

# **SHOALS AREA METROPOLITAN PLANNING ORGANIZATION**

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## **TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FISCAL YEARS 2020-2023**



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

August 2019

# SHOALS AREA METROPOLITAN PLANNING ORGANIZATION

## *Transportation Improvement Program (TIP)* *Fiscal Years 2020-2023*

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This document is posted on the Internet at <https://www.nacolg.org/>

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This report was prepared as a cooperative effort of the U.S. Department of Transportation (USDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Alabama Department of Transportation (ALDOT), and local governments, and prepared by the Staff of the Shoals Area Metropolitan Planning Organization, in fulfillment of requirements set forth in Title 23 USC 134 and 135, amended by Fixing America's Surface Transportation Act (FAST) December 2015. 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

## **FISCAL YEAR 2019**

### Policy Committee

- Chairman Steve Holt – Mayor, City of Florence
- Vice-Chairman Kerry Underwood – Mayor, City of Tuscumbia

### Technical Committee

- Chairman Michael Davis, City of Sheffield
- Vice Chair Bill Batson, City of Florence

### Northwest Alabama Council of Local Governments (NACOLG)

- Keith Jones, Executive Director
- Jesse E. Turner, Director of Planning and Transportation
- Joseph E. Holt, Transportation Planning Director
- Ryan Hayse, Transportation Planner

Shoals Area  
Metropolitan Planning Organization

RESOLUTION 19-30

**Adopting the FY 2020-2023 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 the FAST Act, Sections 1201 and 1202, December 2015); 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 2020-2023 Transportation Improvement Program (TIP); now

**THEREFORE, BE IT RESOLVED** by the Shoals Area Metropolitan Planning Organization (MPO) that the same body does hereby adopt the FY 2020-2023 Transportation Improvement Program (TIP).

**ADOPTED THIS 26<sup>th</sup> DAY OF August 2019**

SIGNED: 

Steve Holt, 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 2020 to 2023. The TIP is developed by the Shoals Area Metropolitan Planning Organization (MPO). The projects listed in the TIP are taken from the 2040 Shoals Area Long Range Transportation Plan (LRTP) apart from safety, repaving, and other Level of Effort (LVOE) types of projects. The TIP identifies transportation projects that are needed to meet current and future travel demand in the planning area. The purpose of the TIP is to schedule and plan for the implementation of transportation projects in the study area for FY 2020 to 2023.

### **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, and cooperative transportation planning process carried on by the states and local communities.

The MPO for the Shoals Area Transportation Study signed its original joint agreement concerning transportation planning in 1974 with the Alabama Highway Department, now the Alabama Department of Transportation (ALDOT), in accordance with the Federal-Aid Highway Act of 1962. The 1962 Act specified that urbanized areas (defined as areas with a population of 50,000 or more) must develop a 3C transportation planning process: for federal-aid projects.

The Shoals Area MPO is made up of elected officials from cities and counties from within the MPO planning area. Designated State and Federal agencies, who have a direct relationship with the transportation planning process, make up the rest of the MPO Policy Board.

The Technical Coordinating Committee (TCC) serves the Policy Board in an advisory manner. The TCC is comprised of local engineers, planners, and state and federal officials who are involved with the transportation planning process.

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 79,266 people and the Study Area population figure was 100,444 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 amended 23 USC 134 guiding the development of TIPs is found in Section 1201 of the Fixing America's Surface Transportation (FAST) Act.

#### **1.3.1 Consistency with Other Plans**

The TIP is consistent with the Shoals Area 2040 Long-Range Transportation Plan (LRTP). The projects included in TIP are taken from the Plan with the exception of certain Level of Effort (LVOE) projects. The LRTP covers a 25-year time frame, while the TIP extends over four years. The TIP is often considered the short-range plan of the Metropolitan Planning Organization (MPO).

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

### **1.4 Scope of Planning Process**

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

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase the accessibility and mobility of people and 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;
- (8) Emphasize the preservation of the existing transportation system;
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (10) Enhance travel and tourism.

### 1.5 Planning Emphasis Areas

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) identify Planning Emphasis Areas (PEAs) annually to promote priority themes for consideration in the transportation planning process. For fiscal year 2020 the following three key planning themes are:

- 1) FAST Act Implementation** – *Transition to Performance Base Planning and Programming.* The development and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.
- 2) Models of Regional Planning Cooperation** – *Promote cooperation and coordination across MPO boundaries and across state boundaries, where appropriate, to ensure a regional approach to transportation planning.* This is particularly important where more than one MPO or state serves an urbanized area or adjacent urbanized areas. This cooperation could occur through the metropolitan planning agreements that identify how the planning process and planning products will be coordinated. It could occur through the development of joint planning products, and/or state boundaries includes the coordination of transportation plans, programs, corridor studies, and projects across adjacent MPO and state boundaries. It also includes collaboration among state DOTs, MPOs, and operators of public transportation, on activities such as data collection, data storage and analysis, analytical tools, and performance-based planning.
- 3) Ladders of Opportunity** – *Access to essential services – as part of the transportation planning process, identify transportation connectivity gaps in access to essential services.* Essential services include housing, employment, health care, schools/education, and recreation. This emphasis area could include MPO and state identification of performance measures and analytical methods, to measure the transportation system’s connectivity to essential services. It could include this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.

### 1.6 Public Participation

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

The public will have an opportunity to provide input into the development of the TIP with a public meeting that was held at the following location:

Florence-Lauderdale Public Library  
350 N Wood Avenue  
Florence, AL  
Tuesday, August 13, 2019 from 11:00 a.m. to 1:00 p.m.

Opportunity was also given at the August 21, 2019 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](http://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.

All MPO Policy and Technical Board meetings are advertised on the Northwest Alabama Council of Local Governments website, <https://www.nacolg.org/documents>. The public is encouraged to attend and participate in discussions held at all committee meetings during the Public Participation Process.

### **1.7 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 ten 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 [https://www.nacolg.org/images/pdf/Shoals\\_PPP.pdf](https://www.nacolg.org/images/pdf/Shoals_PPP.pdf).

In order to further support the public participation goals of the Shoals Area MPO, the public is encouraged to participate in the development of the TIP. The 2020 – 2023 TIP process will include three public involvement meeting designed to obtain input from the public concerning the TIP process in the Shoals Area Metropolitan Planning Area (MPA). In addition, once the draft TIP is approved, it will be subject to a 30-day public comment period before adoption of the final document. A summary of the public outreach activities and results are included in the Appendices. All Shoals Area MPO meetings are open to the public. At these meetings, the MPO committees review and approve the draft and final TIP documents. Interested individuals may also review and comment upon these documents in tandem with the MPO committees. Individuals may address their concerns to the MPO committees directly at any meetings they attend. The Director of Transportation Planning at the Shoals Area MPO should be contacted to coordinate an address to the MPO committees and to obtain draft and final documents.

Detailed public participation procedures are outlined in the Shoals Area MPO Public Participation Plan (PPP) which can be found at <https://www.nacolg.org/documents>.

### **1.8 Livability Principles and Indicators**

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

All planning tasks must be measured against these Livability Principles:

- Provide more transportation choices
- Promote equitable, affordable housing
- Enhance economic competitiveness
- Support existing communities
- Coordinate policies and leverage investment
- Value communities and neighborhoods

As a measure of the sustainability of these principles, the MPO will provide the following Livability Indicators:

- Percentage of workforce using transit service
- Percentage of household income spent on housing and transportation
- Percentage of housing units located within 0.5 miles of primary employment centers
- Percentage of LRTP funding that will improve existing facilities
- Percentage of transportation projects where more than one federal funding source is utilized
- Percentage of housing units within a 0.25 mile of retail services and parks

### **1.9 TIP Development Process**

In May 2019, the MPO staff began work on the draft TIP using the ALDOT MPO Portal. This allowed the MPO staff to produce project information vital to the TIP. The MPO staff added project sponsors and map id numbers to the projects in the ALDOT MPO Portal. The MPO staff emailed the draft TIP to the Policy and Technical Coordinating Committees for their review. After public involvement activities and the MPO Policy Committee meeting held in August 2019, the MPO Policy Committee will adopt the FINAL FY 2020 – 2023 TIP.

The Shoals Area MPO also held a public review period for the draft TIP. The review period extended from July 1, 2019 through August 15, 2019. Legal ads were placed in the local newspaper, as well as news releases distributed to local media outlets detailing the review and meeting location, date and time.

## 1.10 TIP Amendment and Administrative Modifications

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

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

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 is a minor STIP/TIP revision that:

- 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

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

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

Further information can be found in a copy of the Memorandum of Understanding between FHWA, FTA, and ALDOT located on page 79 in the Appendix.

### **1.11 Level of Effort Funding Categories**

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

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

- Transportation 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.

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

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

### **1.12 Environmental Mitigation**

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.

### **1.12.1 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 treats.

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.

### **1.13 Air Quality Planning**

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

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.

### **1.14 Financial Constraint**

The TIP is required to be financially constrained, which means that project costs are balanced against expected revenue. The Alabama Department of Transportation (ALDOT) determines the projects that can be undertaken during the TIP time frame with expected federal and state funds. The only exception to this process involves projects funded with the Surface Transportation Attributable Program (STPOA) and matched with local government funds. ALDOT calculates funding levels for this program for each of the MPOs in the 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.

### **1.15 Project Selection and Prioritization**

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

1. Cost Effectiveness – Which projects provide the greatest per dollar return in terms of service to the highest number of motorists?
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.

### **1.16 Bicycle and Pedestrian Planning**

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 has adopted a comprehensive Bicycle and Pedestrian Plan to guide bicycle and pedestrian facilities planning efforts within the MPO planning area. The Bicycle and Pedestrian Plan can be found at <https://www.nacolg.org/documents>.

### **1.17 Safety Planning**

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

discussed at a formal MPO committee meeting to the appropriate agencies, government departments, or government programs. Opportunity is given at each MPO meeting to discuss transportation safety issues.

The MPO staff monitors accident data for the MPO 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.

### **1.18 Regionally Significant Projects**

The TIP is required to include all regionally significant projects that are funded with federal and/or non-federal funds. All regionally significant projects that will be fully or partially funded with FHWA, FTA, and state funds are included in the project listings in Sections 2.4 and 2.5. The 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.

### **1.19 Freight Planning**

Freight is the movement of goods into and through the state by means of roadways, railways, ports and waterways, and airports. Freight Planning is an important component of the Transportation Improvement Program.

### **1.20 Public Participation Process**

In order to facilitate public participation, the Shoals Area Metropolitan Planning Organization held public reviews of the FY 2020 - 2023 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, August 13, 2019 from 11:00 a.m. - 1:00 p.m.

Opportunity was also given at the August 26, 2019 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](http://www.nacolg.org). The draft 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.

## 1.21 Transportation Performance Measures and Targets

### Background

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

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

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

### TIP Linkage to Performance-Based Planning Documents and Targets:

The FHWA/FTA Joint Planning Rule required that two years after the rules become effective that STIP/TIPs amendments or updates must meet the Performance-Based Program and Planning (PBPP) requirements (23 CFR 450.226 and 450.340). These “phased -in” requirements became effective in 2018 and 2019. The STIP/TIPs aid in programming investments toward achieving the targets as well as align with the PBPP plans to the maximum extent practicable.

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

## ALDOT Performance Measures & Targets

<b>FHWA Safety Performance Measures (PM1) (Annual Targets)</b>	<b>Calendar Year 2019 Targets</b>	
Number of Fatalities	932	
Rate of Fatalities (per 100 million Vehicle Miles Traveled)	1.33	
Number of Serious Injuries	8469	
Rate of Serious Injuries (per 100 million Vehicle Miles Traveled)	12.08	
Number of Non-motorized fatalities and serious injuries	394	
<b>FHWA Bridge/Pavement Performance Measures (PM2)</b>	<b>2-Year Target 2020</b>	<b>4-Year Target 2022</b>
% of Pavements of the Interstate System in Good Condition	n/a	> 50.0%
% of Pavements of the Interstate System in Poor Condition	n/a	< 5.0%
% of Pavements of the Non-Interstate NHS in Good Condition	> 40.0%	> 40.0%
% of Pavements of the Non-Interstate NHS in Poor Condition	< 5.0%	< 5.0%
% of NHS bridges in Good condition by deck area	≥ 27.0%	≥ 27.0%
% of NHS bridges in Poor condition by deck area	≤ 3.0%	≤ 3.0%
<b>FHWA System Performance Measures (PM3)</b>	<b>2-Year Target 2020</b>	<b>4-Year Target 2022</b>
% of Person-Miles Traveled on the Interstate that are Reliable	96.4%	96.4%
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	n/a	93.6%
Truck Travel Time Reliability (TTTR) Index on the Interstate	1.20	1.21
<b>Congestion Mitigation and Air Quality (CMAQ)* On-Road Mobile Source Emissions (kg/day)</b>		
Total Emission Reductions: PM2.5	20.830	42.413
Total Emission Reductions: NOx	168.590	312.667
Total Emission Reductions: VOC	17.207	32.429
<b>Traffic Congestion</b>		
Annual Hours of Peak Hours Excessive Delay (PHED) per capita	n/a for this period	
% Non-Single Occupancy Vehicle Travel (SOV)	n/a for this period	
<b>FTA State of Good Repair Performance Measures</b>	<b>2018</b>	
% of Rolling Stock (Revenue vehicles) meet or exceed Useful Life Benchmark (ULB)	Reduce inventory by 10%	
% of Equipment (over \$50K) meet or exceed Useful Life Benchmark (ULB)	Reduce by 10%	
% of FTA-funded Facilities with condition rating below 3.0 (average) of FTA Average TERM Scale	No more than 20% of facilities rate less than average	

\*only applicable to Regional Planning Commission of Greater Birmingham

## **Performance-Based Plans Descriptions:**

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

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

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

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

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

### **Transportation Asset Management Plan (TAMP) (PM2)**

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

### System Performance Measures (PM3)

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

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

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

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

### Transit Asset Management (TAM)

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

## **1.22 Conclusion**

The MPO and the Alabama Department of Transportation will 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 2023 and cover fiscal years 2024 through 2027. Following the current ALDOT development schedule, the Shoals Area MPO would adopt the next TIP in August 2023.



## **2.0 Transportation Improvement Program (TIP) Project Listing**

### **2.1 ALDOT MPO Web Portal Description**

ALDOT MPO Web Portal is an internet based system used by the Alabama Department of Transportation and the Alabama MPOs to develop and manage the local TIPs and the State TIP (STIP). The ALDOT project management database (CPMS) is directly linked to the Alabama Web Portal that the MPOs use. When changes are made in the database by ALDOT, the MPOs have the option to add/or change local information for each project. Reports from the project management database are used in sections of the STIP and TIP.

### **2.2 Project Description**

#### 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

The FAST Act eliminated the MAP-21 Transportation Alternatives Program (TAP) and replaced it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. These funds are sub allocated based on population, in a manner identical to funding under the prior TAP [23 U.S.C. 133(h)(2)].

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:
  - o Control of outdoor advertising
  - o Preservation and rehabilitation of historic transportation facilities
  - o Vegetation management in rights-of-way
  - o Archaeological activities relating to project impacts mitigation
6. Environmental mitigation activity, including pollution prevention and abatement, and mitigation to:
  - o Address storm-water management and control, and water pollution prevention, and abatement related to highway runoff
  - o 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
  - o Infrastructure-related
  - o Non-infrastructure-related
  - o 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

## 2.3 MPO Portal

### 5 2.4.1 Surface Transportation Attributable Projects

Sponsor: SHEFFIELD							11	9	10	12		
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	100056077 STPOA 8822 (601)	RESURFACING LEVELING AND DRAINAGE IMPROVEMENTS ON COX BOULEVARD FROM AVALON AVENUE TO SECOND STREET INCLUDING NORFOLK SOUTHERN	1.00	UT	P	RESURFACING	2020	1.050		NA	\$90,942 \$0 \$0	\$90,942
33308	100056078 STPOA 8822 (601)	RESURFACING LEVELING AND DRAINAGE IMPROVEMENTS ON COX BOULEVARD FROM AVALON AVENUE TO SECOND STREET INCLUDING NORFOLK-SOUTHERN RAILROAD CROSSING	1.00	CN	P	RESURFACING	2020	1.050		NA	\$1,855,999 \$0 \$464,000	\$2,319,998
<b>Totals By Sponsor</b>						<b>Federal</b>		<b>\$1,946,940</b>		<b>ALL Funds</b>	<b>\$2,410,940</b>	

1. **Project Sponsor** - in this case, The City of Sheffield.
2. **ALDOT Project ID** - a nine digit identifying number from within CPMS (Comprehensive Project Management System).
3. **Funding Code and Federal Aid Program Number** - in this case STPOA 8822 (Surface Transportation Program Other Area).
4. **Route and Termini Description** - in this case Cox Boulevard Resurfacing Leveling and Drainage plus the *from* and *to* description for the project.
5. **Project and Funding Type of the projects listed under this heading** – in this case Surface Transportation Attributable Projects.
6. **Project Scope or Phase** - (PE = Preliminary Engineering, RW = Right-of-Way Acquisition, UT = Utilities, CN = Construction Phase, etc.)
7. **Project Status** - (P = Planned, A = Authorized, C = Completed)
8. **Type of Work Being Performed** - type of work actually being performed, in this example Resurfacing.
9. **Map ID** - assigned to project maps on the following pages.
10. **Conform Year** – the year the project will open to traffic. Air Quality Conformity would determine Exempt/Non-exempt status.
11. **FY or Fiscal Year** - the year in which the work will be performed.
12. **Funding Sources** - and total project costs Year of Expenditure (YOE).

## 2.4 Planned Project Listings

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

- 2.4.1 Surface Transportation Attributable Projects
- 2.4.2 Other Surface Transportation Program Projects
- 2.4.3 National Highway System Projects
- 2.4.4 Appalachian Highway System Projects
- 2.4.5 Transportation Alternatives Projects
- 2.4.6 Bridge Projects (State and Federal)
- 2.4.7 State Funded Projects
- 2.4.8 Enhancement Projects
- 2.4.9 Transit Projects
- 2.4.10 System Maintenance Projects
- 2.4.11 Safety Projects
- 2.4.12 Other Federal and State Aid Projects
- 2.4.13 Congestion Mitigation and Air Quality Projects
- 2.4.14 High Priority and Congressional 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 cases, 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 are 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	
10512	100065034 STPOA 1716 ( )	IMPROV TO RIVER RD FR BRICK HATTON TO SR-184 FRANKFORD RD FR LITTLE BEAR CR TO TUSCUMBIA CL WOODMONT DR FR PONDEROSA DR TO TUSCUMBIA CL RIVER RD FROM SR-133 TO FORD RD LIME KILN RD CO LN RD FR SR-20 TO OLD HWY 20 SOCKWELL LN FR SR-157 TO SR-20	0.00	CN	P	RESURFACING	2022	0.000		NA	\$2,408,692 \$0 \$602,173	\$3,010,865	
<b>Totals By Sponsor</b>						<b>Federal</b>		<b>\$2,408,692</b>			<b>ALL Funds</b>	<b>\$3,010,865</b>	
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 AND PEDESTRIAN FACILITIES ON RICKWOOD RD FROM CHISHOLM RD TO JUST EAST OF TENNESSEE SOUTHERN RAILROAD	0.00	RW	P	ADDITIONAL ROADWAY LANES	2020	1.020		NA	\$60,000 \$0 \$15,000	\$75,000	
39127	100063589 STPOA 3915 ( )	WIDENING AND PEDESTRIAN FACILITIES ON RICKWOOD RD FROM CHISHOLM RD TO JUST EAST OF TENNESSEE SOUTHERN RAILROAD	0.00	UT	P	ADDITIONAL ROADWAY LANES	2020	1.020		NA	\$376,000 \$0 \$0	\$376,000	
39127	100063590 STPOA 3915 ( )	WIDENING AND PEDESTRIAN FACILITIES ON RICKWOOD RD FROM CHISHOLM RD TO JUST EAST OF TENNESSEE SOUTHERN RAILROAD	0.00	CN	P	ADDITIONAL ROADWAY LANES	2020	1.020		NA	\$1,280,000 \$0 \$320,000	\$1,600,000	
<b>Totals By Sponsor</b>						<b>Federal</b>		<b>\$1,716,000</b>			<b>ALL Funds</b>	<b>\$2,051,000</b>	
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	2020	1.040		NA	\$40,423 \$0 \$10,106	\$50,529	
35530	100059050 STPOA 3914 (251)	CR-16 BRIDGE REPLACEMENT OVER CYPRESS CREEK IN LAUDERDALE COUNTY BIN 001434	0.10	UT	P	BRIDGE REPLACEMENT	2020	1.040		NA	\$38,922 \$0 \$0	\$38,922	
35530	100059051 STPOA 3914 ( )	CR-16 BRIDGE REPLACEMENT OVER CYPRESS CREEK IN LAUDERDALE COUNTY BIN 001434	0.10	CN	P	BRIDGE REPLACEMENT	2020	1.040		NA	\$1,212,812 \$0 \$303,203	\$1,516,015	
<b>Totals By Sponsor</b>						<b>Federal</b>		<b>\$1,292,158</b>			<b>ALL Funds</b>	<b>\$1,605,467</b>	

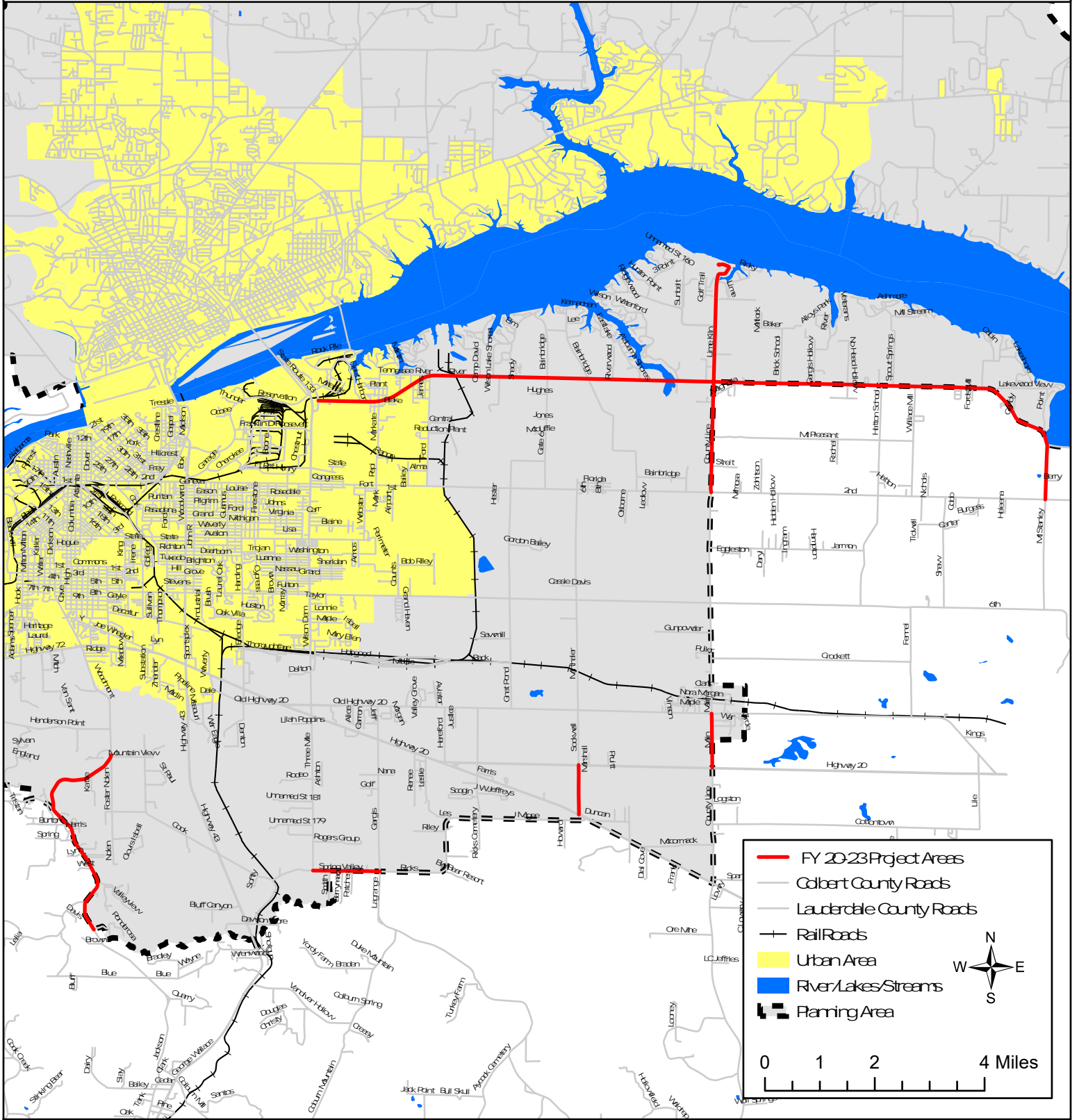
### 2.4.1 Surface Transportation Attributable Projects

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	100056077 STPOA 8822 (601)	RESURFACING LEVELING AND DRAINAGE IMPROVEMENTS ON COX BOULEVARD FROM AVALON AVENUE TO SECOND STREET INCLUDING NORFOLK-SOUTHERN RAILROAD CROSSING	1.00	UT	P	RESURFACING	2020	1.050		NA	\$90,942 \$0 \$0	\$90,942
33308	100056078 STPOA 8822 (601)	RESURFACING LEVELING AND DRAINAGE IMPROVEMENTS ON COX BOULEVARD FROM AVALON AVENUE TO SECOND STREET INCLUDING NORFOLK-SOUTHERN RAILROAD CROSSING	1.00	CN	P	RESURFACING	2020	1.050		NA	\$1,855,999 \$0 \$464,000	\$2,319,998
<b>Totals By Sponsor</b>						<b>Federal</b>		<b>\$1,946,940</b>			<b>ALL Funds</b>	<b>\$2,410,940</b>

Improvements to River Road from Brick Hatton to Highway 184  
 Woodmont Drive from Ponderosa Drive to the Tusculum City limits  
 River Road from AL Highway 133 to Ford Road, Lime Kiln Road  
 County Line Road from AL Highway 20 to Old Highway 20, Sockwell Lane from  
 AL Highway 157 to Alabama Highway 20, Spring Valley Road from 3 Mile Lane to  
 Lagrange Road, River Road from Ford Road to Brick Hatton,  
 County Line Road from Hwy 184 to River Road

MAP ID  
 Project ID

0000  
 10005034





# Widening Rickwood Road from Chisholm Road to East of Railroad

MAP ID

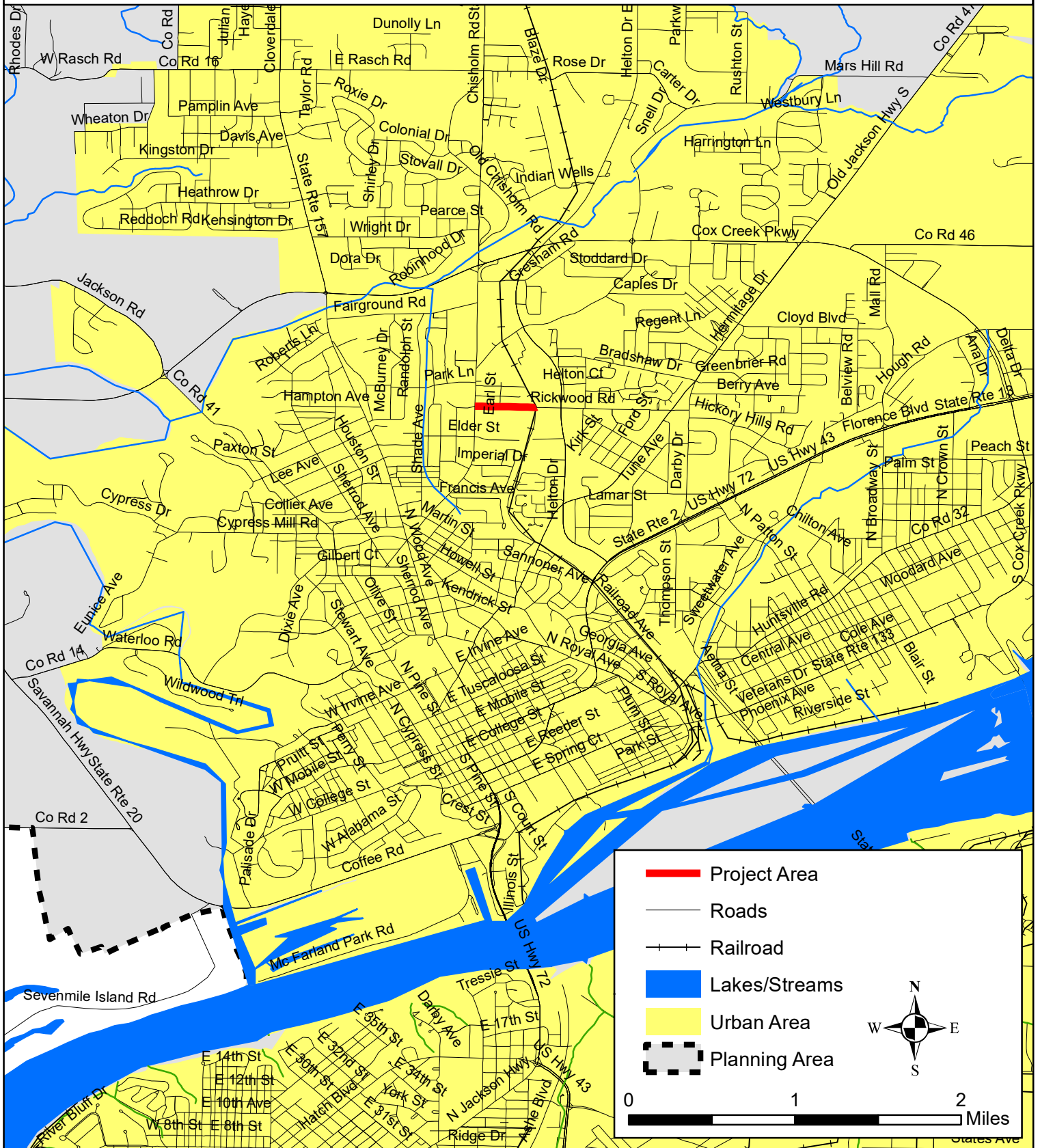
1.020

Project ID

100063588

100063589

100063590

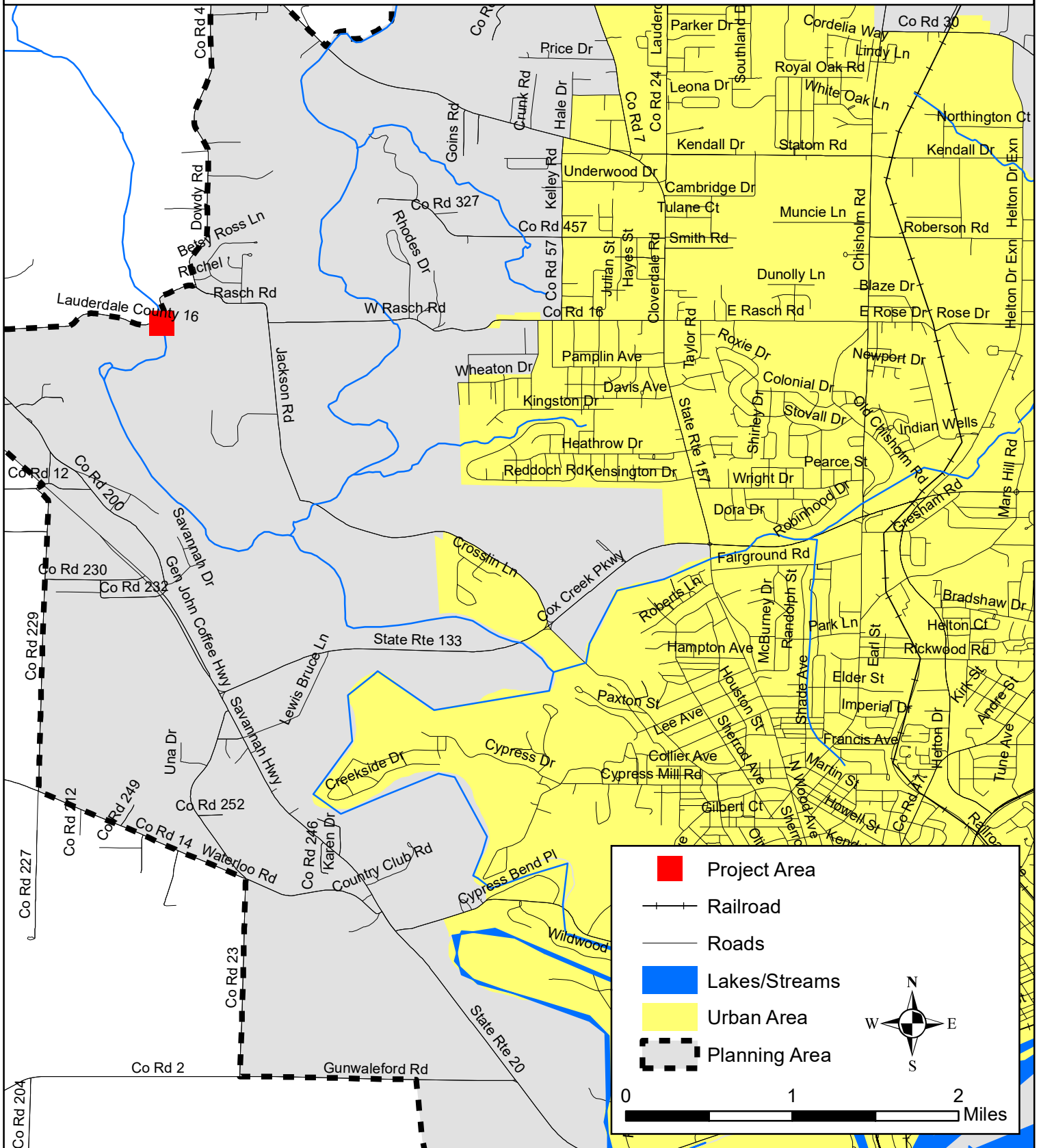


# CR-16 Bridge Replacement Over Cypress Creek In Lauderdale County BIN #001434

MAP ID

1.04

Project ID 100059049 100059050 100059051



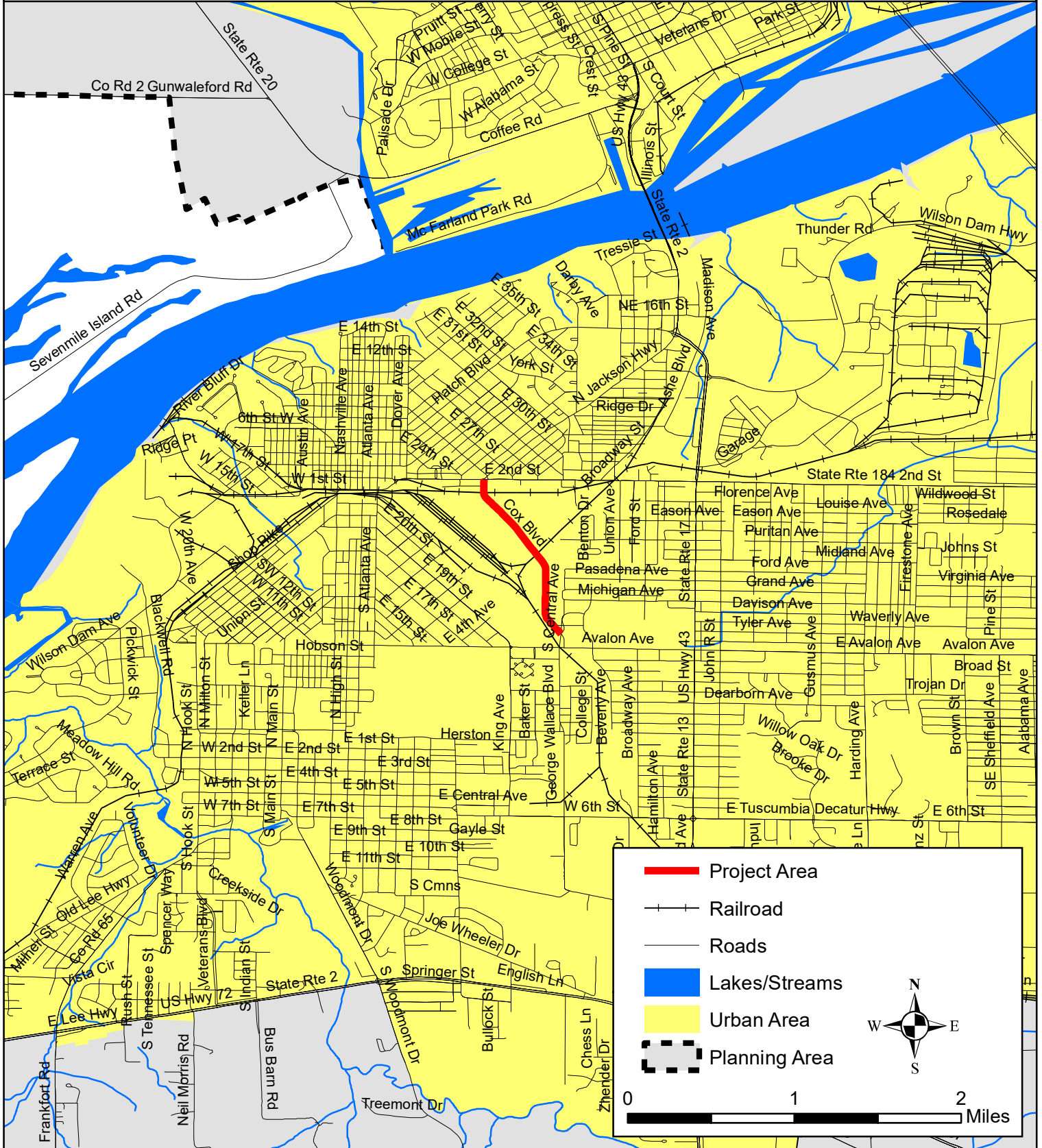
# Resurfacing, Leveling, Drainage Improvements on Cox Boulevard from Avalon Avenue to Second Street Including Norfolk-Southern Railroad Crossing

MAP ID

1.05

Project ID

100056077 100056078



## 2.4.2 Other Surface Transportation Program Projects

Sponsor:

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

### 2.4.3 NHS / Interstate Maintenance / NHS Bridge Projects

Sponsor: ALDOT													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
873	100002587 BR 0002 ( )	BRIDGE REPLACEMENT (BIN 001709) ON SR-2 (US-72) OVER SR-20	0.37	CN	P	BRIDGES AND APPROACHES	2020	3.010		NA	\$4,736,991 \$1,184,248 \$0	\$5,921,238	
873	100038052 BR 0002 (579)	BRIDGE REPLACEMENT (BIN 001709) ON SR-2 (US-72) OVER SR-20	0.37	RW	P	BRIDGES AND APPROACHES	2020	3.010		NA	\$2,301,408 \$575,352 \$0	\$2,876,760	
873	100038505 BR 0002 (579)	BRIDGE REPLACEMENT (BIN 001709) ON SR-2 (US-72) OVER SR-20	0.37	UT	P	BRIDGES AND APPROACHES	2020	3.010		NA	\$691,377 \$172,844 \$0	\$864,222	
28317	100049340 BR 0002 (529)	REPLACE BRIDGES AND APPROACHES BIN 001708 AND BIN 005442 ON SR-2 (US-72) OVER ASHE BOULEVARD (SUFF=66.2 STATUS=FO)	0.20	CN	P	BRIDGES AND APPROACHES	2020	3.020		NA	\$4,348,958 \$1,087,240 \$0	\$5,436,198	
33555	100056500 NH 0020 ( )	SAFETY IMPROVEMENTS TO INTERSECTION OF SR-20 AND SR-157	1.00	CN	P	INTERSECTION IMPROVEMENTS	2021	3.070		NA	\$767,297 \$191,824 \$0	\$959,121	
<b>Totals By Sponsor</b>						<b>Federal</b>		<b>\$12,846,031</b>			<b>ALL Funds</b>	<b>\$16,057,539</b>	

# Bridge Replacement( Bin 001709)

3.01

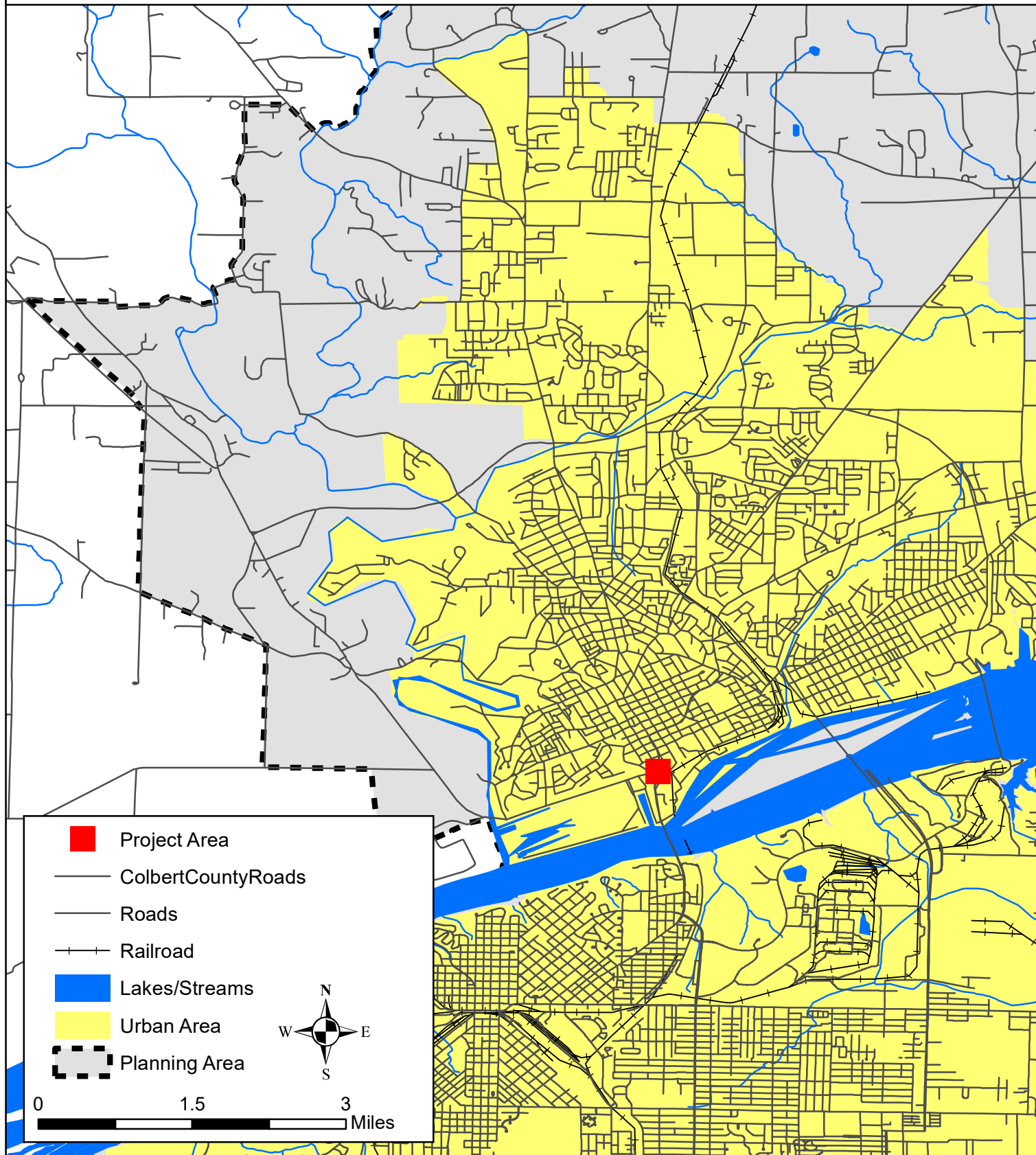
MAP ID

Project ID

100038052

100038505

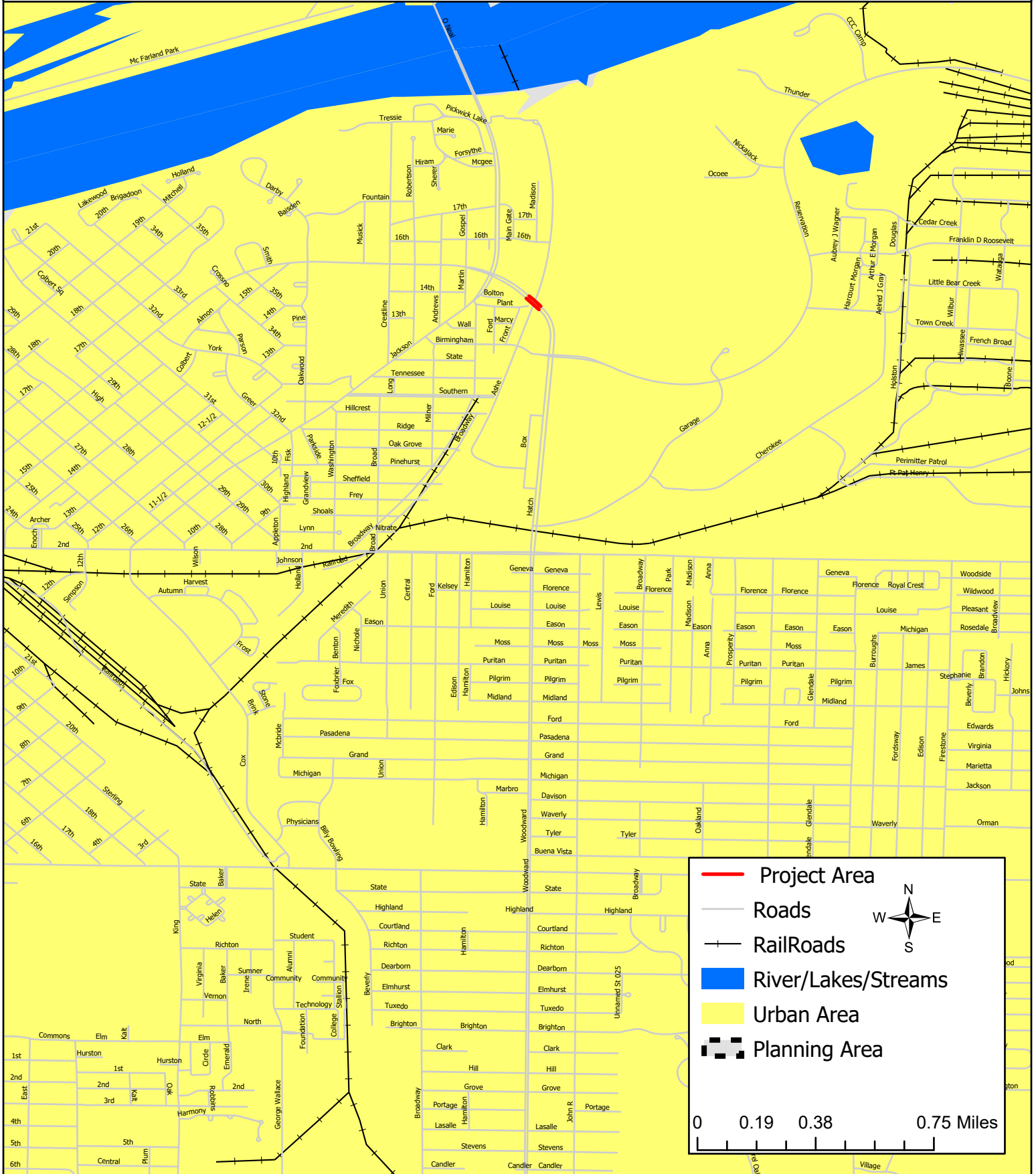
10002587



# Replace Bridges and Approaches BIN 001708 and BIN 005442 on SR-2 (US-72) Over Ashe Boulevard

MAP ID  
Project ID

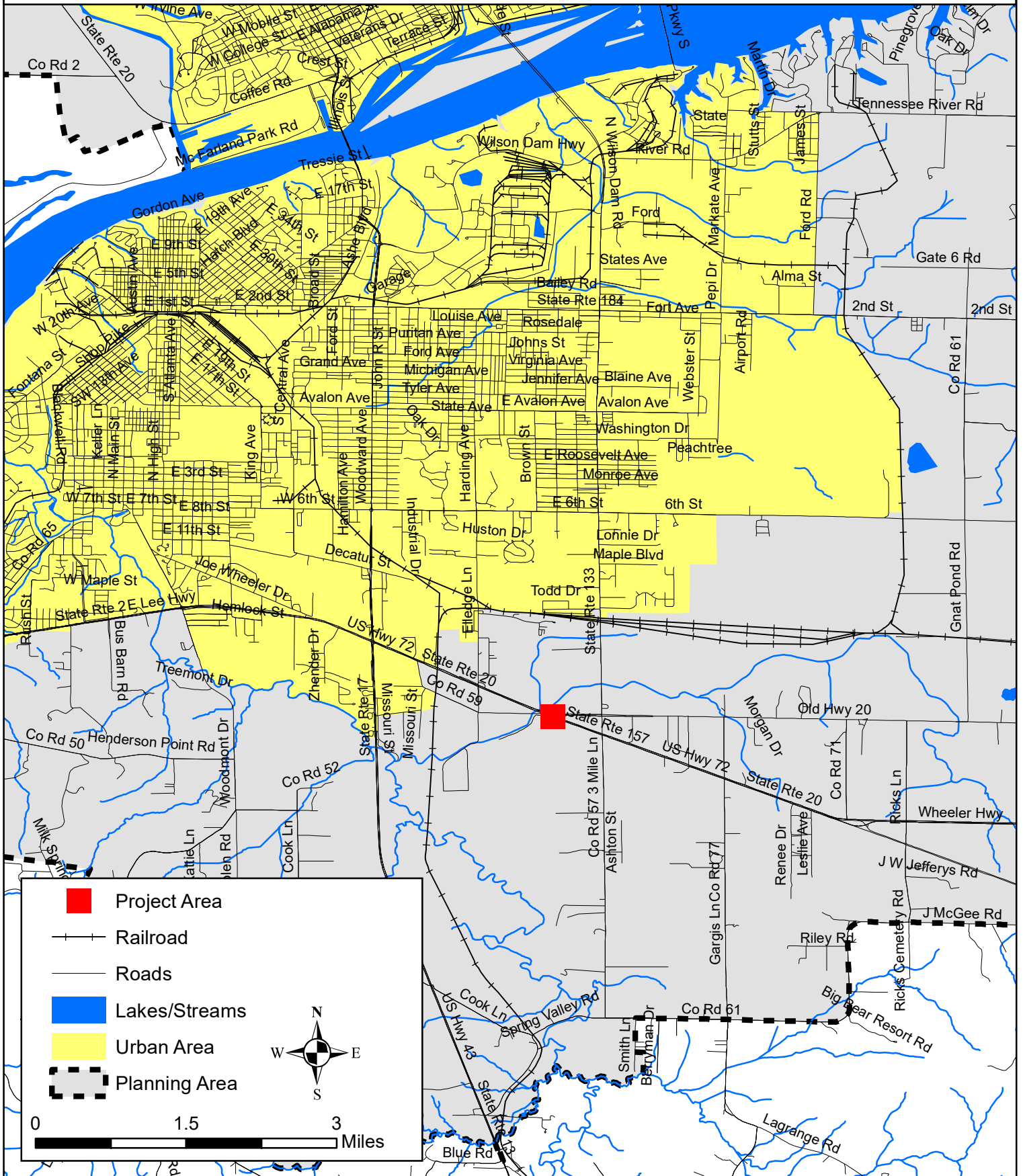
3.020  
100049340



# Safety Improvements to Intersection of SR-20 and SR-157

MAP ID  
Project ID

3.07  
100056500





## 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:

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**

## 2.4.6 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**

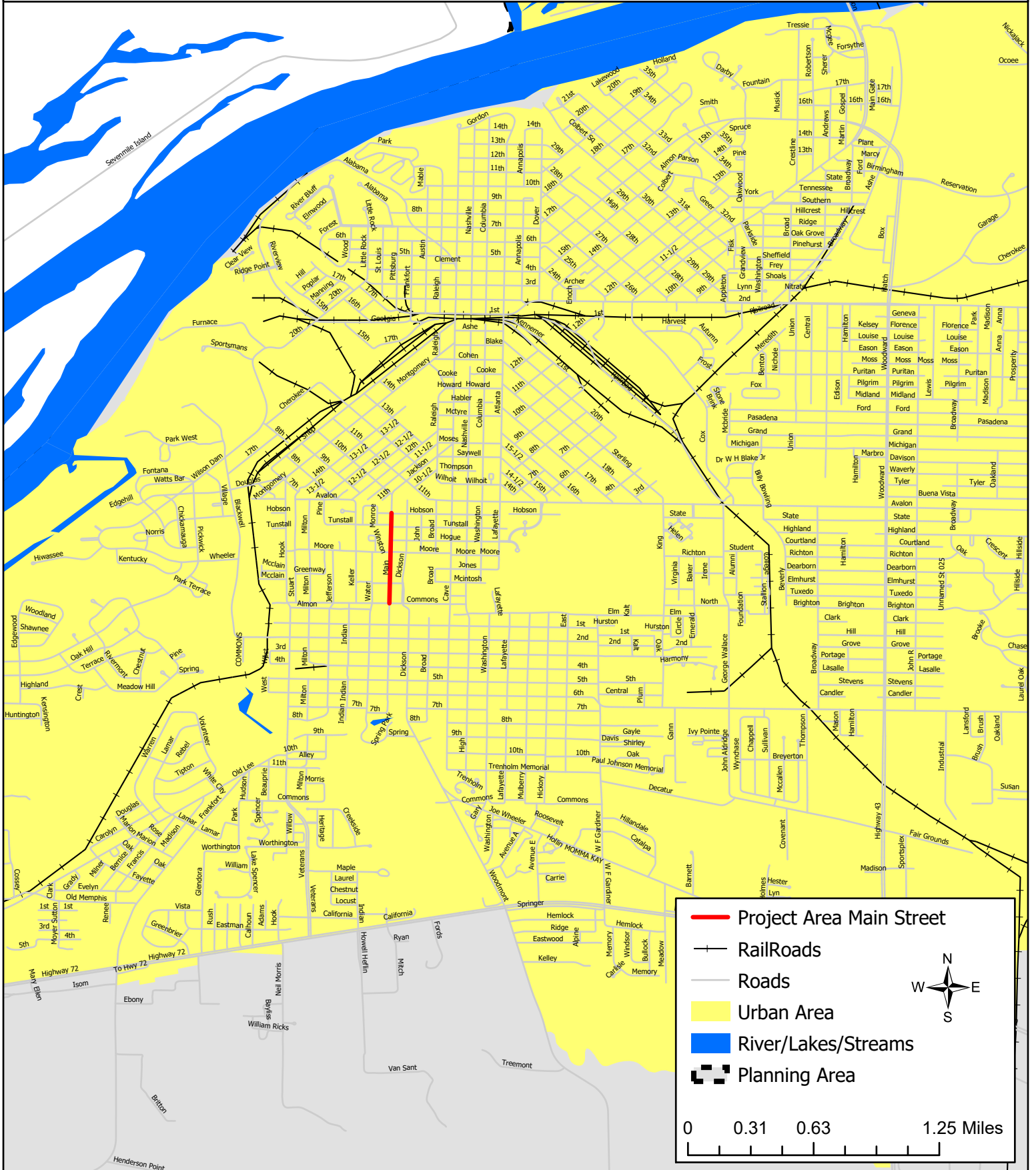
### 2.4.7 State Funded Projects

Sponsor: TBD												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
44286	100070182 ST-017-999-011 ( )	RESURFACING ON MAIN STREET FROM COMMONS STREET TO HOBSON STREET IN THE CITY OF TUSCUMBIA	0.50	CN	P	RESURFACING	2020	0.000		NA	\$0 \$110,000 \$110,000	\$220,000
<b>Totals By Sponsor</b>						<b>Federal</b>		<b>\$0</b>			<b>ALL Funds</b>	<b>\$220,000</b>

# Resurfacing on Main Street from Commons Street to Hobson Street in the City of Tuscumbia

MAP ID  
Project ID

0.000  
100070182



## 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:

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**

## 2.4.10 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 2019**

The following pages include the list of Authorized TIP Projects for Fiscal Year 2019. The projects appear are divided by the sponsoring agency in the order in which they are published in the MPO Portal 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.

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

## Authorized Projects

Sponsor: ALDOT

Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost
BRN	3	BR 0002(529)	100055932	UT	REPLACE BRIDGES AND APPROACHES BIN 001708 AND BIN 005442 ON SR-2 (US-72) OVER ASHE BOULEVARD (SUFF=66.2 STATUS=FO)	0.200	02/01/2019	BRIDGES AND APPROACHES	\$341,637
NH	3	NH 0157(525)	100066756	FM	RESURFACING ON SR-157 FROM THE LAWRENCE COUNTY LINE TO SR-20	7.490	12/07/2018	PREVENTATIVE MAINTENANCE LEVEL 2	\$4,539,496
ST	2	STPAA 0017(575)	100066755	FM	RESURFACING SR-17 FROM SR-133 TO .17 MILE NORTH OF CR-172	5.720	12/07/2018	PREVENTATIVE MAINTENANCE LEVEL 2	\$1,569,753
NH	3	NH 0002(582)	100066754	FM	RESURFACING SR-2 (US-72) FROM 0.28 MILES WEST OF BLUEWATER CREEK BRIDGE TO CR-568	4.340	01/25/2019	PREVENTATIVE MAINTENANCE LEVEL 2	\$2,235,990

Sponsor: NACOLG

Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost
FTA9	9	FTA9 TR19( )	100069121	TR	SECTION 5307 TRANSIT NW AL COG OPERATING FY 2019	0.000	01/01/2019	UNCLASSIFIED	\$690,612
FTA9	9	FTA9 TR19( )	100069125	TR	SECTION 5307 TRANSIT NW AL COG PREVENTIVE MAINTENANCE FY 2019 GRANT AL90X198	0.000	01/01/2019	UNCLASSIFIED	\$119,790
FTA9	9	FTA9 TR19( )	100069127	TR	SECTION 5307 TRANSIT JARC (DHR) NW AL COG OPERATING FY 2019	0.000	01/01/2019	UNCLASSIFIED	\$200,000
FTA9	9	FTA9 TR19( )	100069129	TR	SECTION 5307 TRANSIT (JARC) LOCAL NW AL COG OPERATING FY 2019	0.000	02/01/2019	UNCLASSIFIED	\$8,000
RPTO	9	RPTO TR19( )	100069152	TR	SECTION 5311 TRANSIT NW AL COUNCIL OF LOCAL GOV (NACOLG) OPERATING FY 2019	0.000	02/01/2019	UNCLASSIFIED	\$364,451
RPTO	9	RPTO TR19( )	100069155	TR	SECTION 5311 TRANSIT NW AL COUNCIL OF LOCAL GOV (NACOLG) ADMINISTRATION FY 2019	0.000	02/01/2019	UNCLASSIFIED	\$186,478
RPTOC	9	RPTOC TR19( )	100069158	TR	SECTION 5311 TRANSIT NW AL COUNCIL OF LOCAL GOV (NACOLG) CAPITAL SUPPORT EQUIPMENT FY 2019 GRANT 2016X012	0.000	12/01/2018	UNCLASSIFIED	\$22,000
RPTO	9	RPTO TR19( )	100069160	TR	SECTION 5311 TRANSIT JARC (LOCAL) NW AL COG OPERATING FY 2019	0.000	02/01/2019	UNCLASSIFIED	\$2,000
RPTO	9	RPTO TR19( )	100069162	TR	SECTION 5311 TRANSIT JARC (DHR) NW AL COG OPERATING FY 2019	0.000	02/01/2019	UNCLASSIFIED	\$50,000
FTA3C	9	FTA9C TR19( )	100069235	TR	SECTION 5307 TRANSIT NW AL COG URBAN CAPITAL ROLLING STOCK (1 CCBHD) FY 2019 GRANT AL90X198	0.000	11/01/2018	UNCLASSIFIED	\$0

## Authorized Projects

FTA9C	9	FTA9C TR19( )	100069235	TR	SECTION 5307 TRANSIT NW AL COG URBAN CAPITAL ROLLING STOCK (1 CCBHD) FY 2019 GRANT AL90X198	0.000	11/01/2018	UNCLASSIFIED	\$91,046
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**Sponsor: SHEFFIELD**

Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost
USSH	1	STPOA 8822(601)	100056076	RW	RESURFACING LEVELING AND DRAINAGE IMPROVEMENTS ON COX BOULEVARD FROM AVALON AVENUE TO SECOND STREET INCLUDING NORFOLK-SOUTHERN RAILROAD CROSSING	1.000	01/01/2019	RESURFACING	\$619,284

**Sponsor: TUSCUMBIA**

Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost
USSH	1	STPOA 1716(250)	100065036	CN	VARIOUS STREET IMPROVEMENTS ON E. AND W. 5TH ST E. AND W. 6TH ST KING AVE WILLIAM F. GARDINER AVE JOE WHEELER DR N. COMMONS ST. E. AND W. E COMMONS ST. N. DICKSON ST AND N. AND S. HOOK ST.	0.000	04/26/2019	RESURFACING	\$2,627,792

### 3.0 Appendices



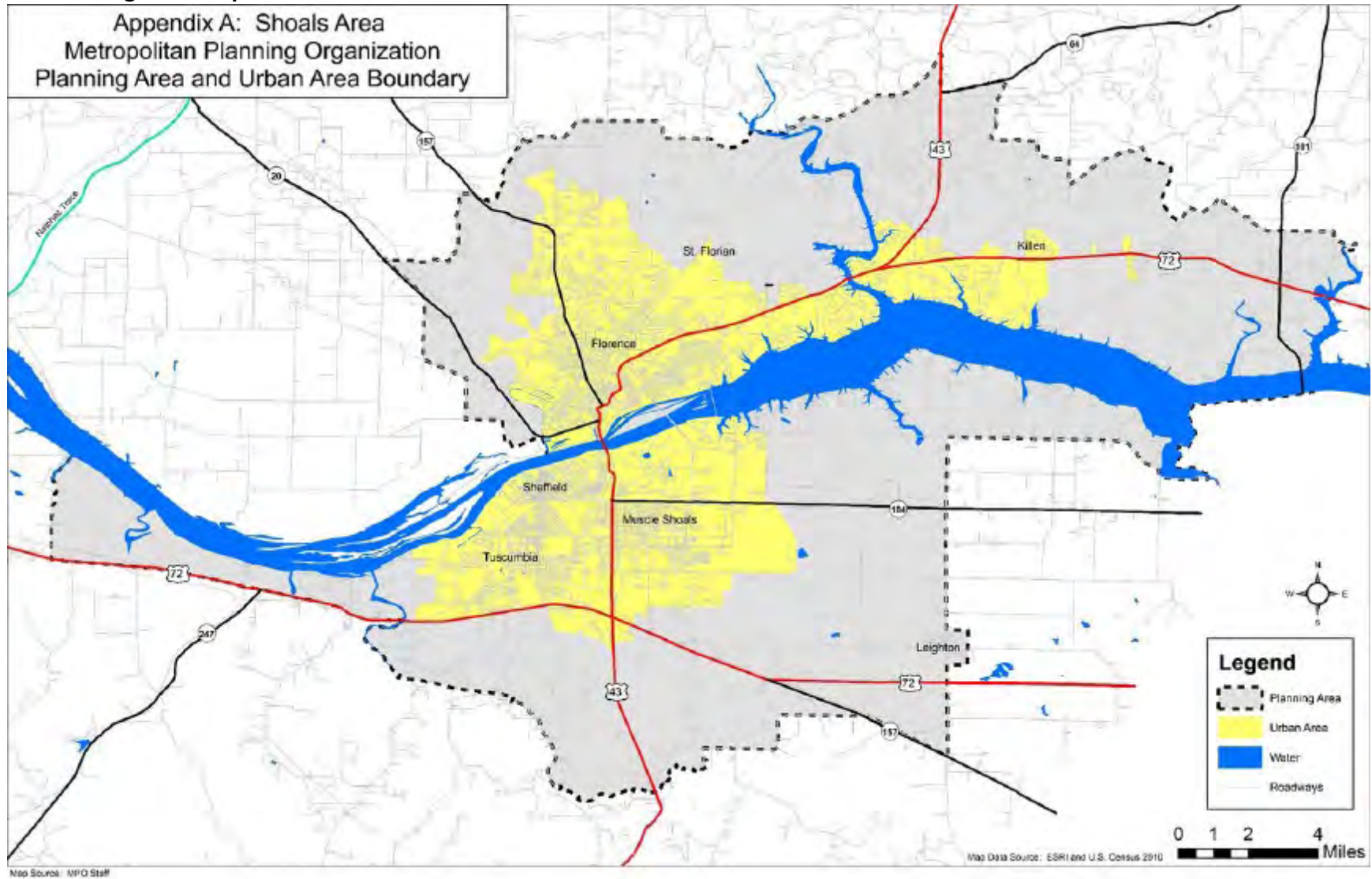
### 3.1 Abbreviations and Acronyms

ACAP – Advance Construction Appalachian Development (funding code)  
ACBR – Advance Construction Bridge (funding code)  
ACFP – Advanced Construction Primary Program  
ACNH – Advance Construction National Highway System  
ADA – Americans with Disabilities Act  
ADECA – Alabama Department of Economic and Community Affairs  
ADHS – Appalachian Development Highway System  
AHPP – Advanced Construction High Priority Corridor (funding code)  
ALDOT – Alabama Department of Transportation  
APDV – Appalachian Development (funding code)  
BELT – Safety Incentive Seat Belt Apportionment (funding code)  
BIN – Bridge Identification Number  
BPP – Bicycle and Pedestrian Plan  
BR – Bridge funding program  
BRDF – Bridge Replacement Discretionary Fund (funding code)  
BRPL – Bridge Replacement (funding code)  
CAA – Clean Air Act  
CAC – Citizens Advisory Committee  
CBD – Central Business District  
CESR – Rural Secondary (funding code)  
CFR – Code of Federal Regulations  
CMAQ – Congestion Mitigation Air Quality  
CN – Construction  
CPMS – Comprehensive Project Management System  
CX54J – APD Corridor X 2003 (funding code)  
DBE – Disadvantaged Business Enterprise  
DHP8 – Surface Transportation Innovative Projects (funding code)  
DOT – Department of Transportation  
EPA – Environmental Protection Agency  
FAST – Fixing America’s Surface Transportation  
FCC – Fiscal Constraint Chart  
FHWA – Federal Highway Administration  
FM – Federal-Aid Resurfacing Program  
FP – Freight Plan  
FTA – Federal Transit Administration  
FTA19 – Federal Transit Administration Section 5307 for FY2009 (funding code)  
FTA3C – Capital New Starts/Fed Earmark (funding code)  
FTA9 – Federal Transit Administration Section 5307 (funding code)  
FTA9C – Federal Transit Administration Section 5307 – Capital Programs for Greater than 50,000 populations  
FY – Fiscal Year  
GHG – Green House Gas  
GIS – Geographic Information System  
HESS – Hazard Elimination Program (funding code)

HPP – High Priority Project  
HPPP – High Priority Project Program  
HSIP – Highway Safety Improvement Program  
IAC – Interagency Air Quality Consultation Group  
IM – Interstate Maintenance (funding code)  
IMNT – Interstate Maintenance (funding code)  
IREG – Interstate Regular (funding code)  
JARC – Job Access and Reverse Commute (funding code)  
LED – Light Emitting Diode  
LEP – Limited English Proficiency  
LRTP – Long-Range Transportation Plan  
LVOE – Level of Effort Projects  
MAIN – Maintenance Projects (funding code)  
MAP-21 – Moving Ahead for Progress in the 21<sup>st</sup> Century  
MOU – Memorandum of Understanding  
MP – Mile Post  
MPA – Metropolitan Planning Area  
MPO – Metropolitan Planning Organization  
NAAQS – National Ambient Air Quality Standards  
NARCOG- North central Alabama Regional Council of Governments  
NH – National Highway System (funding code)  
NHF – National Highway Funds  
NHPP – National Highway Performance Program  
NHS – National Highway System  
NHSP – National Highway System Project  
NO<sub>x</sub> – Oxides of Nitrogen  
NPMRDS – National Performance Management Research Data Set  
PBPP – Performance-Based Program and Planning  
PE – Preliminary Engineering  
PEA – Planning Emphasis Area  
PHED – Peak Hours Excessive Delay  
PLN8 – Surface Transportation Metropolitan Planning (funding code)  
PM1 – Safety Performance Measures  
PM2 – Bridge/Pavement Performance Measures  
PM2.5 – Atmospheric Particulate Matter with Diameter Less Than 2.5 Micrometers  
PM3 – Safety Performance Measures  
PPP – Public Participation Plan  
RPO – Rural Planning Organization  
RPTO – Federal Transit Administration Section 5311 (funding code)  
RPTOC – Capital Programs for Non-Urban (funding code)  
RRX – Railroad Crossing  
RW – Right-of-Way  
SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users  
SCP – Scope or Phase of the Project  
SGR – State of Good Repair

SHSP – Statewide Highway Safety Plan  
SIP – Statewide Implementation Plan  
SOV – Single Occupancy Vehicle  
SPAR – State Planning and Research (funding code)  
SR – State Route  
STAT – State Program (funding code)  
STATC – State Program-Contract Construction (funding code)  
STATS – State Program-Special Aid (funding code)  
STIP – State Transportation Improvement Program  
STPAA – Surface Transportation Program Any Area (funding code)  
STPHV – Surface Transportation Urban Area funding for Huntsville, AL  
STPOA – Surface Transportation Program Other Area (funding code)  
STPDE – Surface Transportation Urban Area Funding for Decatur, AL  
STPOA – Surface Transportation-Other Area  
STPSA – Any Hazard (funding code)  
STRP – State Revenue Sharing (funding code)  
STS – Project Status  
TAM – Transit Asset Management  
TAMP – Transit Asset Management Plan  
TAP – Transportation Alternatives Program  
TARCOG – Top of Alabama Regional Council of Governments  
TCC – Technical Coordinating Committee  
TCSPE – Transportation Communications System Earmarked Grant (funding code)  
TD – Transportation Disadvantaged  
TDP – Transit Development Plan  
TEA-21 – Transportation Equity Act for the 21<sup>st</sup> Century  
TERM – Transit Economic Requirements Model  
TIP – Transportation Improvement Program  
TMA – Transportation Management Area  
TR – Transit  
TTTR – Truck Travel Time Reliability  
UABC – Urban Extension (funding code)  
ULB – Useful Life Benchmark  
UPWP – Unified Planning Work Program  
USC – United States Code  
USDOT – United States Department of Transportation  
UT – Utilities  
VOC – Volatile Organic Compound  
YOE – Year of Expenditure

### 3.2 Planning Area Map



### **3.3 MPO Organization**

#### MPO Policy Board

##### Voting Members

Chairman Steve Holt, Mayor City of Florence  
Vice-Chairman Kerry Underwood, Mayor City of Tuscumbia  
Honorable Ian Sanford, Mayor, City of Sheffield  
Honorable David Bradford, Mayor, City of Muscle Shoals  
Honorable Joe Hackworth, Commissioner, Lauderdale County Commission  
Honorable Tim Tubbs, Mayor, Town of Killen  
Honorable Charles Hovater, Commissioner, Colbert County Commission  
Mr. Curtis W. Vincent, North Region Engineer, Alabama Department of Transportation  
Mr. Keith Jones, Executive Director, Northwest Alabama Council of Local Governments

##### Non – Voting Members

Honorable Pam Stumpe, Mayor, Town of St. Florian  
Honorable John Landers, Mayor, Town of Leighton  
Mr. Mark D. Bartlett – Division Administrator, Federal Highway Administration  
Mr. D.E. Phillips, Jr. – State Local Transportation Engineer, Alabama Department of Transportation

##### MPO Technical Coordinating Committee

Chairman Michael Davis, City of Sheffield  
Mr. Eric Hill, Lauderdale County Engineer  
Mr. John Bedford, Colbert County Engineer  
Mr. David Abernathy, Assistant Lauderdale County Engineer  
Mr. John L. Hopson, North Region, Alabama Department of Transportation  
Mr. Allen Teague, Tuscumbia Area, Alabama Department of Transportation  
Mr. John A. McGee, Town of Killen  
Mr. Bryan Hammond, Town of Killen  
Mrs. Melissa Bailey, City of Florence  
Mr. Bill Batson, City of Florence  
Mr. Brad Williams, City of Muscle Shoals  
Mr. Steve Stanley, City of Sheffield  
Mr. William Foster, City of Tuscumbia  
Mr. Jeff McDonald, City of Tuscumbia  
Mr. Tony Burns, City of Muscle Shoals  
Mr. Hal Greer, Director, Florence/Lauderdale Port Authority

##### Non – Voting Members

Mr. Mark Chamblee, Town of Leighton  
Mr. James Kasmeier, Town of St. Florian

Mr. Tom Thornton, Town of St. Florian  
Mr. Barry Griffith, Director, Northwest Alabama Regional Airport  
Mrs. Caitlin Holland, Shoals Area Chamber of Commerce  
Mrs. Susan Gregory, Norfolk Southern  
Mr. Eddie Russell, Director, North Alabama Highway Safety Office  
Mr. Michael Hora, Assistant State Local Transportation Engineer, Alabama Department of Transportation  
Mr. Clint Andrews, Federal Highway Administration  
Ms. Nicole Spivey, Federal Transit Administration

MPO Staff

Mr. Jesse E. Turner, Director of Planning and Transportation, Shoals Area MPO  
Mr. Joseph E. Holt, Transportation Planning Director, Shoals Area MPO  
Mr. Ryan Hayse, Transportation Planner, Shoals Area MPO

### 3.4 ALDOT Spreadsheet for ALL TIP Fiscal Years 2020 through 2023 – Financial Plan

#### ALDOT SPREADSHEET FOR ALL TIP Fiscal Years 2020 Through 2023 - Financial Plan Shoals Area Metropolitan Planning Organization

Surface Transportation Attributable Projects	Carryover From Previous Year (Federal Funds Only)	2020	2021	2022	2023
	Apportionment (Federal Funds Only)				
	Funds Available to the MPO for Programming (Federal Funds Only)				
	MPO Area Estimated Cost of Planned Projects (Federal Funds Only)				
	Balance Forward (Federal Funds Only)				
<b>See most recent Urban Funds Report below. Page 59</b>					
<b>Other Surface Transportation Program Projects (includes Bridge projects not on NH System)</b>					
	Funds Available for Programming Statewide (Federal Funds Only)	\$125,476,363	\$125,476,363	\$125,476,363	\$125,476,363
	MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
	Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
<b>National Highway Performance Program ( APD, IM, Bridge projects on NH System)</b>					
	Funds Available for Programming Statewide (Federal Funds Only)	\$473,464,897	\$473,464,897	\$473,464,897	\$473,464,897
	MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
	Percentage Programmed in the Tuscaloosa Area (Federal Funds Only)	0%	0%	0%	0%
<b>Appalachian Highway System Projects</b>					
	State Funds Available for Programming Statewide (Total Funds)	\$37,652	\$37,652	\$37,652	\$37,652
	MPO Area Estimated Cost of Planned Projects (Total Funds)	\$0	\$0	\$0	\$0
	Percentage Programmed in the MPO Area (Total Funds)	0%	0%	0%	0%
<b>Transportation Alternatives</b>					
	Funds Available for Programming Statewide (Federal Funds Only)	\$15,903,966	\$15,903,966	\$15,903,966	\$15,903,966
	MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
	Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
<b>Bridge Projects</b>					
	Funds Available for Programming Statewide (Federal Funds Only)	\$0	\$0	\$0	\$0
	MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
	Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
<b>State Funded Projects</b>					
	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%
<b>Enhancement Projects</b>					
	Funds Available for Programming Statewide (Federal Funds Only)	\$0	\$0	\$0	\$0
	MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0

ALDOT SPREADSHEET FOR ALL TIP Fiscal Years 2020 Through 2023 - Financial Plan  
Shoals Area Metropolitan Planning Organization

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



### 3.5 Urban Area Funding Availability Report

6/17/2019

#### URBAN AREA FUNDING AVAILABILITY REPORT

Page 1 of 2

URBAN AREA	SHOALS	FEDERAL FUNDING ONLY				
PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
100056076	RESURFACING, LEVELING, AND DRAINAGE IMPROVEMENTS ON COX BOULEVARD FROM AVALON	RW	\$495,427	01/01/2019	Authorized	12/19/2018
100065036	VARIOUS STREET IMPROVEMENTS ON E. AND W. 5TH ST, E. AND W. 6TH ST, KING AVE, WILLIAM I	CN	\$2,102,234	04/26/2019	Authorized	4/3/2019

**TOTALS FOR FISCAL YEAR 2019**

Prior FY Carryover	\$3,836,595	Authorized Projects	\$2,597,661	Unobligated Balance	\$3,142,662
FY Apportionment	\$1,903,728	Planned Projects	\$0	Remaining Balance	\$3,142,662
FY Special Allocation	\$0	Total Project Funds	\$2,597,661		
Total Funds	\$5,740,323				

100056077	RESURFACING, LEVELING, AND DRAINAGE IMPROVEMENTS ON COX BOULEVARD FROM AVALON	UT	\$90,942	07/01/2020	Planned	
100056078	RESURFACING, LEVELING, AND DRAINAGE IMPROVEMENTS ON COX BOULEVARD FROM AVALON	CN	\$1,855,999	09/25/2020	Planned	
100059049	CR-16 BRIDGE REPLACEMENT OVER CYPRESS CREEK IN LAUDERDALE COUNTY BIN #001434	RW	\$40,423	11/01/2019	Planned	
100059050	CR-16 BRIDGE REPLACEMENT OVER CYPRESS CREEK IN LAUDERDALE COUNTY BIN #001434	UT	\$38,922	01/01/2020	Planned	
100059051	CR-16 BRIDGE REPLACEMENT OVER CYPRESS CREEK IN LAUDERDALE COUNTY BIN #001434	CN	\$1,212,812	04/03/2020	Planned	
100063588	WIDENING AND PEDESTRIAN FACILITIES ON RICKWOOD RD FROM CHISHOLM RD TO JUST EAST	RW	\$60,000	10/01/2019	Planned	
100063589	WIDENING AND PEDESTRIAN FACILITIES ON RICKWOOD RD FROM CHISHOLM RD TO JUST EAST	UT	\$376,000	04/01/2020	Planned	
100063590	WIDENING AND PEDESTRIAN FACILITIES ON RICKWOOD RD FROM CHISHOLM RD TO JUST EAST	CN	\$1,280,000	06/26/2020	Planned	

**TOTALS FOR FISCAL YEAR 2020**

Prior FY Carryover	\$3,142,662	Authorized Projects	\$0	Unobligated Balance	\$5,091,093
FY Apportionment	\$1,948,431	Planned Projects	\$4,955,098	Remaining Balance	\$135,995
FY Special Allocation	\$0	Total Project Funds	\$4,955,098		
Total Funds	\$5,091,093				

6/17/2019

**TOTALS FOR FISCAL YEAR 2021**

Prior FY Carryover	\$135,995	Authorized Projects	\$0	Unobligated Balance	\$2,084,426
FY Apportionment	\$1,948,431	Planned Projects	\$0	Remaining Balance	\$2,084,426
FY Special Allocation	\$0	Total Project Funds	\$0		
Total Funds	\$2,084,426				

100065034	IMPROV TO RIVER RD FR BRICK HATTON TO SR-184, FRANKFORD RD FR LITTLE BEAR CR TO TU	CN	\$2,408,692	03/25/2022	Planned	
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**TOTALS FOR FISCAL YEAR 2022**

Prior FY Carryover	\$2,084,426	Authorized Projects	\$0	Unobligated Balance	\$4,032,857
FY Apportionment	\$1,948,431	Planned Projects	\$2,408,692	Remaining Balance	\$1,624,165
FY Special Allocation	\$0	Total Project Funds	\$2,408,692		
Total Funds	\$4,032,857				

**URBAN AREA FUNDING AVAILABILITY REPORT**

**URBAN AREA** | **SHOALS**

**FEDERAL FUNDING ONLY**

<b>PROJECT NO</b>	<b>PROJECT DESCRIPTION</b>	<b>SCOPE</b>	<b>FEDERAL FUNDS</b>	<b>Start Date</b>	<b>Status</b>	<b>Authorized</b>
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6/17/2019

**TOTALS FOR FISCAL YEAR** | **2023**

<b>Prior FY Carryover</b>	<b>\$1,624,165</b>
<b>FY Apportionment</b>	<b>\$1,948,431</b>
<b>FY Special Allocation</b>	<b>\$0</b>
<b>Total Funds</b>	<b>\$3,572,596</b>

<b>Authorized Projects</b>	<b>\$0</b>
<b>Planned Projects</b>	<b>\$0</b>
<b>Total Project Funds</b>	<b>\$0</b>

<b>Unobligated Balance</b>	<b>\$3,572,596</b>
<b>Remaining Balance</b>	<b>\$3,572,596</b>

### 3.6 Livability Principles and Indicators Data

#### 1) Provide more transportation choices

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

##### Indicators

- Percentage of workforce using transit service: 0.73%
- Transit trips per capita: 1.11
- Vehicle miles traveled per household: 20,650.44

#### 2) Promote equitable, affordable housing

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

##### Indicator

- Percentage of household income spent on housing and transportation: 55.22%
- Transportation costs per household: \$13,528.26

#### 3) Enhance economic competitiveness

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

##### Indicator

- Percent of housing units located within 0.5 miles of primary employment centers: 52%

#### 4) Support existing communities

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

##### Indicators

- Percentage of LRTP funding that will be used to improve existing facilities: 48%

#### 5) Coordinate policies and leverage investment

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

##### Indicator

- Percent of transportation projects where more than one federal funding source is utilized: 0%

## **6) Value communities and neighborhoods**

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

### Indicator

- Percentage of housing units within a 0.25 mile of retail services, and parks: 77%
- Automobile greenhouse gas emissions per household: 8.98 tonnes/years

\*Data Sources: U.S. Census Bureau, NACOLG Transit Department, Center for Neighborhood Technology (CNT)

### **3.7 Public Participation Data**

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

A public meeting was held on August 13, 2019 at the Florence/Lauderdale Public Library. A public meeting was also held as part of the August 21, 2019 MPO Policy Board Meeting where the public was allowed time to comment on the FY 2020-2023 TIP. The sign-in sheets for these meetings are attached on the following pages as well as a copy of the public comment form that was provided to all attendees.

## **Public Meetings Notice**

### **Shoals Area Metropolitan Planning Organization (MPO)**

The Shoals Area Metropolitan Planning Organization (MPO) draft Transportation Improvement Program (TIP) for FY 2020-2023 will be made available for public review and comment at the following location, date, and time:

Florence-Lauderdale Public Library  
350 N Wood Ave.  
Florence, AL  
Tuesday, August 13, 2019 from 11:00 a.m. – 1:00 p.m.

The plans are also available for viewing at <https://www.nacolg.org/documents> 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 August 21<sup>st</sup>, 2019 to Joseph Holt at NACOLG, PO Box 2603, Muscle Shoals, AL 35662. Phone 389-0517. Email [jholt@nacolg.org](mailto:jholt@nacolg.org).

Keith Jones, Executive Director

**AFFIDAVIT OF PUBLICATION**

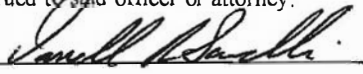
STATE OF ALABAMA  
AND COUNTY OF LAUDERDALE

NORTHWEST AL COUNCIL - TD  
PO BOX 2603  
MUSCLE SHOALS, AL 35662

TimesDaily, TimesDaily Online

Before me, a notary public in and for the county and state above listed, personally appeared the undersigned affiant, known to me to be a duly authorized representative of the TimesDaily, TimesDaily Online. The newspaper published the attached legal notice(s) in the issue(s) referenced below, by the Newspaper for said publications 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.

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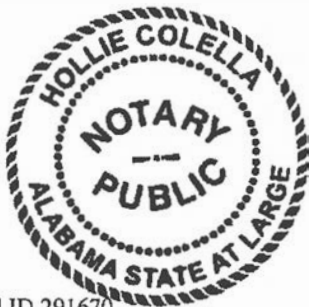
Affiant

PUBLISHED ON: 07/19/19  
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AD SPACE: 41 LINES  
FILED ON: 07/19/19

Sworn to or affirmed before me on: 07/19/19

  
\_\_\_\_\_  
Notary Public, State at Large, My Commission expires:

**My Commission Expires 5/30/2023**



**Public Meetings Notice**  
**Shoals Area**  
**Metropolitan Planning**  
**Organization (MPO)**  
The Shoals Area Metropolitan Planning Organization (MPO) draft Transportation Improvement Program (TIP) for FY 2020-2023 will be made available for public review and comment at the following location, date, and time:  
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Keith Jones,  
Executive Director  
July 19, 2019

**DRAFT FY 2020 to 2023 Shoals Metropolitan Planning Area  
Transportation Improvement Program  
Public Comment Form**

Please complete form and return to the Shoals Area MPO by mail or email: PO Box 2603, Muscle Shoals,  
AL 35662 or [jholt@nacolg.org](mailto:jholt@nacolg.org)

<b>Name</b>	
<b>Street Address</b>	
<b>City</b>	
<b>State</b>	
<b>Zip Code</b>	
<b>Comments</b>	



Draft Transportation Improvement Program

Shoals Area MPO

Fiscal year 20-23

August 13, 2019

	Name	Representing	Contact
1.	Joseph E. Holt	shoals MPO / NA COLG	jholt@nacolg.org
2.	Ryan Haynes	Shoals MPO / NA COLG	rhaynes@nacolg.org
3.	James E. Turner	" "	jturner@nacolg.org
4.	CLINT BAKER	ALDOT	bakercl@dot.state.al.us
5.	Russ Corey	TimesDaily	russ-corey@timesdaily.com
6.	Doug Parker	Parker Bros.	—
7.	Jerry Hudson	PARKER BROS	jhudson@yahoo.com
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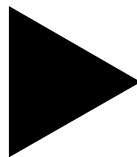
# Future Shoals road projects featured in planning meeting

POSTED 4:33 PM, AUGUST 13, 2019, BY CARTER WATKINS, *UPDATED AT 07:05PM, AUGUST 13, 2019*

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## Future Road Improvements Highlighted



LAUDERDALE COUNTY, Ala. - Roads and traffic congestion are always two hot-button topics for people across north Alabama. To solve those problems, it takes planning and most importantly money. Shoals residents were given a sneak peek on Tuesday at the areas up for improvement.

Doug Parker was the first in line. Planning maps were set up at the Florence-Lauderdale Library highlighting upcoming transportation projects; areas which will get attention over the next four years.

“I’m anxious to see what NACOLG and Florence, St. Florian are looking to do,” said Parker.



But the project Doug Parker wants to find out about is not on the map. It's the widening of Florence Boulevard from Shoal Creek to Indian Springs. North Alabama Council of Local Governments Planning and Transportation Director Jesse Turner says grants have been applied for.

“Everything is financially constrained,” said Turner. “Meaning we can’t have more projects than we have money.”

NACOLG helps oversee \$1.8-million in federal dollars which go into a fund for transportation improvements. Roads get new asphalt and bridges get rebuilt. Items which didn’t make the short-term plan get moved to long-term goals.



“Obviously, the neighborhood is interested in what’s going to happen, and long-term, I think it is going to do well when the AG Center comes in,” said Parker.

Planners say the map remains fluid. The Florence Boulevard widening project could become a priority, but it will take money to pave the way.

A couple of the projects which are set to begin next year is the replacement of the County Road 16 bridge in Lauderdale County at Cypress Creek, and the repair and repaving of Cox Boulevard in Sheffield.

TOP STORY

## Only 2 attend public meeting on transportation plan

By Russ Corey Staff Writer 12 hrs ago



Northwest Alabama Council of Local Governments Director of Planning and Transportation Jesse Turner chats with Doug Parker and Jerry Hudson Tuesday at the Florence Public Library about the Shoals Metropolitan Planning Organization's Transportation Improvement Program. [RUSS COREY/TIMESDAILY]

**Buy Now**

Russ Corey

FLORENCE — Doug Parker said he's concerned about traffic on U.S. 72 near the site of the proposed Lauderdale County Agricultural Events Center, which is near where he lives and owns property.

That was one reason he and his friend Jerry Hudson came to the Florence Public Library Tuesday to view the Shoals Metropolitan Planning Organization's Transportation Improvement Program, a short-range set of highway improvement projects.

Traffic on U.S. 72, Parker said, is often backed up to Shoal Creek in the mornings.

"It's only getting worse," he said.

Unfortunately, expanding U.S. 72 from Indian Springs to the Shoal Creek Bridge is not in the TIP. It is, however, on the long-range transportation plan.

Parker and Hudson were the only people to come view the plan, said Jesse Turner, director of planning and transportation for the Northwest Alabama Council of Local Governments. Residents had the opportunity to speak NACOLG planning and transportation employees and a representative of the Alabama Department of Transportation about upcoming highway improvement projects, such as the widening of Rickwood Road in Florence and Cox Boulevard in Sheffield, and replacing the bridge over Cypress Creek on Lauderdale 16.

Turner said it's frustrating more people aren't interested in learning about upcoming highway improvement projects.

---

*russ.corey@timesdaily.com*

*or 256-740-5738. Twitter*

*@TD\_RussCorey*

**3.8 Certification - TIP/STIP MOU**

**METROPOLITAN TRANSPORTATION PLANNING SELF-CERTIFICATION**

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

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 C.F.R. part 450, subpart C;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 C.F.R. part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the Fixing America's Surface Transportation Act (FAST Act) (Pub. L. 114-94) and 49 C.F.R. part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 C.F.R. parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. part 27 regarding discrimination against individuals with disabilities.

Shoals Area  
Metropolitan Planning Organization

  
Signature

Steve Holt  
Printed Name

Chairman – MPO  
Title

7-17-19  
Date

Alabama  
State Department of Transportation

  
Signature

John R. Cooper  
Printed Name

Director  
Title

7/25/2019  
Date

# SELF-CERTIFICATION OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

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1.2 AUTHORITY.....	1-2
1.3 SCOPE.....	1-2
1.4 REFERENCES.....	1-2
1.5 FEDERAL CERTIFICATION REQUIREMENTS.....	1-3
1.6 CERTIFICATION PROCESS & QUESTIONS.....	1-3

Shoals Area MPO Responses are highlighted in red

## 1.1 PURPOSE

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

## 1.2 AUTHORITY

**FAST Act** <https://www.fhwa.dot.gov/fastact/>

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

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

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

## 1.3 SCOPE

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

## 1.4 REFERENCES

- 23 U.S.C. 134** -----(Metropolitan Planning)  
**42 U.S.C. 2000d et seq.** -----(Title VI of the Civil Rights Act of 1964)  
**42 U.S.C. 12101** -----(Americans with Disabilities Act of 1990)  
**42 U.S.C. 7504 and 7506(c) and (d)** (Transportation Air Quality Conformity)  
**49 U.S.C. 5303**----- (Metropolitan Planning)  
**Section 1101(b) of the FAST Act** --- (Disadvantaged Business Enterprises)  
**23 C.F.R. 450** ----- (Metropolitan Planning)  
**49 C.F.R. Part 26** ----- (Disadvantaged Business Enterprises)  
**49 C.F.R. 27** ----- (Nondiscrimination on the Basis of Disability in  
Programs and Activities Receiving Federal  
Financial Assistance)  
**49 C.F.R. 37** ----- (Transportation Services for Individuals with  
Disabilities)  
**49 C.F.R. 38** ----- (Americans with Disabilities Act (ADA) Accessibility  
Specifications for Transportation Vehicles)

## 1.5 SELF-CERTIFICATION REQUIREMENTS

23 C.F.R. 450.334 requires that concurrent with the submittal of the entire proposed TIP



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to FHWA and FTA as part of the STIP approval, the State and MPO shall certify at least every four years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) The metropolitan planning requirements identified in 23 U.S.C. 134 and 49 U.S.C. 5303;
- (2) In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 C.F.R. Part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21;
- (4) 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of FAST Act (Public Law 114-94) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 C.F.R. Parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

## **1.6 CERTIFICATION PROCESS & QUESTIONS**

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

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

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

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

Response - Yes

2. For Transportation Management Areas (TMAs) only, does the MPO policy board include local elected officials, officials that administer or operate major modes of transportation, and appropriate state officials? [23 U.S.C. 134 (d)(2)(A), (B), & (C); 49 U.S.C. 5303 (d); 23 C.F.R. 450.310 (d)]

Response: Not Applicable

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

Response: Yes

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

Response: Yes

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

Response: 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)]

Response: Yes

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

Response: Yes

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

Response: Yes

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

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

Response: Yes

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

Response: Yes

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

Response: Information is currently being compiled, as performance measures weren't a requirement for the last LRTP.

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

Response: Information is currently being compiled, as performance measures weren't a requirement for the last LRTP.

- 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.

Response: The MPO has an approved Bicycle/Pedestrian Plan for the Shoals Area MPO. The MPO also coordinates with Public Transit in our Metropolitan planning process.

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

Response: Yes. See section 9 of the Shoals 2040 LRTP.

- 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.

Response: Yes. See section 1.2.3 of the Shoals 2040 LRTP.

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

Response: Yes. See section 10 of the Shoals 2040 LRTP.

- Indicate as appropriate proposed transportation and transit enhancement activities.

Response: Yes. See section 3 of the Shoals 2040 LRTP.

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

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

Response: Yes. See section 3 of the Shoals 2040 LRTP.

- Identify existing and proposed transportation facilities (including major

roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors);

**Response: Yes. See section 3 of the Shoals 2040 LRTP.**

- Include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 C.F.R. 450.306(d).

**Response: Information is currently being compiled, as performance measures weren't a requirement for the last LRTP.**

- Include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 C.F.R. 450.306(d)

**Response: Information is currently being compiled, as performance measures weren't a requirement for the last LRTP.**

- Include operational and management strategies to improve the performance of existing transportation facilities;

**Response: Yes. See section 1.2.3 of the Shoals 2040 LRTP.**

- In TMA areas, consider the results of the congestion management process;

**Response: 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;

**Response: Yes. See section 3 of the Shoals 2040 LRTP.**

- Describe the proposed improvements in sufficient detail to develop cost estimates;

**Response: Yes. See section 3 of the Shoals 2040 LRTP.**

- Discuss types of potential environmental mitigation activities and potential areas to carry out these activities;

**Response: The MPO has an approved Bicycle/Pedestrian Plan for the Shoals Area MPO. The MPO also coordinates with Public Transit in our Metropolitan planning process.**

- Include pedestrian walkway and bicycle transportation facilities;

**Response: Yes. See section 3.5 of the Shoals 2040 LRTP.**

- Include transportation and transit enhancement activities;  
**Response: Yes. See section 3 of the Shoals 2040 LRTP.**
- Include a financial plan that demonstrates how the adopted transportation plan can be implemented  
**Response: Yes. See section 3 and Section 9 of the Shoals 2040 LRTP.**
- Include design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding sources, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity regulations (40 C.F.R. part 93, subpart A).  
**Response: Not Applicable.**

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

**Response: The next LRTP update will begin in FY 2020.**

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

**Response: Yes**

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

**Response: Yes**

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

**Response: Yes**

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

**Response: Yes**

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

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

**Response: Yes**

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

**Response: Yes**

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

**Response: Yes**

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

**Response: Yes. See section 10 of the Shoals 2040 LRTP.**

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

**Response: Yes, both plans were made available for public viewing on the agency website and throughout the Planning Area.**

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)]

**Response: Yes, both plans are available on the agency website.**

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)]

**Response: Yes**

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

Response: Yes

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

Response: 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)]

Response: 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)]

Response: Yes. The PPP is available on the agency website.

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

Response: 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)]

Response: Yes

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

1. How does the MPO coordinate the development of the Transportation Plan with SIP development?

Response: 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?



Response: Not Applicable.

3. Does the metropolitan planning process include a Congestion Management Process that meets the requirements of 23 C.F.R. Part 450.322? What assurances are there that the Transportation Plan incorporates travel demand and operational management strategies, and that necessary demand reduction and operational management commitments are made for new SOV projects?

Response: Not Applicable.

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

Response: Not Applicable.

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

1. Does the MPO have a signed Title VI policy statement expressing commitment to non-discrimination? [23 C.F.R. 200.9 (a)(1)]

Response: Yes

2. Does the MPO take action to correct any deficiencies found by ALDOT within a reasonable time period, not to exceed 90 days, in order to implement Title VI compliance? [23 C.F.R. 200.9 (a)(3)]

Response: 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 C.F.R. 200.9 (b)(1); 49 C.F.R. 27.13]

Response: Yes

4. Does the MPO have a procedure in place for the prompt processing and disposition of Title VI and Title VIII complaints, and does this procedure comply

with ALDOT's procedure? [23 C.F.R. 200.9 (b)(3)]

Response: Yes

5. Does the MPO collect statistical data (race, color, national origin, sex, age, disability) of participants in, and beneficiaries of the programs and activities of the MPO? [23 C.F.R. 200.9 (b)(4)]

Response: Yes

6. Does the MPO conduct an annual review of their program areas (for example: public involvement) to determine their level of effectiveness in satisfying the requirements of Title VI? [23 C.F.R. 200.9 (b)(6)]

Response: 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?

Response: Yes

8. Does the MPO have a signed Non Discrimination Agreement, including Title VI Assurances, with the State?

Response: 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?

Response: Yes

10. Does the MPO hold its meetings in locations that are ADA accessible? [49 C.F.R. 27.7 (5)]

Response: 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)]

Response: 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]

Response: The MPO has not received an ADA Complaint. If any complaints are received, the MPO will keep the complaints on file for at least a year and a summary of

all complaints for at least five years.

13. Have all the local governments included within the MPO's study area boundary completed an ADA Transition Plan? Please provide a table indicating the status of the transition plans and copy of the completed transition plans.

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

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

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

**Response: The Shoals MPO utilizes the ALDOT pre-approved list of contractors for all projects.**

2. Does the MPO track DBE participation?

**Response: The Shoals MPO utilizes the ALDOT pre-approved list of contractors**

for all projects.

3. Does the MPO report actual payments to DBEs?

Response: The Shoals MPO utilizes the ALDOT pre-approved list of contractors for all projects.

4. Does the MPO include the DBE policy statement in its boilerplate contract language for consultants and sub-consultants?

Response: The Shoals MPO utilizes the ALDOT pre-approved list of contractors for all projects.

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

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

Response: Yes, through the host agency (Northwest Alabama Council of Local Governments) Policy and Procedures manual.

**450.334 Self-certifications and Federal certifications.**

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

### 3.9 Memorandum of Understanding

## MEMORANDUM OF UNDERSTANDING Alabama Department of Transportation Statewide Procedures for FY 2020 - 2023 TIP/STIP Revisions

### Purpose

This Memorandum of Understanding (MOU) establishes a set of procedures to be used in the State of Alabama for processing revisions to the Metropolitan Planning Organization (MPO) FY 2020-2023 Transportation Improvement Programs (TIPs), and the Alabama Department of Transportation's Statewide Transportation Improvement Program (STIP). The STIP is the aggregation of the MPO TIPs, AL DOT statewide and Interstate programs.

### Definitions

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

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

Note: The Alabama MPO Public Participation Plans may be found on the individual MPO websites. A complete listing of MPO websites may be found on the following ALDOT site: <http://www.dot.state.al.us/ltweb/planning/MPOWebsites.html>.

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

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

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

### **TIP/STIP Administration**

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

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

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

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

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

In addition, TIP revisions must be consistent with the Long Range Transportation Plan of the individual MPO, and must correspond to the adopted provisions of the MPO 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. Revisions are not applicable to authorized project scopes

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

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



revision exceeds the following thresholds:

\*\$5 million for ALDOT federally-funded projects and Transportation Management Area (TMA) attributable projects.

\*\$1 million for ALDOT federally-funded projects and for non-TMA MPOs attributable projects.

\*\$750,000 for the county highway and bridge program.

- Involves a change in the Scope of Work to a project(s) that would:
  - \*Result in an air quality conformity reevaluation.
  - \*Result in a revised total project estimate that exceeds the thresholds established between ALDOT and the Planning Partner (not to exceed any federally-funded threshold contained in this MOU).
  - \*Results in a change in the Scope of Work on any federally-funded project that is significant enough to essentially constitute a New Project.
  - \*Level of Effort (LVOE) planned budget changes, exceeding 20% of the original budgeted amount.

All items requiring amendments to the STIP should be submitted to the ALDOT Office Engineer bureau no later than the first Tuesday of each month. Amendments to the STIP will be conducted on a Bimonthly cycle. Non-routine amendments requested by the State Transportation Director or the Joint Highway committee can be performed at any time.

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.

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.*

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

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

### **Level of Effort Funding Categories**

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

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

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

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

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

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

## **Financial Constraint**

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

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

## **STIP/TIP Financial Reporting**

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

- The total percent of STIP/TIP construction projects advanced to be ran quarterly

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

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

The procedures set forth in this document will serve as the basis from which ALDOT addresses federal-funded, Statewide Program TIP revisions. This Memorandum of Understanding will begin October 1, 2019, and remain in effect until September 30, 2023, unless revised or terminated.

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

Mark D. Baillitt

Division Administrator  
Federal Highway Administration

5/16/2019

Date:

Yvette M. Taylor

Regional Administrator  
Federal Transit Administration

5-16-19

Date:

John R. Cooper

Director  
Alabama Department of Transportation

4/15/19

Date:

# ALABAMA PERFORMANCE MANAGEMENT AGREEMENT

## Per 23 CFR 450.314(h)

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

**WHEREAS**, Metropolitan Planning Organizations (MPO(s)), State(s), and providers of public transportation are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the performance-based planning and programming requirements established by federal law, and;

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

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

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

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<sup>1</sup> 23 CFR Part 490

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

- iii. Targets for assessing performance of the **National Highway System, Freight Movement on the Interstate System and Congestion Mitigation and Air Quality Improvement Program (PM3)** for the following performance measures:
  - 1. Percent of Person-Miles traveled on the Interstate System that are Reliable
  - 2. Percent of Person-Miles traveled in the Non-Interstate System that are Reliable
  - 3. Percentage of the Interstate System Mileage providing Reliable Truck Travel Times
  - 4. Percent Change in Tailpipe CO2 Emissions on the NHS from the Calendar Year 2017<sup>3</sup>
  - 5. Annual hours of Peak-Hour Excessive Delay Per Capita
  - 6. Percent of Non-Single-Occupant-Vehicle (SOV) Travel
  - 7. Total Emissions Reduction
  
- iv. Targets for assessing performance of **the Transit Asset Management (TAM) Plan** for the following performance measures:
  - 1. Asset Category: Rolling Stock (All revenue vehicles)
    - a. Age- % of revenue vehicles within an asset class that have met or exceed their Useful Life Benchmark
  - 2. Asset Category: Equipment (Non-revenue vehicles)
    - a. Age- % of revenue vehicles within an asset class that have met or exceed their Useful Life Benchmark
  - 3. Asset Category: Facilities (ALDOT will only rate FTA funded facilities)
    - a. Condition- % of facilities with a condition rating below 3.0 on a FTA Transit Economic Requirement Modal (TERM) Scale
  - 4. Public Transportation agencies that are a part of the TAM will provide transit data by asset class (both revenue and non-revenue) and facilities conditions on an annual basis to ALDOT.
  - 5. Public Transportation agencies and MPOs developing their own TAM plan will provide their targets and the final report to ALDOT.
  
- b. Those MPOs that are currently designated as being in non-attainment or maintenance for air quality<sup>4</sup> will coordinate with ALDOT on the collection and provision of data used in developing targets for the Congestion Mitigation and Air Quality (CMAQ) traffic congestion measures (Annual Hours of Peak-Hour Excessive Delay per capita and Percent Non-SOV Travel) and the Total Emission Reduction Measures.
  
- c. ALDOT will distribute transportation performance data used in developing statewide highway and transit targets to each Alabama MPO.
  - i. ALDOT will provide performance data each time a statewide target is established or revised, per Section 2 of this agreement.
  - ii. Where possible and practicable, ALDOT will provide performance data for each MPO planning area for purposes of tracking progress towards attainment of critical outcomes for each region's required System Performance Reports, per Section 4 of this agreement.

<sup>3</sup> This measure and associated target will only be required if it is not repealed. Reference: Federal Register/Vol. 82, No. 215/Wednesday, November 8, 2017/ Proposed Rules; FHWA Docket No. FHWA-2017-0025.

<sup>4</sup> As determined through annual *Applicability Determination: CMAQ Traffic Congestion and CMAQ On-Road Mobile Source Emissions Measures*, 23 CFR Part 490.

iii. Notwithstanding any provision of this Agreement to the contrary, the parties agree that any safety data or information protected by 23 U.S.C. §§ 148 (h)(4) and 409 and State law shall be confidential. The parties agree that all crash and traffic data used by the parties for or in transportation improvement plans, highway safety improvement programs and strategic highway safety plans will not be disclosed to third parties without the express written permission of ALDOT. The parties agree that the data shall not be referenced, disclosed, discussed or otherwise made public. The provision of the above data by ALDOT shall not be considered a waiver of 23 U.S.C. §§ 148 (h)(4) and 409 or State precedent. Upon execution of this Agreement, the parties and their agents, servants, officers, officials and employees in both their official and individual capacities, agree that the data provided pursuant to the above referenced request shall not be discussed, disclosed, used, published or released without prior written consent of ALDOT. If the data in any form should be disclosed, released or published in any manner without the consent of ALDOT or should an attempt be made to use the data in an action for damages against the parties, their officials or employees, then access to the data shall terminate immediately. ALDOT expressly reserves its right under 23 U.S.C. §§ 148 (h)(4) and 409 and State precedent to object to the use of the data and any opinions drawn from the data and to recover damages caused by the improper and unauthorized release of the data.

d. If an MPO chooses to develop its own target for any highway measure, it will collect and provide ALDOT with the performance target(s) and any supplemental data used in association with the MPO target setting process.

## 2. Selection of transportation performance targets

a. ALDOT and the MPOs will establish or revise performance targets in coordination with each other.

- i. Coordination may include the following opportunities, as deemed appropriate, for each performance measure and target: in-person, meeting, webinars, conference calls, and email/written communication.
- ii. MPOs will be given an opportunity to provide comment on ALDOT targets no less than 30-days prior to ALDOT's establishment or revision of highway targets.
- iii. If an MPO chooses to set its own target, the MPO will develop the target in coordination with ALDOT. The MPO will provide ALDOT the opportunity to comment on MPO targets no less than 30-days prior to MPO adoption of targets.

b. ALDOT will select statewide performance targets to meet the federal performance management requirements for highways.

- i. ALDOT will provide written notice to the MPOs when ALDOT selects a target. This notice will provide the target and the date ALDOT set the target, which will begin the 180-day time-period in which the MPO must set a corresponding performance target.
- ii. If an MPO chooses to support the statewide target, the MPO will provide written documentation to ALDOT that the MPO agrees to plan and program projects that will contribute toward the achievement of the statewide highway performance target.

- iii. If the MPO chooses to set its own target, the MPO will provide ALDOT written documentation that includes the target and the date the MPO plans to adopt. Documentation will be provided no less than 30-days prior to MPO adoption of target (consistent with Section 2a).
  - c. Those MPOs currently in non-attainment or maintenance for air quality<sup>4</sup> and ALDOT will coordinate to select single, unified targets for the CMAQ traffic congestion measures (Annual Hours of Peak-Hour Excessive Delay Per Capita and Percent of Non-SOV Travel) and to select mobile source emission reduction targets for their respective non-attainment areas of ozone.
- 3. Reporting of performance targets
  - a. ALDOT will report all performance targets to the Federal Highway Administration (FHWA) as applicable and in accordance with 23 CFR Part 490 and Federal Transit Administration (FTA) as applicable and in accordance with 49 CFR Part 625.
    - i. Through the Highway Safety Improvement Program Annual Report for PM1 measures.
    - ii. Through the required Baseline, Mid and Full Performance Reports and the Transportation Asset Management Plan (TAMP) for PM2 measures.
    - iii. Through the required Baseline, Mid and Full Performance Period Reports for PM3 measures, to include CMAQ Performance Plans where applicable.
  - b. ALDOT will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.216(f) in any statewide transportation plan amended or adopted after May 27, 2018, and in accordance with 23 CFR 450.218(q) in any State Transportation Improvement Program adopted or amended after May 27, 2018.
- 4. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO
  - a. Each Alabama MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f) (3-4) in any Metropolitan Transportation Plan amended or adopted after May 27, 2018, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after May 27, 2018, for PM1 measures.
  - b. Each Alabama MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f)(3-4) in any Metropolitan Transportation Plan amended or adopted after May 20, 2019, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after May 20, 2019, for PM2 and PM3 measures.
  - c. Each Alabama MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f) (3-4) in any Metropolitan Transportation Plan amended or adopted after October 1, 2019, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after October 1, 2019, for the GHG measure.
- 5. A collection of data for the State asset management plans for the NHS



- a. ALDOT will be responsible for collecting pavement condition data for the NHS. This includes NHS roads that are not on the State Highway System, but instead are under the ownership of local jurisdictions, if such roads exist.

*All parties agree that email communications shall be considered written notice for all portions of this agreement.*

**[signature page to follow]**

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

ATTEST: MPO: \_\_\_\_\_

By: \_\_\_\_\_ BY: \_\_\_\_\_

Title: \_\_\_\_\_ Title: \_\_\_\_\_

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

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

RECOMMENDED FOR APPROVAL:

\_\_\_\_\_  
D.E. Phillips, Jr. P.E.  
State Local Transportation Engineer

\_\_\_\_\_  
Don T. Arkle, P.E.  
Chief Engineer

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

The foregoing Agreement is hereby  
executed in the name of the  
State of Alabama and signed  
By the Governor on the \_\_\_ day  
of \_\_\_\_\_, 20\_\_.

\_\_\_\_\_  
John R. Cooper  
Transportation Director

\_\_\_\_\_  
Kay Ivey  
Governor, State of Alabama