

SHOALS AREA METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FISCAL YEARS 2016-2019



Prepared by the transportation planning staff of the Northwest Alabama Council of
Local Governments (NACOLG)

September 2015

SHOALS AREA METROPOLITAN PLANNING ORGANIZATION

Transportation Improvement Program (TIP) *Fiscal Years 2016-2019*

Northwest Alabama Council of Local Governments
103 Student Drive
Muscle Shoals, AL 35661
(256) 389-0500
Contact: Mr. Jesse E. Turner
Director of Transportation Planning
Email: jturner@nacolg.org

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This report was prepared as a cooperative effort of the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Alabama Department of Transportation (ALDOT), and local governments, in fulfillment of requirements set forth in 23 USC 134 and 135, amended by MAP-21 Sections 1201 and 1202, July 2012. The contents of this report do not necessarily reflect the official views or policy of the U. S. Department of Transportation

Shoals Area Metropolitan Planning Organization Officers

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Shoals Area
Metropolitan Planning Organization

RESOLUTION 15-12

**Adopting the FY 2016-2019 Transportation Improvement Program (TIP)
for the Shoals Area**

WHEREAS, the Northwest Alabama Council of Local Governments (NACOLG) is the organization designated by the Governor of the State of Alabama as recipient of Shoals Urbanized Area planning funds for the Shoals Area Metropolitan Planning Organization (MPO), and who is responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (amended by MAP-21 Sections 1201 and 1202, July 2012); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and

WHEREAS, the U. S. Department of Transportation requires that transportation projects in the urbanized area be included in a Transportation Improvement Program and adopted by the Shoals Area Metropolitan Planning Organization (MPO); and

WHEREAS, consistent with the declaration of these provisions, the Northwest Alabama Council of Local Governments (NACOLG) and Shoals Area MPO Planning Staff in cooperation with the Alabama Department of Transportation has prepared a FY 2016-2019 Transportation Improvement Program (TIP); now

THEREFORE, BE IT RESOLVED by the Shoals Area Metropolitan Planning Organization (MPO) that the same does hereby adopt the FY 2016-2019 Transportation Improvement Program (TIP).

ADOPTED THIS 9th DAY OF SEPTEMBER 2015

SIGNED: 
Mickey Haddock, Chairman

ATTEST:




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1.0 Introduction

1.1 Purpose

The Transportation Improvement Program (TIP) is a prioritized list of transportation projects scheduled for project design and engineering, right-of-way acquisition, utility relocation or construction for fiscal years 2016 to 2019. The TIP is developed by the Shoals Area Metropolitan Planning Organization (MPO). The projects listed in the TIP are taken from the Shoals Area Long Range Transportation Plan (LRTP) with the exception of safety, repaving, and other level of effort type of projects. The TIP identifies transportation projects that are needed to meet current and future travel demand in the study area. The purpose of the TIP is to schedule and plan for the implementation of transportation projects in the study area for FY 2016 to 2019.

1.2 MPO History, Organization and Management

Congressional approval of the Federal-Aid Highway Act on October 23, 1962, was the beginning of the transportation planning process. This legislation requires that in urbanized areas (defined as areas with a population of 50,000 or more) programs for Federal-Aid Highway projects approved after July 1, 1965, must be based on a continuing, comprehensive transportation planning process carried on cooperatively by states and local communities.

The MPO for the Shoals Area Transportation Study signed its original joint agreement concerning the transportation planning process with the Alabama Highway Department (AHD) in 1974, (now the Alabama Department of Transportation, ALDOT), in accordance with the Federal Aid Highway Act of 1962. The 1962 Act specified that urbanized areas must develop a "3C transportation planning process:" a process that is comprehensive, cooperative, and continuing, for federal-aid projects.

The Shoals Area MPO, hosted by the Northwest Alabama Council of Local Governments (NACOLG) signed a new agreement with ALDOT in September of 2007, stipulating the various duties and responsibilities of the parties involved. The Shoals Area MPO consists of the municipalities of Florence, Muscle Shoals, Sheffield, Tuscumbia, Killen, St. Florian, Leighton and portions of the counties of Colbert and Lauderdale. The Executive Director of NACOLG also serves as the MPO Executive Director.

The Shoals Study Area covers approximately 239 square miles. The 2010 census figures indicated that the population figure for the MPO Urban Area was approximately 77,074 people and the Study Area population figure was 89,613 people.

1.3 Regulations and Laws

The laws that require Metropolitan Planning Organizations (MPOs) to develop TIPs are found in Section 134 of Title 23 of the United States Code and Section 5303 of Title 49 of the United States Code. The rules that govern metropolitan planning organizations are published in the Code of Federal Regulations (CFRs) as Title 23, Chapter 1, Part 450, Subpart C. Sections 450.326 through 450.332 specifically relate to the development of TIPs. The regulations reflect the changes resulting from the passage of the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Pub. L. 112-141, July 6, 2012). Under MAP-21 MPOs must consider projects and strategies that will:

- (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 nonmotorized 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.

The MPO prepared the TIP based on these factors. In fact, these factors are considered in every document and program that the MPO produces.

1.4 Consistency with Other Plans

The TIP is consistent with the Shoals Area 2035 Long-Range Transportation Plan (LRTP). The projects included in TIP are taken from the Plan with the exception of certain Level of Effort (LVOE) projects. The LRTP covers a 25 year time frame, while the TIP extends over four years. The TIP is often considered the short-range plan of the Metropolitan Planning Organization (MPO).

The State Transportation Improvement Program (STIP) is a statewide listing of prioritized transportation projects prepared by the Alabama Department of Transportation (ALDOT). The STIP is consistent with the statewide long-range transportation plan and the long-range transportation plans and TIPs developed by the fourteen (14) 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.

1.5 TIP Development Process

In May of 2015 the Metropolitan Planning Organization began developing a draft FY 2015 to 2019 Transportation Improvement Program. The TCC recommended it for adoption for public review on June ?, 2015. The MPO Policy Board adopted it for public review on June ?, 2015. The draft plan was made available for review immediately after the meeting. Public Involvement meetings were held on ?. The final plan was adopted on ?.

1.6 TIP Amendment Process

The TIP will be amended periodically to adjust funding, time-frames, or other factors relevant to the projects. New projects may 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, and the Alabama Department of Transportation (ALDOT) have agreed that a formal TIP amendment, requiring MPO approval and vote, is necessary when a revision:

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

- Adds a new project, or deletes a project, that utilizes federal funds from a statewide line item, exceeds the thresholds listed below, and excludes those federally-funded statewide program projects
- Adds a new project phase(s), or increases a current project phase, or deletes a project phase(s), or decreases a current project phase that utilizes federal funds, where the revision exceeds the following thresholds:
 - \$5 million or 10 percent, whichever is greater, for ALDOT federally-funded projects and Transportation Management Area (TMA) attributable projects
 - The lesser amount of \$1 million or 50 percent, of project cost for non-TMA MPOs
 - \$750,000 for the county highway and bridge program
- Involves a change in the Scope of Work to a project(s) that would:
 - Result in an air quality conformity reevaluation
 - Result in a revised total project estimate that exceeds the thresholds established between ALDOT and the MPO
 - Results in a change in the Scope of Work on any federally-funded project that is significant enough to essentially constitute a new project
 - Level of Effort (LVOE) planned budget changes, exceeding 20% of the original budgeted amount per ALDOT region

TIP revisions that do not meet the amendment criteria are processed by administrative modifications. Generally this type of revision is used for minor projects or emergency repairs. Administrative modifications do not affect air quality conformity or involve a significant change in a project scope of work that would trigger an air quality conformity reevaluation; do not exceed the threshold established between ALDOT and the MPO, or the threshold established by FHWA Division Office and ALDOT; 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 public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas.) An administrative modification:

- Adds a project from a level of effort category or line item, utilizing 100 percent state or nonfederal 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 ALDOT and the MPO
- 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 MPO
- 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

As reviewed under section 1.7 Air Quality Planning, if Colbert and/or Lauderdale Counties are designated nonattainment based on the current National Ambient Air Quality Standards (NAAQS) the TIP would have to be amended. An air quality conformity determination report would have to be added to the TIP. In addition, the TIP project list might have to be adjusted in order to demonstrate conformity. After the TIP has met the conformity requirement, any future TIP amendments would have to prove conformity before adoption.

- 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

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1.7 Public Participation Process

In order to facilitate public participation the Shoals Area Metropolitan Planning Organization held public reviews of the FY 2016 - 2019 Transportation Improvement Program (TIP). The review period was open for more than the required 30 days. A meeting held at the following locations:

Florence-Lauderdale Public Library
 350 N Wood Ave
 Florence, AL
 Tuesday, September 1, 2015 from 10:00 a.m. - 12:00 p.m.

Opportunity was also given at the September 9, 2015 MPO meeting to receive public comment. Information on the public meetings was included in all legal ads, news releases, and posted on the NACOLG web site at www.nacolg.org. The TIP was placed on display in the following locations: the City Halls of Florence, Muscle Shoals, Tuscumbia, Sheffield, the Town Halls of St. Florian, Killen and Leighton, and the Courthouses of Colbert and Lauderdale Counties.

1.8 Title VI in Development of the TIP

It is the policy of the Shoals Area Metropolitan Planning Organization (MPO) to provide a planning process that is open to public input in the preparation of plans and programs and is consistent with the eight planning factors required under the new transportation legislation, Moving Ahead for Progress in the 21st Century (MAP-21), also known as Public Law 112-131, signed into law July 6, 2012. The Federal interpretive regulations remain as 23 CFR 450, and Public Participation Plan requirements are in 450.316.

1. Open Process: To have an open planning process that encourages early and continued public participation
2. Information Access: To provide complete and timely information regarding the plans, programs, procedures, policies and technical data produced or used during the planning process to interested parties and the general public
3. Notice of Activities: To provide timely and adequate public notice of meetings, reviews, and major document availability.
4. Public Input and Organization Response: To demonstrate consideration and recognition of public input and to provide appropriate responses to public input

5. Inclusive Process: The Shoals Area MPO places emphasis on the commitment mandated in Executive Order 12898 to protect low income and minority communities/citizens from disproportionate adverse impacts based on planning and implementation of projects and programs identified in the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP). The MPO provides for considerable participation activity towards this environmental justice goal through the opportunity, both formal and informal, for these identified citizens to share their ideas and concerns throughout the planning and decision making process.

Additionally, the Shoals Area MPO is and will be compliant with and follow all Title VI laws, processes, and programs to include the following:

- 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 paratransit plans and services. In accordance with ADA guidelines, all meetings conducted by the MPO will take place in locations which are accessible by persons with mobility limitations or other impairments.
- Executive Order 12898 or referred to as *Environmental Justice*, which requires that federal programs, policies and activities affecting human health or the environment will identify and avoid disproportionately high and adverse effects on minority or low-income populations. The intent was to ensure that no racial, ethnic, or socioeconomic group bears a disproportionate share of negative environmental consequences resulting from government programs and policies.
- Limited English Proficiency (LEP) Plan which is required by Title VI of the Civil Rights Act of 1964, Executive Order 13166, and FTA Circular C 4702.1B, October 2012. The Shoals Area MPO has completed a Four Factor Analysis of the Shoals 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 developed and can be accessed within the Public Participation Plan at http://nacolg.org/images/docroom/Shoals_PPP.pdf.

1.9 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 Study Area. The MPO staff will prepare 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. A representative of the North Alabama Highway Safety Office sits on the Technical Coordinating Committee.

1.10 Environmental Mitigation

Metropolitan Planning Organizations (MPO) are instructed to include in their Long-Range Transportation Plans (LRTP) 'a 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. The discussion shall be developed in consultation with federal, state and tribal land management, and regulatory agencies.'

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.

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

Mitigation as defined by the National Environmental Policy Act of 1969 (NEPA) is a three-level concept. The first level is avoidance. For transportation agencies, this could be as simple as choosing an alternative that avoids a sensitive resource, such as a historic site or a wetlands area.

The second level is minimization, which means that if avoidance is not possible, then the transportation agency takes action to minimize impact to the sensitive resource. For example, spanning a stream or wetlands area would have considerably less impact than re-channeling the stream or filling the wetlands.

The third level is mitigation, which means impact to a resource cannot be avoided. Examples include recordation of a historic structure that must be demolished and compensation for filled wetlands by debits from a wetlands bank.

For 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.

1.10.1 Climate Change

The Federal Highway Administration (FHWA) has determined that climate change should be integrated into transportation planning at the state, regional, and local levels.

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 trends.

Introduction to
Integrating Climate Change into the Transportation Planning Process
- Federal Highway Administration, Final Report, July 2008

In order to address climate change into the transportation planning process the MPO will continue to educate and advise the general public, freight providers, transit service providers, local planning agencies, local businesses, and other interested individuals and groups on the effects of climate change.

1.11 Air Quality Planning

The Clean Air Act (CAA) was originally adopted in 1963 and most recently amended in 1990. The purpose of the Clean Air Act (CAA) is to improve air quality and to protect human health. The Clean Air Act requires the Environmental Protection Agency (EPA) to establish tolerance limits on ground level and atmospheric pollutant concentrations through enactment of the National Ambient Air Quality Standards (NAAQS). In 2008 the Environmental Protection Agency (EPA) lowered the National Ambient Air Quality Standards (NAAQS) for ground level ozone from .084 to .075 parts per million.

Non-attainment status places additional requirements on the MPO. Most importantly among these are air quality determination of the Long-Range Transportation Plan (LRTP), the Transportation Improvement

Program (TIP), and all transportation projects. Conformity is achieved when new NAAQS violations are not created, the frequency or severity of NAAQS violations are not increased, and attainment of the NAAQS is not delayed. These conditions, if not met, could prevent the inclusion of some capacity projects in the TIP.

1.12 Level of Effort Projects

As previously mentioned, the projects on the TIP are taken from the Long-Range Transportation Plan with the exception of Level of Effort (LVOE) projects. 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.

LVOE projects are placed in the TIP according to selected funding programs, with the planned funding amounts for each year. The MPO is required to make a formal amendment to the TIP for any adjustment of funding of an LVOE group that exceeds 20 percent of the originally-planned funding to a particular ALDOT Region. The selected LVOE funding programs include:

- Transportation Alternative Program (TAP)
- Safety Projects (Hazard elimination, roadway and rail, high-speed passenger rail, seatbelt, blood alcohol content, and others)
- Recreational Trails (Funds are transferred to ADECA)
- Federal-Aid Resurfacing Program for each ALDOT Region
- County Allocation Funds (Off-system bridges and STP non-urban)
- Federal Transit Programs: 5307 (Urbanized), 5311 (Non-Urban), 5310 (Elderly and Disabilities), and 5339 (Buses and Bus Facilities)

Addition or deletion of an individual LVOE project is considered an administrative modification, and does not require MPO action prior to authorization, subject to the 20 percent threshold. ALDOT will maintain a matrix listing, on the STIP website, of LVOE projects for each of the five ALDOT Regions. The MPO will be notified as soon as any specific projects within their urban area are identified and selected, and will have ten (10) days to decline the project. Additionally, the MPO will be notified as soon as any specific projects are modified or deleted within their urban area, and will have ten (10) days to decline the project deletion or change.

1.13 Bicycle/Pedestrian Considerations

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

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

ALDOT Requirements

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.

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.

The Shoals Area MPO will incorporate bicycling and walking facilities into all transportation projects unless exceptional circumstances exist.

1.14 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 Chapter 2. The Shoals 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.

1.15 Financial Constraint

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

1.16 Project Selection and Prioritization

MAP-21 requires that the TIP include a priority of projects to be implemented. The following is an abbreviated list of criteria developed for evaluating projects in the Planning Area:

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

Projects on the TIP are prioritized by fiscal year. Since ALDOT controls the federal and state roads in Alabama and the federal funding that is issued to 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 Planning Area.

1.17 Conclusion

The MPO and the Alabama Department of Transportation will update the Transportation Improvement Program on an as-needed basis through the amendment process and will prepare and adopt a new four year TIP in FY 2019.

2.0 TELUS PROJECTS

2.1 Web TELUS Description

Web TELUS (Transportation, Economic, and Land Use System) is an internet based system used by the Alabama Department of Transportation and the Alabama MPOs to develop and manage the local TIPs and the State TIP (STIP). TELUS was developed by the New Jersey Institute of Technology under contract with the Federal Highway Administration (FHWA). The ALDOT project management database is the basis for the information in the Alabama version of TELUS. Changes made by ALDOT to the database are automatically reflected in the TELUS system. The MPOs have the option to add local information for each project that is retained in the database. Since the system is web based, ALDOT and MPO employees can make changes from any computer with an internet connection. ALDOT and the MPOs use the preformatted reports to produce sections of the STIP and TIPs.

2.2 TELUS Project Descriptions

Appalachian Highway System Projects

The U.S. Congress authorized the construction of the Appalachian Development Highway System (ADHS) in the Appalachian Development Act of 1965. The ADHS was designed to generate economic development in previously isolated areas, supplement the interstate system, connect Appalachia to the interstate system, and provide access to areas within the Region as well as to markets in the rest of the nation (Appalachian Regional Commission website). This program was not continued under MAP-21. The category will remain in place until all program funds are expended.

Bridge Projects (State and Federal)

This program 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.

Enhancement Projects

This category was eliminated in MAP-21, with many of the activities now being covered under the Transportation Alternatives (TAP) program. This program remains in place, however, because there is still funding available. The category will be deleted once funding is exhausted. Enhancement activities that are no longer included in the TAP program include (truncated):

- Safety and educational activities for pedestrians and bicyclists
- Acquisition of scenic easements or historic sites
- Landscaping and scenic beautification
- Historic preservation and rehabilitation, including railroad and canal facilities (Some exceptions - see section 101(a)(29)(E))

- Archaeological planning and research (Under TAP, certain mitigation measures related to project impacts are covered).
- Establishment of Transportation museums

High Priority and Congressional Earmark Projects

High Priority funding is project-specific funding provided by the Transportation Equity Act for the 21st Century (TEA-21) and extended by SAFETEA-LU and MAP-21. Congressional Earmarks are legislative actions providing funding for a specific purpose or project outside the normal funding allocation process. While High Priority funding continues under MAP-21, Congressional Earmark funding remains only because some projects under this category have not been completed.

National Highway Systems Projects

The National Highway System (NHS) includes the Interstate Highway System as well as other roads important to the national 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). Under MAP-21, this category now includes Interstate Maintenance activities.

Other Federal and State Aid Projects

This is a miscellaneous category for projects that do not fit easily into other categories.

Other Surface Transportation Program Projects

Surface Transportation is a federal-aid highway program that funds a broad range of transportation capital needs, including many roads, transit, seaport and airport access, vanpool, bicycle, and pedestrian facilities. These types of funds may be used for capacity, bridge work, intersection, and other operational improvements.

Safety Improvement Program Projects

This program provides comprehensive funding to states for safety projects. The program requires a state to develop a Statewide Highway Safety Plan (SHSP). Projects funded under this program are required to be consistent with the SHSP and correct or improve a hazardous road location or feature or addresses a highway safety problem.

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.

Surface Transportation Attributable Projects

This funding category is a subset of the Surface Transportation Program (STP). ALDOT distributes these funds to the MPOs based on a per capita formula. The MPOs have the authority to determine what projects are funded and the schedule. In most cases the local governments on the MPO provide the required matching funds. All of the eligibility rules for the STP program also apply to this category.

System Maintenance Projects

This funding category is used for roadway and bridge maintenance and is provided according to system specifications, facility-life maintenance scheduling, and available funding. Projects are usually assigned a '99' code designation. Typical projects include shoulder repair, bridge painting, traffic signal upgrades, and roadway mowing.

Transit Projects

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 or demand response services in the MPO Urbanized Area or Planning Area and the primary funding provider is the Federal Transit Administration (FTA) with supplemental match funding from local governments and agencies.

Transportation Alternatives Program (TAP) Projects

This program was authorized under MAP-21 (Section 1122) and replaces most of the project activities under the SAFETEA-LU Transportation Enhancement (TE) guidelines. The TAP program provides some flexibility in shifting funds to and from other programs, a feature not available under the TE program.

Eligible activities under TAP [23 USC 213 (b)] include (truncated):

1. Construction, planning, and design of on-road and off-road activities for pedestrians, bicyclists, and other non-motorized forms of transportation
2. Construction, planning, and design of infrastructure-related projects (Safe Routes and Americans with Disabilities Act projects are included here)
3. Conversion and use of abandoned railroad corridors
4. Construction of turnouts, overlooks, and viewing areas
5. Community Improvement activities, such as:
 - Control of outdoor advertising
 - Preservation and rehabilitation of historic transportation facilities
 - Vegetation management in rights-of-way
 - Archaeological activities relating to project impacts mitigation
6. Environmental mitigation activity, including pollution prevention and abatement, and mitigation to:
 - Address storm-water management and control, and water pollution prevention, and abatement related to highway runoff
 - Reducing wildlife mortality and maintain connectivity among habitats
7. Recreational trails program (23 USC 206)
8. Safe Routes to School program projects under 1404(f) of SAFETEA-LU
 - Infrastructure-related
 - Non-infrastructure-related
 - Safe Routes to School Coordinator
9. Planning, Design, or construction of boulevards and other roadways right-of-way (ROW) of former Interstate System routes or other divided highways

2.4 Planned Project Listings

2.3 Web TELUS Report Format

5

Project Report Format (TELUS)

2.4.1 Surface Transportation Attributable Projects

Project Family ID	Project Number (FANB)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Priority	Conformity Year	Federal State Other	Estimated Total Cost
Sponsor : Auburn												
1972	100008577	3-LN DONAHUE DR FR 300 FT N OF BRAGG AV TO BEDELL AV	0.69	RW	P	ADDITIONAL ROADWAY LANES	2016	2.0	1	2020	\$1,269,594	\$1,586,993
	9059 002										\$0	\$317,399
	100033351										\$0	\$516,947
	STPOA - 9059										\$0	\$646,184
	100008575	3-LN DONAHUE DR FR 300 FT N OF BRAGG AV TO BEDELL AVE	0.69	CN	P	ADDITIONAL ROADWAY LANES	2016	0.0	NA	NA	\$2,222,644	\$2,778,305
	STPOA - 9059										\$0	\$1,661
24501	100043891	CR-12 (MOORE'S MILL ROAD) BRIDGE WIDENING @ OVERPASS I-85, WIDEN TO FIVE LANES	0.0	UT	F	BRIDGES AND APPROACHES	2014	4.0	4	2017	\$2,199	\$478,999
	STPOA - 9011										\$96,800	
24518	100043913	CORRIDOR STUDY RELOCATE SR-147 BY CONSTRUCTING A NEW ROAD FROM I-85 @ CR-26 (BEEHIVE RD) TO SR-38 (UG-280) @ MP-101.37, & WIDENING PREVIOUS ROADWAY	13.0	PE	F	CORRIDOR STUDY	2016	0.0	NA	NA	\$227,730	\$284,663
	STPOA - 0147 918										\$66,933	

12

- 1 – Sponsor, in this case, Auburn. Sponsor must be entered 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 – 9059.
- 4 – Route and Termini description (from – to).
- 5 – Project and funding type of the projects listed under this heading (Surface Transportation Attributable Projects).
- 6 – Scope or Phase of the project. RW indicates Right-of-Way Phase, CN is Construction, UT is Utility, and so forth.
- 7 – Project Status. 'P' indicates Planning, 'A' is Authorized.
- 8 – Type of work actually being performed, in this example Bridges and Approaches.
- 9 – Map ID, assigned to project maps and linked.
- 10 – Change in 2014: 10A: this field is for an assigned **Project Priority** number. 10B: the second field will be **the year in which conformity must be carried out**. 10B applies only to MPOs in Air Quality non-conformity or maintenance status.
- 11 – FY or Fiscal Year 2016 is the year work will be performed.
- 12 – Funding sources and the total project costs in Year of Expenditure (YOE).

2.4 Planned Project Listings

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

- Surface Transportation Attributable Projects
- Other Surface Transportation Program Projects
- National Highway System Projects
- Appalachian Highway System Projects
- Transportation Alternatives Projects
- Bridge Projects (State and Federal)
- State Funded Projects
- Enhancement Projects
- Transit Projects
- System Maintenance Projects
- Safety Projects
- Other Federal and State Aid Projects
- High Priority and Congressional Earmarks 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 the project location map located in the appendices.

In some case a blank list is included. This indicates that there are no projects in the Shoals Area that are funded from this particular 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: COLBERT COUNTY												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
37759	100061916 STPOA 1714 (252)	ROADWAY WIDENING AND INTERSECTION IMPROVEMENTS ON 6TH STREET EAST OF WILSON DAM ROAD	0.00	RW	P	WIDENING & RESURFACING (RDWY)	2016	1.010		NA	\$84,032 \$0 \$21,008	\$105,040
37759	100061917 STPOA 1714 (252)	ROADWAY WIDENING AND INTERSECTION IMPROVEMENTS ON 6TH STREET EAST OF WILSON DAM ROAD	0.00	UT	P	WIDENING & RESURFACING (RDWY)	2016	1.010		NA	\$161,600 \$0 \$40,400	\$202,000
37759	100061918 STPOA 1714 ()	ROADWAY WIDENING AND INTERSECTION IMPROVEMENTS ON 6TH STREET EAST OF WILSON DAM ROAD	0.00	CN	P	WIDENING & RESURFACING (RDWY)	2016	1.010		NA	\$1,292,800 \$0 \$323,200	\$1,616,000
Totals By Sponsor						Federal		\$1,538,432			ALL Funds	\$1,923,040
Sponsor: FLORENCE												
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
39127	100063588 STPOA 3915 ()	WIDENING RICKWOOD ROAD FROM RAILROAD TO CHISHOLM ROAD	0.00	RW	P	ADDITIONAL ROADWAY LANES	2016	1.020	EXEMPT	NA	\$40,000 \$0 \$10,000	\$50,000
39127	100063589 STPOA 3915 ()	WIDENING RICKWOOD ROAD FROM RAILROAD TO CHISHOLM ROAD	0.00	UT	P	ADDITIONAL ROADWAY LANES	2016	1.020	EXEMPT	NA	\$320,000 \$0 \$80,000	\$400,000
39127	100063590 STPOA 3915 ()	WIDENING RICKWOOD ROAD FROM RAILROAD TO CHISHOLM ROAD	0.00	CN	P	ADDITIONAL ROADWAY LANES	2017	1.020	EXEMPT	NA	\$740,000 \$0 \$185,000	\$925,000
37446	100061520 STPOA UR14 (601)	MALL ROAD AND HOUGH ROAD/MADISON AVENUE REHABILITATION AND INTERSECTION IMPROVEMENTS CITY OF FLORENCE	0.00	RW	P	PAVEMENT REHABILITATION	2016	1.030	EXEMPT	NA	\$8,080 \$0 \$2,020	\$10,100
37446	100061521 STPOA UR14 (601)	MALL ROAD AND HOUGH ROAD/MADISON AVENUE REHABILITATION AND INTERSECTION IMPROVEMENTS CITY OF FLORENCE	0.00	UT	P	PAVEMENT REHABILITATION	2016	1.030	EXEMPT	NA	\$20,200 \$0 \$5,050	\$25,250
37446	100061522 STPOA UR14 ()	MALL ROAD AND HOUGH ROAD/MADISON AVENUE REHABILITATION AND INTERSECTION IMPROVEMENTS CITY OF FLORENCE	0.00	CN	P	PAVEMENT REHABILITATION	2016	1.030	EXEMPT	NA	\$1,333,200 \$0 \$333,300	\$1,666,500
Totals By Sponsor						Federal		\$2,461,480			ALL Funds	\$3,076,850
Sponsor: LAUDERDALE COUNTY												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
35530	100059049 STPOA 3914 (251)	CR-16 BRIDGE REPLACEMENT OVER CYPRESS CREEK IN LAUDERDALE COUNTY BIN #001434	0.10	RW	P	BRIDGE REPLACEMENT	2016	1.040		NA	\$38,846 \$0 \$9,712	\$48,558

2.4.1 Surface Transportation Attributable Projects

35530	100059050 STPOA 3914 (251)	CR-16 BRIDGE REPLACEMENT OVER CYPRESS CREEK IN LAUDERDALE COUNTY BIN #001434	0.10	UT	P	BRIDGE REPLACEMENT	2017	1.040	NA	\$37,778 \$0 \$9,444	\$47,222	
35530	100059051 STPOA 3914 ()	CR-16 BRIDGE REPLACEMENT OVER CYPRESS CREEK IN LAUDERDALE COUNTY BIN #001434	0.10	CN	P	BRIDGE REPLACEMENT	2018	1.040	NA	\$1,471,429 \$0 \$367,857	\$1,839,286	
Totals By Sponsor							Federal	\$1,548,053		ALL Funds	\$1,935,066	
Sponsor: SHEFFIELD												
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
33308	100056076 STPOA 8822 (601)	ADD LANE, LIGHTING, SIDEWALKS, RESURFACING, LEVELING AND DRAINAGE IMPROVEMENTS ON COX BLVD FROM SECOND ST TO AVALON AVE	1.00	RW	P	RESURFACING	2016	1.050	NA		\$90,889 \$0 \$22,722	\$113,611
33308	100056077 STPOA 8822 ()	ADD LANE, LIGHTING, SIDEWALKS, RESURFACING, LEVELING AND DRAINAGE IMPROVEMENTS ON COX BLVD FROM SECOND ST TO AVALON AVE	1.00	UT	P	RESURFACING	2017	1.050	NA		\$88,267 \$0 \$22,067	\$110,334
33308	100056078 STPOA 8822 ()	ADD LANE, LIGHTING, SIDEWALKS, RESURFACING, LEVELING AND DRAINAGE IMPROVEMENTS ON COX BLVD FROM SECOND ST TO AVALON AVE	1.00	CN	P	RESURFACING	2017	1.050	NA		\$1,003,240 \$0 \$250,810	\$1,254,050
Totals By Sponsor							Federal	\$1,182,396		ALL Funds	\$1,477,995	

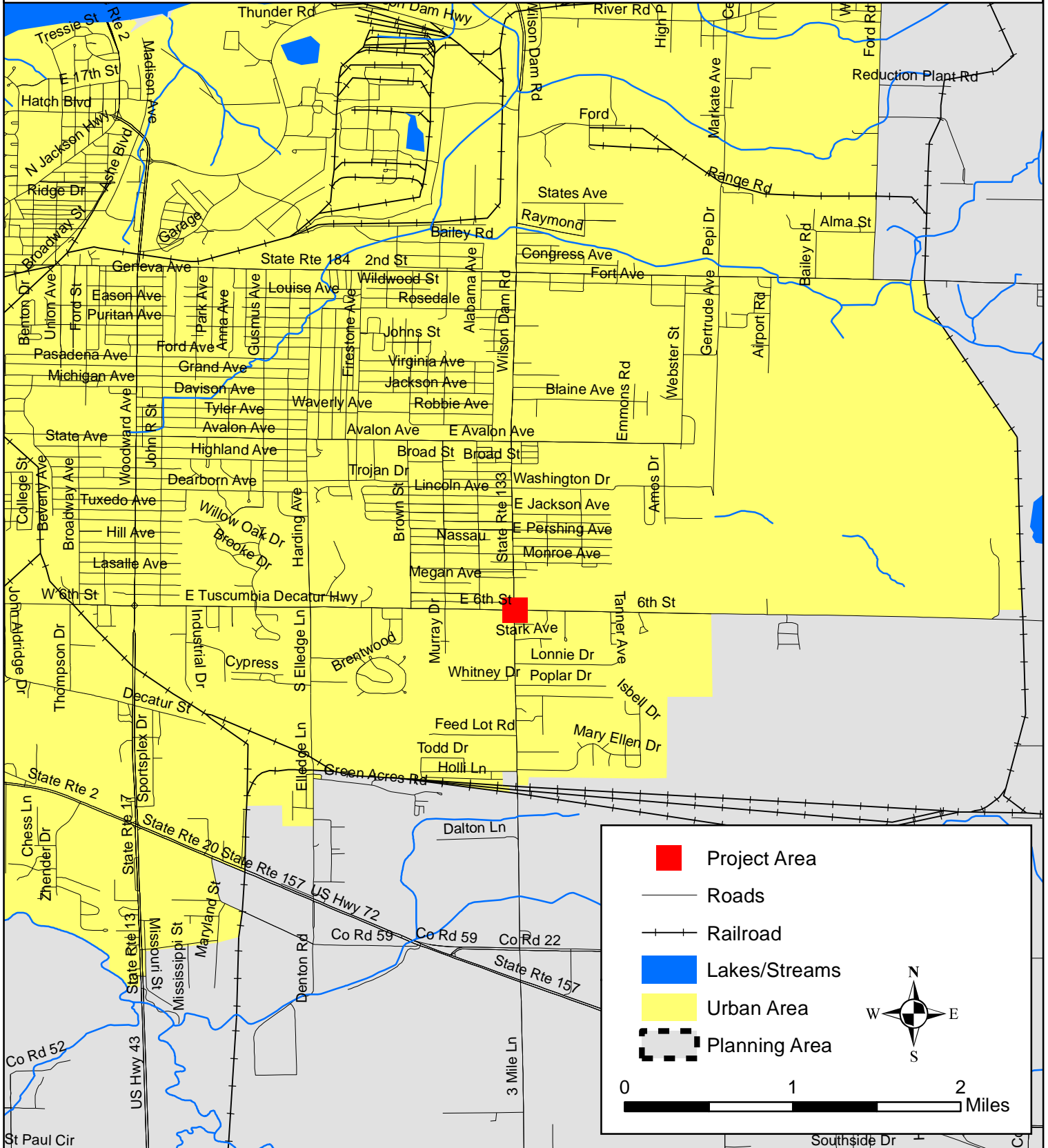
Roadway Widening and Intersection Improvements on 6th Street East of Wilson Dam Road

MAP ID

1.01

Project ID

100061916 100061917 100061918



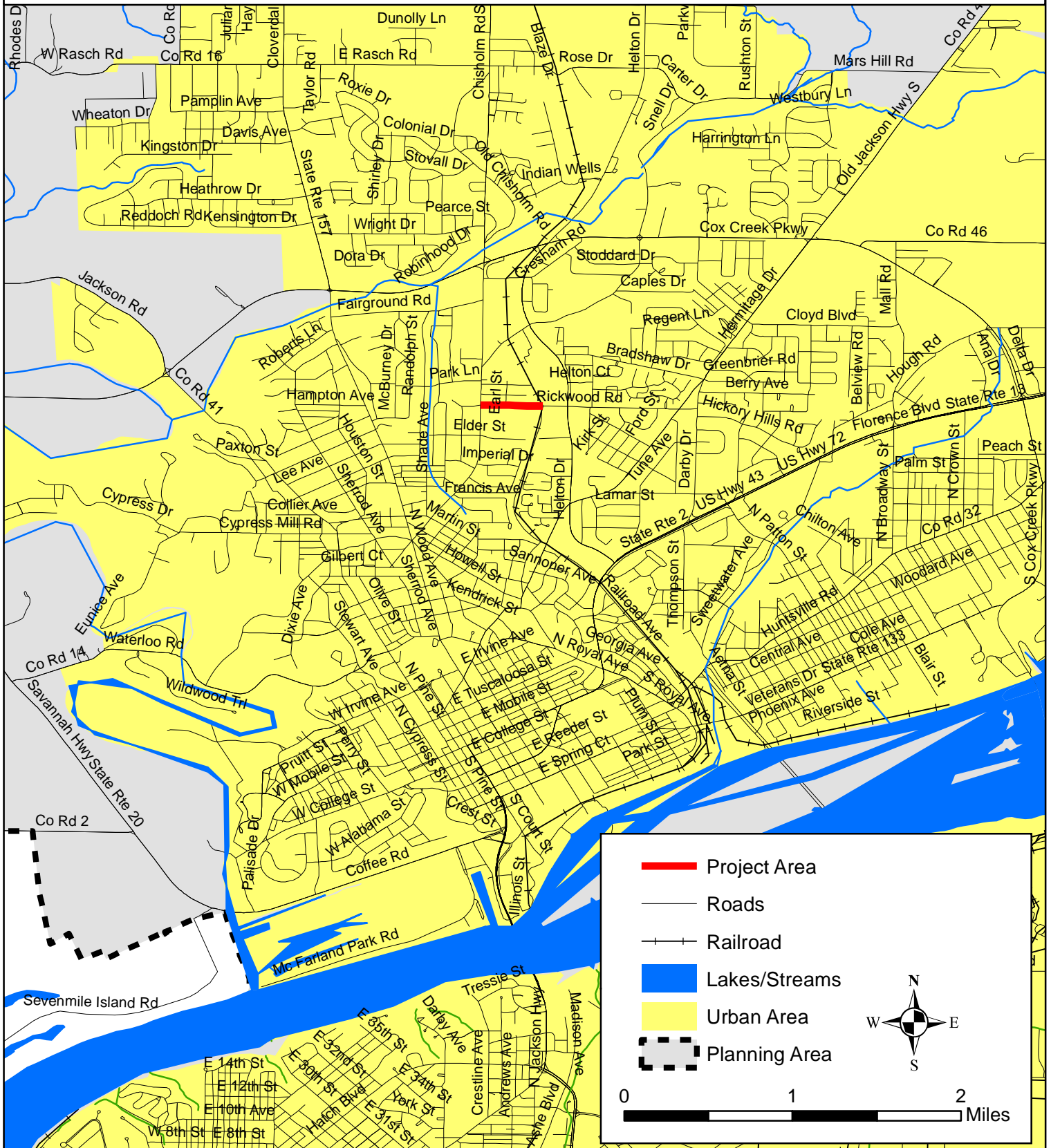
Widening Rickwood Road from Railroad to Chisholm Road

MAP ID

1.02

Project ID

100063588 100063589 100063590

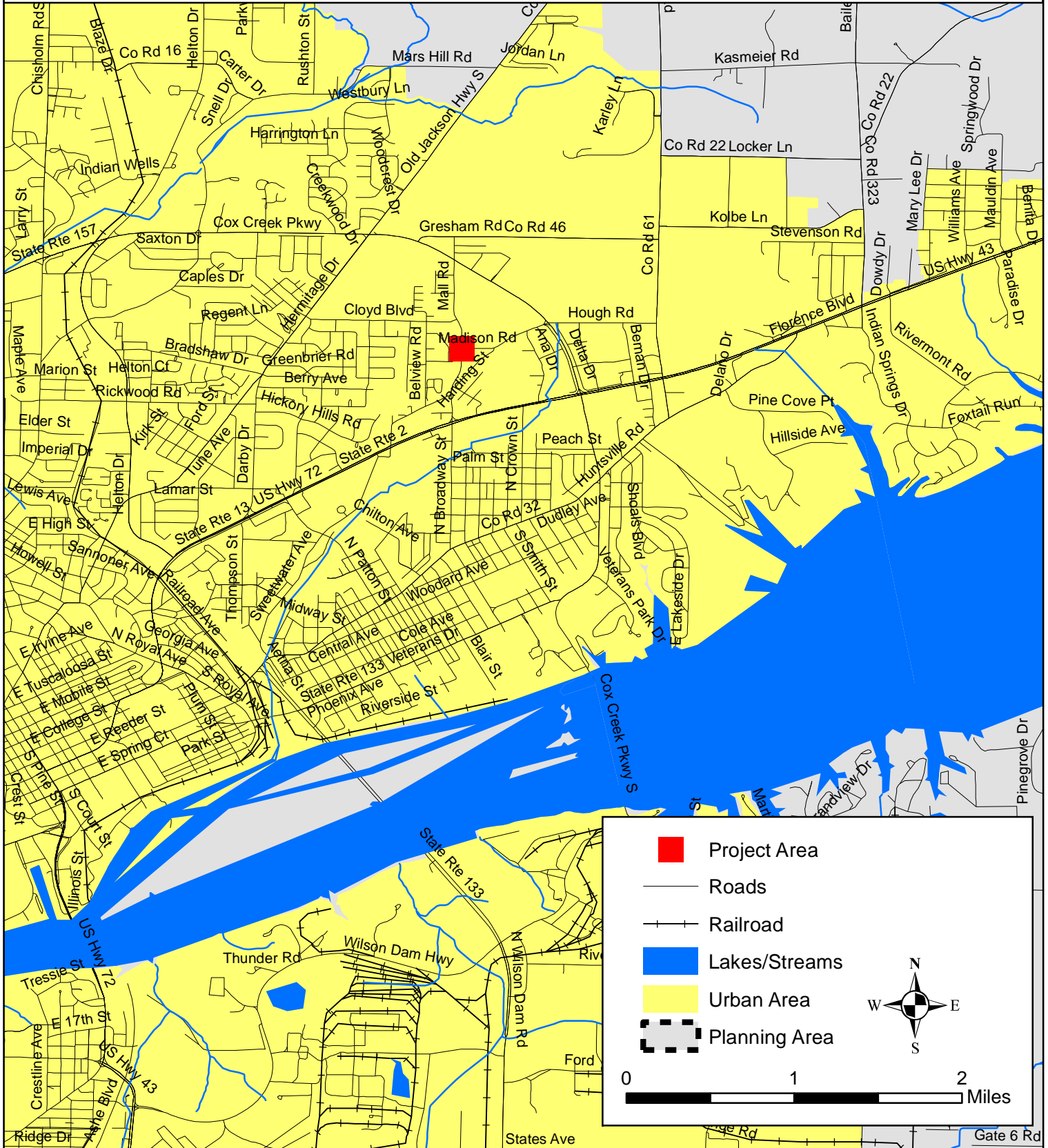


Mall Road and Hough Road/Madison Avenue Rehabilitation and Intersection Improvements City of Florence

MAP ID

1.03

Project ID 100061520 100061521 100061522

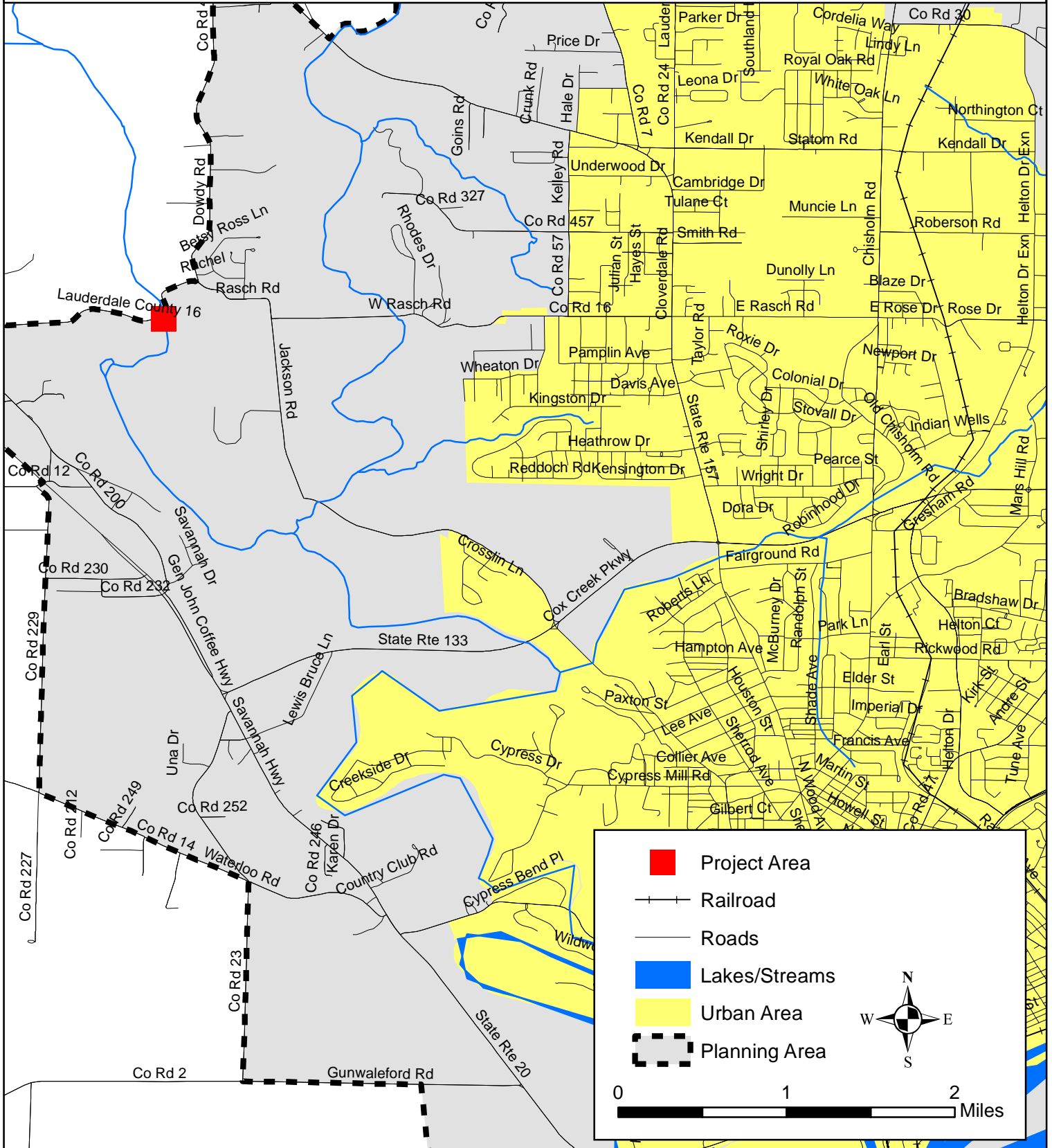


CR-16 Bridge Replacement Over Cypress Creek In Lauderdale County BIN #001434

MAP ID

1.04

Project ID 100059049 100059050 100059051

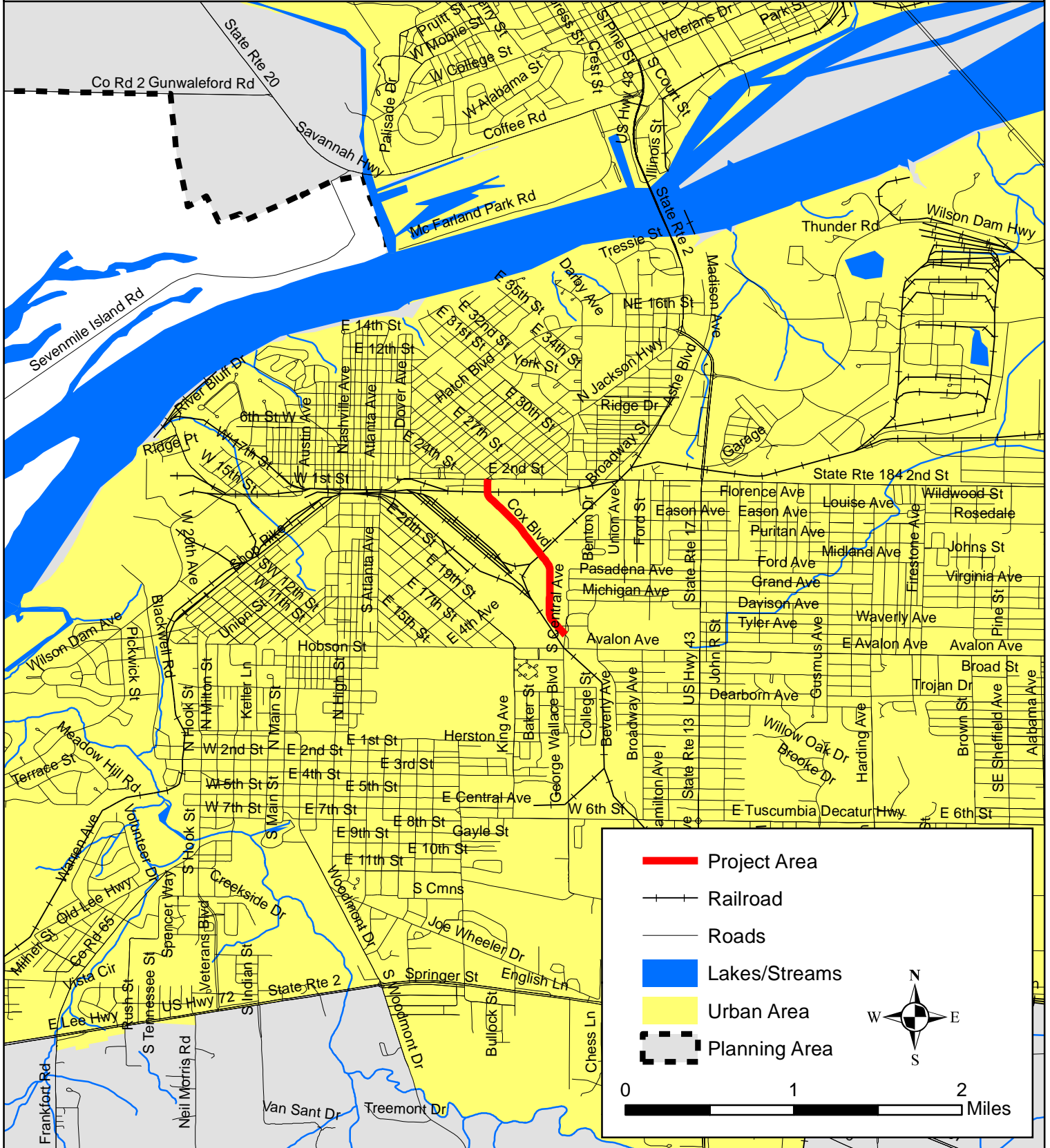


Resurfacing, Leveling, Drainage Improvements Include Sidewalks on Cox Boulevard from Muscle Shoals City Limits to Second Street In Sheffield

MAP ID

1.05

Project ID 100056076 100056077 100056078



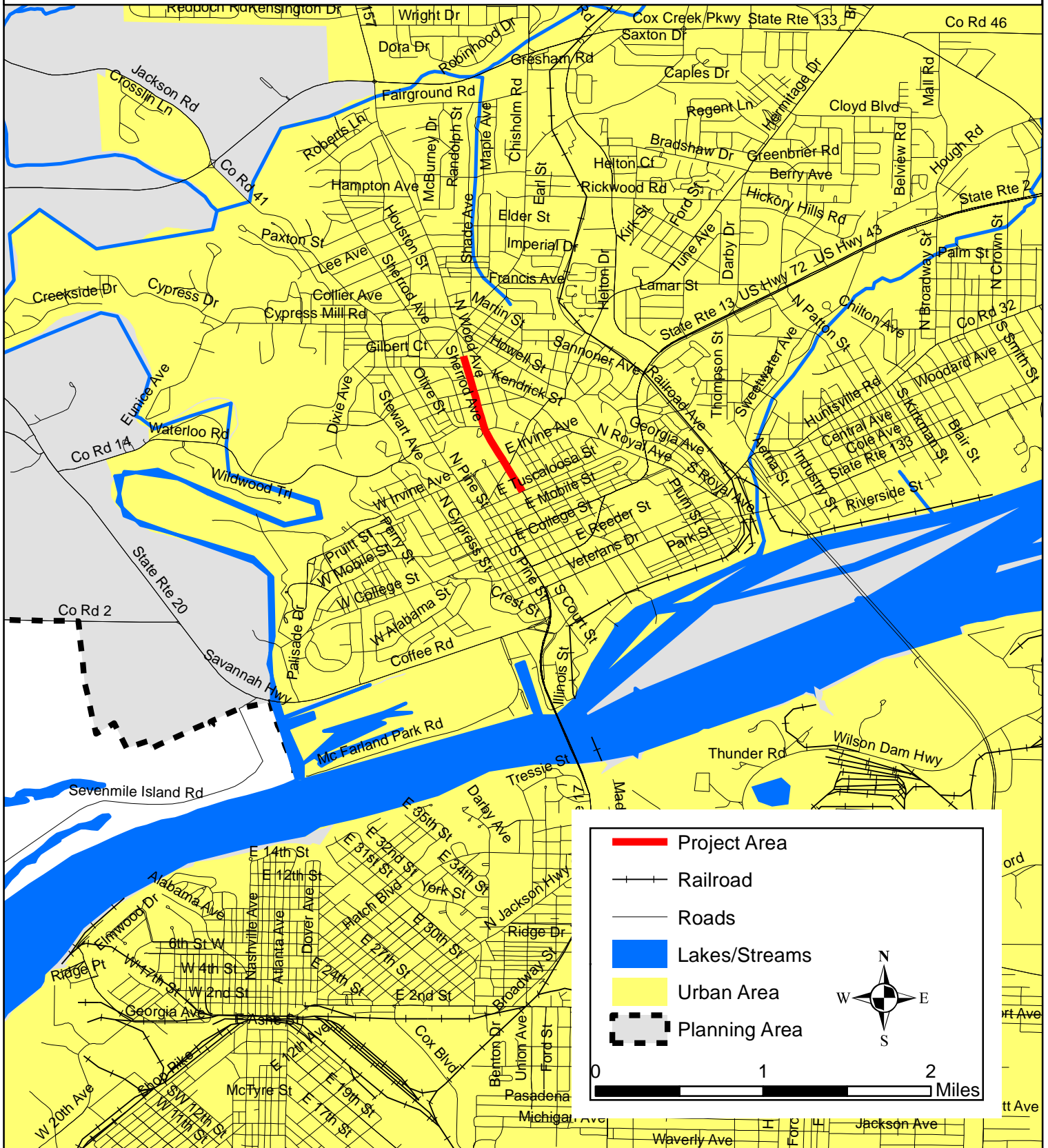
2.4.2 Other Surface Transportation Program Projects

Sponsor: FLORENCE												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
34944	100059651 ACOA59651 ATRP (007)	RESURFACE, PLANE, BASE, CURB AND GUTTER TO WOOD AVENUE BETWEEN EAST TUSCALOOSA STREET AND .10 MILE NORTH OF GILBERT COURT	0.90	CN	P	PAVEMENT REHABILITATION	2016	2.010	EXEMPT	NA	\$3,141,172 \$0 \$785,293	\$3,926,465
34944	100059695 ACOA59695 ATRP (013)	WIDEN AND RESURFACE COLLEGE STREET FROM DR. HICKS BOULEVARD TO WEST MOBILE STREET	0.00	CN	P	WIDENING & RESURFACING (RDWY)	2016	2.020	EXEMPT	NA	\$2,776,615 \$0 \$694,154	\$3,470,769
34944	100061359 ACAA61359 ATRP (014)	ROUND-ABOUT AT THE INTERSECTION OF ROYAL AVENUE AND HUNTSVILLE ROAD IN THE CITY OF FLORENCE	0.00	CN	P	INTERSECTION IMPROVEMENTS	2016	2.030	EXEMPT	NA	\$1,253,624 \$0 \$313,406	\$1,567,030
34944	100061358 ACBRZ61358 ATRP (014)	BRIDGE REHABILITATION ON JACKSON ROAD IN THE CITY OF FLORENCE BIN # 11874	0.00	CN	P	BRIDGE REHABILITATION	2016	2.040	EXEMPT	NA	\$248,966 \$0 \$62,241	\$311,207
34944	100061360 ACBRZ61360 ATRP (016)	BRIDGE REPLACEMENT ON MARS HILL ROAD OVER COX CREEK BIN # 5004	0.00	CN	P	BRIDGE REPLACEMENT	2016	2.050	EXEMPT	NA	\$337,817 \$0 \$84,454	\$422,271
Totals By Sponsor							Federal	\$7,758,194			ALL Funds	\$9,697,743
Sponsor: MUSCLE SHOALS												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
34944	100056068 ACOA56068 ATRP (014)	IMPROVEMENTS ADD LANES WEBSTER STREET FROM AVALON AVE TO SR-184 (SECOND ST) IN MUSCLE SHOALS	1.00	CN	P	ADDITIONAL ROADWAY LANES	2017	2.060	EXEMPT	NA	\$972,436 \$0 \$243,109	\$1,215,545
Totals By Sponsor							Federal	\$972,436			ALL Funds	\$1,215,545
Sponsor: SHEFFIELD												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
34944	100059748 ACOA59748 ATRP (009)	ADDITIONAL LANES ON AVALON AVE FROM SOUTH MONTGOMERY AVE TO MUSCLE SHOALS CITY LIMITS.	0.00	CN	P	ADDITIONAL ROADWAY LANES	2016	2.070	EXEMPT	NA	\$3,881,678 \$0 \$970,419	\$4,852,097
Totals By Sponsor							Federal	\$3,881,678			ALL Funds	\$4,852,097

Resurface, Plane, Base, Curb and Gutter To Wood Avenue Between East Tuscaloosa Street and .10 Mile North of Gilbert Court

MAP ID
Project ID

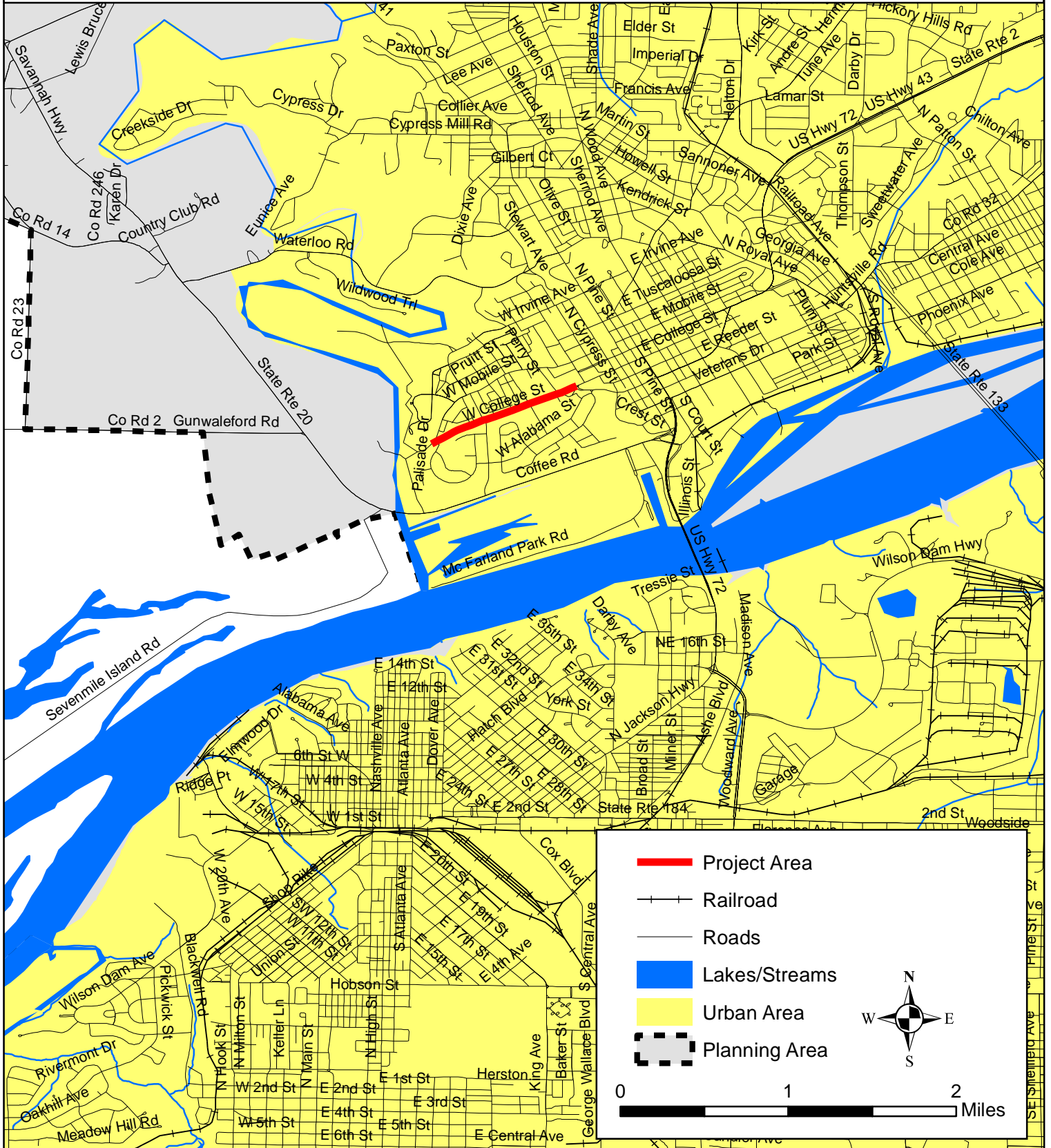
2.01
100059651



Widen and Resurface College Street From Dr. Hicks Boulevard to West Mobile Street

MAP ID
Project ID

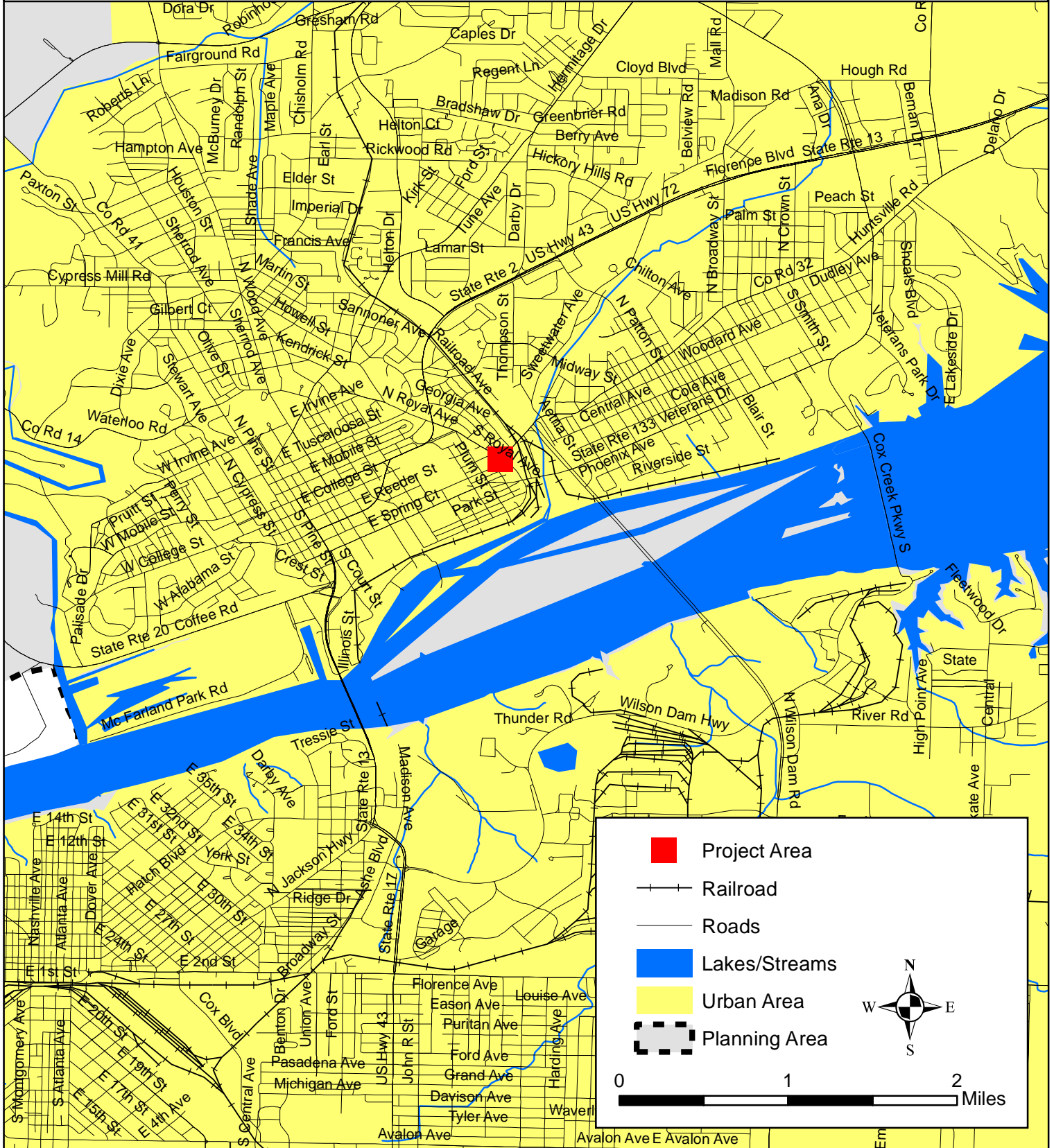
2.02
100059695



Round-About at the Intersection of Royal Avenue and Huntsville Road in The City of Florence

MAP ID
Project ID

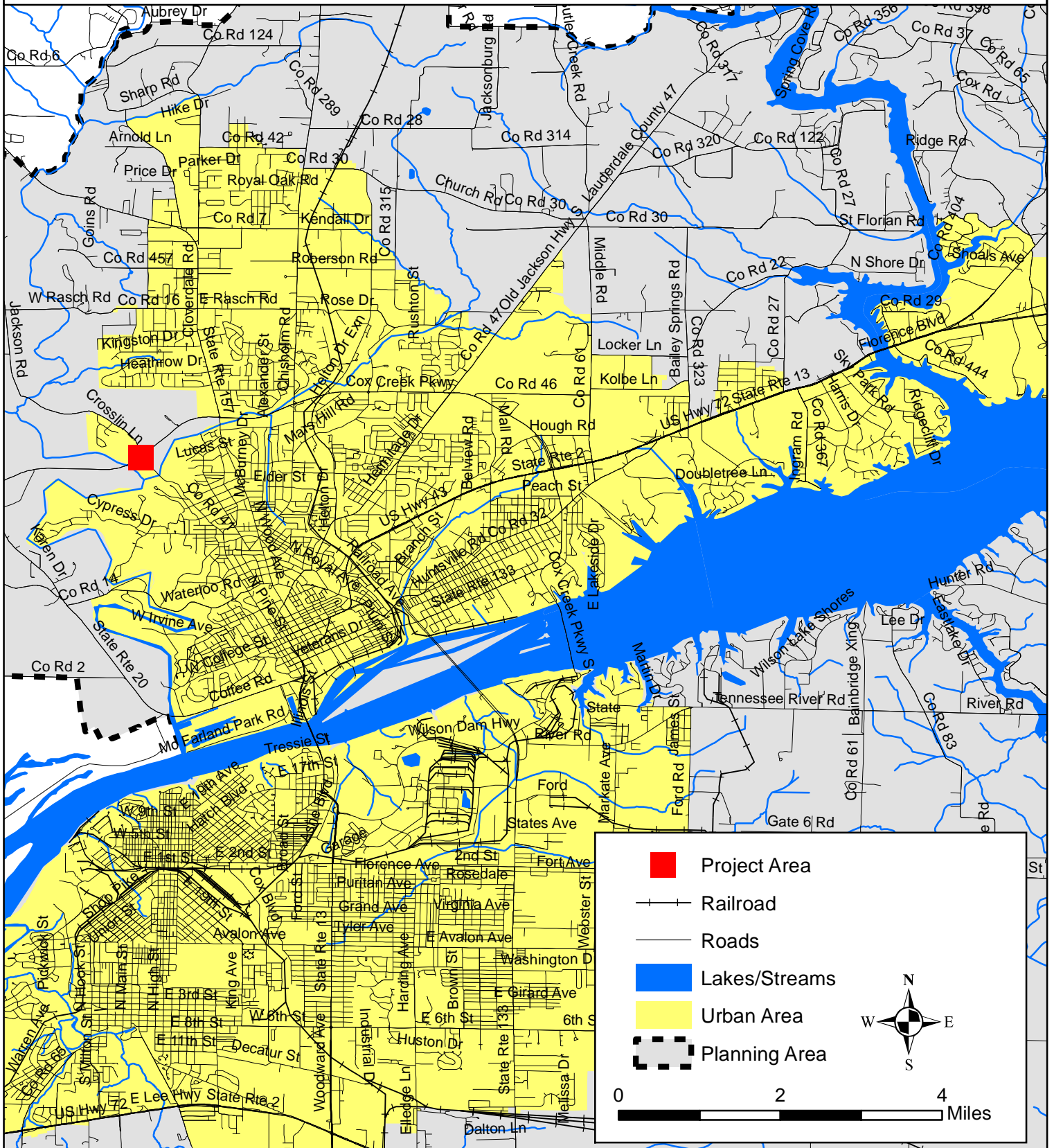
2.03
100061359



Bridge Rehabilitation on Jackson Road in The City of Florence Bin #11874

MAP ID
Project ID

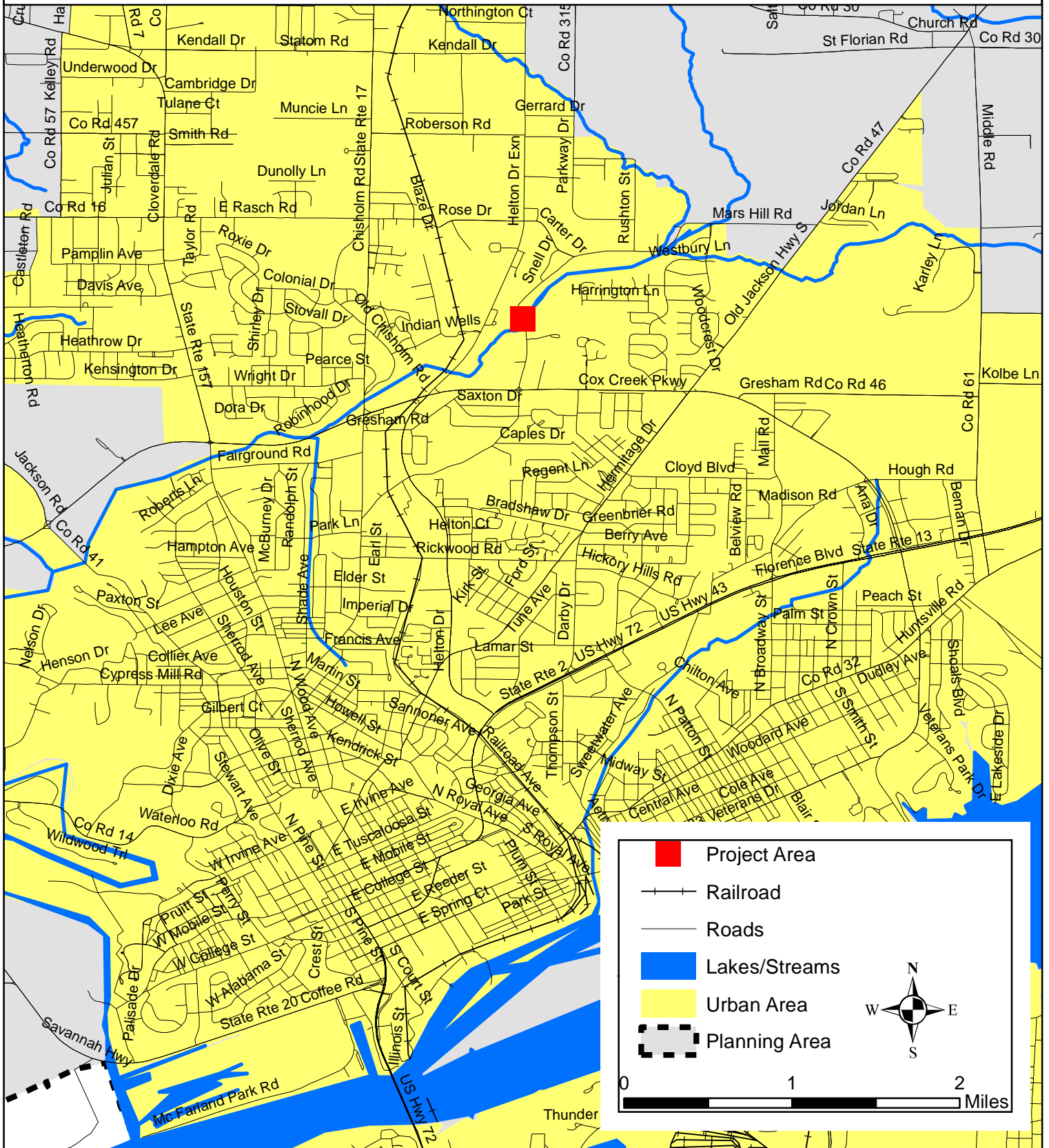
2.04
100061358



Bridge Replacement On Mars Hill Road Over Cox Creek Bin #5004

MAP ID
Project ID

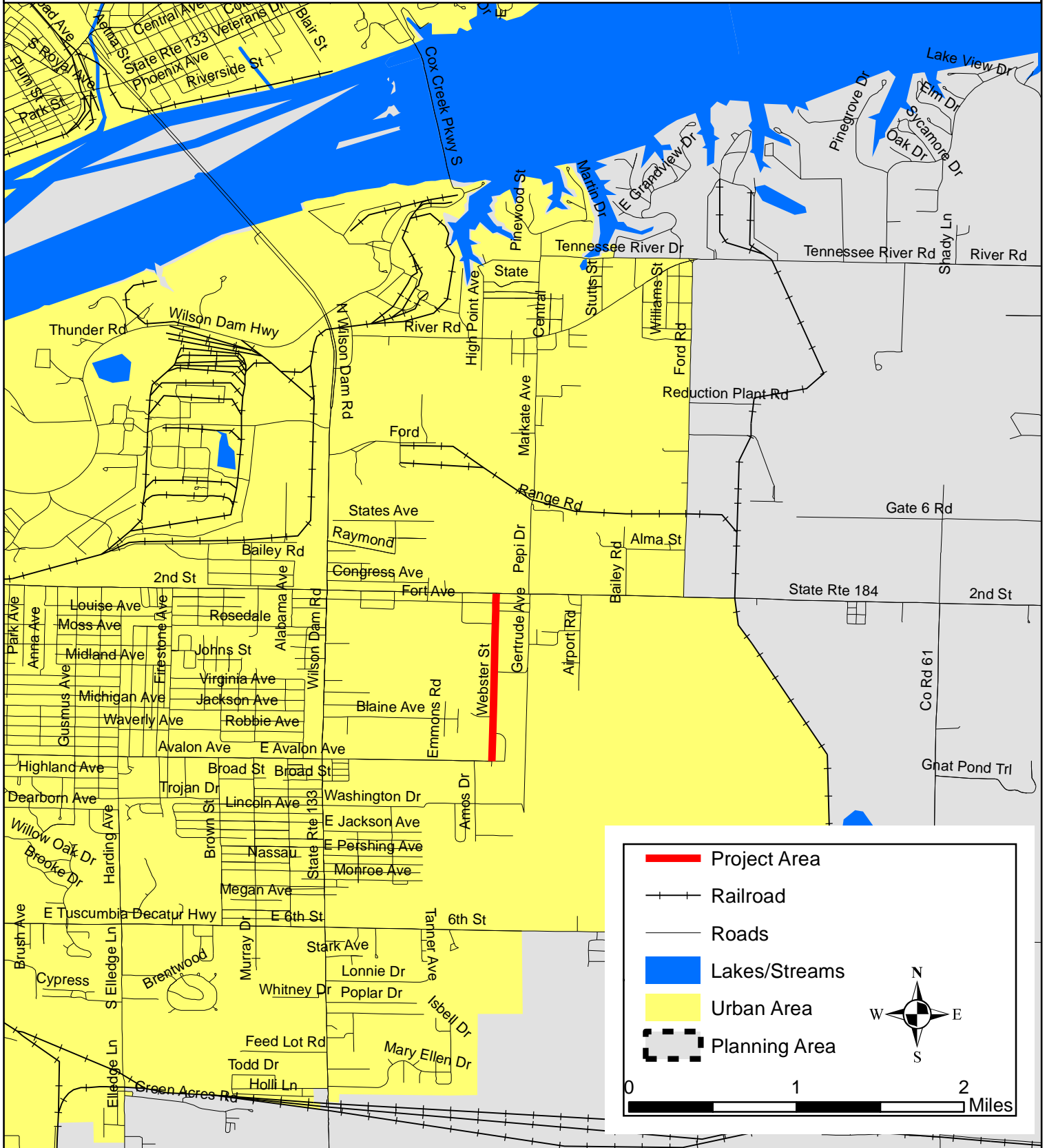
2.05
100061360



Improvements Add Lanes Webster Street From Avalon Ave To SR-184 (Second St) In Muscle Shoals

MAP ID
Project ID

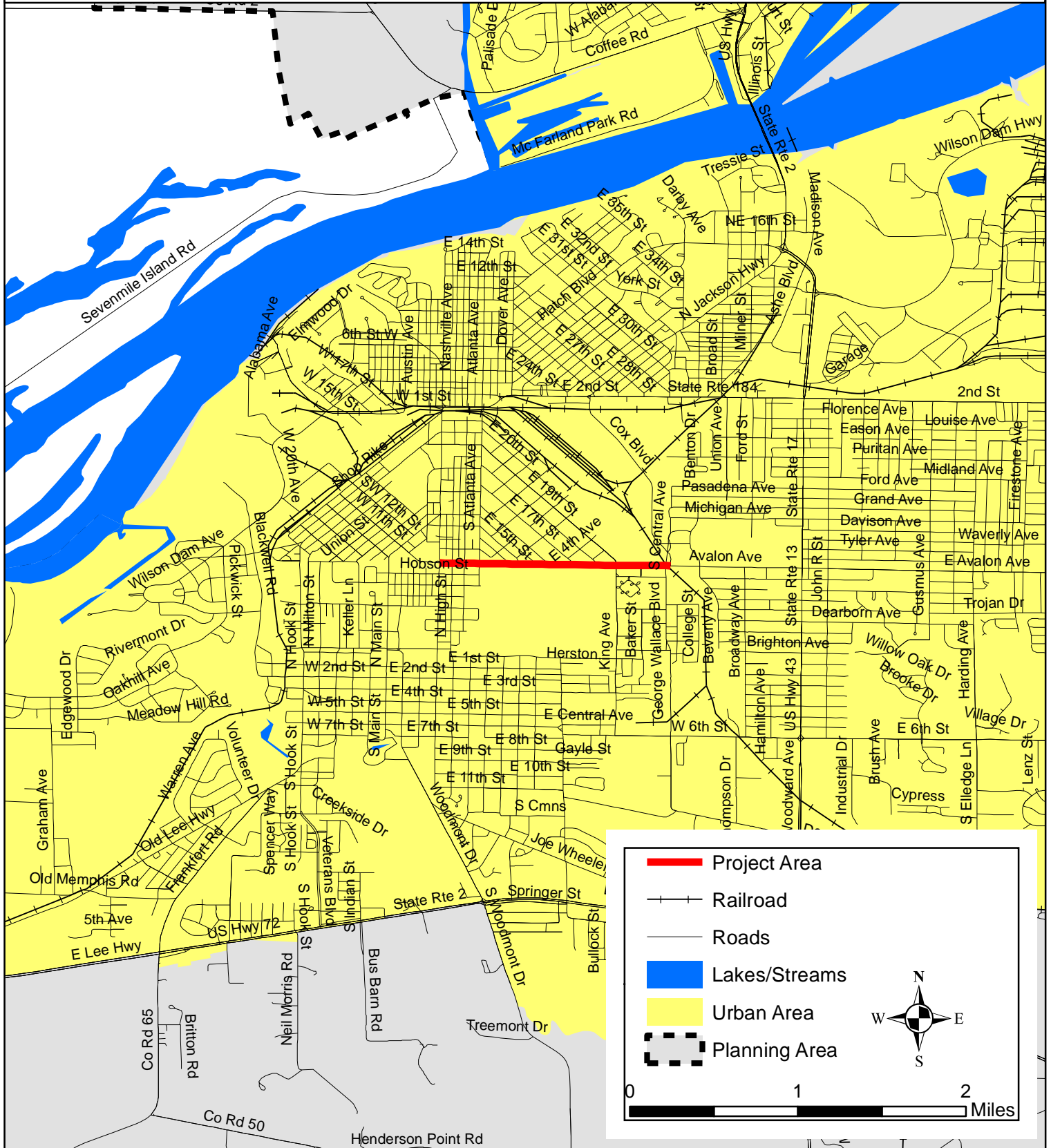
2.06
100056068



Additional Lanes On Avalon Ave From South Montgomery Ave To Muscle Shoals City Limits

MAP ID
Project ID

2.07
100059748



2.4.3 NHS / Interstate Maintenance / NHS Bridge Projects

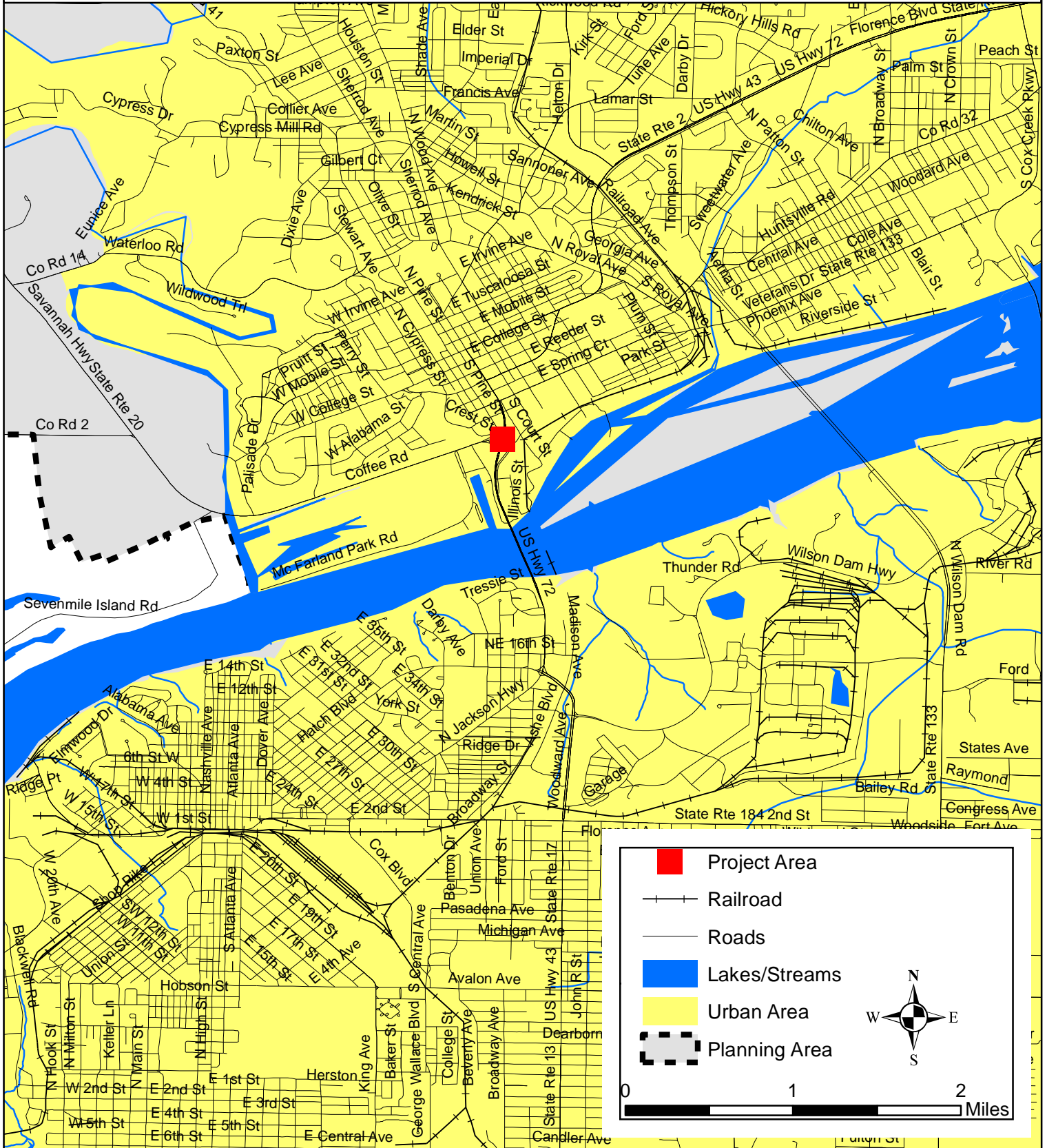
Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
873	100002587 BR 0002 (551)	SR-2 REMOVE BR (BIN #001709) OVERPASS CITY STREET & RECONST LANES	0.37	CN	P	OVERPASS REMOVAL	2018	3.010		NA	\$4,643,653 \$1,160,913 \$0	\$5,804,566
873	100038052 BR 0002 (551)	REMOVE BRIDGE BIN# 001709 STR#2-39-0.7 RECONSTRUCT LANES & SIGNALIZE INTERSECTION	0.37	RW	P	OVERPASS REMOVAL	2016	3.010	EXEMPT	NA	\$2,211,608 \$552,902 \$0	\$2,764,509
873	100038505 BR 0002 (551)	BIN#001709 REMOVE BRIDGE STR 2-39-0.7, RECONSTRUCT LN, SIGNALIZE INTERCHANGE	0.37	UT	P	OVERPASS REMOVAL	2017	3.010	EXEMPT	NA	\$671,044 \$167,761 \$0	\$838,805
28317	100049340 BRF 0002 (529)	REPLACE BRIDGES AND APPROACH, BIN 001708 AND BIN 005442, SR-2 (US-72) OVER ASHE STREET	0.20	CN	P	BRIDGES AND APPROACHES	2018	3.020	EXEMPT	NA	\$4,203,628 \$1,050,907 \$0	\$5,254,535
661	100009150 NHF 0133 (506)	SR-133 FROM SR-20 (ALT US-72) TO NORFOLK SOUTHERN RR	1.02	CN	P	ADDITIONAL ROADWAY LANES	2016	3.030	EXEMPT	NA	\$6,555,608 \$1,638,902 \$0	\$8,194,510
30716	100052625 NH 0002 (568)	BRIDGE RAIL RETROFIT ON SR-2 (US-72) EBL OVER DRY CREEK BIN# 008657 AND OVER ROYAL AVENUE IN FLORENCE BIN# 004756	0.01	FM	P	BRIDGE REHABILITATION	2016	3.040	EXEMPT	NA	\$68,167 \$17,042 \$0	\$85,208
Totals By Sponsor						Federal		\$18,353,708			ALL Funds	\$22,942,134

Remove Bridge BIN# 001709 STR#2-39-0.7 Reconstruct Lanes & Signalize Intersection

MAP ID

3.01

Project ID 100002587 100038502 100038505



Replace Bridge & Approach, BIN # 001708, SR-2 (US-72) Over Ashe Street

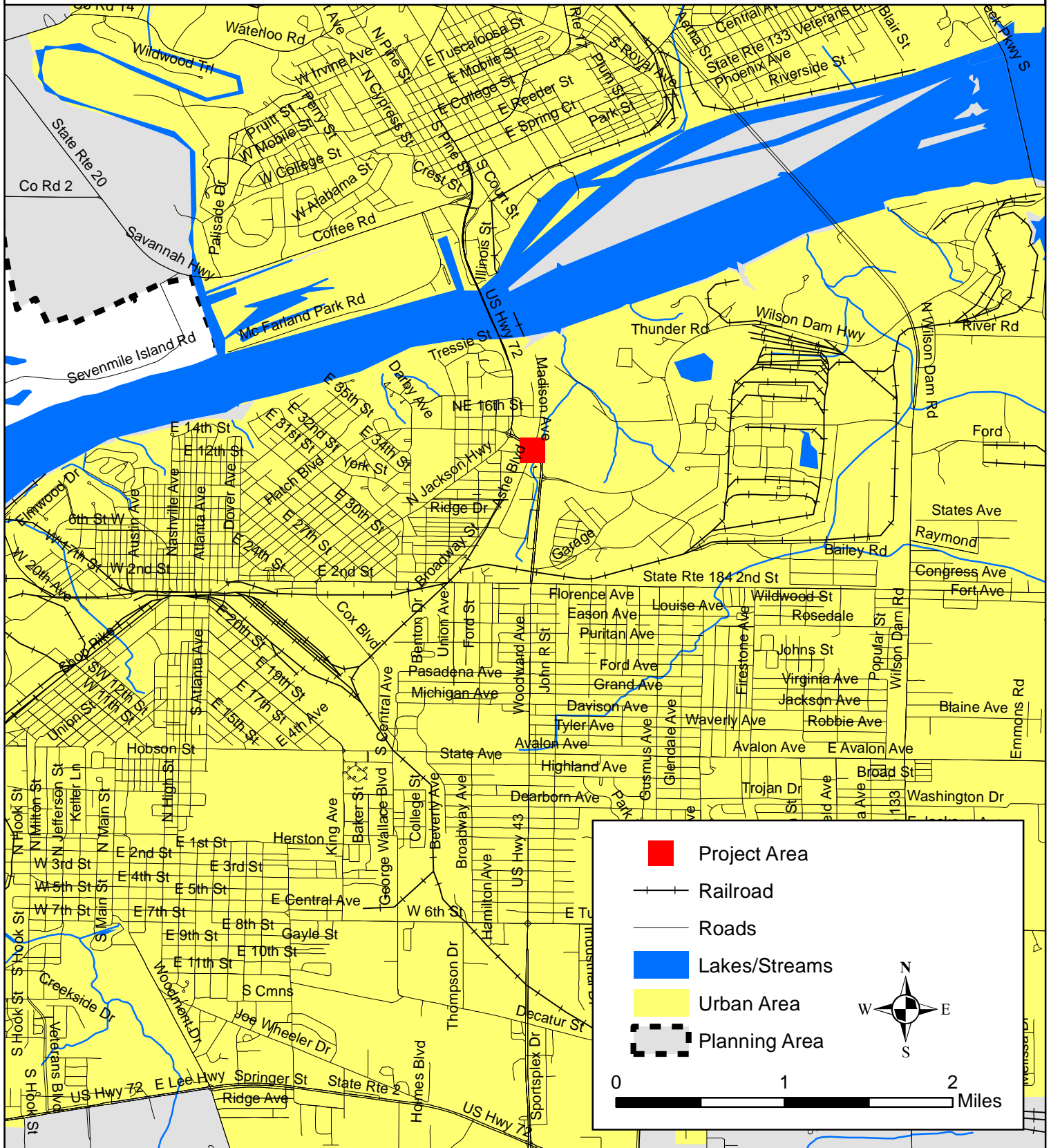
MAP ID

3.02

Project ID

100049340

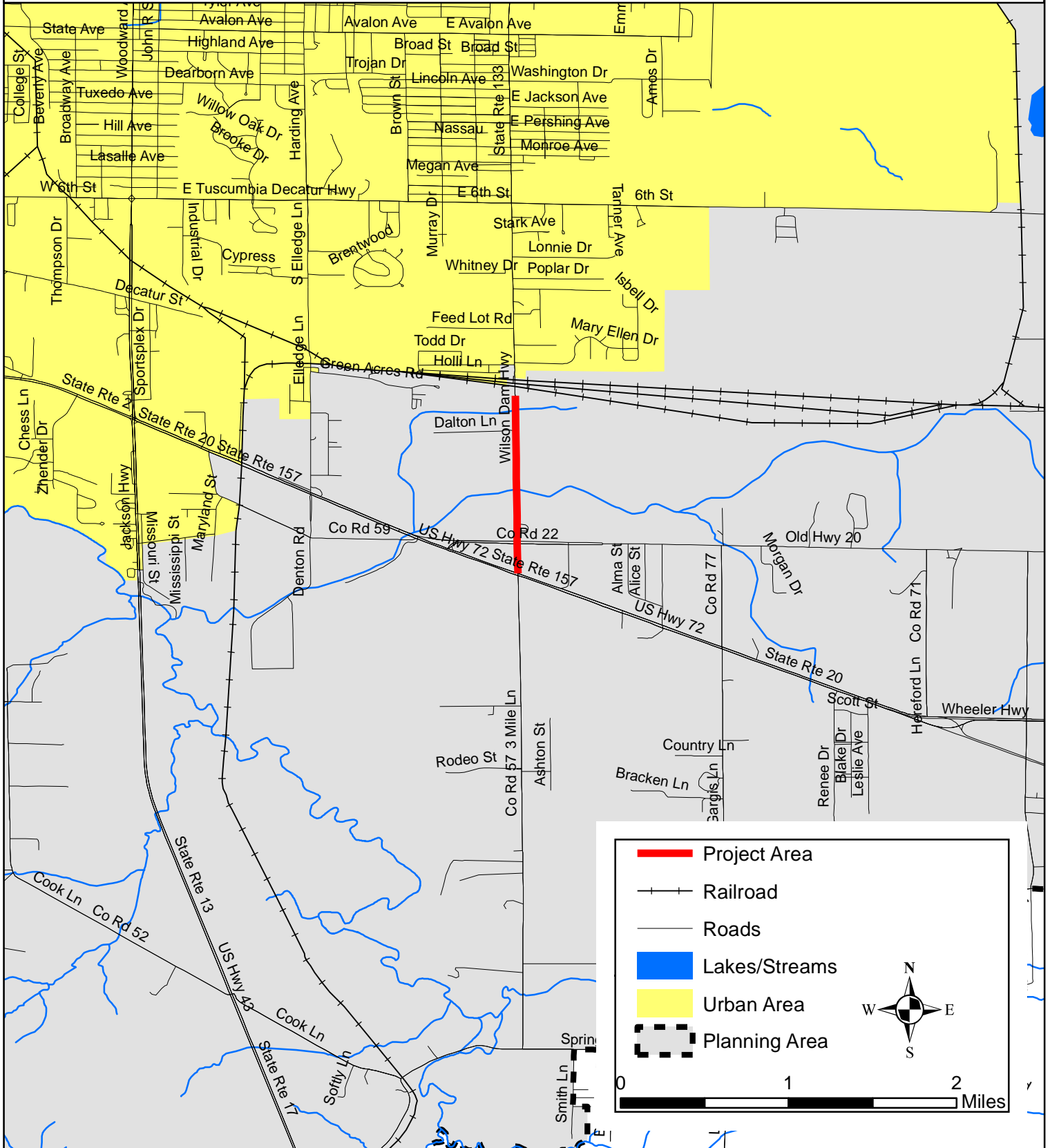
100055932



SR-133 FR SR-20 (ALT US-72) to Norfolk Southern RR

MAP ID
Project ID

3.02
100009150



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
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No Records Found

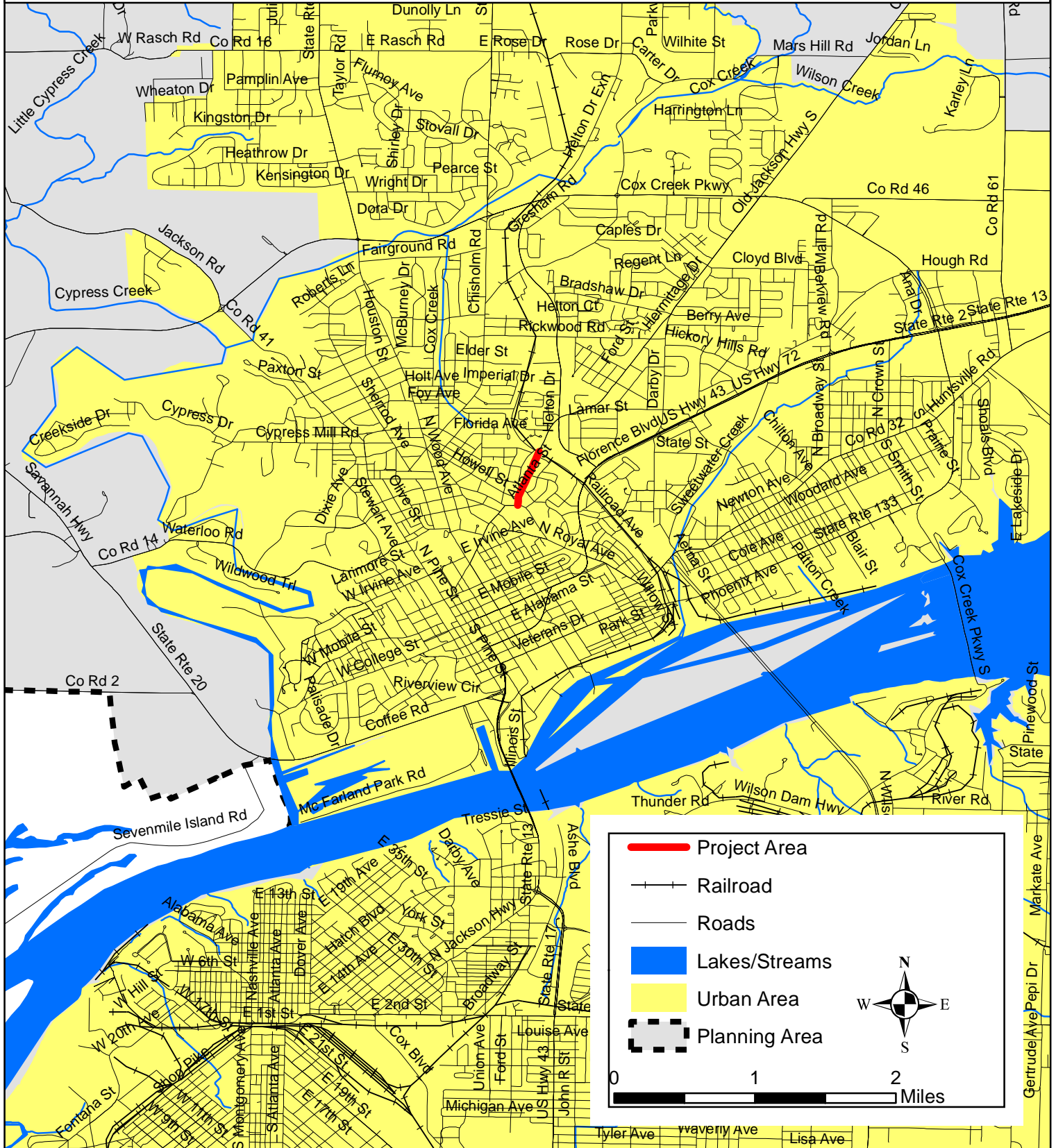
2.4.5 Transportation Alternatives

Sponsor: NEW PROJECT												
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
39857	100064521 TAPAA TA15 (913)	SIDEWALK PROJECT LOCATED ON THE WEST SIDE OF HERMITAGE DRIVE FROM ROYAL AVENUE NORTH TO THE EXISTING BRIDGE OVER RAILROAD AVENUE IN THE CITY OF FLORENCE.	0.00	CN	P	SIDEWALK	2017	5.010	EXEMPT	NA	\$67,597 \$0 \$16,899	\$84,496
39861	100064525 TAPAA TA15 (916)	SIDEWALKS ALONG SHEFFIELD AVENUE SIXTH STREET & ELLEDGE LANE IN THE CITY OF MUSCLE SHOALS.	0.00	CN	P	SIDEWALK	2017	5.020	EXEMPT	NA	\$240,570 \$0 \$60,143	\$300,713
Totals By Sponsor						Federal		\$308,167			ALL Funds	\$385,209
Sponsor: SHEFFIELD												
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
38628	100062946 TAPAA TA14 (924)	WHIPPOORWILL BIKE / PEDESTRIAN TRAIL ON RIVERFRONT DRIVE TO MONTGOMERY AVENUE AT 10TH STREET & RIVERFRONT DRIVE AND MONTGOMERY AVENUE AT GORDON DRIVE IN SHEFFIELD	0.00	CN	P	SIDEWALK	2016	5.030	EXEMPT	NA	\$123,400 \$0 \$30,850	\$154,250
Totals By Sponsor						Federal		\$123,400			ALL Funds	\$154,250

Sidewalk Project Located on the West Side of Hermitage Drive from Royal Avenue North to the Existing Bridge over Railroad Avenue in the City of Florence

MAP ID
Project ID

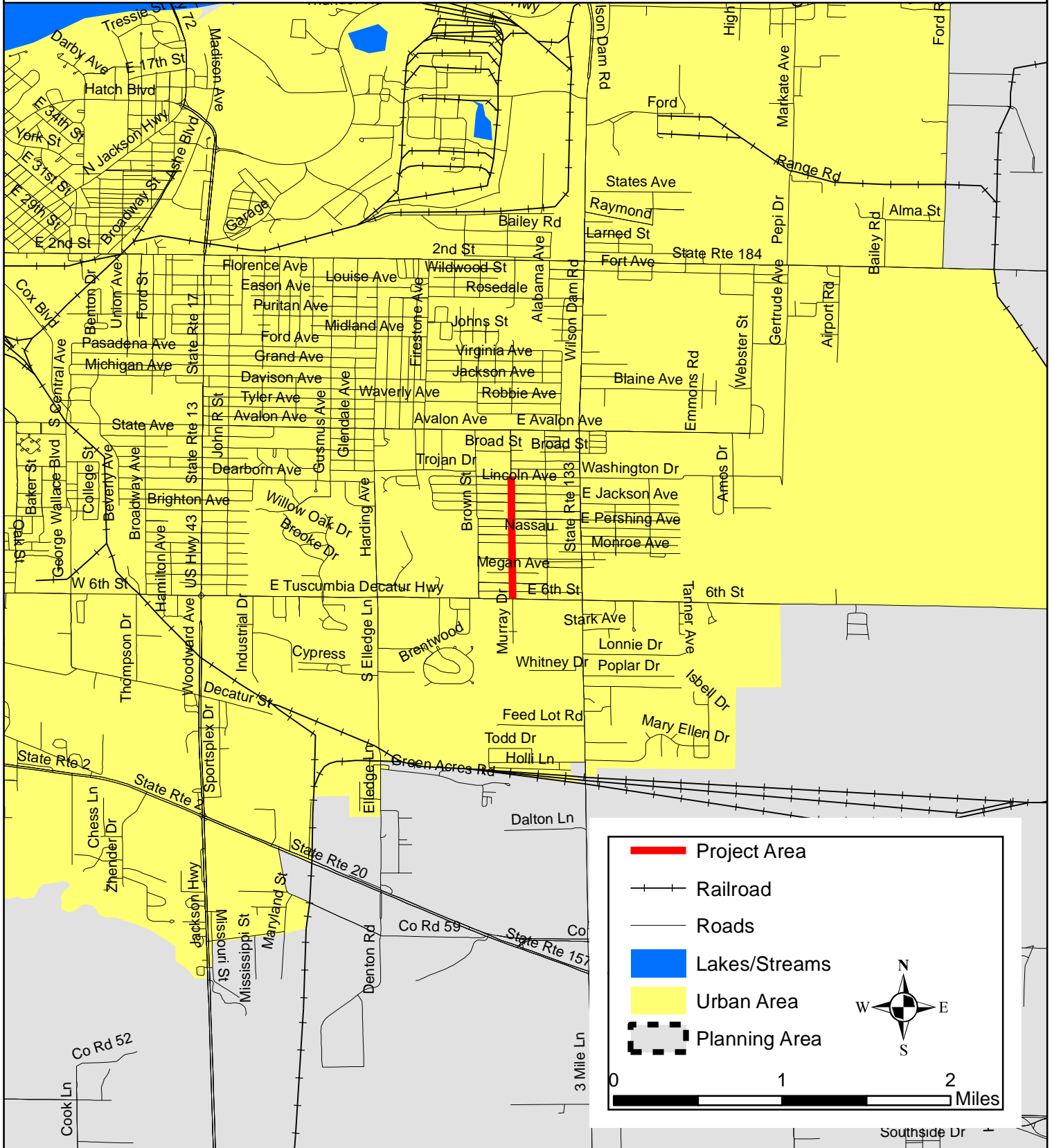
5.01
100064521



Sidewalks Along Sheffield Avenue Sixth Street & Elledge Lane in the City of Muscle Shoals

MAP ID
Project ID

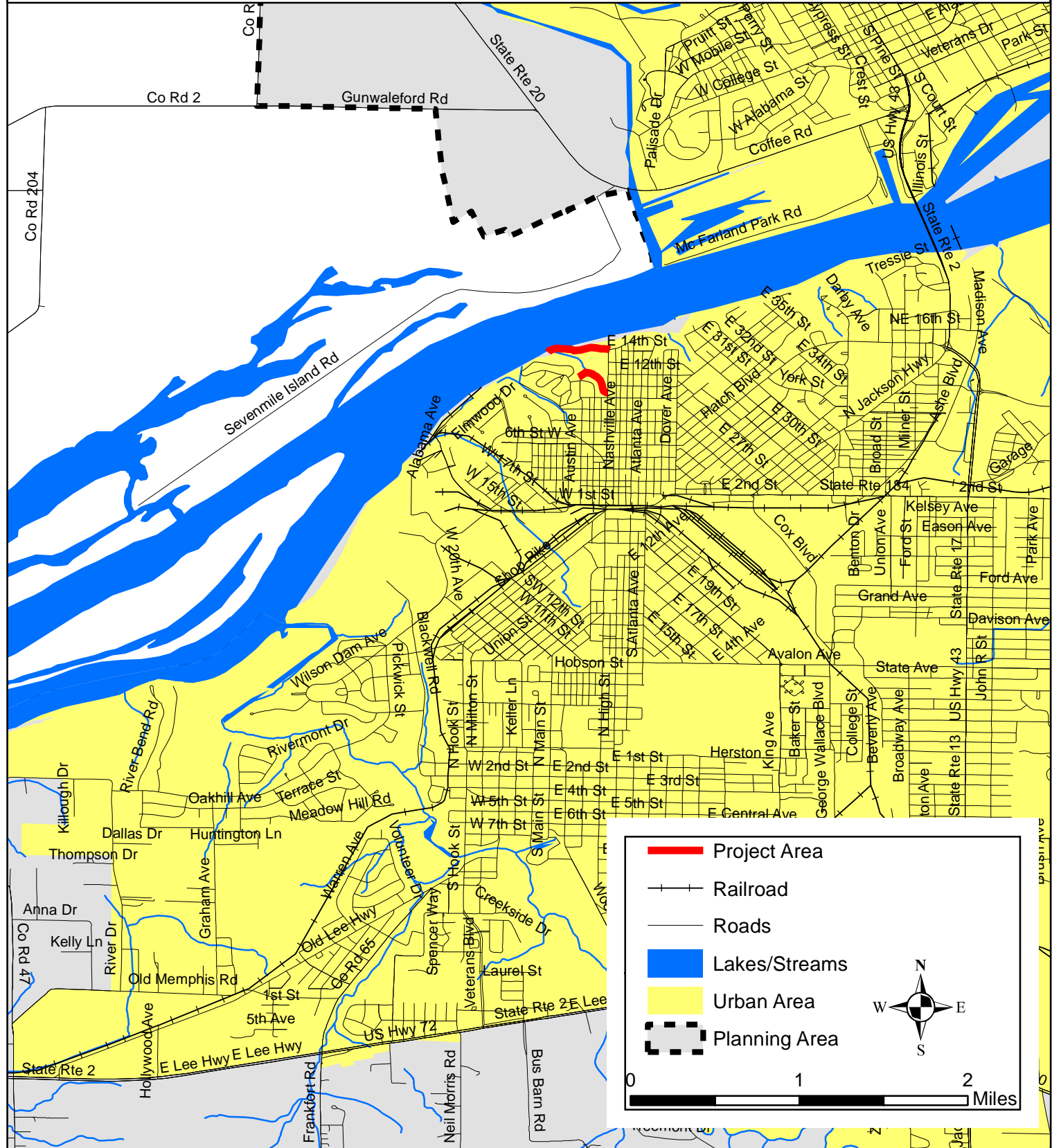
5.02
100064525



Whippoorwill Bike / Pedestrian Trail on Riverfront Drive to Montgomery Avenue at 10th Street & Riverfront Drive and Montgomery Avenue at Gordon Drive In Sheffield

MAP ID
Project ID

5.03
100062946



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
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No Records Found

2.4.7 State Funded Projects

Sponsor:

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

2.4.8 Enhancement Projects

Sponsor:

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

2.4.9 Transit Projects

Sponsor: NACOLG												
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
39261	100063804 FTA9 TR16 ()	SECTION 5307 TRANSIT FLORENCE OPERATING FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$532,451 \$0 \$532,451	\$1,064,902
39267	100063810 FTA9 TR16 ()	SECTION 5307 TRANSIT FLORENCE PREVENTIVE MAINTENANCE FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$95,000 \$0 \$23,750	\$118,750
39447	100063992 FTA9 TR17 ()	SECTION 5307 TRANSIT FLORENCE OPERATING FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	NA	\$532,500 \$0 \$532,500	\$1,065,000
39448	100063993 FTA9 TR18 ()	SECTION 5307 TRANSIT FLORENCE OPERATING FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	NA	\$532,500 \$0 \$532,500	\$1,065,000
39449	100063994 FTA9 TR19 ()	SECTION 5307 TRANSIT FLORENCE OPERATING FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT	NA	\$532,500 \$0 \$532,500	\$1,065,000
39450	100063995 FTA9 TR17 ()	SECTION 5307 TRANSIT FLORENCE PREVENTIVE MAINTENANCE FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	NA	\$96,000 \$0 \$24,000	\$120,000
39451	100063996 FTA9 TR18 ()	SECTION 5307 TRANSIT FLORENCE PREVENTIVE MAINTENANCE FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	NA	\$96,000 \$0 \$24,000	\$120,000
39452	100063997 FTA9 TR19 ()	SECTION 5307 TRANSIT FLORENCE PREVENTIVE MAINTENANCE FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT	NA	\$96,000 \$0 \$24,000	\$120,000
39274	100063818 FTA9C TR16 ()	SECTION 5307 TRANSIT FLORENCE CAPITAL ROLLING STOCK FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$104,000 \$0 \$26,000	\$130,000
39281	100063825 FTA9C TR16 ()	SECTION 5307 TRANSIT FLORENCE CAPITAL SUPPORT EQUIP/FACILITIES FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$40,000 \$0 \$10,000	\$50,000
39453	100063998 FTA9C TR17 ()	SECTION 5307 TRANSIT FLORENCE CAPITAL ROLLING STOCK FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	NA	\$104,000 \$0 \$26,000	\$130,000
39454	100063999 FTA9C TR18 ()	SECTION 5307 TRANSIT FLORENCE CAPITAL ROLLING STOCK FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	NA	\$104,000 \$0 \$26,000	\$130,000
39455	100064000 FTA9C TR19 ()	SECTION 5307 TRANSIT FLORENCE CAPITAL ROLLING STOCK FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT	NA	\$104,000 \$0 \$26,000	\$130,000
39456	100064001 FTA9C TR17 ()	SECTION 5307 TRANSIT FLORENCE CAPITAL SUPPORT EQUIP/FAC FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	NA	\$4,000 \$0 \$1,000	\$5,000
39457	100064002 FTA9C TR18 ()	SECTION 5307 TRANSIT FLORENCE CAPITAL SUPPORT EQUIP/FAC FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	NA	\$4,000 \$0 \$1,000	\$5,000

2.4.9 Transit Projects

39458	100064003 FTA9C TR19 ()	SECTION 5307 TRANSIT FLORENCE CAPITAL SUPPORT EQUIP/FAC FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT	NA	\$4,000 \$0 \$1,000	\$5,000
39292	100063836 RPTO TR16 ()	SECTION 5311 TRANSIT NACOLG OPERATING FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$82,013 \$0 \$82,013	\$164,025
39293	100063837 RPTO TR16 ()	SECTION 5311 TRANSIT NACOLG ADMINISTRATION FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$107,458 \$0 \$26,865	\$134,323
39496	100064044 RPTO TR17 ()	SECTION 5311 TRANSIT NACOLG OPERATING FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	NA	\$82,500 \$0 \$82,500	\$165,000
39497	100064045 RPTO TR18 ()	SECTION 5311 TRANSIT NACOLG OPERATING FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	NA	\$82,500 \$0 \$82,500	\$165,000
39498	100064046 RPTO TR19 ()	SECTION 5311 TRANSIT NACOLG OPERATING FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT	NA	\$82,500 \$0 \$82,500	\$165,000
39499	100064047 RPTO TR17 ()	SECTION 5311 TRANSIT NACOLG ADMINISTRATION FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	NA	\$108,000 \$0 \$27,000	\$135,000
39500	100064048 RPTO TR18 ()	SECTION 5311 TRANSIT NACOLG ADMINISTRATION FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	NA	\$108,000 \$0 \$27,000	\$135,000
39501	100064049 RPTO TR19 ()	SECTION 5311 TRANSIT NACOLG ADMINISTRATION FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT	NA	\$108,000 \$0 \$27,000	\$135,000
39294	100063838 RPTOC TR16 ()	SECTION 5311 TRANSIT NACOLG CAPITAL ROLLING STOCK FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$104,000 \$0 \$26,000	\$130,000
39295	100063839 RPTOC TR16 ()	SECTION 5311 TRANSIT NACOLG CAPITAL SUPPORT EQUIP/FAC FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$38,400 \$0 \$9,600	\$48,000
39502	100064050 RPTOC TR17 ()	SECTION 5311 TRANSIT NACOLG CAPITAL ROLLING STOCK FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	NA	\$112,000 \$0 \$28,000	\$140,000
39503	100064051 RPTOC TR18 ()	SECTION 5311 TRANSIT NACOLG CAPITAL ROLLING STOCK FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	NA	\$112,000 \$0 \$28,000	\$140,000
39504	100064052 RPTOC TR17 ()	SECTION 5311 TRANSIT NACOLG CAPITAL SUPPORT EQUIP/FAC FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	NA	\$8,000 \$0 \$2,000	\$10,000
39505	100064054 RPTOC TR18 ()	SECTION 5311 TRANSIT NACOLG CAPITAL SUPPORT EQUIP/FAC FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	NA	\$8,000 \$0 \$2,000	\$10,000
39506	100064055 RPTOC TR19 ()	SECTION 5311 TRANSIT NACOLG CAPITAL SUPPORT EQUIP/FAC FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT	NA	\$8,000 \$0 \$2,000	\$10,000
Totals By Sponsor						Federal		\$4,132,322			ALL Funds	\$7,010,000

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
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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
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No Records Found

2.4.12 Other Federal and State Aid Projects

Sponsor:

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

2.4.13 Congestion Mitigation and Air Quality Projects

Sponsor:

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

2.5 Authorized Projects for FY 2015

The following pages include the list of Authorized TIP Projects for Fiscal Year 2015. The projects appear are divided by the sponsoring agency in the order in which they are published in the Web TELUS application. An asterisk (*) is placed next to projects in the Authorized Projects section that contained sidewalks, bike paths or lanes, multi-use paths, or expanded shoulders.

Authorized Projects

Sponsor: ALDOT

Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost
STATE	7	ST-017-133-002 ()	100064181	CN	SR-133 FROM SR-20 (ALT US-72) TOWARD NORFOLK SOUTHERN RR - STRUCTURE DEMOLITION AND REMOVAL COLBERT COUNTY	1.022	08/28/2015	STRUCTURE REMOVAL	\$126,300
* SAAME	2	STPAA NR13(941)	100061280	CN	CURB RAMP INSTALLATIONS AND MODIFICATIONS ON VARIOUS STATE ROUTES AT VARIOUS LOCATIONS IN DISTRICTS 1 & 2	0.000	01/30/2015	SIDEWALK	\$628,074
NH2ME	3	NH 0157(519)	100063162	FM	RESURFACE AND TRAFFIC STRIPE SR-157 FROM MP 76.58 AT SR-133 TO MP 79.59 NORTH OF CRUNK ROAD	3.010	03/27/2015	RESURFACING	\$1,377,567
NH1ME	3	NH 0002(507)	100063166	FM	RESURFACING & TRAFFIC STRIPING SR-2 (US-72) FROM MP 42.550 NEAR CR-71 TO MP 45.000 NEAR CR-31	2.450	04/24/2015	RESURFACING	\$1,715,648

Sponsor: COLBERT COUNTY

Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost
SHSTE	1	STPOA 1714(252)	100061915	PE	ROADWAY WIDENING AND INTERSECTION IMPROVEMENTS ON 6TH STREET EAST OF WILSON DAM ROAD	0.000	02/01/2015	WIDENING & RESURFACING (RDWY)	\$100,000

Sponsor: LAUDERDALE COUNTY

Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost
SHST	1	STPOA UR14(606)	100061914	CN	INTERSECTION IMPROVEMENTS TO CR-47 & CR-30 (CHURCH ROAD)	0.010	08/28/2015	INTERSECTION IMPROVEMENTS	\$149,485

Sponsor: MUSCLE SHOALS

Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost
* A1RDY	2	ACOA8543 8828(601)	100008543	CN	ADDITIONAL LANES ON AVALON AVENUE FROM SR-133 (WILSON DAM ROAD) TO WEBSTER STREET IN THE CITY OF MUSCLE SHOALS	0.880	12/05/2014	ADDITIONAL ROADWAY LANES	\$4,805,950
* TAOAM	5	TAPOA TA13(905)	100061574	CN	SIDEWALKS ALONG SHEFFIELD AVENUE BETWEEN 6TH STREET AND WASHINGTON DRIVE WITHIN THE CITY LIMITS OF MUSCLE SHOALS.	0.000	03/15/2015	SIDEWALK	\$252,675

Authorized Projects

Sponsor: NACOLG

Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost
RPTO	9	RPTO TR15()	100056975	TR	SECTION 5311 TRANSIT COLBERT COUNTY OPERATING ASSISTANCE FY 2015	0.000	12/01/2014	UNCLASSIFIED	\$274,454
RPTO	9	RPTO TR15()	100056977	TR	SECTION 5311 TRANSIT COLBERT COUNTY ADMINISTRATION ASSISTANCE FY 2015	0.000	12/01/2014	UNCLASSIFIED	\$168,658
FTA9	9	FTA9 TR15()	100057100	TR	SECTION 5307 TRANSIT, FLORENCE / SHOALS (NW ALA COUNCIL OF LOCAL GOV) OPERATING ASSISTANCE FY 2015	0.000	12/01/2014	UNCLASSIFIED	\$554,670
FTA9	9	FTA9 TR15()	100057101	TR	SECTION 5307 TRANSIT, FLORENCE / SHOALS (NW ALA COUNCIL OF LOCAL GOV) PREVENTIVE MAINTENANCE FY 2015	0.000	12/01/2014	UNCLASSIFIED	\$74,250
FTA9C	9	FTA9C TR15()	100058737	TR	SECTION 5307 TRANSIT FLORENCE/SHOALS CAPITAL SUPPORT EQUIPMENT FY 2015	0.000	09/01/2015	UNCLASSIFIED	\$49,353
RPTOC	9	RPTOC TR15()	100063283	TR	SECTION 5311 TRANSIT COLBERT COUNTY (NACOLG) CAPITAL ROLLING STOCK (1CCB)	0.000	02/01/2015	UNCLASSIFIED	\$55,203
JARC	9	JARC TR15()	100063320	TR	SECTION 5316 JARC NW AL COUNCIL OF LOCAL GOVTS OPERATING URBAN DHR FY 2015	0.000	02/01/2015	UNCLASSIFIED	\$200,000
JARC	9	JARC TR15()	100063321	TR	SECTION 5316 JARC NW AL COUNCIL OF LOCAL GOVTS OPERATING RURAL DHR FY 2015	0.000	02/01/2015	UNCLASSIFIED	\$31,238
NFIGR	9	NFIGR TR15()	100063367	TR	SECTION 5317 NEW FREEDOM NW AL COUNCIL OF LOCAL GOVTS OPERATING RURAL FY 2015	0.000	02/01/2015	UNCLASSIFIED	\$16,000
UMTAC	9	UMTAC TR15()	100063645	TR	SECTION 5310 WELLS OF HOPE MINISTRIES PURCHASED TRANSPORTATION	0.000	07/01/2015	UNCLASSIFIED	\$25,000
UMTAC	9	UMTAC TR15()	100063762	TR	SECTION 5310 TRANSIT ARC OF SHOALS CAPITAL ROLLING STOCK (2 MINI V) FY 2015	0.000	06/01/2015	UNCLASSIFIED	\$73,012

3.0 Appendices

Appendix 3.1

MPO Organizational Structure

The Shoals Area transportation planning process is conducted by the Metropolitan Planning Organization (MPO). The MPO is composed of two committees. The Policy Committee is the official decision making body of the process. The Policy Committee is served by one advisory committee: the Technical Coordinating Committee (TCC). The Policy Committee has the ultimate decision on transportation planning matters but the advisory committees' work and recommendations shape all of the outputs of the transportation planning process.

Policy Committee

The Policy Committee serves as the official decision making body for the Shoals Area transportation planning process. In this capacity, the Committee determines how federal transportation funds are spent in the study area. The Committee's responsibilities include providing overall guidance to the planning process, review and approval of all process plans and programs, as well as appointing TCC members. The Policy Committee is composed of fourteen members, nine voting and five non-voting.

Policy Committee Voting Members

- Joe Hackworth – Commissioner, Lauderdale County
- Billy Shoemaker – Mayor, City of Tuscumbia
- Ian Sanford – Mayor, City of Sheffield
- Mickey Haddock – Mayor, City of Florence
- David Bradford – Mayor, City of Muscle Shoals
- Tim Tubbs – Mayor, Town of Killen
- Rex Burleson – Commissioner, Colbert County
- Johnny L. Harris, P.E. – North Region Engineer, Alabama Department of Transportation
- Keith Jones – Executive Director, Northwest Alabama Council of Local Governments

Policy Committee Non-Voting Members

- Mr. Mark D. Bartlett – Division Administrator, Federal Highway Administration
- Mr. Robert J. Jilla, P.E. – Bureau Chief, Transportation Planning and Modal Programs, Alabama Department of Transportation
- John Bedford – Chairman, Technical Coordinating Committee
- Don Strait – Mayor, Town of St. Florian
- John Landers – Mayor, Town of Leighton

Technical Coordinating Committee

The Technical Coordinating Committee (TCC) provides technical support to the MPO Policy Committee. The TCC reviews MPO documents, studies, reports, plans, and programs and provides the MPO with recommendations concerning these items. The TCC members review the planning process products from a technical perspective making certain that all appropriate concerns are addressed, including local planning issues, engineering details, environmental questions, and future growth, among many others. The TCC also has the ability to make alternative recommendations for any of the products.

The TCC coordinates the work of the various departments and agencies involved in the transportation planning process. All of the local governments, the State DOT, and selected other transportation interests are represented on the TCC. The TCC members share information and data that builds and improves the planning processes and products. The TCC ensures that all of the transportation projects are coordinated.

TCC Voting Members

- Bill Howard, City of Muscle Shoals
- Ken Allamel, Lauderdale County
- John L. Hopson, North Region Pre-Construction Engineer, Alabama Department of Transportation
- John Bedford, Colbert County
- David Abernathy, Lauderdale County
- John A. McGee, Town of Killen
- Bryan Hammond, Town of Killen
- Melissa Bailey, City of Florence
- Bill Batson, City of Florence
- Brad Williams, City of Muscle Shoals
- Steve Stanley, City of Sheffield
- Mike Davis, City of Sheffield
- Bill Campbell, City of Tuscumbia
- Larry Black, City of Tuscumbia
- Hal Greer, Director, Florence / Lauderdale County Port Authority

TCC Non-Voting Members

- Mark Chamblee, Town of Leighton
- James Kasmeier, Town of St. Florian
- Tom Thornton, Town of St. Florian
- Barry Griffith, Director, Northwest Alabama Regional Airport
- Steve Holt, Shoals Area Chamber of Commerce
- Susan Gregory, Norfolk Southern
- Eddie Russell, Director, North Alabama Highway Safety Office
- Nathan Willingham, Director of Transportation and Planning, Northwest Alabama Council of Local Governments
- Jesse E. Turner, Transportation Planning Director, Northwest Alabama Council of Local Governments
- Dr. Emmanuel Oranika, Metropolitan Transportation Planning Administrator, Alabama Department of Transportation
- Clint Andrews, Federal Highway Administration
- Andreas Ramirez, Federal Transit Administration

Appendix 3.2

Transportation Planning Acronyms and Terms

AAA - Area Agency on Aging

ADA - Americans with Disabilities Act

ADAP - Alabama Disabilities Advocacy Program

ALDOT - Alabama Department of Transportation

ARC - Appalachian Regional Commission

Bicycle / Pedestrian Scale Development - Development that consists of a mix of land uses (residential, commercial, public) in close proximity, where one could comfortably walk or ride a bicycle from their origin (e.g., residence, place of employment) to their destination (e.g., place of employment, store, government facility, park)

BR - Bridge funding program; also BRON

CA - Capital funds (transit)

CN - Construction - the final phase of transportation project, the actual building of the project

COOP - Continuity of Operations Plan

Cube Voyager - transportation computer modeling program used by the Alabama MPOs

DBE - Disadvantaged Business Enterprise

DPI or DPIP - Innovative/Special funding program, applies to projects specifically named in federal legislation

EPA - Environmental Protection Agency

FHWA - Federal Highway Administration

FTA - Federal Transit Administration

Functional Classification System - a system to distinguish roads according to the type of service they are intended to provide

GIS - Geographic Information System - a computer system that ties together cartographic images with databases, it allows the user to create new maps and databases through various means including overlay and query operations

ISTEA - Intermodal Surface Transportation Efficiency Act of 1991; replaced by first by TEA-21 then SAFETEA-LU

ITS - Intelligent Transportation System

JARC - Job Access and Reverse Commute - Federal Transit Administration Section 5317 funding program

LAP - Language Assistance Plan

LEP - Limited English Proficiency

Long-Range Transportation Plan - a transportation plan that outlines the projects that will be required to meet the needs of an area over an extended period of time usually 20 years, updated every 4 to 5 years

LRTP - Long-Range Transportation Plan

MAP-21 - Moving Ahead for Progress in the 21st Century (P.L. 112-151, July 6, 2012)

MPO - Metropolitan Planning Organization, Shoals Area MPO

NACOLG - Northwest Alabama Council of Local Governments

New Freedom - Federal Transit Administration Section 5317 funding program

NHS - National Highway System, a transportation funding category, only projects on designated NHS routes can use these funds; also NHSP

OP - Operating funds (transit)

PE - Preliminary Engineering - the first phase of most transportation projects, the study and design of the project

PEA - Planning Emphasis Areas

Public Participation Plan/Public Involvement Plan (PPP/PIP) - federally required plan that details public involvement procedures and principles of the MPO

ROW - Right of Way - a phase of transportation projects, the purchase of right of way

RPO - Rural Planning Organization, Northwest Alabama RPO

RW - Right of Way - a phase of transportation projects, the purchase of right of way

SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users - (Pub. L. 109-59, August 10, 2005)

Section 5303 - Federal Transit Administration funding program for technical studies

Section 5307 - Federal Transit Administration funding program for urban area transit capital and operating expenses

Section 5309 - Federal Transit Administration funding program for capital transit improvements

Section 5310 - Federal Transit Administration funding program for elderly and disabled transit capital assistance

Section 5311 - Federal Transit Administration funding program for rural area transit capital and operating expenses

Section 5316 - Federal Transit Administration funding program for job access and reverse commute transit, aka JARC

Section 5317 - Federal Transit Administration funding program for new Americans with Disabilities Act transit assistance, aka New Freedoms

Section 5339 - Federal Transit Administration funding program for replacement, rehabilitation and purchase buses, vans, and related equipment, and to construct bus-related facilities

ST - State funding

STAA - Surface Transportation Any Area funding category, represents funds that may be used anywhere in the state, ALDOT has the authority to allocate these funds

STIP - State Transportation Improvement Program

STOA - Surface Transportation Other Area funding category, represents funds that are used in Urban Areas with Populations less than 200,000

STP - Surface Transportation Program, a transportation funding category, Urban Areas are allocated an amount of funds annually based on a certain dollar amount per capita

TAP - Transportation Alternatives Program

TAZ - Transportation Analysis Zone - districts used for computer traffic modeling

TCC - Technical Coordinating Committee

TEA-21 - Transportation Equity Act of the 21st Century

TELUS - Transportation, Economic, and Land Use System (TELUS) - web-based software used to manage and integrate the TIP and STIP processes and databases

TIP - Transportation Improvement Program - a list of projects slated to begin over a 4-year period, revised/rebalanced every year and updated every four years

TR - Transit project

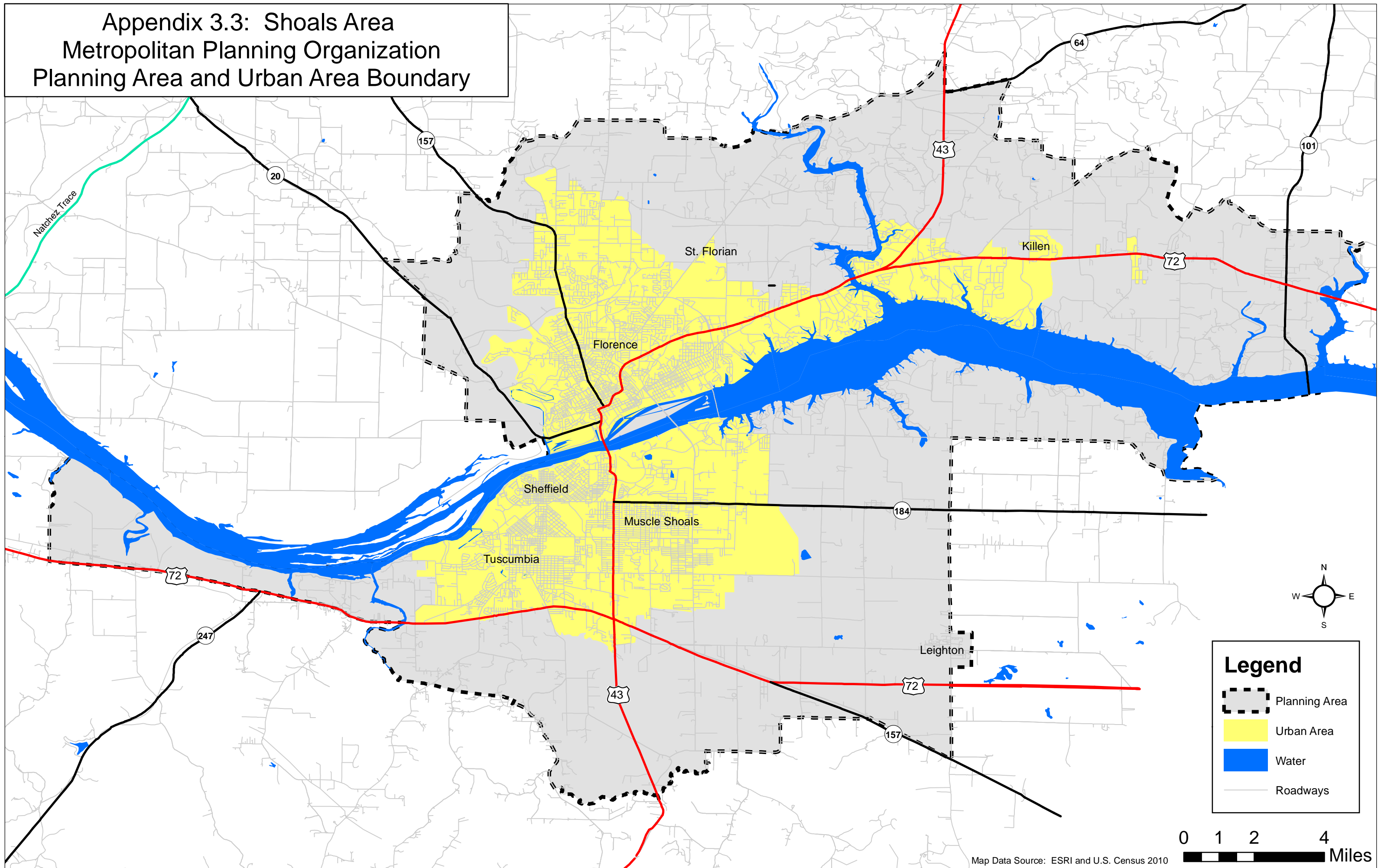
UMTA - Urban Mass Transit Administration; now FTA

UPWP - Unified Planning Work Program - a set of tasks that the WARC staff is committed to perform over a fiscal year, updated annually

Urban Area Boundary - boundary surrounding a Census Bureau defined urbanized area, established by the MPO with ALDOT and FHWA approval

UT - Utility Construction - a phase of transportation projects, the relocation of utilities

Appendix 3.3: Shoals Area
Metropolitan Planning Organization
Planning Area and Urban Area Boundary



Map Data Source: ESRI and U.S. Census 2010

3. Financial Documentation

3.5.1 Shoals Area MPO Funding Availability Report Transportation Improvement Program 2016 - 2019

Project Number	Project Description	Sponsor	Start Date	Scope	Project Status	Federal Cost	State Cost	Local Cost	Phase Total	Project Total	Federal Funds					
											2015	2016	2017	2018	2019	
100061519	Mall Road and Hough Road/Madison Avenue Rehabilitation and Intersection Improvements	Florence	5/1/2014	PE	Planned	\$88,000	\$0	\$22,000	\$110,000	\$1,811,850						
100061520			3/1/2016	RW	Planned	\$8,080	\$0	\$2,020	\$10,100		\$8,080					
100061521			7/1/2016	UT	Planned	\$20,200	\$0	\$5,050	\$25,250		\$20,200					
100061522			9/30/2016	CN	Planned	\$1,333,200	\$0	\$333,300	\$1,666,500		\$1,333,200					
100059048	County Road 16 Bridge Replacement over Cypress Creek in Lauderdale County	Lauderdale County	8/1/2014	PE	Planned	\$160,000	\$0	\$40,000	\$200,000	\$2,135,066						
100059049			2/1/2016	RW	Planned	\$38,846	\$0	\$9,712	\$48,558		\$38,846					
100059050			10/1/2016	UT	Planned	\$37,778	\$0	\$9,445	\$47,223		\$37,778					
100059051			11/3/2017	CN	Planned	\$1,471,429	\$0	\$367,857	\$1,839,286		\$1,471,429					
100061913	Intersection Improvements to County Road 47 & Church Road	Lauderdale County	6/1/2014	PE	Planned	\$40,000	\$0	\$10,000	\$50,000	\$310,000						
100061914			8/28/2015	CN	Planned	\$208,000	\$0	\$52,000	\$260,000		\$208,000					
100056066	Improvements to Webster Street between Avalon Avenue and AL Highway 184 (Second Street)	Muscle Shoals	6/1/2013	PE	Authorized	\$80,000	\$0	\$20,000	\$100,000	\$1,410,460						
100056067			7/1/2015	UT	Planned	\$64,896	\$0	\$16,224	\$81,120		\$64,896					
100056068			11/7/2014	CN	Planned	\$983,472	\$0	\$245,868	\$1,229,340							
100056074	Add Lane, Lighting, Sidewalks, Resurfacing, Leveling, and Drainage Improvements on Cox Boulevard	Sheffield	7/1/2011	PE	Authorized	\$140,000	\$0	\$35,000	\$175,000	\$1,639,486						
100056076			6/1/2016	RW	Planned	\$90,889	\$0	\$22,722	\$113,611		\$90,889					
100056077			6/1/2016	UT	Planned	\$87,393	\$0	\$21,848	\$109,241		\$87,393					
100056078			9/30/2016	CN	Planned	\$993,307	\$0	\$248,327	\$1,241,634		\$993,307					
100058764	Improve Montgomery Avenue from the Railroad to 6th Street	Sheffield	4/1/2013	PE	Authorized	\$80,000	\$0	\$20,000	\$100,000	\$1,500,000						
100058765			9/26/2014	CN	Planned	\$1,120,000	\$0	\$280,000	\$1,400,000							
100063587	Widening Rickwood Road from the Railroad to Chisolm Road	Florence	7/1/2015	PE	Planned	\$48,000	\$0	\$12,000	\$60,000	\$1,435,000	\$48,000					
100063588			2/1/2016	RW	Planned	\$40,000	\$0	\$10,000	\$50,000		\$40,000					
100063589			6/1/2016	UT	Planned	\$320,000	\$0	\$80,000	\$400,000		\$320,000					
100063590			2/24/2017	CN	Planned	\$740,000	\$0	\$185,000	\$925,000		\$740,000					
100061915	Roadway Widening and Intersection Improvements on 6th Street East of Wilson Dam Road	Colbert County	1/1/2015	PE	Planned	\$80,000	\$0	\$20,000	\$100,000	\$2,023,040	\$80,000					
100061916			3/1/2016	RW	Planned	\$84,032	\$0	\$21,008	\$105,040		\$84,032					
100061917			6/1/2016	UT	Planned	\$161,600	\$0	\$40,400	\$202,000		\$161,600					
100061918			9/30/2016	CN	Planned	\$1,292,800	\$0	\$323,200	\$1,616,000		\$1,292,800					
Totals						\$13,748,659	\$0	\$3,437,165	\$17,185,824							
PE: Preliminary Engineering RW: Right of Way Aquisition UT: Utility Relocation CN: Construction Updated June 2015											Programmed	\$400,896	\$4,470,347	\$777,778	\$1,471,429	\$0
											Apportionment	\$1,622,286	\$1,622,286	\$1,622,286	\$1,622,286	\$1,622,286
											Special Allocation	\$0	\$0	\$0	\$0	\$0
											CarryOver	\$3,262,288	\$4,483,678	\$1,635,617	\$2,480,125	\$2,630,982
											Available Funds	\$4,884,574	\$6,105,964	\$3,257,903	\$4,102,411	\$4,253,268
											Remaining Balance	\$4,483,678	\$1,635,617	\$2,480,125	\$2,630,982	\$4,253,268

ALDOT SPREADSHEET FOR ALL TIP Fiscal Years 2016 Through 2019 - Financial Plan Shoals Area MPO

	2016	2017	2018	2019
Surface Transportation Attributable Projects				
Carryover From Previous Year (Federal Funds Only)	\$4,504,417	\$1,656,356	\$2,500,864	\$2,651,721
Apportionment (Federal Funds Only)	\$1,622,286	\$1,622,286	\$1,622,286	\$1,622,286
Funds Available to the MPO for Programming (Federal Funds Only)	\$6,126,703	\$3,278,642	\$4,123,150	\$4,274,007
Estimated Cost of Planned Projects (Federal Funds Only)	\$4,470,347	\$777,778	\$1,471,429	\$0
Balance Forward (Federal Funds Only)	\$1,656,356	\$2,500,864	\$2,651,721	\$4,274,007

Other Surface Transportation Program Projects (includes Bridge projects not on NH System)				
Funds Available for Programming Statewide (Federal Funds Only)	\$111,298,342	\$111,298,342	\$111,298,342	\$111,298,342
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$11,639,872	\$972,436	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	10%	1%	0%	0%

National Highway Performance Program (APD, IM, Bridge projects on NH System)				
Funds Available for Programming Statewide (Federal Funds Only)	\$425,075,248	\$425,075,248	\$425,075,248	\$425,075,248
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$8,835,383	\$671,044	\$8,847,281	\$0
Percentage Programmed in the Tuscaloosa Area (Federal Funds Only)	2%	0%	2%	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	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Total Funds)	0%	0%	0%	0%

Transportation Alternatives Program (TAP) (formerly TE)				
Projects in this category are funded through annual grant applications and will not be known until late each year.				
Funds Available for Programming Statewide (Federal Funds Only)	\$15,278,816	\$15,278,816	\$15,278,816	\$15,278,816
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$123,400	\$308,167	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	1%	2%	0%	0%

Transit Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$32,000,000	\$32,000,000	\$32,000,000	\$32,000,000
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$1,103,322	\$1,047,000	\$1,047,000	\$935,000
Percentage Programmed in the MPO Area (Federal Funds Only)	3%	3%	3%	3%

System Maintenance Projects				
State Funds Available for Programming Statewide (Total Funds)	\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000
MPO Area Estimated Cost of Planned Projects (Total Funds)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Total Funds)	0%	0%	0%	0%

ALDOT SPREADSHEET FOR ALL TIP Fiscal Years 2016 Through 2019 - Financial Plan Shoals Area MPO

	2016	2017	2018	2019
Safety Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$64,958,603	\$64,958,603	\$64,958,603	\$64,958,603
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)		\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
Other Federal and State Aid Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$20,051,181	\$20,051,181	\$20,051,181	\$20,051,181
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)		\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
Congestion Mitigation and Air Quality Projects - Birmingham Area Only				
Carryover From Previous Year (Federal Funds Only)	\$10,902,559	\$10,902,559	\$10,902,559	\$10,902,559
Apportionment (Federal Funds Only)	\$0	\$0	\$0	\$0
Funds Available for Programming (Federal Funds Only)	\$0	\$0	\$0	\$0
Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Balance Forward (Federal Funds Only)	\$0	\$0	\$0	\$0
High Priority and Congressional Earmark Projects (Discontinued but money still available via carryover)				
This group of projects usually results from congressional action in an annual appropriations bill. These projects and the amount available for programming annually is an unknown factor.				
Funds Available for Programming Statewide (Federal Funds Only)	\$33,501,939	\$33,501,939	\$33,501,939	\$33,501,939
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0

URBAN AREA FUNDING AVAILABILITY REPORT

URBAN AREA	SHOALS	FEDERAL FUNDING ONLY					
PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized	
100056067	IMPROVEMENTS ADD LANES WEBSTER STREET FROM AVALON AVE TO SR-184 (SECOND ST) IN	UT	\$64,896	07/01/2015	Planned		
100061914	INTERSECTION IMPROVEMENTS TO CR-47 & CR-30 (CHURCH ROAD)	CN	\$208,000	08/28/2015	Planned		
100061915	ROADWAY WIDENING AND INTERSECTION IMPROVEMENTS ON 8TH STREET EAST OF WILSON	PE	\$80,000	02/01/2015	Authorized	1/15/2015	
100083587	WIDENING RICKWOOD ROAD FROM RAILROAD TO CHISHOLM ROAD	PE	\$48,000	07/01/2015	Planned		

TOTALS FOR FISCAL YEAR 2015					
Prior FY Carryover	\$3,262,288	Authorized Projects	\$80,000	Unobligated Balance	\$4,804,574
FY Apportionment	\$1,622,286	Planned Projects	\$320,896	Remaining Balance	\$4,483,678
FY Special Allocation	\$0	Total Project Funds	\$400,896		
Total Funds	\$4,884,574				

100056076	ADD LANE, LIGHTING, SIDEWALKS, RESURFACING, LEVELING AND DRAINAGE IMPROVEMENTS	RW	\$90,889	10/01/2015	Planned	
100056077	ADD LANE, LIGHTING, SIDEWALKS, RESURFACING, LEVELING AND DRAINAGE IMPROVEMENTS	UT	\$87,393	06/01/2016	Planned	
100056078	ADD LANE, LIGHTING, SIDEWALKS, RESURFACING, LEVELING AND DRAINAGE IMPROVEMENTS	CN	\$993,307	09/30/2016	Planned	
100059049	CR-16 BRIDGE REPLACEMENT OVER CYPRESS CREEK IN LAUDERDALE COUNTY BIN #001434	RW	\$38,846	02/01/2016	Planned	
100061520	MALL ROAD AND HOUGH ROAD/MADISON AVENUE REHABILITATION AND INTERSECTION IMPRO	RW	\$8,080	03/01/2016	Planned	
100061521	MALL ROAD AND HOUGH ROAD/MADISON AVENUE REHABILITATION AND INTERSECTION IMPRO	UT	\$20,200	07/01/2016	Planned	
100061522	MALL ROAD AND HOUGH ROAD/MADISON AVENUE REHABILITATION AND INTERSECTION IMPRO	CN	\$1,333,200	09/30/2016	Planned	
100061916	ROADWAY WIDENING AND INTERSECTION IMPROVEMENTS ON 8TH STREET EAST OF WILSON	RW	\$84,032	03/01/2016	Planned	
100061917	ROADWAY WIDENING AND INTERSECTION IMPROVEMENTS ON 8TH STREET EAST OF WILSON	UT	\$161,600	06/01/2016	Planned	
100061918	ROADWAY WIDENING AND INTERSECTION IMPROVEMENTS ON 8TH STREET EAST OF WILSON	CN	\$1,292,800	09/30/2016	Planned	
100083588	WIDENING RICKWOOD ROAD FROM RAILROAD TO CHISHOLM ROAD	RW	\$40,000	02/01/2016	Planned	
100083589	WIDENING RICKWOOD ROAD FROM RAILROAD TO CHISHOLM ROAD	UT	\$320,000	06/01/2016	Planned	

TOTALS FOR FISCAL YEAR 2016					
Prior FY Carryover	\$4,483,678	Authorized Projects	\$0	Unobligated Balance	\$6,105,964
FY Apportionment	\$1,622,286	Planned Projects	\$4,470,347	Remaining Balance	\$1,635,617
FY Special Allocation	\$0	Total Project Funds	\$4,470,347		
Total Funds	\$6,105,964				

100059050	CR-16 BRIDGE REPLACEMENT OVER CYPRESS CREEK IN LAUDERDALE COUNTY BIN #001434	UT	\$37,778	10/01/2016	Planned	
100063590	WIDENING RICKWOOD ROAD FROM RAILROAD TO CHISHOLM ROAD	CN	\$740,000	02/24/2017	Planned	

TOTALS FOR FISCAL YEAR 2017					
Prior FY Carryover	\$1,635,617	Authorized Projects	\$0	Unobligated Balance	\$3,257,903
FY Apportionment	\$1,622,286	Planned Projects	\$777,778	Remaining Balance	\$2,480,125
FY Special Allocation	\$0	Total Project Funds	\$777,778		
Total Funds	\$3,257,903				

100059051	CR-16 BRIDGE REPLACEMENT OVER CYPRESS CREEK IN LAUDERDALE COUNTY BIN #001434	CN	\$1,471,429	11/03/2017	Planned	
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TOTALS FOR FISCAL YEAR 2018					
Prior FY Carryover	\$2,480,125	Authorized Projects	\$0	Unobligated Balance	\$4,102,411
FY Apportionment	\$1,622,286	Planned Projects	\$1,471,429	Remaining Balance	\$2,630,982
FY Special Allocation	\$0	Total Project Funds	\$1,471,429		
Total Funds	\$4,102,411				

URBAN AREA FUNDING AVAILABILITY REPORT

URBAN AREA	SHOALS	FEDERAL FUNDING ONLY					
PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized	
						8/4/2015	

TOTALS FOR FISCAL YEAR 2019					
Prior FY Carryover	\$2,630,982	Authorized Projects	\$0	Unobligated Balance	\$4,253,268
FY Apportionment	\$1,622,286	Planned Projects	\$0	Remaining Balance	\$4,253,268
FY Special Allocation	\$0	Total Project Funds	\$0		
Total Funds	\$4,253,268				

3.4 Public Participation Process Information

POST-PUBLICATION AFFIDAVIT OF PUBLICATION
STATE OF ALABAMA
LAUDERDALE COUNTY

303-TIMESDAILY

NORTHWEST AL COUNCIL - TD
LOCAL GOVERNMENT
PO BOX 2603
MUSCLE SHOALS AL 35662

REFERENCE: 14110823
F001610593 Public meeting notice

Before me, a notary public in and for the county and state above listed, personally appeared Melody O. Bishop, who by me duly sworn, deposes and says that: My name is Melody O. Bishop. I am the Advertising Director of the Times Daily. The newspaper published the attached legal notice (s) in the issue (s) referenced below. The sum charged as referenced below, by the Newspaper for said publication does not exceed the lowest classified rate paid by commercial customers for an advertisement of similar size and frequency in the same newspaper (s) in which the public notice(s) appeared.

There are no agreements between the Newspaper and the officer or attorney charged with the duty of placing the attached legal advertising notices whereby any advantage, gain or profit accrued to said officer or attorney."




Melody O. Bishop
Advertising Director, Times Daily

PUBLISHED ON: 08/22

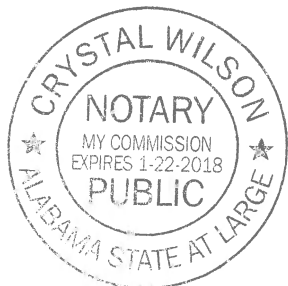
TOTAL COST: 78.20 AD SPACE: 46 LINE
FILED ON: 08/22/15

Sworn and subscribed this 24 day of August, 2015



Crystal Wilson, Notary Public, State at Large My Commission expires
January 22, 2018

Public Meetings Notice
Shoals Area Metropolitan
Planning Organization
(MPO)
The Shoals Area
Metropolitan Planning
Organization (MPO) draft
Transportation
Improvement Program
(TIP) for FY 2016-2019 will
be made available for
public review and
comment and comments
will be taken for the 2040
Draft Long Range
Transportation Plan at the
following location, date,
and time:
Florence-Lauderdale
Public Library
350 N Wood Ave.
Florence, AL
Tuesday, September 1,
2015 from 10:00 a.m. -
12:00 p.m.
The plan is also available
for viewing at
www.nacolg.org and the
NACOLG office.
Persons with disabilities
who may need special
transportation
accommodations to review
the Draft TIP should call
314-0047 at least 24 hours
prior to the meeting.
Comments must be mailed
by September 8, 2015 to
Jesse Turner at NACOLG,
PO Box 2603, Muscle
Shoals, AL 35661. Phone
389-0513. Email
jturner@nacolg.org.
Keith Jones, Executive
Director
Aug. 22, 2015



FY 2016 - 2019 Transportation Improvement Program (TIP)

Shoals Area MPO
Sign In

Name	Agency	Phone	Email
Don NORVEG	CARBOR CO	256 216 2174	JREDFORD@CARBOR.CO
Allen Teague	MAHOLE ADOT	256 389 0515	allen.teague@ncdot.gov
James E. Dethlefsen	NRCOLG/Shoals MPO	256-389-0513	jdethlefsen@ncdot.gov
	MAHOLE/Shoals MPO	256 399 0517	william.dethlefsen@ncdot.gov

3.5 Certifications – TIP/STIP MOU

MPO SELF-CERTIFICATION

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

- (1) 23 USC 134, 49 U.S.C. Section 5303, and 23 CFR Part 450.
(2) In nonattainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR Part 93.
(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21.
(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity.
(5) Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users (Pub. L. 109-59) and 49 CFR Part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects.
(6) 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
(7) The provisions of the Americans with Disabilities Act of 1990 ((42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38.
(8) Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.
(9) Section 324 of CFR 23, regarding prohibition of discrimination based on gender.
(10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

Shoals Metropolitan Planning Organization
Signature: Mickey Haddock
Printed Name: Mickey Haddock
Title: Mayor/Chairman
Date: 7-14-15

Alabama State Department of Transportation
Signature: John R. Cooper
Printed Name: John R. Cooper
Title: Transportation Director
Date: 7-14-15

Certification Questions
Statewide and Metropolitan Planning Organization
Transportation Planning Process

A. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and subparts A, B, and C of this part;

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the largest incorporated city, and in accordance with procedures set forth in state and local law? [23 U.S.C. 134 (d)(1)(A) and (B); 49 U.S.C. 5303 (c); 23 C.F.R. 450.310 (b)] – **Yes**
2. For Transportation Management Areas (TMAs) only, does the MPO policy board include local elected officials, officials that administer or operate major modes of transportation, and appropriate state officials? [23 U.S.C. 134 (d)(2)(A), (B), & (C); 49 U.S.C. 5303 (c); 23 C.F.R. 450.310 (d)] – **Not Applicable**
3. Does the MPO have up-to-date agreements, such as the transportation planning agreement that creates the MPO, the financial agreement, and, if applicable, a transportation planning agreement between the MPOs, State, and public transportation operators where more than one MPO has been designated to serve an urbanized area? [23 C.F.R. 450.310 (b); 23 C.F.R. 450.314 (a) and (d)] – **Yes**
4. Does the MPO boundary encompass the existing urbanized area and contiguous area expected to become urbanized within 20-year forecast period? [23 U.S.C. 134 (e)(2); 49 U.S.C. 5303 (d); 23 C.F.R. 450.312 (a)] – **Yes**
5. Did the Department send a copy of the boundary map to FHWA and FTA? [23 C.F.R. 450.312 (j)] – **Yes**
6. For projects located within the boundaries of more than one MPO, does the MPO coordinate the planning of these projects with the other MPO(s)? [23 U.S.C. 134 (g)(2)] – **Not Applicable**
7. Does the MPO planning process provide for consideration of the 8 planning factors? [23 U.S.C. 134 (h); 23 C.F.R. 450.306 (a)] – **Yes**
8. Did the Long Range Transportation Plan (LRTP) have at least a 20 year horizon at the time of adoption of the last major update? [23 U.S.C. 134 (i)(2)(A); 23 C.F.R. 450.322 (a)] – **Yes**
9. Did the LRTP address the following areas in accordance with 23 U.S.C. 134 (i)(2), 49 U.S.C. 5303 (f)? – **Yes**

- Identify major transportation facilities that function as an integrated metropolitan transportation system, giving emphasis to facilities that serve national and regional transportation functions.
- 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 and provide for multimodal capacity increases based on regional priorities and needs.
- 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. 450.322 (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 operational and management strategies to improve the performance of existing transportation facilities;
- In TMA areas, consider the results of the congestion management process; – **Not Applicable**
- Include an assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs;
- 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

11. Has the LRTP been reviewed and updated at least 5 years since the date of the last MPO Board action? [23 U.S.C. 134 (i)(1); 23 C.F.R. 450.322 (c)] – **Yes**

12. Has the MPO sent all updates/amendments of the LRTP to FHWA and FTA via the ALDOT's Bureau of Transportation & Modal Programs? [23 C.F.R. 450.322(c)] – **Yes**
13. Was the TIP developed in cooperation with the State and local transit operators? 23 U.S.C. 134 (j)(1)(A); 49 U.S.C. 5304 (a); 23 C.F.R. 450.324 (a)] – **Yes**
14. Was the TIP updated at least every 4 years and approved by the MPO and the Governor? [23 U.S.C.134 (j)(1)(D); 23 C.F.R. 450.324 (a)] – **Yes**
15. Was the TIP financially constrained and did it include only revenues that could be reasonably expected? [23 U.S.C. 134 (j)(2)(B); 49 U.S.C. 5304 (a); 23 C.F.R. 450.324 (h)] – **Yes**
16. Did the TIP contain a priority list of federally supported projects to be supported over the next four years? [23 U.S.C. 134 (j)(2)(A); 49 U.S.C. 5304 (b); 23 C.F.R. 450.324 (a)] – **Yes**
17. Did the TIP contain all regionally significant projects, as defined by 23 C.F.R. 450.104? [23 U.S.C. 134 (j)(3)(B); 49 U.S.C. 5304 (c)(6); 23 C.F.R. 450.324 (d)] – **Yes**
18. Was the TIP consistent with the LRTP? [23 U.S.C. 134 (j)(3)(C); 49 U.S.C. 5304 (c)(2); and 23 C.F.R. 450.324 (g)] – **Yes**
19. Does the TIP identify the criteria and process for prioritizing implementation of transportation plan elements (including inter-modal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs? [23 C.F.R. 450.324 (l) (1)] – **Yes**
20. Did the TIP include a listing of projects for which Federal funds have been obligated in the preceding year, or was this list otherwise made available for public review? [23 U.S.C. 134 (j)(7)(B); 49 U.S.C. 5304 (c)(5); 23 C.F.R. 450.324 (l)(2)] – **Yes**
21. When developing the LRTP and TIP, did the MPO provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the proposed plan and program? [23 U.S.C. 134 (h)(5)(A)] – **Yes**
22. Is the LRTP and TIP of the MPO published or otherwise readily available for public review? [23 U.S.C. 134 (i)(6) and (j)(7)(A)] – **Yes**

23. Did the UPWP identify work proposed for the next one– or two–year period by major activity and task in sufficient detail to indicate who will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds? [23 C.F.R. 450.308 (c)] – **Yes**
24. Did the UPWP document planning activities to be funded with through Title 23 U.S.C. and the Federal Transit Act? [23 C.F.R. 450.308 (c)] – **Yes**
25. Were the transportation plans and programs of the MPO based on a continuing, comprehensive, and cooperative process? [23 U.S.C. 134 (c)(3), 49 U.S.C. 5303 (a)(3)] – **Yes**
26. If located in a Transportation Management Area, does the MPO have an up to date congestion management process? [23 U.S.C. 134 (k)(3)] – **Not Applicable**
27. Does the MPO have a documented Public Participation Plan that defines a process for members of the public to have reasonable opportunity to participate in the planning process? [23 C.F.R. 450.316 (a)] – **Yes**
28. Has the MPO recently reviewed its Public Participation Plan? [23 C.F.R. 450.316 (a)(1)(x)] – **Yes**
29. When the Public Participation Plan was adopted, was it made available for public review for at least 45 days? [23 C.F.R. 450.316(a)(3)] – **Yes**

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

1. How does the MPO coordinate the development of the Transportation Plan with SIP development? – **Not Applicable**
2. How does the MPO’s UPWP incorporate all of the metropolitan transportation related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA? – **Not Applicable**
3. Does the metropolitan planning process include a Congestion Management Process that meets the requirements of 23 CFR Part 450.320? What assurances are there that the Transportation Plan incorporates travel demand and operational management strategies, and that necessary demand reduction and operational management commitments are made for new SOV projects? – **Not Applicable**
4. How does the MPO ensure that the TIP includes all proposed federally and nonfederally funded regionally significant transportation projects, including intermodal facilities? – **Not Applicable**

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

1. Does the MPO have a signed Title VI policy statement expressing commitment to non-discrimination? [23 CFR 200.9 (a)(1)] – **Yes**
2. Does the MPO take action to correct any deficiencies found by the Department within a reasonable time period, not to exceed 90 days, in order to implement Title VI compliance? [23 CFR 200.9 (a)(3)] – **If Title VI deficiencies were found with the MPO process, the MPO would correct the deficiencies in 90 days or less.**
3. Does the MPO have a staff person assigned to handle Title VI and ADA related issues? This does not need to be a full time equivalent position, but there should be at least someone at the MPO for whom Title VI and ADA is an extra duty area. [23 CFR 200.9 (b)(1); 49 C.F.R. 27.13] – **Yes**
4. Does the MPO have a procedure in place for the prompt processing and disposition of Title VI and Title VIII complaints, and does this procedure comply with the Department's procedure? [23 C.F.R. 200.9 (b)(3)] – **Yes**
5. Does the MPO collect statistical data (race, color, national origin, sex, age, disability) of participants in, and beneficiaries of the programs and activities of the MPO? [23 CFR 200.9 (b)(4)] – **Yes**
6. Does the MPO conduct an annual review of their program areas (for example: public involvement) to determine their level of effectiveness in satisfying the requirements of Title VI? [23 CFR 200.9 (b)(6)] – **Yes**
7. Has the MPO participated in any recent Title VI training, either offered by the state, organized by the MPO, or some other form of training, in the past year? – **Yes**
8. Does the MPO have a signed Non Discrimination Agreement, including Title VI Assurances, with the State? – **Yes**
9. Do the MPO's contracts and bids include the appropriate language as shown in the appendices of the Non Discrimination Agreement with the State? – **Yes**
10. Does the MPO hold its meetings in locations that are ADA accessible? [49 C.F.R. 27.7 (5)] – **Yes**

11. Does the MPO take appropriate steps to ensure its communications are available to persons with impaired vision and hearing? [49 C.F.R. 27.7 (6)(c)] – **Yes**

12. Does the MPO keep on file for 1 year all complaints of ADA non-compliance received and for 5 years a record of all complaints in summary form? [49 C.F.R. 27.121] – **The MPO has not received an ADA complaint. If any complaints are received, the MPO will keep the complaints on file at least a year and a summary of all complaints for at least five years.**

13. Have all the local governments (city and county) included within the MPO’s study area boundary completed an ADA Transition Plan? Please provide a table indicating the status of the transition plans (e.g. date of completion, status of plan implementation).

Government	Date of Completion	Status of Plan	MPO Voting Member
Colbert County	1993	Implementing	Yes
Lauderdale County	1992/ Updated 2006	Implementing	Yes
Town of Leighton	1992	Implementing	No
City of Muscle Shoals	1993/ Currently Updating	Implementing	Yes
City of Sheffield	1999	Implementing	Yes
City of Tuscumbia	1995/ Currently Updating	Implementing	Yes
City of Florence	1992/ Currently Updating	Implementing	Yes
Town of Killen	2005	Implementing	Yes
Town of St. Florian	Assessment completed 2015	Implementing	No

D. Section 1101(b) of SAFETEA-LU regarding the involvement of disadvantaged business enterprises in FHWA and FTA planning projects (49 CFR Part 26)

(Note): MPOs that are part of municipal or county governments may have some of these processes handled by the host agency.

- 1. Does the MPO have an ALDOT approved DBE plan? – **No**
- 2. Does the MPO track DBE participation? – **No**
- 3. Does the MPO report actual payments to DBEs? – **No**

4. Does the MPO include the DBE policy statement in its boilerplate contract language for consultants and sub-consultants? – **No**

E. 23 C.F.R. Part 230 regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.

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

MEMORANDUM OF UNDERSTANDING

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

Purpose

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

Definitions

- *Administrative Modification* means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas). [23 CFR 450.104]
- *Amendment* means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes.) Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving "non-exempt" projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process. [23 CFR 450.104]
- *Betterment* consists of surface treatments/corrections to existing roadway [preferably within Alabama Department of Transportation (ALDOT) right-of-way], to maintain and bring the infrastructure to current design standards for that classification of highway. This may involve full depth base repair, shoulder-widening, increased lane-widths, correction super-elevation, as well as drainage improvements and guide rail upgrades.
- *Change in Scope* is a substantial alteration to the original intent or function of a

- programmed project; (e.g., change project termini or the number of through-traffic lanes).
- *Cooperating Agencies* include ALDOT, Metropolitan Planning Organizations (MPOs), and Rural Planning Organizations (RPOs), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and transit agencies.
 - *Financially Constrained (Fiscal Constraint)* means that the metropolitan transportation plan, TIP, and STIP include sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. For the TIP and the STIP, financial constraint/fiscal constraint applies to each program year. Additionally, projects in air quality nonattainment and maintenance areas can be included in the first two years of the TIP and STIP only if funds are “available” or “committed.” [23 CFR 450.104]
 - *Fiscal Constraint Chart (FCC)* is an Excel spreadsheet, or a chart generated by the Comprehensive Project Management System (CPMS), that depicts the transfer of funds from one source of funding to a donee project, or multiple projects, that net out to zero.
 - *Interstate Maintenance (IM) Program* is the ALDOT four-year listing of statewide interstate maintenance (non-capacity-adding) projects.
 - *Level of Effort (LVOE)* is the term used to describe certain grouped projects in the TIPs and STIP that are not considered of appropriate scale to be identified individually. Projects may be grouped by function, work type, or geographical area, using the applicable classifications under 23 CFR 771.117(c) and (d), and/or 40 CFR part 93. In air quality nonattainment and maintenance areas, project classifications must be consistent with the *exempt* project classifications, contained in the transportation conformity regulations (40 CFR part 93). These projects are placed in the TIPs and STIP according to selected funding programs, with their anticipated fiscal year apportionments within the plan.
 - *New Project* is a project that is *not* programmed in the current TIP/STIP, and does not have previous obligations from a prior TIP/STIP.
 - *Obligated projects* means strategies and projects funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53 for which the supporting federal funds were authorized and committed by the State or designated recipient in the preceding program year, and authorized by the FHWA or awarded as a grant by the FTA.
 - *Planning Partner* may refer to one of the following: ALDOT, FHWA, MPOs, RPOs, or other federal or state agencies.
 - *Project Selection* means the procedures followed by MPOs, States, and public transportation operators to advance projects from the first four years of an approved TIP and/or STIP to implementation, in accordance with agreed upon procedures. [23 CFR 450.104]
 - *Public Participation Plan (PPP)* is a documented, broad-based public involvement process that describes how the Planning Partner will involve and engage the public, the under-served, and interested parties in the transportation planning process, and ensure that the concerns of stakeholders are identified and addressed in the development of transportation plans and programs.

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

- *Revision* means a change to a long-range statewide or metropolitan transportation plan, TIP, or STIP that occurs between scheduled periodic updates. *A major revision is an "amendment," while a minor revision is an "administrative modification."* [23 CFR 450.104]
- *Statewide-managed Program (Statewide Program)* includes those transportation improvements or projects that are managed in the STIP, including project selection, at the ALDOT Central Office level, with possible regional Planning Partner solicitation and input. Examples include, but are not limited to HSIP, RRX, and TAP projects.
- *Statewide Transportation Improvement Program (STIP)* means a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53. [23 CFR 450.104]
- *Transportation Improvement Program (TIP)* means a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. [23 CFR 450.104]

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

The TIP consists of the approved MPO TIP projects, developed by the MPOs, and statewide programs and projects developed by ALDOT within the urban areas of the MPOs. The STIP is the official transportation improvement program document, mandated by federal statute and recognized by FHWA and FTA. The STIP is a statewide, prioritized listing or program, of transportation projects to be implemented over a four-year period, consistent with MPO Long Range, Regional, or Metropolitan Plans, Statewide Transportation Plans, and MPO Transportation Improvement Programs (TIPs). The State's Five-Year Program, which incorporates the TIPs and STIP, is required by Alabama state law.

TIP/STIP Administration

FHWA and FTA will only authorize projects, and approve grants for projects, that are programmed in the currently-approved STIP. If a Planning Partner, Transit Agency, or ALDOT, wishes to proceed with a project not programmed in the STIP, a revision must be made to the STIP.

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

The federal Statewide and Metropolitan Planning regulations contained in 23 CFR 450 et al, govern the provisions of the STIP and of individual MPO TIPs, parts related to STIP and TIP

revisions, and other actions taken to revise the TIP. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity, of individual programming actions. *Federal Transportation Planning and Programming, Code of Regulation, 23 CFR 450.324*, permits the use of alternative procedures by the cooperating parties, to effectively manage actions encountered during a given STIP cycle. The regulations require that any alternative procedures be agreed upon, and such alternative procedures be documented and included in the STIP document.

All revisions must maintain year-to-year fiscal constraint [23 CFR 450.324(e), (h), and (i)] for each of the four years of the TIPs and STIP. All revisions shall account for year of expenditure (YOE), and maintain the estimated total cost of the project, which may extend beyond the four years of the TIP/STIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

In addition, TIP revisions must be consistent with the Long Range Transportation Plan of the individual MPO, and must correspond to the adopted provisions of the MPO 2013 Public Participation Plans. A reasonable opportunity for public review and comment shall be provided for significant revisions to the TIPs and STIP.

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

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

Revisions: Amendments and Administrative Modifications

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

An Amendment is a major STIP/TIP revision that:

- Affects air quality conformity, regardless of the cost of the project or the funding source.
- Adds a new project, or deletes a project, that utilizes federal funds from a statewide line item, exceeds the thresholds listed below, and excludes those federally-funded statewide program projects.
- Adds a new project phase(s), or increases a current project phase, or deletes a project phase(s), or decreases a current project phase that utilizes federal funds, where the

revision exceeds the following thresholds:

- ❖ \$5 million or 10 percent, whichever is greater, for ALDOT federally-funded projects and Transportation Management Area (TMA) attributable projects.
- ❖ The lesser amount of \$1 million or 50 percent, of project cost for non-TMA MPOs.
- ❖ \$750,000 for the county highway and bridge program.
- Involves a change in the Scope of Work to a project(s) that would:
 - ❖ Result in an air quality conformity reevaluation.
 - ❖ Result in a revised total project estimate that exceeds the thresholds established between ALDOT and the Planning Partner (not to exceed any federally-funded threshold contained in this MOU).
 - ❖ Results in a change in the Scope of Work on any federally-funded project that is significant enough to essentially constitute a New Project.
 - ❖ Level of Effort (LVOE) planned budget changes, exceeding 20% of the original budgeted amount per ALDOT region.

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

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

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

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

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

phase or line item.

Administrative Modifications do not affect air quality conformity, nor involve a significant change in a project scope of work that would trigger an air quality conformity reevaluation; do not exceed the threshold established in the MOU between ALDOT and the Planning Partners, or the threshold established by this MOU (as detailed in the Revisions: Amendments and Administrative Modifications section); and do not result in a change in scope on any federally-funded project that is significant enough to essentially constitute a *new project*.

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

Level of Effort Funding Categories

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

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

- Transportation Alternative Program (TAP)
- Safety Projects [Hazard elimination, roadway and rail, high-speed passenger rail, seatbelt, blood alcohol content, and others.]
- Recreational Trails [Funds are transferred to ADECA.]
- Federal-Aid Resurfacing Program for each ALDOT Region
- County Allocation Funds [Off-system bridges and STP non-urban.]
- Federal Transit Programs: 5307 (urbanized), 5311 (non-urban), 5310 (Elderly and Disabilities), and 5339 (Buses and Bus Facilities)

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

Level of Effort (LVOE) holds funds that are not dedicated to specific projects, and may be used to cover cost increases, or add new projects or project phases. LVOE shall not exceed the

thresholds, or the requirements, of any other items that require an amendment. LVOE may include the Statewide Transportation Alternative Program (TAP), Safety Projects, Federal-Aid Resurfacing, Off-System Bridge, STP Non-urban, and FTA Programs 5307, 5310, 5311, and 5339 (see listing above).

Level of Effort resurfacing shall be programmed annually for the five (5) ALDOT Regions, and shown as line items in each category for each Region. Projects or project lists will be added as soon as available, and MPOs will be notified of all changes that occur in the list.

Financial Constraint

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

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

STIP/TIP Financial Reporting

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

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

A summary report detailing this information will be provided at the end of the federal fiscal year.

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

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

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

Mark D. Bartlett
Division Administrator
Federal Highway Administration

5-19-2015
Date:

Walter M. Saylor
Regional Administrator
Federal Transit Administration

5-11-15
Date:

Joseph. C. Clegg
Director
Alabama Department of Transportation

5/19/15
Date: