Decatur Area Metropolitan Planning Area (MPA). In addition, once the draft TIP is approved, it will be subject to a 30-day public comment period before adoption of the final document. A summary of the public outreach activities and results are included in the Appendices. All Decatur Area MPO meetings are open to the public. At these meetings, the MPO committees review and approve the draft and final TIP documents. Interested individuals may also review and comment upon these documents in tandem with the MPO committees. Individuals may address their concerns to the MPO committees directly at any meetings they attend. The Director of Transportation Planning at the Decatur Area MPO should be contacted to coordinate an address to the MPO committees and to obtain draft and final documents.

Detailed public participation procedures are outlined in the Decatur Area MPO Public Participation Plan (PPP) which can be found at <https://www.decaturlabamausa.com/departments/metropolitan-planning-organization/>.

1.8 Livability Principles and Indicators

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

All planning tasks must be measured against these **Livability Principles**:

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

As a measure of sustainability of these principles, the MPO will provide the following **Livability Indicators** (Livability Indicators numbering relates to corresponding Livability Principles):

- 1) Percent of transit ridership of workers
- 1) Percent of workers using other means of transportation to work (transit, walk, bicycle, etc...)
- 2) Percent of household income spent on housing and transportation
- 3) Percent of housing units located within one (1) mile of the Central Business District (CBD)
- 4) Number of projects contained in the current Transportation Improvement Program that enhances or supports existing communities (non-roadway projects)
- 5) Number of projects contained in the current Transportation Improvement Program that includes Public and Private Collaboration and funding
- 6) Number of housing units within ½ mile of a Regional Trail System

The Indicators can be found in Appendices Section on page 100 of this document.

1.9 TIP Development Process

The Technical Coordinating Committee (TCC), along with the staff of the Metropolitan Planning Organization, reviewed the proposed projects for the Final FY 2024 to 2027 Transportation Improvement Program (TIP) for the Decatur Metropolitan Planning Area. The projects contained in the Final FY 2024 to 2027 TIP were developed using the previous FY 2020 – 2023 TIP, the ALDOT Updated Project Listing Report, and the ALDOT Metro Planning Organization Portal software. This Portal software was used by all of the MPOs in the development and creation of their area's TIPs. The TCC and MPO Staff addressed the priority and budget (including local match) for all projects in the Surface Transportation Program – Other Area (STPOA) funding

category using the project evaluation criteria located on page 11. After the review of the Draft FY 2024 to 2027 TIP, the TCC recommended to the MPO Policy Board to adopt the proposed projects as the Draft FY 2024 to 2027 TIP. After the MPO Policy Board adoption of the Draft FY 2024 to 2027 TIP on June 7, 2023, a public involvement and comment period was held before the Final FY 2024 to 2027 TIP was presented to the MPO Policy Board for adoption on July 10, 2023.

1.10 TIP Amendment and Administrative Modifications

The TIP will be amended periodically to adjust funding, time frames, scopes, or other factors relevant to the projects. New projects will be added if appropriate, and if funding is available. Other projects may be deleted if funding is not available.

The Federal Highway Administration (FHWA) - Alabama Division, the Federal Transit Administration (FTA) Region 4, and the Alabama Department of Transportation (ALDOT) have agreed that a formal TIP amendment, requiring MPO approval and vote, is necessary when one or more of the following criteria are met:

- Affects air quality conformity, regardless of the cost of the project or funding source
- Adds a new project, or deletes a project, that utilizes federal funds from a statewide line item, exceeds the thresholds listed below, and excludes those federally-funded statewide program projects.
- Adds a new project phase(s), or increases a current project phase, or deletes a project phase(s), or decreases a current project phase that utilizes federal funds, where the revision exceeds the following thresholds:
 - ❖ \$5 million for ALDOT federally-funded projects and Transportation Management Area (TMA) attributable projects.
 - ❖ \$1 million for ALDOT federally-funded projects and for non-TMA MPOs attributable projects.
 - ❖ \$750,000 for the county highway and bridge program.
- Involves a change in the Scope of Work to a project(s) that would:
 - ❖ Result in an air quality conformity reevaluation.
 - ❖ Result in a revised total project estimate that exceeds the thresholds established between ALDOT and the Planning Partner not to exceed the federally-funded threshold contained in the Memorandum of Understanding (MOU) between FHWA and ALDOT.
 - ❖ Results in a change in the Scope of Work on any federally-funded project that is significant enough to essentially constitute a New Project.
 - ❖ Level of Effort (LVOE) planned budget changes, exceeding 20 percent of the original budgeted amount per ALDOT region.

The initial submission and approval process of the Statewide Transportation Improvement Program (STIP) will establish federal funding for Level of Effort (LVOE) project groups. Subsequent placement of individual LVOE projects in the STIP will be considered Administrative Modifications.

Approval by the MPO (or cooperative effort with an RPO) is required for Amendments. The MPO/RPO must then request ALDOT Central Office approval, using the electronic Financial Constraint Chart (FCC) process. An FCC must be provided (in Excel format), which summarizes previous actions, the requested adjustments, and after the changes, an updated TIP. ALDOT's Central Office will review, approve, and forward to the appropriate federal agency for review and approval, with copies to other partner federal agencies.

All revisions shall be identified and grouped as one action on an FCC, demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire amendment action) will require approval by the cooperating parties. In the case that a project phase is pushed out of the TIP four-year cycle, the Planning Partner will demonstrate, through a Fiscal Constraint Chart, fiscal balance of the subject project phase, in the second period of the respective Long-Range Transportation Plan.

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

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

Administrative Modifications do not affect air quality conformity, nor involve a significant change in a project scope of work that would trigger an air quality conformity reevaluation; do not exceed the threshold established in the MOU between ALDOT and the Planning Partners, or the threshold established between FHWA and ALDOT.

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

Further information can be found in a copy of the Memorandum of Understanding between FHWA, FTA, and ALDOT located on page 116 in the Appendix.

1.11 Level of Effort Funding Categories

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

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

- Interstate Resurfacing Program (includes lighting, sign, and pavement rehabilitation)
- Non-Interstate Resurfacing Program (FM)
- Transportation Alternative Program (TAP)
- Safety Projects (Hazard elimination, roadway and rail, high-speed passenger rail, seatbelt, blood alcohol content, and others)
- Recreational Trails (Funds are transferred to ADECA)
- County Allocation Funds (Off-system bridges and STP non-urban)(only until prior year carryover is fully obligated)
- Federal Transit Programs: (Sub Recipient) 5307 (urbanized), 5311 (non-urban), 5310 (Elderly and Disabilities), and 5339 (Buses and Bus Facilities)

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

Level of Effort (LVOE) holds funds that are not dedicated to specific projects, and may be used to cover cost increases, or add new projects or project phases. LVOE projects shall not exceed the thresholds, or requirements, of any other items that require an amendment, LVOE projects may include the Statewide Transportation Alternative Program (TAP), Safety Projects, Federal-Aid Resurfacing, Off-System Bridge, STP Non-urban, and FTA Programs 5307, 5310, 5311, and 5339 (see listing above).

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

1.12 Environmental Mitigation

The current federal regulations require state transportation agencies and Metropolitan Planning Organizations (MPO) to consult with other agencies to eliminate or minimize conflicts with activities that could impact or be impacted by transportation. Furthermore, transportation decision-makers must consider the potential environment impacts associated with a transportation plan or plan update to mitigate those impacts.

The purpose of environmental mitigation activities is to minimize environmental impacts of proposed projects early in the development of the Long-Range Transportation Plan (LRTP), and promote consistency between transportation improvements and state and local planned growth, and economic development patterns.

For the IIA Act, compliance of environmental mitigation activities, the MPO staff has consulted federal, state, tribal, wildlife, land management, and regulatory agencies on plans, studies, and programs concerning transportation projects in the MPO planning area. The MPO has also reviewed other available plans, databases, maps, and documents to identify potential environmental mitigation impacts.

1.12.1 Climate Change

According to the FHWA report *Integrating Climate Change into the Transportation Planning Process*, there is general scientific consensus that the earth is experiencing a long-term warming trend and that human-induced increases in atmospheric greenhouse gases (GHGs) may be the predominant cause. The combustion of fossil fuels is by far the biggest source of GHG emissions. In the United States, transportation is the largest source of GHG emissions, after electricity generation. Within the transportation sector, cars and trucks account for a majority of emissions.

Opportunities to reduce GHG emissions from transportation include switching to alternative fuels, using more fuel efficient vehicles, and reducing the total number of miles driven. Each of these options requires a mixture of public and private sector involvement. Transportation planning activities, which influence how transportation systems are built and operated, can contribute to these strategies.

In addition to contributing to climate change, transportation will likely also be affected by climate change. Transportation infrastructure is vulnerable to predicted changes in sea level and increases in severe weather and extreme high temperatures. Long-term transportation planning will need to respond to these threats (Introduction to *Integrating Climate Change into the Transportation Planning Process*, Federal Highway Administration, Final Report, July 2008).

1.13 Air Quality Planning

The Clean Air Act (CAA) was originally adopted in 1963 and most recently amended in 1990. The purpose of the Clean Air Act (CAA) is to improve air quality and to protect human health. The Clean Air Act requires the Environmental Protection Agency (EPA) to establish tolerance limits on ground level and atmospheric pollutant concentrations through enactment of the National Ambient Air Quality Standards (NAAQS). In 2015, the Environmental Protection Agency (EPA) lowered the National Ambient Air Quality Standards (NAAQS) for ground level ozone from .075 to .070 parts per million. The Decatur MPO Area monitor is currently well below the .070 parts per million threshold, and is in attainment status. The MPO staff will continue to monitor and update the MPO Boards and Committees on Air Quality issues.

1.14 Financial Constraint

The TIP is required to be financially constrained, which means that project costs are balanced against expected revenue. The Alabama Department of Transportation (ALDOT) determines the projects that can be undertaken during the TIP time frame with expected federal and state funds. The only exception to this process involves projects funded with the Surface Transportation Attributable Program (STPOA), and matched with local government funds. ALDOT calculates funding levels for this program for each of the MPOs in Alabama based on each area's urban population (as defined by the 2020 Census). The local governments decide the priority of these projects and balance projects based on calculated revenue.

1.15 Project Selection and Prioritization

The Infrastructure Investment and Jobs Act (IIJA) requires that the TIP include a priority of projects to be implemented. The following is an abbreviated list of criteria developed for evaluating projects in the Planning Area.

1. Cost Effectiveness – Which projects provide the greatest per dollar return in terms of service to the highest number of motorist?
2. Funding Availability – Are there projects whose funds are carried over from previous years programmed in the current or future years? Is the list of projects fiscally balanced?
3. Immediate Need – Does a particular project meet the design capacity? Will the project eliminate traffic hazards and improve traffic flow or efficiency?
4. Local Commitment – How much are local governments willing to commit to the project?

Projects in the TIP are prioritized by fiscal year. Since ALDOT controls the federal and state transportation system in Alabama and the federal funding that is issued to MPOs in the state, they determine the priority of projects included in the TIP except the Surface Transportation Attributable Program (STPOA). The MPO decides the priority of the STPOA projects in the Metropolitan Planning Area.

1.16 Bicycle and Pedestrian Considerations

Bicycling and walking are viable transportation alternatives throughout many communities within the North Alabama region. Whether for commuting or recreational enjoyment, the Decatur Area Metropolitan Planning Organization (MPO) understands the importance of these activities to one's health, safety, and general welfare. Therefore, the Decatur Area MPO is committed to improving bicycle and pedestrian conditions throughout the region.

The Federal Highway Administration (FHWA), the MPO, and ALDOT have all established requirements for bicycle and pedestrian travel.

FHWA Requirements

According to FHWA, MPOs must consider at a minimum, accommodating bicycle and pedestrian needs as identified below:

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

Exceptional circumstances are defined below:

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

ALDOT received a written directive from FHWA – Alabama Division, June 12, 2009, that the MPOs must “include a **policy statement that bicycling and walking facilities will be incorporated** into all transportation projects unless exceptional circumstances exist.” This guidance was reinforced by a USDOT email broadcast March 17, 2010, in which recommendations were forwarded to state DOTs with regard to bicycle and pedestrian policy. These two directives

effectively modified 23 USC 217 in implementing improvements using federal funds to state routes under ALDOT jurisdiction.

This is now ALDOT bicycle and pedestrian policy and it carries over to the short-range TIP subset and new bicycle and pedestrian plans and updates. The MPO will comply with these provisions.

MPO Requirements

The Decatur Area MPO has also adopted a comprehensive Bicycle and Pedestrian Plan (BPP) to guide the bicycle and pedestrian facilities planning efforts within the MPO Planning Area. The Bicycle and Pedestrian Plan (BPP) can be obtained from the Decatur Area MPO website at: <https://www.decaturlabamausa.com/departments/metropolitan-planning-organization/>.

1.17 Safety Planning

The MPO staff acts as a conduit for transportation safety concerns/issues. When transportation safety issues/concerns are discussed at MPO committee meetings, the MPO staff forwards the information to the appropriate agencies, government departments, or government programs. Also, at the request of MPO committee members, the MPO staff forwards transportation safety concerns/issues information not discussed at a formal MPO committee meeting to the appropriate agencies, government departments, or government programs. Opportunity is given at each MPO meeting to discuss transportation safety issues.

The MPO staff monitors accident data for the MPO Planning Area. The MPO staff also prepares transportation accident reports and maps to assist the MPO committees as needed. The MPO staff researches and develops, when possible, new techniques to manage and display transportation accident data.

1.18 Regionally Significant Projects

The TIP is required to include all regionally significant projects that are funded with federal and/or non-federal funds. All regionally significant projects that will be fully or partially funded with FHWA, FTA, and state funds are included in the project listings in Sections 2.4 and 2.5. The Decatur Area MPO does not have knowledge of other regionally significant projects that are proposed in the next four years that would be funded with funds other than FHWA, FTA, or State funds.

1.19 Freight Planning

The efficient movement of goods, is vital to our communities' quality of life, their economy, and to local industries that rely significantly on freight, including manufacturers, distributors, retailers, and agriculture. Therefore, planning and programming projects for the efficient transport of goods is a key component in the selection of projects for inclusion into the Transportation Improvement Program.

1.20 Public Participation Process

The process of preparing the TIP included several opportunities for the input of comments by local elected officials, stakeholders, and the general public. The planning process included input by these groups early in the development of the plan. Public meetings and presentations were made to various groups and organizations concerning the development of the plan, this included MPO meetings, city and county work sessions, civic organizations, newspaper articles, and public meetings held in many locations in the planning area.

Additional information on the public participation procedures employed by the Decatur Area MPO may be obtained by viewing the Decatur Area MPO Public Participation Plan (PPP) found on the Decatur Area MPO website at:

<https://www.decaluralabamausa.com/departments/metropolitan-planning-organization/>.

1.21 Transportation Performance Measures and Targets

Background

In compliance with the Joint Planning Rule from FHWA (23 CFR 450 and 771) and FTA (49 CFR 613), under the MAP-21, FAST Act and the Infrastructure Investment and Jobs Act, State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) are to implement a performance-based approach to planning and programming activities. This includes setting data-driven performance targets for transportation performance measures. This approach supports the national goals for the federal-aid highway and public transportation programs. The seven goals are as follows: 1) Improving Safety, 2) Maintaining an Infrastructure Asset System in a State of Good Repair, 3) Reducing Traffic Congestion, 4) Improving the Efficiency of the Surface System, 5) Freight Movement and Economic Vitality, 6) Protecting the Environment, and 7) Reducing Project Delivery Delays.

Under the 23 CFR 490, the DOTs and MPOs are required to establish targets for applicable national performance measures. The Safety Performance Measures (PM1), Bridge/Pavement Measures (PM2), the System Performance Measures (PM3), and the FTA's Transit Asset Management (TAM) Targets have been adopted by ALDOT and the MPOs. Some targets are required to be set on an annual basis while others are set on two (2)-year and four (4)-year cycles.

ALDOT and the MPOs, along with the Transit Providers, have a cooperative agreement in place to coordinate the development of the targets, the sharing of information related to the transportation performance measures, selection of targets, and reporting requirements. ALDOT has set performance measures and targets and the Decatur Area MPO has adopted ALDOT's performance measures and targets. The Performance Measures Agreement between ALDOT, the Decatur Area MPO, and NARCOG Transit can be found in Section 3.10 on Page 111 of this document.

TIP Linkage to Performance-Based Planning Documents and Targets:

The FHWA/FTA Joint Planning Rule required that two years after the rules become effective that STIP/TIPs amendments or updates must meet the Performance-Based Program and Planning

(PBPP) requirements (23 CFR 450.226 and 450.340). These “phased -in” requirements became effective in 2018 and 2019. The STIP/TIPs aid in programming investments toward achieving the targets as well as align with the PBPP plans *to the maximum extent practicable*.

This TIP contains both Highway and Transit Projects. Typical highway projects, such as highway capacity, system preservation, bridge, and safety projects, support the established targets. The same is true for the transit projects that are capital purchases. The STIP project selection criteria considers 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. The Decatur Area MPO will continue to coordinate with ALDOT on updates and/or amendments to the STIP/TIPs and support the selected performance targets (*to the maximum extent practicable*).

ALDOT Performance Measures & Targets

FHWA Safety Performance Measures and Targets (PM1)	Annual			
Number of Fatalities	961			
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1,400			
Number of Serious Injuries	6,000			
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	9			
Number of Combined Non-Motorized Fatalities and Non-Motorized Injuries	365			
FHWA Bridge/ Pavement Performance Measures and Targets (PM2)	Four Year Reporting Period			
% of Pavements of the Interstate System in Good Condition	50% or more			
% of Pavements of the Interstate System in Poor Condition	5% or less			
% of Pavements of the Non- Interstate NHS in Good Condition	25% or more			
% of Pavements of the Non- Interstate NHS in Poor Condition	5% or less			
% of NHS bridges in Good Condition by deck area	25% measured in deck area or more			
% of NHS bridges in Poor Condition by deck area	3% measured in deck area or less			
FHWA System Performance Measures and Targets (PM3)				
	Baseline Score	2 Year Target	4 Year Target	Comments
Report Year	2022	2024	2026	This is the Reporting Year to FHWA
Based Upon Data from the calendar year ending	2021	2023	2025	This is data year for evaluation
% of Person-Miles traveled on Interstate System that is Reliable	98.80%	92.00%	92.00%	
% of Person-Miles traveled on Non-Interstate System that is Reliable	95.30%	90.00%	90.00%	
Truck Travel Time Reliability	1.22	1.3	1.3	
*On-Road Mobile Source Emissions and Traffic Congestion Measures (applicable to Birmingham Area Only)				
PM 2.5 (Kg/day)	18.18	10	10	New targets established by ALDOT and the Regional Planning Commission of Greater Birmingham
NOx (Kg/day)	188.53	140	140	
Peak Hour Excessive Delay (PHED) Per Capita	8.94 hours/per capita	9.30 hours /per capita	9.30 hours /per capita	
Non-Single Occupancy Vehicle (SOV) Travel Percentage	18.10%	16.50%	16.50%	
FTA Transit State of Good Repair Performance Measures	Annual			
% of Rolling Stock (Revenue vehicles) meet or exceed Useful Life Benchmark (ULB)	Reduce Inventory by 5%			
% of Equipment (over \$50K) meet or exceed Useful Life Benchmark (ULB)	Reduce by 5%			
% of FTA funded Facilities with condition rating below 3.0 (average) of FTA Average Term Scale	No more than 20% of Facilities rate less than average			

Performance-Based Plans Descriptions:

Listed below are brief descriptions of ALDOT's PBPP Plans. All of the plans align with their respective performance measures and targets and this TIP.

Strategic Highway Safety Plan (SHSP) and Highway Safety Improvement Program (HSIP) Report (HSIP) (PM1)

The SHSP is a data-driven, multiyear comprehensive plan that establishes ALDOT's traffic safety goals, objectives, priorities and areas of focus, and facilitates engagement with safety stakeholders and partners. The SHSP provides a comprehensive framework for reducing fatalities and serious injuries on all public roads, with the ultimate vision of eradicating the State's roadway deaths. The strategies detailed in the plan integrate the efforts of partners and safety stakeholders from the 4 E's of safety (Engineering, Education, Enforcement and Emergency Medical Services).

The Alabama SHSP 3rd Edition was completed in July 2017 and the current focus of Alabama's SHSP is the National Goal of "Toward Zero Deaths" initiative which is to reduce fatalities by 50% by 2035.

Transportation Asset Management Plan (TAMP) (PM2)

The TAMP is a focal point for information about the bridge and pavement assets, their management strategies, long-term expenditure forecasts, and business management processes. The development of ALDOT's TAMP is consistent with ALDOT's desire to make data-driven spending decisions related to its assets. In short, ALDOT puts into practice, both on a regular basis and more specifically in the TAMP, better decision making based upon quality information and well-defined objectives. The TAMP will be a central resource for multiple ALDOT Bureaus for asset information, management strategies around those assets, financial sources and forecasting, and business management processes.

System Performance Measures (PM3)

System Performance Measures (PM3) assess the performance of the Interstate and Non-Interstate National Highway System (NHS) for the purpose of carrying out the National Highway Performance Program (NHPP); to evaluate freight movement on the Interstate System; and to analyze traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

The Alabama Statewide Long-Range Plan provides a high-level description of existing and projected travel and maintenance conditions of Alabama's infrastructure. This Plan places emphasis on the roadway system because it is the primary mode of transportation for the movement of people and goods. The targets support system reliability along Alabama's infrastructure system.

The Alabama Statewide Freight Plan (FP) provides an overview of existing and projected commodity flow by mode (truck, rail, waterway, air and pipeline) along existing and projected network characteristics through data analysis. In general, the FP provides an overall profile of Alabama's multimodal freight network, existing and projected freight flows by truck, and

congested areas of concern throughout the state. The targets support the movement of freight which affects economic vitality.

The targets were set utilizing the FHWA's dataset source for travel time called National Performance Management Research Data Set (NPMRDS), Regional Planning Commission of Greater Birmingham's Air Quality Conformity Data, and other resources.

Transit Asset Management (TAM)

Transit Asset Management (TAM) is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit properties to keep transit networks in a State of Good Repair (SGR). The benefits of the plan are: improved transparency and accountability, optimal capital investment and maintenance decisions, more data-driven decisions, and has potential safety benefits. This plan aligns with the transit targets under Transit Asset Management.

1.22 Conclusion

The MPO and the Alabama Department of Transportation will amend and update this document when changes arise. The MPO will provide the general public with opportunities for public input and review of all amendments and changes to this document as well as all meetings conducted by the Metropolitan Planning Organization.

2.0 Project Descriptions

2.1 ALDOT Web Portal Description

The ALDOT Web Portal software is an internet based system used by the Alabama Department of Transportation and the Alabama MPOs to develop and manage the local TIPs and the State TIP (STIP). The ALDOT project management database (CPMS) is tied to the Alabama Web Portal for use by the MPOs. Changes made by ALDOT to the CPMS database are automatically reflected in the Portal system. The MPOs have the option to add local information for each project that is retained in the database. Since the system is web based, ALDOT and MPO employees can make changes from any computer with an internet connection. ALDOT and the MPOs use the preformatted reports to produce sections of the STIP and TIPs.

2.2 Project Type Descriptions

Surface Transportation Attributable Projects – Surface Transportation is a Federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads, transit, seaport and airport access, vanpool, and bicycle and pedestrian facilities. This funding was originally established under TEA-21 and reinforced in SAFETEA-LU, MAP-21, the FAST Act and the Infrastructure Investment and Jobs Act. An example would be: projects using funds coded **STPOA** in the Portal indicates *Surface Transportation Urban Area funding for Decatur, AL*.

Other Surface Transportation Program Projects – Surface Transportation funding has been discussed earlier. In addition, there are at least 37 different codes for fund sourcing under the category of *other* Surface Transportation funding. These types of funds may be used for capacity, bridge work, intersection, and other operational improvements. In Portal, for example, coding of STPAA indicates *Surface Transportation Program Any Area*. Others might be ACFP (Advanced Construction Primary Program), CESR (Rural Secondary), or DHP8 (Surface Transportation Innovative Projects).

National Highway Systems – The National Highway System (NHS) includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The NHS was developed by the Department of Transportation (DOT) in cooperation with the states, local officials, and metropolitan planning organizations (MPOs). Funding under NHS carries NHF (National Highway Funds), NHSP (National Highway System Project), ACNH (Advance Construction National Highway System), or similar coding.

Appalachian Highway System Projects – SAFETEA-LU provided funding under Section 1116 for funding of highway corridor projects in 13 states to promote economic development. Most of the ADHS (over 92 percent) is part of the National Highway System. Funding codes associated with the ADHS are APDV (Appalachian Development), CX54J (APD Corridor X 2003), and ACAP (Advance Construction Appalachian Development).

Interstate System Projects – This Federal-aid funding program is confined to capacity or interchange facilities on the Interstate System. Activities may include new projects, phases of projects (in Alabama, the term ‘scope’ is used), or system maintenance. This type of funding will use codes such as IREG (Interstate Regular) and IMNT (Interstate Maintenance). The Interstate System is a component of the National Highway System (NHS).

Bridge Projects (State and Federal) – This includes new facility construction, existing bridge repair, and/or replacement. Projects selected by ALDOT are based on regional needs, maintenance and inspection criteria (sufficiency ratings), and available funding. If sufficiency ratings fall below a certain point, the bridge is automatically scheduled for repair or replacement. This project category is currently sensitive to public scrutiny after structural failures in the states of Washington and California. Typical funding codes are: ACBR (Advance Construction Bridge), BRDF (Bridge Replacement Discretionary Fund), and BRPL (Bridge Replacement).

State Funded Projects – These are typically smaller projects or phases of larger projects for which there is no Federal funding available, a county or municipality is participating with the state to proceed on a project rather than wait on Federal assistance (funds either not available or cannot be used on a certain project type), or in which the state simply chooses to do certain projects or project types with state funds. Existing project examples would include a resurfacing, patching, and striping project within a municipal city limit, a training program on non-reimbursable state grant, DBE training extended beyond Federal funding limits, or industrial access. There are a variety of scenarios in which this type of project would be done. Some common funding program identification codes would be STAT (State Program), STATC (State Program – Contract Construction), or STATS (State Program – Special Aid).

Transportation Alternatives Program (TAP) – MAP-21 established a new program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, and Safe Routes to School, wrapping them into a single funding source. This funding category has specific and exclusive eligible activities listed in MAP-21. The FAST Act eliminated the MAP-21 Transportation Alternatives Program (TAP) and replaced it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA) which is continued in the Infrastructure Investment and Jobs Act.

Funds may be used for projects or activities that are related to surface transportation and described in the definition of "Transportation Alternatives." [23 USC 101(a)(29)]

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities, to access daily needs.

- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including—
 - inventory, control, or removal of outdoor advertising;
 - historic preservation and rehabilitation of historic transportation facilities;
 - vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - archaeological activities relating to impacts from implementation of transportation project eligible under 23 USC.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to—
 - address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

In addition to defined Transportation Alternatives (as described above), the following projects or activities are eligible:

- The recreational trails program under 23 USC 206.
- The safe routes to school program under §1404 of SAFETEA-LU.
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Workforce development, training, and education activities are also eligible uses of TAP funds. [§52004; 23 USC 504(e)]

Transit Projects – Local transit operators provide projects to the MPOs in priority order, and they in turn use these to develop a Four or Five Year Transit Development Plan (TDP). Transit projects are required for the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). This type of project is typically for fixed-route services in the MPO Planning Area and the primary funding provider is FTA (Federal Transit Administration) with supplemental soft-match funding from local governments. For informational purposes, Transportation Disadvantaged (TD) projects with their fund sources are usually included in major planning documents. Common coding examples would be FTA19 (Federal Transit Administration Section 5307 for FY2019), JARC (Job Access and Reverse Commute), and RPTO (Federal Transit Administration Section 5311).

System Maintenance Projects – Roadway and bridge maintenance is provided according to system specifications, facility-life maintenance scheduling, and available funding. Projects are usually assigned a ‘99’ code designation. Projects include 99004 (Shoulder Repair), 99005 (Bridge Painting), 99006 (Traffic Signal Upgrading), 99054 (Roadway Mowing), and simply MAIN (Maintenance Projects).

Safety Projects – SAFETEA-LU (continued in the FAST Act and the Infrastructure Investment and Jobs Act) restructured the original TEA-21 Highway Safety Improvement Program (HSIP) to provide more comprehensive funding to states for specific types of projects. The program requires a state to develop a Statewide Highway Safety Plan (SHSP) and the project must be included in the plan. Eligible types of projects include:

1. Safety-conscious planning;
2. Improvement in the collection and analysis of crash data;
3. Planning, integrated interoperable emergency communications equipment, operational activities, or traffic enforcement activities (including police assistance) relating to work-zone safety;
4. The addition or retrofitting of structures or other measures to eliminate or reduce accidents involving vehicles and wildlife;
5. Construction and operational improvements on high-risk rural roads;
6. Improvements for safety of the disabled; and
7. Installation and maintenance of signs at pedestrian-bicycle crossings and in school zones.

Sample coding for safety projects would be HESS (Hazard Elimination Program), STPSA (Any Hazard), and BELT (Safety Incentive Seat Belt Apportionment).

Other Federal and State Aid Projects – This is a miscellaneous category for projects that do not fit easily into other categories. Some sample funding codes are: PLN8 (Surface Transportation Metropolitan Planning), SPAR (State Planning and Research), STRP (State Revenue Sharing), UABC (Urban Extension), and CMAQ (Congestion Mitigation Air Quality).

High Priority and Congressional Earmark Projects – High Priority funding is project-specific funding provided by TEA-21 and extended by SAFETEA-LU. High Priority Projects (HPP) may be advanced under an Advanced Construction provision in 23 USC 117 without additional funding until HPP funds become available. Congressional Earmarks are legislative actions providing funding for a specific purpose or project outside the normal funding allocation process. High Priority coding could be AHPP (Advanced Construction High Priority Corridor), or HPPP (High Priority Project Program). Earmark funding may carry any number of codes, but some attached to Alabama projects are: FTA3C (Capital New Starts/Fed Earmark) and TCSPE (Transportation Communications System Earmarked Grant).

Authorized Projects - The Federal Highway Administration requires Metropolitan Planning Organizations to publish a list of obligated projects that were authorized in the previous fiscal year and involved federal highway or transit funds (per 23CFR450.334). Authorization is simply a statement that the project has federal approval to proceed. A project is considered authorized when a funding contract has been completed. The authorized project lists includes those projects from the Decatur area funded in a given fiscal year. A fiscal year runs from October 1 to September 30.

2.3 Portal Report Format

2.4.1 Surface Transportation Attributable Projects

Sponsor: CITY OF HARTSELLE													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
43851	100069660 STPOA 5219 ()	INTERSECTION IMPROVEMENTS ON VAUGHN BRIDGE ROAD AT SR-3 (US-31)	0.50	PE	P	INTERSECTION IMPROVEMENTS	2019	1.000	EXEMPT	NA	\$80,000 \$0 \$20,000	\$100,000	
43851	100069661 STPOA 5219 ()	INTERSECTION IMPROVEMENTS ON VAUGHN BRIDGE ROAD AT SR-3 (US-31)	0.50	RW	P	INTERSECTION IMPROVEMENTS	2019	1.000	EXEMPT	NA	\$12,000 \$0 \$3,000	\$15,000	
43851	100069662 STPOA 5219 ()	INTERSECTION IMPROVEMENTS ON VAUGHN BRIDGE ROAD AT SR-3 (US-31)	0.50	UT	P	INTERSECTION IMPROVEMENTS	2020	1.000	EXEMPT	NA	\$29,573 \$0 \$0	\$29,573	
43851	100069663 STPOA 5219 ()	INTERSECTION IMPROVEMENTS ON VAUGHN BRIDGE ROAD AT SR-3 (US-31)	0.50	CN	P	INTERSECTION IMPROVEMENTS	2020	1.000	EXEMPT	NA	\$565,600 \$0 \$141,400	\$707,000	
Totals By Sponsor							Federal				\$687,173		ALL Funds \$851,573
Sponsor: TOWN OF TRINITY													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
43850	100069658 STPOA 5219 ()	RESURFACING ON NORTH SENECA DRIVE FROM OLD HIGHWAY 24 TO SR-20 (US-72A) IN THE TOWN OF TRINITY	0.00	PE	P	RESURFACING	2019	2.000	EXEMPT	NA	\$12,800 \$0 \$3,200	\$16,000	
43850	100069659 STPOA 5219 ()	RESURFACING ON NORTH SENECA DRIVE FROM OLD HIGHWAY 24 TO SR-20 (US-72A) IN THE TOWN OF TRINITY	2.75	CN	P	RESURFACING	2019	2.000	EXEMPT	NA	\$388,000 \$0 \$97,000	\$485,000	
Totals By Sponsor							Federal				\$400,800		ALL Funds \$501,000

- 1 – Sponsor, in this case City of Hartselle, must be entered into Portal by MPO staff
- 2 – ALDOT Project ID, a nine digit identifying number within CPMS (Comprehensive Project Management System)
- 3 – Funding Code and Federal Aid Program Number, in this case STPOA 5219 (Surface Transportation Program Other Area)
- 4 – Route and Termini Description, in this case Vaughn Bridge Road plus the *from* and *to* description for the project
- 5 – Project and Funding Type of the projects listed under this heading, in this case Surface Transportation Attributable Projects
- 6 – Scope or Phase of the project (PE = Preliminary Engineering, RW = Right-of-Way Acquisition, UT = Utilities, CN = Construction, etc.)
- 7 – Project Status (P = Planned, A = Authorized, C = Closed)
- 8 – Type of work actually being performed, in this case Intersection Improvements
- 9 – Map ID, corresponds to maps on following pages
- 10 – Conform Year is the year opened to traffic, Air Quality Conformity determines Exempt/Non-Exempt status
- 11 – FY, or Fiscal Year, is the year in which the work will be performed
- 12 – Funding Sources and Total Project Costs Year of Expenditure (YOE)

2.4 Planned Project Listings

The following pages include the lists of TIP projects. The projects are divided by funding categories. The funding categories appear in the order they are published with the Web Portal application.

- 2.4.1 Surface Transportation Attributable Projects
- 2.4.2 Other Surface Transportation Program Projects
- 2.4.3 NHS / Interstate Maintenance / NHS Bridge Projects
- 2.4.4 Appalachian Highway System Projects
- 2.4.5 Transportation Alternatives
- 2.4.6 Bridge Projects (State and Federal)
- 2.4.7 State Funded Projects
- 2.4.8 Enhancement Projects
- 2.4.9 Transit Projects
- 2.4.10 System Maintenance Projects
- 2.4.11 Safety Projects
- 2.4.12 Other Federal and State Aid Projects
- 2.4.13 Congestion Mitigation and Air Quality Projects
- 2.4.14 High Priority and Congressional Earmark Projects

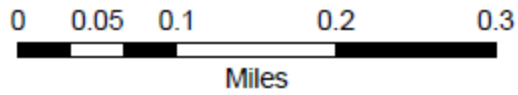
All planned transportation projects are identified and mapped according to project name, project location, and funding category. Each transportation project has a Map ID number in the table that corresponds to the project location on a project location map located at the end of each funding category.

In some cases, a blank list is included. This indicates that there are no projects in the Decatur Metropolitan Planning Area that are funded from this particular funding category. The blank lists were added at the request of ALDOT in order to maintain consistency between the Alabama MPO's TIPs and the STIP.

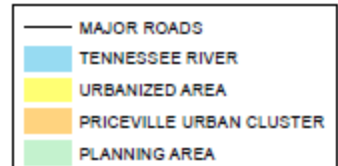
2.4.1 Surface Transportation Attributable Projects

Sponsor: CITY OF DECATUR												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
11778	100076700 CRPDC 0020 ()	ROADWAY LIGHTING REHABILITATION ON SR-20 (US 31) FROM MARKET STREET TO 0.5 MILES NORTH OF RIVERWALK MARINA	0.50	CN	P	LIGHTING	2023	5.000	EXEMPT	NA	\$477,189 \$0 \$359,951	\$837,140
Totals By Sponsor						Federal		\$477,189			ALL Funds	\$837,140
Sponsor: CITY OF HARTSELLE												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
43851	100069662 STPSU 5219 (252)	INTERSECTION IMPROVEMENTS ON VAUGHN BRIDGE ROAD AT SR-3 (US-31)	0.14	UT	P	INTERSECTION IMPROVEMENTS	2023	1.000	EXEMPT	NA	\$30,469 \$0 \$0	\$30,469
43851	100069663 STPSU 5219 (252)	INTERSECTION IMPROVEMENTS ON VAUGHN BRIDGE ROAD AT SR-3 (US-31)	0.14	CN	P	INTERSECTION IMPROVEMENTS	2023	1.000	EXEMPT	NA	\$1,390,645 \$0 \$347,661	\$1,738,306
46892	100073372 STPSU 0036 (514)	INTERSECTION IMPROVEMENTS AT SR-36 AND LANDO ROAD IN THE CITY HARTSELLE	0.25	RW	P	INTERSECTION IMPROVEMENTS	2024	3.000	EXEMPT	NA	\$164,848 \$0 \$41,212	\$206,060
46892	100073374 STPSU 0036 (514)	INTERSECTION IMPROVEMENTS AT SR-36 AND LANDO ROAD IN THE CITY HARTSELLE	0.25	UT	P	INTERSECTION IMPROVEMENTS	2024	3.000	EXEMPT	NA	\$82,424 \$0 \$0	\$82,424
46892	100073377 STPSU 0036 ()	INTERSECTION IMPROVEMENTS AT SR-36 AND LANDO ROAD IN THE CITY HARTSELLE	0.25	CN	P	INTERSECTION IMPROVEMENTS	2024	3.000	EXEMPT	NA	\$700,605 \$0 \$175,151	\$875,756
Totals By Sponsor						Federal		\$2,368,991			ALL Funds	\$2,933,015
Sponsor: MORGAN COUNTY												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
44765	100070847 STPSU 5220 (251)	REPLACE ROADWAY CULVERT AND APPROACHES ON WEST MORGAN ROAD OVER BAKERS CREEK	0.30	UT	P	DRAINAGE CORRECTION	2023	4.000	EXEMPT	NA	\$111,273 \$0 \$0	\$111,273
44765	100070848 STPSU 5220 (251)	REPLACE ROADWAY CULVERT AND APPROACHES ON WEST MORGAN ROAD OVER BAKERS CREEK	0.30	CN	P	DRAINAGE CORRECTION	2024	4.000	EXEMPT	NA	\$659,327 \$0 \$164,832	\$824,158
Totals By Sponsor						Federal		\$770,599			ALL Funds	\$935,431
Sponsor: TOWN OF PRICEVILLE												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
46899	100073381 STPSU 5221 ()	RESURFACING ON (SITE 1) BETHEL RD. FROM LYNNWOOD CIR. TO KIMBERLY ST.; (SITE 2) CAVE SPRINGS RD. FROM BETHEL RD. TO SUNSET ACRES AVE.; (SITE 3) SKIDMORE RD. FROM SR-67 TO CAVE SPRINGS RD.	1.25	CN	P	RESURFACING	2024	6.000	EXEMPT	NA	\$1,507,363 \$0 \$376,841	\$1,884,204
Totals By Sponsor						Federal		\$1,507,363			ALL Funds	\$1,884,204

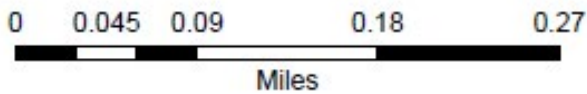
**Map ID 5 - ROADWAY LIGHTING REHABILITATION ON SR-20 (US 31)
FROM MARKET STREET TO 0.5 MILES NORTH OF RIVERWALK MARINA**



Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020



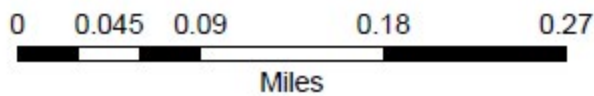
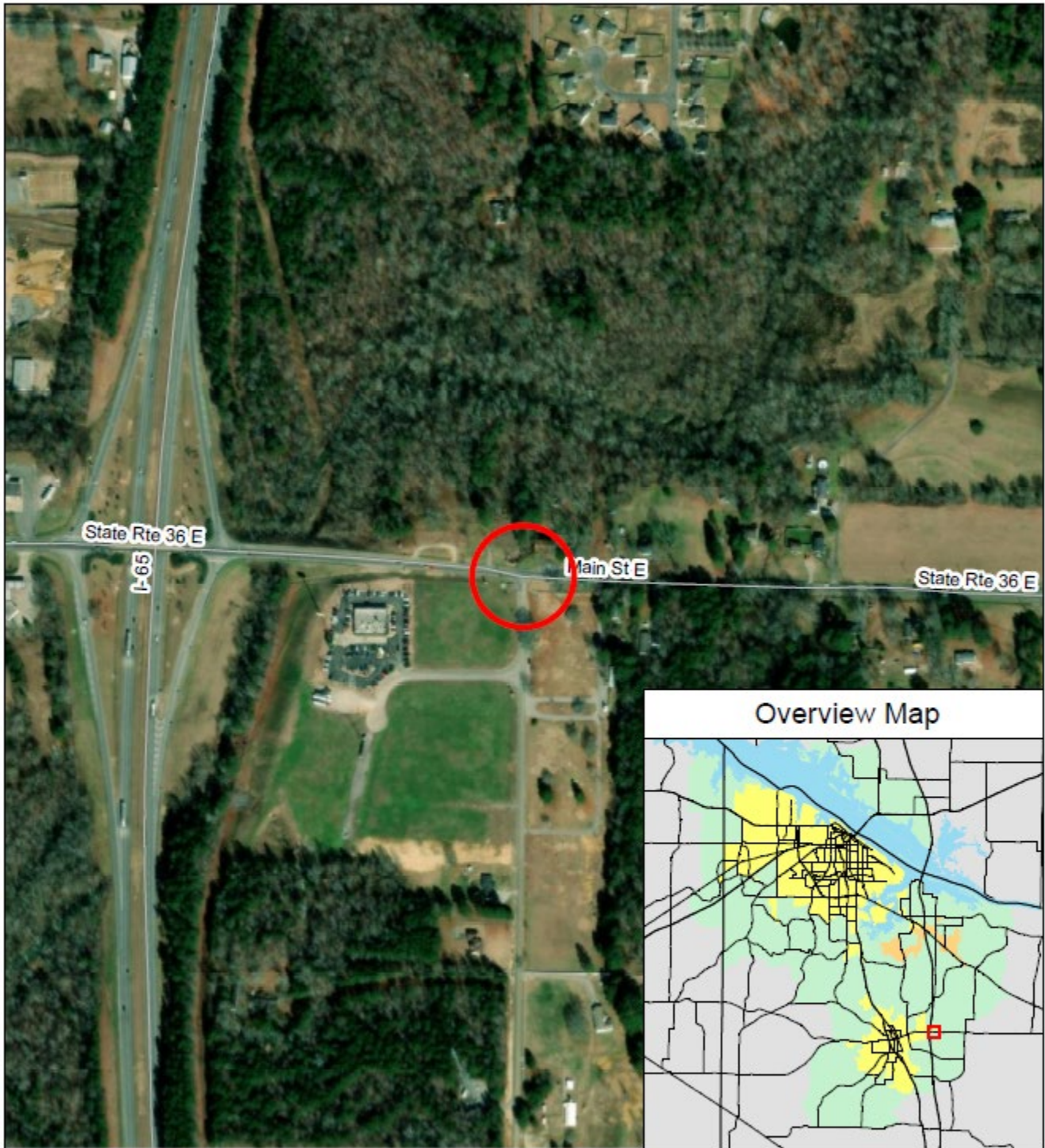
Map ID 1 - Intersection Improvements on
Vaughn Bridge Road at SR-3 (US-31)



Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020

	MAJOR ROADS
	TENNESSEE RIVER
	URBANIZED AREA
	PRICEVILLE URBAN CLUSTER
	PLANNING AREA

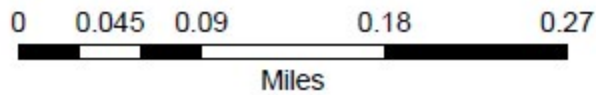
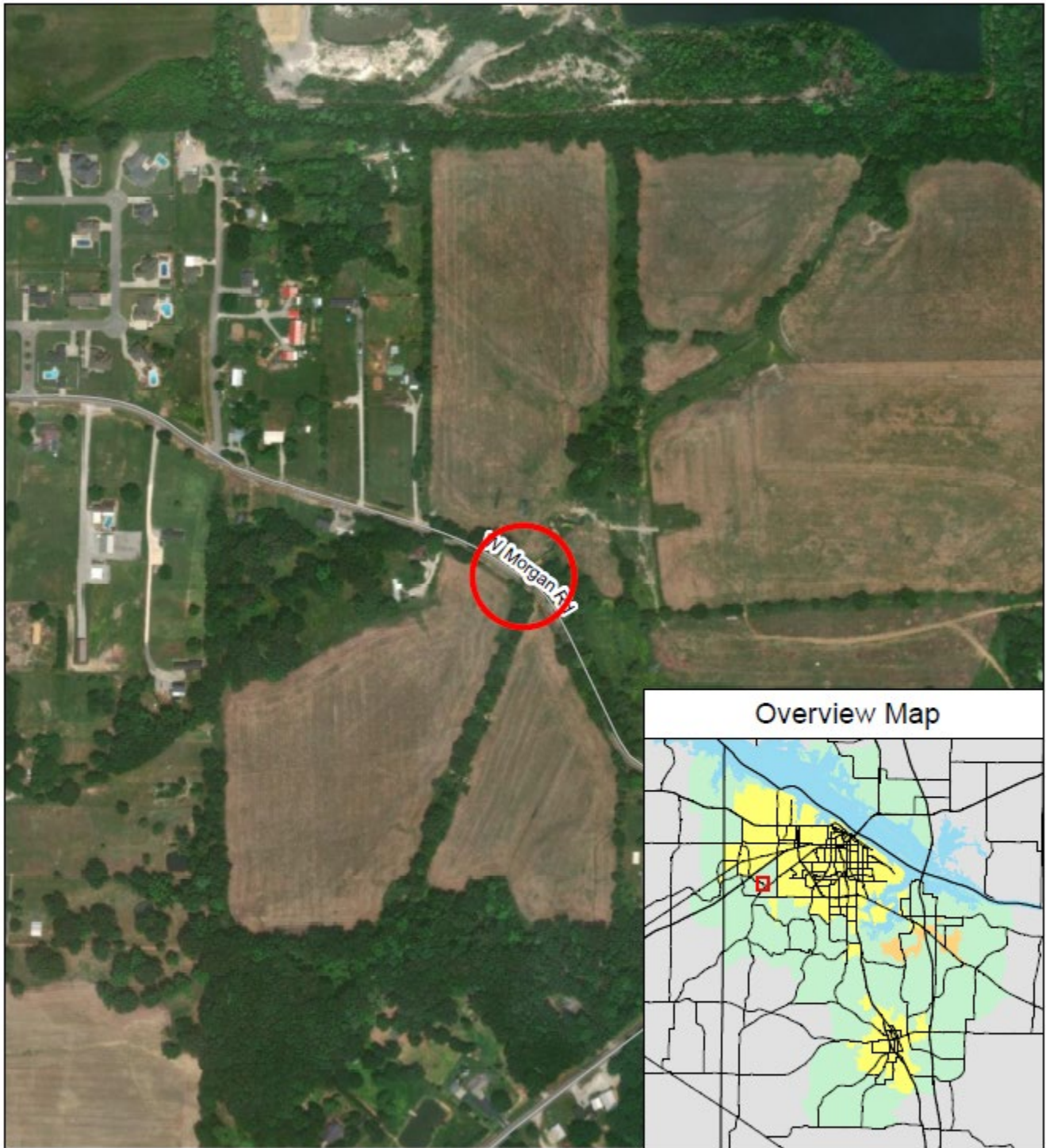
Map ID 3 - INTERSECTION IMPROVEMENTS AT SR-36 AND LANDO ROAD IN THE CITY HARTSELLE



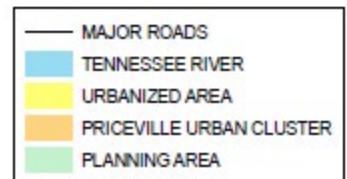
Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020

—	MAJOR ROADS
■ (Blue)	TENNESSEE RIVER
■ (Yellow)	URBANIZED AREA
■ (Orange)	PRICEVILLE URBAN CLUSTER
■ (Green)	PLANNING AREA

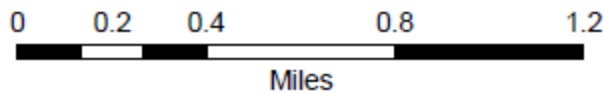
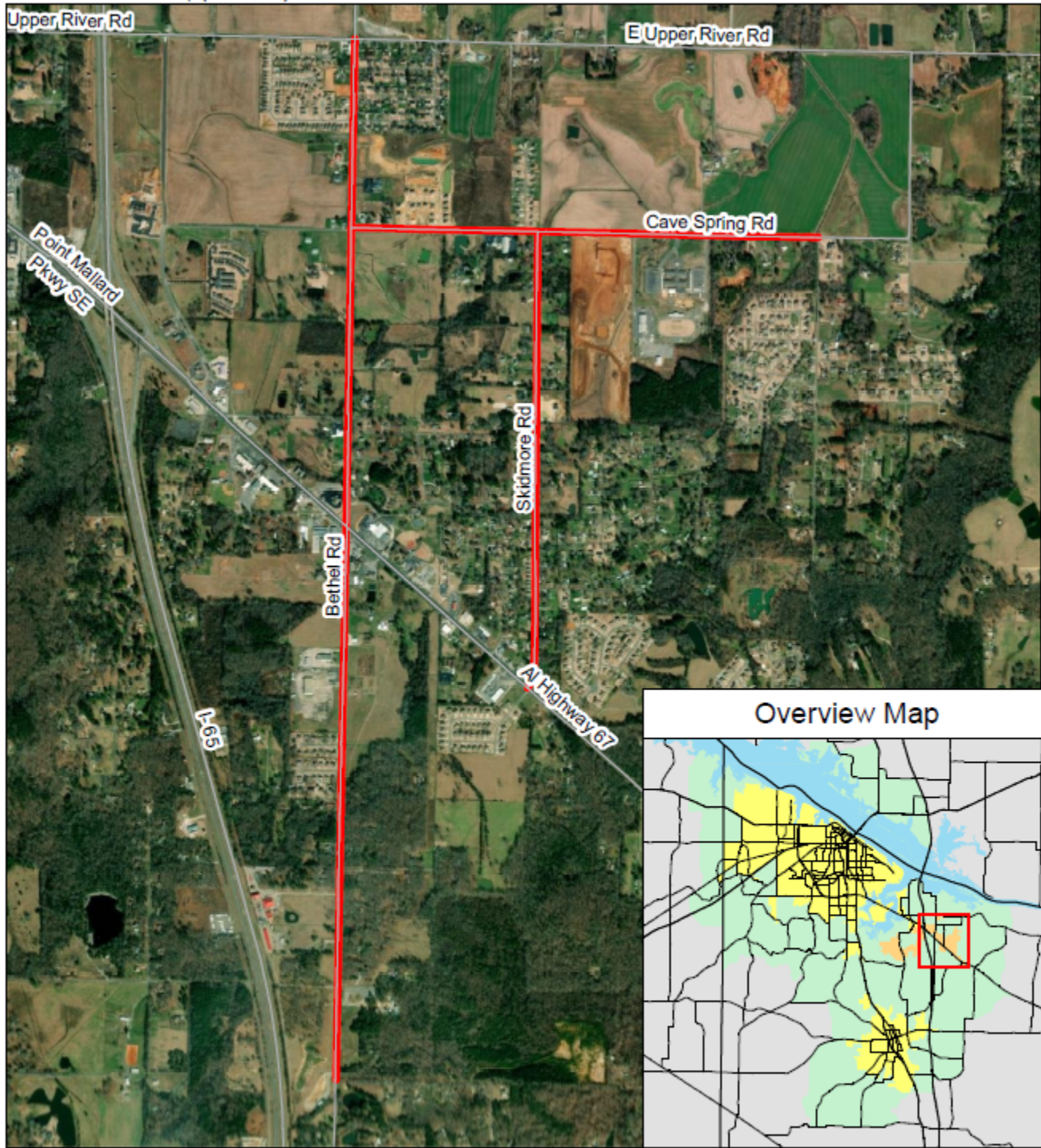
Map ID 4 - REPLACE ROADWAY CULVERT AND APPROACHES ON WEST MORGAN ROAD OVER BAKERS CREEK



Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020



Map ID 6 - RESURFACING ON (SITE 1) BETHEL RD. FROM LYNNWOOD CIR. TO KIMBERLY ST.; (SITE 2) CAVE SPRINGS RD. FROM BETHEL RD. TO SUNSET ACRES AVE.; (SITE 3) SKIDMORE RD. FROM SR-67 TO CAVE SPRINGS RD.



Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020

—	MAJOR ROADS
Blue	TENNESSEE RIVER
Yellow	URBANIZED AREA
Orange	PRICEVILLE URBAN CLUSTER
Light Green	PLANNING AREA

2.4.2 Other Surface Transportation Program Projects

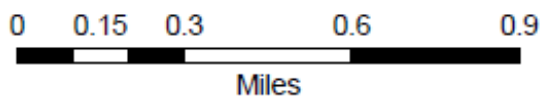
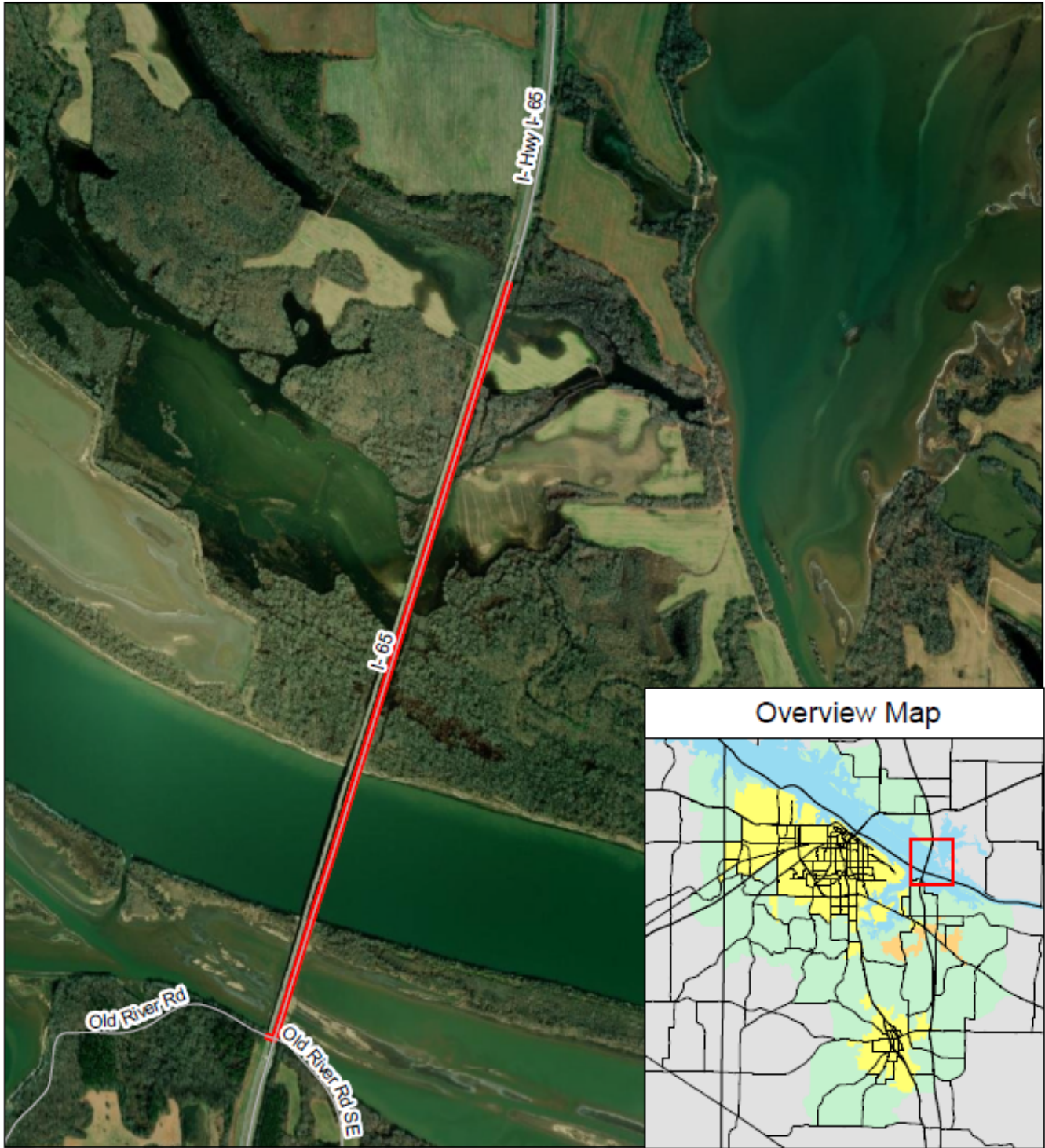
Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

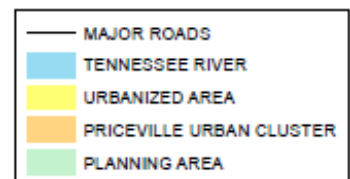
2.4.3 NHS / Interstate Maintenance / NHS Bridge Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
23808	100042493 IM 1065 (505)	PAINT RETROFIT BRIDGE RAILS AND REPLACE BEARING ASSEMBLIES ON I-65 BRIDGES OVER THE TENNESSEE RIVER BIN 010882 AND 010883	1.88	CN	P	BRIDGE REHABILITATION	2023	9.000	EXEMPT	NA	\$10,294,798 \$1,143,866 \$0	\$11,438,664
21296	100071954 BR 0003 (618)	BRIDGE REPLACEMENT BINS 006153 AND 001391 ON SR-3 (US-31) OVER NORFOLK-SOUTHERN RAILWAY	0.52	RW	P	BRIDGE REPLACEMENT	2023	10.000	EXEMPT	NA	\$329,696 \$82,424 \$0	\$412,120
49610	100076778 BR 0020 (532)	BRIDGE REPLACEMENT (BIN 6594) ON SR-20 OVER NORFOLK SOUTHERN RAILROAD	0.50	PE	P	BRIDGE REPLACEMENT	2023	13.000	EXEMPT	NA	\$400,000 \$100,000 \$0	\$500,000
550	100001761 IM 1065 ()	CLEAR ZONE SAFETY IMPROVEMENTS ON I-65 FROM MP 319.710 TO MP 326.850	7.14	CN	P	SAFETY IMPROVEMENTS	2024	11.000	EXEMPT	NA	\$4,555,408 \$506,156 \$0	\$5,061,564
21296	100037845 BR 0003 (618)	BRIDGE REPLACEMENT BINS 006153 AND 001391 ON SR-3 (US-31) OVER NORFOLK-SOUTHERN RAILWAY	0.52	CN	P	BRIDGE REPLACEMENT	2024	10.000	EXEMPT	NA	\$5,095,297 \$1,273,824 \$0	\$6,369,121
37763	100061923 NH 0020 ()	PAVEMENT REHABILITATION ON SR-20 (US-72) FROM MP 67.147 EAST OF RR SPUR TO MP 68.600 WEST OF BRIDGE OVER RR	1.45	CN	P	PAVEMENT REHABILITATION	2024	12.000	EXEMPT	NA	\$2,624,845 \$656,211 \$0	\$3,281,056
21296	100071966 BR 0003 (618)	BRIDGE REPLACEMENT BINS 006153 AND 001391 ON SR-3 (US-31) OVER NORFOLK-SOUTHERN RAILWAY	0.52	UT	P	BRIDGE REPLACEMENT	2024	10.000	EXEMPT	NA	\$396,125 \$99,031 \$0	\$495,157
49610	100076779 BR 0020 ()	BRIDGE REPLACEMENT (BIN 6594) ON SR-20 OVER NORFOLK SOUTHERN RAILROAD	0.50	CN	P	BRIDGE REPLACEMENT	2027	13.000	EXEMPT	NA	\$4,162,416 \$1,040,604 \$0	\$5,203,020
Totals By Sponsor						Federal		\$27,858,585			ALL Funds	\$32,760,702

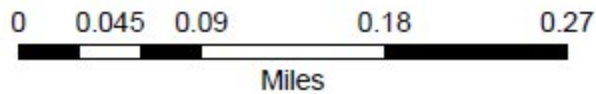
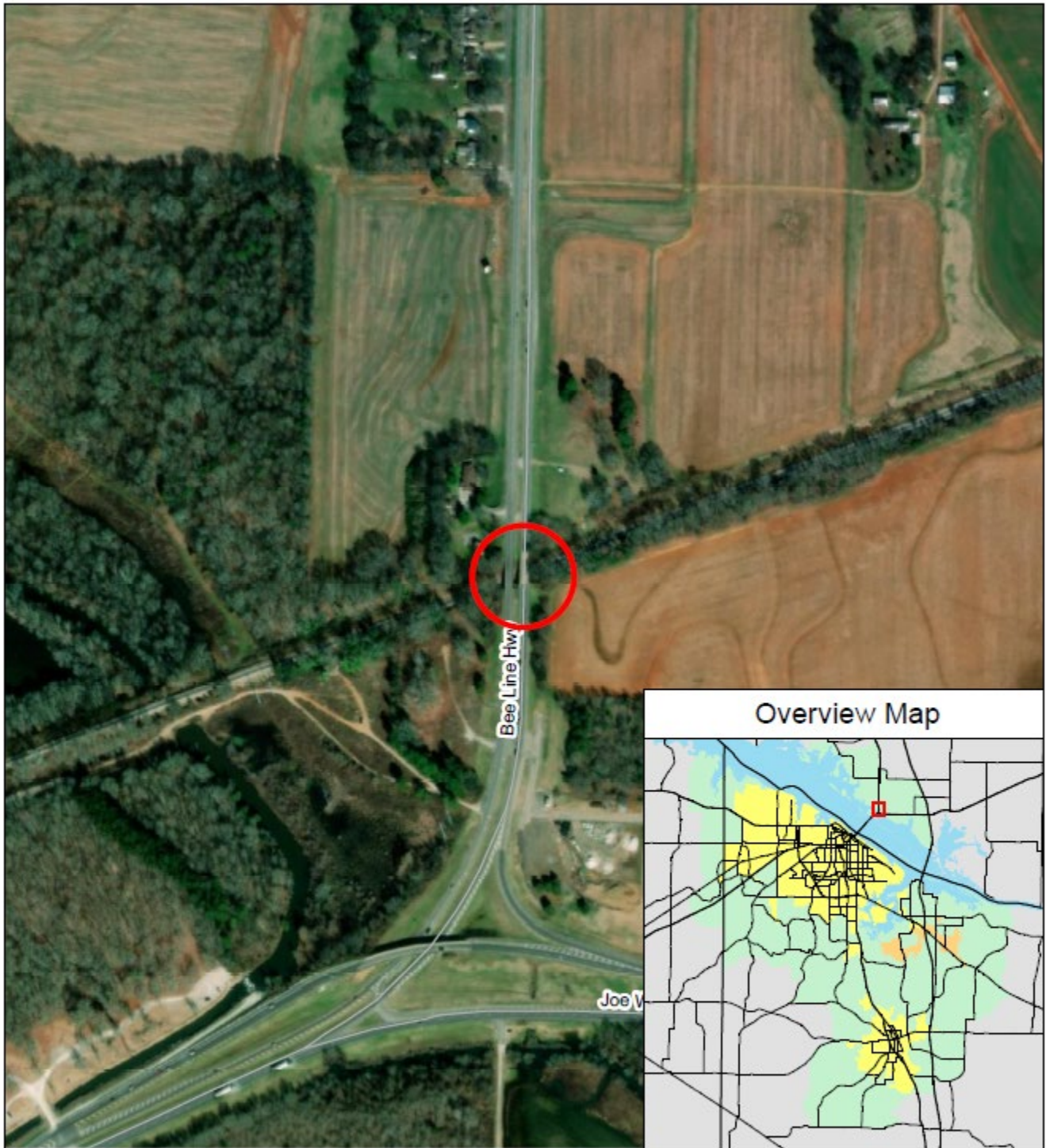
Map ID 9 - PAINT RETROFIT BRIDGE RAILS AND REPLACE BEARING ASSEMBLIES ON I-65 BRIDGES OVER THE TENNESSEE RIVER BIN 010882 AND 010883



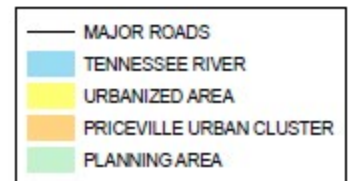
Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020



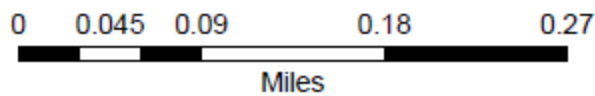
Map ID 10 - BRIDGE REPLACEMENT BINS 006153 AND 001391
ON SR-3 (US-31) OVER NORFOLK SOUTHERN RAILROAD



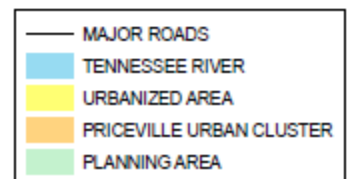
Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020



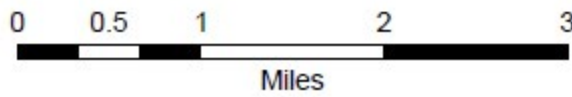
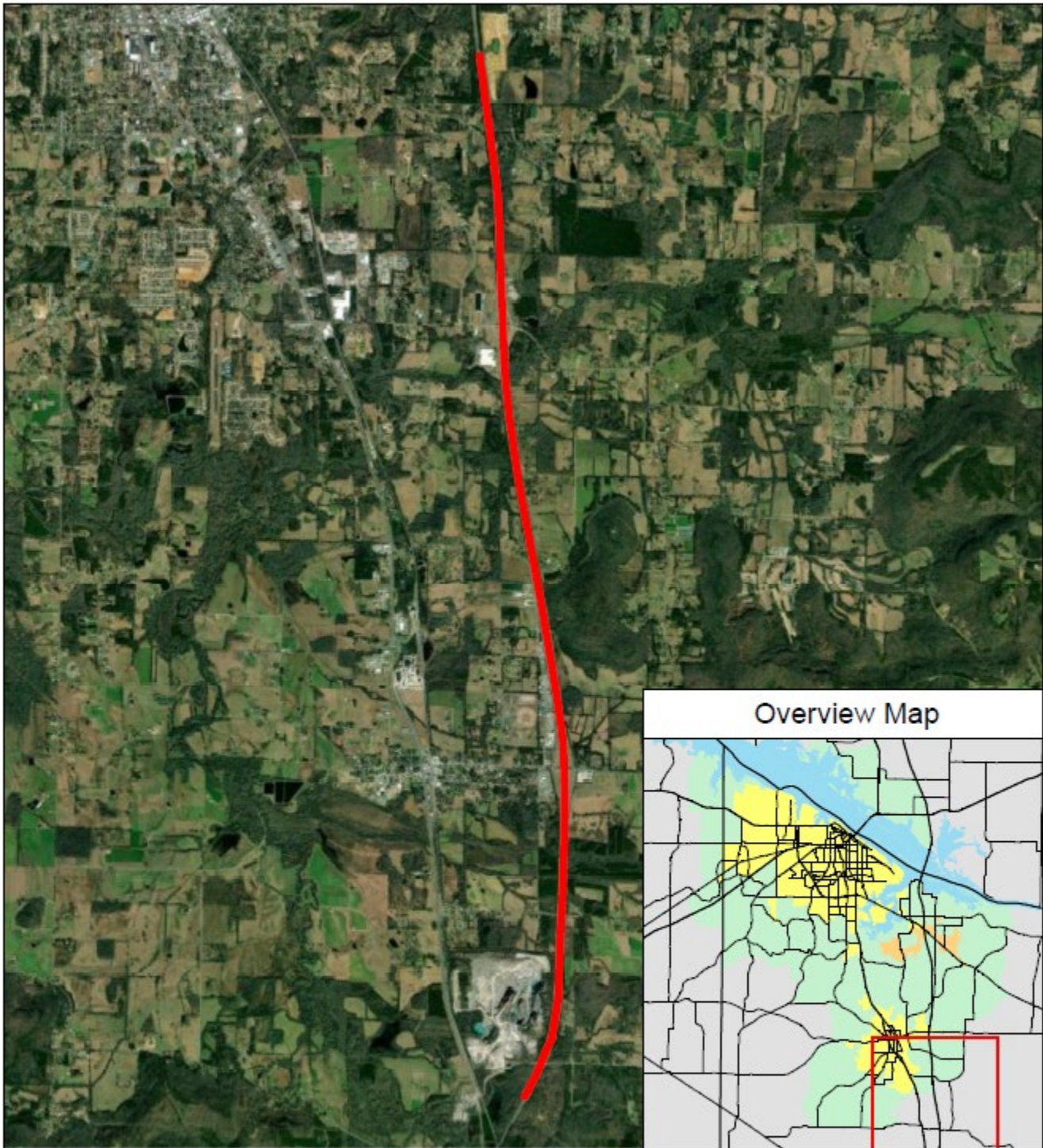
Map ID 13 - BRIDGE REPLACEMENT (BIN 6594) ON
SR-20 OVER NORFOLK SOUTHERN RAILROAD



Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020



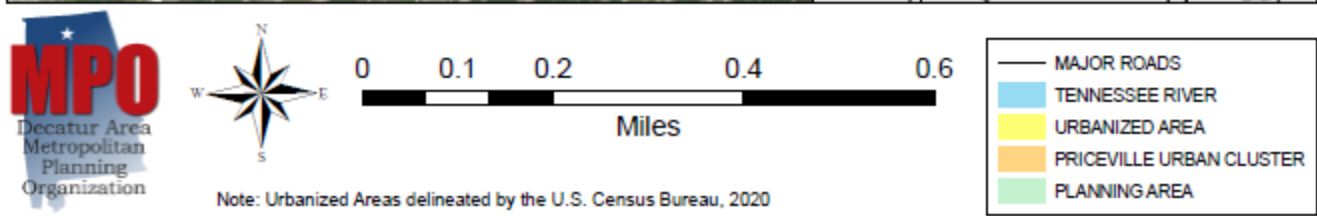
Map ID 11 - CLEAR ZONE SAFETY IMPROVEMENTS ON
I-65 FROM MP 319.710 TO MP 326.850



Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020

—	MAJOR ROADS
■	TENNESSEE RIVER
■	URBANIZED AREA
■	PRICEVILLE URBAN CLUSTER
■	PLANNING AREA

Map ID 12 - PAVEMENT REHABILITATION ON SR-20 (US 72) FROM MP 67.147 EAST OF RR SPUR TO MP 68.600 WEST OF BRIDGE OVER RR



2.4.4 Appalachian Highway System Projects

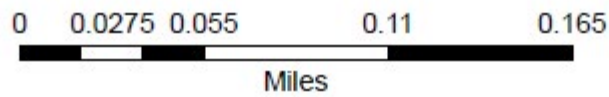
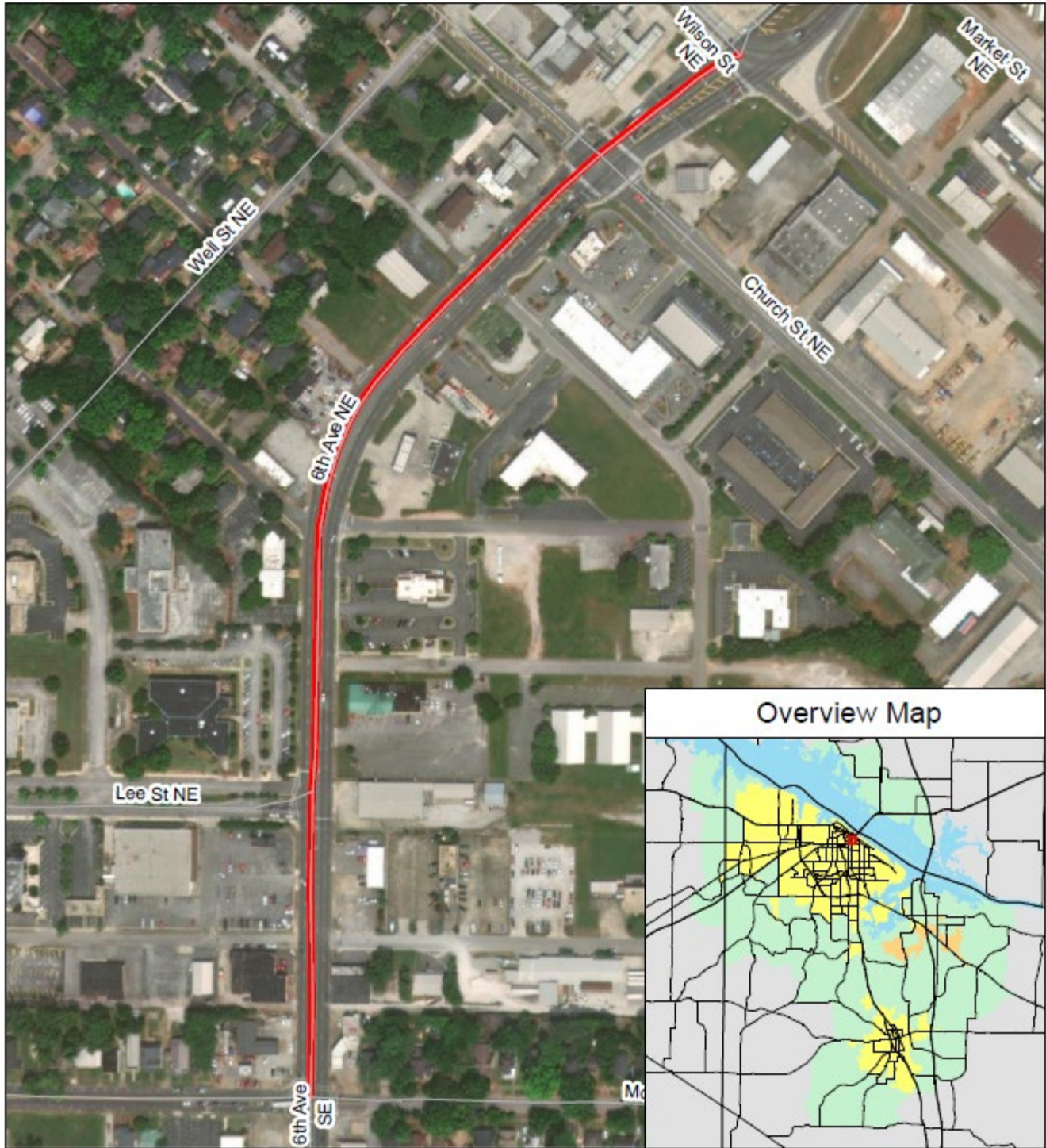
Sponsor:													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	

No Records Found

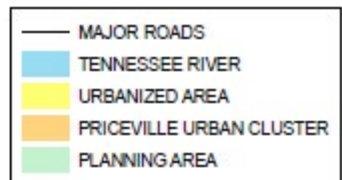
2.4.5 Transportation Alternatives

Sponsor: CITY OF DECATUR													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
47464	100074124 TAPAA TA22 (905)	SIDEWALKS ALONG SR-3 (US-31 / 6TH AVENUE) FROM MOULTON STREET TO WILSON STREET IN DECATUR	0.00	CN	P	SIDEWALK	2023	16.000	EXEMPT	NA	\$640,000 \$0 \$160,000	\$800,000	
Totals By Sponsor						Federal		\$640,000			ALL Funds	\$800,000	
Sponsor: TOWN OF PRICEVILLE													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
49079	100075849 TAPSU TA23 (909)	SIDEWALKS ALONG EAST UPPER RIVER ROAD AND NORTH BETHEL ROAD IN THE CITY OF PRICEVILLE	0.00	CN	P	SIDEWALK	2024	17.000	EXEMPT	NA	\$734,314 \$0 \$183,579	\$917,893	
Totals By Sponsor						Federal		\$734,314			ALL Funds	\$917,893	

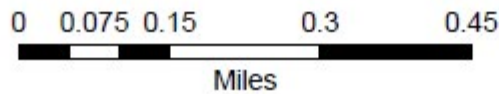
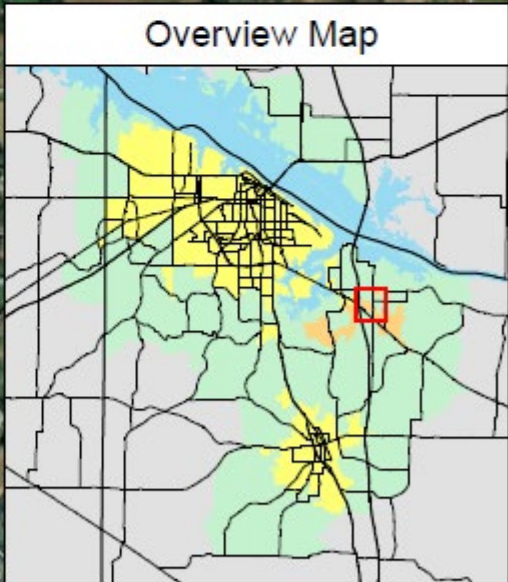
Map ID 16 - SIDEWALKS ALONG SR-3 (US-31 / 6TH AVENUE)
FROM MOULTON STREET TO WILSON STREET IN DECATUR



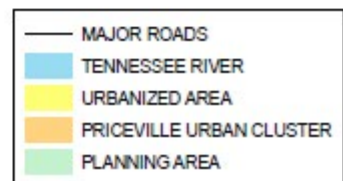
Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020



Map ID 17- SIDEWALKS ALONG EAST UPPER RIVER ROAD AND NOTH BETHEL ROAD IN THE CITY OF PRICEVILLE



Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020



2.4.6 Bridge Projects (State and Federal)

Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

2.4.7 State Funded Projects

Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

2.4.8 Enhancement Projects

Sponsor:													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	

No Records Found

2.4.9 Transit Projects

Sponsor:													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	

No Records Found

2.4.10 System Maintenance Projects

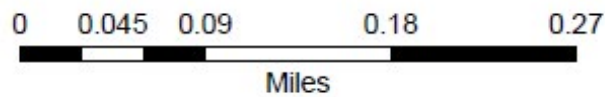
Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

2.4.11 Safety Projects

Sponsor: ALDOT													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
48553	100076644 RHPD RR23 (931)	RAILROAD CROSSING IMPROVEMENTS SIGNS MARKINGS AND LEGENDS AT CEDAR LAKE ROAD SOUTHEAST AND CSX RAILROAD DOT 352098C CSXT REF 1559	0.00	CN	P	RR CROSSING IMPROVEMENTS	2023	21.000	EXEMPT	NA	\$10,000 \$0 \$0	\$10,000	
48553	100076645 RHPD RR23 (932)	RAILROAD CROSSING IMPROVEMENTS INCLUDING TWO (2) GATES SIGNS MARKINGS AND LEGENDS AT COLLEGE STREET AND CSX RAILROAD DOT 352108F CSXT REF 1560	0.00	CN	P	RR CROSSING IMPROVEMENTS	2023	22.000	EXEMPT	NA	\$150,000 \$0 \$0	\$150,000	
Totals By Sponsor						Federal		\$160,000			ALL Funds	\$160,000	

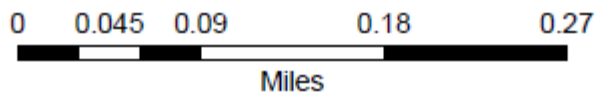
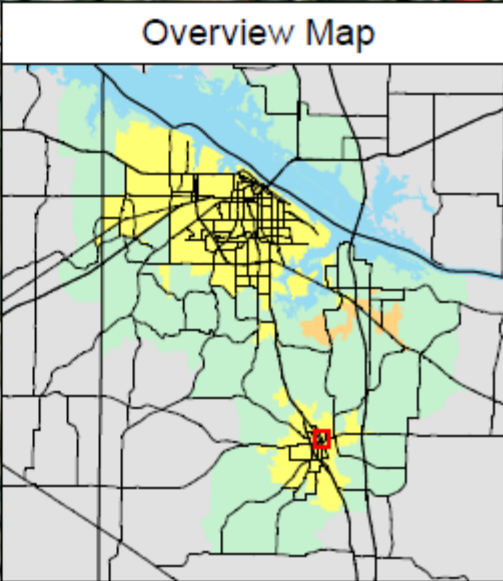
Map ID 21- RAILROAD CROSSING IMPROVEMENTS SIGNS MARKINGS AND LEGENDS
 AT CEDAR LAKE ROAD SOUTHEAST AND CSX RAILROAD
 DOT 352098C CSXT REF 1559



Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020

- MAJOR ROADS
- TENNESSEE RIVER
- URBANIZED AREA
- PRICEVILLE URBAN CLUSTER
- PLANNING AREA

Map ID 22- RAILROAD CROSSING IMPROVEMENTS INCLUDING TWO (2) GATES SIGNS
 MARKINGS AND LEGENDS AT COLLEGE STREET AND
 CSX RAILROAD DOT 352108F CSXT REF 1560



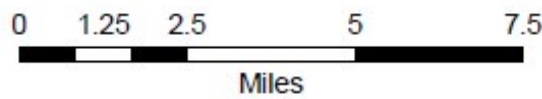
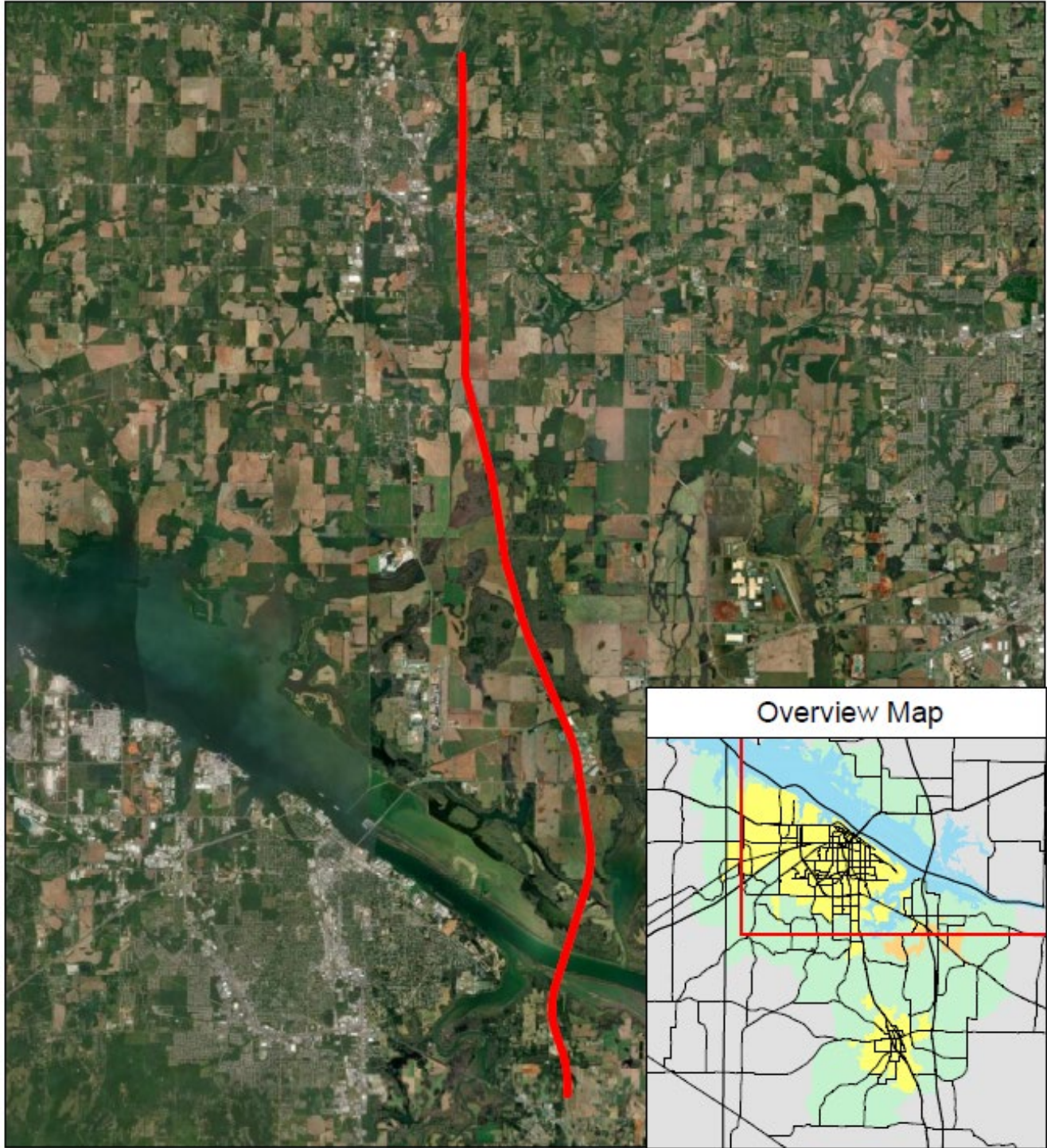
	MAJOR ROADS
	TENNESSEE RIVER
	URBANIZED AREA
	PRICEVILLE URBAN CLUSTER
	PLANNING AREA

Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020

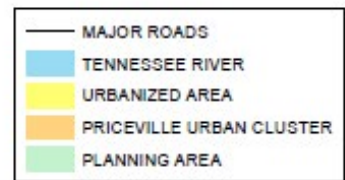
2.4.12 Other Federal and State Aid Projects

Sponsor: ALDOT													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
48501	100072297 CRPAA 1065 ()	ADVANCED CORRIDOR MANAGEMENT TSMO ON I-65 FROM SR-67 (MP 334) TO SR-3 (US-31/ MP 354)	20.00	CN	P	INTELLIGENT TECHNOLOGY SYSTEMS	2024	8.000	EXEMPT	NA	\$4,120,792 \$457,866 \$0	\$4,578,658	
Totals By Sponsor						Federal		\$4,120,792			ALL Funds	\$4,578,658	
Sponsor: CITY OF DECATUR													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
49090	100076554 ATRP2-52-2023-176 ()	INTERSECTION IMPROVEMENTS AT SR-67 AND UPPER RIVER ROAD	0.00	CN	P	INTERSECTION IMPROVEMENTS	2024	24.000	EXEMPT	NA	\$0 \$1,514,157 \$0	\$1,514,157	
Totals By Sponsor						Federal		\$0			ALL Funds	\$1,514,157	
Sponsor: TOWN OF TRINITY													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
49134	100076553 ATRP2-52-2023-485 ()	INTERSECTION IMPROVEMENTS AT SR-24 AND SOUTH GREENWAY DRIVE INCLUDING LEFT TURN LANES	0.00	CN	P	INTERSECTION IMPROVEMENTS	2024	25.000	EXEMPT	NA	\$0 \$1,204,560 \$0	\$1,204,560	
Totals By Sponsor						Federal		\$0			ALL Funds	\$1,204,560	

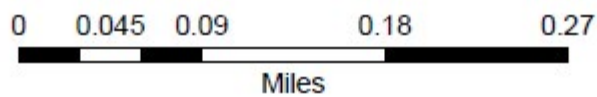
Map ID 8 - ADVANCED CORRIDOR MANAGEMENT TSMO
ON I-65 FROM SR-67 (MP 334) TO SR 3 (US-31/ MP 354)



Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020



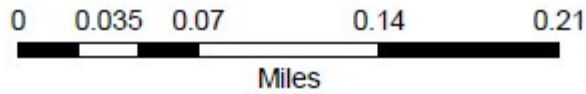
Map ID 24- INTERSECTION IMPROVEMENTS AT SR-67 AND UPPER RIVER ROAD



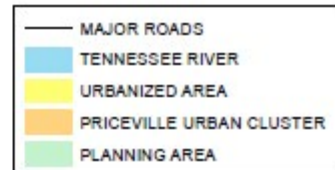
Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020

	MAJOR ROADS
	TENNESSEE RIVER
	URBANIZED AREA
	PRICEVILLE URBAN CLUSTER
	PLANNING AREA

Map ID 25- INTERSECTION IMPROVEMENTS AT SR 24 AND SOUTH GREENWAY DRIVE INCLUDING LEFT TURN LANES



Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020



Map Document Produced by the Staff of the Decatur Area Metropolitan Planning Organization

2.4.13 Congestion Mitigation and Air Quality Projects

Sponsor:													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	

No Records Found

2.4.14 High Priority and Congressional Earmark Projects

Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

2.5 Authorized Projects for Fiscal Years 2022 and 2023

The following pages include the lists of Authorized TIP Projects for Fiscal Years 2022 and 2023. A Project is considered Authorized when a funding contract has been completed. The projects are divided by funding categories and appear in the order in which they are published in the Web Portal application.

- 2.5.1 Surface Transportation Attributable Projects
- 2.5.2 Other Surface Transportation Program Projects
- 2.5.3 NHS / Interstate Maintenance / NHS Bridge Projects
- 2.5.4 Appalachian Highway System Projects
- 2.5.5 Transportation Alternatives
- 2.5.6 Bridge Projects (State and Federal)
- 2.5.7 State Funded Projects
- 2.5.8 Enhancement Projects
- 2.5.9 Transit Projects
- 2.5.10 System Maintenance Projects
- 2.5.11 Safety Projects
- 2.5.12 Other Federal and State Aid Projects
- 2.5.13 Congestion Mitigation and Air Quality Projects
- 2.5.14 High Priority and Congressional Earmark Projects

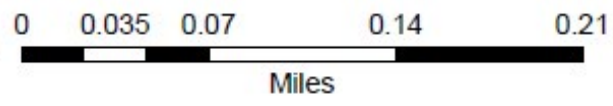
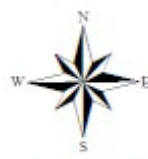
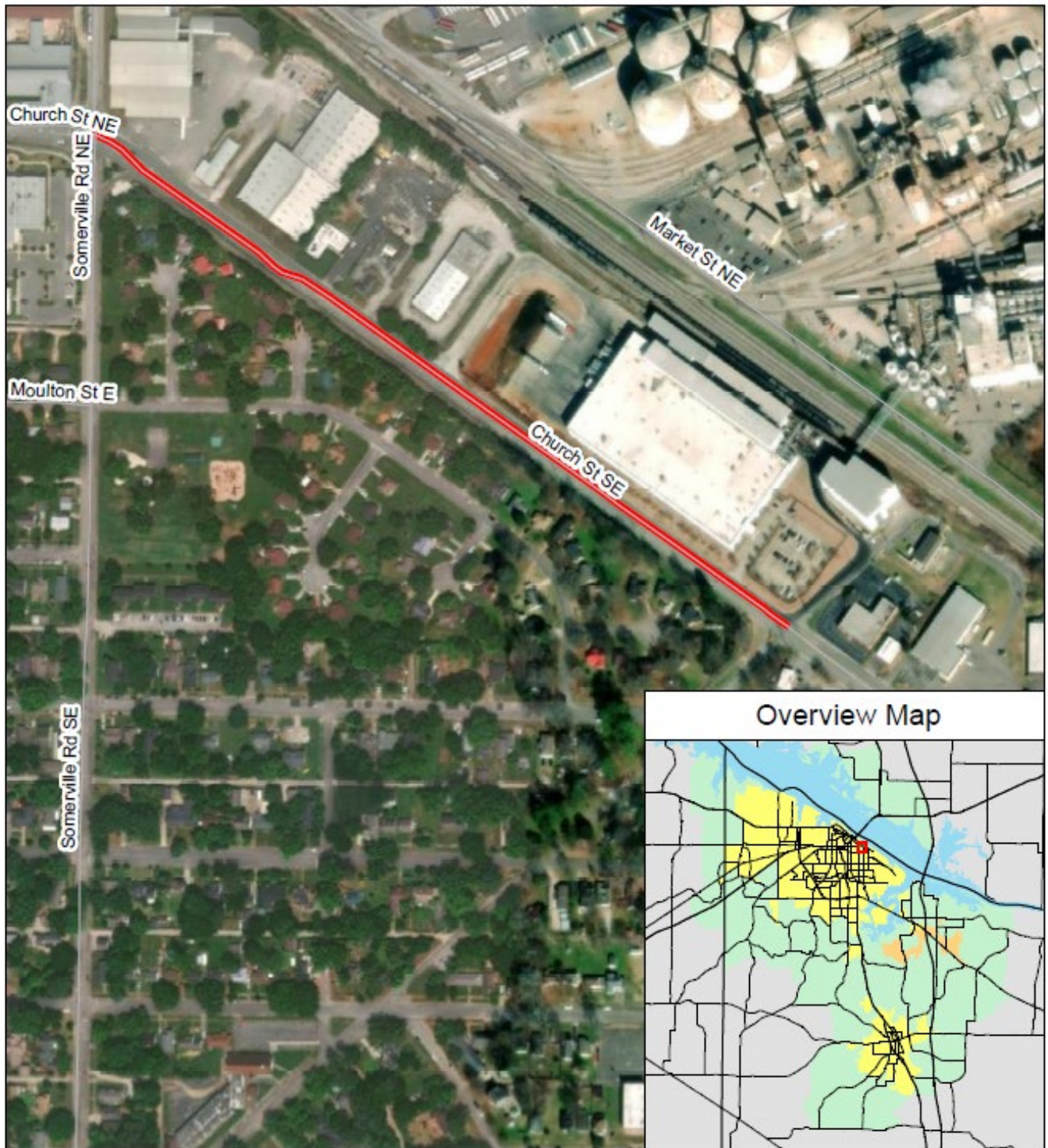
All authorized transportation projects are identified and mapped according to project name, project location, and funding category. Each transportation project has a Map ID number in the table that corresponds to the project location on a project location map located at the end of each funding category.

In some cases a blank list is included. This indicates that there are no projects in the Decatur Metropolitan Planning Area that are funded from this particular funding category. The blank lists were added at the request of ALDOT in order to maintain consistency between the Alabama MPO's TIPs and the STIP.

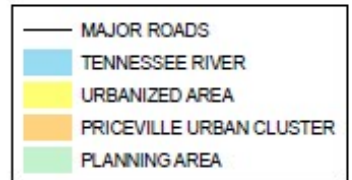
2.5.1 Surface Transportation Attributable Projects

Sponsor: CITY OF DECATUR													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
45313	100071486 STPSU 5220 (252)	RECONSTRUCTION OF CR-684 (CHURCH STREET) FROM SOMERVILLE ROAD TO RIVERVIEW AVENUE IN THE CITY OF DECATUR	0.41	CN	A	PAVEMENT REHABILITATION	2022	2.000	D-3	Feb-May	\$1,863,463 \$0 \$465,866	\$2,329,329	
Totals By Sponsor						Federal		\$1,863,463			ALL Funds	\$2,329,329	
Sponsor: CITY OF HARTSELLE													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
43851	100069661 STPOA 5219 (252)	INTERSECTION IMPROVEMENTS ON VAUGHN BRIDGE ROAD AT SR-3 (US-31)	0.50	RW	A	INTERSECTION IMPROVEMENTS	2022	1.000	D-2	Mar-Mar	\$91,200 \$0 \$0	\$91,200	
46892	100073370 STPOA 0036 (514)	INTERSECTION IMPROVEMENTS AT SR-36 AND LANDO ROAD IN THE CITY HARTSELLE	0.25	PE	A	INTERSECTION IMPROVEMENTS	2022	3.000	EXEMPT	NA	\$121,200 \$0 \$0	\$121,200	
46892	100073370 STPOA 0036 (514)	INTERSECTION IMPROVEMENTS AT SR-36 AND LANDO ROAD IN THE CITY HARTSELLE	0.25	PE	A	INTERSECTION IMPROVEMENTS	2022	3.000	EXEMPT	NA	\$38,800 \$0 \$0	\$38,800	
Totals By Sponsor						Federal		\$251,200			ALL Funds	\$251,200	
Sponsor: MORGAN COUNTY													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
44765	100070846 STPOA 5220 (251)	REPLACE ROADWAY CULVERT AND APPROACHES ON WEST MORGAN ROAD OVER BAKERS CREEK	0.30	RW	A	DRAINAGE CORRECTION	2022	4.000	D-1	Dec-Dec	\$83,632 \$0 \$0	\$83,632	
Totals By Sponsor						Federal		\$83,632			ALL Funds	\$83,632	
Sponsor: TOWN OF PRICEVILLE													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
46899	100073380 STPSU 5221 (251)	RESURFACING ON (SITE 1) BETHEL RD. FROM LYNNWOOD CIR. TO KIMBERLY ST.; (SITE 2) CAVE SPRINGS RD. FROM BETHEL RD. TO SUNSET ACRES AVE.; (SITE 3) SKIDMORE RD. FROM SR-67 TO CAVE SPRINGS RD.	1.25	PE	A	RESURFACING	2023	6.000	EXEMPT	NA	\$118,083 \$0 \$0	\$118,083	
Totals By Sponsor						Federal		\$118,083			ALL Funds	\$118,083	

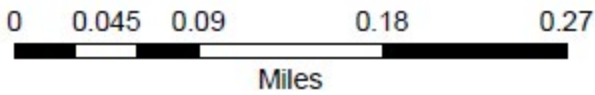
Map ID 2 - RECONSTRUCTION OF CR-684 (CHURCH STREET) FROM SOMERVILLE ROAD TO RIVERVIEW AVENUE IN THE CITY OF DECATUR



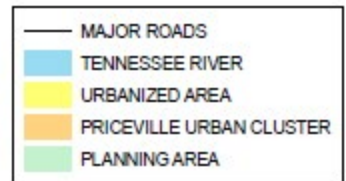
Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020



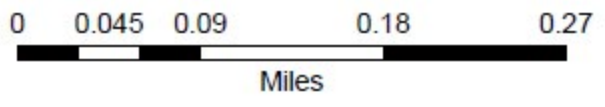
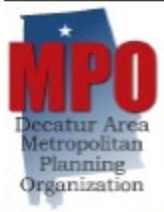
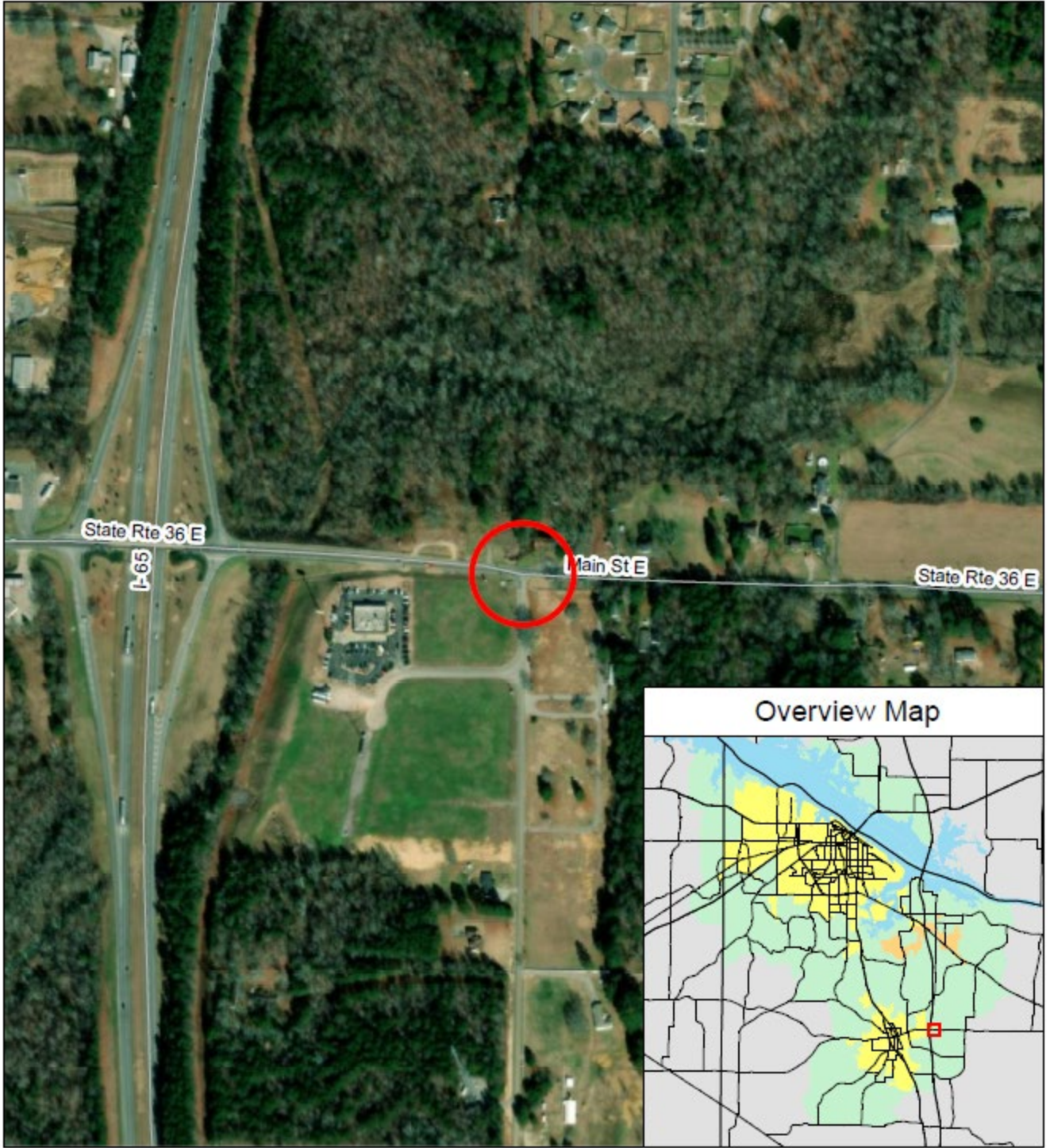
Map ID 1 - Intersection Improvements on Vaughn Bridge Road at SR-3 (US-31)



Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020



Map ID 3 - INTERSECTION IMPROVEMENTS AT SR-36 AND LANDO ROAD IN THE CITY HARTSELLE

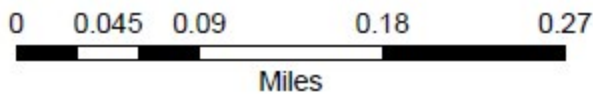
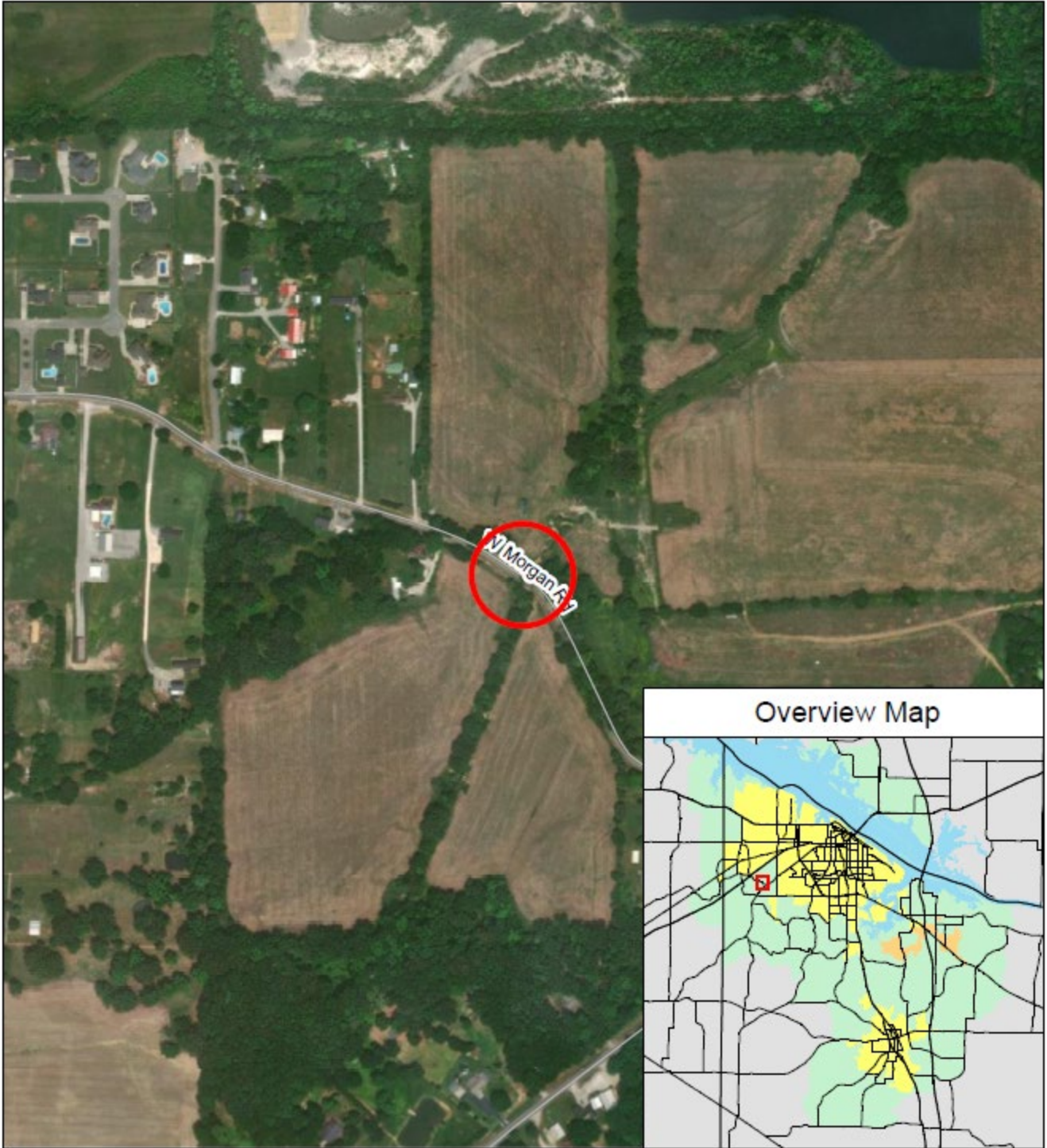


Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020

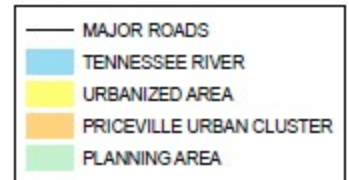
—	MAJOR ROADS
Blue	TENNESSEE RIVER
Yellow	URBANIZED AREA
Orange	PRICEVILLE URBAN CLUSTER
Green	PLANNING AREA

Map Document Produced by the Staff of the Decatur Area Metropolitan Planning Organization

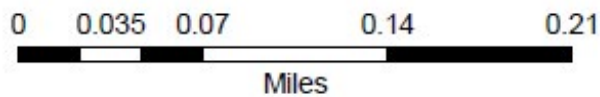
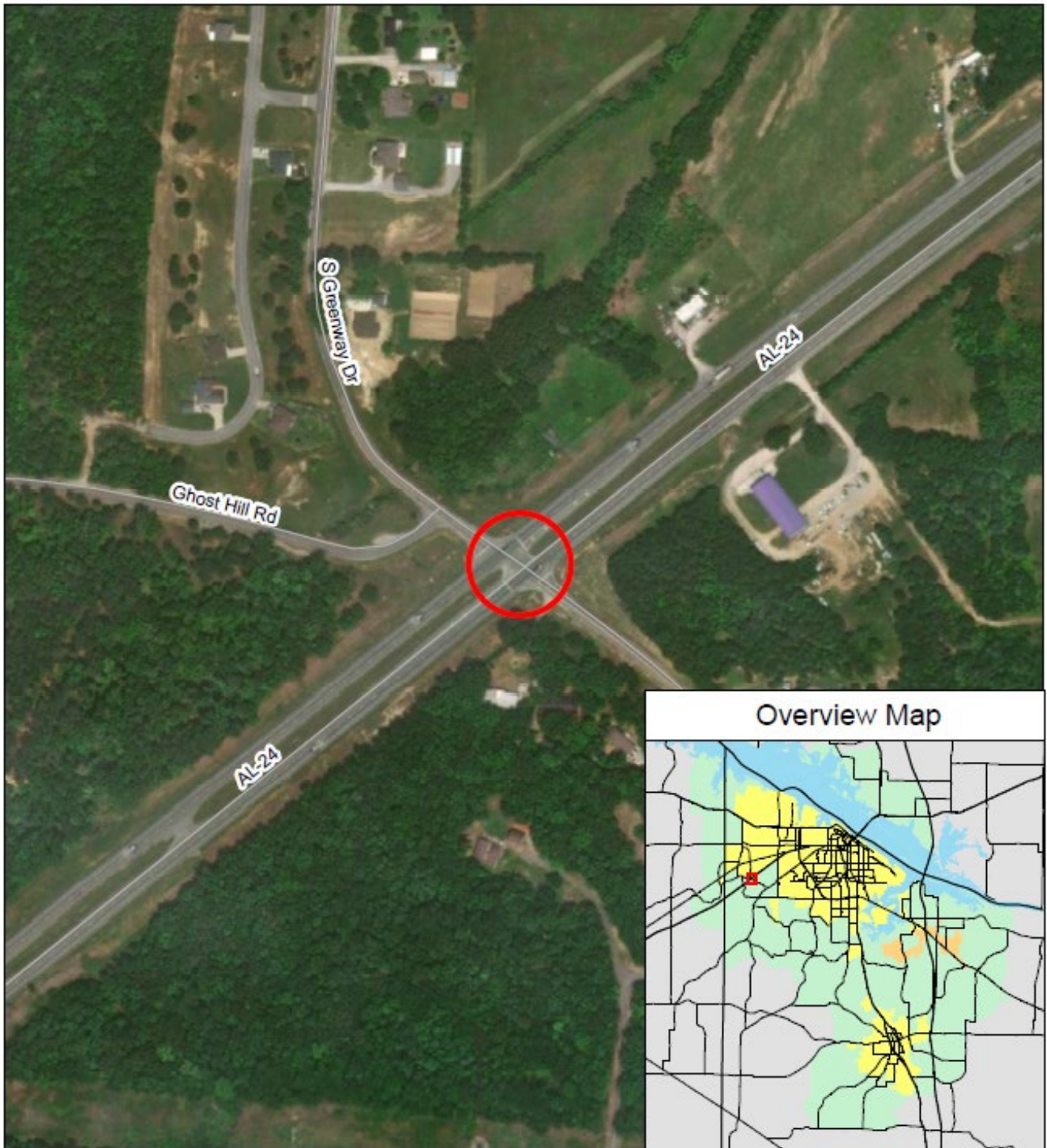
Map ID 4 - REPLACE ROADWAY CULVERT AND APPROACHES ON WEST MORGAN ROAD OVER BAKERS CREEK



Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020



Map ID 25- INTERSECTION IMPROVEMENTS AT SR 24 AND SOUTH GREENWAY DRIVE INCLUDING LEFT TURN LANES



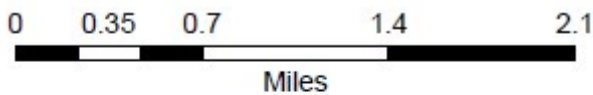
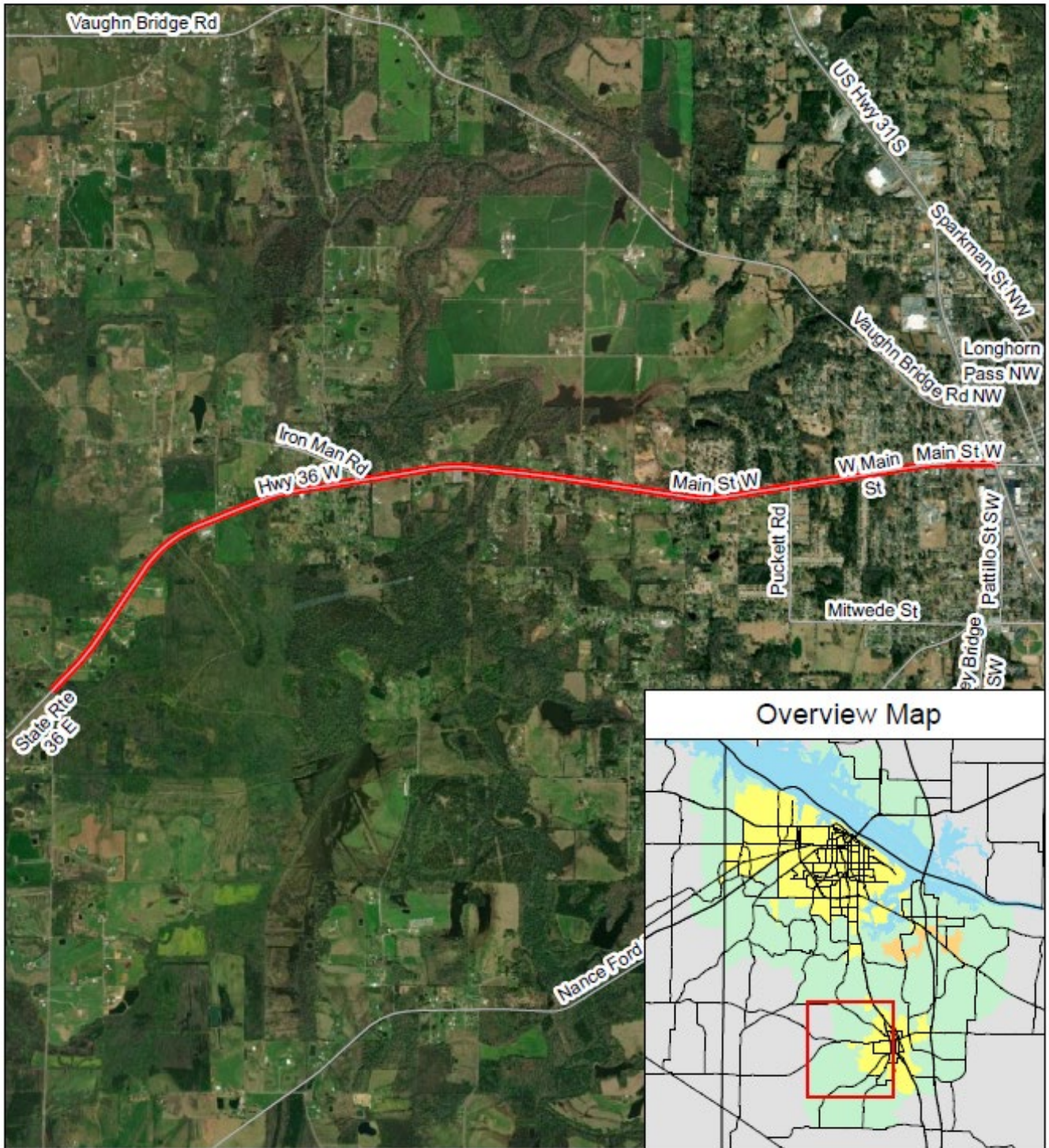
Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020

- MAJOR ROADS
- TENNESSEE RIVER
- URBANIZED AREA
- PRICEVILLE URBAN CLUSTER
- PLANNING AREA

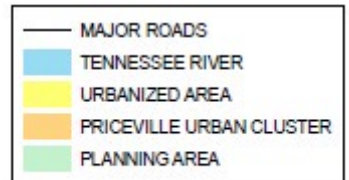
2.5.2 Other Surface Transportation Program Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
43012	100072187 STPAA 0036 (513)	RESURFACING ON SR-36 FROM NEW CUT ROAD (MP 16.210) TO SR-3 (US-31)	4.93	FM	A	PREVENTATIVE MAINTENANCE LEVEL 2	2023	7.000	EXEMPT	NA	\$1,497,320 \$374,330 \$0	\$1,871,650
48501	100075426 STPAA 1065 (537)	ADVANCED CORRIDOR MANAGEMENT TSMO ON I-65 FROM SR-67 (MP 334) TO SR-3 (US-31/MP 354)	20.00	PE	A	INTELLIGENT TECHNOLOGY SYSTEMS	2023	8.000	EXEMPT	NA	\$450,000 \$50,000 \$0	\$500,000
Totals By Sponsor						Federal		\$1,947,320			ALL Funds	\$2,371,650

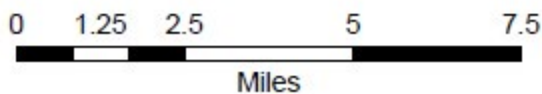
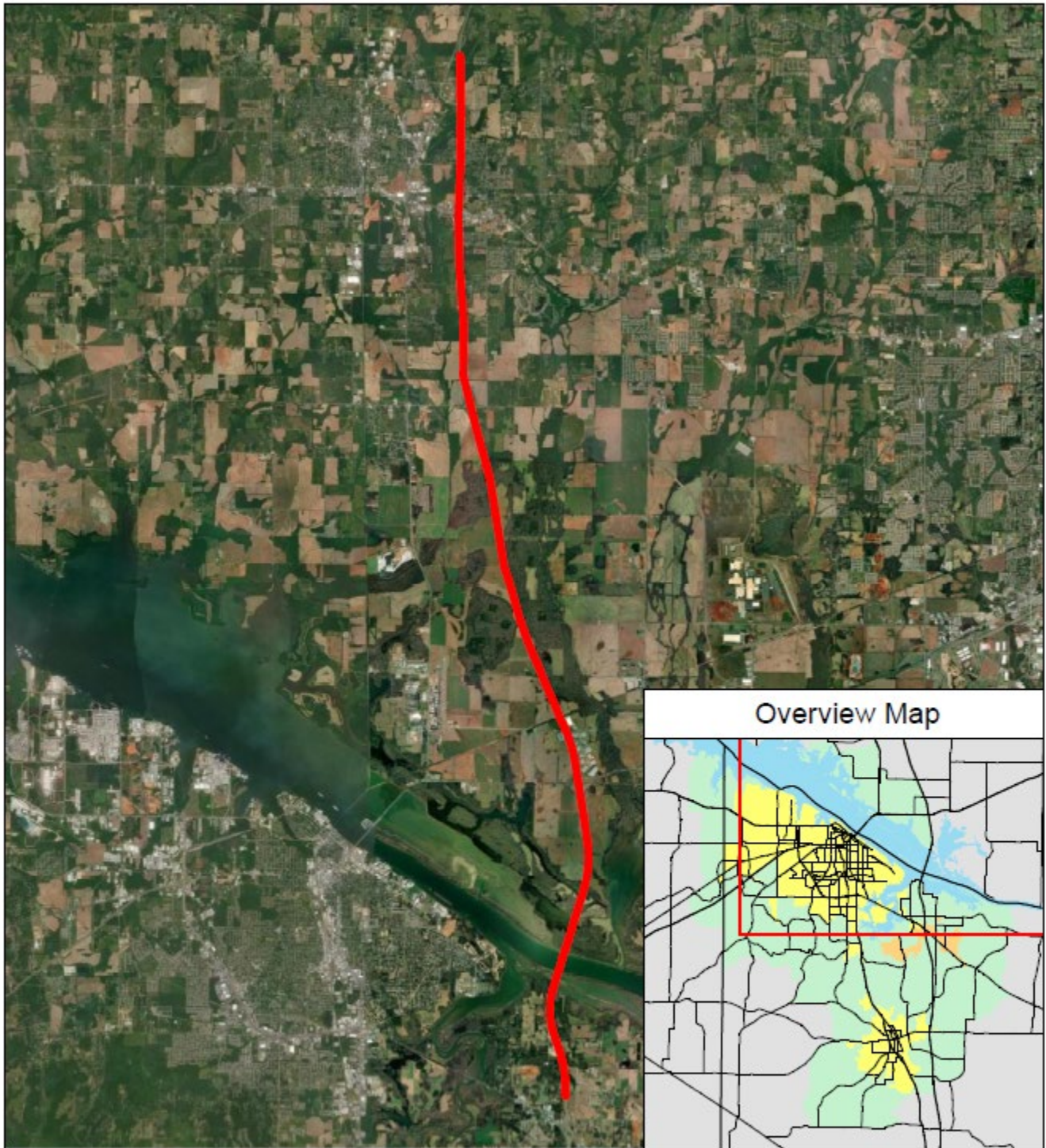
Map ID 7 - RESURFACING ON SR-36 FROM NEW CUT ROAD (MP 16.210) TO SR-3 (US-31)



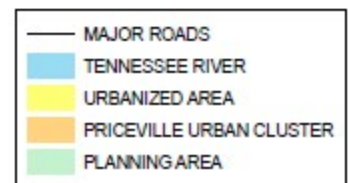
Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020



Map ID 8 - ADVANCED CORRIDOR MANAGEMENT TSMO
ON I-65 FROM SR-67 (MP 334) TO SR 3 (US-31/ MP 354)



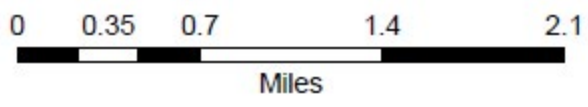
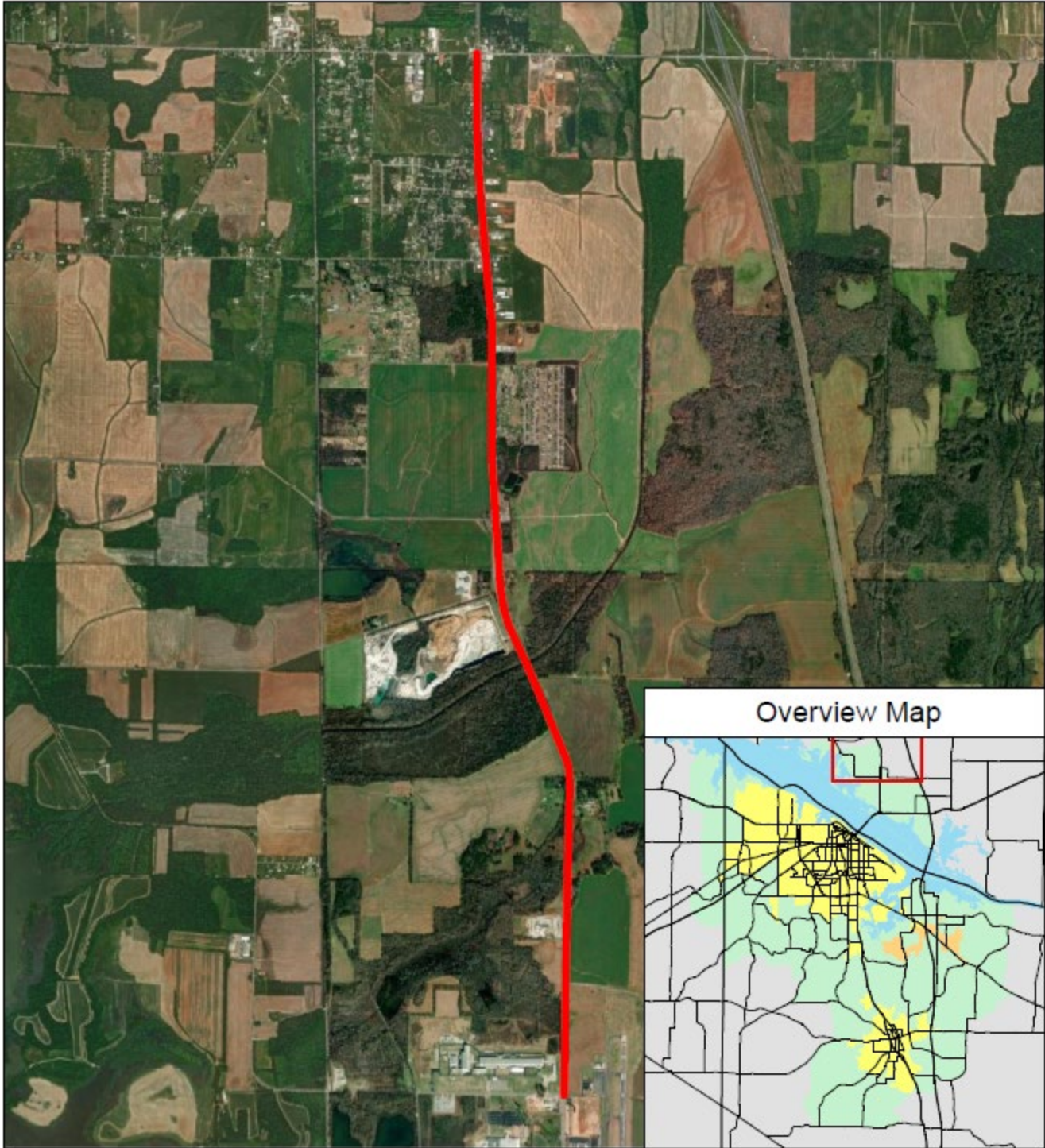
Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020



2.5.3 NHS / Interstate Maintenance / NHS Bridge Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
43012	100072180 NH 0003 (645)	RESURFACING ON SR-3 (US-31) FROM THOMAS L. HAMMONS RD TO SR-304	4.85	FM	A	PREVENTATIVE MAINTENANCE LEVEL 2	2022	14.000	EXEMPT	NA	\$2,497,706 \$624,427 \$0	\$3,122,133
43012	100072180 NH 0003 (645)	RESURFACING ON SR-3 (US-31) FROM THOMAS L. HAMMONS RD TO SR-304	4.85	FM	A	PREVENTATIVE MAINTENANCE LEVEL 2	2022	14.000	EXEMPT	NA	\$0 \$0 \$0	\$0
Totals By Sponsor						Federal					\$2,497,706	ALL Funds \$3,122,133

Map ID 14 - RESURFACING ON SR-3 (US-31)
FROM THOMAS L. HAMMONS RD TO SR-304



Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020

- MAJOR ROADS
- TENNESSEE RIVER
- URBANIZED AREA
- PRICEVILLE URBAN CLUSTER
- PLANNING AREA

2.5.4 Appalachian Highway System Projects

Sponsor:

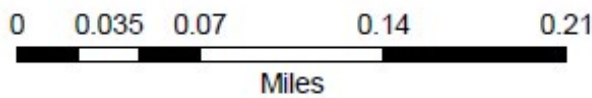
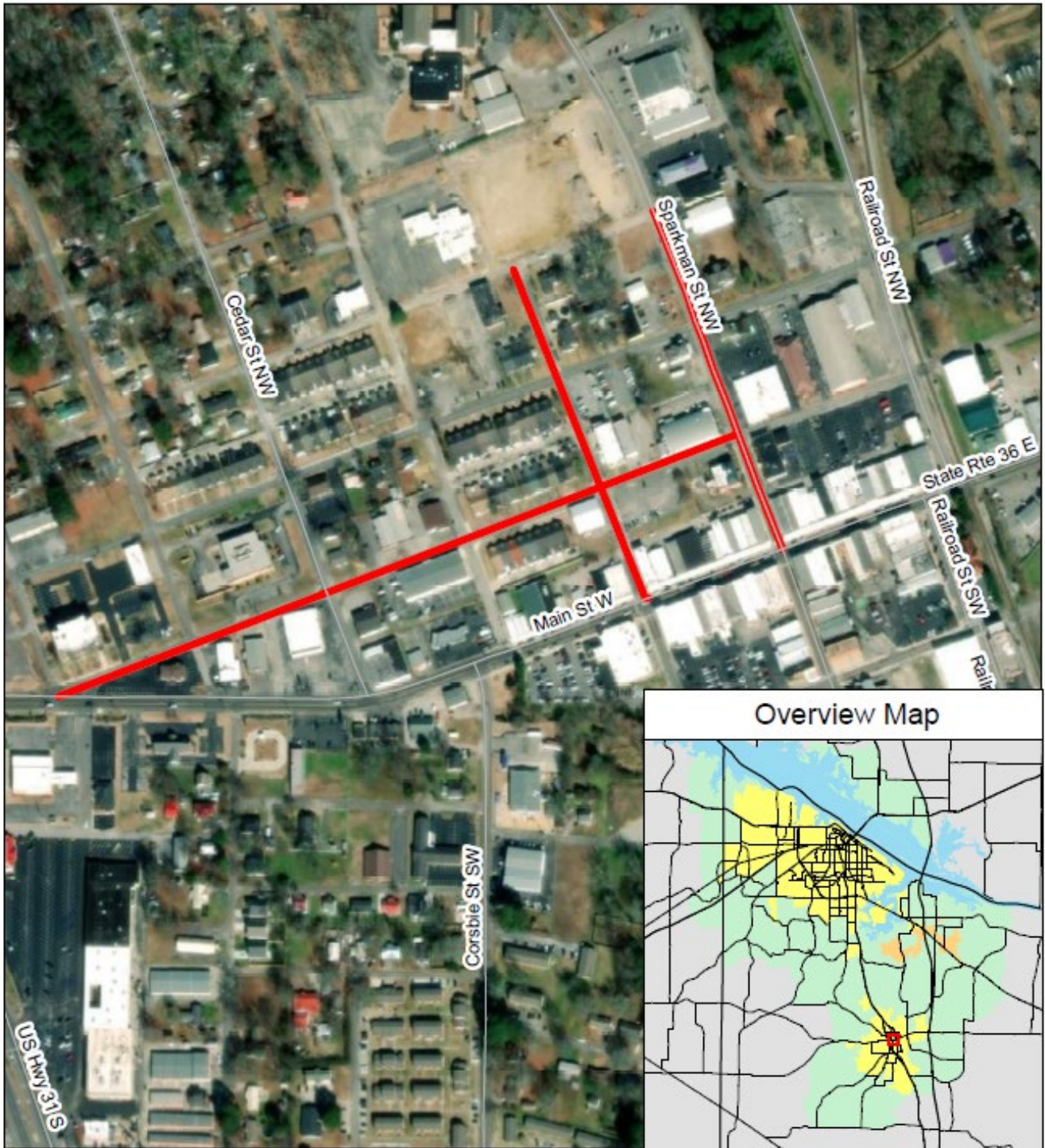
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
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No Records Found

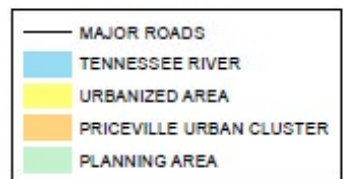
2.5.5 Transportation Alternatives

Sponsor: CITY OF HARTSELLE													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
46292	100072681 TAPSU TA21 (921)	SIDEWALKS ALONG SPARKMAN STREET CHESTNUT STREET AND SYCAMORE STREET	0.00	CN	A	SIDEWALK	2023	15.000	EXEMPT	NA	\$640,000 \$0 \$0	\$640,000	
Totals By Sponsor						Federal		\$640,000			ALL Funds	\$640,000	
Sponsor: TOWN OF PRICEVILLE													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
49079	100076112 TAPSU TA23 (909)	SIDEWALKS ALONG EAST UPPER RIVER ROAD AND NORTH BETHEL ROAD IN THE CITY OF PRICEVILLE	0.00	PE	A	SIDEWALK	2023	17.000	EXEMPT	NA	\$63,853 \$0 \$0	\$63,853	
Totals By Sponsor						Federal		\$63,853			ALL Funds	\$63,853	

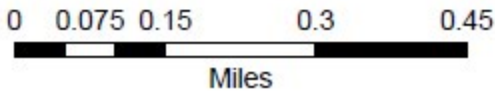
Map ID 15 - SIDEWALKS ALONG SPARKMAN STREET CHESTNUT STREET AND SYCAMORE STREET



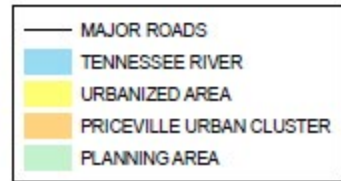
Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020



Map ID 17- SIDEWALKS ALONG EAST UPPER RIVER ROAD AND NOTH BETHEL ROAD IN THE CITY OF PRICEVILLE



Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020



2.5.6 Bridge Projects (State and Federal)

Sponsor:													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	

No Records Found

2.5.7 State Funded Projects

Sponsor:

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
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No Records Found

2.5.8 Enhancement Projects

Sponsor:

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
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No Records Found

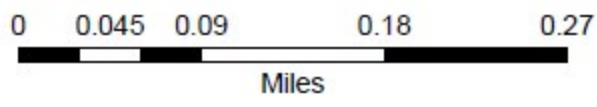
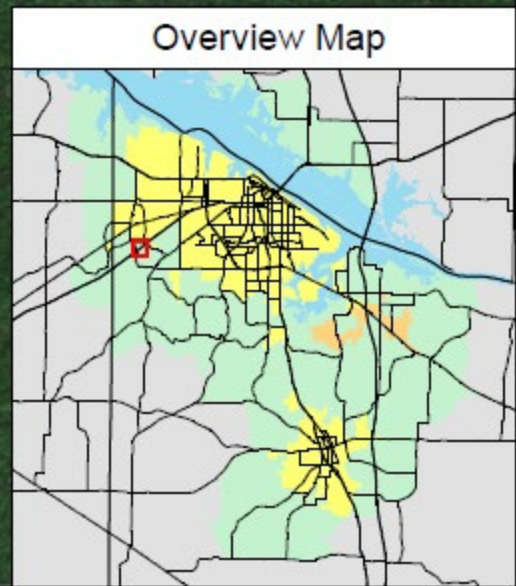
2.5.9 Transit Projects

Sponsor: CENTERS FOR THE DEVELOPMENTALLY DISABLE NORTH CENTRAL ALABAMA												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
48213	100074976 UMTAC TR22 ()	SECTION 5310 TRANSIT CENTERS FOR THE DEVELOPMENTALLY DISABLED NORTH CENTRAL ALABAMA INC. (URBAN) CAPITAL ROLLING STOCK (1 MV AND 2 TRANSIT VANS) FY-22	0.00	TR	A	UNCLASSIFIED	2022	0.000	EXEMPT	NA	\$181,838 \$0 \$45,460	\$227,299
48214	100074977 UMTAC TR22 ()	SECTION 5310 TRANSIT CENTERS FOR THE DEVELOPMENTALLY DISABLED NORTH CENTRAL ALABAMA INC. (URBAN) CAPITAL ROLLING STOCK (3 MINI VANS) FY-22 - 100% FEDERAL FUNDING	0.00	TR	A	UNCLASSIFIED	2022	0.000	EXEMPT	NA	\$184,266 \$0 \$0	\$184,266
Totals By Sponsor						Federal		\$366,104			ALL Funds	\$411,565
Sponsor: NARCOG												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
48529	100075474 FTA3C TR22 ()	SECTION 5339 TRANSIT N CENTRAL AL REG COUNCIL OF GOV CAPITAL ROLLING STOCK (2 MINI VANS) FY 2022	0.00	TR	A	UNCLASSIFIED	2022	0.000	EXEMPT	NA	\$98,275 \$0 \$24,568	\$122,843
Totals By Sponsor						Federal		\$98,275			ALL Funds	\$122,843

2.5.10 System Maintenance Projects

Sponsor: ALDOT													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
48899	100075913 99-702-524-024-301 ()	EMERGENCY SLIDE REPAIR ON SR-24 AT MP 66 (34.574156N -87.084225W)	0.06	MC	A	SLIDE CORRECTION	2023	18.000	EXEMPT	NA	\$0 \$500,000 \$0	\$500,000	
Totals By Sponsor				Federal				\$0			ALL Funds	\$500,000	

Map ID 18- Emergency Slide Repair on SR-24 at MP 66



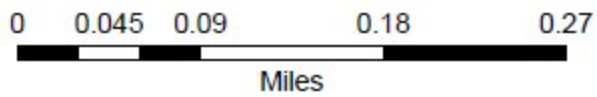
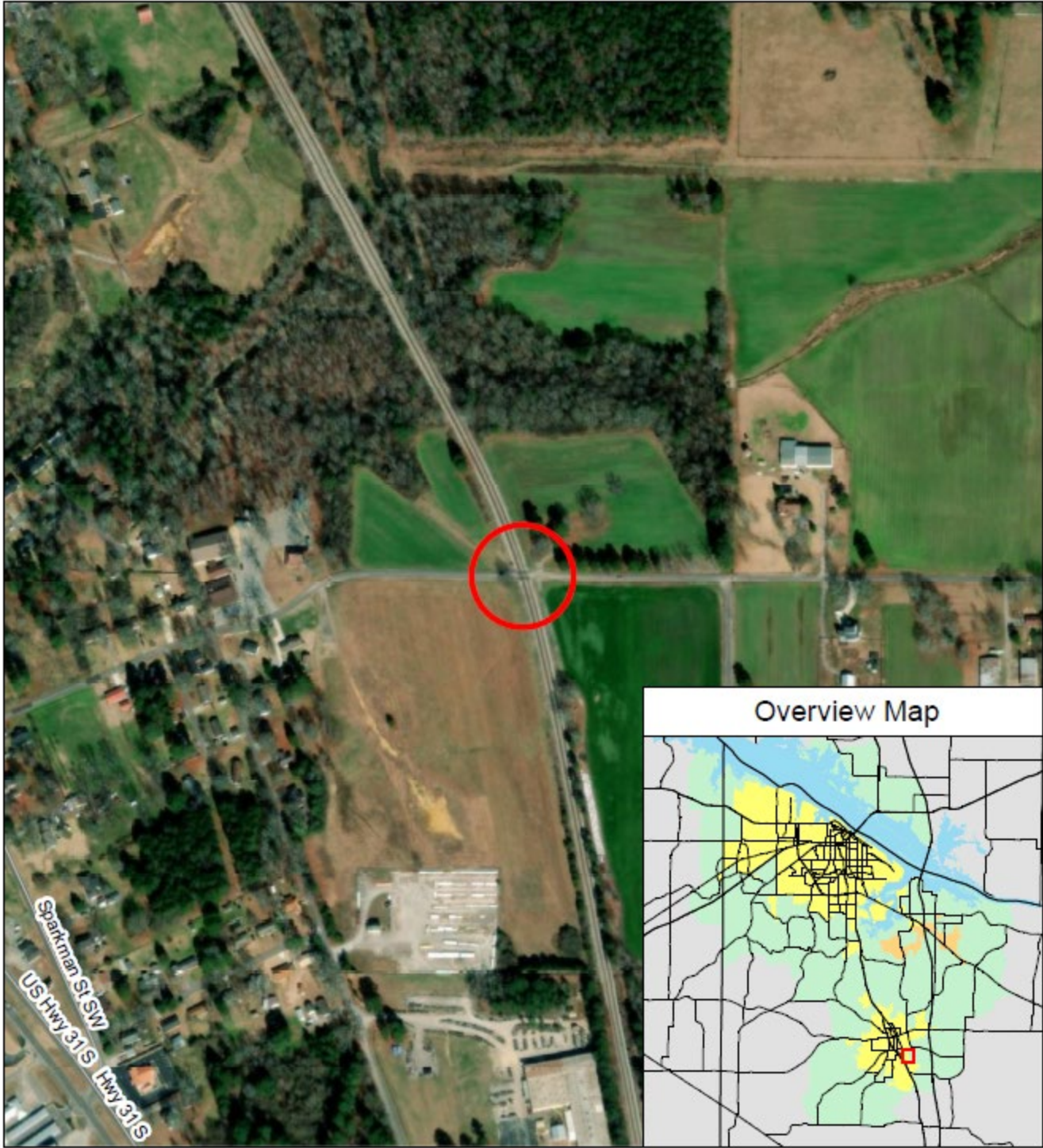
- MAJOR ROADS
- TENNESSEE RIVER
- URBANIZED AREA
- PRICEVILLE URBAN CLUSTER
- PLANNING AREA

Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020

2.5.11 Safety

Sponsor: ALDOT														
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost		
46997	100073534 RHPD RR21 (907)	UPGRADE RAILROAD CROSSING DEVICES INCLUDING MAST MOUNTED SIGNALS GATES BELLS SIGNS MARKINGS AND LEGENDS ON TABERNACLE ROAD IN HARTSELLE DOT 352113C CSX RAILROAD	0.00	CN	A	RR CROSSING IMPROVEMENTS	2022	19.000	EXEMPT	NA	\$317,336 \$370 \$34,890	\$352,596		
46997	100073535 RHPD RR21 (908)	UPGRADE RAILROAD CROSSING DEVICES INCLUDING SIGNS MARKINGS AND LEGENDS ON MCENTIRE LANE DOT 731855S NORFOLK SOUTHERN RAILROAD	0.00	CN	A	RR CROSSING IMPROVEMENTS	2022	20.000	EXEMPT	NA	\$3,284 \$82 \$283	\$3,649		
Totals By Sponsor											Federal	\$320,620	ALL Funds	\$356,245

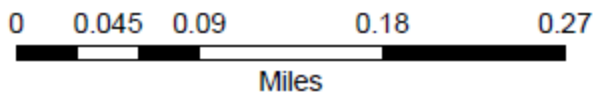
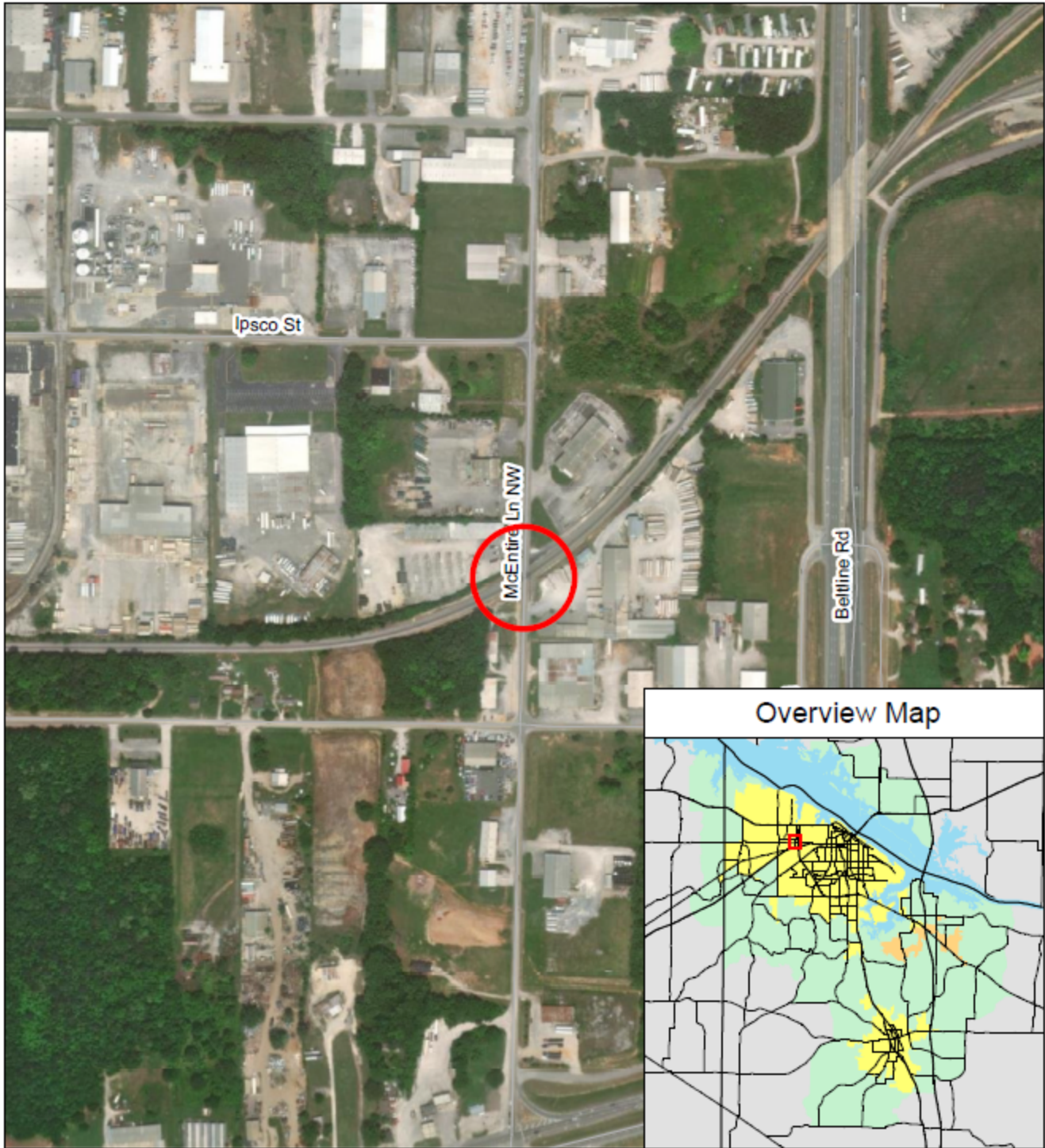
Map ID 19- UPGRADE RAILROAD CROSSING DEVICES INCLUDING MAST MOUNTED SIGNALS
 GATES BELLS SIGNS MARKINGS AND LEGENDS ON TABERNACLE ROAD IN HARTSELLE
 DOT 352113C CSX RAILROAD



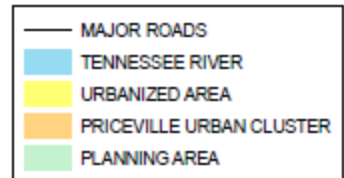
Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020

- MAJOR ROADS
- TENNESSEE RIVER
- URBANIZED AREA
- PRICEVILLE URBAN CLUSTER
- PLANNING AREA

Map ID 20- UPGRADE RAILROAD CROSSING DEVICES INCLUDING SIGNS MARKINGS AND LEGENDS ON MCENTIRE LANE DOT 731855S NORFOLK SOUTHERN RAILROAD



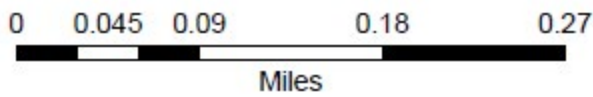
Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020



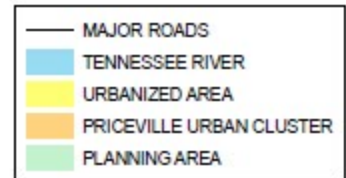
2.5.12 Other Federal and State Aid Projects

Sponsor: CITY OF DECATUR													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
48628	100075598 SPR-PART3 PLDC (023)	METROPOLITAN PLANNING DECATUR FY-2023	0.00	HP	A	UNCLASSIFIED	2022	0.000	EXEMPT	NA	\$343,475 \$0 \$0	\$343,475	
49090	100076128 ATRP2-52- 2023-176 ()	INTERSECTION IMPROVEMENTS AT SR-67 AND UPPER RIVER ROAD	0.00	PE	A	INTERSECTION IMPROVEMENTS	2023	24.000	EXEMPT	NA	\$0 \$20,000 \$0	\$20,000	
Totals By Sponsor						Federal		\$343,475			ALL Funds	\$363,475	
Sponsor: CITY OF HARTSELLE													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
46389	100073307 ATRP2-52- 2021-263 ()	ACCESS MANAGEMENT IMPROVEMENTS ON SR-3 (US-31) FROM CURRY STREET TO SPARKMAN STREET INCLUDING MODIFICATIONS TO THE EXISTING MEDIAN TO ADD LEFT TURN LANES AND DECELERATION LANES PHASE 1 OF A 2 PHASE MASTER PLAN	0.00	CN	A	TURN LANES	2022	23.000	EXEMPT	NA	\$0 \$1,990,000 \$681,151	\$2,671,151	
Totals By Sponsor						Federal		\$0			ALL Funds	\$2,671,151	
Sponsor: TOWN OF TRINITY													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
49134	100076173 ATRP2-52- 2023-485 ()	INTERSECTION IMPROVEMENTS AT SR-24 AND SOUTH GREENWAY DRIVE INCLUDING LEFT TURN LANES	0.00	PE	A	INTERSECTION IMPROVEMENTS	2023	25.000	EXEMPT	NA	\$0 \$20,000 \$0	\$20,000	
Totals By Sponsor						Federal		\$0			ALL Funds	\$20,000	

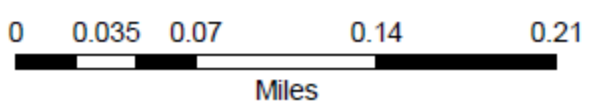
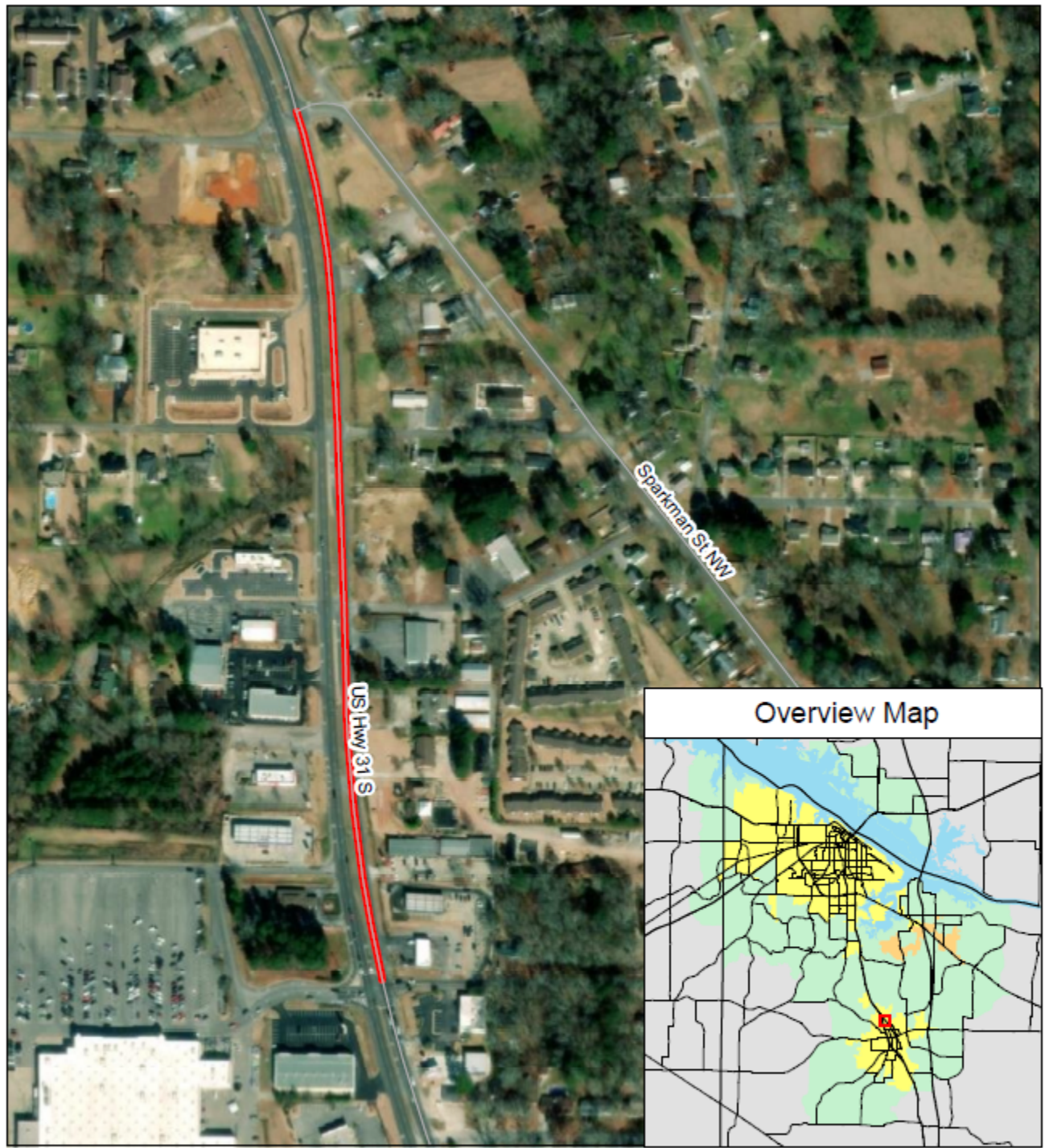
Map ID 24- INTERSECTION IMPROVEMENTS AT SR-67 AND UPPER RIVER ROAD



Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020



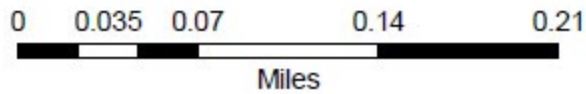
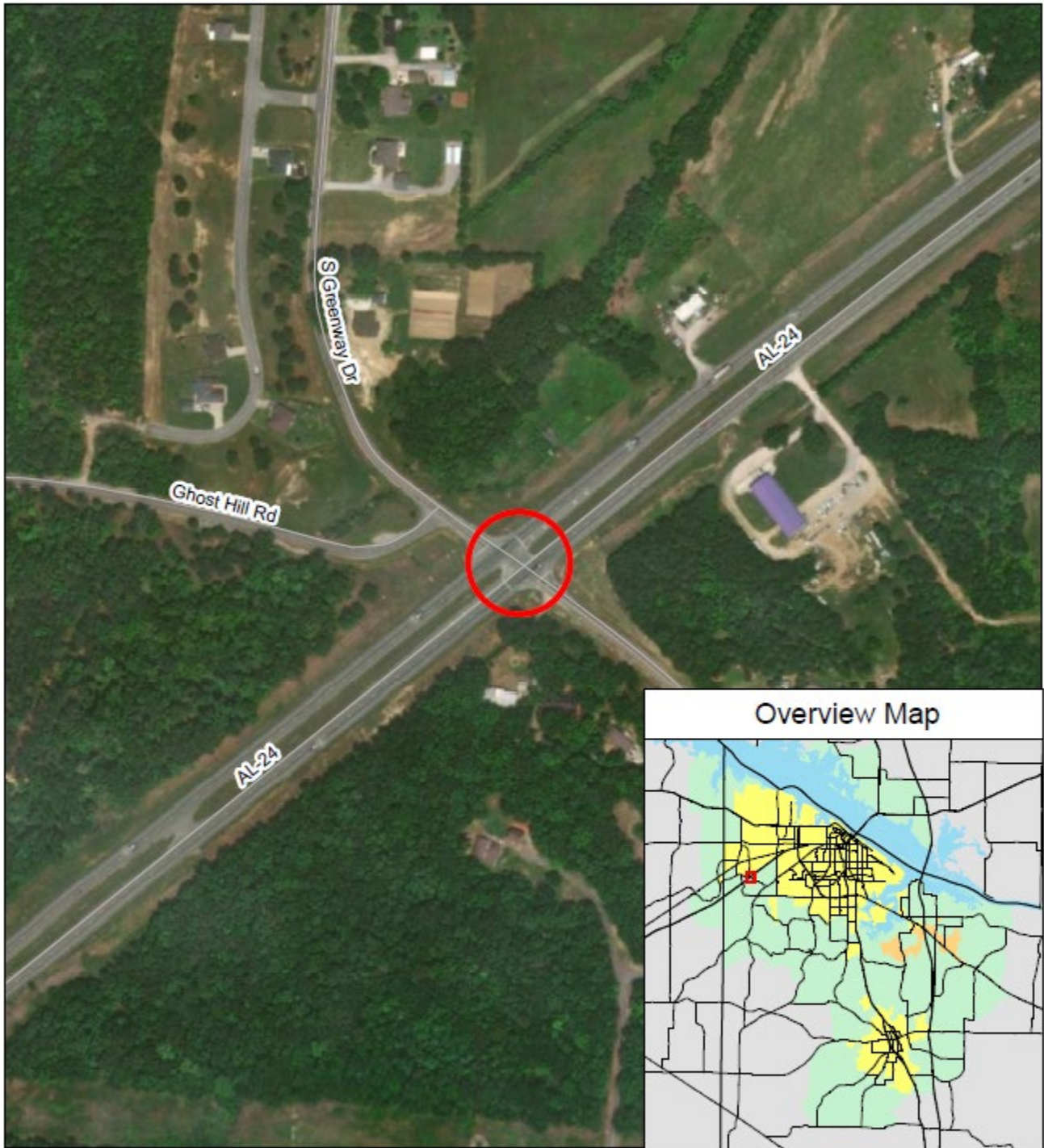
Map ID 23- ACCESS MANAGEMENT IMPROVEMENTS ON SR-3 (US-31) FROM CURRY STREET TO SPARKMAN STREET INCLUDING MODIFICATIONS TO THE EXISTING MEDIAN TO ADD LEFT TURN LANES AND DECELERATION LANES PHASE 1 OF A 2 PHASE MASTER PLAN



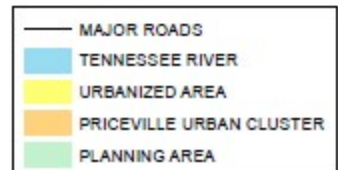
Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020

	MAJOR ROADS
	TENNESSEE RIVER
	URBANIZED AREA
	PRICEVILLE URBAN CLUSTER
	PLANNING AREA

Map ID 25- INTERSECTION IMPROVEMENTS AT SR 24 AND SOUTH GREENWAY DRIVE INCLUDING LEFT TURN LANES



Note: Urbanized Areas delineated by the U.S. Census Bureau, 2020



2.5.13 Congestion Mitigation and Air Quality Projects

Sponsor:

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
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No Records Found

2.5.14 High Priority and Congressional Earmark Projects

Sponsor:

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
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No Records Found

3.0 Appendices

3.1 Abbreviations and Acronyms

ACAP – Advance Construction Appalachian Development (funding code)

ACBR – Advance Construction Bridge (funding code)

ACFP – Advanced Construction Primary Program

ACNH – Advance Construction National Highway System

ADA – Americans with Disabilities Act

ADECA – Alabama Department of Economic and Community Affairs

ADHS – Appalachian Development Highway System

AHPP – Advanced Construction High Priority Corridor (funding code)

ALDOT – Alabama Department of Transportation

APDV – Appalachian Development (funding code)

BELT – Safety Incentive Seat Belt Apportionment (funding code)

BIN – Bridge Identification Number

BPP – Bicycle and Pedestrian Plan

BR – Bridge funding program

BRDF – Bridge Replacement Discretionary Fund (funding code)

BRPL – Bridge Replacement (funding code)

CAA – Clean Air Act

CAC – Citizens Advisory Committee

CBD – Central Business District

CESR – Rural Secondary (funding code)

CFR – Code of Federal Regulations

CMAQ – Congestion Mitigation Air Quality

CN – Construction

CPMS – Comprehensive Project Management System

CX54J – APD Corridor X 2003 (funding code)

DBE – Disadvantaged Business Enterprise

DHP8 – Surface Transportation Innovative Projects (funding code)

DOT – Department of Transportation

EPA – Environmental Protection Agency

FAST – Fixing America’s Surface Transportation

FCC – Fiscal Constraint Chart

FHWA – Federal Highway Administration

FM – Federal-Aid Resurfacing Program

FP – Freight Plan

FTA – Federal Transit Administration

FTA19 – Federal Transit Administration Section 5307 for FY2009 (funding code)

FTA3C – Capital New Starts/Fed Earmark (funding code)

FTA9 – Federal Transit Administration Section 5307 (funding code)

FTA9C – Federal Transit Administration Section 5307 – Capital Programs for Greater than 50,000 populations

FY – Fiscal Year

GHG – Green House Gas

GIS – Geographic Information System

HESS – Hazard Elimination Program (funding code)

HPP – High Priority Project

HPPP – High Priority Project Program

HSIP – Highway Safety Improvement Program

IJA – Infrastructure Investment and Jobs Act

IAC – Interagency Air Quality Consultation Group

IM – Interstate Maintenance (funding code)

IMNT – Interstate Maintenance (funding code)

IREG – Interstate Regular (funding code)
JARC – Job Access and Reverse Commute (funding code)

LED – Light Emitting Diode

LEP – Limited English Proficiency

LRTP – Long-Range Transportation Plan

LVOE – Level of Effort Projects

MAIN – Maintenance Projects (funding code)

MAP-21 – Moving Ahead for Progress in the 21st Century

MOU – Memorandum of Understanding

MP – Mile Post

MPA – Metropolitan Planning Area

MPO – Metropolitan Planning Organization

NAAQS – National Ambient Air Quality Standards

NARCOG- North central Alabama Regional Council of Governments

NH – National Highway System (funding code)

NHF – National Highway Funds

NHPP – National Highway Performance Program

NHS – National Highway System

NHSP – National Highway System Project

NOx – Oxides of Nitrogen

NPMRDS – National Performance Management Research Data Set

PBPP – Performance-Based Program and Planning

PE – Preliminary Engineering

PEA – Planning Emphasis Area

PHED – Peak Hours Excessive Delay

PLN8 – Surface Transportation Metropolitan Planning (funding code)

PM1 – Safety Performance Measures

PM2 – Bridge/Pavement Performance Measures

PM2.5 – Atmospheric Particulate Matter with Diameter Less Than 2.5 Micrometers

PM3 – Safety Performance Measures

PPP – Public Participation Plan

RPO – Rural Planning Organization

RPTO – Federal Transit Administration Section 5311 (funding code)

RPTOC – Capital Programs for Non-Urban (funding code)

RRX – Railroad Crossing

RW – Right-of-Way

SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

SCP – Scope or Phase of the Project

SGR – State of Good Repair

SHSP – Statewide Highway Safety Plan

SIP – Statewide Implementation Plan

SOV – Single Occupancy Vehicle

SPAR – State Planning and Research (funding code)

SR – State Route

STAT – State Program (funding code)

STATC – State Program-Contract Construction (funding code)

STATS – State Program-Special Aid (funding code)

STBG – Surface Transportation Block Grant

STIP – State Transportation Improvement Program

STPAA – Surface Transportation Program Any Area (funding code)

STPHV – Surface Transportation Urban Area funding for Huntsville, AL

STPOA – Surface Transportation Program Other Area (funding code)

STPDE – Surface Transportation Urban Area Funding for Decatur MPO Area

STPOA – Surface Transportation-Other Area

STPSA – Any Hazard (funding code)

STRP – State Revenue Sharing (funding code)

STS – Project Status

TAM – Transit Asset Management

TAMP – Transit Asset Management Plan

TAP – Transportation Alternatives Program

TARCOG – Top of Alabama Regional Council of Governments

TCC – Technical Coordinating Committee

TCSPE – Transportation Communications System Earmarked Grant (funding code)

TD – Transportation Disadvantaged

TDP – Transit Development Plan

TEA-21 – Transportation Equity Act for the 21st Century

TERM – Transit Economic Requirements Model

TIP – Transportation Improvement Program

TMA – Transportation Management Area

TR – Transit

TTTR – Truck Travel Time Reliability

UABC – Urban Extension (funding code)

ULB – Useful Life Benchmark

UPWP – Unified Planning Work Program

USC – United States Code

USDOT – United States Department of Transportation

UT – Utilities

VOC – Volatile Organic Compound

YOE – Year of Expenditure

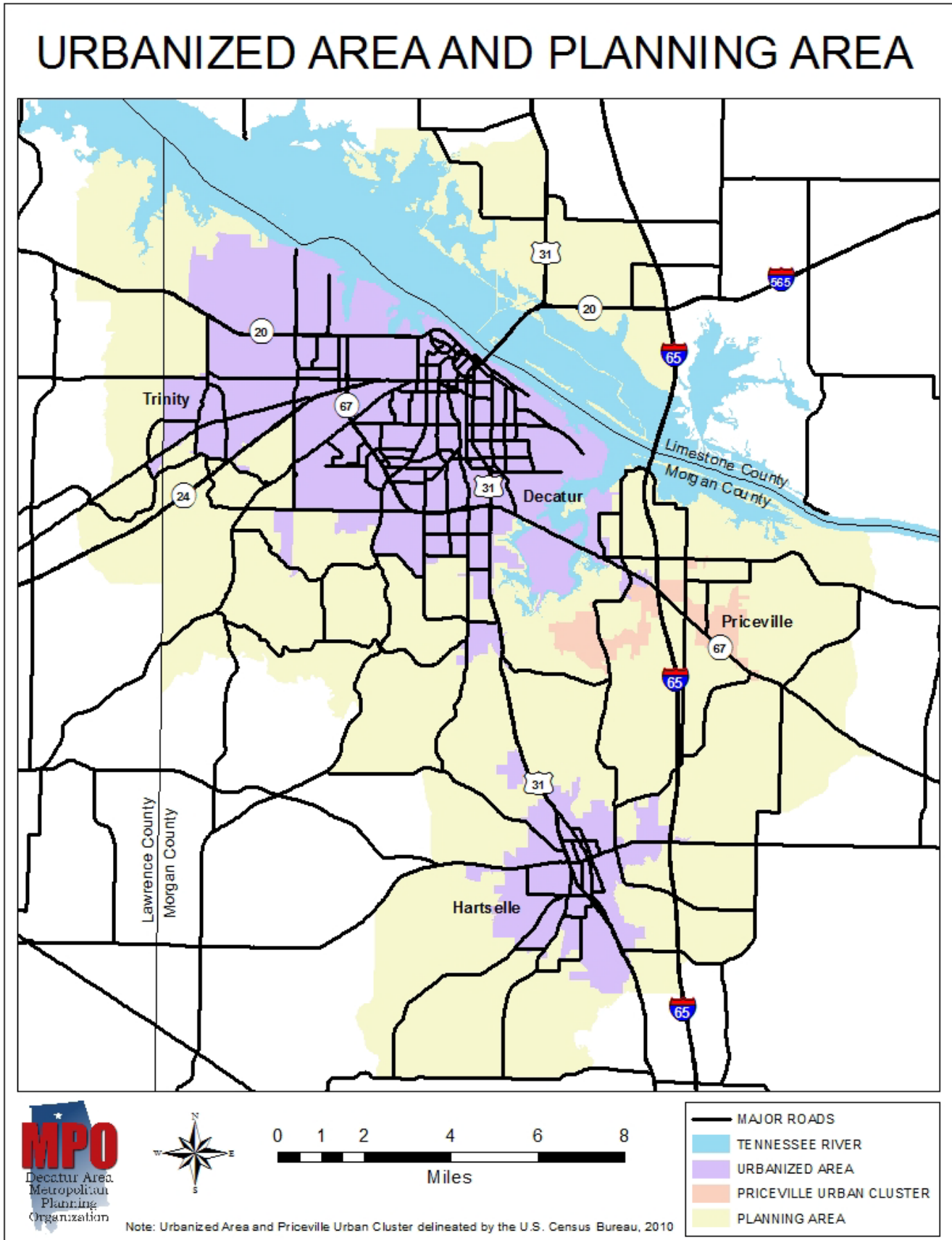
99004 – Shoulder Repair (funding code)

99005 – Bridge Painting (funding code)

99006 – Traffic Signal Upgrading (funding code)

99054 – Roadway Mowing (funding code)

3.2 Planning Area Map



Map Document Produced by the Staff of the Decatur Area Metropolitan Planning Organization

3.3 MPO Organization

MPO Policy Board

Voting Members

Chairperson Randy Garrison, Mayor, City of Hartselle
Vice-Chairperson Tab Bowling, Mayor, City of Decatur
Honorable Ray Long, Chairman, Morgan County Commission
Honorable Collin Daly, Chairman, Limestone County Commission
Honorable Vaughn Goodwin, Mayor, Town of Trinity
Honorable Sam Heflin, Mayor, City of Priceville
Honorable, Jacob Ladner, Council, City of Decatur
Honorable Carlton McMasters, Council, City of Decatur
Honorable Hunter Pepper, Council, City of Decatur
Honorable Kyle Pike, Council, City of Decatur
Mr. Curtis Vincent, North Region Engineer, Alabama Department of Transportation

Non – Voting Members

Honorable Bobby Burch, Commissioner, Lawrence County Commission
Mr. Mark Bartlett, Division Administrator, Federal Highway Administration, Alabama Office
Mrs. Rhonda King, Federal Transit Administration
Mr. Bradley B. Lindsey, State Local Transportation Engineer, Alabama Department of Transportation

MPO Technical Coordinating Committee

Chairperson Jeff Johnson, City of Hartselle
Vice-Chairperson Greg Bodley, Morgan County
Mr. Carl Prewitt, City of Decatur
Mr. Sonny Wright, Town of Priceville, Town of Trinity
Mr. Robbie Cantrell, NARCOG Regional Transit Agency
Mr. Jeremy Griffith, City of Hartselle
Mrs. Crystal Brown, Decatur/Morgan County Chamber of Commerce
Mr. Ricky Ingram, Wheeler National Wildlife Refuge
Mrs. Bethany Shockney, Limestone County Economic Development Association
Mr. Marc Massey, Limestone County Engineer
Mr. Jeremy Nails, Morgan County Economic Development Association
Mr. Butch Roberts, Port of Huntsville
Mr. Gary Borden, Decatur Utilities
Mr. George Silvestri, Decatur Police Department
Mr. Rodney Ellis, North Region, Alabama Department of Transportation

Non – Voting Members

Mr. Robert B. Dees, Assistant State Local Transportation Engineer, Alabama Department of Transportation Planning
Mrs. Sonya Baker, Assistant Bureau Chief, Planning Studies, Alabama Department of Transportation, Office Engineer Bureau
Mr. Randy Stroup, Assistant State Local Transportation Bureau Chief, Transit, Alabama Department of Transportation

Mr. Cornell Tatum, Compliance and Business Opportunities Bureau, Alabama Department of Transportation

MPO Citizens Advisory Committee

The Citizens Advisory Committee is comprised of numerous members of the Decatur/Morgan County Chamber of Commerce transportation sub-committee and members of the general public. The Citizens Advisory Committee meets on a regular basis and is involved in the transportation process as a grass roots organization. This group is vital to the transportation process and to the public involvement process concerning transportation related issues in the MPO planning area.

Co-Chairman, Blake McAnally
Co-Chairperson, Crystal Brown

MPO Secretary and Staff

Mr. Dewayne Hellums, Director of Transportation Planning, Decatur Area MPO
Mr. Christopher Henson, Transportation Planner, Decatur Area MPO

3.4 ALDOT Spreadsheet FOR ALL TIP Fiscal Years 2024 through 2027 – Financial Plan

ALDOT SPREADSHEET FOR ALL TIP Fiscal Years 2024 Through 2027 - Financial Plan Decatur Area Metropolitan Planning Organization

	2024	2025	2026	2027
Surface Transportation Attributable Projects				
Carryover From Previous Year (Federal Funds Only)				
Apportionment (Federal Funds Only)				
Funds Available to the MPO for Programming (Federal Funds Only)				
Estimated Cost of Planned Projects (Federal Funds Only)				
Balance Forward (Federal Funds Only)				
See most recent Urban Funds Report				
Other Surface Transportation Program Projects (includes Bridge projects not on NH System)				
Funds Available for Programming (Federal Funds Only)	\$590,000	\$590,000	\$590,000	\$590,000
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
National Highway Performance Program (APD, IM, Bridge projects on NH System)				
Funds Available for Programming (Federal Funds Only)	\$8,000,000	\$6,640,430	\$6,640,430	\$6,640,430
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$7,720,142	\$0	\$0	\$4,162,416
Percentage Programmed in the Tuscaloosa Area (Federal Funds Only)	97%	0%	0%	63%
Appalachian Highway System Projects				
State Funds Available for Programming (Total Funds)	\$1	\$1	\$1	\$1
MPO Area Estimated Cost of Planned Projects (Total Funds)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Total Funds)	0%	0%	0%	0%
Transportation Alternatives (Tables 5 & 8)				
Funds Available for Programming (Federal Funds Only)	\$734,314	\$0	\$0	\$0
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$734,314	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	100%	0%	0%	0%
State Funded Projects (Tables 7 & 10)				
Funds Available for Programming (State Funds Only)	\$144,500	\$144,500	\$144,500	\$144,500
MPO Area Estimated Cost of Planned Projects (Total Funds)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Total Funds)	0%	0%	0%	0%
Transit Projects				
Funds Available for Programming (Federal Funds Only)	\$500,000	\$500,000	\$500,000	\$500,000
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%

ALDOT SPREADSHEET FOR ALL TIP Fiscal Years 2024 Through 2027 - Financial Plan Decatur Area Metropolitan Planning Organization

	2024	2025	2026	2027
Safety Projects including Railroad (Table 11)				
Funds Available for Programming (Federal Funds Only)	\$180,000	\$180,000	\$180,000	\$180,000
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
Covid Relief Funds (Table 12)				
Funds Available for Programming (Federal Funds Only)	\$0	\$0	\$0	\$0
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
Carbon Reduction Funds (Table 12)				
Funds Available for Programming (Federal Funds Only)	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$4,120,762	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	82%	0%	0%	0%
Rebuild Alabama Funds (Table 12)				
Funds Available for Programming (State Funds Only)	\$0	\$0	\$0	\$0
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
ATRIP II Funds (Table 12)				
Funds Available for Programming (State Funds Only)	\$2,718,717	\$0	\$0	\$0
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$2,718,717	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	100%	0%	0%	0%
Congestion Mitigation and Air Quality Projects - Birmingham Area Only				
Carryover From Previous Year (Federal Funds Only)				
Apportionment (Federal Funds Only)				
Funds Available for Programming (Federal Funds Only)				
Estimated Cost of Planned Projects (Federal Funds Only)				
Balance Forward (Federal Funds Only)				
See most recent AQ Funds Report				
High Priority and Congressional Earmark Projects (Money still available)				
<i>This group of projects usually results from congressional action in an annual appropriations bill; these projects and the amount available for programming annually is an unknown factor.</i>				
Funds Available for Programming (Federal Funds Only)	\$0	\$0	\$0	\$0
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%

Federal Funds are based on funding received in the previous four year period FY 2020 to 2023

3.5 Urban Area Funding Availability Report

6/27/2023

URBAN AREA FUNDING AVAILABILITY REPORT
FEDERAL FUNDING ONLY

Page 1 of 2

URBAN AREA **DECATUR**

URBAN AREA FUNDING TYPE **Surface Trans MPO**

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
100069661	INTERSECTION IMPROVEMENTS ON VAUGHN BRIDGE ROAD AT SR-3 (US-31)	RW	\$91,200	04/01/2022	Authorized	3/16/2022
100070846	REPLACE ROADWAY CULVERT AND APPROACHES ON WEST MORGAN ROAD OVER BAKERS CREEK	RW	\$83,632	01/01/2022	Authorized	12/7/2021
100071486	RECONSTRUCTION OF CR-684 (CHURCH STREET) FROM SOMERVILLE ROAD TO RIVERVIEW AVENUE IN THE CITY OF DECATUR	CN	\$1,863,463	09/30/2022	Authorized	8/24/2022
100073370	INTERSECTION IMPROVEMENTS AT SR-36 AND LANDO ROAD IN THE CITY HARTSELLE	PE	\$160,000	03/01/2022	Authorized	2/28/2022

TOTALS FOR FISCAL YEAR 2022

Prior FY Carryover	\$6,200,628	Authorized Projects	\$2,198,295	Unobligated Balance	\$5,966,344
FY Apportionment	\$1,964,011	Planned Projects	\$0	Remaining Balance	\$5,966,344
FY Special Allocation	\$0	Total Project Funds	\$2,198,295		
Total Funds	\$8,164,639				

100069662	INTERSECTION IMPROVEMENTS ON VAUGHN BRIDGE ROAD AT SR-3 (US-31)	UT	\$30,469	07/01/2023	Planned	
100069663	INTERSECTION IMPROVEMENTS ON VAUGHN BRIDGE ROAD AT SR-3 (US-31)	CN	\$1,390,645	09/29/2023	Planned	
100070847	REPLACE ROADWAY CULVERT AND APPROACHES ON WEST MORGAN ROAD OVER BAKERS CREEK	UT	\$111,273	07/01/2023	Planned	
100073380	RESURFACING ON (SITE 1) BETHEL RD. FROM LYNNWOOD CIR. TO KIMBERLY ST.; (SITE 2) CAVE SPRINGS RD. FROM BETHEL RD. TO SUNSET ACRES AVE.; (SITE 3) SKIDMORE RD. FROM SR-67 TO CAVE SPRINGS RD.	PE	\$118,083	05/01/2023	Authorized	4/4/2023

TOTALS FOR FISCAL YEAR 2023

Prior FY Carryover	\$5,966,344	Authorized Projects	\$118,083	Unobligated Balance	\$7,851,551
FY Apportionment	\$2,003,290	Planned Projects	\$1,532,387	Remaining Balance	\$6,319,164
FY Special Allocation	\$0	Total Project Funds	\$1,650,470		
Total Funds	\$7,969,634				

100070848	REPLACE ROADWAY CULVERT AND APPROACHES ON WEST MORGAN ROAD OVER BAKERS CREEK	CN	\$659,327	12/08/2023	Planned	
100073372	INTERSECTION IMPROVEMENTS AT SR-36 AND LANDO ROAD IN THE CITY HARTSELLE	RW	\$164,848	11/01/2023	Planned	
100073374	INTERSECTION IMPROVEMENTS AT SR-36 AND LANDO ROAD IN THE CITY HARTSELLE	UT	\$82,424	01/01/2024	Planned	
100073377	INTERSECTION IMPROVEMENTS AT SR-36 AND LANDO ROAD IN THE CITY HARTSELLE	CN	\$700,605	04/26/2024	Planned	

URBAN AREA FUNDING AVAILABILITY REPORT
FEDERAL FUNDING ONLY

URBAN AREA **DECATUR**

URBAN AREA FUNDING TYPE **Surface Trans MPO**

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
100073381	RESURFACING ON (SITE 1) BETHEL RD. FROM LYNNWOOD CIR. TO KIMBERLY ST.; (SITE 2) CAVE SPRINGS RD. FROM BETHEL RD. TO SUNSET ACRES AVE.; (SITE 3) SKIDMORE RD. FROM SR-67 TO CAVE SPRINGS RD.	CN	\$1,507,363	12/08/2023	Planned	

TOTALS FOR FISCAL YEAR 2024

Prior FY Carryover	\$6,319,164	Authorized Projects	\$0	Unobligated Balance	\$8,322,454
FY Apportionment	\$2,003,290	Planned Projects	\$3,114,567	Remaining Balance	\$5,207,887
FY Special Allocation	\$0	Total Project Funds	\$3,114,567		
Total Funds	\$8,322,454				

6/27/2023

TOTALS FOR FISCAL YEAR 2025

Prior FY Carryover	\$5,207,887	Authorized Projects	\$0	Unobligated Balance	\$7,211,177
FY Apportionment	\$2,003,290	Planned Projects	\$0	Remaining Balance	\$7,211,177
FY Special Allocation	\$0	Total Project Funds	\$0		
Total Funds	\$7,211,177				

6/27/2023

TOTALS FOR FISCAL YEAR 2026

Prior FY Carryover	\$7,211,177	Authorized Projects	\$0	Unobligated Balance	\$9,214,467
FY Apportionment	\$2,003,290	Planned Projects	\$0	Remaining Balance	\$9,214,467
FY Special Allocation	\$0	Total Project Funds	\$0		
Total Funds	\$9,214,467				

6/27/2023

TOTALS FOR FISCAL YEAR 2027

Prior FY Carryover	\$9,214,467	Authorized Projects	\$0	Unobligated Balance	\$11,217,757
FY Apportionment	\$2,003,290	Planned Projects	\$0	Remaining Balance	\$11,217,757
FY Special Allocation	\$0	Total Project Funds	\$0		
Total Funds	\$11,217,757				

URBAN AREA FUNDING AVAILABILITY REPORT
FEDERAL FUNDING ONLY

URBAN AREA **DECATUR**

URBAN AREA FUNDING TYPE **Carbon Redu MPO**

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
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6/27/2023

TOTALS FOR FISCAL YEAR 2022

Prior FY Carryover	\$0	Authorized Projects	\$0	Unobligated Balance	\$236,232
FY Apportionment	\$236,232	Planned Projects	\$0	Remaining Balance	\$236,232
FY Special Allocation	\$0	Total Project Funds	\$0		
Total Funds	\$236,232				

100076700	ROADWAY LIGHTING REHABILITATION ON SR-20 (US 31) FROM MARKET STREET TO 0.5 MILES NORTH OF RIVERWALK MARINA	CN	\$477,189	07/15/2023	Planned	
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TOTALS FOR FISCAL YEAR 2023

Prior FY Carryover	\$236,232	Authorized Projects	\$0	Unobligated Balance	\$477,189
FY Apportionment	\$240,957	Planned Projects	\$477,189	Remaining Balance	\$0
FY Special Allocation	\$0	Total Project Funds	\$477,189		
Total Funds	\$477,189				

6/27/2023

TOTALS FOR FISCAL YEAR 2024

Prior FY Carryover	\$0	Authorized Projects	\$0	Unobligated Balance	\$240,957
FY Apportionment	\$240,957	Planned Projects	\$0	Remaining Balance	\$240,957
FY Special Allocation	\$0	Total Project Funds	\$0		
Total Funds	\$240,957				

6/27/2023

TOTALS FOR FISCAL YEAR 2025

Prior FY Carryover	\$240,957	Authorized Projects	\$0	Unobligated Balance	\$481,914
FY Apportionment	\$240,957	Planned Projects	\$0	Remaining Balance	\$481,914
FY Special Allocation	\$0	Total Project Funds	\$0		
Total Funds	\$481,914				

6/27/2023

TOTALS FOR FISCAL YEAR 2026

Prior FY Carryover	\$481,914	Authorized Projects	\$0	Unobligated Balance	\$722,871
FY Apportionment	\$240,957	Planned Projects	\$0	Remaining Balance	\$722,871
FY Special Allocation	\$0	Total Project Funds	\$0		
Total Funds	\$722,871				

URBAN AREA FUNDING AVAILABILITY REPORT
FEDERAL FUNDING ONLY

URBAN AREA

URBAN AREA FUNDING TYPE

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
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TOTALS FOR FISCAL YEAR

Prior FY Carryover	\$722,871	Authorized Projects	\$0	Unobligated Balance	\$963,828
FY Apportionment	\$240,957	Planned Projects	\$0	Remaining Balance	\$963,828
FY Special Allocation	\$0	Total Project Funds	\$0		
Total Funds	\$963,828				

3.6 Livability Principles and Indicators Data

1. Provide more transportation choices

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

Indicators

- Percentage of Transit Ridership in the Planning Area = 1.0%**
- Percentage of workers using other means of transportation to work (transit, walk, bicycle etc...) = 1.5% ****

2. Promote equitable, affordable housing

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

- Percentage of Household Income spent on housing and transportation = 47%**

3. Enhance economic competitiveness

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

- Percentage of housing units located within one (1) mile of a Central Business District (CBD) = 20.98%***

4. Support existing communities

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

- Number of projects contained in the current Transportation Improvement Program that enhances or supports existing communities. (non-highway projects) = 3****

5. Coordinate policies and leverage investment

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

- Number of projects in the current Transportation Improvement Program that includes Public and Private collaboration and funding = 1*****

6. Value communities and neighborhoods

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

- Number of house within $\frac{1}{2}$ mile of a regional trail system = 3,875*

Source – 2010 U.S. Census Block data, MPO GIS Sidewalk, Bicycle Trail Inventory *

Source – The Affordability and Location Efficiency H+T Affordability Index **

Source – 2010 U.S. Census Block data and Tiger Files ***

Source – 2017 American Community Survey 5-Year Estimates ****

Source – 2024-2027 Decatur Transportation Improvement Program *****

3.7 Public Participation Data

The following pages contain the documents and sign-in sheets concerning the public meetings held for the 2024-2027 TIP.

A public meeting was held as part of the June 7, 2023 MPO Policy Board Meeting where the public was allowed time to comment on the 2024-2027 TIP. A Public Meeting was also held during the July 10, 2023 MPO Policy Meeting before the Final TIP was approved. The sign-in sheets for these meetings are attached on the following pages as well as a copy of the public comment form that was provided to all attendees.

News Details – Draft 2024 to 2027 Decatur Area Transportation Improvement Program.

June 7, 2023

The Decatur Area Metropolitan Planning Organization (MPO) will hold a Public Review Period and a Public Meeting on the Draft 2024 to 2027 Decatur Area Transportation Improvement Program (TIP). The Public Meeting will be held on June 7, 2023 at the beginning of the MPO Policy Board meeting. This meeting will be held in the Decatur City Hall Annex located at 308 Cain Street at 3:30 pm. The Public Review Period will be from June 7, 2024 through July 8, 2024.

The Public Review Period allows anyone to inspect the document at the Decatur City Hall Annex from Monday through Friday, 8:00 am to 4:30 pm. This document is also available on the Decatur Area MPO website (<https://www.decaturlabamausa.com/departments/metropolitan-planning-organization/>). Comment Forms are also available in the Decatur City Hall Annex as well as on the Decatur Area MPO web site for anyone who would like to suggest changes to the TIP.

The Public Meeting will follow an open format where copies of the document and related maps can be viewed and questions can be posed to MPO staff. Meeting Attendees will also be given the opportunity to complete written comment forms.

The MPO is scheduled to adopt the Final Transportation Improvement Program at their August meeting. Prior to adopting the document, the MPO will review all comments from the public and makes changes to the program if warranted. If major revisions are required, the public will be given another opportunity to inspect the TIP.

Anyone needing special assistance to attend the Public Review Period or the Public Meeting should contact the Decatur Area MPO staff no later than forty-eight hours prior to the event. For special assistance please call (256) 341-4717 or email mpo@decatur-al.gov.

**FY 2024 to 2027 Decatur Metropolitan Planning Area Transportation Improvement
Program Public Comment Form**

Please complete form and return to the Decatur Area MPO by mail or email: PO Box 488, Decatur, AL 35602
or mpos@decatur-al.gov

Name	
Street Address	
City	
State	
Zip Code	
Comments	

3.8 Certification – TIP/STIP MOU

METROPOLITAN TRANSPORTATION PLANNING SELF-CERTIFICATION

The Alabama Department of Transportation and the Decatur Area Metropolitan Planning Organization for the Decatur Urbanized Area hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 C.F.R. part 450, subpart C;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 C.F.R. part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 11011(e) of the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58) and 49 C.F.R. part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 C.F.R. parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. part 27 regarding discrimination against individuals with disabilities.

Decatur
Metropolitan Planning Organization


Signature

Andy A. Garrison
Printed Name

Mayor
Title

6/20/2023
Date

Alabama
State Department of Transportation

Signature

John R. Cooper
Printed Name

Transportation Director
Title

Date

SELF-CERTIFICATION OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

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1.1 PURPOSE

This chapter provides guidance to the Alabama Department of Transportation for the certification of the metropolitan transportation planning process conducted by ALDOT.

1.2 AUTHORITY

Infrastructure Investment and Jobs Act <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>

23 U.S.C. (United States Code) 134 (k)(5)

49 U.S.C. 5303 (k)(5)

23 C.F.R. (Code of Federal Regulations) 450.334

1.3 SCOPE

Federal law and regulation require ALDOT and the MPOs to jointly certify the transportation planning process for the metropolitan area concurrent with the submittal of the entire TIP to the FHWA and the FTA as part of the STIP approval at least every four years. This chapter is intended for use by ALDOT and MPO staff to assist them in carrying out the self-certification requirements.

1.4 REFERENCES

23 U.S.C. 134 -----(Metropolitan Planning)
42 U.S.C. 2000d et seq. -----(Title VI of the Civil Rights Act of 1964)
42 U.S.C. 12101 -----(Americans with Disabilities Act of 1990)
42 U.S.C. 7504 and 7506(c) and (d) (Transportation Air Quality Conformity)
49 U.S.C. 5303 (Metropolitan Planning)
Section 11101(e) of the IIJA----- (Disadvantaged Business Enterprises)
23 C.F.R. 450 -----(Metropolitan Planning)
49 C.F.R. Part 26 -----(Disadvantaged Business Enterprises)
49 C.F.R. 27 -----(Nondiscrimination on the Basis of Disability in
Programs and Activities Receiving Federal
Financial Assistance)
49 C.F.R. 37 -----(Transportation Services for Individuals with
Disabilities)
49 C.F.R. 38 -----(Americans with Disabilities Act (ADA) Accessibility
Specifications for Transportation Vehicles)

1.5 Self-CERTIFICATION REQUIREMENTS

23 C.F.R. 450.334 requires that concurrent with the submittal of the entire proposed TIP to FHWA and FTA as part of the STIP approval, the State and MPO shall certify at least every four years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) The metropolitan planning requirements identified in *23 U.S.C. 134* and *49 U.S.C. 5303*;
- (2) In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 C.F.R. Part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21;
- (4) 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 11101(e) of the IIJA (Public Law 117-58) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 C.F.R. Parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

1.6 Certification PROCESS & Questions

When the new STIP and TIPs are developed, ALDOT should contact each of the MPOs to schedule the certification review. The meeting should be scheduled so that ALDOT can provide **preliminary results of the certification**. At the meeting, ALDOT and the MPO will review all the planning requirements mandated by the 10 areas of law referenced in Section 1.5 and the questions outlined in this section.

The list of questions provided below identifies those minimum tasks that an MPO shall do in order to be fully certified. If the answer to one of the questions below is negative and if the problem cannot be corrected prior to the signing of the joint certification statement, ALDOT has the option of granting conditional certification and including corrective action in the joint certification statement. The corrective action should include a date by which the problem must be corrected. This list is intended to be as comprehensive as possible; however, it is possible that some requirements may have been overlooked and will need to be added at a later date.

Section (1): The metropolitan planning requirements of 23 U.S.C. 134 and 49 U.S.C. 5303;

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the largest incorporated city, and in accordance with procedures set forth in state and local law? [23 U.S.C. 134 (d)(1)(A) and (B); 49 U.S.C. 5303 (d); 23 C.F.R. 450.310 (b)] Yes
2. For Transportation Management Areas (TMAs) only, does the MPO policy board include local elected officials, officials that administer or operate major modes of transportation, and appropriate state officials? [23 U.S.C. 134 (d)(2)(A), (B), & (C); 49 U.S.C. 5303 (d); 23 C.F.R. 450.310 (d)] Not Applicable
3. Does the MPO have up to date agreements such as the transportation planning

agreement that creates the MPO, the financial agreement, and, if applicable, a transportation planning agreement between the MPOs, State, and public transportation operators where more than one MPO has been designated to serve an urbanized area? [23 C.F.R. 450.314] Yes

4. Does the MPO boundary encompass the existing urbanized area and contiguous area expected to become urbanized within 20-year forecast period? [23 U.S.C. 134 (e)(2); 49 U.S.C. 5303 (e); 23 C.F.R. 450.312 (a)] Yes
5. Did ALDOT send a copy of the boundary map to FHWA and FTA? [23 C.F.R. 450.312 (j)] Yes
6. For projects located within the boundaries of more than one MPO, does the MPO coordinate the planning of these projects with the other MPO(s)? [23 U.S.C. 134 (g)(2)] Yes (Huntsville MPO is Adjacent)
7. Does the MPO planning process provide for consideration of the 10 planning factors? [23 U.S.C. 134 (h); 23 C.F.R. 450.306 (b)] Yes
8. Did the Long-Range Transportation Plan (LRTP) have at least a 20-year horizon at the time of adoption of the last major update? [23 U.S.C. 134 (i)(2)(A); 23 C.F.R. 450.324 (a)] Yes
9. Did the LRTP address the following areas in accordance with 23 U.S.C. 134 (i)(2), 49 U.S.C. 5303 (f)? Yes
 - Identify projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan.
 - Identify major transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities) that function as an integrated metropolitan transportation system, giving emphasis to facilities that serve national and regional transportation functions.
 - Include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 USC 134(h)(2).
 - Include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 USC 134(h)(2).
 - Include discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have

the greatest potential to restore and maintain the environmental functions affected by the plan.

- Include a financial plan that showed the public and private revenue sources that could reasonably be expected.
- Include discussion of operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.
- Include discussion of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to national disasters.
- Indicate as appropriate proposed transportation and transit enhancement activities.

10. Did the LRTP address the following minimum required areas in accordance with 23 C.F.R. 450.324 (f)? Yes

- Identify projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan;
- Identify existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors);
- Include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 C.F.R. 450.306(d).
- Include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 C.F.R. 450.306(d)
- Include operational and management strategies to improve the performance of existing transportation facilities;
- In TMA areas, consider the results of the congestion management process;
- Include an assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs;
- Describe the proposed improvements in sufficient detail to develop cost estimates;

- Discuss types of potential environmental mitigation activities and potential areas to carry out these activities;
 - Include pedestrian walkway and bicycle transportation facilities;
 - Include transportation and transit enhancement activities;
 - Include a financial plan that demonstrates how the adopted transportation plan can be implemented
 - Include design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding sources, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity regulations (40 C.F.R. part 93, subpart A).
11. Has the LRTP been reviewed and updated at least 5 years since the date of the last MPO Board action? If the MPO planning area is in nonattainment and maintenance areas, has the LRTP been reviewed and updated at least 4 years since the last board action? [23 U.S.C. 134 (i)(1); 23 C.F.R. 450.324 (c)]
Yes
12. Has the MPO sent all updates/amendments of the LRTP to FHWA and FTA via the ALDOT's Local Transportation Bureau? [23 C.F.R. 450.324 (c)] Yes
13. Was the TIP developed in cooperation with the State and local transit operators? [23 U.S.C. 134 (j)(1)(A); 49 U.S.C. 5303 (a); 23 C.F.R. 450.326 (a)] Yes
14. Was the TIP updated at least every 4 years and approved by the MPO and the Governor? [23 U.S.C. 134 (j)(1)(D); 23 C.F.R. 450.326 (a)] Yes
15. Was the TIP financially constrained and did it include only revenues that could be reasonably expected? [23 U.S.C. 134 (j)(2)(B); 49 U.S.C. 5303 (j); 23 C.F.R. 450.326 (h)] Yes
16. Did the TIP contain a priority list of federally supported projects to be supported over the next four years? [23 U.S.C. 134 (j)(2)(A); 49 U.S.C. 5303 (j); 23 C.F.R. 450.326 (a)] Yes
17. Did the TIP contain all regionally significant projects, as defined by 23 C.F.R. 450.104? [23 U.S.C. 134 (j)(3)(B); 49 U.S.C. 5303 (j)(2); 23 C.F.R. 450.326 (d)]
Yes
18. Was the TIP consistent with the LRTP? [23 U.S.C. 134 (j)(3)(C); 49 U.S.C. 5303 (j)(1); and 23 C.F.R. 450.326 (i)] Yes
19. Does the TIP identify the criteria and process for prioritizing implementation of transportation plan elements (including inter-modal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs? [23 C.F.R. 450.326 (n) (1)]

Yes

20. Did the TIP include a listing of projects for which Federal funds have been obligated in the preceding year, or was this list otherwise made available for public review? [23 U.S.C. 134 (j)(7)(B); 49 U.S.C. 5304 (j)(7); 23 C.F.R. 450.326 (b) and (n)] Yes
21. When developing the LRTP and TIP, did the MPO provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the proposed plan and program? [23 U.S.C. 134 (i)(6)(A) and (j)(4)] Yes
22. Is the LRTP and TIP of the MPO published or otherwise readily available for public review? [23 U.S.C. 134 (i)(6) and (j)(7)(A)] Yes
23. Did the UPWP identify work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate who will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds? [23 C.F.R. 450.308 (c)] Yes
24. Did the UPWP document planning activities to be funded with through Title 23 U.S.C. and the Federal Transit Act? [23 C.F.R. 450.308 (b)] Yes
25. Were the transportation plans and programs of the MPO based on a continuing, comprehensive, and cooperative process? [23 U.S.C. 134 (c)(3), 49 U.S.C. 5303 (c)(3)] Yes
26. If located in a Transportation Management Area, does the MPO have an up to date congestion management process? [23 U.S.C. 134 (k)(3)] Not Applicable
27. Does the MPO have a documented Public Participation Plan that defines a process for members of the public to have reasonable opportunity to participate in the planning process? [23 C.F.R. 450.316 (a)] Yes
28. Has the MPO recently reviewed its Public Participation Plan? [23 C.F.R. 450.316 (a)(1)(x)] Yes Yearly
29. When the Public Participation Plan was adopted, was it made available for public review for at least 45 days? [23 C.F.R. 450.316(a)(3)] Yes

Section (2): The requirements of Sections 174 and 176 (c) and (d) of the Clean Air Act (for air quality nonattainment and maintenance areas only)

1. How does the MPO coordinate the development of the Transportation Plan with SIP development? Not Applicable
2. How does the MPO's UPWP incorporate all of the metropolitan transportation-related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA? Not Applicable
3. Does the metropolitan planning process include a Congestion Management Process that meets the requirements of 23 C.F.R. Part 450.322? What assurances are there that the Transportation Plan incorporates travel demand and operational management strategies, and that necessary demand reduction and operational management commitments are made for new SOV projects? Not Applicable
4. How does the MPO ensure that the TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities? Not Applicable

Sections (3), (4), and (7) through (10): The prohibitions against discrimination on the basis of race, color, creed, national origin, age, gender, or disability as dictated by Title VI of the Civil Rights Act of 1964, as amended; 49 U.S.C. 5332; 23 U.S.C. 324; the Americans with Disabilities Act; the Older Americans Act; and Section 504 of the Rehabilitation Act of 1973

1. Does the MPO have a signed Title VI policy statement expressing commitment to non-discrimination? [23 C.F.R. 200.9 (a)(1)] Yes
2. Does the MPO take action to correct any deficiencies found by ALDOT within a reasonable time period, not to exceed 90 days, in order to implement Title VI compliance? [23 C.F.R. 200.9 (a)(3)] Yes
3. Does the MPO have a staff person assigned to handle Title VI and ADA related issues? This does not need to be a full-time equivalent position, but there should be at least someone at the MPO for whom Title VI and ADA is an extra duty area. [23 C.F.R. 200.9 (b)(1); 49 C.F.R. 27.13] Yes
4. Does the MPO have a procedure in place for the prompt processing and disposition of Title VI and Title VIII complaints, and does this procedure comply with ALDOT's procedure? [23 C.F.R. 200.9 (b)(3)] Yes

5. Does the MPO collect statistical data (race, color, national origin, sex, age, disability) of participants in, and beneficiaries of the programs and activities of the MPO? [23 C.F.R. 200.9 (b)(4)] Yes
6. Does the MPO conduct an annual review of their program areas (for example: public involvement) to determine their level of effectiveness in satisfying the requirements of Title VI? [23 C.F.R. 200.9 (b)(6)] Yes
7. Has the MPO participated in any recent Title VI training, either offered by the state, organized by the MPO, or some other form of training, in the past year? Yes
8. Does the MPO have a signed Non Discrimination Agreement, including Title VI Assurances, with the State? Yes
9. Do the MPO's contracts and bids include the appropriate language as shown in the appendices of the Non Discrimination Agreement with the State? Yes
10. Does the MPO hold its meetings in locations that are ADA accessible? [49 C.F.R. 27.7 (5)] Yes
11. Does the MPO take appropriate steps to ensure its communications are available to persons with impaired vision and hearing? [49 C.F.R. 27.7 (6)(c)] Yes
12. Does the MPO keep on file for 1 year all complaints of ADA non-compliance received and for 5 years a record of all complaints in summary form? [49 C.F.R. 27.121] Yes
- 13. Have all the local governments included within the MPO's study area boundary completed an ADA Transition Plan? Please provide a table indicating the status of the transition plans and copy of the completed transition plans. Yes**

Local Government	ADA Plan Status
City of Decatur	Adopted
City of Hartselle	Adopted
City of Priceville	Adopted
Town of Trinity	Adopted
Morgan County	Adopted
Limestone County	Adopted

Section (5): Section 11101(e) of the IIJA regarding the involvement of disadvantaged business enterprises in FHWA and FTA planning projects (49 C.F.R. Part 26) Note: MPOs that are part of municipal or county governments may have some of these processes handled by the host agency.

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

Section (6): 23 C.F.R. Part 230 regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.

1. Has the MPO implemented an equal employment opportunity program?
Yes

450.334 Self-certifications and Federal certifications.

Each MPO is required to include the new certification form in the TIP when updating the TIP every four (4) years and send a copy of the certification form to ALDOT's Local Transportation Bureau. After the Transportation Director at ALDOT signs the certification form, the Local Transportation Bureau will return a signed copy of the certification form to each MPO to be placed in the MPO's project folder.

3.9 Memorandum of Understanding

MEMORANDUM OF UNDERSTANDING

Alabama Department of Transportation

Statewide Procedures for FY 2024 - 2027 STIP/TIP

I. PURPOSE

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

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

II. DEFINITIONS¹

- A. **Administrative Modification¹** means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).
- B. **Amendment¹** means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, redemonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving "non-exempt" projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.
- C. **Betterment** consists of surface treatments/corrections to existing roadway [preferably within Alabama Department of Transportation (ALDOT) right-of-way], to maintain and bring the infrastructure to current design standards for that classification of highway. This may involve providing full depth base repair, widening shoulders, increasing lane-widths, correcting super-elevation, as well as providing drainage improvements and guide rail upgrades.

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

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

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

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

- N. **Revision¹** means a change to a long-range statewide or metropolitan transportation plan, TIP, or STIP that occurs between scheduled periodic updates. A major revision is an "amendment" while a minor revision is an "administrative modification.
- O. **Statewide-managed Program (Statewide Program)** includes those transportation improvements or projects that are managed in the STIP, including project selection, at the ALDOT Central Office level, with possible regional Planning Partner solicitation and input. Examples include, but are not limited to, Highway Safety Improvement Program (HSIP) and Transportation Alternative Program (TAP) projects.
- P. **Statewide Transportation Improvement Program (STIP)¹** means a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.
- Q. **Transportation Improvement Program (TIP)¹** means a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C.

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

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

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

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

IV. TIP/STIP ADMINISTRATION

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

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

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

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

A. TIP support documentation

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

B. Air Quality Conformity

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

C. Revisions: Amendments and Administrative Modification²

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

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

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

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

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

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

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

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

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

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

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

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

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

V. LEVEL OF EFFORT FUNDING CATEGORIES

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

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

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

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

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

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

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

VI. FINANCIAL CONSTRAINTS³

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

VII. FINANCIAL REPORTING

A. STIP Reporting

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

B. MPO TIP REPORTING

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

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

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

VIII. PERFORMANCE MEASURES SECTION

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

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

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

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

Mark D. Battist

Division Administrator
Federal Highway Administration

02-13-2023

Date

Yvette H. Taylor

Regional Administrator
Federal Transit Administration

03-15-2023

Date

John R. Cooper

Transportation Director
Alabama Department of Transportation

02-02-2023

Date

3.10 Performance Measures Agreement

JOINT AGREEMENT
BETWEEN
THE MPO,
THE TRANSIT AGENCY,
AND THE
STATE OF ALABAMA
RELATIVE TO
ALABAMA PERFORMANCE MANAGEMENT
23 CFR 450.314(h)
FOR
TRANSPORTATION PERFORMANCE DATA SHARING AND
COORDINATION

ALABAMA PERFORMANCE MANAGEMENT AGREEMENT 23 CFR 450.314(h)

THIS AGREEMENT is made and entered into by and between the State of Alabama, acting by and through the Alabama Department of Transportation, hereinafter referred to as STATE; and the Decatur Area MPO, hereinafter referred to as MPO, and the NARCOG TRANSIT, hereinafter referred to as TRANSIT AGENCY;

WHEREAS, the United States Department of Transportation promulgated transportation planning regulations in 23 CFR 450.314, and

WHEREAS, the MPO, the STATE, and the TRANSIT AGENCY are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the performance-based planning and programming requirements established by federal law, and

WHEREAS, 23 CFR 450.314(h) requires that MPO, the STATE, and the TRANSIT AGENCY shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).

NOW, THEREFORE, BE IT RESOLVED, that the parties do hereby agree to adhere to the following coordination mechanisms to meet performance-based planning and programming requirements for highways in accordance with 23 CFR 450.314(h) and established federal guidance.

1. Development of transportation performance data:
 - a. The STATE will collect data used in developing statewide targets to meet the federal performance management requirements for highways¹ to include the following:
 - i. Targets for assessing the **Highway Safety Improvement Program (PM1)** for the following measures²:
 1. Number of fatalities
 2. Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)
 3. Number of serious injuries
 4. Rate of serious injuries per 100 million VMT
 5. Number of combined non-motorized fatalities and non-motorized serious injuries
 - ii. Targets for assessing **Pavement and Bridge Condition for the National Highway Performance Program (PM2)** for the following measures:
 1. Percentage of pavements on the Interstate System in Good condition
 2. Percentage of pavements on the Interstate System in Poor condition
 3. Percentage of pavements on the NHS (excluding the Interstate System) in Good condition
 4. Percentage of pavements on the NHS (excluding the Interstate System) in Poor condition
 5. Percentage of NHS bridge deck area classified in Good condition
 6. Percentage of NHS bridge deck area classified in Poor condition

¹ 23 CFR Part 490, National Performance Management Measures

² PM1/Safety performance measures and targets are applicable to all public roads regardless of ownership or functional classification; 23 CFR Part 924

- iii. **Targets for assessing performance of the National Highway System, Freight Movement on the Interstate System and Congestion Mitigation and Air Quality Improvement Program (PM3) for the following performance measures:**
 - 1. Percent of Person-Miles traveled on the Interstate System that are Reliable
 - 2. Percent of Person-Miles traveled in the Non-Interstate System that are Reliable
 - 3. Percentage of the Interstate System Mileage providing Reliable Truck Travel Times
 - 4. Annual hours of Peak-Hour Excessive Delay Per Capita
 - 5. Percent of Non-Single-Occupant-Vehicle (SOV) Travel
 - 6. Total Emissions Reduction

- iv. **Targets for assessing performance of the Transit Asset Management (TAM) Plan for the following performance measures³:**
 - 1. Asset Category: Rolling Stock (All revenue vehicles)
 - a. Age- % of revenue vehicles within an asset class that have met or exceed their Useful Life Benchmark
 - 2. Asset Category: Equipment (Non-revenue vehicles)
 - a. Age- % of revenue vehicles within an asset class that have met or exceed their Useful Life Benchmark
 - 3. Asset Category: Facilities (the STATE will only rate FTA funded facilities)
 - a. Condition- % of facilities with a condition rating below 3.0 on a FTA Transit Economic Requirement Modal (TERM) Scale
 - 4. The TAM final rule requires that all TRANSIT AGENCIES that are recipients and sub recipients of 49 USC Charter 53 funds to develop a TAM Plan.
 - 5. TRANSIT AGENCIES that are a part of the Group (Statewide) TAM Plan will provide transit data by asset class (both revenue and non-revenue) and facilities conditions on an annual basis to the STATE.
 - 6. TRANSIT AGENCIES and MPOs developing their own TAM plan will provide their targets and the final report to the STATE.
 - 7. The STATE and the MPO are required to integrate the TRANSIT AGENCY performance targets into the planning documents including Statewide Transportation Improvement Plan (STIP) and Transportation Improvement Plan (TIP), respectively, and the Statewide Long Range Plan (LRP) and Metropolitan Transportation Plan (MTP).

- v. **Targets for assessing performance of the Public Transportation Agency Safety Plan (PTASP) for the following performance measures (applicable to demand response/fixed route services)⁴:**
 - 1. Fatality by Mode
 - a. Fatality Total
 - b. Rate of Fatalities (per vehicle revenue mile)
 - 2. Injuries by Mode
 - a. Injuries Total
 - b. Rate of Injuries (per vehicle revenue mile)
 - 3. Safety Events by Mode
 - a. Safety Event Total
 - b. Rate of Safety Events (per vehicle revenue mile)
 - 4. System Reliability by Mode
 - a. Miles between major mechanical failures
 - 5. The PTASP final rule requires that TRANSIT AGENCIES that are recipients and sub recipients of Urbanized Area Formula Grant Program under 49 USC 5307 develop safety performance targets within their Agency Safety Plan (ASP). Each TRANSIT AGENCY must provide the STATE and its respective MPOs its safety performance targets to assist the STATE and MPOs with capital program planning process.

³ 49 CFR 625 and 630

⁴ 49 CFR Part 673

6. STATE and MPOs are required to integrate the TRANSIT AGENCY performance targets into the planning documents including Statewide Transportation Improvement Plan (STIP) and Transportation Improvement Plan (TIP), respectively, and the Statewide Long Range Plan (LRP) and Metropolitan Transportation Plan (MTP).
- b. Those MPOs that are currently designated as being in non-attainment or maintenance for air quality⁵ will coordinate with the STATE on the collection and provision of data used in developing targets for the Congestion Mitigation and Air Quality (CMAQ) traffic congestion measures (Annual Hours of Peak-Hour Excessive Delay per capita and Percent Non-SOV Travel) and the Total Emission Reduction Measures.
 - c. The STATE will make available, by request, the transportation performance data used in developing statewide highway and transit targets to the MPO and the TRANSIT AGENCY.
 - i. The STATE will make available the transportation performance data to the MPO and the TRANSIT AGENCY, by request only, when a statewide target is established or revised, per Section 2 of this agreement.
 - ii. Where possible and practicable, the STATE will make available performance data for each MPO planning area for purposes of tracking progress towards attainment of performance outcomes for each MPO Region's required System Performance Reports, per Section 4 of this agreement.
 - iii. Notwithstanding any provision of this Agreement to the contrary, the parties agree that any safety data or information protected by 23 U.S.C. §§ 148 (h)(4) and 409 and State law shall be confidential. The parties agree that all crash and traffic data used by the parties for or in transportation improvement plans, highway safety improvement programs and strategic highway safety plans will not be disclosed to third parties without the express written permission of the STATE. The parties agree that the data shall not be referenced, disclosed, discussed or otherwise made public. The provision of the above data by the STATE shall not be considered a waiver of 23 U.S.C. §§ 148 (h)(4) and 409 or State precedent. Upon execution of this Agreement, the parties and their agents, servants, officers, officials and employees in both their official and individual capacities, agree that the data provided pursuant to the above referenced request shall not be discussed, disclosed, used, published or released without prior written consent of the STATE. If the data in any form should be disclosed, released or published in any manner without the consent of the STATE or should an attempt be made to use the data in an action for damages against the parties, their officials or employees, then access to the data shall terminate immediately. The STATE expressly reserves its right under 23 U.S.C. §§ 148 (h)(4) and 409 and State precedent to object to the use of the data and any opinions drawn from the data and to recover damages caused by the improper and unauthorized release of the data.
 - iv. The MPO and the TRANSIT AGENCY shall defend, indemnify and hold harmless the STATE of Alabama, the Alabama Department of Transportation, its officials and employees, both in their official and individual capacities, and their agents and servants from and against all claims, damages, losses or expenses thereof, including but not limited to reasonable attorneys' fees, arising out of or resulting from faults, errors, mistakes, omissions, misconduct or negligent acts or omissions of the MPO or the TRANSIT AGENCY, its subconsultants, agents, or employees caused as a result of or related to the service or work provided under this AGREEMENT. The MPO and the TRANSIT AGENCY shall ensure that its subconsultants, agents, or employees possess the experience, knowledge and character necessary to qualify them to perform the particular duties assigned by The MPO and the TRANSIT AGENCY. This indemnity is not limited by any insurance coverage required by this AGREEMENT.

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

- v. By entering into this agreement, the MPO and the TRANSIT AGENCY are not an agent of the STATE, its officers, employees, agents or assigns. The MPO and TRANSIT AGENCY are independent entities from the STATE and nothing in this agreement creates an agency relationship between the parties.
- d. If the MPO and/or the TRANSIT AGENCY chooses to develop its own target for any highway and/or transit measure, it will collect and provide the STATE with the performance target(s) and any supplemental data used in association with the MPO or TRANSIT AGENCY target setting process.

2. Selection of transportation performance targets

- a. The STATE, the MPO and the TRANSIT AGENCY will establish or revise performance targets in coordination with each other.
 - i. Coordination may include the following opportunities, as deemed appropriate, for each performance measure and target: in-person, meeting, webinars, conference calls, and email/written communication. All parties agree that email communications shall be considered written notice for all portions of this agreement.
 - ii. The MPO and the TRANSIT AGENCY will be given an opportunity to provide comment on the STATE targets no less than 30-days prior to the STATE's establishment or revision of highway and/or transit targets.
 - iii. If an MPO and/or the TRANSIT AGENCY chooses to set its own target, the MPO and/or the TRANSIT AGENCY will develop the target(s) in coordination with the STATE. The MPO and/or the TRANSIT AGENCY will provide the STATE with the opportunity to comment on performance targets no less than 30-days prior to adoption of targets.
- b. The STATE will select statewide performance targets to meet the federal performance management requirements for highways and transit.
 - i. The STATE will provide written notice to the MPO and TRANSIT AGENCY when the STATE selects a target. This notice will provide the target and the date the STATE set the target, which will begin the 180-day time-period in which the MPO and /or the TRANSIT AGENCY (as applicable) must set a corresponding performance target.
 - ii. If the MPO and/or the TRANSIT AGENCY (as applicable) chooses to support the statewide target, the MPO and the TRANSIT AGENCY will provide written documentation to STATE that the MPO and the TRANSIT AGENCY agrees to plan and program projects that will contribute toward the achievement of the statewide highway performance target.
 - iii. If the MPO or the TRANSIT AGENCY chooses to set its own target, the MPO or TRANSIT AGENCY will provide the STATE written documentation that includes the target and the date the MPO or the TRANSIT AGENCY plans to adopt. Documentation will be provided no less than 30-days prior to the MPO or the TRANSIT AGENCY adoption of target (consistent with Section 2a).
- c. Those MPOs currently in non-attainment or maintenance for air quality⁴ and the STATE will coordinate to select single, unified targets for the CMAQ traffic congestion measures (Annual Hours of Peak-Hour Excessive Delay Per Capita and Percent of Non-SOV Travel) and to select mobile source emission reduction targets for their respective non- attainment areas of ozone.

3. Reporting of performance targets

- a. The STATE will report all performance targets to the Federal Highway Administration (FHWA) as applicable and in accordance with 23 CFR Part 490 and Federal Transit Administration

(FTA) as applicable and in accordance with 49 CFR Part 625. Where possible and practicable, the STATE will provide information to the MPOs and TRANSIT AGENCY on the performance of targets.

- i. Through the Highway Safety Improvement Program Annual Report for PM1 measures.
 - ii. Through the required Baseline, Mid and Full Performance Reports and the Transportation Asset Management Plan (TAMP) for PM2 measures.
 - iii. Through the required Baseline, Mid and Full Performance Period Reports for PM3 measures, to include CMAQ Performance Plans where applicable.
 - iv. Through TRANSIT AGENCY's self-certification process, National Transit Database (NTD) annual submissions, and FTA's Review Process for the TAM and PTASP.
- b. The STATE will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.216(f) in any statewide transportation plan amended or adopted after May 27, 2018, and in accordance with 23 CFR 450.218(q) in any State Transportation Improvement Program adopted or amended after May 27, 2018.
4. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO.
- a. The MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f) (3-4) in any Metropolitan Transportation Plan amended or adopted after May 27, 2018, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after May 27, 2018, for PM1 measures.
 - b. The MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f)(3-4) in any Metropolitan Transportation Plan amended or adopted after May 20, 2019, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after May 20, 2019, for PM2 and PM3 measures.
 - c. The MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f)(3-4) in any Metropolitan Transportation Plan amended or adopted after , and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after October 1, 2018, for TAM.
 - d. The MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f)(3-4) in any Metropolitan Transportation Plan amended or adopted after July 20, 2021, for PTASP.
5. A collection of data for the State Asset Management plans for the NHS:
- a. The STATE will be responsible for collecting pavement condition data for the NHS. This includes NHS roads that are not on the State Highway System, but instead are under the ownership of local jurisdictions, if such roads exist.
6. This agreement will be periodically review and will be updated and/or terminate as to the applicable federal law.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement by those officers and officials duly authorized to execute same, and to be effective on the date hereinafter stated as the date of its approval by the Governor of Alabama.

ATTEST:

By: Denyse Williams

Title: Director, Decatur MPO

MPO: Decatur Area MPO

By: Paul A. Lewis

Title: Chairman, Decatur MPO

ATTEST:

By: Denyse Williams

Title: Director Decatur MPO

TRANSIT AGENCY: NARCOG TRANSIT

By: Ray Stull

Title: Executive Director, NARCOG

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

By: William F. Patty
William F. Patty
Chief Counsel, Legal Bureau

RECOMMENDED FOR APPROVAL:

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

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

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

John R. Cooper
John R. Cooper
Transportation Director

The foregoing Agreement is hereby
executed in the name of the
State of Alabama and signed
By the Governor on the 16th day of
July, 2022.

Kay Ivey
Kay Ivey
Governor, State of Alabama

RESOLUTION 22 - 01

Decatur Area Metropolitan Planning Organization (MPO) Alabama Performance Management Agreement

WHEREAS, the United States Department of Transportation promulgated transportation planning regulations in 23 CFR 450.314, and

WHEREAS, the MPO, the STATE, and the TRANSIT AGENCY are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the performance-based planning and programming requirements established by federal law, and

WHEREAS, 23 CFR 450.314(h) requires that MPO, the STATE, and the TRANSIT AGENCY shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).

NOW, THEREFORE, BE IT RESOLVED, that the parties do hereby agree to adhere to the Alabama Performance Management Agreement to meet performance-based planning and programming requirements for highways in accordance with 23 CFR 450.314(h) and established federal guidance.

Adopted this the 23rd day of February, 2022


Nancy A. Dennis, Chairman
Metropolitan Planning Organization

ATTEST:


Dwayne Idelhe, Director of Transportation Planning
Metropolitan Planning Organization

EXHIBIT A

PARTICIPATION BY DISADVANTAGED BUSINESS ENTERPRISES IN FEDERAL-AID PROGRAM

Policy. It is the policy of the U.S. Department of Transportation that Disadvantaged Business Enterprises (DBE) as defined in 49 CFR Part 26 shall have the opportunity to participate in the performance of contracts financed in whole or in part with Federal funds under this AGREEMENT. Consequently, the DBE requirements of 49 CFR Part 26 apply to this AGREEMENT.

DBE Obligation. The recipient of funds under the terms of this AGREEMENT agrees to ensure that Disadvantaged Business Enterprises as defined in 49 CFR Part 26 have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal funds provided under this agreement. The recipient shall take all necessary and reasonable steps in accordance with 49 CFR Part 26 to see that Disadvantaged Business Enterprises have the opportunity to compete for and perform contracts and shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of U.S. Department of Transportation assisted contracts.

Failure of the recipient of funds under the terms of this AGREEMENT, or failure of its subcontractor (if a subcontractor is authorized) to carry out the DBE requirements of this AGREEMENT shall constitute a breach of contract, and may result in termination of the contract by the STATE, or such other remedy may be undertaken by the STATE as it deems appropriate.

EXHIBIT E

TERMINATION OR ABANDONMENT

- a. The STATE has the right to abandon the work or to amend its project at any time, and such action on its part shall in no event be deemed a breach of contract.

- b. The STATE has the right to terminate this AGREEMENT at its sole discretion without cause and make settlement with the CITY upon an equitable basis. The value of the work performed by the CITY prior to the termination of this AGREEMENT shall be determined. In determining the value of the work performed, the STATE shall consider the following:
 1. The ratio of the amount of work performed by the CITY prior to the termination of the AGREEMENT to the total amount of work contemplated by this AGREEMENT less any payments previously made.

 2. The amount of the expense to which the CITY is put in performing the work to be terminated in proportion to the amount of expense to which the CITY would have been put had he been allowed to complete the total work contemplated by the AGREEMENT, less any payments previously made. In determining the value of the work performed by the CITY prior to the termination, no consideration will be given to profit, which the CITY might have made on the uncompleted portion of the work. If the termination is brought about as a result of unsatisfactory performance on the part of the CITY, the value of the work performed by the CITY prior to termination shall be fixed solely on the ratio of the amount of such work to the total amount of work contemplated by this AGREEMENT.

CONTROVERSY

In any controversy concerning contract terms, or on a question of fact in connection with the work covered by this project, including compensation for such work, the decision of the Transportation Director regarding the matter in issue or dispute shall be final and conclusive of all parties.

CONTRACT BINDING ON SUCCESSORS AND ASSIGNS

- a. This contract shall be binding upon the successors and assigns of the respective parties hereto.

- b. Should the AGREEMENT be terminated due to default by CITY, such termination shall be in accordance with applicable Federal Acquisition Regulations.

EXHIBIT II

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EQUAL RIGHTS PROVISIONS

During the performance of this contract, the CITY for itself, its assignees and successors in interest agrees as follows:

a. **Compliance with Regulations**

The CITY will comply with the Regulations of the Department of Transportation relative to nondiscrimination in federally-assigned programs of the Department of Transportation (Title 49, Code of Federal Regulations, Part 21, as amended by 23 CFR 710-405(b), hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209). (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;

EXHIBIT H

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- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

b. **Nondiscrimination**

In accordance with Title VI of the Civil Rights Act, as amended, 42 U.S.C. § 2000d, Section 303 of the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6102, Section 202 of the Americans with Disabilities Act of 1990, 42 U.S.C. § 12132, and Federal transit law at 49 U.S.C. § 5332, the CITY agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, or disability. The CITY will not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices where the contract covers a program set forth in Appendix B of the Regulations.

The CITY will comply with all provisions of Executive Order 11246 of September 24, 1965 as amended by Executive Order 11375, and of the rules, regulations (41 CFR, Part 60) and relevant orders of the Secretary of Labor.

c. **Solicitations**

In all solicitations either by competitive bidding or negotiation made by the CITY for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor, supplier or lessor shall be notified by the CITY of the CITY'S obligation under this contract and the Regulations relative to nondiscrimination on the ground of race, color, religion, sex or national origin.

d. **Information and Reports**

The CITY will provide all information and reports required by the Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books,

EXHIBIT H

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records, accounts, other sources of information and its facilities as may be determined by the STATE or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a CITY is in the exclusive possession of another who fails or refuses to furnish this information, the CITY shall so certify to the STATE, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

e. **Sanctions for Noncompliance**

In the event of the CITY'S noncompliance with the nondiscrimination provisions provided for herein, the STATE shall impose such contract sanctions as it may determine to be appropriate, including but not limited to,

1. withholding of payments to the CITY under contract until the CITY complies, and/or
2. cancellation, termination or suspension of the contract, in whole or in part.

f. **Incorporation of Provisions**

The CITY will include the foregoing provisions a. through f. in every subcontract, including procurements of materials and leases of equipment, unless excepted by the Regulations, orders or instructions issued pursuant thereto. The CITY will take such action with respect to any subcontract, procurement, or lease as the STATE may direct as a means of enforcing such provisions, including sanctions for noncompliance; provided, however, that in the event a CITY becomes involved in, or is threatened with, litigation with subcontractors, suppliers, or lessor as a result of such direction, the CITY may request the STATE to enter into such litigation to protect the interest of the STATE.

g. **Equal Employment Opportunity** – The following equal employment opportunity requirements apply to the underlying contract:

1. **Race, Color, Creed, National Origin, Sex** – In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. § 2000e, and Federal Transit laws at 49 U.S.C. § 5332, the CITY agrees to comply with all applicable equal employment requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 C.F.R. Parts 60 et seq., (which implement Executive Order No. 11246, "Equal Employment Opportunity," as amended by Executive Order No. 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," 42 U.S.C. § 2000e note), and with any applicable Federal statutes, executive orders, regulations, and Federal policies that may in the future affect construction activities undertaken in the course of the Project.

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The CITY agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, national origin, sex, or age. Such action shall include, but not limited to, the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, the CITY agrees to comply with any implementing requirements FTA may issue.

2. Age – In accordance with Section 4 of the Age Discrimination in Employment Act of 1967, as amended, 29 U.S.C. § 623 and Federal transit law at 49 U.S.C. § 5332, the CITY agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, the CITY agrees to comply with any implementing requirements FTA may issue.
3. Disabilities – In accordance with Section 102 of the Americans with Disabilities Act, as amended, 42 U.S.C. § 12112, the CITY agrees that it will comply with the requirements of U.S. Equal Employment Opportunity Commission, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. Part 1630, pertaining to employment of persons with disabilities. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

COST PRINCIPLES

The STATE'S cost principles for use in determining the allowability of any item of cost, both direct and indirect, in this AGREEMENT, shall be the applicable provisions of Volume I, Federal Acquisition Regulations, Parts 30 and 31. The CITY shall maintain costs and supporting documentation in accordance with the Federal Acquisition Regulations, Parts 30 and 31 and other Regulations referenced with these Parts where applicable. The CITY shall gain an understanding of these documents and regulations. The applicable provisions of the above referenced regulations documents are hereby incorporated by reference herein as if fully set forth.

EXECUTORY CLAUSE AND NON-MERIT SYSTEM STATUS

- a. The CITY specifically agrees that this AGREEMENT shall be deemed executory only to the extent of moneys available, and no liability shall be incurred by the STATE beyond the moneys available for this purpose.

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- b. The CITY, in accordance with the status of CITY as an independent contractor, covenants and agrees that the conduct of CITY will be consistent with such status, that CITY will neither hold CITY out as, or claim to be, an officer or employee of the STATE by reason hereof, and that CITY will not, by reason hereof, make any claim, demand or application to or for any right or privilege applicable to an officer or employee of the STATE under the merit system or any other law of Alabama, including but not limited to workmen's compensation coverage, or retirement membership or credit or any Federal employment law. This paragraph also applies in like manner to the employees of CITY.

CITYS' CERTIFICATIONS

The CITY by acceptance of this contract certifies that the rates or composition of cost noted in Article IV - PAYMENTS are based on the current actual hourly rates paid to employees, estimated non- salary direct cost based on historical prices, the latest available audited indirect cost rate, and estimated cost of reimbursements to employees for travel (mileage, per diem, and meal allowance) based on the current policy of the CITY. The CITY agrees that mileage reimbursements for use of company vehicles is based on the lesser of the approved rate allowed by the General Services Administration of the United States Government or the reimbursement policies of the CITY at the time of execution of the AGREEMENT. The CITY agrees that no mileage reimbursement will be allowed for the purpose of commuting to and from work or for personal use of a vehicle. The CITY agrees that the per diem rate will be limited to the rate allowed by the STATE at the time of execution of the AGREEMENT. The CITY agrees that a meal allowance shall be limited to CITY employees while in travel status only and only when used in lieu of a per diem rate.

The CITY shall submit detailed certified labor rates as requested, and in a timely manner, to the External Audits Section of the Finance and Audits Bureau of The Alabama Department of Transportation. The CITY agrees that material differences between rates submitted with a proposal and rates provided as certified for the same proposal are subject to adjustment and reimbursement.

EXHIBIT M

CERTIFICATION FOR FEDERAL-AID CONTRACTS: LOBBYING

This certification is applicable to the instrument to which it is attached whether attached directly or indirectly with other attachments to such instrument.

The prospective participant/recipient, by causing the signing of and the submission of this Federal contract, grant, loan, cooperative AGREEMENT, or other instrument as might be applicable under Section 1352, Title 31, U. S. Code, and the person signing same for and on behalf of the prospective participant/recipient each respectively certify that to the best of the knowledge and belief of the prospective participant or recipient and of the person signing for and on behalf of the prospective participant/recipient, that:

- a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the prospective participant/recipient or the person signing on behalf of the prospective participant/recipient as mentioned above, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, or other instrument as might be applicable under Section 1352, Title 31, U. S. Code, the prospective participant/recipient shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U. S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

The prospective participant/recipient also agrees by submitting this Federal contract, grant, loan, cooperative agreement or other instrument as might be applicable under Section 1352, Title 31, U.S. Code, that the prospective participant/recipient shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such subrecipients shall certify and disclose accordingly.

EXHIBIT N

FUNDS SHALL NOT BE CONSTITUTED AS A DEBT

It is agreed that the terms and commitments contained herein shall not be constituted as a debt of the State of Alabama in violation of Article 11, Section 213 of the Constitution of Alabama, 1901, as amended by Amendment Number 26. It is further agreed that if any provision of this AGREEMENT shall contravene any statute or Constitutional provision of amendment, either now in effect or which may, during the course of this AGREEMENT, be enacted, then the conflicting provision in the AGREEMENT shall be deemed null and void.

When considering settlement of controversies arising from or related to the work covered by this AGREEMENT, the parties may agree to use appropriate forms of non-binding alternative dispute resolution.

TERMINATION DUE TO INSUFFICIENT FUNDS

- a. If the agreement term is to exceed more than one fiscal year, then said agreement is subject to termination in the event that funds should not be appropriated for the continued payment of the agreement in subsequent fiscal years.
- b. In the event of proration of the fund from which payment under this AGREEMENT is to be made, agreement will be subject to termination.

NO GOVERNMENT OBLIGATION TO THIRD PARTY CONTRACTORS

The STATE and CITY acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this contract and shall not be subject to any obligations of or liabilities to the STATE, CITY, or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying contract.

The CITY agrees to include the above clause in each subcontract financed in whole or in part with Federal assistance provided to FHWA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.