

Decatur Area Metropolitan Planning Organization (MPO)

**Final
FY 2016 – 2019
Transportation Improvement Program (TIP)**



Cave Springs Road, New Bridge Project, Priceville, Alabama

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

August 2015

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

Final

FY 2016 – 2019 Transportation Improvement Program (TIP)

This document is posted at
<http://www.decaturalabamausa.com/departments/mpo>

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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 MAP-21 Sections 1201 and 1202, July 2012. 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 2015

Decatur Area Metropolitan Planning Organization (MPO)

Melvin Duran, Chairman
Don Kyle, Vice Chairman

Mayor, Town of Priceville
Mayor, City of Decatur

Decatur Technical Coordinating Committee (TCC)

Jeff Johnson, Chairman
Wally Terry, Vice Chairman

Decatur Citizens Advisory Committee (CAC)

Blake McAnally, Co-Chairman
John Seymour, Co-Chairman

Decatur Area Metropolitan Planning Organization (MPO) Staff

Dewayne Hellums, Director of Transportation Planning
Lee Terry, Transportation Planner

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

RESOLUTION 15 - 15

Decatur Area Metropolitan Planning Organization (MPO) Adopting the Final FY 2016 to 2019 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 and 135 (MAP-21 Sections 1201 and 1202, July 2012); 42 USC 7401 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 2016 – 2019 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 2016 – 2019 Transportation Improvement Program (TIP).

Adopted this the 20th day of August, 2015


Melvin Dwan, Chairman
Decatur Area Metropolitan Planning Organization

A TEST:


Dewayne Hellms, 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 2016 to 2019. 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 2035 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 2016 to 2019.

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, Charter 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 are found in Section 1201 of the Moving Ahead for Progress in the 21st Century Act (MAP-21).

1.3.1 Consistency with Other Plans

The TIP is consistent with the Decatur Metropolitan Planning Area 2035 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 Moving Ahead for Process in the 21st Century Act (MAP-21) 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:

- 1) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- 2) increase the safety of the transportation system for motorized and non-motorized users;
- 3) increase the security of the transportation system for motorized and non-motorized users;
- 4) increase the accessibility and mobility of people and for freight;
- 5) 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;
- 6) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- 7) promote efficient system management and operation; and
- 8) emphasize the preservation of the existing transportation system.

1.5 Planning Emphasis Areas

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) identify Planning Emphasis Areas (PEAs) annually to promote priority themes for consideration in the transportation planning process. For fiscal year 2015 the following three key planning themes are:

- 1) **MAP-21 Implementation** – *Transition to Performance Based Planning and Programming.* The development and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.
- 2) **Models of Regional Planning Cooperation** – *Promote cooperation and coordination across MPO boundaries and across state boundaries, where appropriate, to ensure a regional approach to transportation planning.* This is particularly important where more than one MPO or state serves an urbanized area or adjacent urbanized areas. This cooperation could occur through the metropolitan planning agreements that identify how the planning process and planning products will be coordinated. It could occur through the development of joint planning products, and/or by other locally determined means. Coordination across MPO and/or state boundaries includes the coordination of transportation plans, programs, corridor studies, and projects across adjacent MPO and state boundaries. It also includes collaboration among state DOTs, MPOs, and operators of public transportation, on activities such as: data collection, data storage and analysis, analytical tools, and performance-based planning.
- 3) **Ladders of Opportunity** – *Access to essential services – as part of the transportation planning process identify transportation connectivity gaps in access to essential services.* Essential services include housing, employment, health care, schools/education, and

recreation. This emphasis area could include MPO and state identification of performance measures and analytical methods, to measure the transportation system's connectivity to essential services. It could include this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.

These themes will be applied to all tasks 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 American 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 25, 2015 and a stand-alone public meeting held on July 7, 2015. An open public comment period was held from June 25, 2015 to July 27, 2015 before the Final TIP was adopted by the MPO Policy Board. All MPO Policy Board meetings are advertised and are also included on the MPO website, www.decaturlabamausa.com/departments/mpo, 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 www.decaturlabamausa.com/departments/mpo.
- (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 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 or 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 www.decaturlabamausa.com/departments/mpo.

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 2016-2019 TIP process will include two 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 Transportation Planner 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 2013 Public Participation Plan (PPP) which can be found at www.decaturlabamausa.com/departments/mpo.

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 85 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 Draft FY 2016 to 2019 Transportation Improvement Program (TIP) for the Decatur Metropolitan Planning Area. The projects contained

in the Draft FY 2016 to 2019 TIP were developed using the previous FY 2012 – 2015 TIP, the ALDOT Updated Project Listing Report, and the TELUS (Transportation, Economic, and Land Use System) software developed for the MPOs and ALDOT. This 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 2016 to 2019 TIP, the TCC recommend to the MPO Policy Board to adopt the proposed projects as the Draft FY 2016 to 2019 TIP. After the MPO Policy Board adoption of the Draft FY 2016 to 2019 TIP on June 25, 2015, a public involvement and comment period was held before the Final FY 2016 to 2019 TIP will be presented for adoption by the MPO Policy Board.

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 or 10 percent, whichever is greater, for ALDOT federally-funded projects and Transportation Management Area (TMA) attributable projects.
 - ❖ The lesser amount of \$1 million or 50 percent of project cost for non-TMA MPOs.
 - ❖ \$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 93 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:

- Transportation Alternatives 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.]
- Federal-Aid Resurfacing Program for each ALDOT Region
- County Allocation Funds [Off-system bridges and STP non-urban.]
- Federal Transit Programs: 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 for the five (5) ALDOT Regions, and shown as line items in each category for each Region. 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 MAP-21 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 2008, the Environmental Protection Agency (EPA) lowered the National Ambient Air Quality Standards (NAAQS) for ground level ozone from .084 to .075 parts per million. On December 17, 2014, the EPA entered a proposed rule into the Federal Register (FR) to lower the ground level ozone standard to between .065 and .070. This lower standard could potentially affect the Decatur Area MPO Metropolitan Planning Area (MPA).

After a public comment period has been completed and the final rule is signed into the Federal Register (FR), the Environmental Protection Agency (EPA) will decide if Morgan and Limestone counties will be designated as non-attainment for ground level ozone. Non-attainment status will place additional requirements on the MPO. Most importantly among these will be air quality determination of the Long-Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), and all transportation projects. Conformity is achieved when new NAAQS violations are not created, the frequency or severity of NAAQS violations are not increased, and attainment of the NAAQS is not delayed. These conditions, if not met, could prevent the inclusion of some capacity projects in the TIP. The MPO will have one year to complete the Conformity Process for the MPA. This Conformity Process is demonstrated by estimating regional and project emissions using MOVES2014 (or latest version of MOVES) software, against emissions limits, or budgets, established in a Statewide Implementation Plan (SIP) issued by the Alabama Department of Environmental Management (ADEM).

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 the Alabama based on each area's urban population (as defined by the 2010 Census). The local governments decide the priority of these projects and balance projects based on calculated revenue.

1.15 Project Selection and Prioritization

Moving Ahead for Progress in the 21st Century (MAP-21) 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 on 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 sparsely 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 2015 Bicycle and Pedestrian Plan (BPP) can be obtained from the Decatur Area MPO website at: <http://www.decaturalabamausea.com/departments/mpo>.

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 nonfederal 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 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 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 2013 Public Participation Plan (PPP) found on the Decatur Area MPO website at <http://www.decaturlabamausa.com/departments/mpo>.

1.20 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 TELUS PROJECTS

2.1 Web TELUS Description

Web TELUS 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). TELUS was developed by the New Jersey Institute of Technology under contract with the Federal Highway Administration (FHWA). The ALDOT project management database is the basis for the information in the Alabama version of TELUS. Changes made by ALDOT to the database are automatically reflected in the TELUS 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 TELUS 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 and MAP-21. An example would be: projects using funds coded **STPHV** in TELUS indicates *Surface Transportation Urban Area funding for Huntsville, 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 TELUS, 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.

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 a 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 FTA09 (Federal Transit Administration Section 5307 for FY2009), 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 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 projects that were authorized in the previous fiscal year and involved federal highway or transit funds. 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 Web TELUS Report Format

5 2.4.3 National Highway System Projects												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCF	STS	Project Type	FY	Map ID	Conformity Year	Requirement	Federal State Other	Estimated Total Cost
1390	10004617 ALDOT NHF - 000 (502)	US-82 add lanes from SR-69 to Rice Mine Road	2.71	CN	P	ADDITIONAL ROADWAY LANES	2013	4004.0	NA	NA	\$27,682,787 \$6,920,697 \$0	\$34,603,484
26207	100046433 NH - 000 ()	US-92 at Bradley Road (CR-66) - Intersection Improvements	1.8	RW	P	INTERSECTION IMPROVEMENTS	2013	4016.0	NA	NA	\$197,390 \$49,347 \$0	\$246,737
	100047494 NH - 000 ()		1.0	UT		UTILITY ADJUSTMENT	2013	4016.0	NA	NA	\$202,461 \$50,613 \$0	\$253,064
	100046352 NH - 000 (517)		1.0	CN	P	INTERSECTION IMPROVEMENTS	2013	4016.0	NA	NA	\$293,554 \$73,389 \$0	\$366,943
28318	100049339 NHIM - 1399 ()	I-359 from US-11 to 0.3 mile south of 35th Street Underpass - Add Lanes and resurface	2.62	CN	P	RESURFACING	2012	4025.0	NA	NA	\$973,322 \$243,331 \$0	\$1,216,653
32093	100054472 NH - 001 ()	US-43 (SR-13,SR-69) from 12th Street to University Boulevard - Pavement rehabilitation	0.719	UT	P	UTILITY ADJUSTMENT	2013	4028.0	NA	NA	\$2,652,643 \$673,161 \$0	\$3,325,804
	100054473 NH - 001 ()		0.719	CN	P	PAVEMENT REHABILITATION	2014	4028.0	NA	NA	\$5,423,653 \$1,355,963 \$0	\$6,779,616
Total By Sponsor							Federal	\$37,166,000	All Funds		\$46,832,500	

- 1 – Sponsor, in this case, ALDOT. Sponsor must be entered into TELUS 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 NH – 0006 (National Highway 0006).
- 4 – Route and Termini description. Route number is US-43 plus the *from* and *to* description for the project.
- 5 – Project and funding type of the projects listed under this heading – National Highway System Projects.
- 6 – Scope or Phase of the projects. RW indicates Right-of-Way Phase, CN is Construction, UT Utility, and so forth.
- 7 – Project Status. ‘P’ indicates Planning, ‘A’ is Authorized.
- 8 – Type of work actually being performed, in this example Utility Adjustment.
- 9 – Map ID. Assigned to project maps and linked
- 10 - Year is the year opened to traffic. Air Quality Conformity would determine Exempt/Non-exempt status.
- 11 - FY or Fiscal Year 2012 is the year 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 TELUS 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

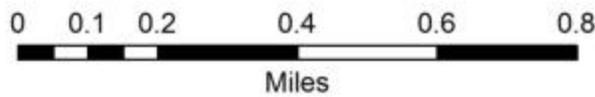
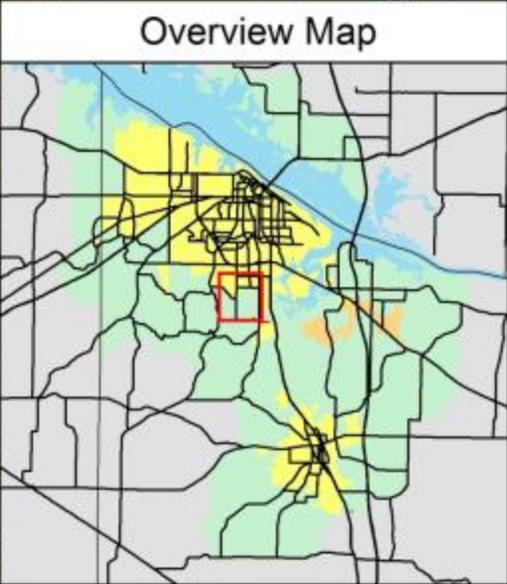
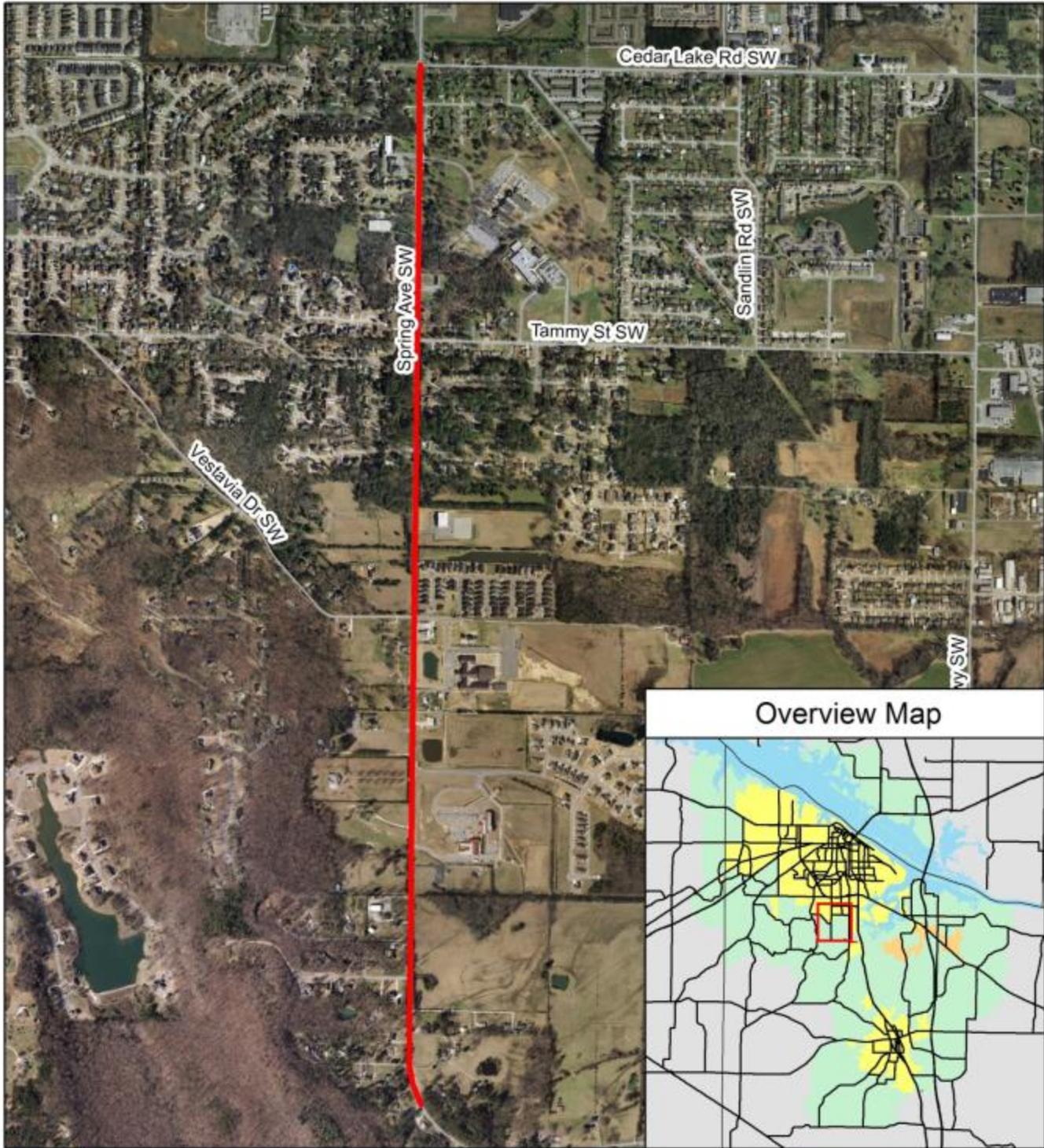
All planned transportation projects are identified and mapped according to project name, project location, and funding category. Each transportation project has a Map ID number in the table that corresponds to the project location on a project location map located at the end of each funding category.

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
17547	100033425 STPOA 9215 (600)	ADD LANES ON CR-43 (SPRING AV.) FROM DAY RD TO CEDAR LAKE RD SOUTH OF SR-67 & WEST OF SR-3, PROJECT SPONSOR CITY OF DECATUR	2.00	CN	P	ADDITIONAL ROADWAY LANES	2016	1.000			\$4,930,363 \$0 \$1,232,591	\$6,162,953
17547	100043404 STPOA 9215 (600)	ADD LANES ON CR-43 (SPRING AV.) FROM DAY RD TO CEDAR LAKE RD SOUTH OF SR-67 & WOF SR-3, PROJECT SPONSOR CITY OF DECATUR	1.66	UT	P	UTILITY ADJUSTMENT	2015	1.000	EXEMPT		\$2,336,256 \$0 \$584,064	\$2,920,320
Totals By Sponsor						Federal		\$7,266,619			ALL Funds	\$9,083,273
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
38035	100062270 STPOA 5214 (250)	RESURFACE SOUTH GREENWAY DRIVE FROM OLD HWY 24 TO GORDON TERRY PARKWAY (SR-24) IN THE TOWN OF TRINITY	1.21	CN	P	RESURFACING	2016	2.000	EXEMPT		\$299,519 \$0 \$74,880	\$374,398
Totals By Sponsor						Federal		\$299,519			ALL Funds	\$374,398

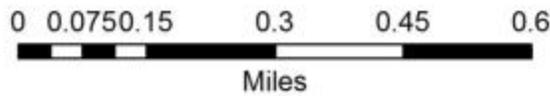
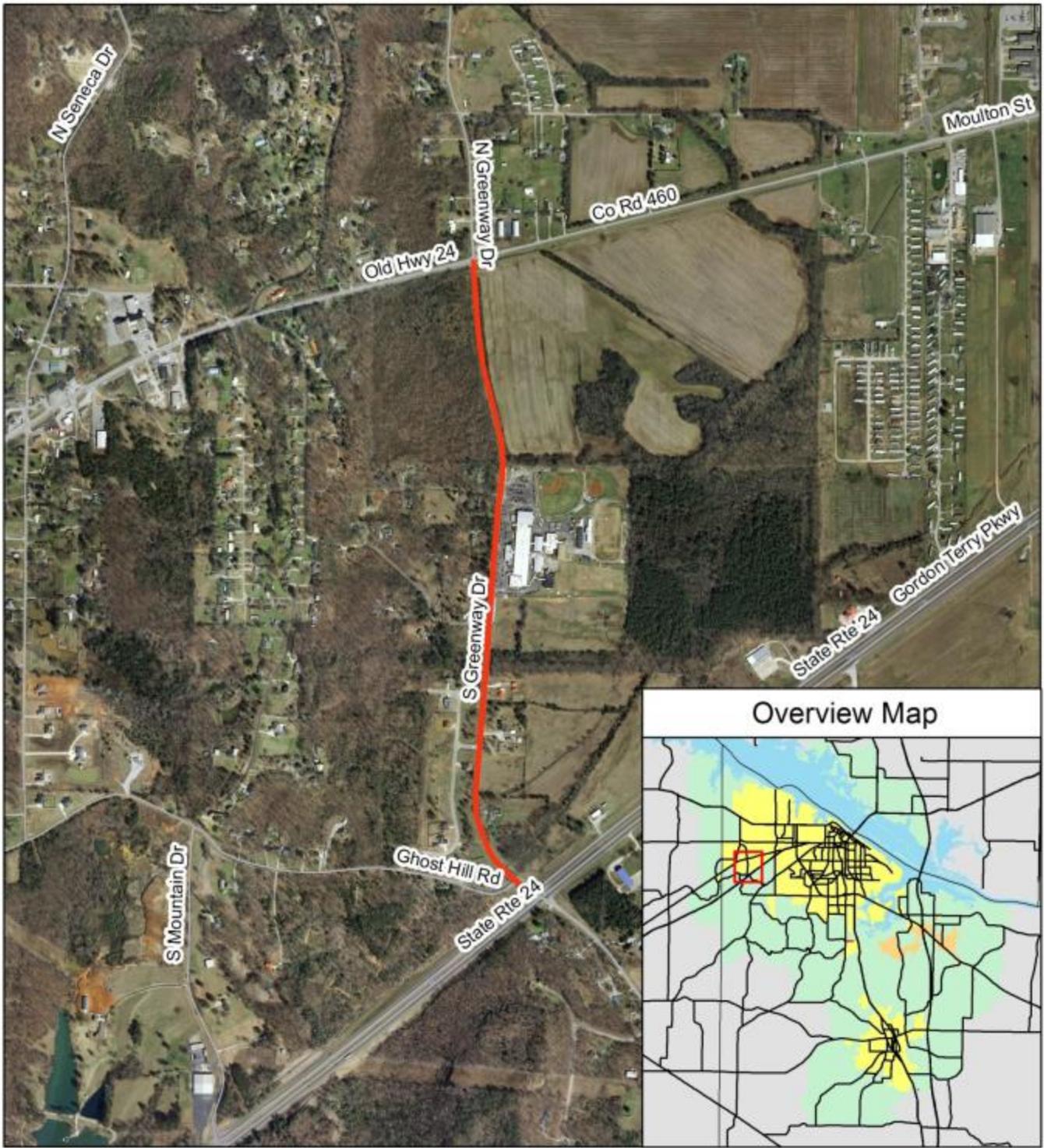
Map ID 1 - Add Lanes on CR-43 (Spring Ave) from Day Rd to Cedar Lake Rd South of SR-67 and West of SR-3



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

Note: Urbanized Area and Priceville Urban Cluster delineated by the U.S. Census Bureau, 2010

Map ID 2 - Resurface South Greenway Drive from Old Highway 24 to Gordon Terry Parkway (SR-24) in the Town of Trinity



Note: Urbanized Area and Priceville Urban Cluster delineated by the U.S. Census Bureau, 2010



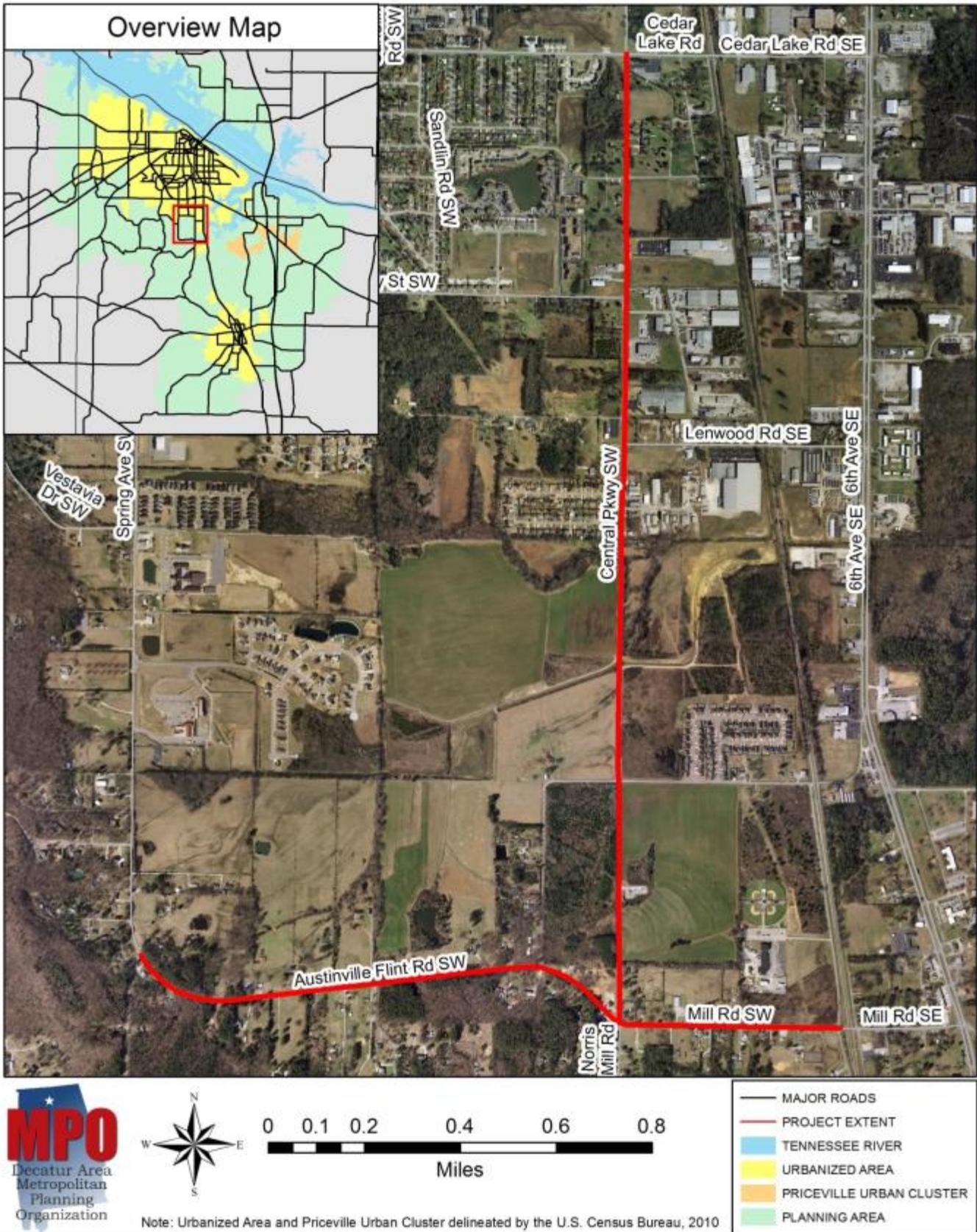
2.4.2 Other Surface Transportation Program Projects

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
37271	100061284 STPAA NR13 ()	ADDING CURB RAMPS TO EXISTING SIDEWALKS OR REPAIRS TO CURB RAMPS THAT ARE NON-COMPLIANT AT VARIOUS LOCATIONS (DISTRICT 4)	0.00	CN	P	SIDEWALK	2018	0.000			\$270,395 \$67,599 \$0	\$337,994
Totals By Sponsor						Federal					\$270,395	ALL Funds \$337,994
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
34944	100058400 ACOA58400 ATRP (010)	RESURFACE AUSTINVILLE-FLINT ROAD, CENTRAL AVENUE SW, AND MILL ROAD IN THE CITY OF DECATUR	3.19	CN	P	RESURFACING	2016	3.000	EXEMPT		\$485,600 \$0 \$121,400	\$607,000
34944	100058404 ACOA58404 ATRP (016)	RESURFACE MOULTON STREET, CR-61 (OLD MOULTON ROAD), AND 12TH AVENUE SOUTH WEST IN THE CITY OF DECATUR	2.39	CN	P	RESURFACING	2016	4.000	EXEMPT		\$516,000 \$0 \$129,000	\$645,000
34944	100059677 ACOA59677 ATRP (013)	ADDITIONAL LANES ON CR-24 (WEST MOULTON STREET/GORDON TERRY PARKWAY) FROM CR-212 (COCKRELL AVENUE) TO CR-61 (OLD MOULTON ROAD)	0.95	CN	P	ADDITIONAL ROADWAY LANES	2016	5.000	EXEMPT		\$2,400,000 \$0 \$600,000	\$3,000,000
34944	100059678 ACOA59678 ATRP (013)	ADDITIONAL LANES ON CR-93 (CENTRAL PARKWAY SOUTH WEST) FROM SR-67 TO WILSON MORGAN PARK	0.00	CN	P	ADDITIONAL ROADWAY LANES	2016	6.000	EXEMPT		\$2,000,000 \$0 \$500,000	\$2,500,000
Totals By Sponsor						Federal					\$5,401,600	ALL Funds \$6,752,000
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
34944	100059675 ACBR59675 ATRP (009)	BRIDGE REPLACEMENT AND APPROACHES ON CR-28 (VAUGHN BRIDGE ROAD) OVER FLINT CREEK BIN # 6691	0.00	CN	P	BRIDGE REPLACEMENT	2016	7.000	EXEMPT		\$3,200,000 \$0 \$800,000	\$4,000,000
34944	100061816 ACBR261816 ATRP (013)	BRIDGE AND APPROACHES ON CEDAR CREEK ROAD OVER CEDAR CREEK BIN #18217	0.00	CN	P	BRIDGES AND APPROACHES	2016	8.000	EXEMPT		\$720,000 \$0 \$180,000	\$900,000
Totals By Sponsor						Federal					\$3,920,000	ALL Funds \$4,900,000

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
34944	100059679 ACOA59679 ATRP (016)	RESURFACE AND STRIPE CR-606 (OLD HIGHWAY 24) FROM THE WEST TOWN LIMITS TO CR-204 (WOODALL ROAD) CITY OF TRINITY	2.93	CN	P	RESURFACING	2015	9.000	EXEMPT		\$448,000 \$0 \$112,000	\$560,000
Totals By Sponsor						Federal		\$448,000			ALL Funds	\$560,000

Map ID 3 - Resurface Austinville-Flint Road, Central Avenue SW, and Mill Road in the City of Decatur

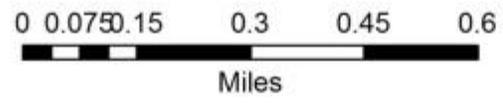
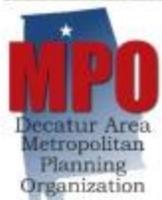
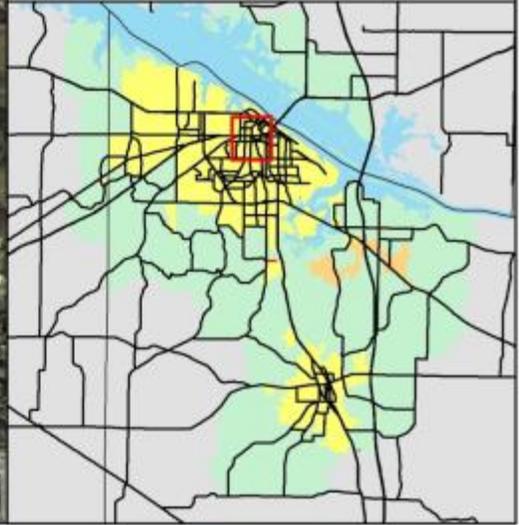


Map Document Produced by the Staff of the Decatur Area Metropolitan Planning Organization

Map ID 4 - Resurface Moulton Street, CR-61 (Old Moulton Road), and 12th Avenue SW in the City of Decatur



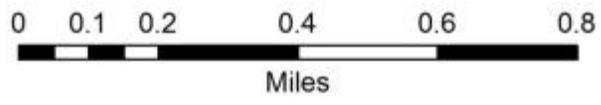
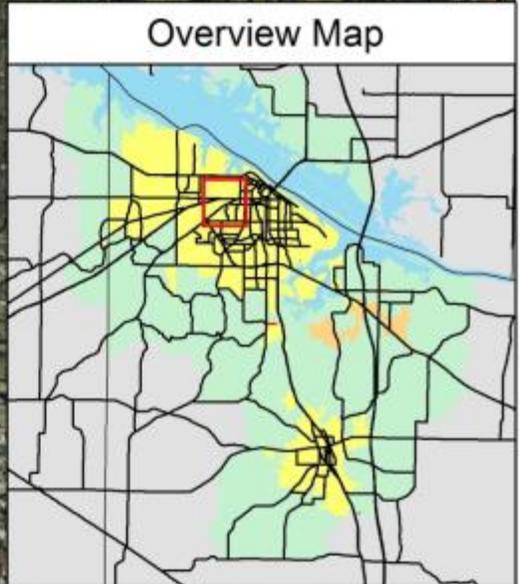
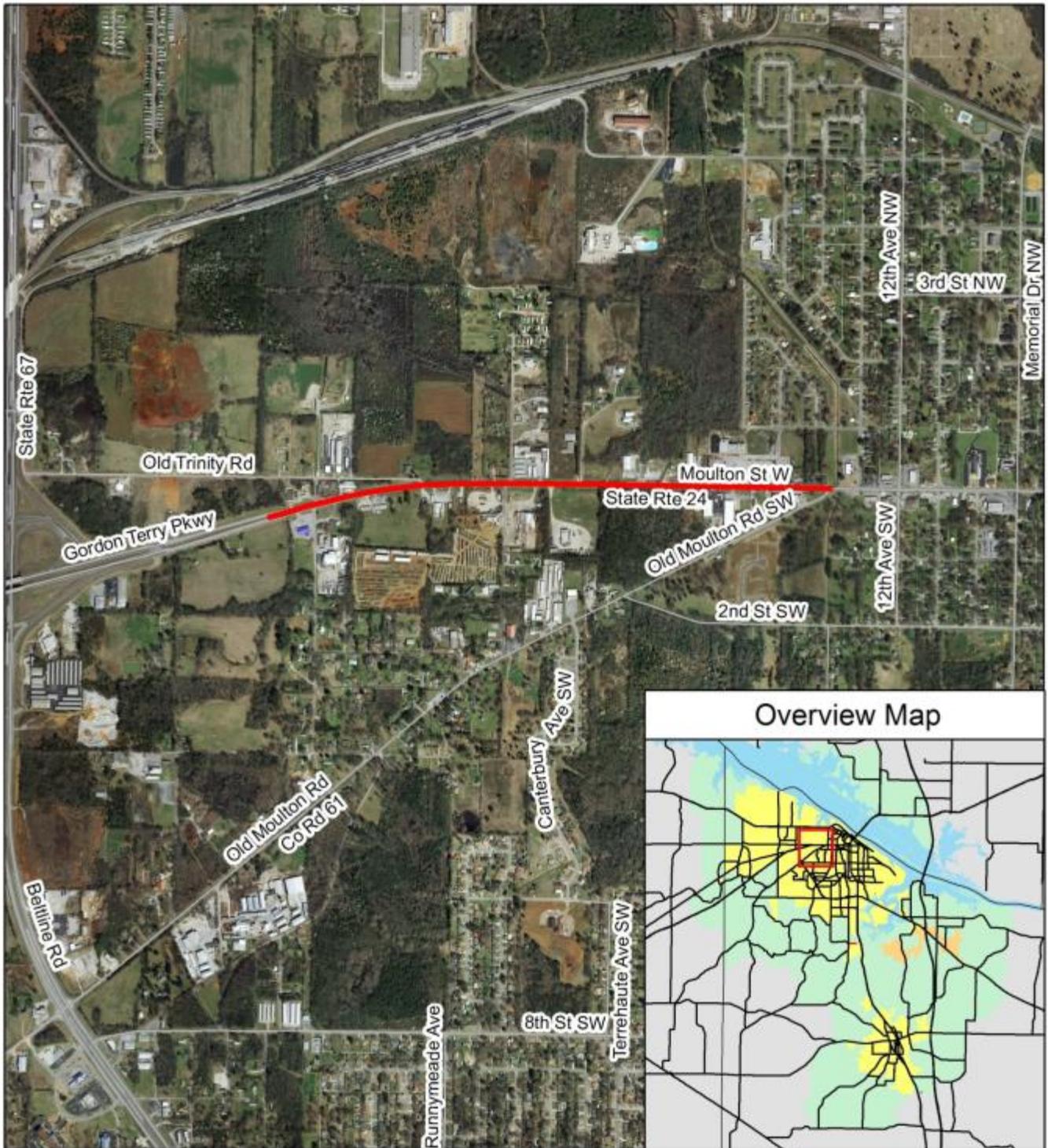
Overview Map



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

Note: Urbanized Area and Priceville Urban Cluster delineated by the U.S. Census Bureau, 2010

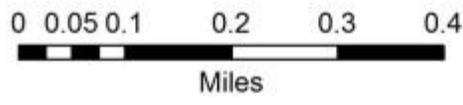
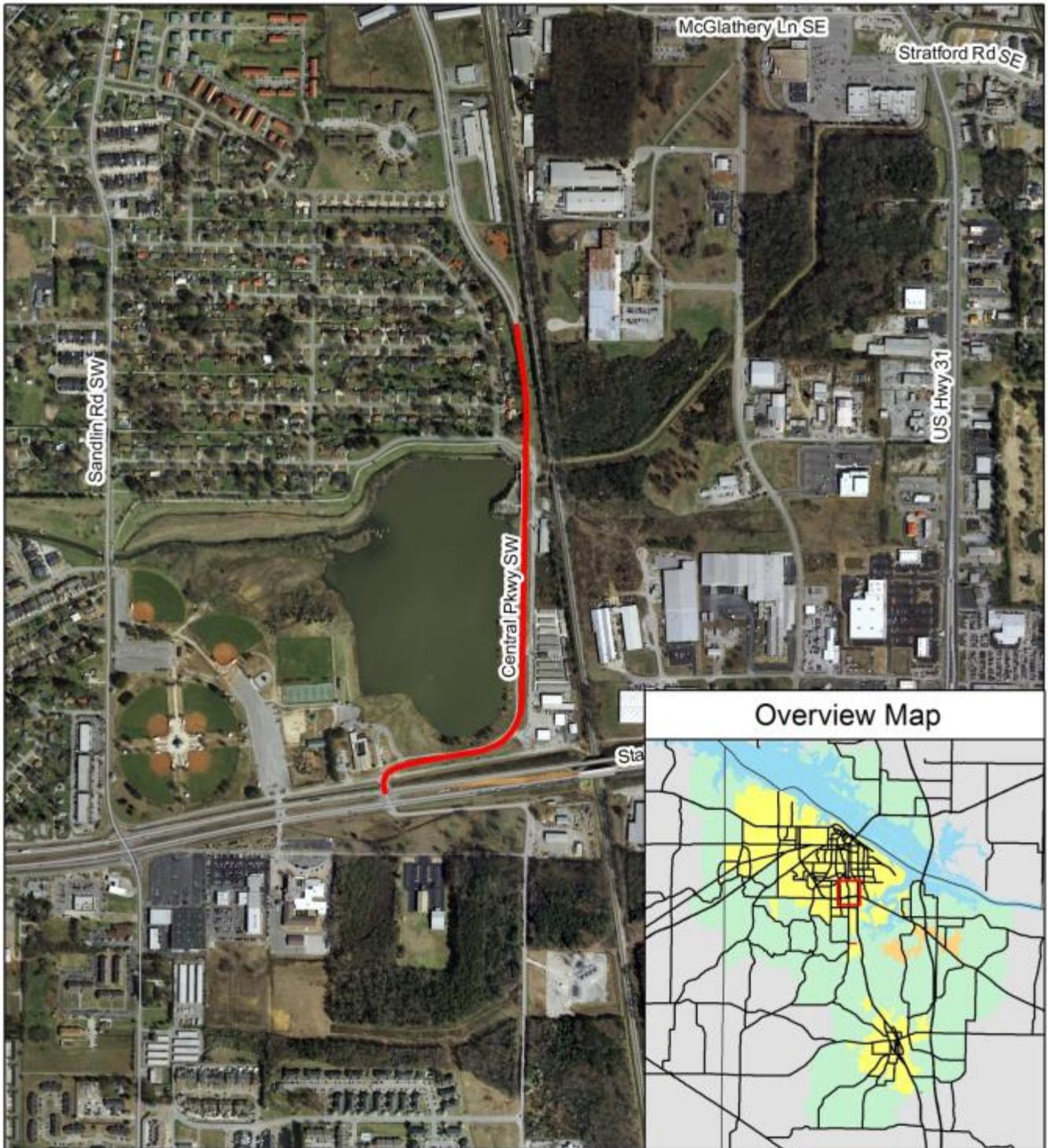
Map ID 5 - Add Lanes on CR-24 (W Moulton St) from
CR-212 (Cockerll Ave) to CR-61 (Old Moulton Rd)



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

Note: Urbanized Area and Priceville Urban Cluster delineated by the U.S. Census Bureau, 2010

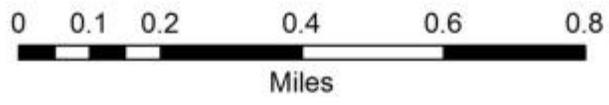
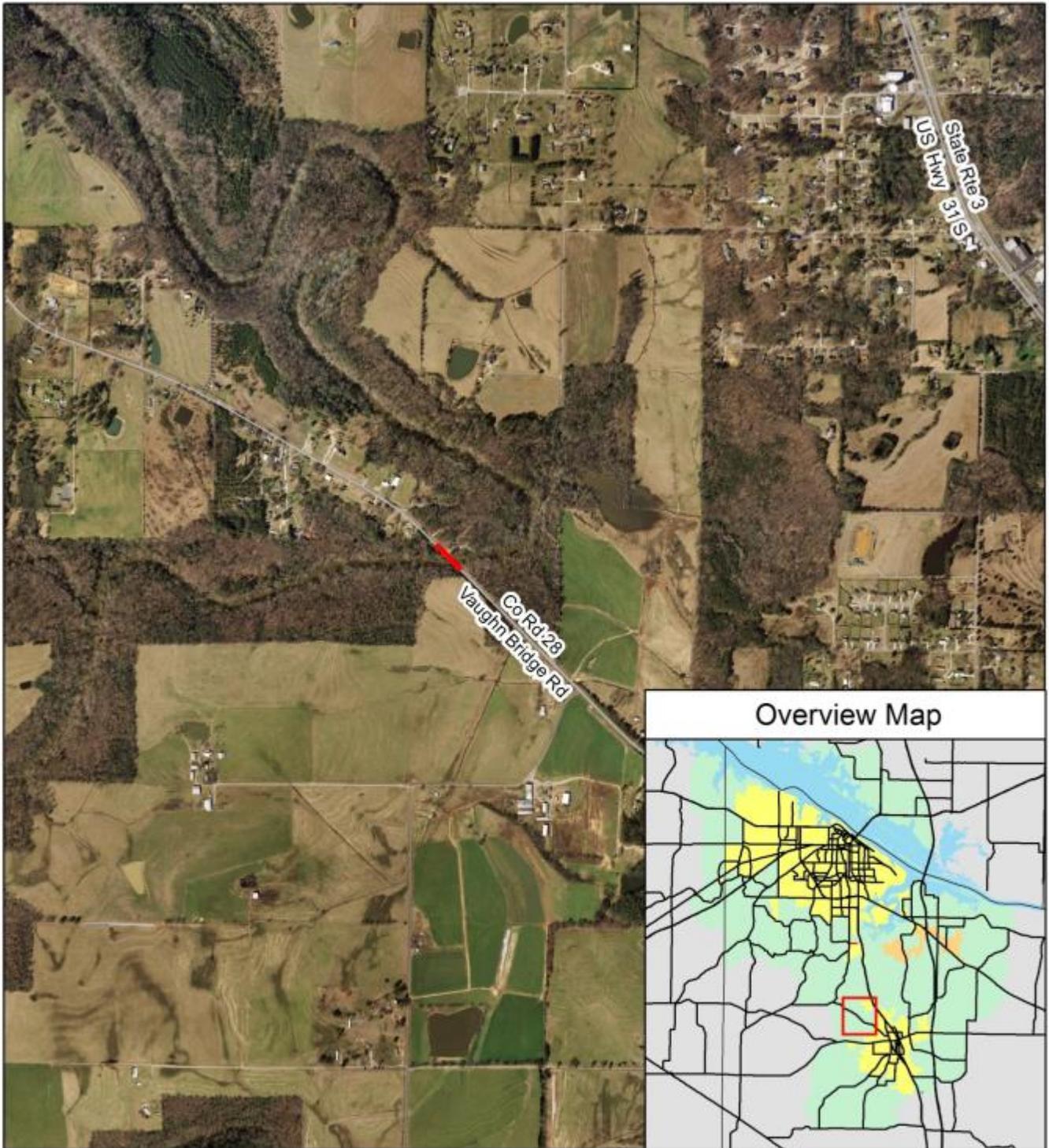
Map ID 6 - Add Lanes on CR-93 (Central Pkwy) from SR-67 to Wilson Morgan Park



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

Note: Urbanized Area and Priceville Urban Cluster delineated by the U.S. Census Bureau, 2010

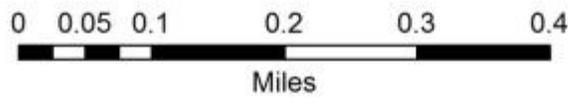
Map ID 7 - Bridge Replacement CR-28 (Vaughn Bridge Rd)
Over Flint Creek BIN# 6691



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

Note: Urbanized Area and Priceville Urban Cluster delineated by the U.S. Census Bureau, 2010

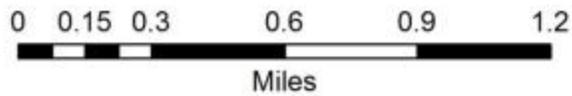
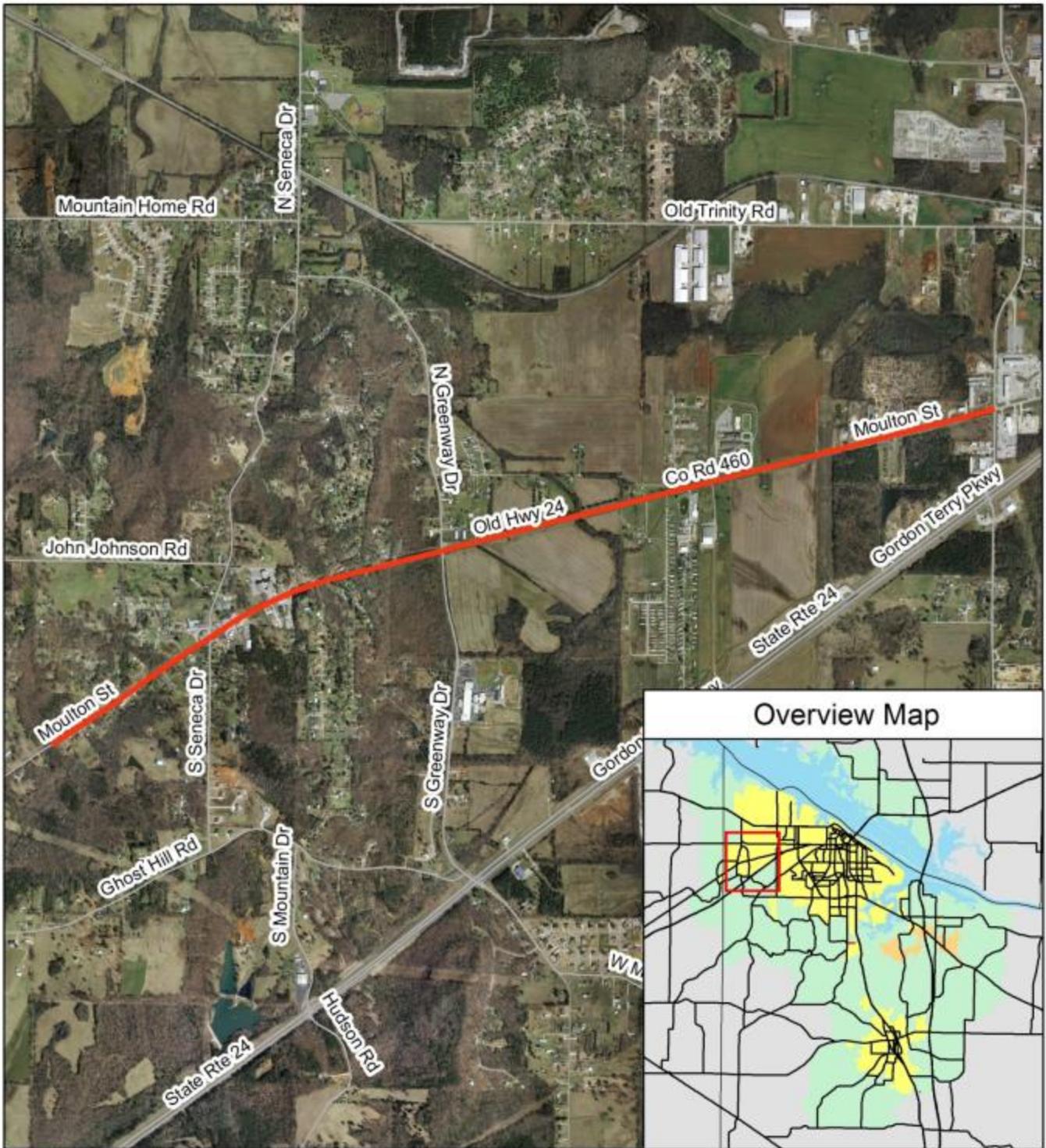
Map ID 8 - Bridge Replacement Cedar Creek Rd Over Cedar Creek BIN# 18217



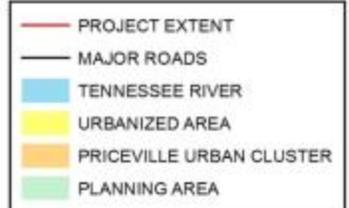
- PROJECT EXTENT
- MAJOR ROADS
- █ TENNESSEE RIVER
- █ URBANIZED AREA
- █ PRICEVILLE URBAN CLUSTER
- █ PLANNING AREA

Note: Urbanized Area and Priceville Urban Cluster delineated by the U.S. Census Bureau, 2010

Map ID 9 - Resurface and Stripe CR-606 (Old Highway 24) from the West Town Limits to CR-204 (Woodall Road) City of Trinity



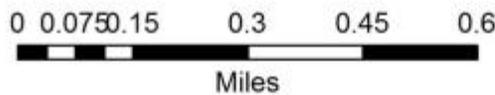
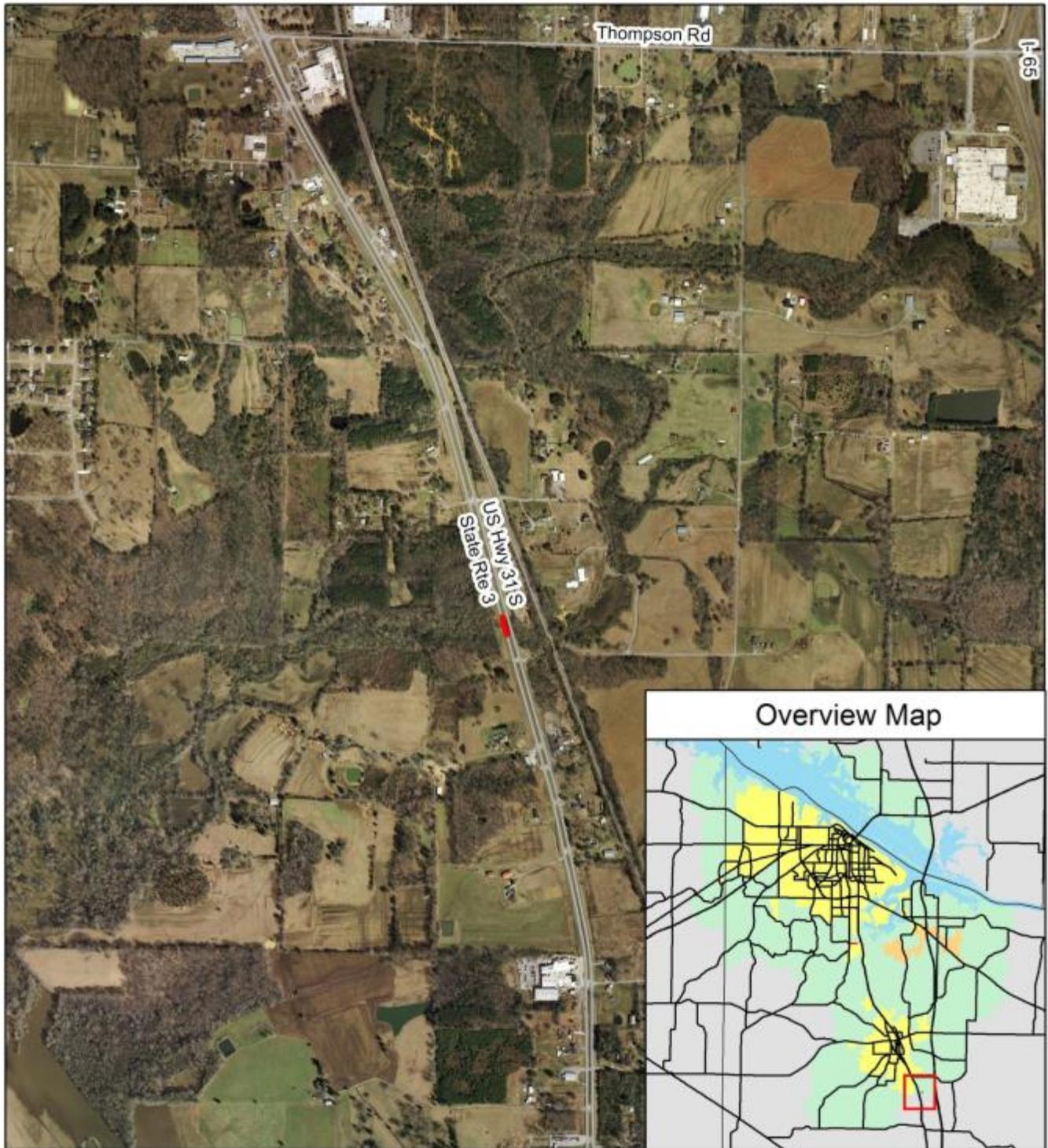
Note: Urbanized Area and Priceville Urban Cluster delineated by the U.S. Census Bureau, 2010



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	
28621	100049717 BRF 0003 (591)	REPLACE BRIDGE, BIN 000882, SR-3 (US-31) OVER CEDAR CREEK, NORTH FALKVILLE CITY LIMITS & SOUTH HARTSELLE CITY LIMITS	0.25	RW	P	BRIDGE REPLACEMENT	2016	10.000	EXEMPT		\$66,348 \$16,587 \$0	\$82,935	
28621	100049718 BRF 0003 (591)	REPLACE BRIDGE, BIN 000882, SR-3 (US-31) OVER CEDAR CREEK, NORTH FALKVILLE CITY LIMITS & SOUTH HARTSELLE CITY LIMITS	0.25	UT	P	BRIDGE REPLACEMENT	2018	10.000	EXEMPT		\$39,641 \$9,910 \$0	\$49,551	
28621	100049719 BRF 0003 ()	REPLACE BRIDGE, BIN 000882, SR-3 (US-31) OVER CEDAR CREEK, NORTH FALKVILLE CITY LIMITS & SOUTH HARTSELLE CITY LIMITS	0.25	CN	P	BRIDGE REPLACEMENT	2019	10.000	EXEMPT		\$1,001,890 \$250,473 \$0	\$1,252,363	
23808	100042493 IM 1065 ()	I-65 BRIDGES OVER TENNESSEE RIVER, PAINT, RETROFIT BRIDGE RAILS, REPLACE VARIOUS BEARING ASSEMBLIES AND SEAL BRIDGE DECK BIN 010882 AND 010883	1.88	CN	P	BRIDGE REHABILITATION	2019	11.000	EXEMPT		\$9,893,098 \$1,099,233 \$0	\$10,992,331	
26193	100048700 IM 1065 ()	DE-ICING SYSTEM FOR I-65 BRIDGES OVER TENNESSEE RIVER	2.25	CN	P	BRIDGE MAINTENANCE	2019	12.000	EXEMPT		\$2,945,899 \$327,322 \$0	\$3,273,221	
Totals By Sponsor						Federal		\$13,946,877			ALL Funds	\$15,650,402	

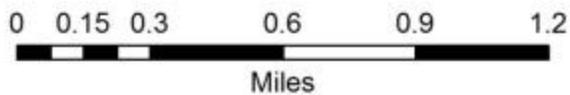
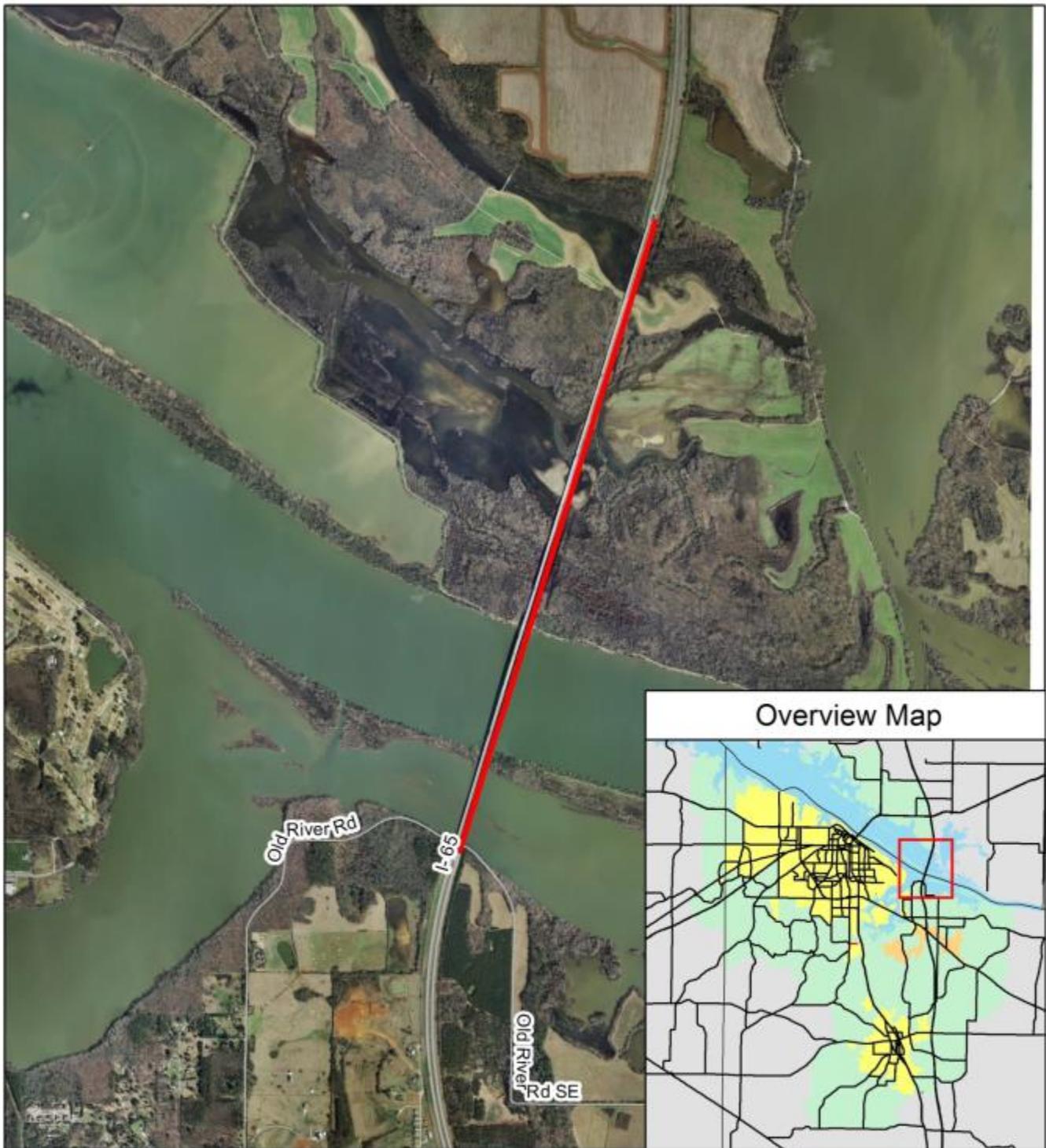
Map ID 10 - Replace Bridge, BIN# 000882, SR-3 (US-31) Over Cedar Creek, North Falkville City Limits & South Hartselle City Limits



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

Note: Urbanized Area and Priceville Urban Cluster delineated by the U.S. Census Bureau, 2010

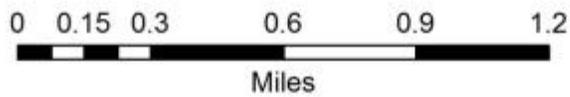
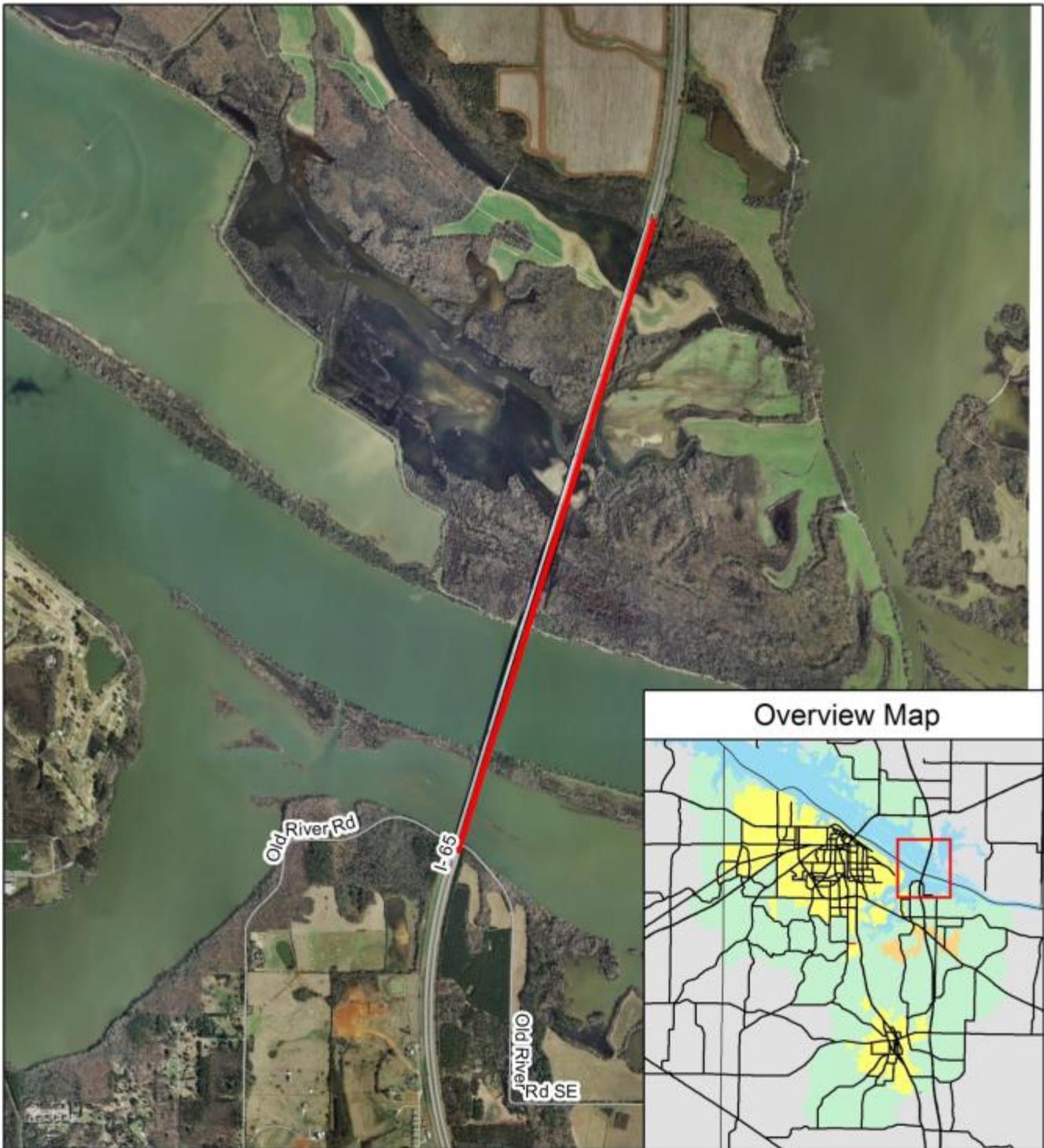
Map ID 11 - I-65 Bridges Over Tennessee River, Paint, Retrofit Bridge Rails, Replace Various Bearing Assemblies and Seal Bridge Deck BIN# 010882 and 010883



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

Note: Urbanized Area and Priceville Urban Cluster delineated by the U.S. Census Bureau, 2010

Map ID 12 - De-Icing System for I-65 Bridges Over Tennessee River



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

Note: Urbanized Area and Priceville Urban Cluster delineated by the U.S. Census Bureau, 2010

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:													
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

2.4.6 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

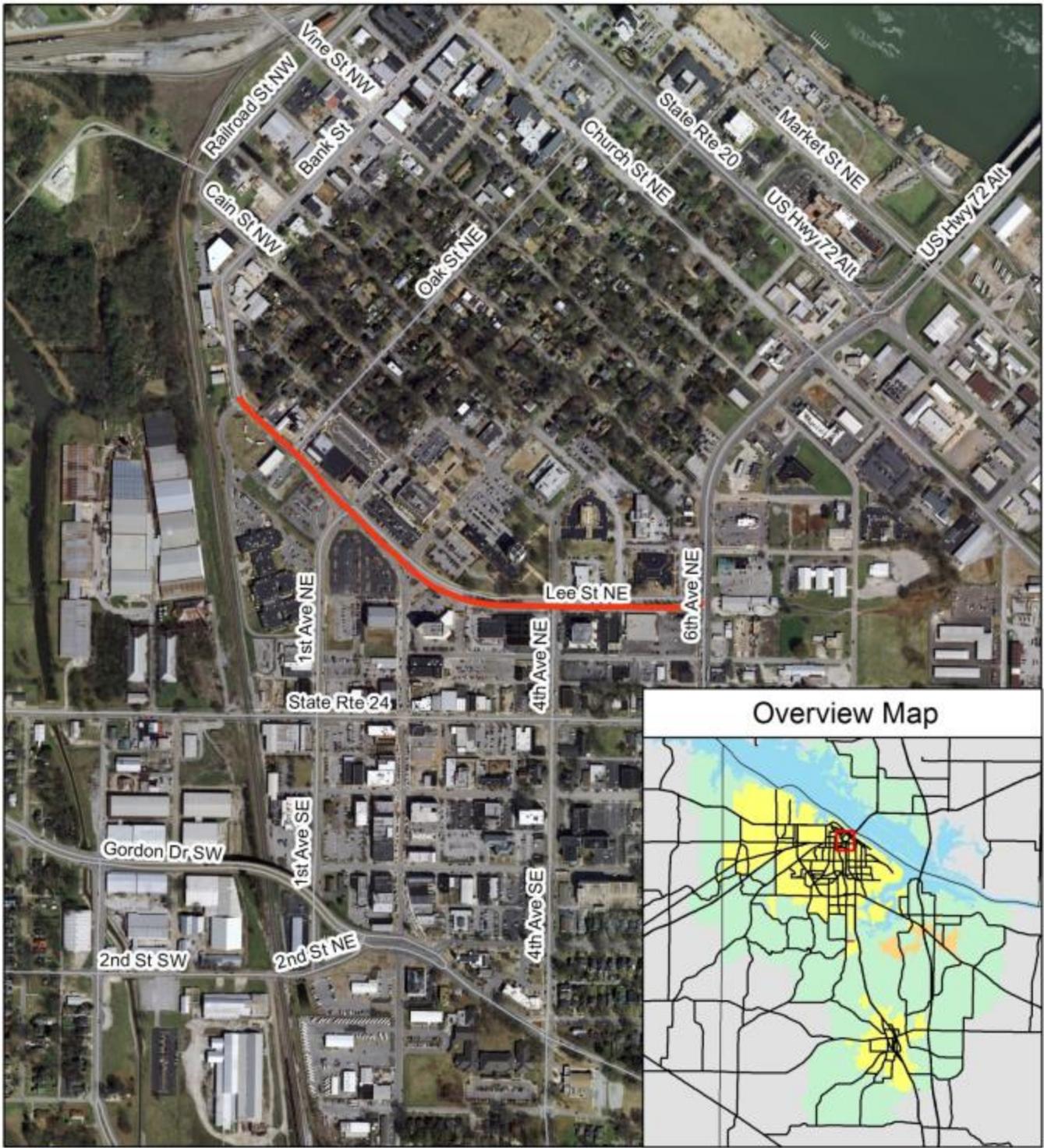
Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

2.4.8 Enhancement Projects

Sponsor: 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
39917	100064586 STPTE TE15 (904)	PEDESTRIAN ACCESS AND STREETSCAPE ON LEE STREET IN DECATUR	0.00	CN	P	STREETSCAPE	2016	13.000	EXEMPT		\$400,000 \$0 \$100,000	\$500,000
Totals By Sponsor						Federal		\$400,000			ALL Funds	\$500,000

Map ID 13 - Pedestrian Access and Streetscape on Lee Street in the City of Decatur



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

Note: Urbanized Area and Priceville Urban Cluster delineated by the U.S. Census Bureau, 2010

2.4.9 Transit Projects

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
39257	100063794 FTA9 TR16 ()	SECTION 5307 TRANSIT DECATUR OPERATING FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT		\$488,339 \$0 \$488,339	\$976,678
39265	100063808 FTA9 TR16 ()	SECTION 5307 TRANSIT DECATUR PREVENTIVE MAINTENANCE FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT		\$54,143 \$0 \$13,536	\$67,679
39375	100063919 FTA9 TR17 ()	SECTION 5307 TRANSIT DECATUR OPERATING FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT		\$487,500 \$0 \$487,500	\$975,000
39376	100063920 FTA9 TR18 ()	SECTION 5307 TRANSIT DECATUR OPERATING FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT		\$487,500 \$0 \$487,500	\$975,000
39377	100063921 FTA9 TR19 ()	SECTION 5307 TRANSIT DECATUR OPERATING FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT		\$487,500 \$0 \$487,500	\$975,000
39378	100063922 FTA9 TR17 ()	SECTION 5307 TRANSIT DECATUR PREVENTIVE MAINTENANCE FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT		\$56,000 \$0 \$14,000	\$70,000
39379	100063923 FTA9 TR18 ()	SECTION 5307 TRANSIT DECATUR PREVENTIVE MAINTENANCE FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT		\$56,000 \$0 \$14,000	\$70,000
39380	100063924 FTA9 TR19 ()	SECTION 5307 TRANSIT DECATUR PREVENTIVE MAINTENANCE FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT		\$56,000 \$0 \$14,000	\$70,000
39272	100063816 FTA9C TR16 ()	SECTION 5307 TRANSIT DECATUR CAPITAL ROLLING STOCK FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT		\$144,000 \$0 \$36,000	\$180,000
39279	100063823 FTA9C TR16 ()	SECTION 5307 TRANSIT DECATUR CAPITAL SUPPORT EQUIP/FACILITIES FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT		\$40,000 \$0 \$10,000	\$50,000
39381	100063925 FTA9C TR17 ()	SECTION 5307 TRANSIT DECATUR CAPITAL BUSES ROLLING STOCK FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT		\$104,000 \$0 \$26,000	\$130,000
39382	100063926 FTA9C TR18 ()	SECTION 5307 TRANSIT DECATUR CAPITAL BUSES ROLLING STOCK FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT		\$104,000 \$0 \$26,000	\$130,000
39383	100063927 FTA9C TR19 ()	SECTION 5307 TRANSIT DECATUR CAPITAL BUSES ROLLING STOCK FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT		\$104,000 \$0 \$26,000	\$130,000
39384	100063928 FTA9C TR17 ()	SECTION 5307 TRANSIT DECATUR CAPITAL SUPPORT EQUIP/FAC FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT		\$4,000 \$0 \$1,000	\$5,000
39385	100063929 FTA9C TR18 ()	SECTION 5307 TRANSIT DECATUR CAPITAL SUPPORT EQUIP/FAC FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT		\$4,000 \$0 \$1,000	\$5,000

39304	100063848 RPTO TR16 ()	SECTION 5311 TRANSIT MORGAN CO COMM OPERATING FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	\$100,462 \$0 \$100,462	\$200,923
39305	100063849 RPTO TR16 ()	SECTION 5311 TRANSIT MORGAN CO COMM ADMINISTRATION FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	\$30,050 \$0 \$7,513	\$37,563
39533	100064083 RPTO TR17 ()	SECTION 5311 TRANSIT MORGAN CO COMM OPERATING FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	\$100,500 \$0 \$100,500	\$201,000
39534	100064084 RPTO TR18 ()	SECTION 5311 TRANSIT MORGAN CO COMM OPERATING FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	\$100,500 \$0 \$100,500	\$201,000
39535	100064085 RPTO TR19 ()	SECTION 5311 TRANSIT MORGAN CO COMM OPERATING FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT	\$100,500 \$0 \$100,500	\$201,000
39536	100064086 RPTO TR17 ()	SECTION 5311 TRANSIT MORGAN CO COMM ADMINISTRATION FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	\$32,000 \$0 \$8,000	\$40,000
39537	100064087 RPTO TR18 ()	SECTION 5311 TRANSIT MORGAN CO COMM ADMINISTRATION FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	\$32,000 \$0 \$8,000	\$40,000
39538	100064088 RPTO TR19 ()	SECTION 5311 TRANSIT MORGAN CO COMM ADMINISTRATION FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT	\$32,000 \$0 \$8,000	\$40,000
39306	100063850 RPTOC TR16 ()	SECTION 5311 TRANSIT MORGAN CO COMM CAPITAL ROLLING STOCK FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	\$115,200 \$0 \$28,800	\$144,000
39307	100063851 RPTOC TR16 ()	SECTION 5311 TRANSIT MORGAN CO COMM CAPITAL SUPPORT EQUIP/FAC FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	\$40,000 \$0 \$10,000	\$50,000
39539	100064089 RPTOC TR17 ()	SECTION 5311 TRANSIT MORGAN CO COMM CAPITAL BUSES ROLLING STOCK FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	\$116,000 \$0 \$29,000	\$145,000
39540	100064090 RPTOC TR18 ()	SECTION 5311 TRANSIT MORGAN CO COMM CAPITAL BUSES ROLLING STOCK FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	\$116,000 \$0 \$29,000	\$145,000
39541	100064091 RPTOC TR19 ()	SECTION 5311 TRANSIT MORGAN CO COMM CAPITAL BUSES ROLLING STOCK FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT	\$116,000 \$0 \$29,000	\$145,000
39542	100064092 RPTOC TR17 ()	SECTION 5311 TRANSIT MORGAN CO COMM CAPITAL SUPPORT EQUIP/FAC FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	\$4,000 \$0 \$1,000	\$5,000
39543	100064093 RPTOC TR18 ()	SECTION 5311 TRANSIT MORGAN CO COMM CAPITAL SUPPORT EQUIP/FAC FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	\$4,000 \$0 \$1,000	\$5,000
39544	100064094 RPTOC TR19 ()	SECTION 5311 TRANSIT MORGAN CO COMM CAPITAL SUPPORT EQUIP/FAC FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT	\$4,000 \$0 \$1,000	\$5,000
Totals By Sponsor						Federal		\$3,720,194		ALL Funds	\$6,414,843

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:												
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

2.4.12 Other Federal and State Aid 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

2.4.13 Congestion Mitigation and Air Quality Projects

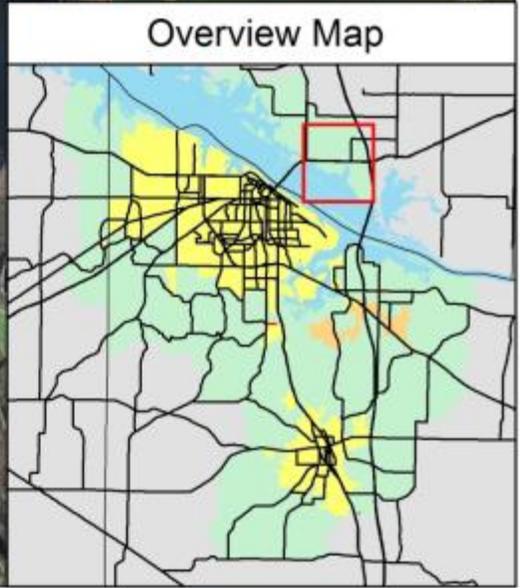
Sponsor:													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	

No Records Found

2.4.14 High Priority and Congressional Earmark Projects

Sponsor: 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
26784	100061483 DE AL91 (900)	I-565 EXTENSION FROM SR-3 (US-31) & SR-20 (US-72) TO I-65/I-565 INTERCHANGE PROTECTIVE PURCHASE	3.05	RW	P	CORRIDOR STUDY	2016	14.000	EXEMPT		\$2,455,101 \$613,775 \$0	\$3,068,876
Totals By Sponsor						Federal		\$2,455,101			ALL Funds	\$3,068,876

Map ID 14 - I-565 Extension from SR-3 (US-31) & SR-20 (US-72) to I-65/I-565 Interchange Protective Purchase



MPO
Decatur Area
Metropolitan
Planning
Organization

Miles

—	PROJECT EXTENT
—	MAJOR ROADS
—	TENNESSEE RIVER
—	URBANIZED AREA
—	PRICEVILLE URBAN CLUSTER
—	PLANNING AREA

Note: Urbanized Area and Priceville Urban Cluster delineated by the U.S. Census Bureau, 2010

2.5 Authorized Projects for Fiscal Year 2015

The following pages include the lists of Authorized TIP Projects for Fiscal Year 2015. 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 TELUS 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

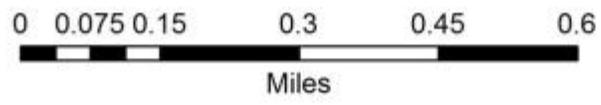
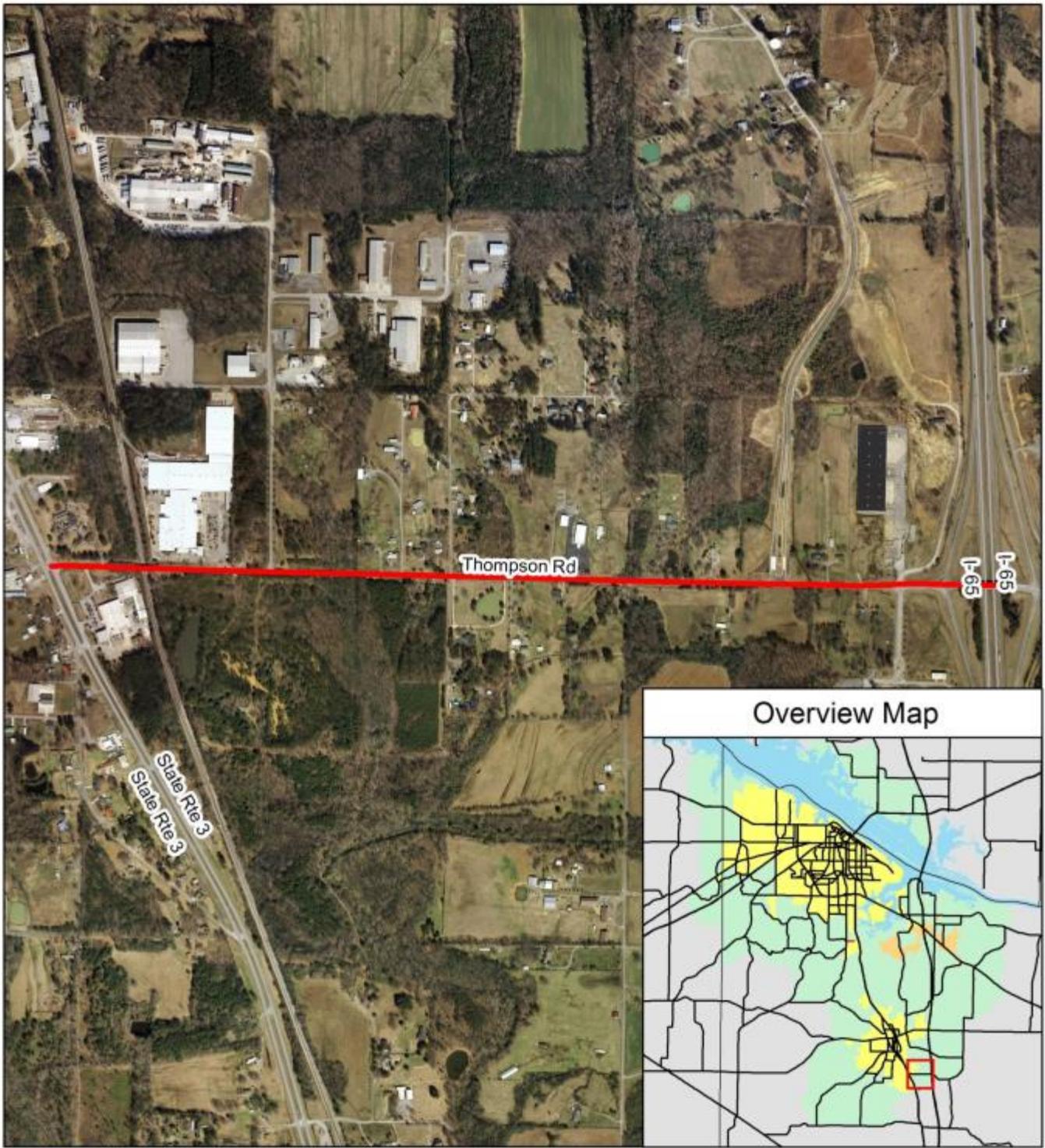
All authorized transportation projects are identified and mapped according to project name, project location, and funding category. Each transportation project has a Map ID number in the table that corresponds to the project location on a project location map located at the end of each funding category.

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 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	
8183	100008583 STPOA 5215 (250)	THOMPSON ROAD IMPROVEMENTS FROM SR-3 (US-31) TO I-65	1.65	RW	A	ADDITIONAL ROADWAY LANES	2015	15.000	EXEMPT		\$856,316 \$0 \$0	\$856,316	
Totals By Sponsor						Federal		\$856,316			ALL Funds	\$856,316	
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	
34944	100063229 BR-STPOA 5213 (250)	BRIDGE REPLACEMENT CR-28 (VAUGHN BRIDGE ROAD) OVER FLINT CREEK BIN #6691 (AASHTO)	0.06	UT	A	BRIDGE REPLACEMENT	2015	16.000	EXEMPT		\$623,570 \$155,892 \$0	\$779,462	
34944	100063229 BR-STPOA 5213 (250)	BRIDGE REPLACEMENT CR-28 (VAUGHN BRIDGE ROAD) OVER FLINT CREEK BIN #6691 (AASHTO)	0.06	UT	A	BRIDGE REPLACEMENT	2015	16.000	EXEMPT		\$500,000 \$125,000 \$0	\$625,000	
Totals By Sponsor						Federal		\$1,123,570			ALL Funds	\$1,404,462	

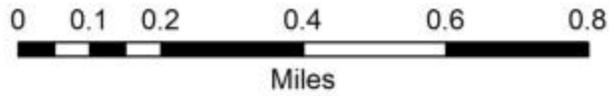
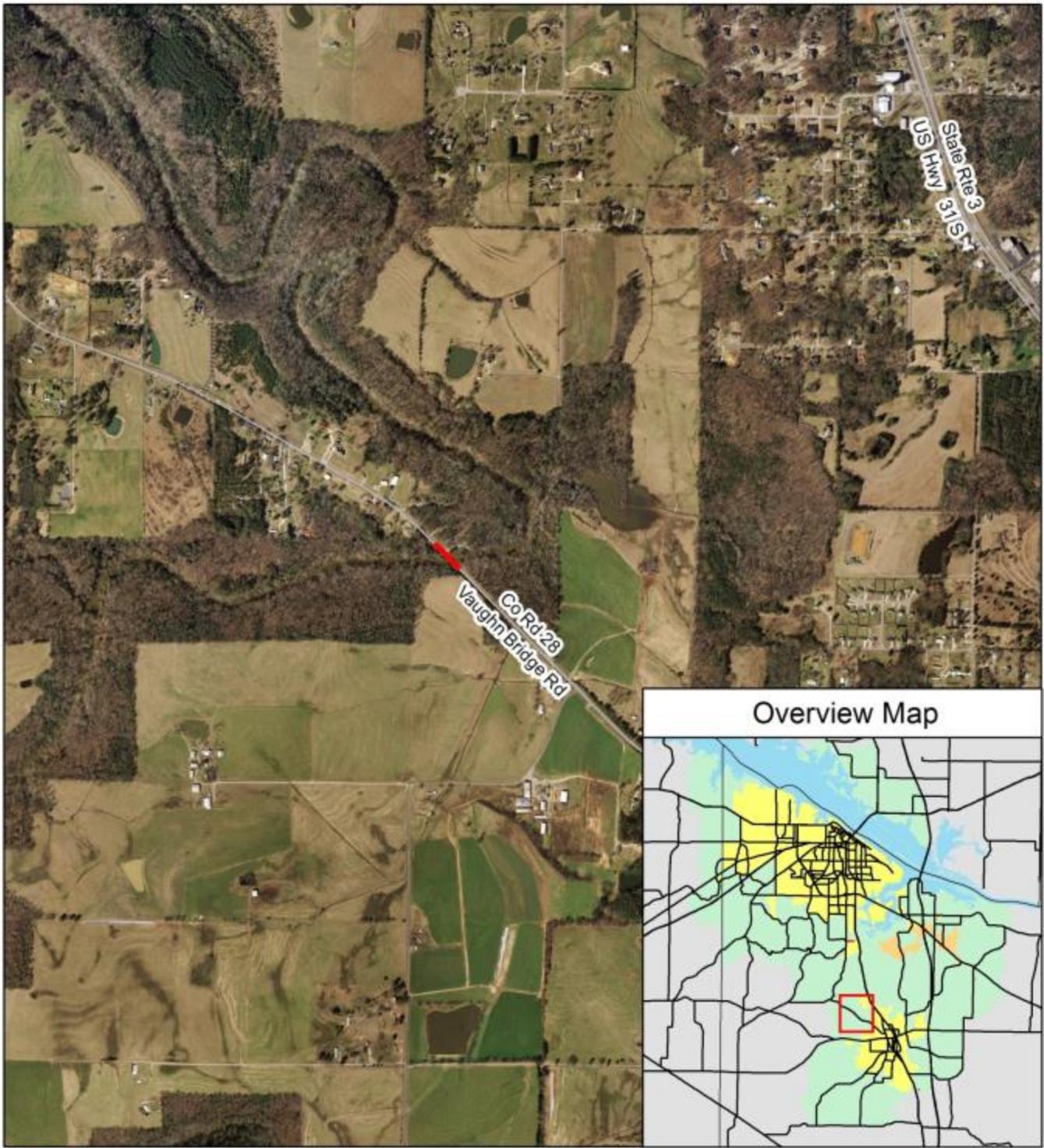
Map ID 15 - Thompson Rd Improvements (Add 2 Lanes)



Note: Urbanized Area and Priceville Urban Cluster delineated by the U.S. Census Bureau, 2010

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

Map ID 16 - Bridge Replacement CR-28 (Vaughn Bridge Rd)
Over Flint Creek BIN# 6691



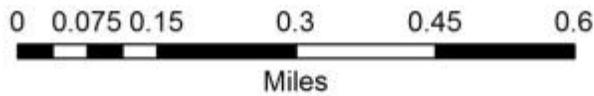
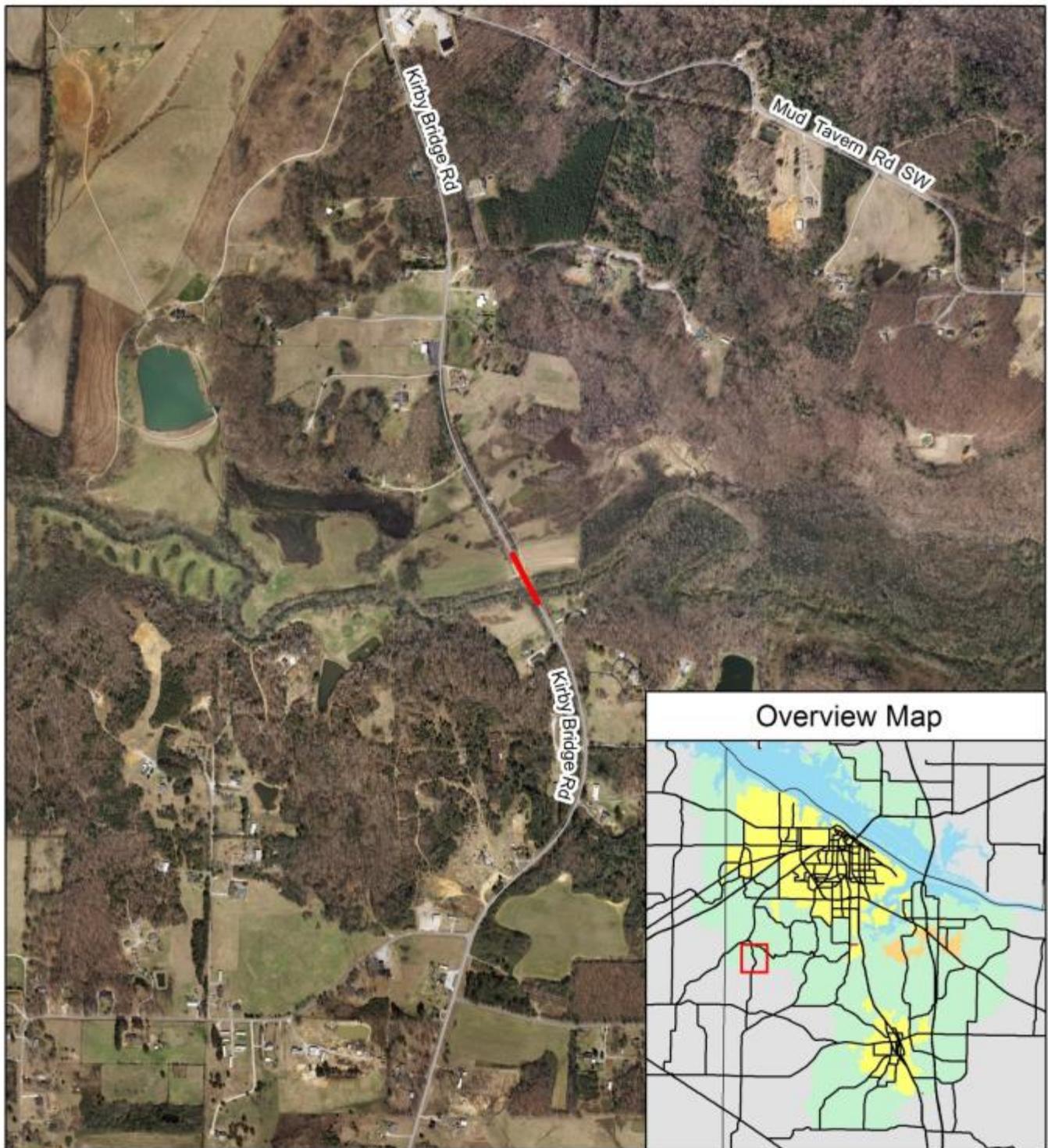
Note: Urbanized Area and Priceville Urban Cluster delineated by the U.S. Census Bureau, 2010

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

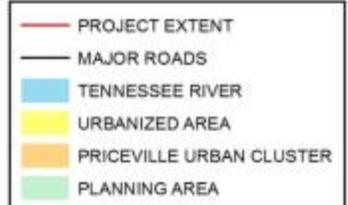
2.5.2 Other Surface Transportation Program Projects

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	
34944	100059676 ACBRZ59676 ATRP (009)	BRIDGE REPLACEMENT BIN # 7952 CR-125 (KIRBY BRIDGE ROAD) OVER THE WEST FORK OF FLINT CREEK NEW BIN # 20851	0.00	CN	A	BRIDGE REPLACEMENT	2015	17.000	EXEMPT		\$2,070,633 \$0 \$627,178	\$2,697,811	
Totals By Sponsor						Federal		\$2,070,633			ALL Funds	\$2,697,811	

Map ID 17 - Bridge Replacement CR-125 (Kirby Bridge Road)
Over the West Fork of Flint Creek new BIN #20851



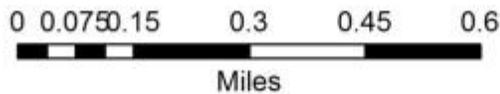
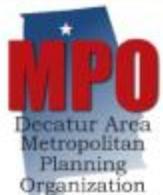
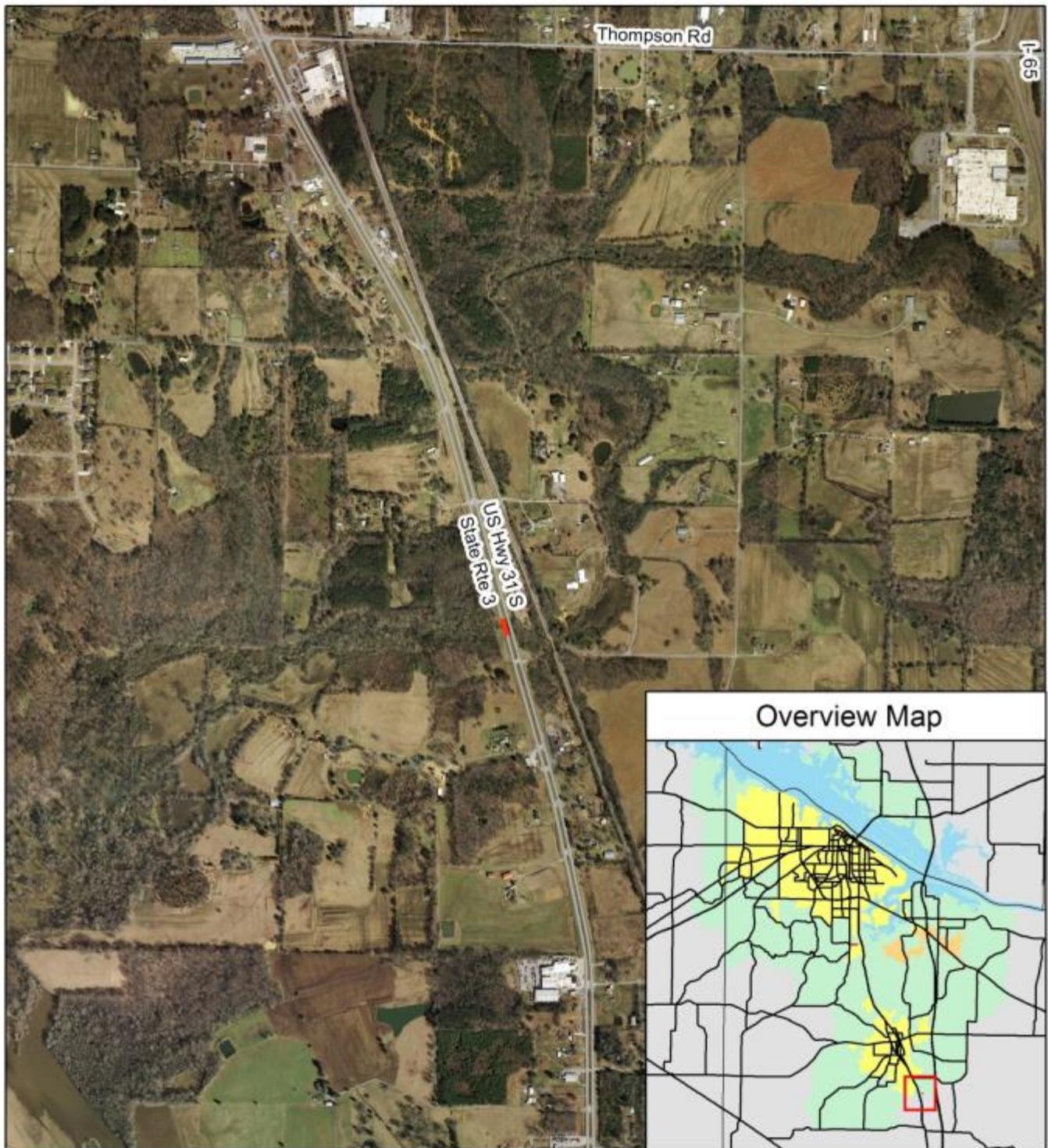
Note: Urbanized Area and Priceville Urban Cluster delineated by the U.S. Census Bureau, 2010



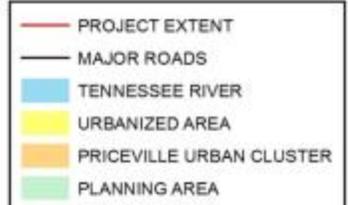
2.5.3 NHS / Interstate Maintenance / NHS Bridge Projects

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	
28621	100049716 BRF 0003 (591)	REPLACE BRIDGE, BIN 000882, SR-3 (US-31) OVER CEDAR CREEK, NORTH FALKVILLE CITY LIMITS & SOUTH HARTSELLE CITY LIMITS	0.25	PE	A	BRIDGE REPLACEMENT	2015	18.000	EXEMPT		\$314,962 \$78,740 \$0	\$393,702	
28153	100049040 IM I065 (399)	I-65 RESURFACE FROM 0.6 MILE SOUTH OF SR-36 TO 1.1 MILES SOUTH OF I-565	12.05	CN	A	RESURFACING	2015	19.000	EXEMPT		\$7,621,844 \$846,872 \$0	\$8,468,716	
36486	100060267 NHF 0020 (517)	SR-20 (US-72A) INTERSECTION IMPROVEMENT@ SR-3 (US-31) PAVEMENT REPLACEMENT RESURFACING & STRIPING FROM EAST SIDE OF RR BRIDGE MP 68.605 TO SR-3 MP 71.32	2.82	CN	A	INTERSECTION IMPROVEMENTS	2015	20.000	EXEMPT		\$6,560,472 \$1,640,118 \$0	\$8,200,590	
38260	100063161 NH 0020 (522)	RESURFACE & TRAFFIC STRIPE SR-20 (US-72) FROM 0.11 MILES E OF CR-383 AT MP 56.700 TO MP 62.000 EAST OF MORGAN CO. LINE	5.30	FM	A	RESURFACING	2015	21.000	EXEMPT		\$2,234,433 \$558,608 \$0	\$2,793,041	
Totals By Sponsor						Federal		\$16,731,711			ALL Funds	\$19,856,049	

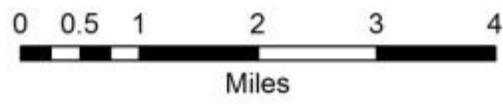
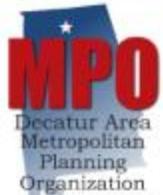
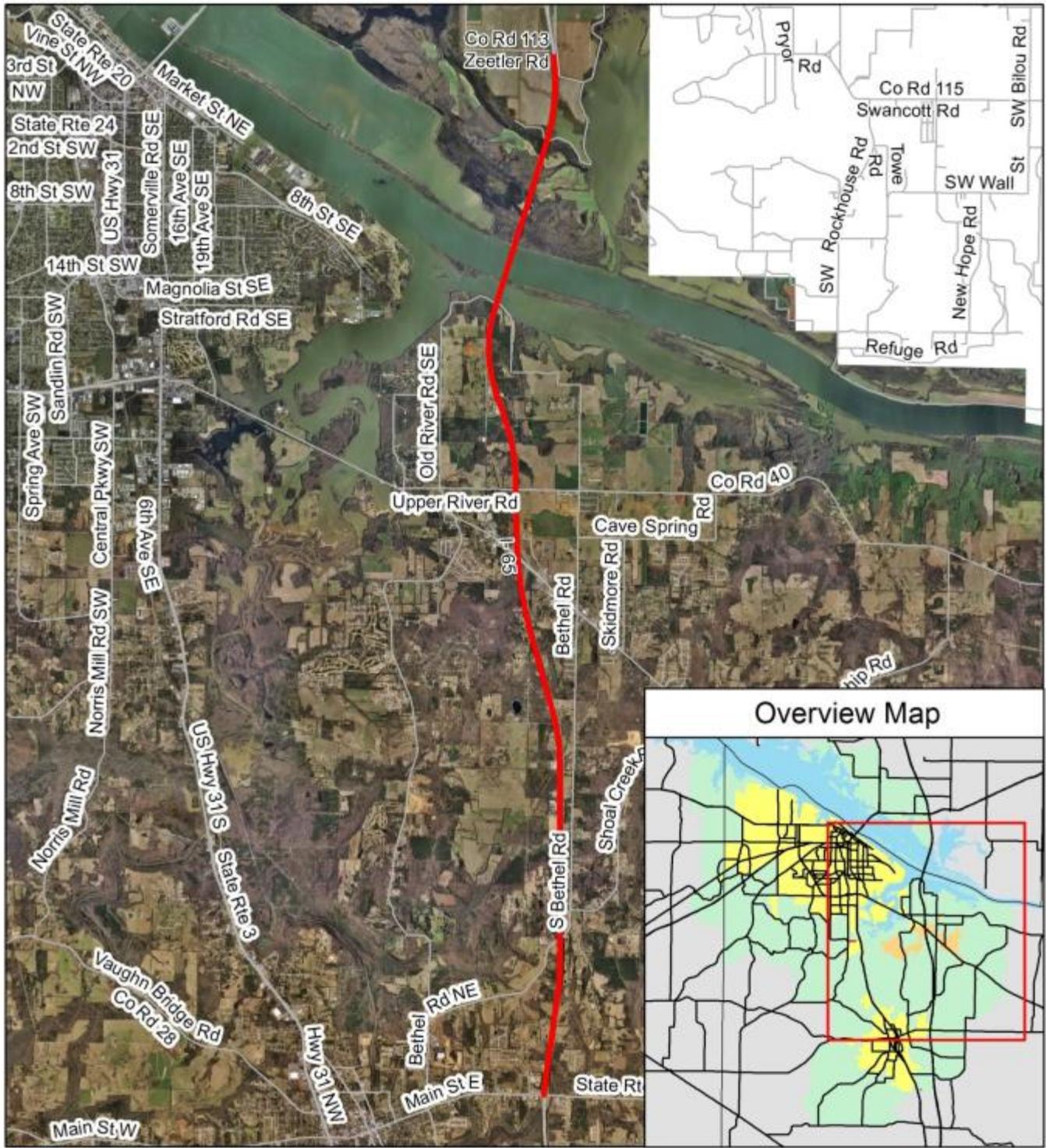
Map ID 18 - Replace Bridge, BIN# 000882, SR-3 (US-31) Over Cedar Creek, North Falkville City Limits & South Hartselle City Limits



Note: Urbanized Area and Priceville Urban Cluster delineated by the U.S. Census Bureau, 2010



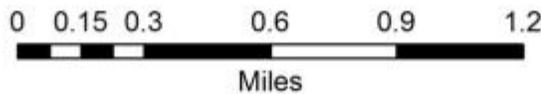
Map ID 19 - I-65 Resurface from 0.6 Miles South of SR-36 to 1.1 Miles South of I-565



Note: Urbanized Area and Priceville Urban Cluster delineated by the U.S. Census Bureau, 2010

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

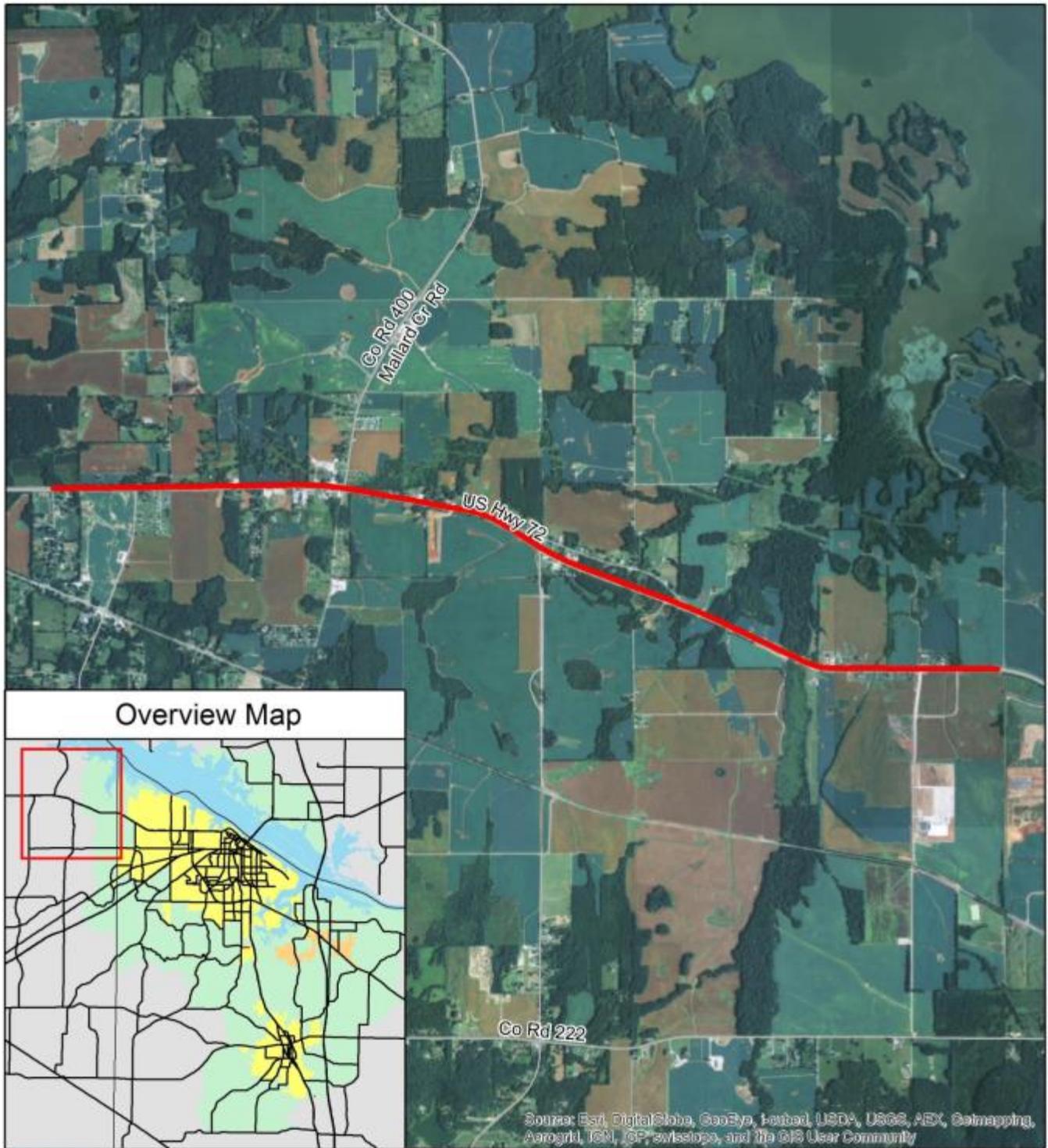
Map ID 20 - SR-20 Intersection Improvement at SR-3, Pavement Replacement, Resurfacing & Striping from East Side of RR Bridge to US-31 MP 71.32



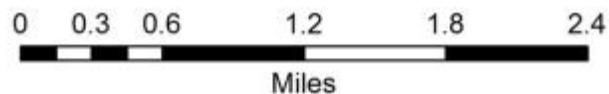
Note: Urbanized Area and Priceville Urban Cluster delineated by the U.S. Census Bureau, 2010

	PROJECT EXTENT
	MAJOR ROADS
	TENNESSEE RIVER
	URBANIZED AREA
	PRICEVILLE URBAN CLUSTER
	PLANNING AREA

Map ID 21 - Resurface SR-20 (US-72) from 0.11 Miles East of SR-383 at MP 56.700 to MP 62.000 East of Morgan County Line



Source: Esri, DigitalGlobe, GeoEye, Earthstar (USA), USGS, AeroGRID, IGN, SITA, Swisstopo, and the GIS User Community



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

Note: Urbanized Area and Priceville Urban Cluster delineated by the U.S. Census Bureau, 2010

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	

No Records Found

2.5.5 Transportation Alternatives

Sponsor:

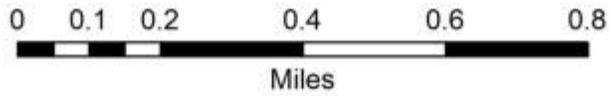
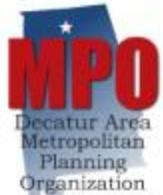
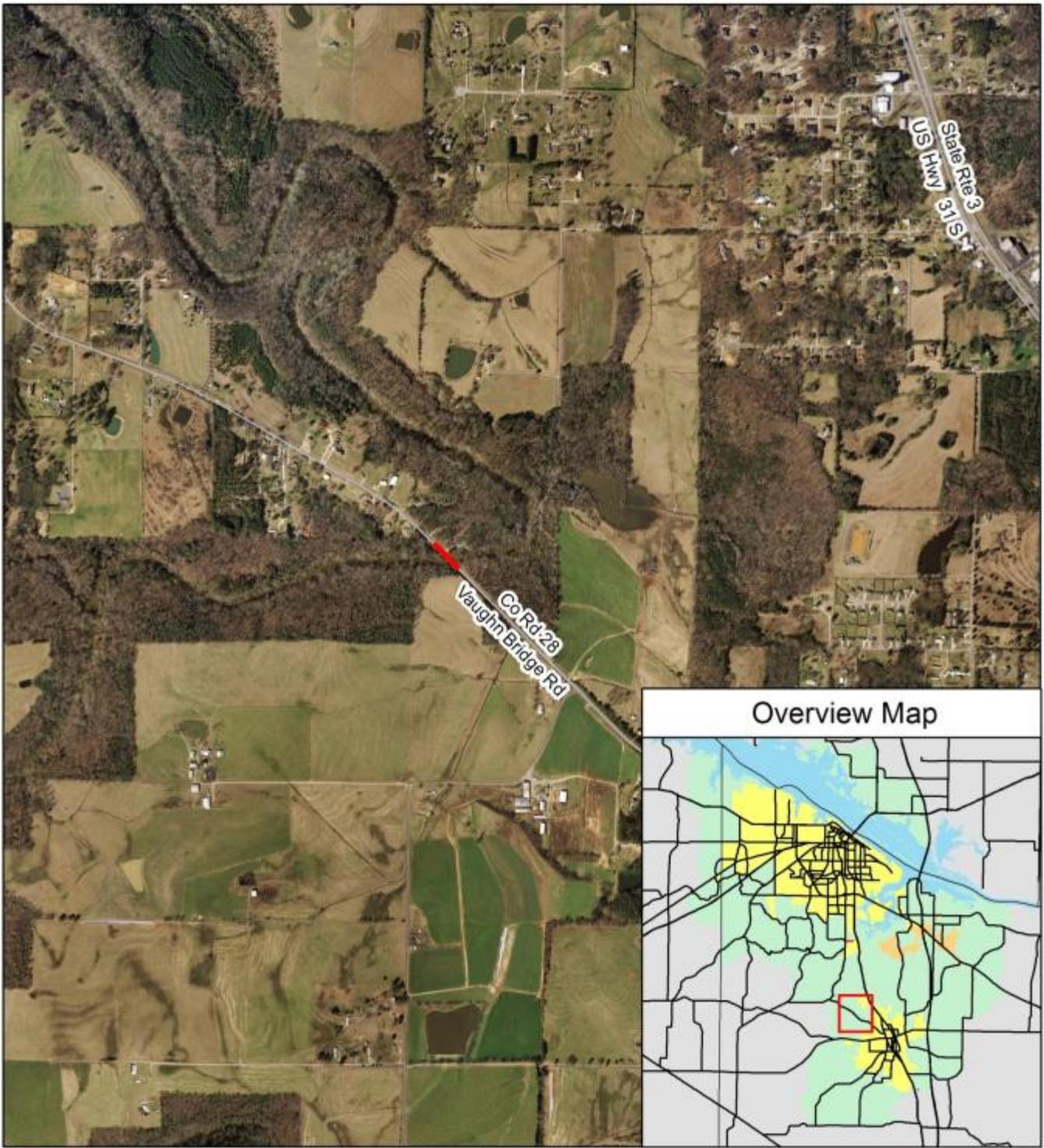
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
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No Records Found

2.5.6 Bridge Projects (State and Federal)

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	
34944	100059676 ACBRZ59676 ATRP (009)	BRIDGE REPLACEMENT BIN # 7952 CR-125 (KIRBY BRIDGE ROAD) OVER THE WEST FORK OF FLINT CREEK NEW BIN # 20851	0.00	CN	A	BRIDGE REPLACEMENT	2015	22.000	EXEMPT		\$487,564 \$109,520 \$12,371	\$609,455	
Totals By Sponsor						Federal		\$487,564			ALL Funds	\$609,455	

Map ID 22 - Bridge Replacement CR-28 (Vaughn Bridge Rd)
Over Flint Creek BIN# 6691



Note: Urbanized Area and Priceville Urban Cluster delineated by the U.S. Census Bureau, 2010

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

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	
39713	100064330	SECTION 5310 MENTAL HEALTH CTR N CENTRAL ALA CAPITAL ROLLING STOCK TR15 () (4MV)	0.00	TR	A	UNCLASSIFIED	2015	0.000	EXEMPT		\$157,501 \$0 \$0	\$157,501	
Totals By Sponsor								Federal			\$157,501	ALL Funds \$157,501	
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	
34057	100057096	SECTION 5307 TRANSIT, DECATUR (MORGAN COUNTY COMMISSION) OPERATING ASSISTANCE FY 2015 FTA9 TR15 ()	0.00	TR	A	UNCLASSIFIED	2015	0.000			\$407,454 \$0 \$0	\$407,454	
34058	100057097	SECTION 5307 TRANSIT, DECATUR (MORGAN COUNTY COMMISSION), PREVENTIVE MAINTENANCE FY 2015 FTA9 TR15 ()	0.00	TR	A	UNCLASSIFIED	2015	0.000			\$45,459 \$0 \$0	\$45,459	
35282	100058740	SECTION 5307 TRANSIT DECATUR CAPITAL ROLLING STOCK FY 2015 FTA9C TR15 ()	0.00	TR	A	UNCLASSIFIED	2015	0.000			\$87,503 \$0 \$0	\$87,503	
34003	100057043	SECTION 5311 TRANSIT MORGAN COUNTY OPERATING ASSISTANCE FY 2015 RPTO TR15 ()	0.00	TR	A	UNCLASSIFIED	2015	0.000			\$174,747 \$0 \$0	\$174,747	
34004	100057044	SECTION 5311 TRANSIT MORGAN COUNTY ADMINISTRATION ASSISTANCE FY 2015 RPTO TR15 ()	0.00	TR	A	UNCLASSIFIED	2015	0.000			\$36,732 \$0 \$0	\$36,732	
34001	100057041	SECTION 5311 TRANSIT MORGAN COUNTY CAPITAL VEHICLE FY 2015 RPTOC TR15 ()	0.00	TR	A	UNCLASSIFIED	2015	0.000			\$158,766 \$0 \$39,692	\$198,458	
Totals By Sponsor								Federal			\$910,661	ALL Funds \$950,353	

2.5.10 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
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No Records Found

2.5.11 Safety

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

2.5.12 Other Federal and State Aid 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

2.5.13 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

2.5.14 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	

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

ADEM – Alabama Department of Environmental Management

ADHS – Appalachian Development Highway System

AHPP – Advanced Construction High Priority Corridor (funding code)

ALDOT – Alabama Department of Transportation

APDV – Appalachian Development (funding code)

ATRIP – Alabama Transportation Rehabilitation Investment Program

ATRP – ATRIP Project (funding code)

BELT – Safety Incentive Seat Belt Apportionment (funding code)

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

FCC – Fiscal Constraint Chart

FHWA – Federal Highway Administration

FR – Federal Register

FTA – Federal Transit Administration

FTA09 – 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

HESS – Hazard Elimination Program (funding code)

HPP – High Priority Project

HPPP – High Priority Project Program

HSIP – Highway Safety Improvement Program

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)

LEP – Limited English Proficiency

L RTP – 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

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

NHS – National Highway System

NHSP – National Highway System Project

PE – Preliminary Engineering

PEA – Planning Emphasis Area

PPP – Public Participation Plan

PLN8 – Surface Transportation Metropolitan Planning (funding code)

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

SHSP – Statewide Highway Safety Plan

SIP – Statewide Implementation Plan

SPAR – State Planning and Research (funding code)

STAT – State Program (funding code)

STATC – State Program-Contract Construction (funding code)

STATS – State Program-Special Aid (funding code)

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)

STPSA – Any Hazard (funding code)

STRP – State Revenue Sharing (funding code)

TAP – Transportation Alternatives Program

TARCOG – Top of Alabama Regional Council of Governments

TCSPE – Transportation Communications System Earmarked Grant (funding code)

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

TELUS – Transportation, Economic, and Land Use System

TD – Transportation Disadvantaged

TDP – Transit Development Plan

TCC – Technical Coordinating Committee

TIP – Transportation Improvement Program

TMA – Transportation Management Area

UABC – Urban Extension (funding code)

UPWP – Unified Planning Work Program

USC – United States Code

USDOT – United States Department of Transportation

UT – Utilities

YOE – Year of Expenditure

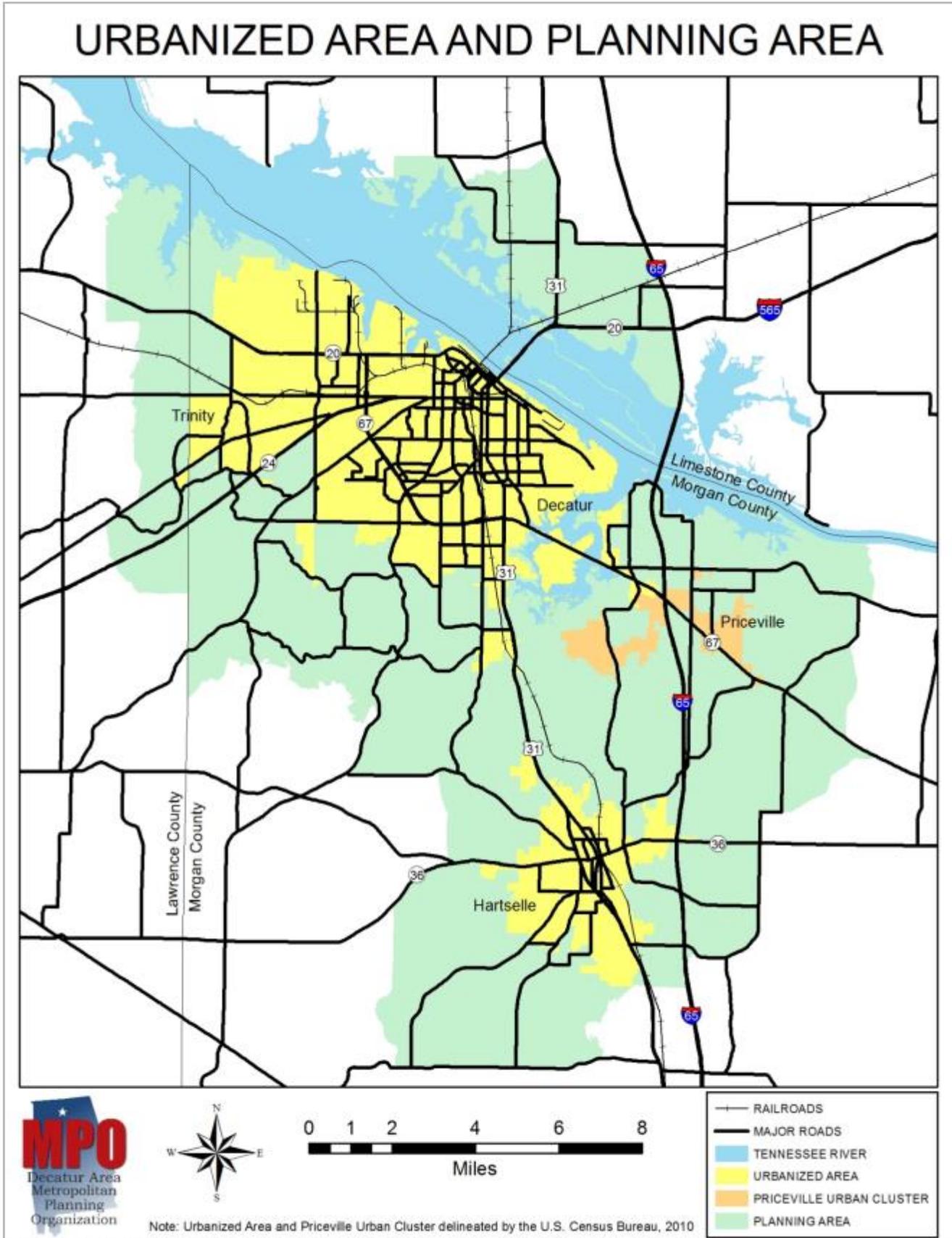
99004 – Shoulder Repair (funding code)

99005 – Bridge Painting (funding code)

99006 – Traffic Signal Upgrading (funding code)

99054 – Roadway Mowing (funding code)

3.2 Planning Area Map



Note: Urbanized Area and Priceville Urban Cluster delineated by the U.S. Census Bureau, 2010

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

3.3 MPO Organization

MPO Policy Board

Voting Members

Chairman Melvin Duran, Mayor Town of Priceville
Vice-Chairman Don Kyle, Mayor, City of Decatur
Honorable Don Hall, Mayor City of Hartselle
Honorable Vaughn Goodwin, Mayor, Town of Trinity
Honorable Ray Long, Chairman, Morgan County Commission
Honorable Mark Yarbrough, Chairman, Limestone County Commission
Mr. Johnny Harris, North Region Engineer, Alabama Department of Transportation
Honorable Roger Anders, Councilman, City of Decatur
Honorable Gary Hammon, Councilman, City of Decatur
Honorable Chuck Ard, Councilman, City of Decatur
Honorable Charles Kirby, Councilman, City of Decatur

Non – Voting Members

Honorable Bobby Burch, Commissioner, Lawrence County Commission
Mr. Mark Bartlett, Division Administrator, Federal Highway Administration, Alabama Office
Mr. Robert Jilla, Bureau Chief, Transportation Planning and Modal Programs, Alabama Department of Transportation

MPO Technical Coordinating Committee

Chairman Jeff Johnson, City of Hartselle
Vice-Chairman Wally Terry, City of Decatur
Mr. Steve Kelso, City of Decatur
Mr. Mark Petersohn, City of Decatur
Mr. Sonny Wright, Town of Priceville, Town of Trinity
Mr. Greg Bodley, Morgan County
Mrs. Debra Rains, Morgan County Area Transit System (Transit Representative)
Mr. Jeremy Griffith, City of Hartselle
Mr. John Seymour, Decatur/Morgan County Chamber of Commerce
Mr. Dwight Cooley, Wheeler National Wildlife Refuge
Mr. Tom Hill, Limestone County Economic Development Association
Mr. Jeremy Nails, Morgan County Economic Development Association
Mr. Butch Roberts, Port of Huntsville
Mr. Gary Borden, Decatur Utilities
Mr. Roger Huntzinger, Decatur Police Department
Mr. Les Hopson, North Region, Alabama Department of Transportation

Non – Voting Members

Dr. Emmanuel Oranika, Transportation Metropolitan Planning Administrator, Alabama Department of Transportation
Mr. Joe Nix, Multimodal Bureau, Alabama Department of Transportation
Mr. Cornell Tatum, Human Resources 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-Chairman, John Seymour

MPO Secretary and Staff

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

Mr. Lee Terry, Transportation Planner, Decatur Area MPO

3.4 ALDOT Spreadsheet FOR ALL TIP Fiscal Years 2016 through 2019 – Financial Plan

ALDOT SPREADSHEET FOR ALL TIP Fiscal Years 2016 Through 2019 - Financial Plan				
Decatur Area Metropolitan Planning Organization				
	2016	2017	2018	2019
Surface Transportation Attributable Projects				
Carryover From Previous Year (Federal Funds Only)	\$5,057,591	\$1,312,496	\$2,797,283	\$4,282,070
Apportionment (Federal Funds Only)	\$1,464,787	\$1,484,787	\$1,484,787	\$1,484,787
Funds Available to the MPO for Programming (Federal Funds Only)	\$6,542,378	\$2,797,283	\$4,282,070	\$5,766,857
Estimated Cost of Planned Projects (Federal Funds Only)	\$5,229,882	\$0	\$0	\$0
Balance Forward (Federal Funds Only)	\$1,312,496	\$2,797,283	\$4,282,070	\$5,766,857
Other Surface Transportation Program Projects (includes Bridge projects not on NH System)				
Funds Available for Programming Statewide (Federal Funds Only)	\$111,298,342	\$111,298,342	\$111,298,342	\$111,298,342
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$9,769,600		\$270,395	
Percentage Programmed in the MPO Area (Federal Funds Only)	9%	0%	0%	0%
National Highway Performance Program (APD, IM, Bridge projects on NH System)				
Funds Available for Programming Statewide (Federal Funds Only)	\$425,075,248	\$425,075,248	\$425,075,248	\$425,075,248
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$66,348	\$39,641		\$13,840,887
Percentage Programmed in the Tuscaloosa Area (Federal Funds Only)	0%	0%	0%	3%
State Funded Projects				
State Funds Available for Programming Statewide (Total Funds)	\$25,500,000	\$25,500,000	\$25,500,000	\$25,500,000
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 Program (TAP) (formerly TE)				
Projects in this category are funded through annual grant applications and will not be known until late each year.				
Funds Available for Programming Statewide (Federal Funds Only)	\$15,278,816	\$15,278,816	\$15,278,816	\$15,278,816
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%
Transit Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$32,000,000	\$32,000,000	\$32,000,000	\$32,000,000
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$1,012,194	\$904,000	\$904,000	\$900,000
Percentage Programmed in the MPO Area (Federal Funds Only)	3%	3%	3%	3%
System Maintenance Projects				
State Funds Available for Programming Statewide (Total Funds)	\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000
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%

Safety Projects

Funds Available for Programming Statewide (Federal Funds Only)	\$64,958,603	\$64,958,603	\$64,958,603	\$64,958,603
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)			\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%

Other Federal and State Aid Projects

Funds Available for Programming Statewide (Federal Funds Only)	\$20,051,181	\$20,051,181	\$20,051,181	\$20,051,181
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)		\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%

Congestion Mitigation and Air Quality Projects - Birmingham Area Only

Carryover From Previous Year (Federal Funds Only)	\$10,902,559	\$10,902,559	\$10,902,559	\$10,902,559
Apportionment (Federal Funds Only)	\$0	\$0	\$0	\$0
Funds Available for Programming (Federal Funds Only)	\$0	\$0	\$0	\$0
Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Balance Forward (Federal Funds Only)	\$0	\$0	\$0	\$0

High Priority and Congressional Earmark Projects (Discontinued but money still available via carryover)

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.

Funds Available for Programming Statewide (Federal Funds Only)	\$33,501,939	\$33,501,939	\$33,501,939	\$33,501,939
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$2,455,101	\$0	\$0	\$0

3.5 Urban Area Funding Availability Report

5/20/2015

URBAN AREA FUNDING AVAILABILITY REPORT

Page 1 of 1

URBAN AREA	DECATUR	FEDERAL FUNDING ONLY		SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
PROJECT NO	PROJECT DESCRIPTION							
10008583	THOMPSON ROAD IMPROVEMENTS FROM SR-3 (US-31) TO I-65			RW	\$856,316	04/01/2015	Authorized	2/17/2015
100043404	ADD LANES ON CR-43 (SPRING AV.) FROM DAY RD TO CEDAR LAKE RD SOUTH OF SR-67 & WOF			UT	\$2,336,256	06/01/2015	Planned	
100062270	RESURFACE SOUTH GREENWAY DRIVE FROM OLD HWY 24 TO GORDON TERRY PARKWAY (SR-			CN	\$145,600	07/31/2015	Planned	
100063229	BRIDGE REPLACEMENT CR-28 (VAUGHN BRIDGE ROAD) OVER FLINT CREEK BIN #6691 (AASHTC			UT	\$864,800	09/01/2015	Planned	

TOTALS FOR FISCAL YEAR 2015					
Prior FY Carryover	\$9,212,481	Authorized Projects	\$868,316	Unobligated Balance	\$9,838,732
FY Apportionment	\$1,482,687	Planned Projects	\$3,348,868	Remaining Balance	\$8,482,078
FY Special Allocation	\$0	Total Project Funds	\$4,202,972		
Total Funds	\$10,896,048				

100033425	ADD LANES ON CR-43 (SPRING AV.) FROM DAY RD TO CEDAR LAKE RD SOUTH OF SR-67 & WES			CN	\$4,930,363	09/30/2016	Planned	
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TOTALS FOR FISCAL YEAR 2016					
Prior FY Carryover	\$8,482,078	Authorized Projects	\$0	Unobligated Balance	\$7,974,843
FY Apportionment	\$1,482,687	Planned Projects	\$4,830,363	Remaining Balance	\$3,044,280
FY Special Allocation	\$0	Total Project Funds	\$4,830,363		
Total Funds	\$7,974,843				

5/20/2015

TOTALS FOR FISCAL YEAR 2017					
Prior FY Carryover	\$3,044,280	Authorized Projects	\$0	Unobligated Balance	\$4,628,847
FY Apportionment	\$1,482,687	Planned Projects	\$0	Remaining Balance	\$4,628,847
FY Special Allocation	\$0	Total Project Funds	\$0		
Total Funds	\$4,628,847				

5/20/2015

TOTALS FOR FISCAL YEAR 2018					
Prior FY Carryover	\$4,628,847	Authorized Projects	\$0	Unobligated Balance	\$8,008,414
FY Apportionment	\$1,482,687	Planned Projects	\$0	Remaining Balance	\$8,008,414
FY Special Allocation	\$0	Total Project Funds	\$0		
Total Funds	\$8,008,414				

5/20/2015

TOTALS FOR FISCAL YEAR 2019					
Prior FY Carryover	\$8,008,414	Authorized Projects	\$0	Unobligated Balance	\$7,481,881
FY Apportionment	\$1,482,687	Planned Projects	\$0	Remaining Balance	\$7,481,881
FY Special Allocation	\$0	Total Project Funds	\$0		
Total Funds	\$7,481,881				

3.6 Decatur MPO Area Funding Availability Report

Project Number	Project Description (MPO Attributable Funds)	FY	Scope	Project Status	Federal Cost	State Cost	Local Cost	Phase Total	Project Total	2014	2015	2016	2017	2018	2019
100038233		2015	RW*	Authorized	\$844,000		\$211,000	\$1,055,000			\$844,000				
100043404	Add lanes on CR-43 (Spring Ave.) from Day Road	2015	UT	Planned	\$2,336,256		\$584,064	\$2,920,320			\$2,336,256				
100033425	to Cedar Lake Road South of SR 67	2016	CN	Planned	\$4,930,363		\$1,232,591	\$6,162,954	\$10,138,274			\$4,930,363			
100019910		2015	PE	Authorized	\$254,816		\$63,704	\$318,520			\$254,816				
100008583	Thompson Road Improvements (City of Hartselle)	2015	RW	Planned	\$856,316		\$214,079	\$1,070,395	\$1,388,915		\$856,316				
100062269	Resurface South Greenway Drive From Old Hwy 24	2014	PE	Authorized	\$14,000		\$3,500	\$17,500		\$14,000					
100062270	to Gordon Terry Parkway (SR-24)	2015	CN	Planned	\$299,518		\$74,880	\$374,398	\$391,898		\$145,600				
100059675	Bridge Replacement CR-28 (Vaughn Bridge Road) over Flint Creek BLN# 6691	2015	UT	Planned	\$1,123,569		\$280,892	\$1,404,461	\$1,404,461		\$1,123,569				
100053679	Resurfacing CR 684 (8th Street) from 16th Ave to Point Mallard Drive and Point Mallard Drive to Point Mallard Circle	2015	CN	Authorized	\$76,900		\$19,225	\$96,125	\$96,125		\$76,900				
Planned Projects										\$14,000	\$5,637,457	\$4,930,363			
Prior Year Carryover										\$7,743,914	\$9,212,481	\$5,057,591	\$1,612,015	\$3,096,802	\$4,581,589
Apportionment										\$1,482,567	\$1,482,567	\$1,484,787	\$1,484,787	\$1,484,787	\$1,484,787
Special Allocation															
Available Funds										\$9,226,481	\$10,695,048	\$6,542,378	\$3,096,802	\$4,581,589	\$6,066,376
Remaining Balance										\$9,212,481	\$5,057,591	\$1,612,015	\$3,096,802	\$4,581,589	\$6,066,376
Authorized / Open / Delete Transportation Projects															
100008591	Add lanes on Danville Road from Stone River Drive to Modaus Road	2005	CN	Authorized	\$2,000,000		\$500,000	\$2,500,000							
100008584		2002	CN	Completed	\$70,400		\$17,600	\$88,000							
Project Description (ARRA Funds)															
100053668	Resurface South Seneca Drive from Trinity Town	8/1/2009	PE	Authorized	\$884			\$884							
100053669	Limits to Deanna Bridge Highway	2/26/2010	CN	Authorized	\$55,023			\$55,023							
100053671	Resurfacing CR-103 (Hayes Street) from SR-3 (US-	9/1/2009	PE	Authorized	\$10,398			\$10,398							
100053673	31) to Karl Prince Road and Sparkman Street from	3/26/2010	CN	Authorized	\$253,154			\$253,154							
100053678	Resurfacing CR-684 (8th Street SE) from 16th Ave.	8/1/2009	PE	Authorized	\$1,191			\$1,191							
100053679	to Point Mallard Drive and Point Mallard Drive to	2/26/2010	CN	Authorized	\$429,003			\$429,003							
100053680	Resurface Austinville Road SW from Carridale	8/1/2009	PE	Authorized	\$1,447			\$1,447							
100053681	Street to 14th Street SW and 14th Street SW to	2/26/2010	CN	Authorized	\$132,470			\$132,470							
100053685	Resurface and Stripe Country Club Road from SR-	8/1/2009	PE	Authorized	\$831			\$831							
100053686	67 to Somerville Road	2/26/2010	CN	Authorized	\$154,393			\$154,393							
100053687	Resurface CR-161 (Indian Hills Road) from Lincoya	8/1/2009	PE	Authorized	\$1,067			\$1,067							
100053688	Circle to Cr-239 (Ben Poole Road)	2/26/2010	CN	Authorized	\$83,070			\$83,070							
100053689	Resurface and Stripe Portions of Cr-41 (Danville	8/1/2009	PE	Authorized	\$1,570			\$1,570							
100053690	Road) from CR-191 (Chapel Hill Road) to 2nd	2/26/2010	CN	Authorized	\$382,188			\$382,188							
Transportation Projects in Future Years															
100061505	Thompson Road Improvements (City of Hartselle)	2025	UT	Planned	\$1,840,000		\$460,000	\$2,300,000							
100009350		2025	CN	Planned	\$5,807,112		\$1,451,778	\$7,258,890							

August 2015, Decatur Area MPO

3.7 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...) = 1.28% ****

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 = 57%**

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) = 9****

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 = 2*****

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 ½ mile of a regional trail system = 3,853*

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 – 2008-2010 American Community Survey 3-Year Estimates ****

Source – 2012-2015 Decatur Transportation Improvement Program *****

3.8 Public Participation Data

The following pages contain the documents and sign-in sheets concerning the public meetings held for the 2016-2019 TIP.

A public meeting was held as part of the June 25, 2015 MPO Policy Board Meeting where the public was allowed time to comment on the 2016-2019 TIP. A Public Meeting was also held on July 7, 2015 in the Decatur City Hall Annex Conference room. The MPO staff also made a presentation on the 2016-2019 to the Hartselle Rotary Club membership at their July 7, 2015 meeting. 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. There were no formal public comments returned to the Decatur Area MPO staff.

News Details – Draft 2016 to 2019 Decatur Area Transportation Improvement Program.

June 26, 2015

The Decatur Area Metropolitan Planning Organization (MPO) will hold a Public Review Period and a Public Meeting on the Draft 2016 to 2019 Decatur Area Transportation Improvement Program (TIP). The Public Review Period will be from June 26, 2015 through July 27, 2015. The Public Meeting will be held in the Conference Room of the Decatur City Hall Annex located at 308 Cain Street N.E in Decatur on July 7, 2015 from 4:00 pm to 6:00 pm

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 (www.decaturalabamausa.com/departments/mpo). 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 next 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 2016 to 2019 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 mpo@decatur-al.gov

Name	
Street Address	
City	
State	
Zip Code	
Comments	

MPO Meeting
6/25/2015

Name	Agency	Address	Phone	E mail
Don Kyle	Decatur		256-341-4502	
Don Hall	Haskell		256-773-2535	
Wesley Fort	Decatur		256-341-4501	
Yvonne Gordon	Trinity		256-318-4966	
A. O'Call	Al Seale			
Charles M. Kirby	Decatur		256-679-0613	
Robin Rhoden	ALDOT	North Region	256 505 4958	
Quen Teague	ALDOT	Tusculum, IA	256-389-1419	
Seth Burkett	ALDOT	North Region	256-505-4964	
Nicole Spivey	FHWA		334-274-6345	
Les Hopson	ALDOT	North Region	256.505.4960	
Melvin Duran	Piscville	242 Moore Dr.	256.231.4339	
Bryane Hughes	Decatur Daily		256-340-2432	
Lee Terry				
Marjorie Millions				

FY 2015 to FY 2019 Decatur Planning Area Draft Transportation Improvement Program Public Meeting Sign in Sheet

Name	Address
STEPHEN W. KELSO	308 CAIN ST. NE. DECATUR AL.
Hannah Pearson	1125 Triton Dr SW Decatur AL 35603
Kamryn Smith	1903 Shepard dr. SW Decatur, AL
Ben Armstrong	2402 Cumberland Ave SW Decatur AL 35603
Melissa Hill Dees	1210 Pennypine SE, 35601

FY 2015 to FY 2019 Decatur Planning Area Draft Transportation Improvement Program Public Meeting Sign in Sheet

Chris Hill	Kim Sault
Dave May	John Hall
K. S.	John S. Sault
David S. Sault	John S. Sault
Mike Tappley	Mark Hendrix
Autumn Sear	
Brenda D. Reese	

FY 2015 to FY 2019 Decatur Planning Area Draft Transportation Improvement Program Public Meeting Sign in Sheet

Name	Address
BOB FRANCIS	2219 YORKSHIRE SE DECATUR 35601
Karin White	417 CRESCENT DR. S.W. HARTSELLE 35640
Theresa Herring	P.O. Box 1287, Hartsville
Bita J. Gu	200 Spaulding St. Hartsville, AL 35640
Susan S. Hines	HACC, P.O. Box 817, Hartsville, AL 35640
DAXTON MAZE	99 Levelady St. Hartselle, AL 35640

3.9 Certification – TIP/STIP MOU

MPO SELF-CERTIFICATION

In accordance with 23 CFR 450.334, the STATE DEPARTMENT OF TRANSPORTATION, and the Decatur Area Metropolitan Planning Organization for the Decatur urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 USC 134, 49 U.S.C. Section 5303, and 23 CFR Part 450.
- (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 CFR Part 93.
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR 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 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users (Pub. L. 109-59) and 49 CFR Part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects.
- (6) 23 CFR 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 CFR Parts 27, 37, and 38.
- (8) 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 CFR 23, regarding prohibition of discrimination based on gender.
- (10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

Decatur Area
Metropolitan Planning Organization
Melvin Duran
Signature
Melvin Duran
Printed Name
Chairman
Title
5/20/15
Date

Alabama
State Department of Transportation
John R. Cooper
Signature
John R. Cooper
Printed Name
Transportation Director
Title
6-2-15
Date

Certification Questions
Statewide and Metropolitan Planning Organization
Transportation Planning Process

- A. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and subparts A, B, and C of this part;**
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 (c); 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 (c); 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. 450.310 (b); 23 C.F.R. 450.314 (a) and (d)] **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 (d); 23 C.F.R. 450.312 (a)] **Yes**
 5. Did the Department 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**
 7. Does the MPO planning process provide for consideration of the 8 planning factors? [23 U.S.C. 134 (h); 23 C.F.R. 450.306 (a)] **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. 450.322 (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)?
 - Identify major transportation facilities that function as an integrated metropolitan transportation system, giving emphasis to facilities that serve national and regional transportation functions. **Yes**

- 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. *Yes*
- Include a financial plan that showed the public and private revenue sources that could reasonably be expected. *Yes*
- 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. *Yes*
- Include discussion 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. *Yes*
- Indicate as appropriate proposed transportation and transit enhancement activities. *Yes*

10. Did the LRTP address the following minimum required areas in accordance with 23 C.F.R. 450.322 (f)?

- Identify projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan; *Yes*
- Identify existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors); *Yes*
- Include operational and management strategies to improve the performance of existing transportation facilities; *Yes*
- In TMA areas, consider the results of the congestion management process; *Not Applicable*
- 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; *Yes*
- Describe the proposed improvements in sufficient detail to develop cost estimates; *Yes*
- Discuss types of potential environmental mitigation activities and potential areas to carry out these activities; *Yes*
- Include pedestrian walkway and bicycle transportation facilities; *Yes*

- Include transportation and transit enhancement activities; *Yes*
 - Include a financial plan that demonstrates how the adopted transportation plan can be implemented *Yes*
11. Has the LRTP been reviewed and updated at least 5 years since the date of the last MPO Board action? [23 U.S.C. 134 (i)(1); 23 C.F.R. 450.322 (c)] *Yes*
 12. Has the MPO sent all updates/amendments of the LRTP to FHWA and FTA via the ALDOT's Bureau of Transportation & Modal Programs? [23 C.F.R. 450.322 (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. 5304 (a); 23 C.F.R. 450.324 (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. 450.324 (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. 5304 (a); 23 C.F.R. 450.324 (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. 5304 (b); 23 C.F.R. 450.324 (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. 5304 (c)(6); 23 C.F.R. 450.324 (d)] *Yes*
 18. Was the TIP consistent with the LRTP? [23 U.S.C. 134 (j)(3)(C); 49 U.S.C. 5304 (c)(2); and 23 C.F.R. 450.324 (g)] *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. 450.324 (l) (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 (c)(5); 23 C.F.R. 450.324 (l)(2)] *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 (h)(5)(A)] *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 Printed and Electronic**
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 (c)] **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 (a)(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**
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**
- B. The requirements of Sections 174 and 176 (c) and (d) of the Clean Air Act (for air quality nonattainment and maintenance areas only) Not Applicable**
1. How does the MPO coordinate the development of the Transportation Plan with SIP development?
 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?
 3. Does the metropolitan planning process include a Congestion Management Process that meets the requirements of 23 CFR Part 450.320? 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?
 4. How does the MPO ensure that the TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities?

C. 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 CFR 200.9 (a)(1)] *Yes*
2. Does the MPO take action to correct any deficiencies found by the Department within a reasonable time period, not to exceed 90 days, in order to implement Title VI compliance? [23 CFR 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 CFR 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 the Department'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 CFR 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 CFR 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?
No
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, all meetings of the Policy Board and other committees are held in the Decatur City Hall or the Decatur City Hall Annex, which are ADA accessible buildings.*
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 (city and county) included within the MPO's study area boundary completed an ADA Transition Plan? Please provide a table indicating the status of the transition plans (e.g. date of completion, status of plan implementation). See table below for status of ADA Transition Plans for each local government.

D. Section 1101(b) of SAFETEA-LU regarding the involvement of disadvantaged business enterprises in FHWA and FTA planning projects (49 CFR 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? No
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

E. 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

Local Government Organization	ADA Transition Plan Status
City of Decatur	Adopted, In the process of being updated
City of Hartselle	Adopted, Updated recently
Town of Priceville	In Development
Town of Trinity	In Development
Morgan County	Pending more information from Local Government*
Limestone County	Pending more information from Local Government*

*Local governments still researching the status of their transition plans and actions to be taken

MEMORANDUM OF UNDERSTANDING

Alabama Department of Transportation Statewide Procedures for FY 2016 - 2019 TIP/STIP Revisions

Purpose

This Memorandum of Understanding (MOU) establishes a set of procedures to be used in the State of Alabama for processing revisions to the Metropolitan Planning Organization (MPO) FY 2016-2019 Transportation Improvement Programs (TIPs), and the Alabama Department of Transportation's Statewide Transportation Improvement Program (STIP). The STIP is the aggregation of the MPO TIPs, ALDOT statewide programs, and the Statewide Interstate Management (IM) Program.

Definitions

- *Administrative Modification* means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas). [23 CFR 450.104]
- *Amendment* 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, re-demonstration 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. [23 CFR 450.104]
- *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 full depth base repair, shoulder-widening, increased lane-widths, correction super-elevation, as well as drainage improvements and guide rail upgrades.
- *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).
- *Cooperating Agencies* include ALDOT, Metropolitan Planning Organizations (MPOs), and Rural Planning Organizations (RPOs), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and transit agencies.
 - *Financially Constrained (Fiscal Constraint)* 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.” [23 CFR 450.104]
 - *Fiscal Constraint Chart (FCC)* is an Excel spreadsheet, or a chart generated by the Comprehensive Project Management System (CPMS), that depicts the transfer of funds from one source of funding to a donee project, or multiple projects, that net out to zero.
 - *Interstate Maintenance (IM) Program* is the ALDOT four-year listing of statewide interstate maintenance (non-capacity-adding) projects.
 - *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 classifications under 23 CFR 771.117(c) and (d), and/or 40 CFR part 93. In air quality nonattainment and maintenance areas, project classifications must be consistent with the *exempt* project classifications, 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.
 - *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.
 - *Obligated projects* means 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.
 - *Planning Partner* may refer to one of the following: ALDOT, FHWA, MPOs, RPOs, or other federal or state agencies.
 - *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. [23 CFR 450.104]
 - *Public Participation Plan (PPP)* is a documented, broad-based public involvement process that describes how the Planning Partner will involve and engage the public, the under-served, 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.

Note: The Alabama MPO Public Participation Plans may be found on the individual MPO websites. A complete listing of MPO websites may be found on the following ALDOT site: <http://cpmsweb2.dot.state.al.us/TransPlan/Default.aspx>.

- *Revision* 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.”* [23 CFR 450.104]
- *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 HSIP, RRX, and TAP projects.
- *Statewide Transportation Improvement Program (STIP)* 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. [23 CFR 450.104]
- *Transportation Improvement Program (TIP)* 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. [23 CFR 450.104]

What is a Transportation Improvement Program (TIP) and what is a Statewide Transportation Improvement Program (STIP)?

The TIP consists of the approved MPO TIP projects, developed by the MPOs, and statewide programs and projects developed by ALDOT within the urban areas of the MPOs. The STIP is the official transportation improvement program document, mandated by federal statute and recognized by FHWA and FTA. The STIP is a statewide, prioritized listing or program, 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.

TIP/STIP Administration

FHWA and FTA will only authorize projects, and approve grants for projects, that are programmed in the currently-approved STIP. 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.

Highway and road projects will be approved by FHWA, and Transit projects will be approved by FTA.

The federal Statewide and Metropolitan Planning regulations contained in 23 CFR 450 et al, govern the provisions of the STIP and of individual MPO TIPs, parts related to STIP and TIP revisions, and other actions taken to revise the TIP. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity, of individual programming

actions. *Federal Transportation Planning and Programming, Code of Regulation, 23 CFR 450.324*, permits the use of alternative procedures by the cooperating parties, to effectively manage actions encountered during a given STIP cycle. The regulations require that any alternative procedures be agreed upon, and such alternative procedures be documented and included in the STIP document.

All revisions must maintain year-to-year fiscal constraint [23 CFR 450.324(e), (h), and (i)] 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.

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 2013 Public Participation Plans. A reasonable opportunity for public review and comment shall be provided for significant revisions to the TIPs and STIP.

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.

If the August Redistribution of Federal Highway Funds adds, advances, or adjusts federal funding for a project, the MPOs and other Planning Partners will be notified of the Administrative Modification by ALDOT.

Revisions: Amendments and Administrative Modifications

Note: This MOU does NOT change the Codes of Federal Regulations. It does modify some language within those regulations to make clear the understanding between the agreeing parties. For full application of the CFRs, visit definitions for *Amendment*, *Administrative Modification*, and *Revision* on p. 1.

An Amendment is a major STIP/TIP revision that:

- Affects air quality conformity, regardless of the cost of the project or the 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 or 10 percent, whichever is greater, for ALDOT federally-funded projects and Transportation Management Area (TMA) attributable projects.

- ❖ The lesser amount of \$1 million or 50 percent, of project cost for non-TMA MPOs.
- ❖ \$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 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 projects in the STIP that are LVOE, 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 project from a level of effort category or line item, utilizing 100 percent state or non-federal funding, 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.
- 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 by this MOU (as detailed in the Revisions: Amendments and Administrative Modifications section); and 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.

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:

- 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.]
- Federal-Aid Resurfacing Program for each ALDOT Region
- County Allocation Funds [Off-system bridges and STP non-urban.]
- Federal Transit Programs: 5307 (urbanized), 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 maintain a matrix listing, on the STIP website, of LVOE projects for each of the five ALDOT Regions. 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.

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 shall not exceed the thresholds, or the requirements, of any other items that require an amendment. LVOE 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 resurfacing shall be programmed annually for the five (5) ALDOT Regions, and shown as line items in each category for each Region. Projects or project lists will be added as soon as available, and MPOs will be notified of all changes that occur in the list.

Financial Constraint

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).

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

STIP/TIP Financial Reporting

At the end of each quarter, ALDOT will provide each MPO or Planning Partner with a STIP/TIP financial report of actual federal obligations and state encumbrances for highway, bridge, and transit programs in the respective Metropolitan Planning Areas. At the end of the federal fiscal year, the ALDOT report card can be used by the Planning Partners as the basis for compiling information, in order to meet the Federal Annual Listing of Obligated Projects requirement. The STIP/TIP Financial Report, provided to FHWA and FTA, will also include performance measures as allowed under the *Project Approval and Oversight Agreement a Partnership between the Federal Highway Administration Alabama Division and the Alabama Department of Transportation*, applicable to LVOE and to include:

- The total percent of STIP/TIP construction projects advanced each year
- The total percent of STIP/TIP construction projects advanced each year per urbanized area

A summary report detailing this information will be provided at the end of the federal fiscal year. 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 FTA will adhere to the more restrictive procedures.

The procedures set forth in this document will serve as the basis from which ALDOT addresses federally-funded, Statewide Program TIP revisions. This Memorandum of Understanding will begin October 1, 2015, and remain in effect until September 30, 2019, unless revised or terminated.

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

Mark D. Bartlett
Division Administrator
Federal Highway Administration

5-19-2015
Date:

Yvette M. Saylor
Regional Administrator
Federal Transit Administration

5-11-15
Date:

John D. Clegg
Director
Alabama Department of Transportation

5/19/15
Date: