Decatur Area Metropolitan Planning Organization (MPO)

DRAFT
FY 2020 – 2023
Transportation Improvement Program (TIP)

Prepared by the staff of the Decatur Area Metropolitan Planning Organization

June 2019

Decatur Area Metropolitan Planning Organization (MPO)

Draft

FY 2020 – 2023 Transportation Improvement Program (TIP)

This document is posted at
Decatur Area MPO Website

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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 Fixing America's Surface Transportation Act (FAST) Act December 2015. 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 2019

Decatur Area Metropolitan Planning Organization (MPO)

Melvin Duran, Chairman — Mayor, Town of Priceville
Randy Garrison, Vice Chairman — Mayor, City of Hartselle

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 19 - 27

Decatur Area Metropolitan Planning Organization (MPO)
Adopting the Draft FY 2020 to 2023 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 (FAST Act Sections 1201 and 1202, December 2015); 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 Draft FY 2020 – 2023 Transportation Improvement Program (TIP); now

THEREFORE, BE IT RESOLVED by the Decatur Area Metropolitan Planning Organization (MPO) that the same does hereby adopt the Draft FY 2020 – 2023 Transportation Improvement Program (TIP).

Adopted this the 6th day of June, 2019

_____, Chairman
Decatur Area Metropolitan Planning Organization

ATEST:

_____, 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 2020 to 2023. 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 2040 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 2020 to 2023.

1.2 MPO History, Organization, and Management

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

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

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

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

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

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

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

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

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

1.3 Regulations and Laws

The laws that require Metropolitan Planning Organizations (MPOs) to develop TIPs are found in the amended Section 23 USC 134, and Section 5303 of Title 49 of the United States Code. The regulatory guidance that governs Metropolitan Planning Organizations are published in the Code of Federal Regulations (CFRs) as Title 23, Chapter 1, Part 450, Subpart C. Sections 450.324 through 450.330 specifically relate to the development of TIPs. The amended 23 USC 134 guiding the development of TIPs is found in Section 1201 of the Fixing America's Surface Transportation (FAST) Act.

1.3.1 Consistency with Other Plans

The TIP is consistent with the Decatur Metropolitan Planning Area 2040 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 Fixing America's Surface Transportation (FAST) Act 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 2020 the following three key planning themes are:

1) **FAST Act 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 Americans with Disabilities Act (ADA), and Section 504 of the Rehabilitation Act of 1973. The MPO will make every effort to comply with these rules and regulations during the Transportation Participation Process.

The public had an opportunity to provide input into the development of the TIP during the MPO Policy Board meeting held June 6, 2019 and a stand-alone public meeting held on June 13, 2019. An open public comment period was held from June 6, 2019 to July 6, 2019 before the Final TIP was adopted by the MPO Policy Board. All MPO Policy Board meetings are advertised on the MPO website, Decatur Area MPO Website, 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 the Decatur Area MPO Website.
(3) Notice of Activities – To provide timely and adequate public notice of hearings, meetings, reviews, and availability of documents.
(4) Public Input and Organizational Response – To demonstrate consideration and recognition of public input and comments, and to provide appropriate responses to public input.

(5) An Inclusive Process – To encourage participation in the planning process by traditionally under represented segments of the community; low-income groups, minorities, persons with disabilities, and the elderly; and to consider the needs of these groups when developing programs, projects, or plans.

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

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

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 2020-2023 TIP process will include three public involvement meetings designed to obtain input from the public concerning the TIP process in the Decatur Area Metropolitan Planning Area (MPA). In addition, once the draft TIP is approved, it will be subject to a 30-day public comment period before adoption of the final document. A summary of the public outreach activities and results are included in the Appendices. All Decatur Area MPO meetings are open to the public. At these meetings, the MPO committees review and approve the draft and final TIP documents. Interested individuals may also review and comment upon these documents in tandem with the MPO committees. Individuals may address their concerns to the MPO committees directly at any meetings they

attend. The Director of Transportation Planning at the Decatur Area MPO should be contacted to coordinate an address to the MPO committees and to obtain draft and final documents.

Detailed public participation procedures are outlined in the Decatur Area MPO Public Participation Plan (PPP) which can be found at Decatur Area MPO Website.

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 86 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 2020 to 2023 Transportation Improvement Program (TIP) for the Decatur Metropolitan Planning Area. The projects contained

in the Draft FY 2020 to 2023 TIP were developed using the previous FY 2016 – 2019 TIP, the ALDOT Updated Project Listing Report, and the ALDOT Metro Planning Organization Portal software and ALDOT. This Portal software was used by all of the MPOs in the development and creation of their area's TIPs. The TCC and MPO Staff addressed the priority and budget (including local match) for all projects in the Surface Transportation Program – Other Area (STPOA) funding category using the project evaluation criteria located on page 11. After the review of the Draft FY 2020 to 2023 TIP, the TCC recommended to the MPO Policy Board to adopt the proposed projects as the Draft FY 2020 to 2023 TIP. After the MPO Policy Board adoption of the Draft FY 2020 to 2023 TIP on June 6, 2019, a public involvement and comment period was held before the Final FY 2020 to 2023 TIP was presented to the MPO Policy Board for adoption.

1.10 TIP Amendment and Administrative Modifications

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

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

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

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

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

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

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

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

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

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

Further information can be found in a copy of the Memorandum of Understanding between FHWA, FTA, and ALDOT located on page 102 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. 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 transportations agencies and Metropolitan Planning Organizations (MPO) to consult with other agencies to eliminate or minimize conflicts with activities that could impact or be impacted by transportation. Furthermore, transportation decision-makers must consider the potential environment impacts associated with a transportation plan or plan update to mitigate those impacts.

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

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

1.12.1 Climate Change

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

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

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

1.13 Air Quality Planning

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

1.14 Financial Constraint

The TIP is required to be financially constrained, which means that project costs are balanced against expected revenue. The Alabama Department of Transportation (ALDOT) determines the projects that can be undertaken during the TIP time frame with expected federal and state funds. The only exception to this process involves projects funded with the Surface Transportation Attributable Program (STPOA), and matched with local government funds. ALDOT calculates funding levels for this program for each of the MPOs in Alabama based on each area's urban population (as defined by the 2010 Census). The local governments decide the priority of these projects and balance projects based on calculated revenue.

1.15 Project Selection and Prioritization

The Fixing America's Surface Transportation (FAST) Act requires that the TIP include a priority of projects to be implemented. The following is an abbreviated list of criteria developed for evaluating projects in the Planning Area.

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

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

1.16 Bicycle and Pedestrian Considerations

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

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

FHWA Requirements

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

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

Exceptional circumstances are defined below:

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

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

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

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

MPO Requirements

The Decatur Area MPO has also adopted a comprehensive Bicycle and Pedestrian Plan (BPP) to guide the bicycle and pedestrian facilities planning efforts within the MPO Planning Area. The Bicycle and Pedestrian Plan (BPP) can be obtained from the Decatur Area MPO website at: Decatur Area MPO Website.

1.17 Safety Planning

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

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

1.18 Regionally Significant Projects

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

1.19 Freight Planning

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

1.20 Public Participation Process

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

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

1.21 Transportation Performance Measures and Targets

Background

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

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

ALDOT and the MPOs, along with the Transit Providers, have a cooperative agreement in place to coordinate the development of the targets, the sharing of information related to the transportation performance measures, selection of targets, and reporting requirements.

STIP Linkage to Performance-Based Planning Documents and Targets:

The FHWA/FTA Joint Planning Rule required that two years after the rules become effective that STIP/TIPs amendments or updates must meet the Performance-Based Program and Planning (PBPP) requirements (23 CFR 450. 226 and 450.340). These "phased -in" requirements became effective in 2018 and 2019. The STIP/TIPs aid in programming investments toward achieving the targets as well as align with the PBPP plans *to the maximum extent practicable*.

This STIP contains both Highway and Transit Projects. Typical highway projects, such as highway capacity, system preservation, bridge, and safety projects, support the established targets. The same is true for the transit projects that are capital purchases. The STIP project selection criteria considers ALDOT's goals and objectives to preserve the existing system, improve system reliability, promote safety, reduce congestion, and improve the movement of goods and people. ALDOT will continue to coordinate with the MPOs on updates and/or amendments to the STIP/TIPs and support the selected performance targets (*to the maximum extent practicable).*

ALDOT Performance Measures & Targets

*only applicable to Regional Planning Commission of Greater Birmingham

FHWA Safety Performance Measures (PM1) (Annual Targets)	**Calendar Year 2019 Targets**	
Number of Fatalities	932	
Rate of Fatalities (per 100 million Vehicle Miles Traveled)	1.33	
Number of Serious Injuries	8469	
Rate of Serious Injuries (per 100 million Vehicle Miles Traveled)	12.08	
Number of Non-motorized fatalities and serious injuries	394	
FHWA Bridge/Pavement Performance Measures (PM2)	**2-Year Target**	**4-Year Target**
% of Pavements of the Interstate System in Good Condition	n/a	50.0%
% of Pavements of the Interstate System in Poor Condition	n/a	5.0%
% of Pavements of the Non-Interstate NHS in Good Condition	40.0%	40.0%
% of Pavements of the Non-Interstate NHS in Poor Condition	5.0%	5.0%
% of NHS bridges in Good condition by deck area	27.0%	27.0%
% of NHS bridges in Poor condition by deck area	3.0%	3.0%
FHWA System Performance Measures (PM3)	**2-Year Target**	**4-Year Target**
% of Person-Miles Traveled on the Interstate that are Reliable	96.4%	96.4%
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	n/a	93.6%
Truck Travel Time Reliability (TTTR) Index on the Interstate	1.20	1.21
Congestion Mitigation and Air Quality (CMAQ)* On-Road Mobile Source Emissions		
Total Emission Reductions: PM2.5	20.830	42.413
Total Emission Reductions: NOx	168.590	312.667
Total Emission Reductions: VOC	17.207	32.429
Traffic Congestion		
Annual Hours of Peak Hours Excessive Delay (PHED) per capita	n/a for this period	
% Non-Single Occupancy Vehicle Travel (SOV)	n/a for this period	

FTA State of Good Repair Performance Measures	2018
% of Rolling Stock (Revenue vehicles) meet or exceed Useful Life Benchmark (ULB)	Reduce inventory by 10%
% of Equipment (over $50K) meet or exceed Useful Life Benchmark (ULB)	Reduce by 10%
% of FTA-funded Facilities with condition rating below 3.0 (average) of FTA Average TERM Scale	No more than 20% of facilities rate less than average

Performance-Based Plans Descriptions:

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

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

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

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

The HSIP is an annual report required by states that documents the statewide performance measures toward the zero deaths vision. It identifies and reviews traffic safety issues around the state to identify locations with potential for improvement.

Transportation Asset Management Plan (TAMP) (PM2)

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

System Performance Measures (PM3)

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

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

The Alabama Statewide Freight Plan (FP) provides an overview of existing and projected commodity flow by mode (truck, rail, waterway, air and pipeline) along existing and projected network characteristics through data analysis. In general, the FP provides an overall profile of Alabama's multimodal freight network, existing and projected freight flows by truck, and congested areas of concern throughout the state. The targets support the movement of freight which affects economic vitality.

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

Transit Asset Management (TAM)

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

1.22 Conclusion

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

2.0 Project Descriptions

2.1 ALDOT Web Portal Description

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

2.2 Project Type Descriptions

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

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

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

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

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

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

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

Transportation Alternatives Program (TAP) – MAP-21 established a new program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, and Safe Routes to School, wrapping them into a single funding source. This funding category has specific and exclusive eligible activities listed in MAP-21 and continued in the FAST Act.

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

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities, to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.

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

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

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

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

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

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

Safety Projects – SAFETEA-LU (continued in the FAST Act) 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 Portal Report Format

2.4.1 Surface Transportation Attributable Projects

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

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

2.4 Planned Project Listings

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

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

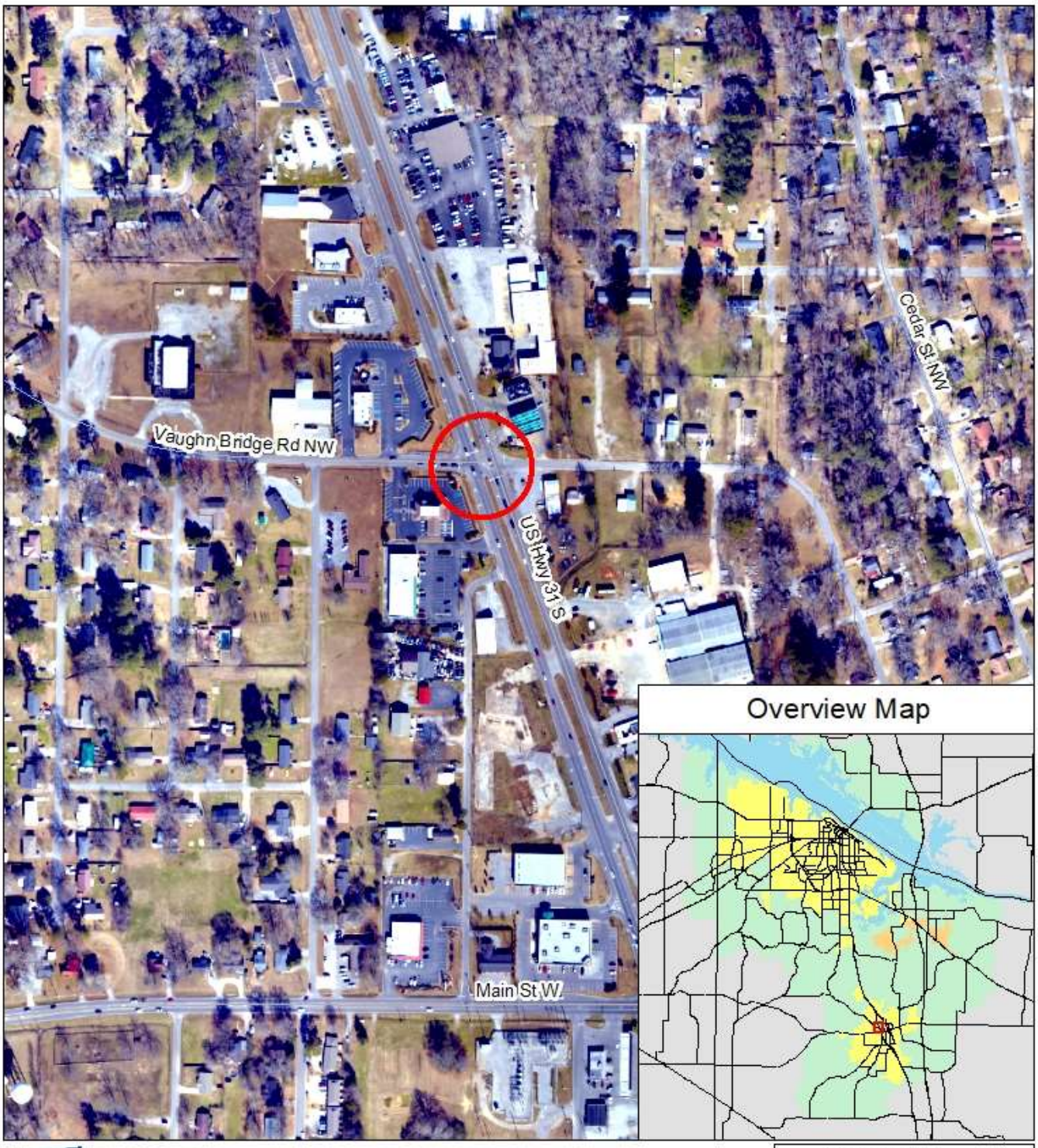
All planned transportation projects are identified and mapped according to project name, project location, and funding category. Each transportation project has a Map ID number in the table that corresponds to the project location on a project location map located at the end of each funding category.

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

2.4.1 Surface Transportation Attributable Projects

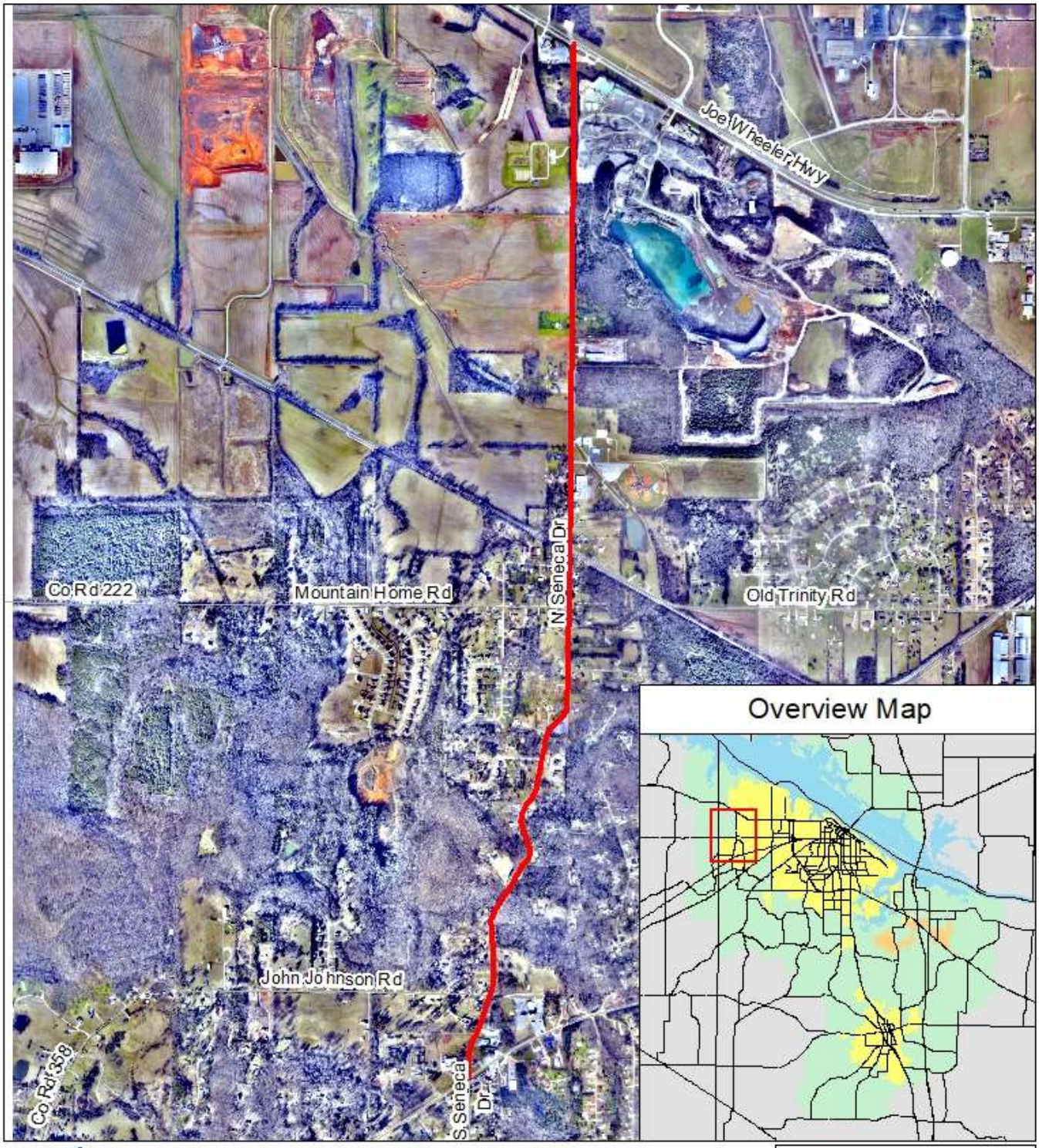
Sponsor: CITY OF HARTSELLE												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
43851	100069660 STPOA 5219 ( )	INTERSECTION IMPROVEMENTS ON VAUGHN BRIDGE ROAD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

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



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

Map ID 2 - Resurfacing on North Seneca Drive from Old Highway 24 to SR-20 (US-72A) in the Town of Trinity



Decatur Area Metropolitan Planning Organization

N W E S

0 0.1250.25 0.5 0.75 1

Miles

- MAJOR ROADS
- PROJECT EXTENT
- 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 Document Produced by the Staff of the Decatur Area Metropolitan Planning Organization

2.4.2 Other Surface Transportation Program Projects

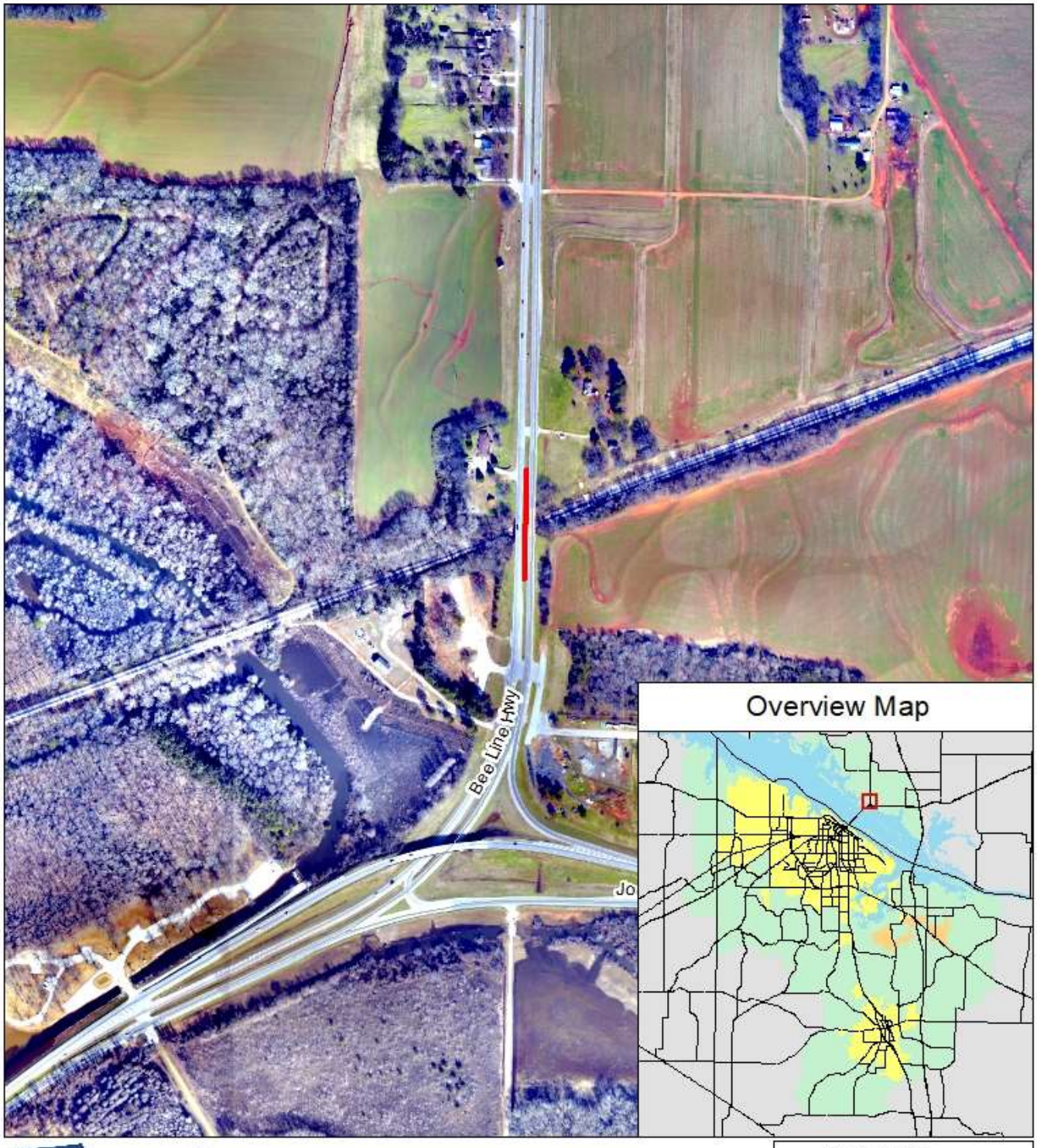
Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

2.4.3 NHS / Interstate Maintenance / NHS Bridge Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
21296	100037845 BR 0003 ( )	BRIDGE REPLACEMENT BINS 006153 AND 001391 ON SR-3 (US-31) OVER NORFOLK SOUTHERN RAILROAD	0.01	CN	P	BRIDGE REPLACEMENT	2021	3.000	EXEMPT	NA	$4,945,445 $1,236,361 $0	$6,181,806
28621	100049718 BR 0003 (591)	REPLACE SOUTHBOUND BRIDGE BIN 000882 SR-3 (US-31) OVER CEDAR CREEK	0.25	UT	P	BRIDGE REPLACEMENT	2019	4.000	EXEMPT	NA	$40,037 $10,009 $0	$50,047
28621	100049719 BR 0003 (591)	REPLACE SOUTHBOUND BRIDGE BIN 000882 SR-3 (US-31) OVER CEDAR CREEK	0.25	CN	P	BRIDGE REPLACEMENT	2019	4.000	EXEMPT	NA	$2,040,200 $510,050 $0	$2,550,250
42997	100068590 IM I065 ( )	INTERCHANGE LIGHTING (LED RETROFIT) ON I-65 AT SR-36 (EXIT 328) IN THE CITY OF HARTSELLE	0.00	CN	P	LIGHTING	2019	5.000	EXEMPT	NA	$200,000 $0 $200,000	$400,000
23808	100042493 IM I065 ( )	PAINT RETROFIT BRIDGE RAILS AND REPLACE VARIOUS BEARING ASSEMBLIES ON I-65 BRIDGES OVER THE TENNESSEE RIVER BIN 010882 AND 010883	1.88	CN	P	BRIDGE REHABILITATION	2021	6.000	EXEMPT	NA	$10,091,950 $1,121,328 $0	$11,213,277
43012	100066932 NH 0067 (509)	RESURFACE SR-67 FROM MP 24.050 JUST SOUTH OF SR-36 TO MP 35.670 JUST NORTH OF INDIAN HILLS RD.	11.62	FM	P	PREVENTATIVE MAINTENANCE LEVEL 2	2020	7.000	EXEMPT	NA	$2,680,480 $670,120 $0	$3,350,600
43012	100068237 NH 0036 ( )	RESURFACING SR-36 FROM SR-3(US-31) TO I-65 INCLUDING CSX RAILROAD CROSSING	2.42	FM	P	PREVENTATIVE MAINTENANCE LEVEL 2	2020	8.000	EXEMPT	NA	$324,278 $81,070 $0	$405,348
Totals By Sponsor						**Federal**		**$20,322,390**			**ALL Funds**	**$24,151,328**

Map ID 3 - Bridge Replacement BINS 006153 and 001391 on SR-3 (US-31) Over Norfolk Southern Railroad



Overview Map

Decatur Area Metropolitan Planning Organization

N W E S

0 0.04 0.08 0.16 0.24 0.32

Miles

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

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

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

Map ID 4 - Replace Southbound Bridge BIN 000882
SR-3 (US-31) Over Cedar Creek

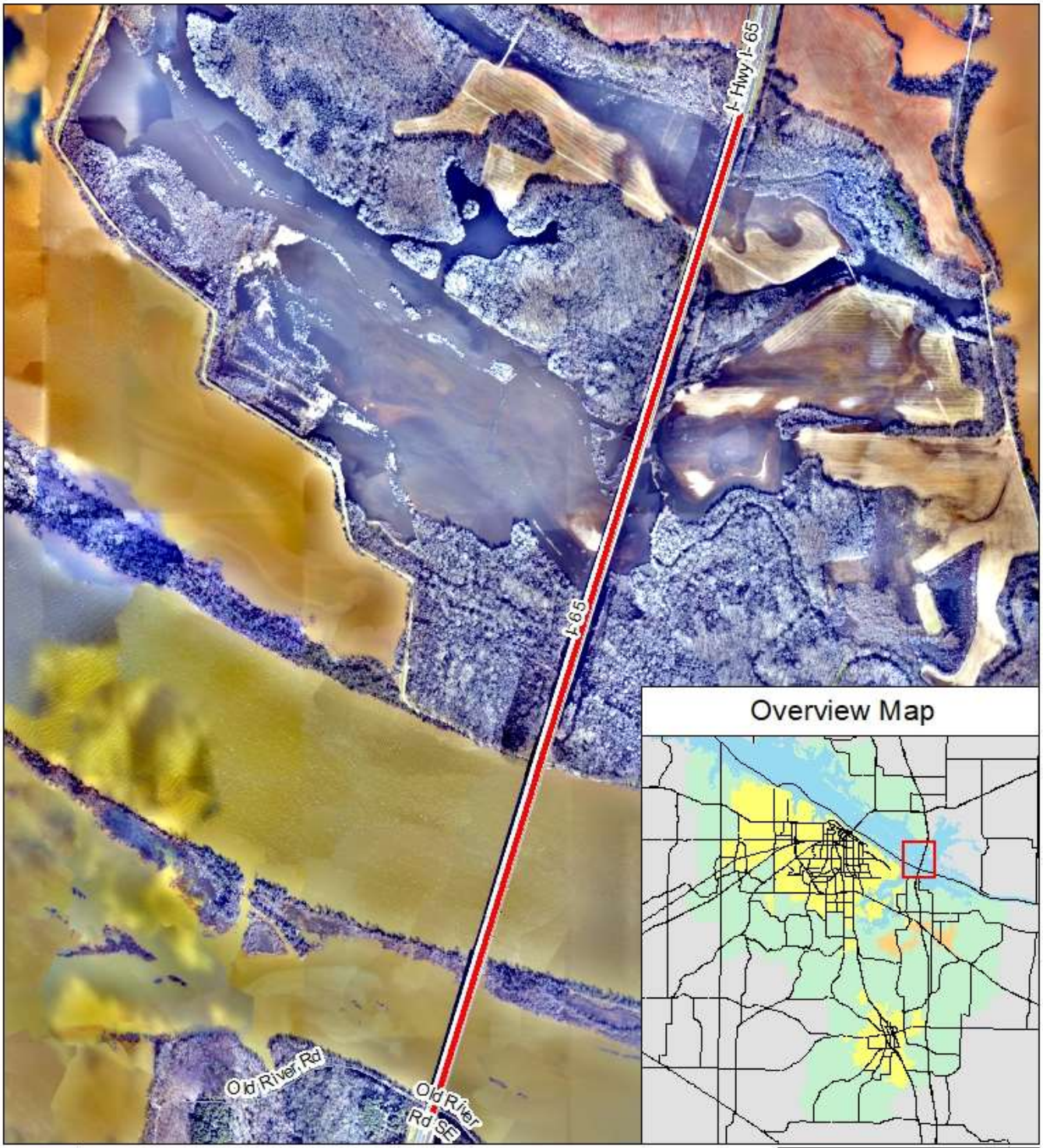
Note: Urbanized Area and Priceville Urban Cluster delineated by the U.S. Census Bureau, 2010

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

Map ID 5 - Interchange Lighting (LED Retrofit) on I-65 at SR-36 (Exit 328) in the City of Hartselle

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

Map ID 6 - Paint Retrofit Bridge Rails and Replace Various Bearing Assemblies on I-65 Bridges Over the Tennessee River BINS 010882 and 010883



Overview Map

Decatur Area Metropolitan Planning Organization

N W E S

0 0.1 0.2 0.4 0.6 0.8

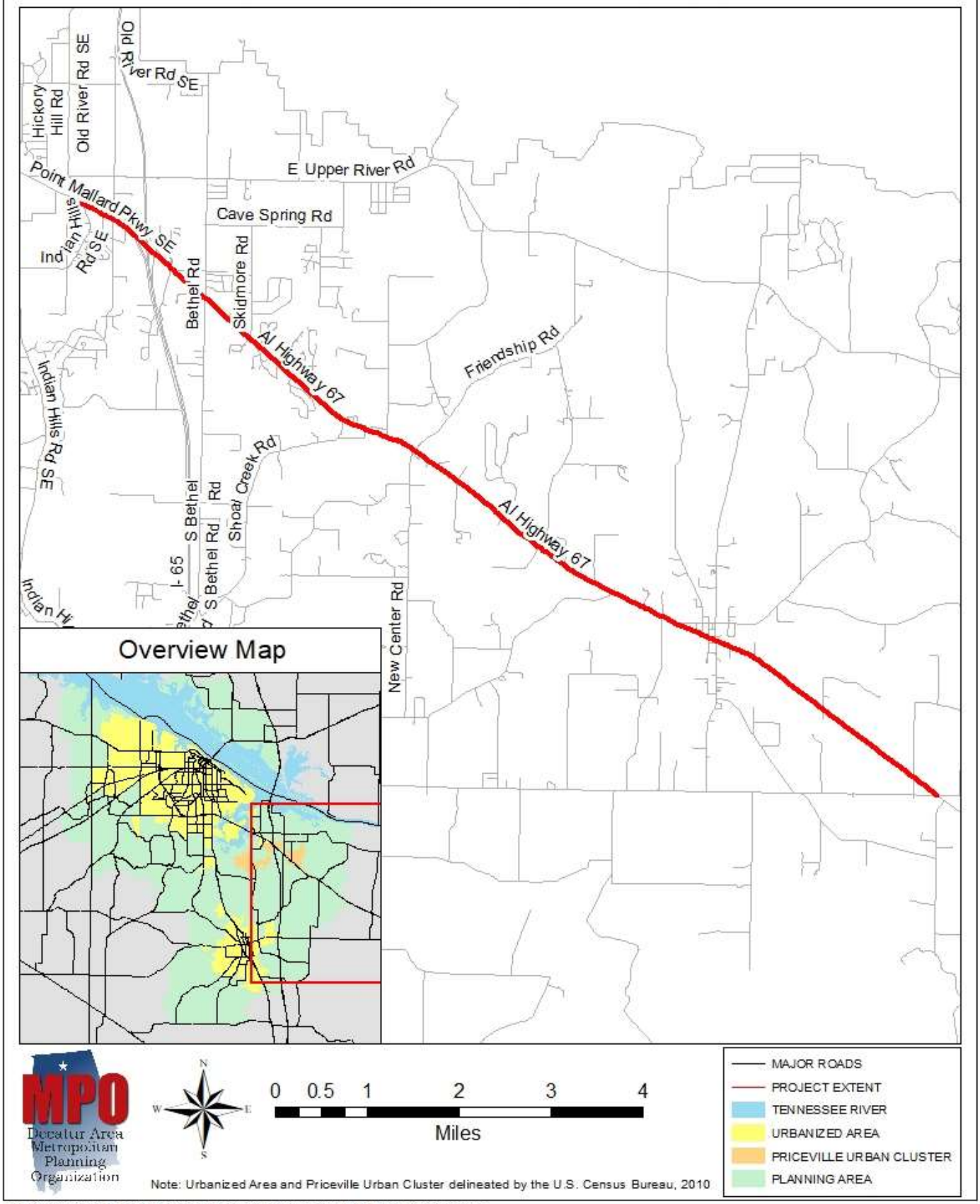
Miles

MAJOR ROADS
PROJECT EXTENT
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 Document Produced by the Staff of the Decatur Area Metropolitan Planning Organization

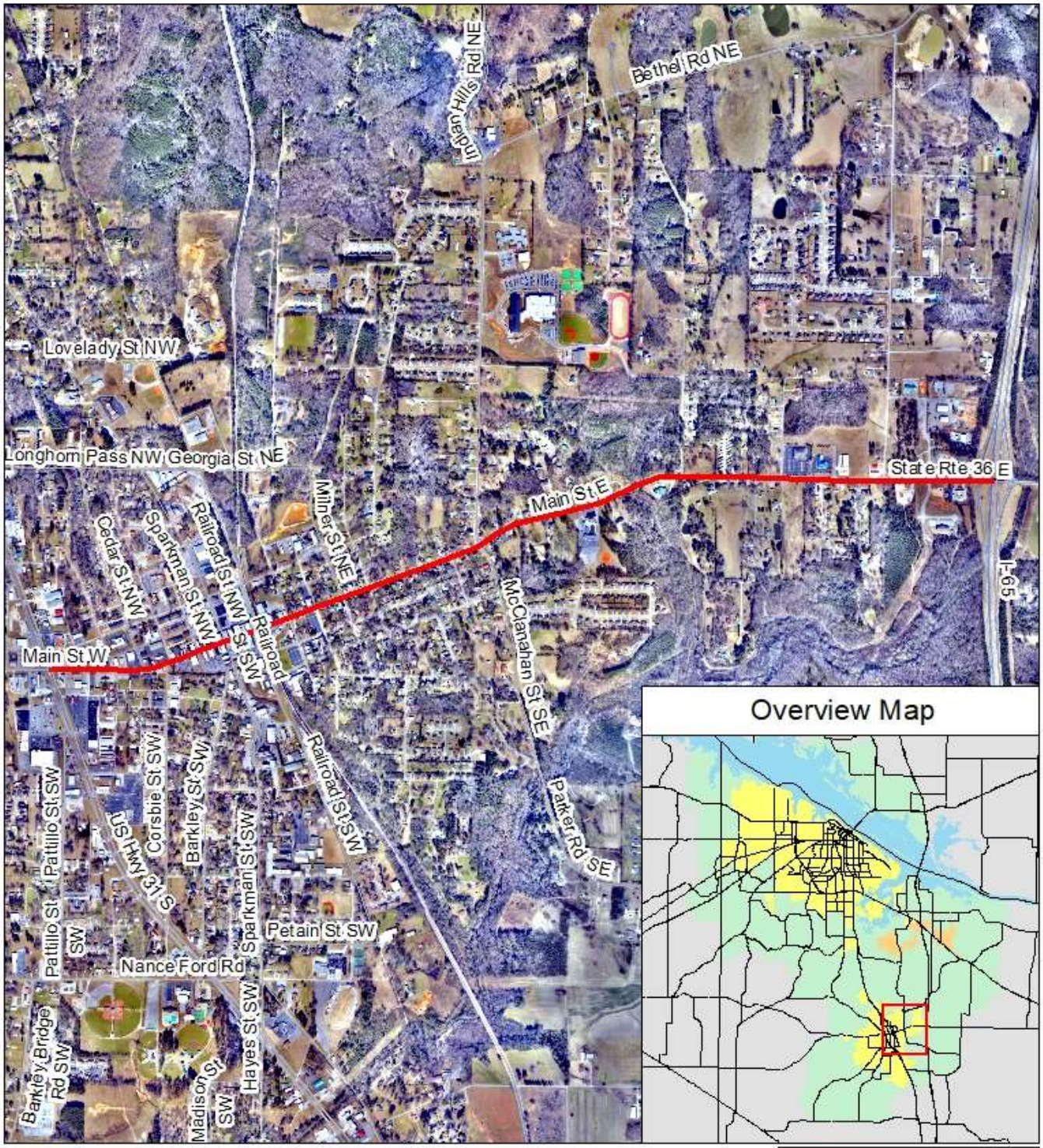
Map ID 7 - Resurface SR-67 From MP 24.050 Just South of SR-36 to MP 35.670 Just North of Indian Hills Road



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

Map ID 8 - Resurfacing SR-36 From SR-3 (US-31) to I-65 Including CSX Railroad Crossing



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

2.4.4 Appalachian Highway System Projects

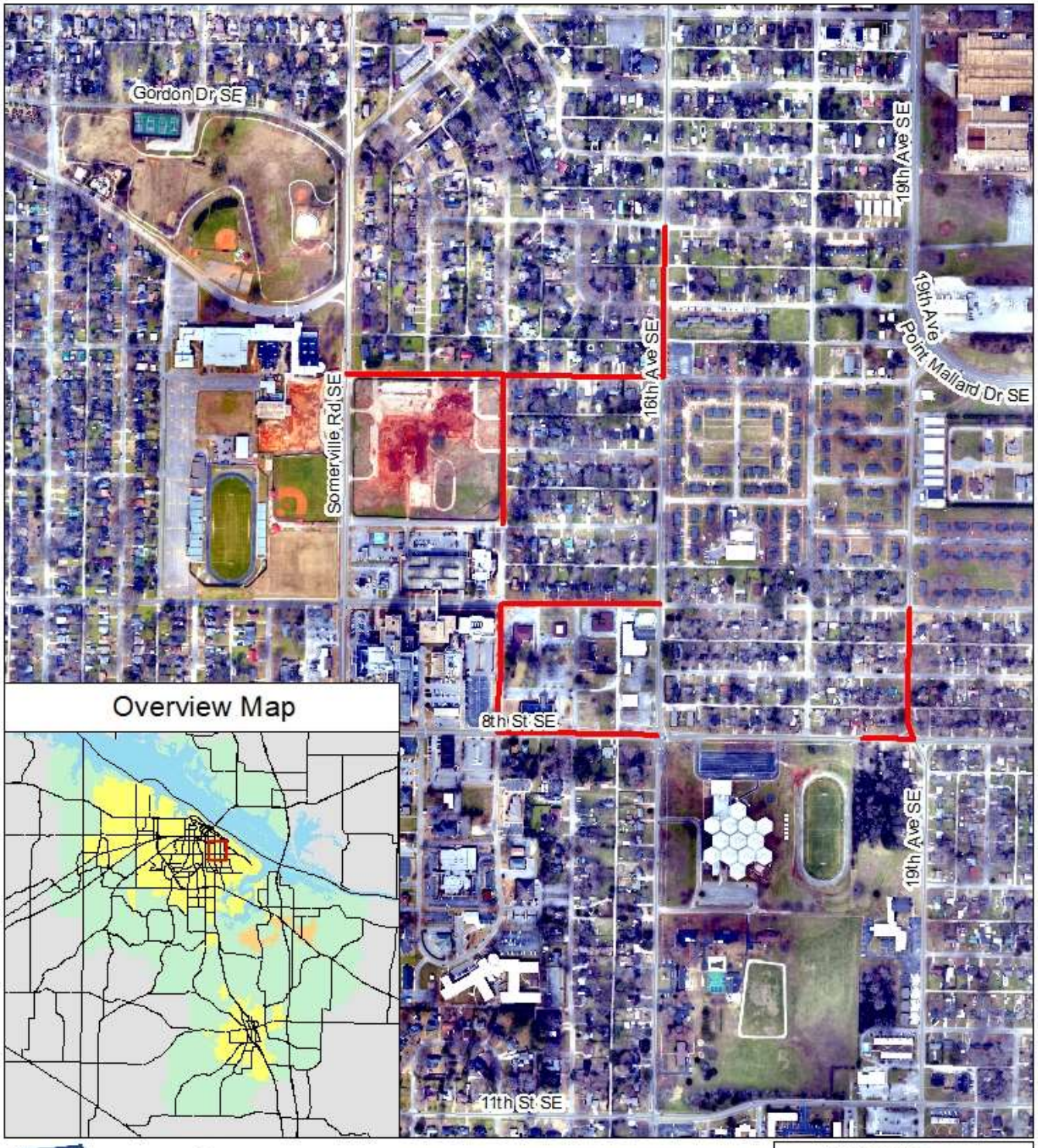
Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

2.4.5 Transportation Alternatives

Sponsor: CITY OF DECATUR												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
43289	100069007 TAPAA TA19 (902)	SIDEWALKS ON BEECH STREET 14TH AVENUE 7TH STREET SE 8TH STREET SE 19TH AVENUE SE AND 16TH AVENUE	0.00	CN	P	SIDEWALK	2020	9.000	EXEMPT	NA	$331,879 $0 $82,970	$414,849
Totals By Sponsor						**Federal**		**$331,879**			**ALL Funds**	**$414,849**

Map ID 9 - Sidewalks on Beech Street 14th Avenue 7th Street SE 8th Street SE 19th Avenue SE and 16th Avenue



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

2.4.6 Bridge Projects (State and Federal)

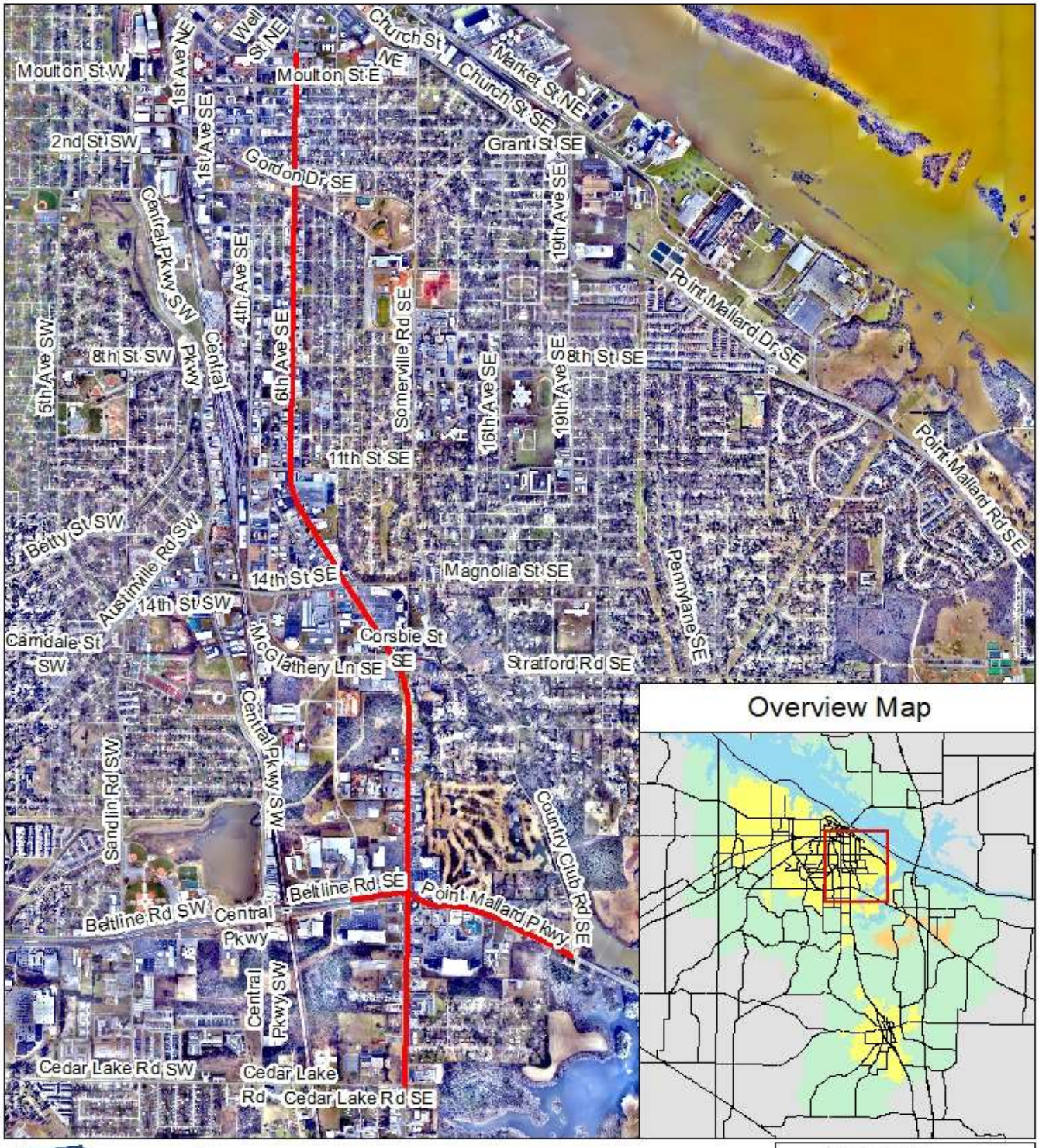
Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

2.4.7 State Funded Projects

Sponsor: 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
41657	100066712 ST-052-003-002 ( )	TRAFFIC SIGNAL UPDATES ON SR-3 (US-31) (SIXTH AVENUE) FROM LEE STREET TO CEDAR LAKE ROAD AND SR-67 (BELTLINE ROAD) FROM VETERANS DRIVE TO COUNTRY CLUB ROAD IN THE CITY OF DECATUR	0.00	CN	P	SIGNALIZATION	2019	10.000	EXEMPT	NA	$0 $128,187 $0	$128,187
43971	100069817 ST-052-999-013 ( )	CLOSING OF LINE STREET AND FERRY STREET AT SR-20 (ALT US-72) IN THE CITY OF DECATUR	0.00	CN	P	INTERSECTION IMPROVEMENTS	2019	11.000	EXEMPT	NA	$0 $100,000 $0	$100,000
Totals By Sponsor						**Federal**		**$0**			**ALL Funds**	**$228,187**

Map ID 10 - Traffic Signal Updates on US-31 From Lee Street to Cedar Lake Road and SR-67 From Veterans Drive to Country Club Road in the City of Decatur



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

Map ID 11 - Closing of Line Street and Ferry Street at SR-20 (ALT US-72) in the City of Decatur

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

2.4.8 Enhancement Projects

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

No Records Found

2.4.9 Transit Projects

Sponsor: NARCOG												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
39376	100063920 FTA9 TR18 ( )	SECTION 5307 TRANSIT DECATUR OPERATING FY 2018	0.00	TR	P	UNCLASSIFIED	2019	0.000		NA	$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		NA	$487,500 $0 $487,500	$975,000
39379	100063923 FTA9 TR18 ( )	SECTION 5307 TRANSIT DECATUR PREVENTIVE MAINTENANCE FY 2018	0.00	TR	P	UNCLASSIFIED	2019	0.000		NA	$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		NA	$56,000 $0 $14,000	$70,000
39382	100063926 FTA9C TR18 ( )	SECTION 5307 TRANSIT DECATUR CAPITAL BUSES ROLLING STOCK FY 2018	0.00	TR	P	UNCLASSIFIED	2019	0.000		NA	$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		NA	$104,000 $0 $26,000	$130,000
39385	100063929 FTA9C TR18 ( )	SECTION 5307 TRANSIT DECATUR CAPITAL SUPPORT EQUIP/FAC FY 2018	0.00	TR	P	UNCLASSIFIED	2019	0.000		NA	$4,000 $0 $1,000	$5,000
39534	100064084 RPTO TR18 ( )	SECTION 5311 TRANSIT MORGAN CO COMM OPERATING FY 2018	0.00	TR	P	UNCLASSIFIED	2019	0.000		NA	$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		NA	$100,500 $0 $100,500	$201,000
39537	100064087 RPTO TR18 ( )	SECTION 5311 TRANSIT MORGAN CO COMM ADMINISTRATION FY 2018	0.00	TR	P	UNCLASSIFIED	2019	0.000		NA	$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		NA	$32,000 $0 $8,000	$40,000
39540	100064090 RPTOC TR18 ( )	SECTION 5311 TRANSIT MORGAN CO COMM CAPITAL BUSES ROLLING STOCK FY 2018	0.00	TR	P	UNCLASSIFIED	2019	0.000		NA	$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		NA	$116,000 $0 $29,000	$145,000
39543	100064093 RPTOC TR18 ( )	SECTION 5311 TRANSIT MORGAN CO COMM CAPITAL SUPPORT EQUIP/FAC FY 2018	0.00	TR	P	UNCLASSIFIED	2019	0.000		NA	$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	NA	$4,000 $0 $1,000	$5,000
Totals By Sponsor						**Federal**		**$1,804,000**		**ALL Funds**	**$3,137,000**

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

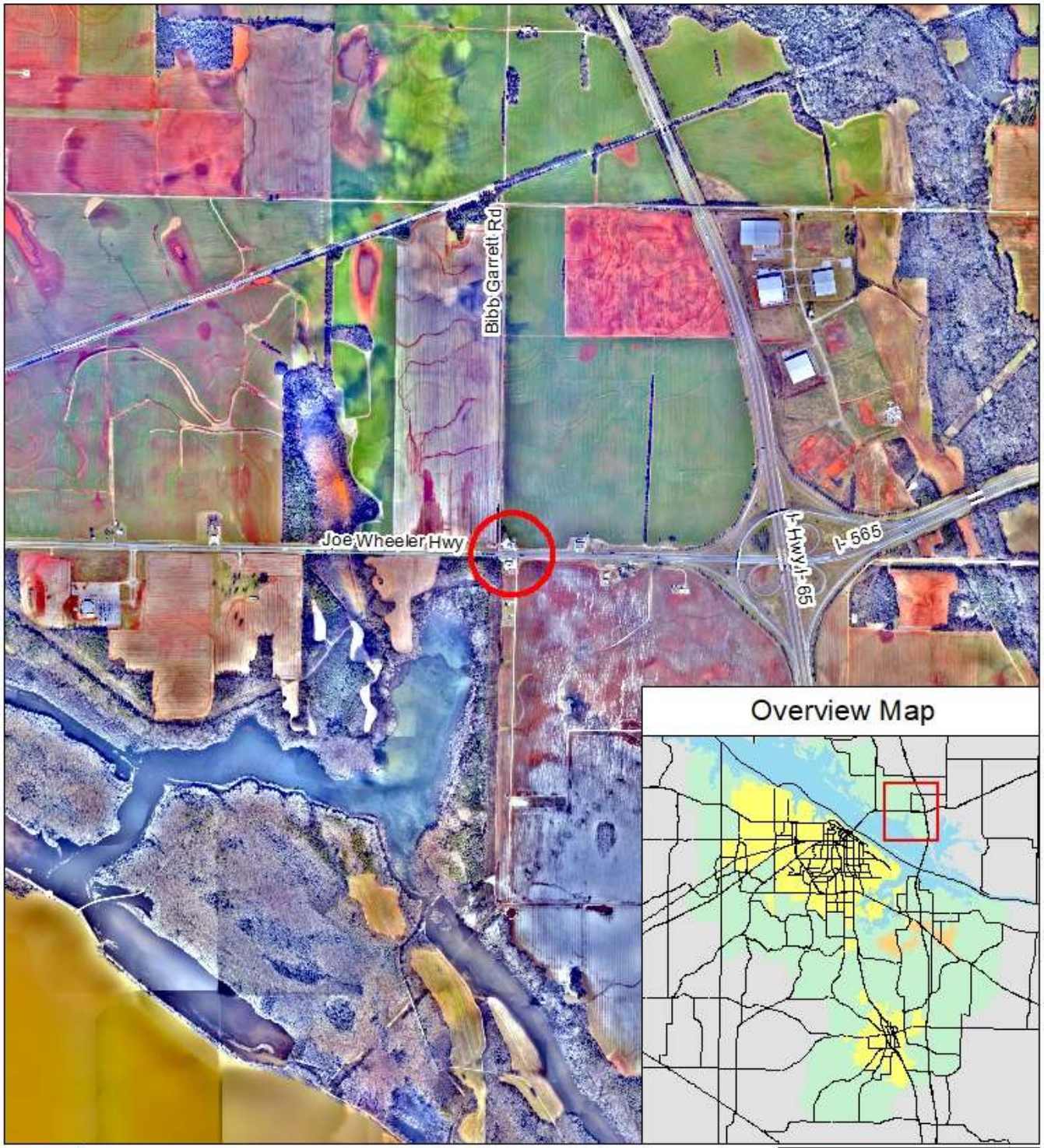
Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

2.4.12 Other Federal and State Aid Projects

Sponsor: 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
43852	100069665 FAUP NR19 ( )	BUILD DISCRETIONARY GRANT (PROJECT SMAART) INTERCHANGE IMPROVEMENTS OVER SR-20/ALT US-72 ALONG BIBB GARRETT ROAD IN LIMESTONE COUNTY	0.50	CN	P	INTERCHANGE	2020	12.000	EXEMPT	NA	$14,364,897 $0 $0	$14,364,897
Totals By Sponsor						**Federal**		**$14,364,897**			**ALL Funds**	**$14,364,897**

Map ID 12 - BUILD Discretionary Grant (Project SMAART)
Interchange Improvements Over SR-20/ALT US-72 Along Bibb Garrett Road



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

2.4.13 Congestion Mitigation and Air Quality Projects

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

No Records Found

2.4.14 High Priority and Congressional Earmark Projects

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

No Records Found

2.5 Authorized Projects for Fiscal Year 2019

The following pages include the lists of Authorized TIP Projects for Fiscal Year 2019. A Project is considered Authorized when a funding contract has been completed. The projects are divided by funding categories and appear in the order in which they are published in the Web Portal application.

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

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

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

2.5.1 Surface Transportation Attributable Projects

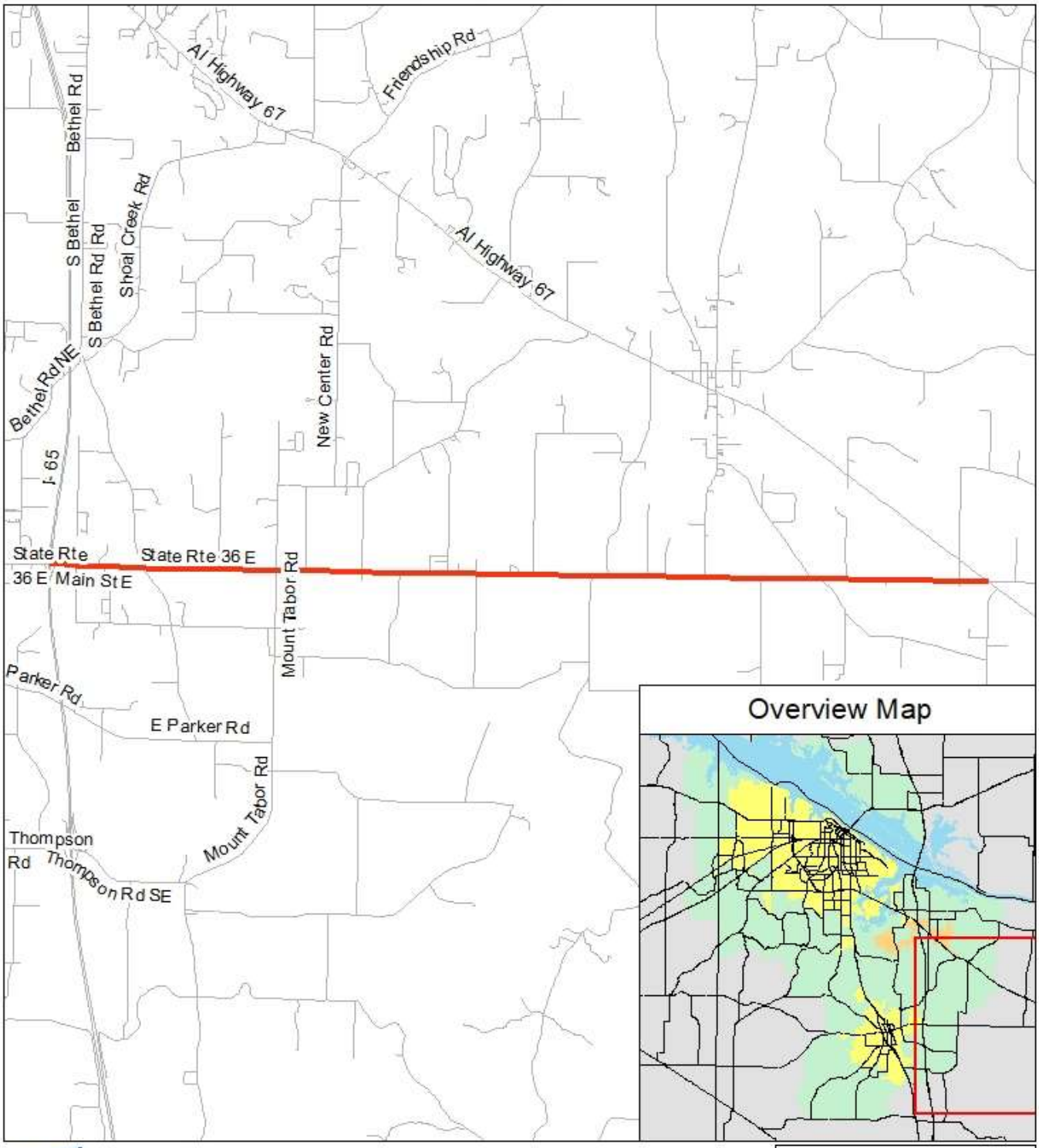
Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

2.5.2 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
41817	100066743 STPOA 0036 (511)	RESURFACING ON SR-36 FROM I-65 TO SR-67	8.32	FM	A	PREVENTATIVE MAINTENANCE LEVEL 2	2019	13.000	EXEMPT	NA	$1,236,505 $309,126 $0	$1,545,631
Totals By Sponsor						**Federal**		**$1,236,505**			**ALL Funds**	**$1,545,631**

Map ID 13 - Resurfacing on SR-36
From I-65 to SR-67

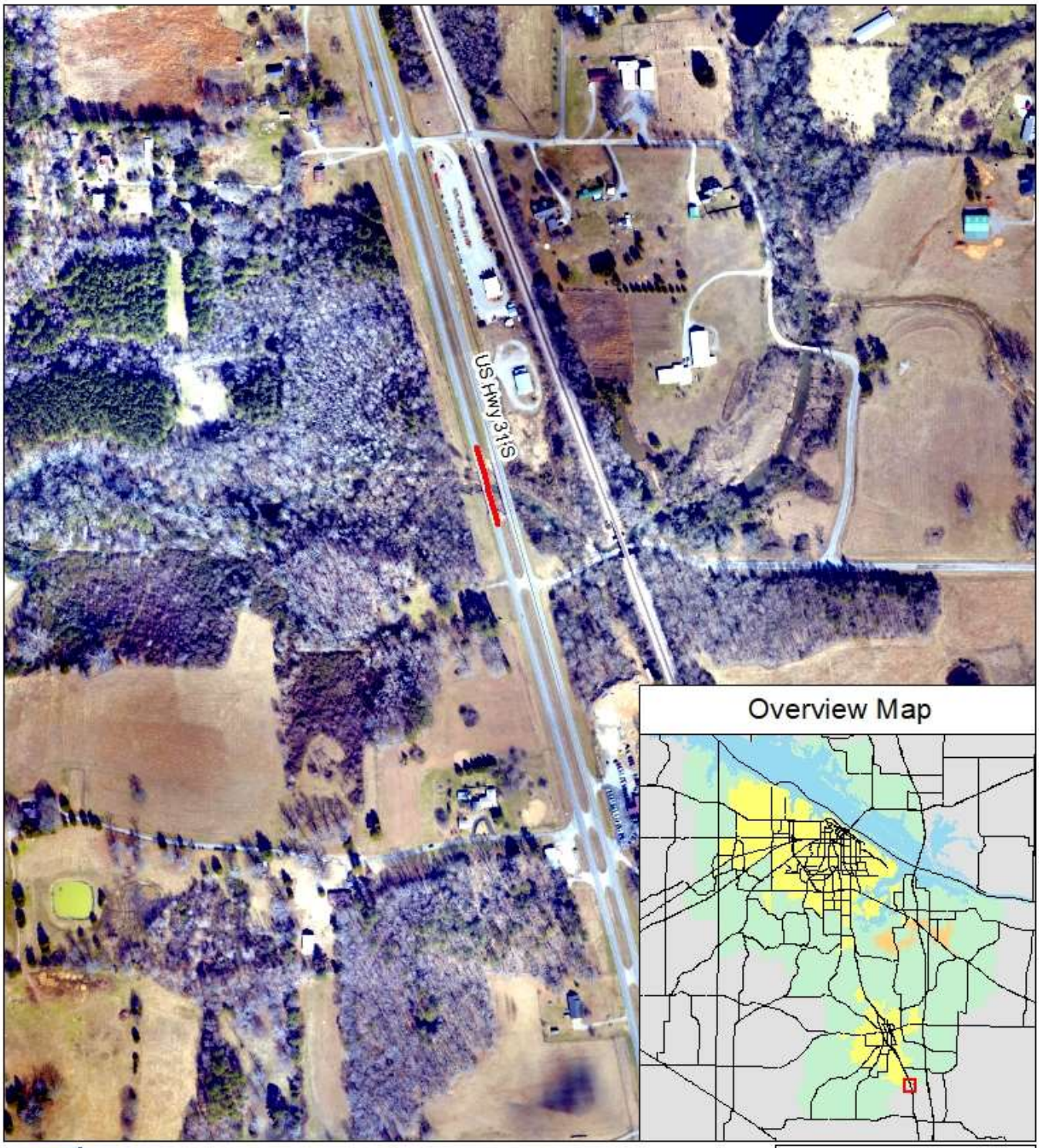


Map Document Produced by the Staff of the Decatur Area Metropolitan Planning Organization

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	100049717 BR 0003 (591)	REPLACE SOUTHBOUND BRIDGE BIN 000882 SR-3 (US-31) OVER CEDAR CREEK	0.25	RW	A	BRIDGE REPLACEMENT	2019	14.000	EXEMPT	NA	$57,724 $14,431 $0	$72,155
21296	100067287 BR 0003 (618)	BRIDGE REPLACEMENT BINS 006153 AND 001391 ON SR-3 (US-31) OVER NORFOLK SOUTHERN RAILROAD	0.01	PE	A	BRIDGE REPLACEMENT	2019	15.000	EXEMPT	NA	$565,600 $141,400 $0	$707,000
23808	100067272 IM I065 (505)	PAINT RETROFIT BRIDGE RAILS AND REPLACE VARIOUS BEARING ASSEMBLIES ON I-65 BRIDGES OVER THE TENNESSEE RIVER BIN 010882 AND 010883	1.88	PE	A	BRIDGE REHABILITATION	2019	16.000	EXEMPT	NA	$405,000 $45,000 $0	$450,000
42997	100068589 IM I065 (503)	INTERCHANGE LIGHTING (LED RETROFIT) ON I-65 AT SR-36 (EXIT 328) IN THE CITY OF HARTSELLE	0.00	PE	A	LIGHTING	2019	17.000	EXEMPT	NA	$12,500 $0 $12,500	$25,000
41817	100066519 NH 0020 (528)	RESURFACE SR-20 FROM STATE DOCKS ROAD STA 210+00 (MP 65.261) TO 12TH AVENUE NW STA 319+35 (MP 67.326) WITH 3 NORFOLK SOUTHERN RAILROAD CROSSING PROFILE ADJUSTMENTS	2.07	FM	A	PREVENTATIVE MAINTENANCE LEVEL 2	2019	18.000	EXEMPT	NA	$2,063,744 $515,936 $0	$2,579,680
43012	100066778 NH 0020 (529)	RESURFACING ON SR-20 (US-72A) FROM .36 MILE EAST OF THE LAWRENCE COUNTY LINE TO WEST OF SR-67 (STATE DOCKS ROAD)	3.60	FM	A	PREVENTATIVE MAINTENANCE LEVEL 2	2019	19.000	EXEMPT	NA	$1,749,250 $437,313 $0	$2,186,563
Totals By Sponsor						**Federal**		**$4,853,818**			**ALL Funds**	**$6,020,398**

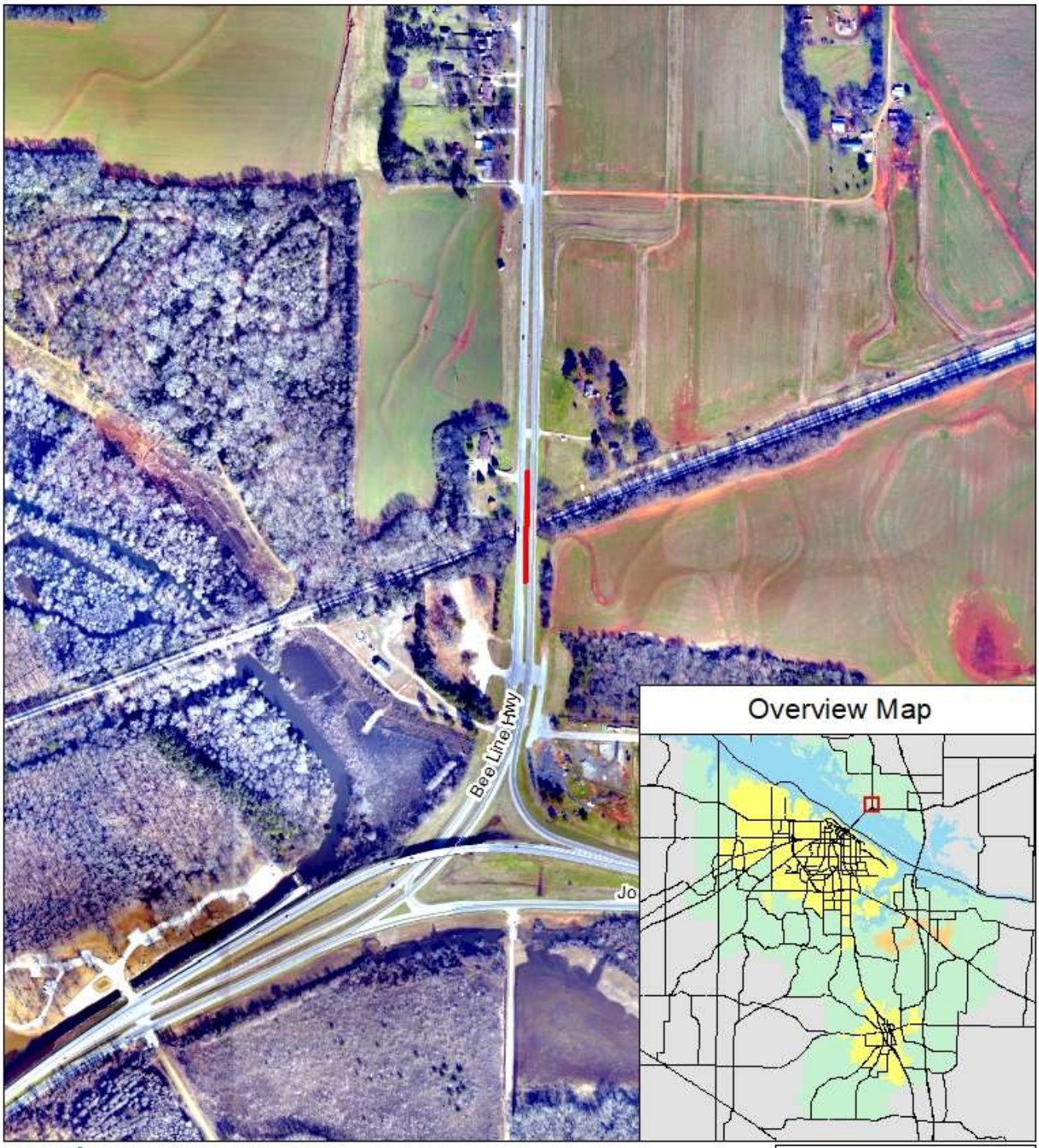
Map ID 14 - Replace Southbound Bridge BIN 000882
SR-3 (US-31) Over Cedar Creek



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

Map ID 15 - Bridge Replacement BINS 006153 and 001391 on SR-3 (US-31) Over Norfolk Southern Railroad



Decatur Area Metropolitan Planning Organization

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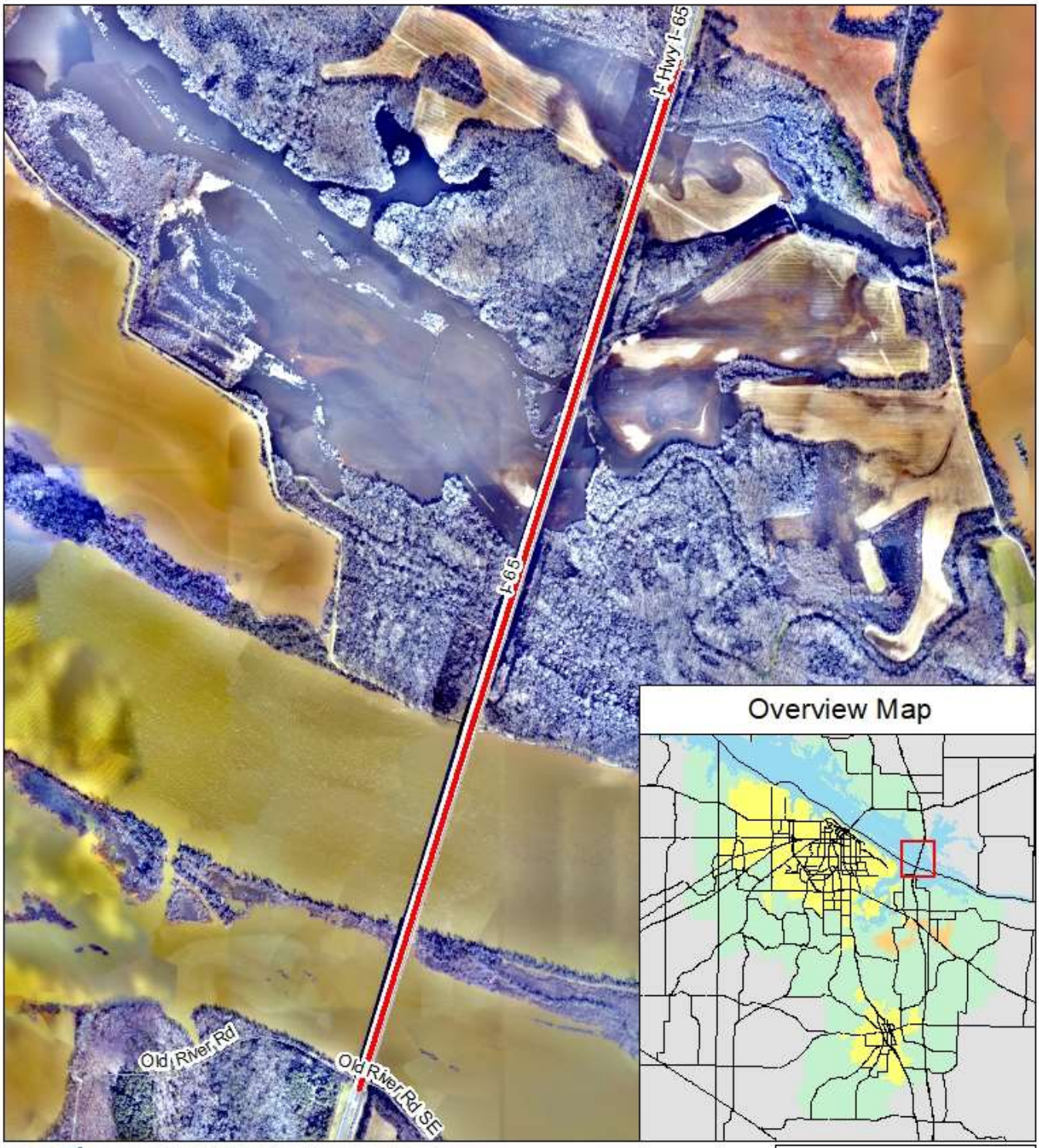
Miles

- MAJOR ROADS
- PROJECT EXTENT
- 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 Document Produced by the Staff of the Decatur Area Metropolitan Planning Organization

Map ID 16 - Paint Retrofit Bridge Rails and Replace Various Bearing Assemblies on I-65 Bridges Over the Tennessee River BIN 010882 and 010883



Decatur Area Metropolitan Planning Organization

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

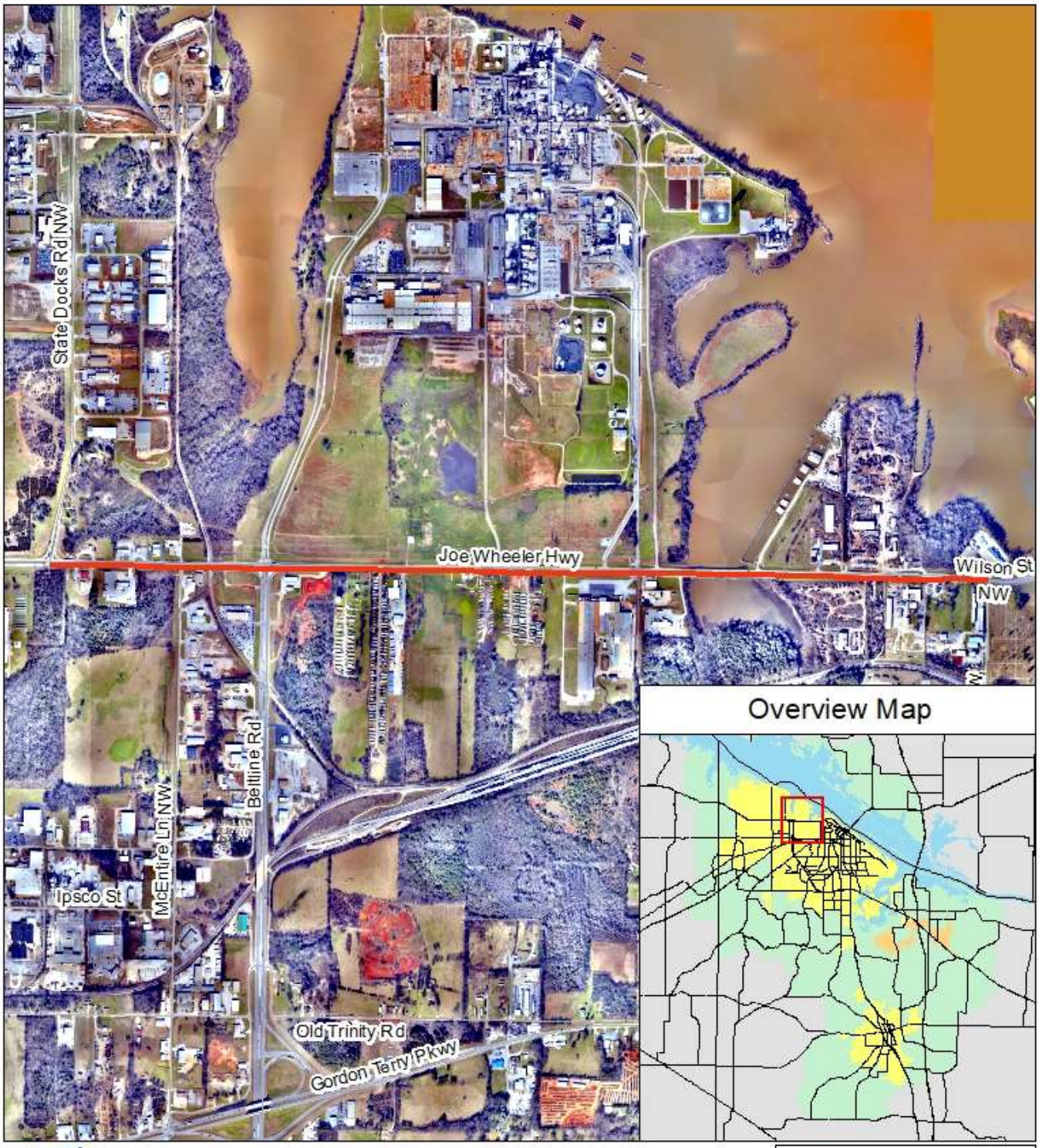
Map Document Produced by the Staff of the Decatur Area Metropolitan Planning Organization

Map ID 17 - Interchange Lighting (LED Retrofit) on I-65 at SR-36 (Exit 328) in the City of Hartselle

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

Map ID 18 - Resurface SR-20 From State Docks Road to 12th Avenue NW With 3 Norfolk Southern Railroad Crossing Profile Adjustments



MPO Decatur Area Metropolitan Planning Organization

N W E S

0 0.125 0.25 0.5 0.75 1

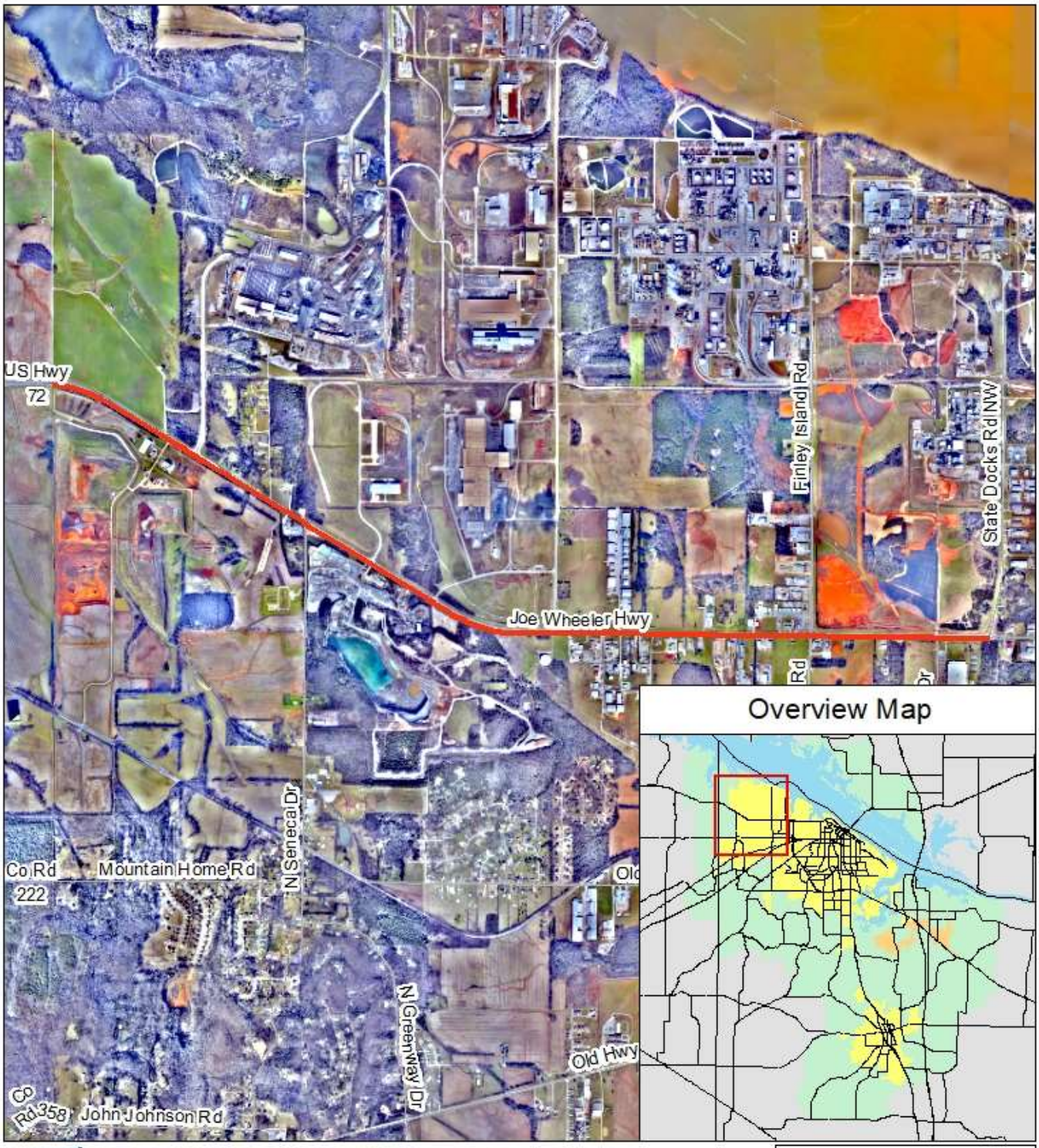
Miles

- MAJOR ROADS
- PROJECT EXTENT
- 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 Document Produced by the Staff of the Decatur Area Metropolitan Planning Organization

Map ID 19 - Resurface SR-20 From .36 Mile East of Lawrence County Line to West of SR-67 (State Docks Road)



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

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

No Records Found

2.5.6 Bridge Projects (State and Federal)

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

No Records Found

2.5.7 State Funded Projects

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

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

No Records Found

2.5.9 Transit Projects

Sponsor: NARCOG												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
43412	100069140 FTA9 TR19 ( )	SECTION 5307 TRANSIT N CENTRAL AL REG COG (NARCOG) OPERATING FY 2019	0.00	TR	A	UNCLASSIFIED	2019	0.000		NA	$480,580 $0 $0	$480,580
43416	100069144 FTA9 TR19 ( )	SECTION 5307 TRANSIT N CENTRAL AL REG COG (NARCOG) PREVENTIVE MAINTENANCE FY 2019 GRANT AL90X198	0.00	TR	A	UNCLASSIFIED	2019	0.000		NA	$128,000 $0 $0	$128,000
43414	100069142 FTA9C TR19 ( )	SECTION 5307 TRANSIT NC AL REG COG (NARCOG) CAPITAL ROLLING STOCK (2 CC BUS) FY 2019	0.00	TR	A	UNCLASSIFIED	2019	0.000		NA	$179,648 $0 $44,912	$224,560
43611	100069367 RPTO TR19 ( )	SECTION 5311 TRANSIT NC AL REG COG (NARCOG) OPERATING FY 2019	0.00	TR	A	UNCLASSIFIED	2019	0.000		NA	$136,427 $0 $0	$136,427
43612	100069368 RPTO TR19 ( )	SECTION 5311 TRANSIT NC AL REG COG (NARCOG) ADMIN FY 2019	0.00	TR	A	UNCLASSIFIED	2019	0.000		NA	$154,476 $0 $0	$154,476
Totals By Sponsor						**Federal**		**$1,079,131**			**ALL Funds**	**$1,124,043**
Sponsor: TBD												
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
43897	100069721 FTA9C TR19 ( )	SECTION 5307 TRANSIT NC AL REG COG (NARCOG) CAPITAL SUPPORT EQUIP (90/10) FY 2019	0.00	TR	A	UNCLASSIFIED	2019	0.000		NA	$4,500 $0 $0	$4,500
43898	100069722 FTA9C TR19 ( )	SECTION 5307 TRANSIT NC AL REG COG (NARCOG) CAPITAL SUPPORT EQUIP FY 2019	0.00	TR	A	UNCLASSIFIED	2019	0.000		NA	$4,000 $0 $0	$4,000
Totals By Sponsor						**Federal**		**$8,500**			**ALL Funds**	**$8,500**

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

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

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

ADHS – Appalachian Development Highway System

AHPP – Advanced Construction High Priority Corridor (funding code)

ALDOT – Alabama Department of Transportation

APDV – Appalachian Development (funding code)

BELT – Safety Incentive Seat Belt Apportionment (funding code)

BIN – Bridge Identification Number

BPP – Bicycle and Pedestrian Plan

BR – Bridge funding program

BRDF – Bridge Replacement Discretionary Fund (funding code)

BRPL – Bridge Replacement (funding code)

CAA – Clean Air Act

CAC – Citizens Advisory Committee

CBD – Central Business District

CESR – Rural Secondary (funding code)

CFR – Code of Federal Regulations

CMAQ – Congestion Mitigation Air Quality

CN – Construction

CPMS – Comprehensive Project Management System

CX54J – APD Corridor X 2003 (funding code)

DBE – Disadvantaged Business Enterprise

DHP8 – Surface Transportation Innovative Projects (funding code)

DOT – Department of Transportation

EPA – Environmental Protection Agency

FAST – Fixing America's Surface Transportation

FCC – Fiscal Constraint Chart

FHWA – Federal Highway Administration

FM – Federal-Aid Resurfacing Program

FP – Freight Plan

FTA – Federal Transit Administration

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

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

FTA9 – Federal Transit Administration Section 5307 (funding code)

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

FY – Fiscal Year

GHG – Green House Gas

GIS – Geographic Information System

HESS – Hazard Elimination Program (funding code)

HPP – High Priority Project

HPPP – High Priority Project Program

HSIP – Highway Safety Improvement Program

IAC – Interagency Air Quality Consultation Group

IM – Interstate Maintenance (funding code)

IMNT – Interstate Maintenance (funding code)

IREG – Interstate Regular (funding code)

JARC – Job Access and Reverse Commute (funding code)

LED – Light Emitting Diode

LEP – Limited English Proficiency

LRTP – Long-Range Transportation Plan

LVOE – Level of Effort Projects

MAIN – Maintenance Projects (funding code)

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

MOU – Memorandum of Understanding

MP – Mile Post

MPA – Metropolitan Planning Area

MPO – Metropolitan Planning Organization

NAAQS – National Ambient Air Quality Standards

NARCOG- North central Alabama Regional Council of Governments

NH – National Highway System (funding code)

NHF – National Highway Funds

NHPP – National Highway Performance Program

NHS – National Highway System

NHSP – National Highway System Project

NOx – Oxides of Nitrogen

NPMRDS – National Performance Management Research Data Set

PBPP – Performance-Based Program and Planning

PE – Preliminary Engineering

PEA – Planning Emphasis Area

PHED – Peak Hours Excessive Delay

PLN8 – Surface Transportation Metropolitan Planning (funding code)

PM1 – Safety Performance Measures

PM2 – Bridge/Pavement Performance Measures

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

PM3 – Safety Performance Measures

PPP – Public Participation Plan

RPO – Rural Planning Organization

RPTO – Federal Transit Administration Section 5311 (funding code)

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

RRX – Railroad Crossing

RW – Right-of-Way

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

SCP – Scope or Phase of the Project

SGR – State of Good Repair

SHSP – Statewide Highway Safety Plan

SIP – Statewide Implementation Plan

SOV – Single Occupancy Vehicle

SPAR – State Planning and Research (funding code)

SR – State Route

STAT – State Program (funding code)

STATC – State Program-Contract Construction (funding code)

STATS – State Program-Special Aid (funding code)

STIP – State Transportation Improvement Program

STPAA – Surface Transportation Program Any Area (funding code)

STPHV – Surface Transportation Urban Area funding for Huntsville, AL

STPOA – Surface Transportation Program Other Area (funding code)

STPDE – Surface Transportation Urban Area Funding for Decatur, AL

STPOA – Surface Transportation-Other Area

STPSA – Any Hazard (funding code)

STRP – State Revenue Sharing (funding code)

STS – Project Status

TAM – Transit Asset Management

TAMP – Transit Asset Management Plan

TAP – Transportation Alternatives Program

TARCOG – Top of Alabama Regional Council of Governments

TCC – Technical Coordinating Committee

TCSPE – Transportation Communications System Earmarked Grant (funding code)

TD – Transportation Disadvantaged

TDP – Transit Development Plan

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

TERM – Transit Economic Requirements Model

TIP – Transportation Improvement Program

TMA – Transportation Management Area

TR – Transit

TTTR – Truck Travel Time Reliability

UABC – Urban Extension (funding code)

ULB – Useful Life Benchmark

UPWP – Unified Planning Work Program

USC – United States Code

USDOT – United States Department of Transportation

UT – Utilities

VOC – Volatile Organic Compound

YOE – Year of Expenditure

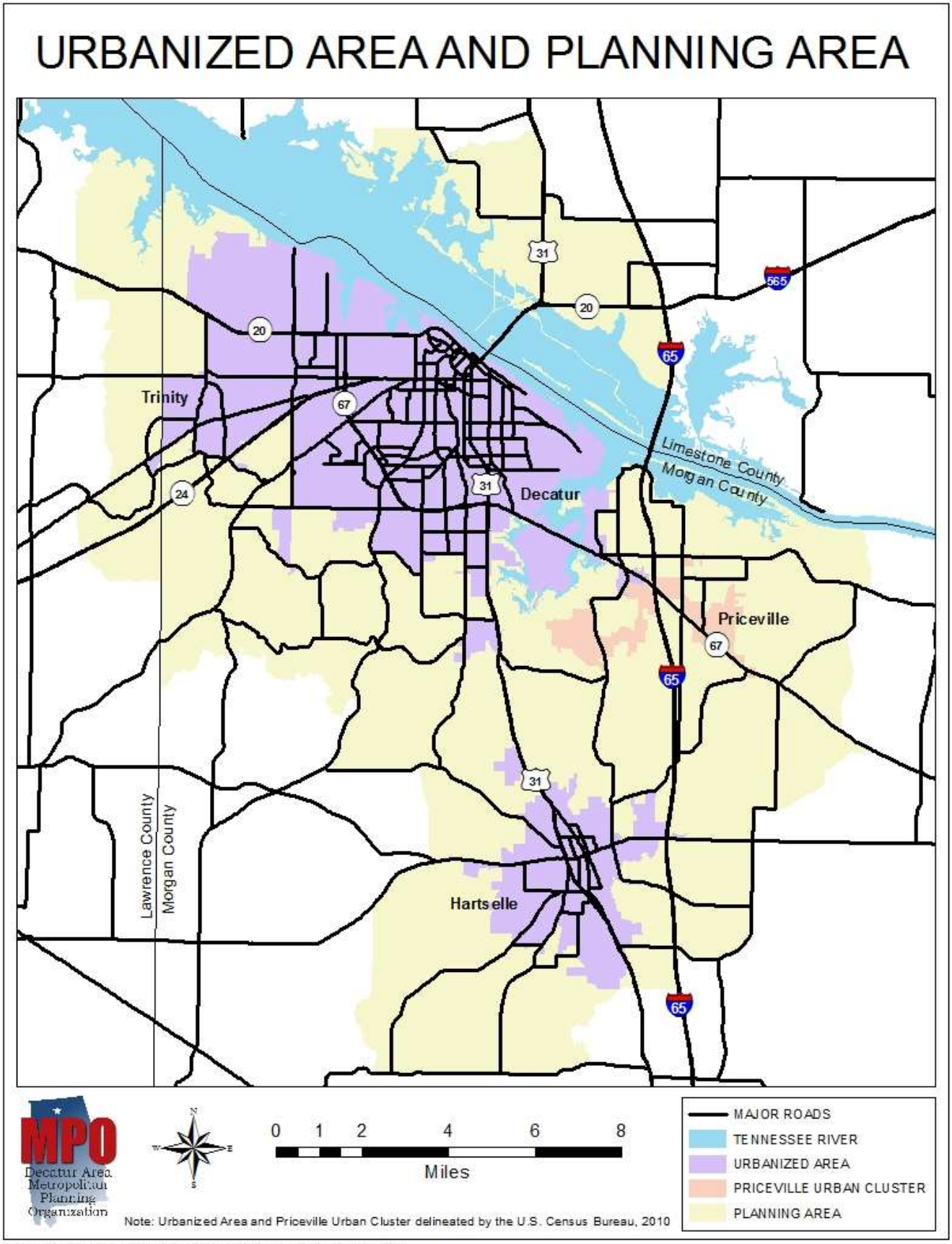
99004 – Shoulder Repair (funding code)

99005 – Bridge Painting (funding code)

99006 – Traffic Signal Upgrading (funding code)

99054 – Roadway Mowing (funding code)

3.2 Planning Area Map



3.3 MPO Organization

MPO Policy Board

Voting Members

Chairman Melvin Duran, Mayor Town of Priceville
Vice-Chairman Randy Garrison, Mayor, City of Hartselle
Honorable Tab Bowling, Mayor, City of Decatur
Honorable Chuck Ard, Council, City of Decatur
Honorable Vaughn Goodwin, Mayor, Town of Trinity
Honorable Ray Long, Chairman, Morgan County Commission
Honorable Collin Daly, Chairman, Limestone County Commission
Honorable Paige Bibbee, Council, City of Decatur
Honorable Kristi Hill, Council, City of Decatur
Honorable Charles Kirby, Council, City of Decatur
Mr. Curtis Vincent, North Region Engineer, Alabama Department of Transportation

Non – Voting Members

Honorable Bobby Burch, Commissioner, Lawrence County Commission
Mr. Mark Bartlett, Division Administrator, Federal Highway Administration, Alabama Office
Mrs. Roxanne Ledesma, Federal Transit Administration
Mr. D.E. Phillips, State Local Transportation Engineer, Alabama Department of Transportation

MPO Technical Coordinating Committee

Chairman Jeff Johnson, City of Hartselle
Vice-Chairman Wally Terry, City of Decatur
Mr. Carl Prewitt, City of Decatur
Mr. Sonny Wright, Town of Priceville, Town of Trinity
Mr. Greg Bodley, Morgan County
Mrs. Jeff Pruitt, NARCOG Regional Transit Agency
Mr. Jeremy Griffith, City of Hartselle
Mr. John Seymour, Decatur/Morgan County Chamber of Commence
Mr. Ricky Ingram, Wheeler National Wildlife Refuge
Mr. Tom Hill, Limestone County Economic Development Association
Mr. Marc Massey, Limestone County
Mr. Jeremy Nails, Morgan County Economic Development Association
Mr. Butch Roberts, Port of Huntsville
Mr. Gary Borden, Decatur Utilities
Mr. Chris Jones, Decatur Police Department
Mr. Les Hopson, North Region, Alabama Department of Transportation
Mr. Allen Teague, Tuscumbia Area, Alabama Department of Transportation

Non – Voting Members
Mr. Michael Hora, Assistant State Local Transportation Engineer, Alabama Department of Transportation
Mrs. Sonya Baker, Assistant Bureau Chief, Planning Studies, Alabama Department of Transportation Office Engineer Bureau
Mr. Randy Stroup, Assistant State Local Transportation Engineer, Alabama Department of Transportation

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

MPO Citizens Advisory Committee

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

Co-Chairman, Blake McAnally
Co-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 2019 through 2021 – Financial Plan

	2018	2019	2020	2021
Surface Transportation Attributable Projects				
Carryover From Previous Year (Federal Funds Only)				
Apportionment (Federal Funds Only)				
Funds Available to the MPO for Programming (Federal Funds Only)				
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)				
Balance Forward (Federal Funds Only)				
Other Surface Transportation Program Projects (includes Bridge projects not on NH System)				
Funds Available for Programming Statewide (Federal Funds Only)	$125,476,363	$125,476,363	$125,476,363	$125,476,363
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%
National Highway Performance Program (APD, IM, Bridge projects on NH System)				
Funds Available for Programming Statewide (Federal Funds Only)	$473,464,897	$473,464,897	$473,464,897	$473,464,897
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	$0	$2,280,237	$3,004,758	$15,037,395
Percentage Programmed in the Tuscaloosa Area (Federal Funds Only)	0%	0%	1%	3%
Appalachian Highway System Projects				
State Funds Available for Programming Statewide (Total Funds)	$37,652	$37,652	$37,652	$37,652
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				
Funds Available for Programming Statewide (Federal Funds Only)	$15,903,966	$15,903,966	$15,903,966	$15,903,966
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	$0	$0	$331,879	$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	2%	0%
Bridge Projects				
Funds Available for Programming Statewide (Federal Funds Only)	$0	$0	$0	$0
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	$0	$0	$0	$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
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	$228,187	$0	$0
Percentage Programmed in the MPO Area (Total Funds)	0%	1%	0%	0%
Enhancement Projects				
Funds Available for Programming Statewide (Federal Funds Only)	$0	$0	$0	$0
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	$0	$0	$0	$0

See most recent Urban Funds Report on Page 84

Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
Transit Projects				
Funds Available for Programming Statewide (Federal Funds Only)	$0	$0	$0	$0
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	$0	$1,804,000	$0	$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
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)	$52,036,074	$52,036,074	$52,036,074	$52,036,074
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%
Other Federal and State Aid Projects				
Funds Available for Programming Statewide (Federal Funds Only)	$22,408,968	$22,408,968	$22,408,968	$22,408,968
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	$0	$0	$14,364,897	$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	64%	0%
Congestion Mitigation and Air Quality Projects - Birmingham Area Only				
Carryover From Previous Year (Federal Funds Only)	$18,955,155	$18,955,155	$18,955,155	$18,955,155
Apportionment (Federal Funds Only)	$11,795,045	$11,795,045	$11,795,045	$11,795,045
Funds Available for Programming (Federal Funds Only)	$30,750,200	$30,750,200	$30,750,200	$30,750,200
Estimated Cost of Planned Projects (Federal Funds Only)	$0	$0	$0	$0
Balance Forward (Federal Funds Only)	$30,750,200	$30,750,200	$30,750,200	$30,750,200
High Priority and Congressional Earmark Projects (Money still available)				
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)	$100,412	$100,412	$100,412	$100,412
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%

3.5 Urban Area Funding Availability Report

5/10/2019

URBAN AREA FUNDING AVAILABILITY REPORT

FEDERAL FUNDING ONLY

URBAN AREA: DECATUR

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
100043404	ADD LANES ON CR-43 (SPRING AV.) FROM DAY RD TO CEDAR LAKE RD SOUTH OF SR-67 ANDW(	UT	$2,442,931	04/01/2016	Authorized	3/31/2016
100062270	RESURFACE SOUTH GREENWAY DRIVE FROM OLD HWY 24 TO GORDON TERRY PARKWAY (SR-	CN	$266,196	03/25/2016	Authorized	3/3/2016

TOTALS FOR FISCAL YEAR 2016

Prior FY Carryover	$8,016,170	Authorized Projects	$2,709,127	Unobligated Balance	$6,848,422
FY Apportionment	$1,541,379	Planned Projects	$0	Remaining Balance	$6,848,422
FY Special Allocation	$0	Total Project Funds	$2,709,127		
Total Funds	$9,557,549				

5/10/2019

TOTALS FOR FISCAL YEAR 2017

Prior FY Carryover	$6,848,422	Authorized Projects	$0	Unobligated Balance	$8,448,649
FY Apportionment	$1,600,227	Planned Projects	$0	Remaining Balance	$8,448,649
FY Special Allocation	$0	Total Project Funds	$0		
Total Funds	$8,448,649				

100033425	ADD LANES ON CR-43 (SPRING AV.) FROM DAY RD TO CEDAR LAKE RD SOUTH OF SR-67 AND W	CN	$9,438,688	02/23/2018	Authorized	1/26/2018

TOTALS FOR FISCAL YEAR 2018

Prior FY Carryover	$8,448,649	Authorized Projects	$9,438,688	Unobligated Balance	$679,294
FY Apportionment	$1,669,333	Planned Projects	$0	Remaining Balance	$679,294
FY Special Allocation	$0	Total Project Funds	$9,438,688		
Total Funds	$10,117,982				

100069658	RESURFACING ON NORTH SENECA DRIVE FROM OLD HIGHWAY 24 TO SR-20 (US-72A) IN THE T(	PE	$12,800	06/01/2019	Planned	
100069659	RESURFACING ON NORTH SENECA DRIVE FROM OLD HIGHWAY 24 TO SR-20 (US-72A) IN THE T(	CN	$388,000	08/30/2019	Planned	
100069660	INTERSECTION IMPROVEMENTS ON VAUGHN BRIDGE ROAD AT SR-3 (US-31)	PE	$80,000	06/01/2019	Planned	
100069661	INTERSECTION IMPROVEMENTS ON VAUGHN BRIDGE ROAD AT SR-3 (US-31)	RW	$12,000	09/01/2019	Planned	

TOTALS FOR FISCAL YEAR 2019

Prior FY Carryover	$679,294	Authorized Projects	$0	Unobligated Balance	$2,419,063
FY Apportionment	$1,739,769	Planned Projects	$492,800	Remaining Balance	$1,926,263
FY Special Allocation	$0	Total Project Funds	$492,800		
Total Funds	$2,419,063				

100069662	INTERSECTION IMPROVEMENTS ON VAUGHN BRIDGE ROAD AT SR-3 (US-31)	UT	$29,573	02/01/2020	Planned	

URBAN AREA FUNDING AVAILABILITY REPORT

FEDERAL FUNDING ONLY

URBAN AREA: DECATUR

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
100069663	INTERSECTION IMPROVEMENTS ON VAUGHN BRIDGE ROAD AT SR-3 (US-31)	CN	$565,600	04/24/2020	Planned	

TOTALS FOR FISCAL YEAR 2020

Prior FY Carryover	$1,926,263	Authorized Projects	$0	Unobligated Balance	$3,706,885
FY Apportionment	$1,780,622	Planned Projects	$595,173	Remaining Balance	$3,111,712
FY Special Allocation	$0	Total Project Funds	$595,173		
Total Funds	$3,706,885				

5/10/2019

TOTALS FOR FISCAL YEAR 2021

Prior FY Carryover	$3,111,712	Authorized Projects	$0	Unobligated Balance	$4,892,334
FY Apportionment	$1,780,622	Planned Projects	$0	Remaining Balance	$4,892,334
FY Special Allocation	$0	Total Project Funds	$0		
Total Funds	$4,892,334				

5/10/2019

TOTALS FOR FISCAL YEAR 2022

Prior FY Carryover	$4,892,334	Authorized Projects	$0	Unobligated Balance	$6,672,956
FY Apportionment	$1,780,622	Planned Projects	$0	Remaining Balance	$6,672,956
FY Special Allocation	$0	Total Project Funds	$0		
Total Funds	$6,672,956				

5/10/2019

TOTALS FOR FISCAL YEAR 2023

Prior FY Carryover	$6,672,956	Authorized Projects	$0	Unobligated Balance	$8,453,578
FY Apportionment	$1,780,622	Planned Projects	$0	Remaining Balance	$8,453,578
FY Special Allocation	$0	Total Project Funds	$0		
Total Funds	$8,453,578				

3.6 Livability Principles and Indicators Data

1. Provide more transportation choices

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

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

2. Promote equitable, affordable housing

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

   - Percentage of Household Income spent on housing and transportation = 50%**

3. Enhance economic competitiveness

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

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

4. Support existing communities

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

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

5. Coordinate policies and leverage investment

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

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

6. Value communities and neighborhoods

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

   - Number of house within ½ mile of a regional trail system = 3,875*

Source – 2010 U.S. Census Block data, MPO GIS Sidewalk, Bicycle Trail Inventory *
Source – The Affordability and Location Efficiency H+T Affordability Index **
Source – 2010 U.S. Census Block data and Tiger Files ***
Source – 2017 American Community Survey 5-Year Estimates ****
Source – 2020-2023 Decatur Transportation Improvement Program *****

3.7 Public Participation Data

The following pages contain the documents and sign-in sheets concerning the public meetings held for the 2020-2023 TIP.

A public meeting was held as part of the June 6, 2019 MPO Policy Board Meeting where the public was allowed time to comment on the 2020-2023 TIP. A Public Meeting was also held on June 13, 2019 in the Decatur City Hall Annex Conference room. The sign-in sheets for these meetings are attached on the following pages as well as a copy of the public comment form that was provided to all attendees.

News Details – Draft 2020 to 2023 Decatur Area Transportation Improvement Program.

June 6, 2019

The Decatur Area Metropolitan Planning Organization (MPO) will hold a Public Review Period and a Public Meeting on the Draft 2020 to 2023 Decatur Area Transportation Improvement Program (TIP). The Public Review Period will be from June 6, 2019 through July 6, 2019. 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 June 13, 2019 from 3:00 pm to 5:00 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 (Decatur 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 2020 to 2023 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

3.8 Certification – TIP/STIP MOU

METROPOLITAN TRANSPORTATION PLANNING SELF-CERTIFICATION

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

(1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 C.F.R. part 450, subpart C;

(2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 C.F.R. part 93;

(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 C.F.R. part 21;

(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

(5) Section 1101(b) of the Fixing America's Surface Transportation Act (FAST Act) (Pub. L. 114-94) and 49 C.F.R. part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

(6) 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 C.F.R. parts 27, 37, and 38;

(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

(9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. part 27 regarding discrimination against individuals with disabilities.

Decatur Area Metropolitan Planning Organization	_____ State Department of Transportation
_____ Signature	_____ Signature
_____ Printed Name	_____ Printed Name
_____ Title	_____ Title
_____ Date	_____ Date

SELF-CERTIFICATION OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

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1.1 PURPOSE
1.2 AUTHORITY
1.3 SCOPE
1.4 REFERENCES
1.5 FEDERAL CERTIFICATION REQUIREMENTS
1.6 CERTIFICATION PROCESS & QUESTIONS

1.1 PURPOSE

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

1.2 AUTHORITY

SAFETEA-LU http://www.fhwa.dot.gov/safetealu/legis.htm

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

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

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

1.3 SCOPE

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

1.4 REFERENCES

23 U.S.C. 134 ----------(Metropolitan Planning)
42 U.S.C. 2000d et seq. ----------(Title VI of the Civil Rights Act of 1964)

42 U.S.C. 12101 ----------(Americans with Disabilities Act of 1990)
42 U.S.C. 7504 and 7506(c) and (d) (Transportation Air Quality Conformity)
49 U.S.C. 5303----------(Metropolitan Planning)
Section 1101(b) of the FAST Act ---(Disadvantaged Business Enterprises)
23 C.F.R. 450 ----------(Metropolitan Planning)
49 C.F.R. Part 26 ----------(Disadvantaged Business Enterprises)
49 C.F.R. 27 ----------(Nondiscrimination on the Basis of Disability in Programs and Activities Receiving Federal Financial Assistance)
49 C.F.R. 37 ----------(Transportation Services for Individuals with Disabilities)
49 C.F.R. 38 ----------(Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles)

1.5 SELF-CERTIFICATION REQUIREMENTS

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

(1) The metropolitan planning requirements identified in *23 U.S.C. 134* and *49 U.S.C. 5303*;

(2) In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 C.F.R. Part 93;

(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21;

(4) 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

(5) Section 1101(b) of SAFETEA-LU (Public Law 109-59) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

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

(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and *49 C.F.R. Parts 27, 37,* and *38;*

(8) The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

(9) Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

1.6 CERTIFICATION PROCESS & QUESTIONS

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

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

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

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the largest incorporated city, and in accordance with procedures set forth in state and local law? [23 U.SC. 134 (d)(1)(A) and (B); 49 U.S.C. 5303 (d); 23 C.F.R. 450.310 (b)] Yes

2. For Transportation Management Areas (TMAs) only, does the MPO policy board include local elected officials, officials that administer or operate major modes of transportation, and appropriate state officials? [23 U.S.C. 134 (d)(2)(A), (B), & (C); 49 U.S.C. 5303 (d); 23 C.F.R. 450.310 (d)] Not Applicable

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

4. Does the MPO boundary encompass the existing urbanized area and contiguous area expected to become urbanized within 20-year forecast period? [23 U.S.C. 134 (e)(2); 49 U.S.C. 5303 (e); 23 C.F.R. 450.312 (a)] Yes

5. Did ALDOT send a copy of the boundary map to FHWA and FTA? [23 C.F.R. 450.312 (j)] Yes

6. For projects located within the boundaries of more than one MPO, does the MPO coordinate the planning of these projects with the other MPO(s)? [23 U.S.C. 134 (g)(2)] Yes

7. Does the MPO planning process provide for consideration of the 10 planning factors? [23 U.S.C. 134 (h); 23 C.F.R. 450.306 (b)] Yes

8. Did the Long-Range Transportation Plan (LRTP) have at least a 20-year horizon at the time of adoption of the last major update? [23 U.S.C. 134 (i)(2)(A); 23 C.F.R. 450.324 (a)] Yes

9. Did the LRTP address the following areas in accordance with 23 U.S.C. 134 (i)(2), 49 U.S.C. 5303 (f)?Yes

    - Identify projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan.

    - Identify major transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities) that function as an integrated metropolitan transportation system, giving emphasis to facilities that serve national and regional transportation functions.

    - Include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 USC 134(h)(2).

    - Include a system performance report and subsequent updates evaluating the condition ands performance of the transportation system with respect to the performance targets described in 23 USC 134(h)(2).

    - Include discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.

    - Include a financial plan that showed the public and private revenue sources that could reasonably be expected.

- Include discussion of operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.

- Include discussion of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to national disasters.

- Indicate as appropriate proposed transportation and transit enhancement activities.

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

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

plan can be implemented

- Include design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding sources, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity regulations (40 C.F.R. part 93, subpart A).

11. Has the LRTP been reviewed and updated at least 5 years since the date of the last MPO Board action? If the MPO planning area is in nonattainment and maintenance areas, has the LRTP been reviewed and updated at least 4 years since the last board action? [23 U.S.C. 134 (i)(1); 23 C.F.R. 450.324 (c)] Yes

12. Has the MPO sent all updates/amendments of the LRTP to FHWA and FTA via the ALDOT's Local Transportation Bureau? [23 C.F.R. 450.324 (c)] Yes

13. Was the TIP developed in cooperation with the State and local transit operators? [23 U.S.C. 134 (j)(1)(A); 49 U.S.C. 5303 (a); 23 C.F.R. 450.326 (a)] Yes

14. Was the TIP updated at least every 4 years and approved by the MPO and the Governor? [23 U.S.C.134 (j)(1)(D); 23 C.F.R. 450.326 (a)] Yes

15. Was the TIP financially constrained and did it include only revenues that could be reasonably expected? [23 U.S.C. 134 (j)(2)(B); 49 U.S.C. 5303 (j); 23 C.F.R. 450.326 (h)] Yes

16. Did the TIP contain a priority list of federally supported projects to be supported over the next four years? [23 U.S.C. 134 (j)(2)(A); 49 U.S.C. 5303 (j); 23 C.F.R. 450.326 (a)] Yes

17. Did the TIP contain all regionally significant projects, as defined by 23 C.F.R. 450.104? [23 U.S.C. 134 (j)(3)(B); 49 U.S.C. 5303 (j)(2); 23 C.F.R. 450.326 (d)] Yes

18. Was the TIP consistent with the LRTP? [23 U.S.C. 134 (j)(3)(C); 49 U.S.C. 5303 (j)(1); and 23 C.F.R. 450.326 (i)] Yes

19. Does the TIP identify the criteria and process for prioritizing implementation of transportation plan elements (including inter-modal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs? [23 C.F.R. 450.326 (n) (1)] Yes

20. Did the TIP include a listing of projects for which Federal funds have been obligated in the preceding year, or was this list otherwise made available for public review? [23 U.S.C. 134 (j)(7)(B); 49 U.S.C. 5304 (j)(7); 23 C.F.R. 450.326 (b) and (n)] Yes

21. When developing the LRTP and TIP, did the MPO provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the proposed plan and program? [23 U.S.C. 134 (i)(6)(A) and (j)(4)] Yes

22. Is the LRTP and TIP of the MPO published or otherwise readily available for public review? [23 U.S.C. 134 (i)(6) and (j)(7)(A)] Yes

23. Did the UPWP identify work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate who will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds? [23 C.F.R. 450.308 (c)] Yes

24. Did the UPWP document planning activities to be funded with through Title 23 U.S.C. and the Federal Transit Act? [23 C.F.R. 450.308 (b)] Yes

25. Were the transportation plans and programs of the MPO based on a continuing, comprehensive, and cooperative process? [23 U.S.C. 134 (c)(3), 49 U.S.C. 5303 (c)(3)] Yes

26. If located in a Transportation Management Area, does the MPO have an up to date congestion management process? [23 U.S.C. 134 (k)(3)] Not Applicable

27. Does the MPO have a documented Public Participation Plan that defines a process for members of the public to have reasonable opportunity to participate in the planning process? [23 C.F.R. 450.316 (a)] Yes

28. Has the MPO recently reviewed its Public Participation Plan? [23 C.F.R. 450.316 (a)(1)(x)] Yes

29. When the Public Participation Plan was adopted, was it made available for public review for at least 45 days? [23 C.F.R. 450.316(a)(3)] Yes

Section (2): The requirements of Sections 174 and 176 (c) and (d) of the Clean Air Act (for air quality nonattainment and maintenance areas only) 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 C.F.R. Part 450.322? What assurances are there that the Transportation Plan incorporates travel demand and operational management strategies, and that necessary demand reduction and operational management commitments are made for new SOV projects?

4. How does the MPO ensure that the TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities?

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

1. Does the MPO have a signed Title VI policy statement expressing commitment to non-discrimination? [23 C.F.R. 200.9 (a)(1)] Yes
2. Does the MPO take action to correct any deficiencies found by ALDOT within a reasonable time period, not to exceed 90 days, in order to implement Title VI compliance? [23 C.F.R. 200.9 (a)(3)] Yes
3. Does the MPO have a staff person assigned to handle Title VI and ADA related issues? This does not need to be a full-time equivalent position, but there should be at least someone at the MPO for whom Title VI and ADA is an extra duty area. [23 C.F.R. 200.9 (b)(1); 49 C.F.R. 27.13] Yes
4. Does the MPO have a procedure in place for the prompt processing and disposition of Title VI and Title VIII complaints, and does this procedure comply with ALDOT's procedure? [23 C.F.R. 200.9 (b)(3)] Yes
5. Does the MPO collect statistical data (race, color, national origin, sex, age, disability) of participants in, and beneficiaries of the programs and activities of the MPO? [23 C.F.R. 200.9 (b)(4)] Yes
6. Does the MPO conduct an annual review of their program areas (for example: public involvement) to determine their level of effectiveness in satisfying the requirements of Title VI? [23 C.F.R. 200.9 (b)(6)] Yes
7. Has the MPO participated in any recent Title VI training, either offered by the state, organized by the MPO, or some other form of training, in the past year?
8. Does the MPO have a signed Non Discrimination Agreement, including Title VI Assurances, with the State? Yes

9. Do the MPO's contracts and bids include the appropriate language as shown in the appendices of the Non Discrimination Agreement with the State? Yes
10. Does the MPO hold its meetings in locations that are ADA accessible? [49 C.F.R. 27.7 (5) Yes
11. Does the MPO take appropriate steps to ensure its communications are available to persons with impaired vision and hearing? [49 C.F.R. 27.7 (6)(c)] Yes
12. Does the MPO keep on file for 1 year all complaints of ADA non-compliance received and for 5 years a record of all complaints in summary form? [49 C.F.R. 27.121] Yes
13. Have all the local governments included within the MPO's study area boundary completed an ADA Transition Plan? Please provide a table indicating the status of the transition plans and copy of the completed transition plans. See Table Below

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

Section (5): Section 1101(b) of SAFETEA-LU regarding the involvement of disadvantaged business enterprises in FHWA and FTA planning projects (49 C.F.R. Part 26) Note: MPOs that are part of municipal or county governments may have some of these processes handled by the host agency.

1. Does the MPO have an ALDOT approved DBE plan? 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

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

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

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

3.9 Memorandum of Understanding

MEMORANDUM OF UNDERSTANDING
DRAFT
Alabama Department of Transportation
Statewide Procedures for FY 2020 - 2023 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 2020-2023 Transportation Improvement Programs (TIPs), and the Alabama Department of Transportation's Statewide Transportation Improvement Program (STIP). The STIP is the aggregation of the MPO TIP s, AL DOT 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 done 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* mean strategies and projects funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53 for which the supporting federal funds were

authorized and committed by the State or designated recipient in the preceding program year and authorized by the FHWA or awarded as a grant by the FTA.

- *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://www.dot.state.al.us/ltweb/planning/MPOWebsites.html.
- *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 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 planned project 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 for ALDOT federally-funded projects and Transportation Management Area (TMA) attributable projects.
    - $1 million for ALDOT federally-funded projects and for non-TMA MPOs attributable projects.
    - $750,000 for the county highway and bridge program.
- Involves a change in the Scope of Work to a project(s) that would:
    - Result in an air quality conformity reevaluation.
    - Result in a revised total project estimate that exceeds the thresholds established between ALDOT and the Planning Partner (not to exceed 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.

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 it originally-planned funding. The selected statewide funding programs include:

- ~~Preventive Maintenance Level 1(IM-PM1)~~ (Subject to change)
- Federal-Aid Resurfacing Program (FM)
- Transportation Alternative Program (TAP)
- Safety Projects (Hazard elimination, roadway and rail, high-speed passenger rail, seatbelt, blood alcohol content, and others.)
- Recreational Trails (Funds are transferred to ADECA.)
- County Allocation Funds (Off-system bridges and STP non-urban.)
- Federal Transit Programs: (Sub Recipient) 5307 (urbanized), 5311 (non-urban), 5310 (Elderly and Disabilities), and 5339 (Buses and Bus Facilities)

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

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.

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

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/MPO Portal).

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 federal-funded, Statewide Program TIP revisions. This Memorandum of Understanding will begin October 1, 2019, and remain in effect until September 30, 2023, unless revised or terminated.

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

_____ _____

Division Administrator
Federal Highway Administration

Date:

_____ _____

Regional Administrator
Federal Transit Administration

Date:

_____ _____

Director
Alabama Department of Transportation

Date: