

FINAL
**MONTGOMERY METROPOLITAN PLANNING
ORGANIZATION**

**TRANSPORTATION
IMPROVEMENT PROGRAM
FISCAL YEARS 2020-2023**



Historic Dexter Ave. Streetscape and Resurfacing Project – Montgomery, Alabama

**Prepared by the MPO Transportation Planning Staff
In cooperation with the Alabama Department of Transportation, Federal Transit
Administration, and Federal Highway Administration.**

September 2019

MONTGOMERY METROPOLITAN PLANNING ORGANIZATION

FINAL

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FISCAL YEARS 2020-2023

This document is posted at <http://www.montgomerympo.org>

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This TIP was prepared as a cooperative effort of the US Department of Transportation (USDOT), Federal Highway Administration (FHWA), Alabama Department of Transportation (ALDOT), Federal Transit Administration (FTA), and local governments as a requirement of 23 USC 134 and 135 as amended by the FAST Act Sections 1201 and 1202, July 2012. This document does not necessarily reflect the official views or policies of the US Department of Transportation.

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Montgomery MPO Resolution Final FY2020-2023 Transportation Improvement Program (TIP)

Montgomery Metropolitan Planning Organization (MPO)
Adopting the Final Fiscal Years 2020-2023 Transportation Improvement
Program

WHEREAS, the **Montgomery Metropolitan Planning Organization (MPO)** is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of amended of 23 USC 134, 135 (as amended by FAST Act Sections 1201 and 1202, July 2012); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR Parts 51 and 93; and

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

WHEREAS, consistent with the declaration of these provisions, the Montgomery Metropolitan Planning Organization (MPO) Planning Staff, in cooperation with the Alabama Department of Transportation, has prepared a Final FY 2020-2023 Transportation Improvement Program (TIP); now

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

ADOPTED THIS THE 24th DAY OF September, 2019.

Charles Jinright, MPO Chairman

ATTEST:

Robert E. Smith, MPO Secretary

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1.0 INTRODUCTION

1.1 Purpose

The Fiscal Years (FY) 2020-2023 Transportation Improvement Program (TIP) is a prioritized list of funded transportation projects developed by the Montgomery Metropolitan Planning Organization (MPO). The 12-member MPO has elected representatives from the Town of Coosada, the Town of Deatsville, the Town of Elmore, the City of Millbrook, the City of Montgomery, the Town of Pike Road, the City of Prattville, the City of Wetumpka, as well as County Commission representatives for Autauga, Elmore, and Montgomery Counties. The Alabama Department of Transportation Southeast Region Engineer and the City of Montgomery Director of Planning also serve on the MPO as voting members and are not elected to an office. The MPO non-voting members also contribute to the planning process. The projects in the TIP are taken from the *Montgomery Study Area 2040 Long Range Transportation Plan (LRTP)* with the exception of safety, resurfacing, and few other special types of projects. In most cases, the *2045 LRTP* projects must be done in phases through the TIP. The Fixing America's Surface Transportation (FAST) legislation requires TIPs to be fiscally constrained. This means that the MPO cannot put more projects in the TIP than it can fund.

1.2 MPO Organization

The Montgomery MPO was formed in 1973 after the 1970 Census. The 2000 Census put the Montgomery Area MPO under 200,000 urbanized area population at 196,892 and thus the MPO received ALDOT discretionary Surface Transportation Program Other Area funds in lieu of dedicated Transportation Management Area (TMA) funds. But as of the 2010 Census, the Montgomery Urbanized Area was over 200,000 at 236,907, meaning it is designated as a TMA and has dedicated funding for TIP projects.

The City of Montgomery also receives Federal Transit Administration (FTA) formula and capital funds (Sections 5307 and 5309 respectively). Also, Autauga County also receives FTA Section 5311 funds for rural transportation in the area. The highway or transit project sponsor is responsible for providing the local match if local match is required.

The other projects shown in this TIP are State Discretionary Projects. They are as follows: Intelligent Transportation System (ITS), Bridge (BR), Interstate Maintenance (IM), National Highway System (NHS), State Surface Transportation Program (STP), Hazard Elimination and Safety (HES), Transportation Alternatives (TA), Other (OTH), and STP-Railroad (RR). The state also allocates FTA Section 5310 (vehicles for non-profits) and FTA Section 5311 (for rural public transportation).

1.3 FAST Act Regulations for the TIP

The FY2020-2023 TIP was developed in accordance with *Fixing America's Surface Transportation Act*, signed into law in December 2015. FAST Act re-establishes the metropolitan planning process as a cooperative, continuous, and comprehensive (3-C) framework for making transportation investment decisions in metropolitan areas.

“Each metropolitan planning organization, as a condition of the receipt of federal highway and transit capital or operating assistance, is required to have a transportation improvement program (TIP).

(a) The MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area. The TIP shall cover a period of no less than four years, be updated at least every four years, and be approved by the MPO and the Governor. However, if the TIP covers more than four years, the FHWA and the FTA will consider the projects in the additional years as informational. The TIP may be updated more frequently, but the cycle for updating the TIP must be compatible with the STIP development and approval process. The TIP expires when the FHWA/FTA approval of the STIP expires. Copies of any updated or revised TIPs must be provided to the FHWA and the FTA. In nonattainment and maintenance areas subject to transportation conformity requirements, the FHWA and the FTA, as well as the MPO, must make a conformity determination on any updated or amended TIP, in accordance with the Clean Air Act requirements and the EPA's transportation conformity regulations (40 CFR part 93).”

Regulatory authority for development of a Transportation Improvement Program may be found in 23 Code of Federal Regulations (CFR) 450.324(a).

1.4 Consistency with Other Plans

There are general and specific directions in FAST Act (Section 1201) carried forward from MAP-21 and SAFETEA-LU for the consistency requirement. In revising 23 USC 134, Section 1201(a) § 134 (g)(3) states “The secretary shall encourage each metropolitan planning organization to consult with officials responsible for other types of planning activities, such as, economic development, environmental protection, airport operations, and freight movements to coordinate its planning process with such planning activities. Under the metropolitan planning process, transportation plans and TIPs shall be developed with due consideration of other related planning activities” TIP specificity is found in 1201(a) § 134(j)(3)(C): “Each project shall be consistent with the long-range transportation plan...” The latter is an implied instruction to include all plans in the TIP development process and is carried forward in FHWA interpretation of the revised 23 USC 134, and is to be found in 23 CFR 450.324.

The MPO addresses this requirement by including planning and economic development personnel from the state and local level on the Technical Coordinating Committee (TCC). In addition, the MPO consults with agencies and officials responsible for other planning activities within the Study Area that are affected by transportation when developing the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP). This includes Federal, State and Local agencies responsible for:

- Economic growth and development
- Environmental protection
- Airport operations
- Freight movement
- Land use management
- Natural resources
- Conservation
- Historic preservation
- Human service transportation providers

A contact list of these officials and agencies has been developed and is maintained. These agencies are invited to attend all MPO, TCC and CAC and meetings, so as to be involved in the transportation planning process continuously. In addition, a request to these agencies is made to compare the draft LRTP and TIP with their plans, maps, and inventories. Incorporating these key individuals in the transportation planning process allows for broad acknowledgement of transportation planning and land use development activities at the local and regional level which can afford opportunities for cooperation and coordination. The spirit and intent of FAST Act, Section 1201, as continued from MAP-21, are clear. In accordance with Public Law 112-141 policy provisions and subsequent agency interpretation, the TIP should acknowledge consistency with other plans that include transportation and land use components: Regional, Long Range, municipal and county Comprehensive and Master Plans (Airport, Seaport, Multimodal, Transit, Utility, and independent bridge authorities), Congestion Management Plans, Air Quality Conformity Determination, Freight, Bicycle/Pedestrian, Public Participation Process, and Environmental Plans.

1.5 Scope of the Planning Process

In developing the TIP, the MPO is required to consider the FAST (Fixing America's Surface Transportation) Act as the *Scope of the Planning Process*. The MPOs must consider projects and strategies that will:

- (1) Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

- (2) Increase the **safety** of the transportation system for motorized and non-motorized users;
- (3) Increase the **security** of the transportation system for motorized and non-motorized users;
- (4) Increase the **accessibility and mobility** options available to people and for freight;
- (5) Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote **consistency** between transportation improvements and state and local planned growth and economic development patterns;
- (6) Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient **system management** and operation; and
- (8) Emphasize the **preservation** of the existing transportation system.
- (9) Improve the **resiliency and reliability** of the transportation system, and reduce (or mitigate) the storm water impacts on surface transportation
- (10) Enhance **travel and tourism**

The TIP was prepared based on the eight factors of the Scope of the Planning Process. The Scope factors are addressed by each TIP task and are listed on each at the end of each task's pages in this document.

1.6 Planning Emphasis Areas (PEAs)

FAST Act Implementation

- Transition to Performance Based Planning and Programming.
The Montgomery MPO has previously adopted Livability Indicators and will continue to update them. Guidance on Performance Measures has not yet been released, but further action will be taken once PM guidance is released.

Models of Regional Planning Cooperation

- Promote cooperation and coordination across MPO and state boundaries, where appropriate, to ensure a regional approach to transportation planning. The Montgomery MPO works closely with DOT and other municipalities outside of the MPO study area on plans and issues of mutual interest, such as the Selma to Montgomery Trail and the Birmingham to Montgomery Rail project.

Ladders of Opportunity

- Access to essential services – as part of the transportation planning process, identify transportation connectivity gaps in access to essential services. The Montgomery MPO works closely with the Montgomery Area Transit System in identifying needs within its fixed-route and Americans with Disabilities (ADA) services. Gaps in pedestrian facilities are identified in the Montgomery MPO's 2018 Walk Bike River Region plan.

1.7 Public Participation Process

Public participation is essential to the development of the TIP. The public is invited to participate in all advertised meetings and hearings. The MPO conducts all meetings in accordance with the provisions of the Alabama Open Meetings Act, passed into law on October 1, 2005. The most recent PPP was adopted in 2014, an update will be completed and adopted in FY 2020. The following public participation efforts are made as a part of the TIP development process:

Citizens Advisory Committee (CAC) -The CAC comprises citizens from each of the MPO's member organizations. CAC members are charged with the responsibility of formal citizen review of transportation planning documents and the local transportation planning process as a whole. CAC members review the TIP (in draft and final form) and offer comments and suggestions to the Technical Advisory Committee and the MPO Policy Board. Approval of Draft and Final versions are voted on and recommendations forwarded to the Policy Board.

Public Comment Period – After the TIP is approved in draft form, the public is invited to offer comments. To announce the TIP public comment period several measures are taken: (1) a display ad is placed in the local newspaper with the largest circulation, (2) flyers are placed at Montgomery MPO and (3) the MPO webpage will have information on the comment period under the MPO News section. Copies of the draft TIP and comment forms are placed at public review sites and the MPO offices; digital copies of the draft TIP and comment form are placed on the MPO webpage.

1.8 Title VI in Preparation of the TIP

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

- An Open Process – To have an open process that encourages early and continued public participation. All MPO and committee meetings are open to the public.
- Easy Information Access – To provide complete and timely information regarding plans, programs, procedures, policies, and technical data produced or used during the planning process to the general public and the media.

- Notice of Activities – To provide timely and adequate public notice of hearings, meetings, reviews, and availability of documents.
- Public Input and Organizational Response – To demonstrate consideration and recognition of public input and comments and to provide appropriate responses to public input.
- An Inclusive Process – To encourage participation in the planning process by traditionally under-represented segments of the community; low-income groups, minorities, persons with disabilities, and the elderly.

Additionally, the Montgomery Area MPO will be compliant with and follow all Title VI laws, processes, and programs, with the exception of the Rehabilitation Act of 1973 and Americans with Disabilities Act of 1990 (ADA), 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 Montgomery Area MPO has completed a Four Factor Analysis of the Montgomery 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 on the MPO website.

In order to further support the public participation goals of the Montgomery Area MPO, the public is encouraged to participate in the development of the TIP. The 2016 TIP process will include two public involvement meetings designed to obtain input from the public concerning the TIP process in the Montgomery 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 Montgomery Area MPO meetings are open to the public. At these meetings, the MPO committees review and approve the draft and final TIP documents. Interested individuals may also review and comment upon these documents in tandem with the MPO committees. Individuals may address their concerns to the MPO committees directly at any meetings they attend. The Transportation Planner at the Montgomery Area MPO should be contacted to coordinate an address to the MPO committees and to obtain draft and final documents.

Detailed public participation procedures are outlined in the 2013 Public Participation Plan (PPP), adopted February 24, 2014 which can be found on the MPO website at <http://montgomerympo.org/>.

The MPO is cooperating with ALDOT and FHWA in becoming compliant with the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990 by July of 2016. Please see the Memorandum of Understanding in Appendix 3.6 (Self-Certification) and the compliance requirement notification letter circulated to all MPOs July 20th 2015.

1.8.1 Environmental Justice

The Montgomery MPO makes a point to seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services. This is of primary concern when considering adverse community impacts at the project level. All projects are reviewed by the Montgomery MPO for possible community impacts prior to inclusion in the TIP. The Montgomery MPO places transportation meeting flyers in areas where low-income and minority households are known to exist in an effort to inform those persons of upcoming transportation meetings and inform them of the opportunity to be involved in the transportation planning process. All such meetings are subject to

the provisions of the Alabama Open Meetings Act.

1.8.2 Americans with Disabilities Act

The Montgomery MPO endeavors to comply with all applicable provisions of 42 USC 126 and 28 CFR 35 (et seq). Access to meetings by persons with disabilities is encouraged through selection of venues with wheelchair ramps and hand-railings, distribution of timely meeting notices, and support of ADA amenities on all roadway and pedestrian improvements. The Montgomery MPO further encourages an active role in TIP development and all transportation planning by the physically impaired through membership in the Citizen Advisory Committee (CAC).

1.9 Livability Principles and Indicators

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

All planning tasks must be measured against these Livability Principles:

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

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

- 1) Percent of jobs and housing located within one-half (1/2) mile of transit service
- 2) Percent of household income spent on housing and transportation
- 3) Percent of workforce living within a thirty (30) minute or less commute from primary job centers
- 4) Percent of transportation investment dedicated to enhancing accessibility of existing transportation systems
- 5) Percent of transportation projects where more than one federal funding source is utilized

- 6) Percent of housing located in walkable neighborhoods with mixed use destinations located nearby

Livability Indicator data can be found in Section 3. In the Appendices.

1.10 Environmental Mitigation

Under FAST Act, MPOs are expected to take into account potential environmental impacts associated with the long-range transportation plan and try to mitigate those impacts. Closely related to this concept is the requirement that MPOs consult with other agencies to eliminate or minimize conflicts caused by transportation projects. In response to the rules the MPO Staff consulted with different agencies and had them review the Long Range Transportation Plan (LRTP) in order to see if it conflicted or was consistent with agency plans or laws regarding proposed transportation projects. Some of the agencies consulted for review and comment of the LRTP were the U.S. Fish and Wild Life Service, the U.S. Army Corps of Engineers, the Alabama Department of Environmental Management and the Alabama Historical Commission. Projects in the TIP are consistent with the LRTP with the exception maintenance projects, which generally don't have impacts, but just only temporary disruptions.

1.11 Climate Change Consideration

"According to the FHWA report Integrating Climate Change into the Transportation Planning Process, there is general scientific consensus that the earth is experiencing a long-term warming trend and that human-induced increases in atmospheric greenhouse gases (GHGs) may be the predominant cause. The combustion of fossil fuels is by far the biggest source of GHG emissions. In the United States, transportation is the largest source of GHG emissions, after electricity generation. Within the transportation sector, cars and trucks account for a majority of emissions. Opportunities to reduce GHG emissions from transportation include switching to alternative fuels, using more fuel efficient vehicles, and reducing the total number of miles driven. Each of these options requires a mixture of public and private sector involvement. Transportation planning activities, which influence how transportation systems are built and operated, can contribute to these strategies. In addition to contributing to climate change, transportation will likely also be affected by climate change. Transportation infrastructure is vulnerable to predicted changes in sea level and increases in severe weather and extreme high temperatures. Long-term transportation planning will need to respond to these threats" (*Introduction to Integrating Climate Change into the Transportation Planning Process*, Federal Highway Administration, Final Report, July 2008).

"In order to address transportation induced climate change, the Montgomery MPO contains a section in the 2040 LRTP that discusses and provides a plan of

action transportation projects that are considered friendly to the environment, such as mass transportation (bus, freight and passenger rail) and other smart growth transportation oriented planning projects. As more is learned on the subject the TIP and long-range transportation plan will be modified accordingly.”

1.12 Air Quality

The Clean Air Act (CAA) was originally adopted in 1963 and most recently amended in 1990. The purpose of the CAA is to improve air quality and to protect human health and the environment. The CAA requires the Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS) for six pollutants, including ground-level ozone. The two pollutants monitored statewide in Alabama on a regular basis are ozone (O₃) and Particulate Matter (PM_{2.5}).

In 2014, EPA lowered the NAAQS for ozone from .084 to .075 parts per million. To date the standards have not impacted the Montgomery area. EPA will announce a proposal for new standards for ozone in the Fall of 2015. Designations of non-attainment will be issued in 2017, with mitigation measures the following year. Non-attainment status will place additional requirements on the MPO. Chief among these will be the air quality conformity determination of the long-range transportation plan, the TIP, and transportation projects. Conformity is achieved when new NAAQS violations are not created, the frequency or severity of NAAQS violations are not increased, and the attainment of the NAAQS is not delayed. These conditions could prevent the inclusion of some capacity projects in the TIP, unless justified that they won't impact the environment or air quality. Once designations are announced, the MPO will have one year to demonstrate conformity for the LRTP.

The process will require the TIP to be amended to include a conformity determination report and possibly the addition or removal of projects. If the conformity process is not complete by the deadline following designation, new federally funded transportation projects will be limited to exempt projects; e.g., safety and mass transit.

1.13 Financial Constraint

The TIP is financially constrained, which means that project costs are balanced against expected revenue. Using their project management system, ALDOT determines the projects that can be undertaken during the TIP time frame with expected federal and state funds. The only exception to this method involves projects funded with the Surface Transportation Attributable program and matched with local government funds. ALDOT calculates the funding levels for this program based on the urban area population of each MPO. The MPO Transportation Planning Staff balances these projects based on projects proposed and selected for inclusion into the TIP with the calculated revenue. The

appendix contains the financial plan for the TIP and financial constraint table for local government projects.

1.14 Project Selection and Prioritization

Through the Continuing, Cooperative, and Comprehensive (3-C) Planning Process, the Montgomery MPO's Public Involvement Plan (PIP), Long Range Transportation Plan (LRTP), and Transportation Improvement Plan (TIP) together comprise and define the project selection and prioritization process utilized by the MPO.

The PIP and LRTP processes culminate in the development of the TIP where local governments coordinate with the public and transportation stakeholders to set the priority of the LRTP's program of projects based on funding availability through the Surface Transportation Attributable program and agreement on project priority by MPO member governments. TIP project priority is a dynamic, organic, and temporal process which considers specific local factors such as traffic volume, traffic patterns, safety, demographics, development patterns, and land use in identifying project need. With input and advice from the MPO's Citizen Advisory Committee (CAC) and Technical Coordinating Committee (TCC), the MPO Policy Board (MPO), projects are selected and ordered based upon need.

Once the TIP project list is established, the TIP is approved in draft form by the MPO, ALDOT and the Federal Highway Administration (FHWA). Next, the TIP goes through the formal public review and comment process. Comments received are then documented, evaluated and acted upon before the TIP is approved in final form by the MPO, ALDOT, and FHWA.

1.14.1 TIP Process

The Montgomery MPO Transportation Planning Staff used estimated funding levels from the ALDOT's urban area funding availability report for the Surface Transportation Attributable program for the updated FY 2020-2023 TIP. Also, projects that were in the ALDOT's Comprehensive Project Management System (CPMS) and MPO Portal were consulted for projects that are planned and have Federal and State project numbers for FY 2020 - 2023. The MPO Portal is an internet based program that interfaces with the ALDOT CPMS and automatically updates when ALDOT's CPMS is modified. MPO Staff has access to MPO Portal. The Urban Area Funding Availability Report is derived from the CPMS and is for MPO jurisdiction projects only.

Fiscal constraint for projects proposed and administered by ALDOT is demonstrated in the FY 2020 - 2023 TIP/STIP Financial Plan.

1.14.2 TIP Amendment Process

The FY 2020-2023 TIP document can and will be amended periodically, to adjust funding, time-frames or other factors relevant to projects. New projects may be added if appropriate and if funding is available.

The amendment process is a formal process, whereby the MPO, TCC and CAC will publically meet in order to take formal action to approve or deny a proposed amendment, such as a cost increase, decrease or add a new project.

An Amendment is a major STIP/TIP revision that:

- Affects air quality conformity, regardless of the cost of the project or the funding source.
- Adds a new project, or deletes a project, that utilizes federal funds from a statewide line item, exceeds the thresholds listed below, and excludes those federally-funded statewide program projects.
- Adds a new project phase(s), or increases a current project phase, or deletes a project phase(s), or decreases a current project phase that utilizes federal funds, where the revision exceeds the following thresholds:
 - \$5 million for ALDOT federally-funded projects and Transportation Management Area (TMA) attributable projects.
 - The lesser amount of \$1 million of project cost 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 per ALDOT region.

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

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

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

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

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

Administrative Modifications do not affect air quality conformity, nor involve a significant change in a project scope of work that would trigger an air quality

conformity reevaluation; do not exceed the threshold established in the MOU between ALDOT and the Planning Partners, or the threshold established by this MOU (as detailed in the Revisions: Amendments and Administrative Modifications section); and do not result in a change in scope on any federally-funded project that is significant enough to essentially constitute a *new project*.

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

1.15 Bicycle and Pedestrian Consideration

Federal laws require MPOs and states to consider bicycle and pedestrian needs in all comprehensive transportation plans. The Federal Highway Administration (FHWA) guidelines related to this law state that bicyclist and pedestrians will be accommodated in the design of new and improved transportation facilities. In addition, the decision not to consider the needs of bicyclist and pedestrians should be the exception and not the rule.

ALDOT received a written directive from FHWA – Alabama Division, June 12, 2009, that the MPO’s 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. Recently adopted the “Walk Bike River Region Plan” in 2018 and it complies with all policies.

1.16 Safety Planning

Safety Planning has been comprehensively addressed in Section 8 of the 2040 Long Range Transportation Plan, in conjunction with Congestion Management Plan. The Draft FY 2019 Unified Planning Work Program indicates that the MPO staff, working with the Technical Coordinating Committee of the local MPO, will continue to identify facilities, establish efficiency measures and performance standards, collect and maintain relevant data, evaluate facility performance, and establish strategies for the improvement of intermodal facilities in the Montgomery Urbanized Area.

The Technical Coordinating Committee (TCC) of the local Metropolitan Planning Organization has identified several projects that have been incorporated in this TIP for improvements. These projects are programmed in Table 2.4.11. The improvements have been prioritized based upon need and the availability of federal funds within the next four years. These projects are subject to change, based upon the latest data findings of the TCC, as well as any changes to the federal funding structure during the next four years.

1.17 Regionally Significant Projects

The TIP is required to include all regionally significant projects that are funded with federal and/or nonfederal funds. All regionally significant projects that will be fully or partially funded with FHWA, FTA, and state funds are included in the project listings in Chapter 2. The Montgomery 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.

Regionally Significant project is defined in 23 CFR 450.104 as “a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA’s transportation conformity regulation (40 CFR part 93)) that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment center or transportation terminals) and would normally be included in the modeling of the metropolitan area’s transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.”

1.18 Freight Planning

The efficient movement of freight through the River Region and to other locations plays an important role in the quality of life and economic vitality of the area. Therefore, planning for the effective transport of goods will be further discussed in the 2020 Montgomery Area MPO Freight Plan.

The various modes of transportation that will be investigated in the region are airports, air cargo, train freight, and truck freight. Each is an important component of an efficient intermodal freight transportation system.

1.19 Performance Measurement

In compliance with the Joint Planning Rule from FHWA (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 set by ALDOT and the Montgomery MPO. Some targets are required to be set on an annual basis while others are set on two (2)-year and four (4)-year cycles.

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

1.19 Performance Measures

Background

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

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

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

STIP Linkage to Performance-Based Planning Documents and Targets:

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

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

ALDOT Performance Measures & Targets

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

Performance-Based Plans Descriptions:

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

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

The SHSP is a data-driven, multiyear comprehensive plan that establishes ALDOT's traffic safety goals, objectives, priorities and areas of focus, and facilitates engagement

with safety stakeholders and partners. The SHSP provides a comprehensive framework for reducing fatalities and serious injuries on all public roads, with the ultimate vision of eradicating the State's roadway deaths. The strategies detailed in the plan integrate the efforts of partners and safety stakeholders from the 4 Es of safety (Engineering, Education, Enforcement and Emergency Medical Services).

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

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

Transportation Asset Management Plan (TAMP) (PM2)

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

System Performance Measures (PM3)

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

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

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

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

Transit Asset Management (TAM)

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

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

2.0 MPO Portal

2.1 MPO Portal

ALDOT utilizes the MPO Portal as a system for information exchange between the Department and the Alabama MPOs. MPO Portal is a fully functional, integrated, computerized information management and decision support system, designed specifically for the needs of metropolitan planning organizations and state departments of transportation. The main purpose of Portal is to provide user-friendly, comprehensive, and efficient tools for managing Transportation Improvement Programs (TIPs), while meeting the planning and programming requirements of SAFETEA-LU. ALDOT employs MPO Portal, a web-based version of its desktop and network-based platforms. Using MPO Portal, MPOs can interface with ALDOT's main database to access project information. Reports from MPO portal detail project information, such as ALDOT ID numbers, project descriptions, project types, and estimated costs, among other information.

2.2 MPO PORTAL Project Descriptions

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

2.4.2 Other Surface Transportation Program Projects – Surface Transportation funding has been discussed earlier. In addition, there are at least 37 different codes for fund sourcing under the category of *Other* Surface Transportation funding. These types of funds may be used for capacity, bridge work, intersection, and other operational improvements. In MPO PORTAL, for example, coding of STPAA indicates *Surface Transportation Program Any Area*.

2.4.3 National Highway Systems/Interstate Maintenance/NHS Bridge Projects – The National Highway System (NHS) includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The NHS was developed by the Department of Transportation (DOT) in cooperation with the states, local officials, and metropolitan planning organizations (MPOs). This category now includes Interstate Maintenance activities as well as NHS Bridge activities.

2.4.4 Appalachian Highway System Projects – TEA-21 provided funding under Section 1117 for funding of highway corridor projects in 13 states to promote economic

development. This program was continues under SAFETEA-LU, but not MAP-21. This category will remain in place until all program funds are expended and project completed.

2.4.5 Transportation Alternatives Program (TAP) -This program was authorized under MAP-21 (Section 1122) and continues under FAST Act, replaces most of the project activities under SAFETEA-LU Transportation Enhancement guidelines and provides some flexibility in shifting fund to and from other programs, a feature not available under the former program.

23 USC 213(b) should be reviewed carefully for eligible and ineligible applications under the TAP provision, and with particular attention to eligible project sponsors.

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

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

2.4.6 Bridge Projects (State and Federal) - This includes new facility construction, existing bridge repair, and/or replacement. Projects selected by ALDOT are based on regional needs, maintenance, and inspection criteria (sufficiency ratings), and available funding. If sufficiency ratings fall below a certain point, the bridge is automatically scheduled for repair or replacement.

2.4.7 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 municipal city limits, 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.

2.4.8 Enhancement Projects – This category is eliminated in MAP-21, with many of the activities covered under Enhancement now being covered under the Transportation Alternatives (TAP) program (see 2.4.5). The 2.4.8 remains in place, however, because there is still funding available under this program and the category will be taken down once funding is exhausted. Enhancement activities no longer covered under TAP include:

- 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.

2.4.9 Transit Projects – Local transit operators provide projects to the MPOs in priority order, and they in turn use these to develop a Four or Five Year Transit Development Plan (TDP). Transit projects are required for the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) and typically appear in the documents as *funding actions*, and carrying an ALDOT project number.

2.4.10 System Maintenance Projects – Roadway and bridge maintenance is provided according to system specifications, facility-life maintenance scheduling, and available funding. Projects are usually assigned a ‘99’ code designation.

2.4.11 Safety Projects – MAP-21 retains the SAFETEA-LU and original TEA-21 Highway Safety Improvement Program (HSIP) to provide more comprehensive funding to states for specific types of projects. The program requires a state to develop a Statewide Highway Safety Plan (SHSP) and the project must be included in the plan.

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

2.4.14 High Priority and Congressional Earmark Projects – High Priority funding is project-specific funding provided by TEA-21 and extended by SAFETEA-LU and again in MAP-21. Congressional Earmarks are legislative actions providing funding for a specific purpose or project outside the normal funding allocation process. Although High Priority funding continues, *Congressional Earmark* designation remains only because some projects under this designation have not been completed.

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

2.4 Project Listings

2.4.1 Surface Transportation Attributable Projects

Sponsor: CITY OF MONTGOMERY													
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	
27010	100053061 STPAA 7733 (602)	WIDEN AND RESURFACE ANN STREET FROM HIGHLAND AVENUE TO BREWTON STREET (PHASE2)	0.45	RW	P	GRADE, DRAIN, BASE AND PAVE	2020	1.000		NA	\$983,056 \$0 \$245,764	\$1,228,819	
33136	100060096 STPAA 7701 (602)	BRIDGE REPLACEMENT ON CR-39 (WOODLEY ROAD)ATWHITES SLOUGH AND TRIBUTARY (BIN 003047 AND 003048)	0.00	RW	P	BRIDGE REPLACEMENT	2020	3.000		NA	\$60,000 \$0 \$15,000	\$75,000	
38085	100062338 STPAA 5115 ()	FEASIBILITY STUDY FOR SIDEWALKS/MULTI-USE PATH ON (CR-626) VAUGHN ROAD FROM TAYLOR ROAD TO CHANTILLY PARKWAY	4.40	SP	P	SIDEWALK	2020	35.000		NA	\$240,000 \$0 \$60,000	\$300,000	
37617	100064606 STPAA 5116 (250)	WIDEN AND RESURFACE ZELDA ROAD FROM ANN STREET TO CARTER HILL ROAD	1.00	RW	P	WIDENING AND RESURFACING (RDWY)	2020	4.000		NA	\$200,000 \$0 \$50,000	\$250,000	
39191	100063695 STPMN 5115 ()	RESURFACE CURB AND GUTTER INLET CONVERSION STRIPING SIDEWALKS AND CONVERSION FROM 4 LANE TO 3 LANE WITH PEDESTRIAN FACILITIES ON FAIRVIEW FROM SOUTH COURT STREET TO NARROW LANE ROAD	1.50	CN	P	RESURFACING	2020	0.000		NA	\$3,200,000 \$0 \$800,000	\$4,000,000	
39208	100063731 STPMN 5115 ()	RESURFACE OPERATIONAL IMPROVEMENTS HANDICAP RAMPS AND SIDEWALKS ON FEDERAL DRIVE FROM SOUTH OF THE RR TO ATLANTA HWY.	2.10	PE	P	RESURFACING	2020	0.000		NA	\$342,480 \$0 \$85,620	\$428,100	
39208	100063732 STPMN 5115 ()	RESURFACE OPERATIONAL IMPROVEMENTS HANDICAP RAMPS AND SIDEWALKS ON FEDERAL DRIVE FROM SOUTH OF THE RR TO ATLANTA HWY.	2.10	CN	P	RESURFACING	2021	0.000		NA	\$3,938,520 \$0 \$984,630	\$4,923,150	
24781	100064162 STPMN 5115 ()	WIDEN AND RESURFACE PERRY HILL RD FROM S OF CARDINAL LN TO CAMELIA DR AND WIDEN CR-235(ATLANTA HWY) FROM W OF PERRY HILL RD TO BELLHURST DR	0.00	CN	P	INTERSECTION IMPROVEMENTS	2020	7.000		NA	\$5,600,000 \$0 \$1,400,000	\$7,000,000	
37617	100064607 STPMN 5116 (250)	WIDEN AND RESURFACE ZELDA ROAD FROM ANN STREET TO CARTER HILL ROAD	1.00	UT	P	WIDENING AND RESURFACING (RDWY)	2020	4.000		NA	\$40,000 \$0 \$0	\$40,000	
37617	100040817 STPMN 5116 ()	WIDEN AND RESURFACE ZELDA ROAD FROM ANN STREET TO CARTER HILL ROAD	1.00	CN	P	WIDENING AND RESURFACING (RDWY)	2020	4.000		NA	\$1,248,000 \$0 \$312,000	\$1,560,000	
24781	100044272 STPMN 7724 ()	WIDEN AND RESURFACE PERRY HILL ROAD FROM HARRISON ROAD TO S. OF CARDINAL LANE	1.71	UT	P	WIDENING AND RESURFACING (RDWY)	2020	12.000		NA	\$1,642,283 \$0 \$0	\$1,642,283	
31917	100054285 STPMN 7730 (600)	DRAINAGE WIDENING RESURFACING SIGNALS AND LANDSCAPING FAIRVIEW AVENUE (CR-233) FROM I-65 TO SOUTH COURT STREET	0.81	CN	P	WIDENING AND RESURFACING (RDWY)	2020	0.000		NA	\$3,360,000 \$0 \$840,000	\$4,200,000	

2.4.1 Surface Transportation Attributable Projects

33136	100055809 STPMN 7701 (602)	BRIDGE REPLACEMENT ON CR-39 (WOODLEY ROAD)ATWHITES SLOUGH AND TRIBUTARY (BIN 003047 AND 003048)	0.00	CN	P	BRIDGE REPLACEMENT	2021	3.000	NA	\$2,339,717 \$0 \$584,929	\$2,924,646
39191	100059726 STPMN 5115 (251)	RESURFACE CURB AND GUTTER INLET CONVERSION STRIPING SIDEWALKS AND CONVERSION FROM 4 LANE TO 3 LANE WITH PEDESTRIAN FACILITIES ON FAIRVIEW FROM SOUTH COURT STREET TO NARROW LANE ROAD	1.00	UT	P	RESURFACING	2020	0.000	NA	\$80,000 \$0 \$0	\$80,000
36113	100059831 STPMN 5116 ()	RESURFACE CURB AND GUTTER INLET CONVERSION TRAFFIC STRIPING AND SIDEWALKS ON FEDERAL DRIVE FROM ATLANTA HIGHWAY TO CSX RAILROAD CROSSING.	2.13	CN	P	RESURFACING	2020	0.000	NA	\$2,400,000 \$0 \$600,000	\$3,000,000
27010	100045392 STPMN 7733 ()	RESURFACE AND WIDENING ANN STREET FROM HIGHLAND AVENUE TO BREWTON STREET PHASE 2	0.45	CN	P	WIDENING AND RESURFACING (RDWY)	2020	14.000	NA	\$1,473,844 \$0 \$368,461	\$1,842,304
33124	100060091 STPMN 7702 (601)	BRIDGE REPLACEMENT ON CR-33 (NARROW LANE ROAD) AT HANNON SLOUGH (BIN 003250 AND 003249)	0.00	UT	P	BRIDGE REPLACEMENT	2020	8.000	NA	\$160,000 \$0 \$0	\$160,000
33124	100060092 STPMN 7702 (601)	BRIDGE REPLACEMENT ON CR-33 (NARROW LANE ROAD) AT HANNON SLOUGH (BIN 003250 AND 003249)	0.00	RW	P	BRIDGE REPLACEMENT	2020	8.000	NA	\$60,000 \$0 \$15,000	\$75,000
33136	100060095 STPMN 7701 (602)	BRIDGE REPLACEMENT ON CR-39 (WOODLEY ROAD)ATWHITES SLOUGH AND TRIBUTARY (BIN 003047 AND 003048)	0.00	UT	P	BRIDGE REPLACEMENT	2020	3.000	NA	\$160,000 \$0 \$0	\$160,000
42350	100067639 STPMN 5118 ()	RESURFACING ON CR-54 (HUNTER LOOP ROAD) FROM OLD SELMA ROAD TO SR-3 (US-31)	3.70	CN	P	RESURFACING	2022	0.000	NA	\$2,800,000 \$0 \$700,000	\$3,500,000
43263	100068972 STPMN 5118 (254)	RESURFACING TRAFFIC SIGNALS AND SIDEWALKS ON WARES FERRY ROAD FROM EASTERN BOULEVARD TO MCLEMORE DRIVE	3.25	RW	P	RESURFACING	2020	0.000	NA	\$160,000 \$0 \$40,000	\$200,000
43263	100068973 STPMN 5118 (254)	RESURFACING TRAFFIC SIGNALS AND SIDEWALKS ON WARES FERRY ROAD FROM EASTERN BOULEVARD TO MCLEMORE DRIVE	3.25	UT	P	RESURFACING	2020	0.000	NA	\$80,000 \$0 \$0	\$80,000
43263	100068974 STPMN 5118 ()	RESURFACING TRAFFIC SIGNALS AND SIDEWALKS ON WARES FERRY ROAD FROM EASTERN BOULEVARD TO MCLEMORE DRIVE	3.25	CN	P	RESURFACING	2021	0.000	NA	\$2,600,000 \$0 \$650,000	\$3,250,000
Totals By Sponsor						Federal		\$33,167,899		ALL Funds	\$40,919,304

2.4.1 Surface Transportation Attributable Projects

Sponsor: CITY OF PRATTVILLE												
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
39187	100063686 STPMN 0115 ()	ADD TURN LANES AT INTERSECTIONS ON SR-3 (US-31) BETWEEN 6TH STREET (PRATTVILLE) NORTH TO I-65	0.00	PE	P	INTERSECTION IMPROVEMENTS	2020	27.000		NA	\$4,000 \$0 \$1,000	\$5,000
39187	100063687 STPMN 0115 ()	ADD TURN LANES AT INTERSECTIONS ON SR-3 (US-31) BETWEEN 6TH STREET (PRATTVILLE) NORTH TO I-65	0.00	CN	P	INTERSECTION IMPROVEMENTS	2020	0.000		NA	\$2,000,000 \$0 \$500,000	\$2,500,000
43001	100063689 STPMN 0115 ()	ADDITIONAL TURN LANES AT INTERSECTIONS ON FAIRVIEW AVENUE BETWEEN SR-3 (US-31) AND JASMINE TRAIL	0.00	CN	P	TURN LANES	2021	0.000		NA	\$2,400,000 \$0 \$600,000	\$3,000,000
43001	100068602 STPMN 0115 ()	ADDITIONAL TURN LANES AT INTERSECTIONS ON FAIRVIEW AVENUE BETWEEN SR-3 (US-31) AND JASMINE TRAIL	0.00	PE	P	TURN LANES	2020	0.000		NA	\$196,000 \$0 \$49,000	\$245,000
Totals By Sponsor						Federal		\$4,600,000			ALL Funds	\$5,750,000
Sponsor: CITY OF WETUMPKA												
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
33315	100057512 STPAA UT12 ()	UTILITY RELOCATION AND STREET IMPROVEMENTS ON COMPANY STREET FROM LOGAN STREET TO EAST BRIDGE STREET AND SOUTH MAIN STREET FROM EAST BRIDGE STREET TO SR-9 (US-231)	1.12	UT	P	RESURFACING	2020	29.000		NA	\$94,579 \$0 \$0	\$94,579
33315	100056090 STPMN 2919 ()	RESURFACE SIDEWALK IMPROVEMENTS LANDSCAPING AND PEDESTRIAN LIGHTING FIXTURES ON SOUTH MAIN ST FROM EAST BRIDGE ST TO US-231 (SR-9)	1.40	CN	P	RESURFACING	2020	29.000		NA	\$640,000 \$0 \$160,000	\$800,000
Totals By Sponsor						Federal		\$734,579			ALL Funds	\$894,579
Sponsor: ELMORE COUNTY COMMISSION												
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
38769	100063233 STPMN 2615 ()	WIDENING ON CR-8 (REDLAND ROAD) FROM SR-9 (US-231) TO CR-4 (RIFLE RANGE ROAD) AND BRIDGE REPLACEMENT AT HARWELL MILL CREEK (BIN 10936)	1.48	CN	P	WIDENING AND RESURFACING (RDWY)	2020	19.000		NA	\$1,200,000 \$0 \$300,000	\$1,500,000
10879	100063705 STPMN 2615 ()	WIDEN TO ACCOMMODATE A CENTER TURN LANE ON RIFLE RANGE RD FROM DOZIER RD TO TOLL BRIDGE RD	0.00	CN	P	WIDENING AND RESURFACING (RDWY)	2021	0.000		NA	\$480,000 \$0 \$120,000	\$600,000
39198	100063710 STPMN 2615 ()	INTERSECTION IMPROVEMENTS AT COOSADA PARKWAY AND COOSADA ROAD	0.00	PE	P	INTERSECTION IMPROVEMENTS	2020	0.000		NA	\$40,000 \$0 \$10,000	\$50,000

2.4.1 Surface Transportation Attributable Projects

39198	100063711 STPMN 2619 ()	INTERSECTION IMPROVEMENTS AT COOSADA PARKWAY AND COOSADA ROAD	0.00	CN	P	INTERSECTION IMPROVEMENTS	2023	0.000		NA	\$160,000 \$0 \$40,000	\$200,000
39199	100063712 STPMN 2615 ()	INTERSECTION IMPROVEMENTS AT COOSADA PARKWAY AND ALABAMA RIVER PARKWAY	0.00	PE	P	INTERSECTION IMPROVEMENTS	2020	0.000		NA	\$40,000 \$0 \$10,000	\$50,000
39199	100063713 STPMN 2615 ()	INTERSECTION IMPROVEMENTS AT COOSADA PARKWAY AND ALABAMA RIVER PARKWAY	1.00	CN	P	INTERSECTION IMPROVEMENTS	2020	0.000		NA	\$160,000 \$0 \$40,000	\$200,000
38769	100067261 STPMN 2615 ()	WIDENING AND RESURFACING WITH INTERSECTION IMPROVEMENTS AT CR-8 (REDLAND ROAD) AND CR-4 (RIFLE RANGE ROAD)	0.55	CN	P	ADDITIONAL ROADWAY LANES	2020	0.000		NA	\$1,520,000 \$0 \$380,000	\$1,900,000
Totals By Sponsor						Federal	\$3,600,000			ALL Funds \$4,500,000		
Sponsor: MONTGOMERY COUNTY COMMISSION												
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
38085	100062338 STPAA 5115 ()	FEASIBILITY STUDY FOR SIDEWALKS/MULTI-USE PATH ON (CR-626) VAUGHN ROAD FROM TAYLOR ROAD TO CHANTILLY PARKWAY	4.40	SP	P	SIDEWALK	2020	35.000		NA	\$240,000 \$0 \$60,000	\$300,000
42337	100067611 STPAA 5117 (254)	INTERSECTION IMPROVEMENTS AT VAUGHN ROAD AND RYAN ROAD	0.00	RW	P	INTERSECTION IMPROVEMENTS	2020	0.000		NA	\$32,000 \$0 \$8,000	\$40,000
42337	100067613 STPAA 5117 (254)	INTERSECTION IMPROVEMENTS AT VAUGHN ROAD AND RYAN ROAD	0.00	UT	P	INTERSECTION IMPROVEMENTS	2020	0.000		NA	\$80,000 \$0 \$0	\$80,000
39595	100064157 STPMN 5115 ()	TRAFFIC STUDY ON SR-8 (US-80) FROM WAUGH TO MARLER ROAD	0.00	SP	P	CORRIDOR STUDY	2020	0.000		NA	\$96,000 \$0 \$24,000	\$120,000
11753	100064378 STPMN 5118 (251)	RESURFACE AND TRAFFIC STRIPE HYUNDAI BOULEVARD (CR-42) FROM SR-3 (US-31) TO SR-9 (US-331) TO INCLUDE AN AT-GRADE RAILROAD CROSSING WITH CSX TRANSPORTATION	2.70	CN	P	RESURFACING	2020	36.000		NA	\$1,279,280 \$0 \$319,820	\$1,599,100
39971	100064673 STPMN 5115 ()	RESURFACE AND WIDEN RYAN ROAD (CR- 234) FROM VAUGHN ROAD TO CHANTILLY PARKWAY	0.82	PE	P	WIDENING AND RESURFACING (RDWY)	2020	0.000		NA	\$285,520 \$0 \$71,380	\$356,900
39971	100064674 STPMN 5115 ()	RESURFACE AND WIDEN RYAN ROAD (CR- 234) FROM VAUGHN ROAD TO CHANTILLY PARKWAY	0.82	RW	P	WIDENING AND RESURFACING (RDWY)	2021	0.000		NA	\$169,680 \$0 \$42,420	\$212,100
42337	100067614 STPMN 5117 ()	INTERSECTION IMPROVEMENTS AT VAUGHN ROAD AND RYAN ROAD	0.00	CN	P	INTERSECTION IMPROVEMENTS	2020	0.000		NA	\$400,000 \$0 \$100,000	\$500,000
Totals By Sponsor						Federal	\$2,582,480			ALL Funds \$3,208,100		

State Project Code: **100060091, 100060092, 100055807** Sponsor: **City of Montgomery**

Functional Classification: **Collector**

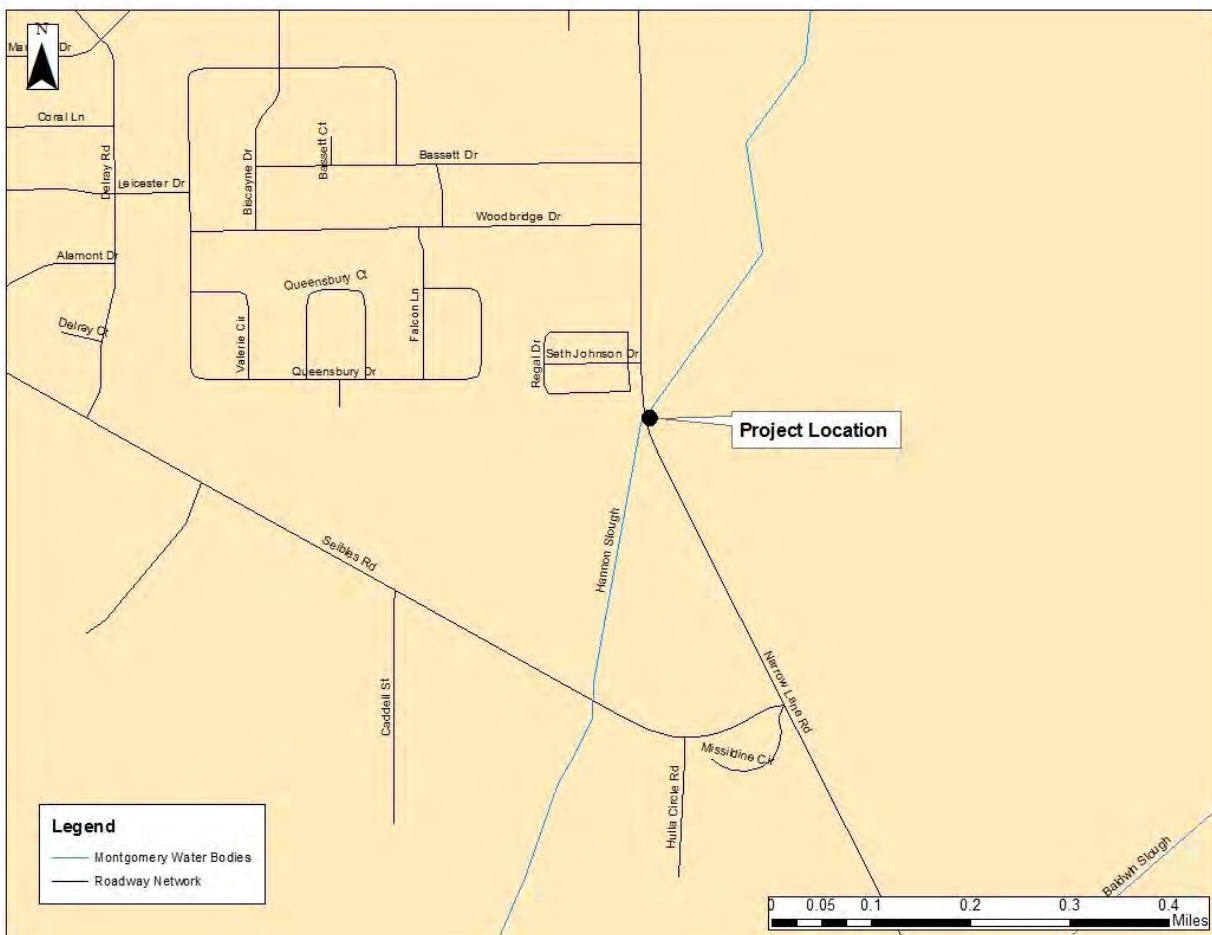
Location: **Narrow Lane at Hannon Slough (BIN# 003250)**

Project Description: **Bridge Replacement on Narrow Lane at Hannon Slough (BIN# 003250)**

Distance: **N/A**
Funds

Funding Source: **Surface Transportation Program Montgomery (STPMN)**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN 5115	UT	7/1/2020	FY-20	\$160,000	\$40,000	\$200,000
STPMN 5115	RW	5/1/2021	FY-21	\$92,000	\$23,000	\$115,000



State Project Code: **100060096, 100055809** Sponsor: **City of Montgomery**

Functional Classification: **Minor Arterial**

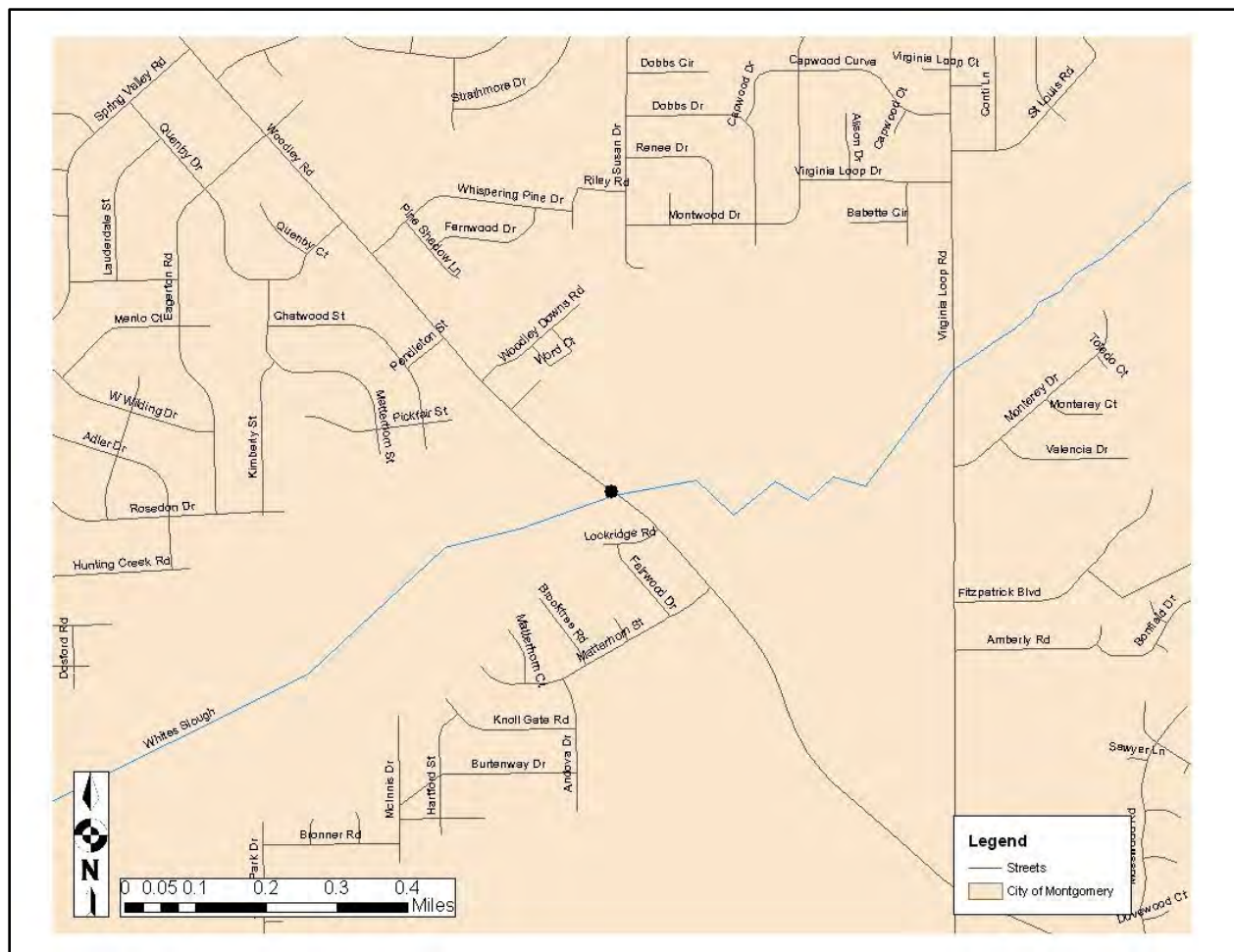
Project Description: **Bridge Replacement on Woodley Rd at Whites Slough (BIN #003048 & 003047)**

Distance: N/A

Funding Source: **Surface Transportation Program Montgomery (STPMN)**

Funds

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN 5115	RW	9/1/2020	FY-20	\$ 96,000	\$24,000	\$120,000
STPMN 5115	CN	9/1/2023	FY-23	\$ 2,000,000	\$500,000	\$2,500,000



State Project Code: **100064161** Sponsor: **City of Montgomery**

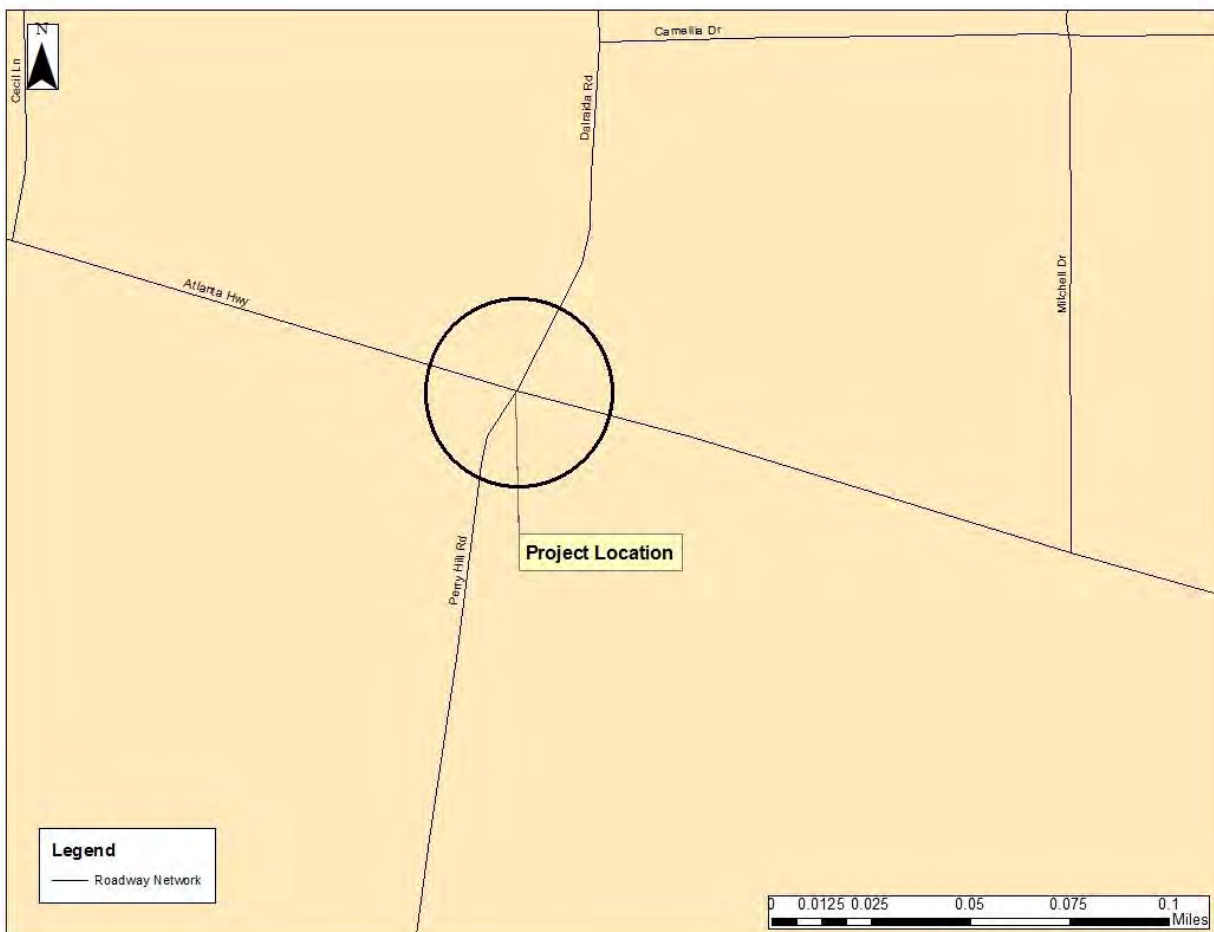
Functional Classification: **Minor Arterial**

Project Description: **Intersection Improvements on Perry Hill Rd at Atlanta Hwy**

Distance: **N/A**
Funds

Funding Source: **Surface Transportation Program Montgomery (STPMN)**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN 5115	RW	12/1/2019	FY-20	\$800,000	\$200,000	\$1,000,000



Sponsor: **City of Montgomery** State Project Code: **100064606, 100040817**

Functional Classification: **Minor Arterial**

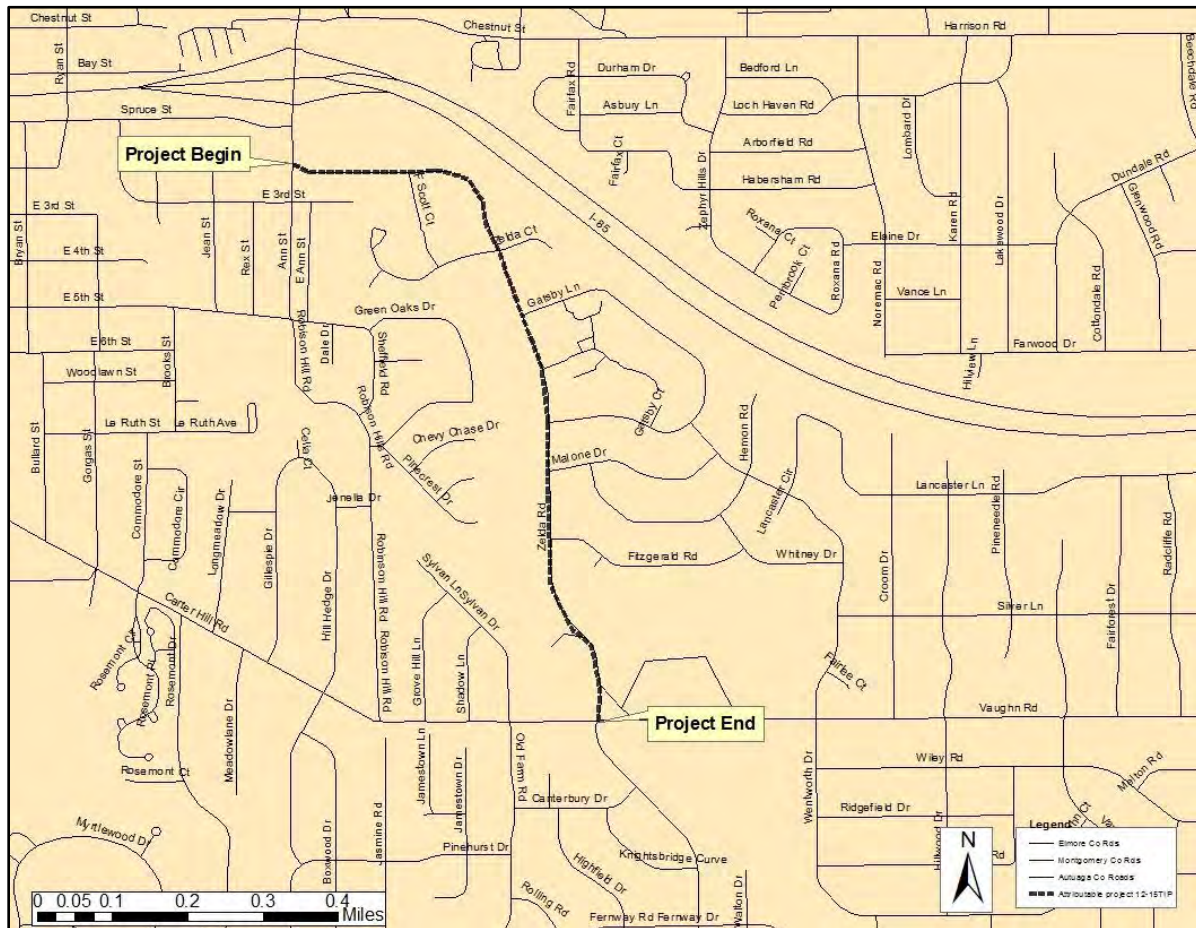
Location: **Zelda Rd from Ann St to Carter Hill Rd**

Project Description: **Widen, Level, resurface and Traffic stripe on Zelda Rd from Ann St to Carter Hill Rd**

Distance: **1.18 miles**
(STPMN) Funds

Funding Source: **Surface Transportation Program Montgomery**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN 5115	RW	1/26/2022	FY-22	\$160,000	\$40,000	\$200,000
STPMN 5115	CN	7/1/2023	FY-23	\$1,824,000	\$456,000	\$2,280,000



Sponsor: **City of Montgomery**

State Project Code: **100067639**

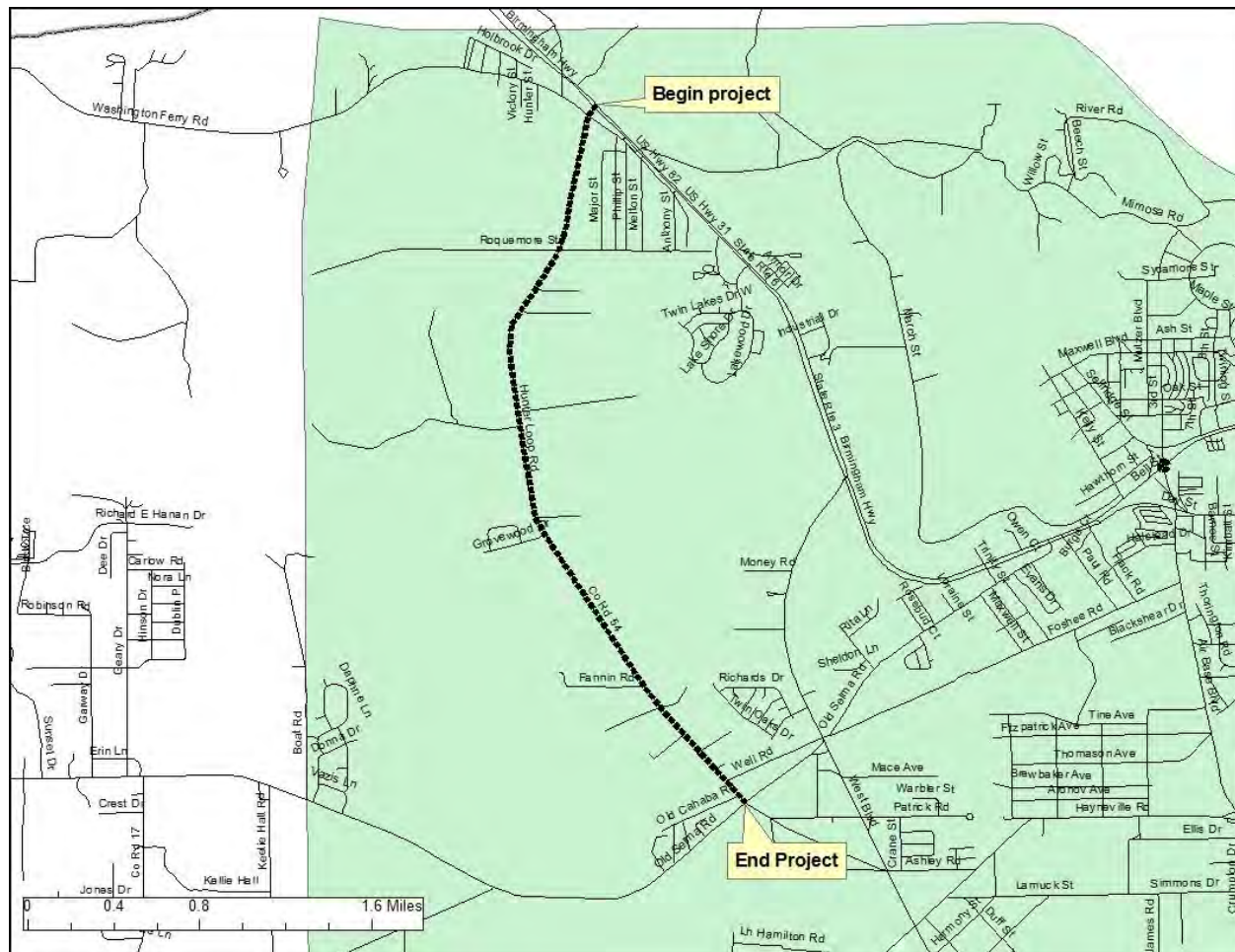
Functional Classification: **Arterial**

Bicycle and Pedestrian Plan: **N**

Project Description: **Resurfacing on Hunter Loop Rd from Old Selma Rd to US-31**

Distance: **3.70 miles** Funding Source: **Surface Transportation Program Montgomery (STPMN) Funds**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN 5118 ()	CN	1/28/21	2021	\$2,080,000	\$520,000	\$2,600,000



Sponsor: **City of Montgomery**

State Project Code: **1000**

Functional Classification: **Arterial**

Bicycle and Pedestrian Plan: **N**

Project Description: **Resurfacing on Old Selma Rd from West Blvd. to Montgomery City Limits**

Distance: **2.70 miles** Funding Source: **Surface Transportation Program Montgomery (STPMN) Funds**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN 5118 ()	PE	7/1/2020	2020	\$120,000	\$30,000	\$150,000
STPMN 5118 ()	CN	1/23/2023	2023	\$736,000	\$184,000	\$920,000



Sponsor: **City of Montgomery**

State Project Code: **1000**

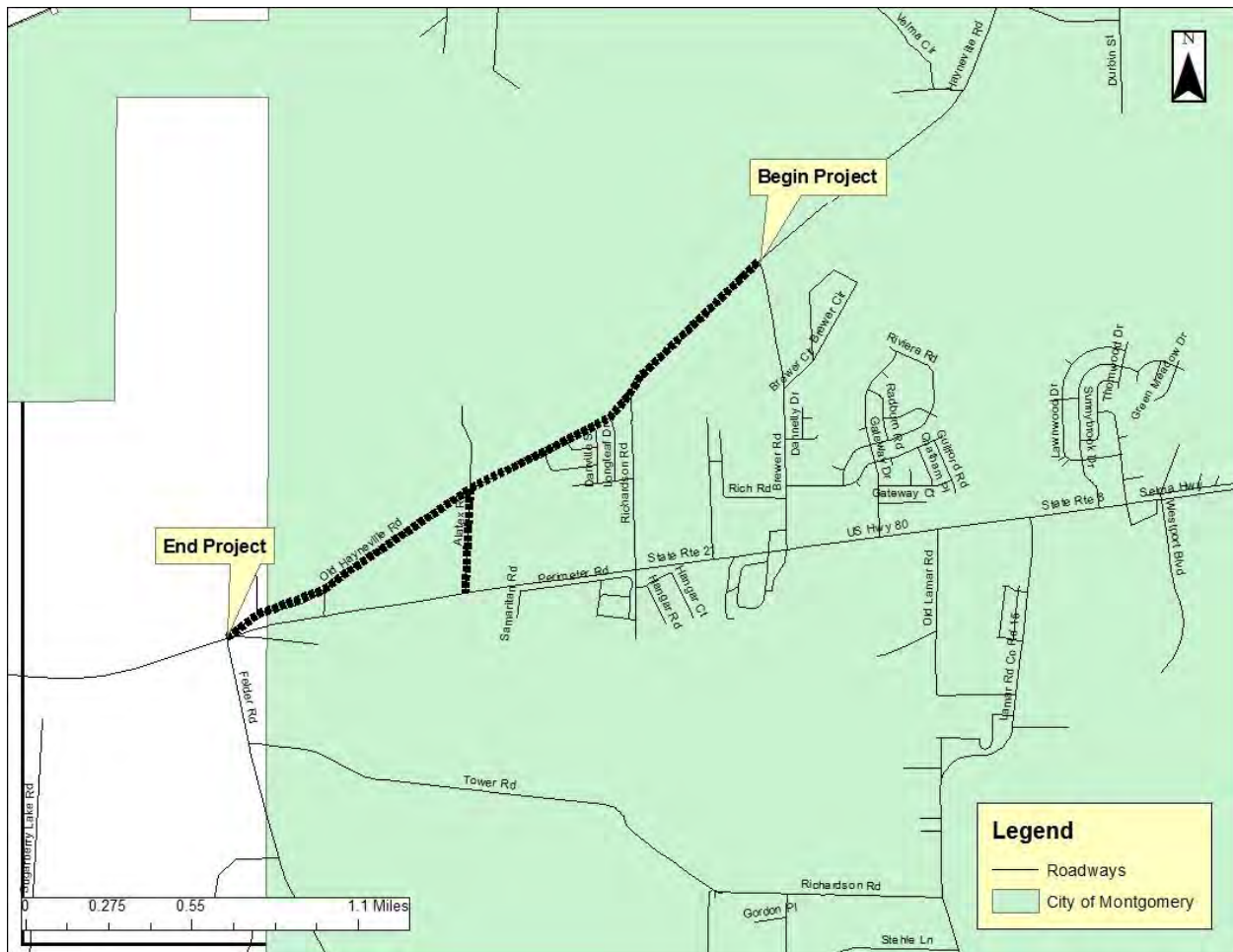
Functional Classification: **Arterial**

Bicycle and Pedestrian Plan: **N**

Project Description: **Resurfacing on Old Hayneville Rd from Brewer Rd to US-80**

Distance: **3.70 miles** Funding Source: **Surface Transportation Program Montgomery (STPMN) Funds**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN 5118 ()	PE	6/28/2020	2020	\$120,000	\$30,000	\$150,000



TIP Map ID Number: **15** Sponsor: **City of Montgomery** State Project Code: **100059721**

Functional Classification: **Minor Arterial**

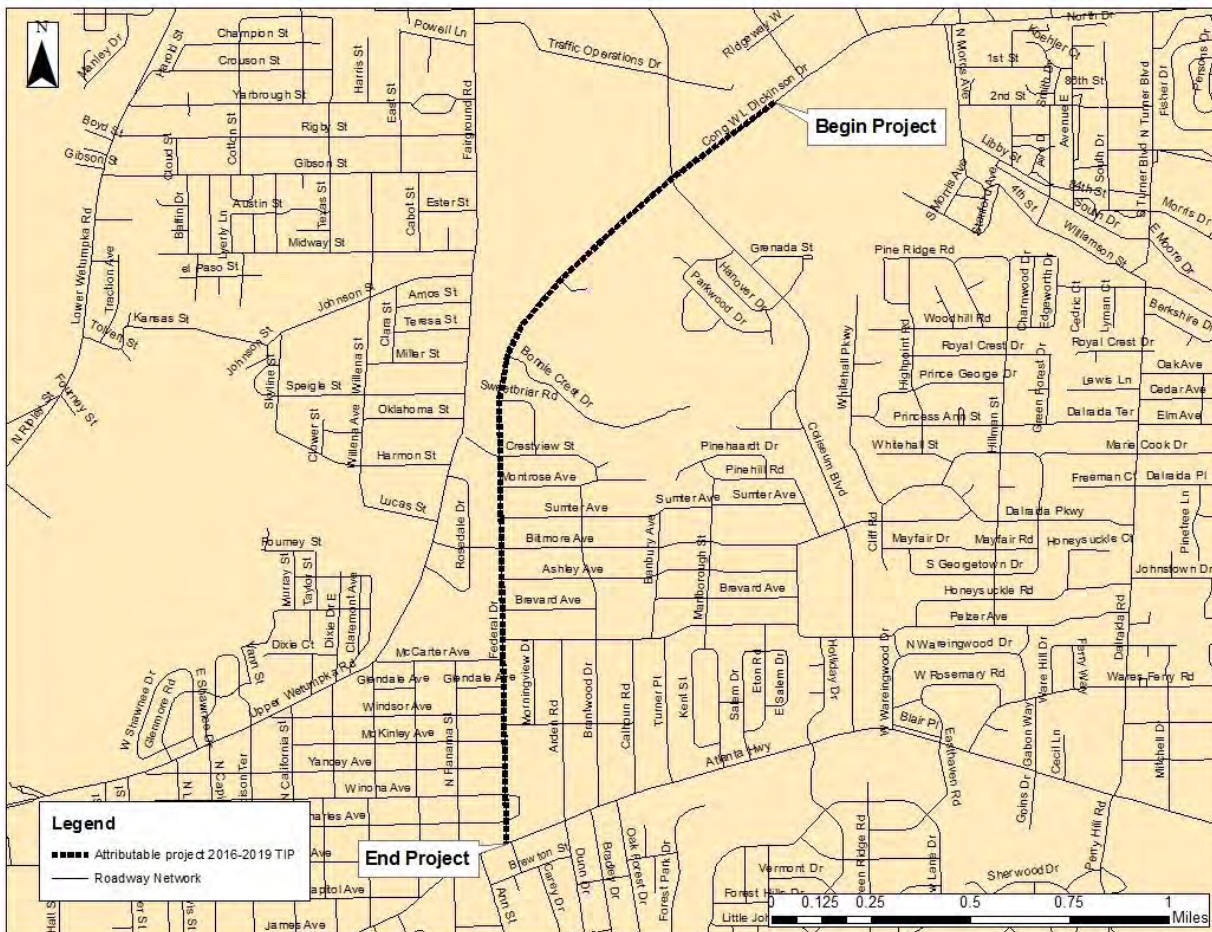
Location: **Congressman W L Dickinson Drive from South ROW of CSX RR to Atlanta Highway**

Project Description: **Resurface, curb and gutter, inlet conversion, traffic stripe and sidewalks, Congressman W L Dickinson Drive/Federal Drive from South ROW of CSX RR to Atlanta Highway**

Distance: **2.13 miles**
(STPMN) Funds

Funding Source: **Surface Transportation Program Montgomery**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR:	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN 5115	CN	3/1/2021	FY-21	\$2,400,000	\$600,000	\$3,000,000



TIP Project Number: **M-22-AM** Sponsor: **City of Montgomery**

State Project Code: **1000**

Functional Classification: **Arterial**

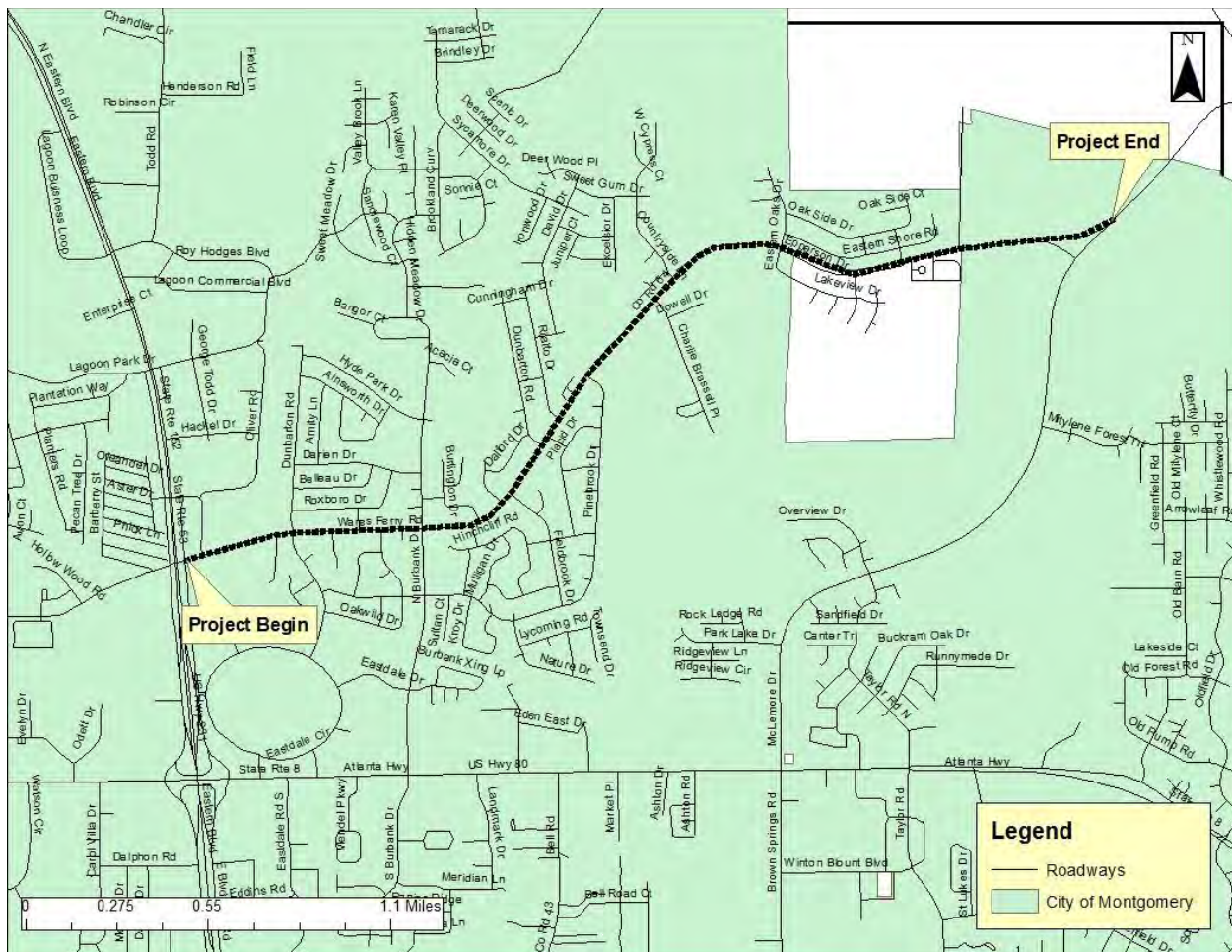
Bicycle and Pedestrian Plan: **N**

Location: **Wares Ferry Road from Eastern Blvd to McLemore (Phase II)**

Project Description: **Resurface, Traffic Signals and Sidewalks Wares Ferry Road from Eastern Blvd to McLemore (Phase II)**

Distance: **3.25 miles** Funding Source: **Surface Transportation Program Montgomery (STPMN) Funds**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR:	FEDERAL FUNDS:	LOCAL FUNDS:	TOTAL FUNDS:
STPMN 2615()	RW	1/1/2021	2021	\$160,000	\$40,000	\$200,000
STPMN 2615()	CN	1/1/2022	2022	\$1,520,000	\$380,000	\$1,900,000



Sponsor: **Autauga Co Comm** State Project Code: **1000**

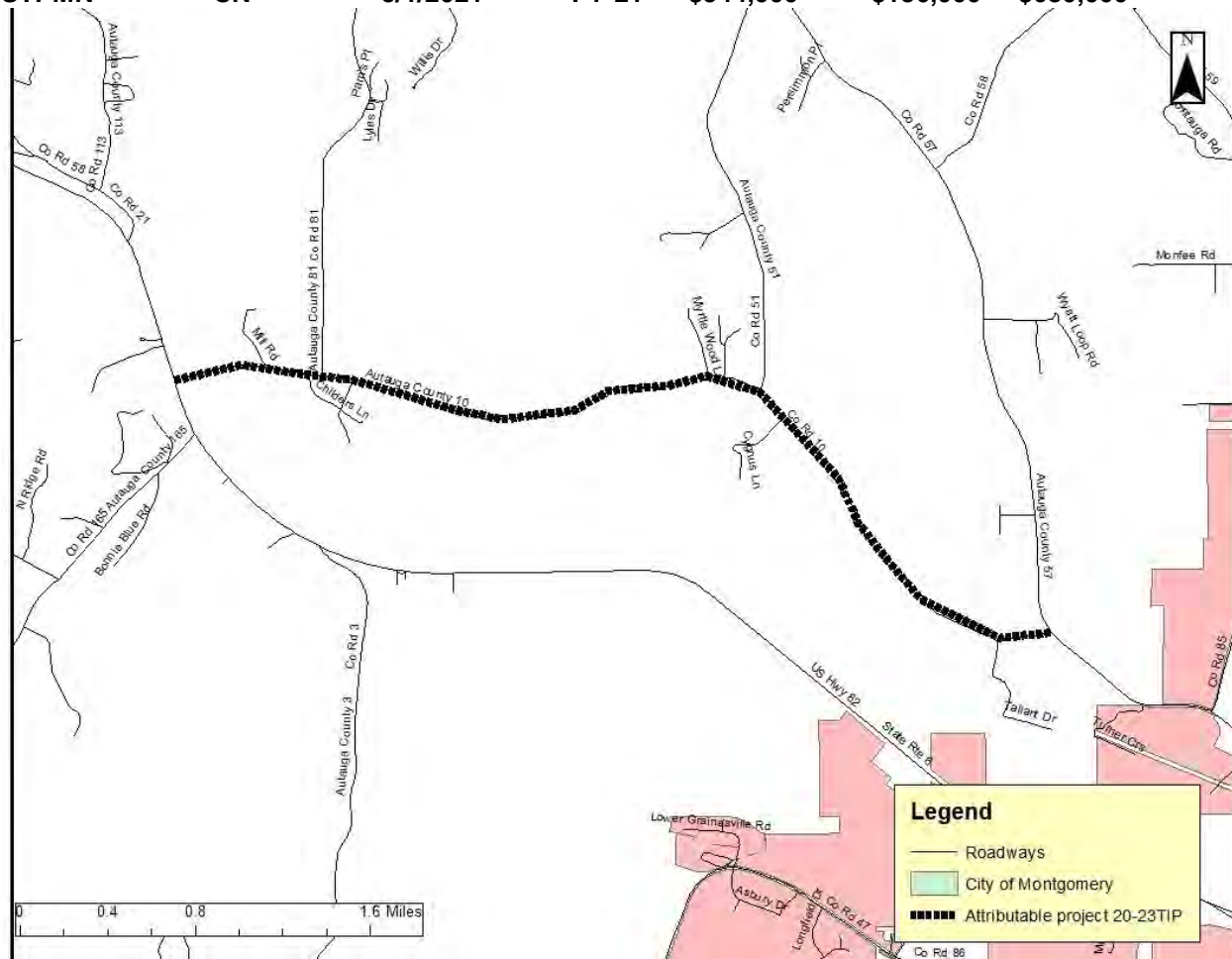
Functional Classification: **Minor Arterial**

Project Description: **Level, Resurface and Traffic Stripe on CR-10 from SR 6 to SR 57**

Distance: **4.57 miles**
(STPMN) Funds

Funding Source: **Surface Transportation Program Montgomery**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	5/1/2021	FY-21	\$544,000	\$136,000	\$680,000



Sponsor: **Autauga Co Comm** State Project Code: **1000**

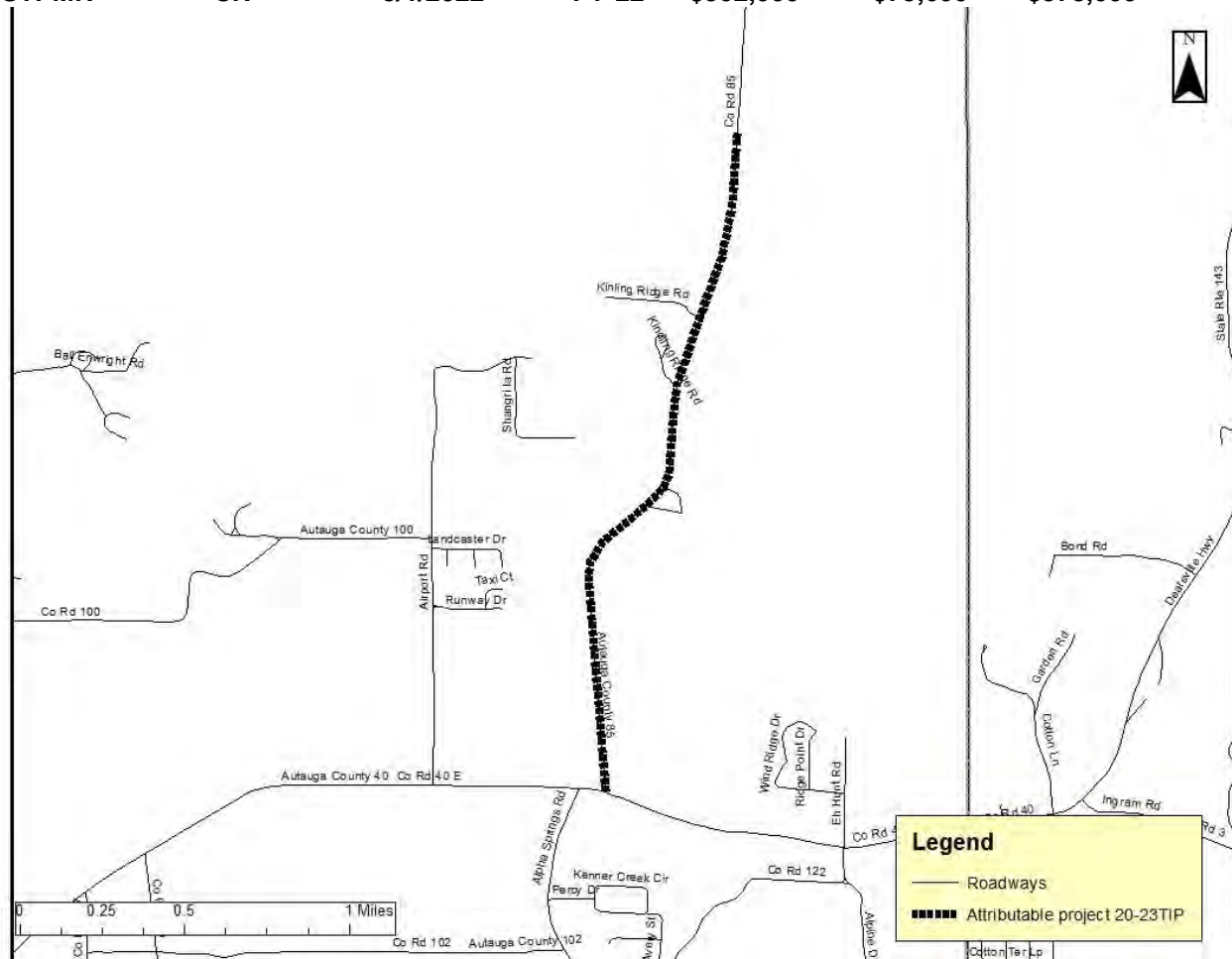
Functional Classification: **Minor Arterial**

Project Description: **Level, Resurface and Traffic Stripe on CR 85 from CR 40 to Bridge over Mortar Creek (BIN 21054)**

Distance: 2.117 miles
(STPMN) Funds

Funding Source: **Surface Transportation Program Montgomery**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	5/1/2022	FY-22	\$302,000	\$75,600	\$378,000



Sponsor: **City of Millbrook** State Project Code: **1000**

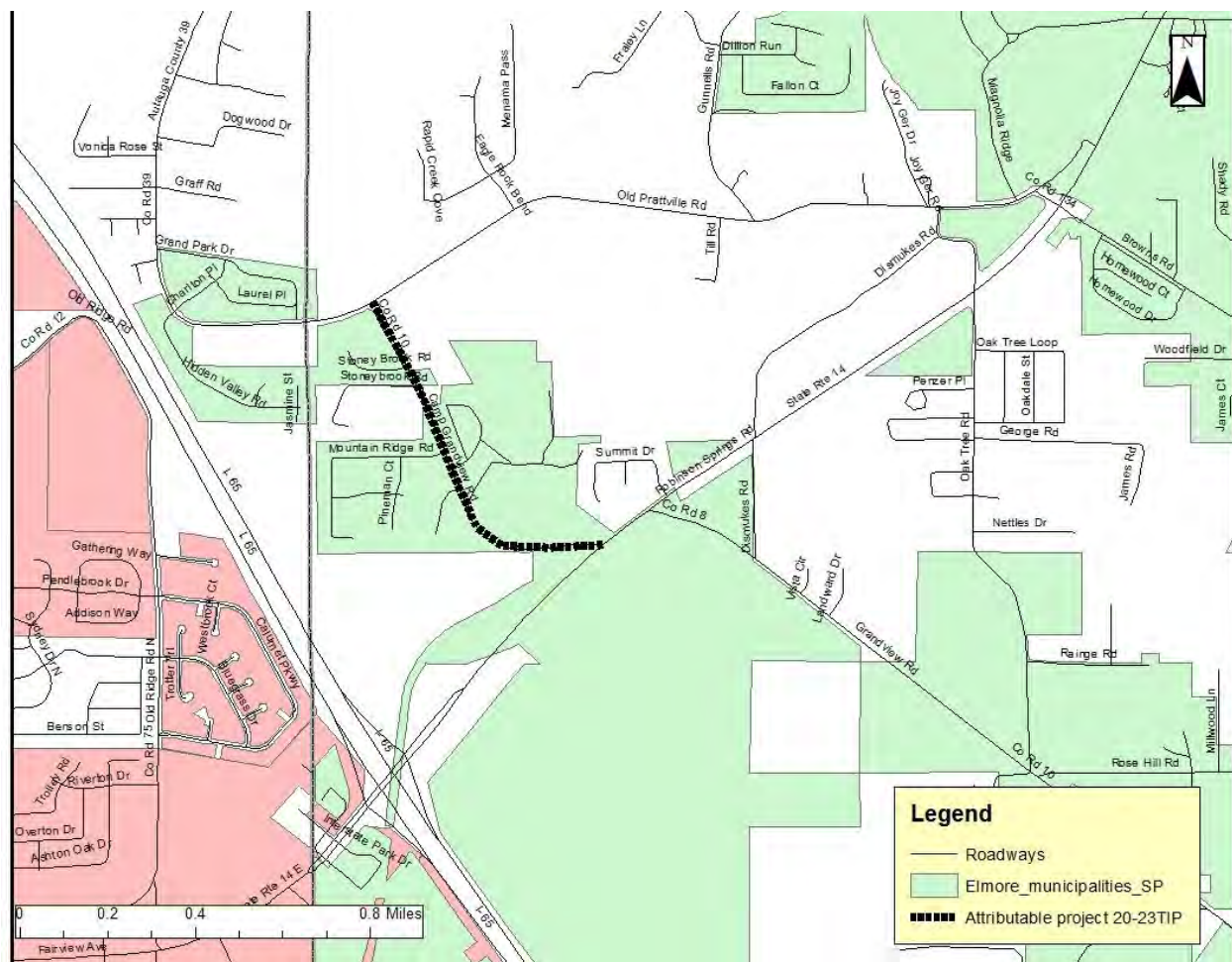
Functional Classification: **Minor Arterial**

Project Description: **Widen, Level, Resurface, Bike Lanes, Drainage Improvements and Traffic Stripe on Camp Grandview Rd from SR 14 to Old Prattville Rd**

Distance: **0.8 miles**
(STPMN) Funds

Funding Source: **Surface Transportation Program Montgomery**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	PE	10/1/2019	FY-20	\$8,000	\$2,000	\$10,000
STPMN	UT	1/1/2020	FY-20	\$80,000	\$20,000	\$100,000
STPMN	CN	8/1/2020	FY-20	\$464,000	\$116,000	\$580,000



Sponsor: **City of Prattville** State Project Code: **100068602, 100063689**

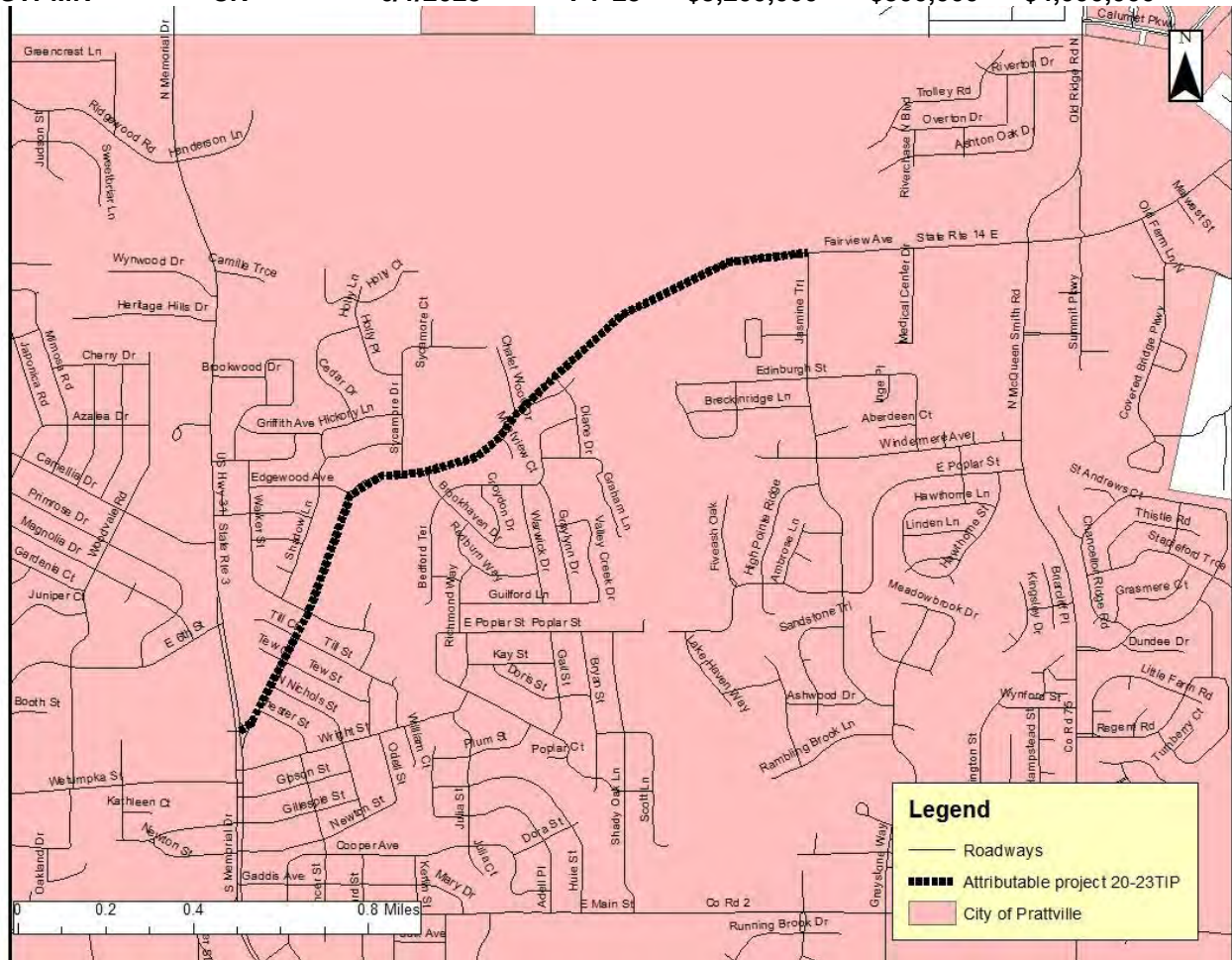
Functional Classification: **Minor Arterial**

Project Description: **Add Lanes and Drainage Improvements on Fairview Ave (SR 14) from US 31 to Jasmine Trail**

Distance: 1.8 miles
(STPMN) Funds

Funding Source: **Surface Transportation Program Montgomery**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	PE	5/1/2020	FY-20	\$240,000	\$60,000	\$300,000
STPMN	CN	6/1/2023	FY-23	\$3,200,000	\$800,000	\$4,000,000



Sponsor: **City of Prattville** State Project Code: **1000**

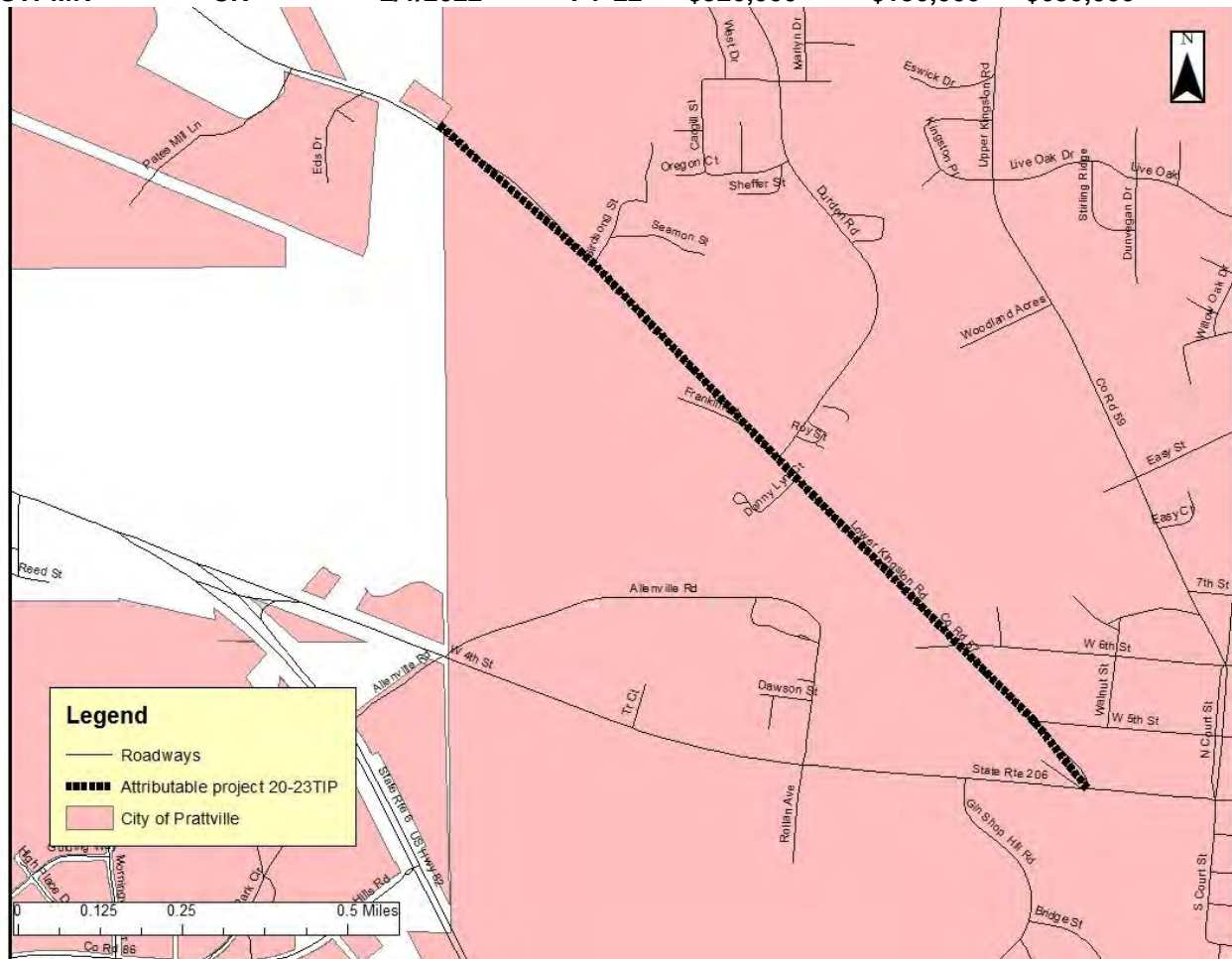
Functional Classification: **Minor Arterial**

Project Description: **Resurface on Lower Kingston from 4th St to City Limits**

Distance: **2 miles**
(STPMN) Funds

Funding Source: **Surface Transportation Program Montgomery**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	PE	11/1/2020	FY-21	\$48,000	\$12,000	\$60,000
STPMN	CN	2/1/2022	FY-22	\$520,000	\$130,000	\$650,000



Sponsor: **City of Wetumpka** State Project Code: **100057512, 100056090**

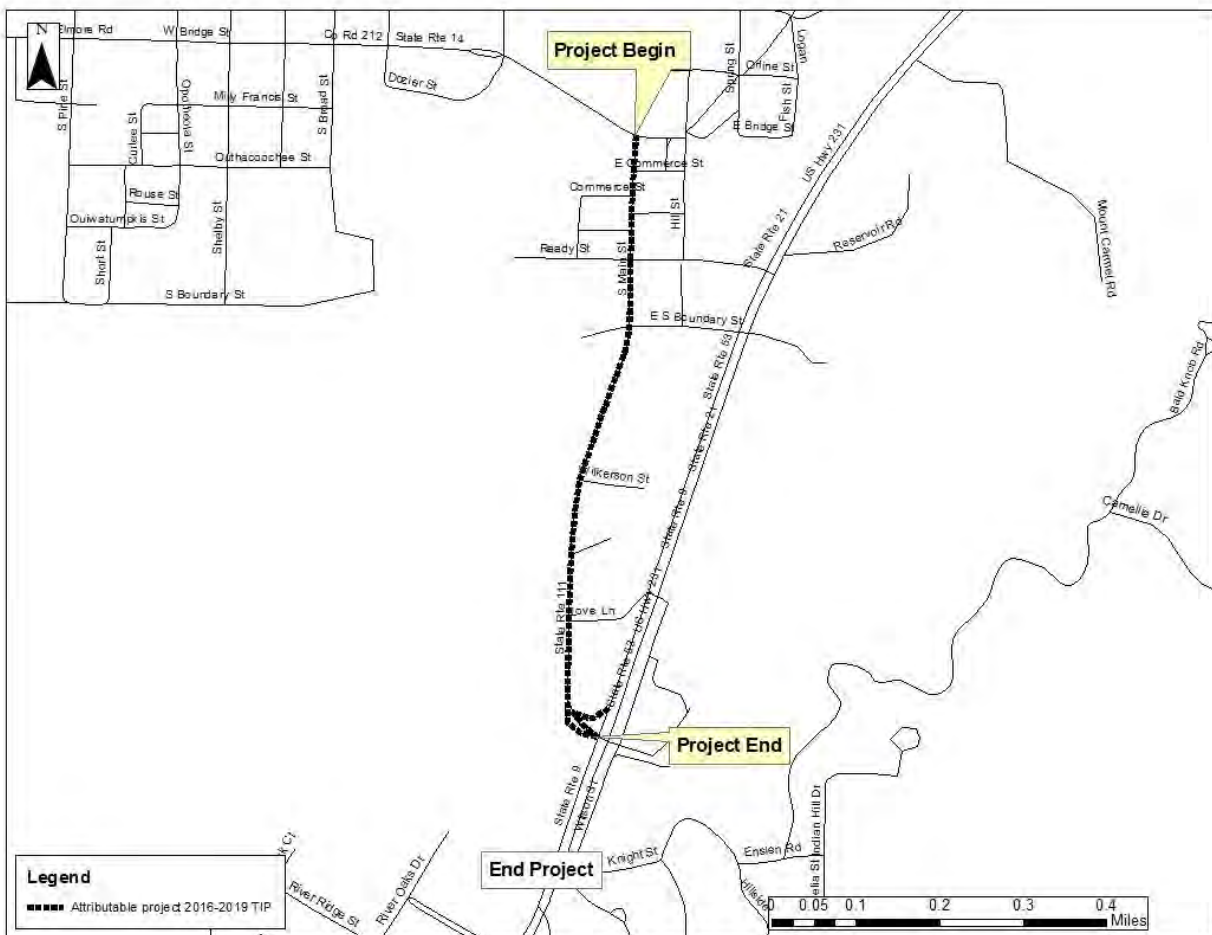
Functional Classification: **Collector**

Project Description: **Resurface, Sidewalk improvements, landscaping and pedestrian lighting fixtures on S Main St from E Bridge St to US-231**

Distance: 1.12 miles
(STPMN) Funds

Funding Source: **Surface Transportation Program Montgomery**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	UT	7/1/2020	FY-20	\$75,663	\$18,916	\$94,579
STPMN	CN	9/25/2020	FY-20	\$640,000	\$160,000	\$800,000



Sponsor: **Elmore Co. Comm.** State Project Code: **100063233**

Functional Classification: **Collector**

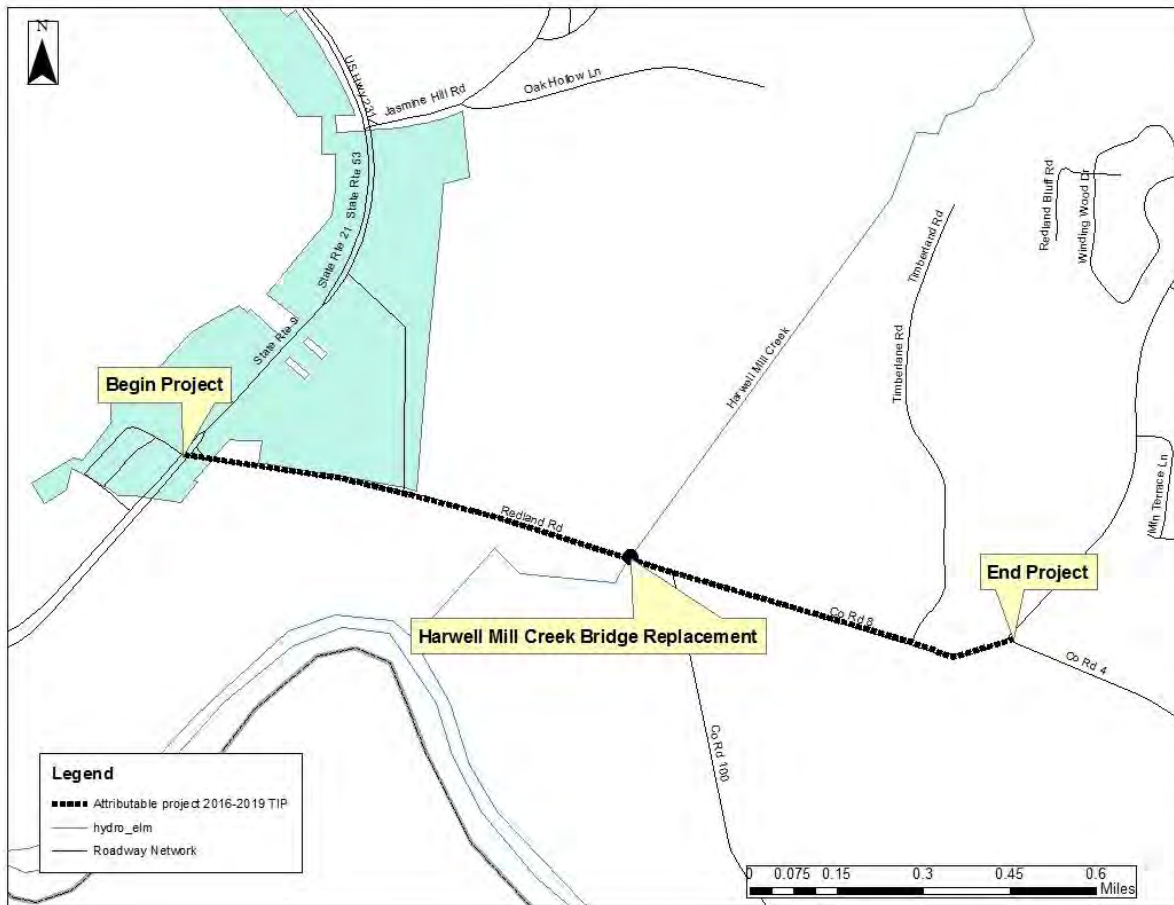
Location: **Redland Rd from SR-9 (US-231) to CR-4 (Rifle Range Rd) and Harwell Mill Creek (BIN# 10936)**

Project Description: **Widening, Resurfacing, Bridge Replacement on Redland Rd from SR-9 (US-231) to CR-4 (Rifle Range Rd) and Harwell Mill Creek (BIN# 10936)**

Distance: **1.48 miles**
(STPMN) Funds

Funding Source: **Surface Transportation Program Montgomery**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN 2615	CN	4/3/2020	FY-20	\$1,824,000	\$456,000	\$2,280,000



Source: **MPO Staff**

TIP Map ID Number:19

Sponsor: **Elmore Co. Comm.** State Project Code: **100063233**

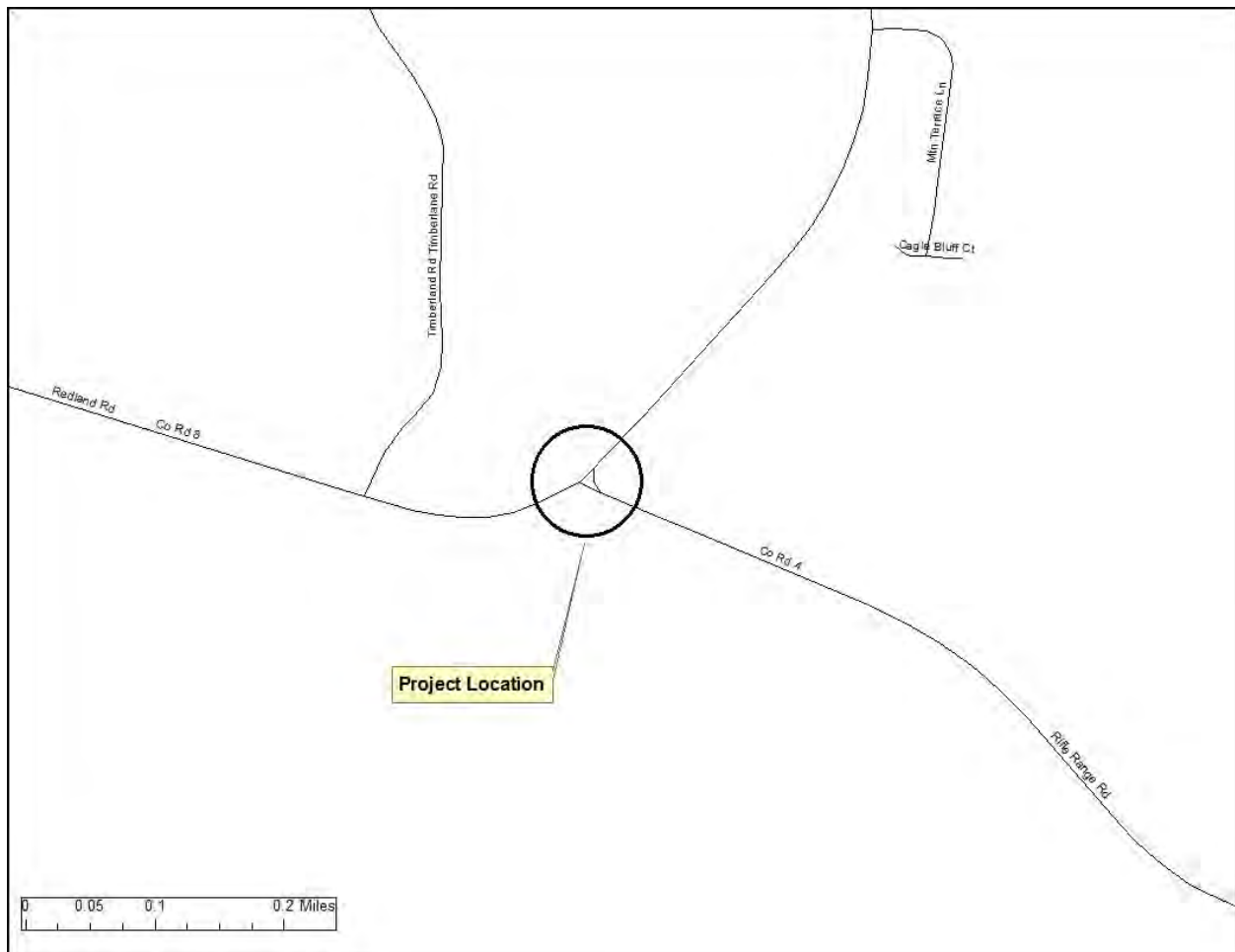
Functional Classification: **Collector**

Project Description: **Widening, Resurfacing, and Intersection Improvements at CR 4 and CR 8**

Distance: **N/A**
Funds

Funding Source: **Surface Transportation Program Montgomery (STPMN)**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN 2615	CN	4/3/2020	FY-20	\$1,520,000	\$380,000	\$1,900,000



Sponsor: **Elmore Co. Comm.** State Project Code: **1000**

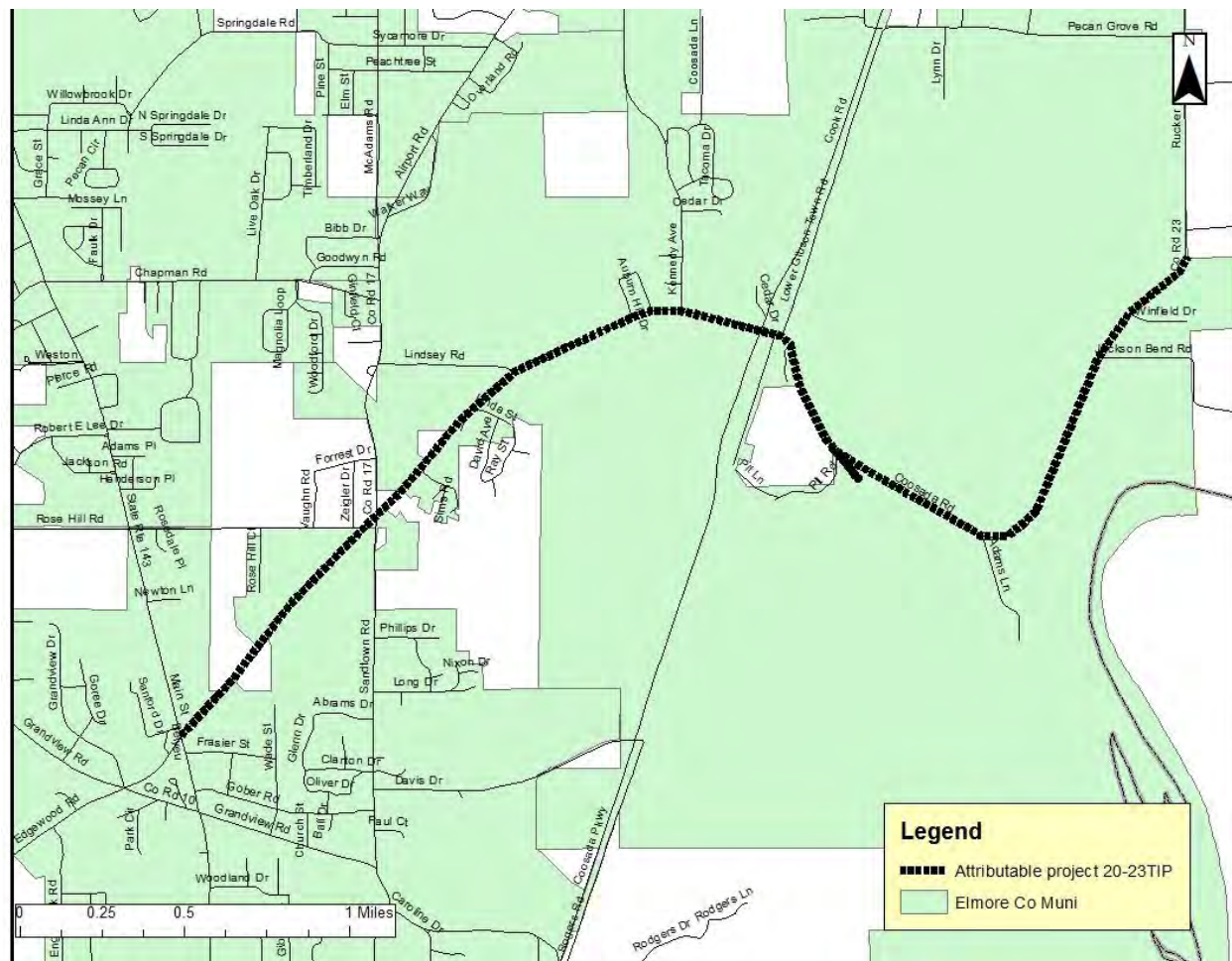
Functional Classification: **Collector**

Project Description: **Microsurface and Traffic Stripe Coosada Rd from SR-143 to Blackwells Drive**

Distance: **4.4 miles**
(STPMN) Funds

Funding Source: **Surface Transportation Program Montgomery**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN 2615	CN	1/1/2020	FY-20	\$232,000	\$58,000	\$290,000



Sponsor: **Elmore Co. Comm.** State Project Code: **1000**

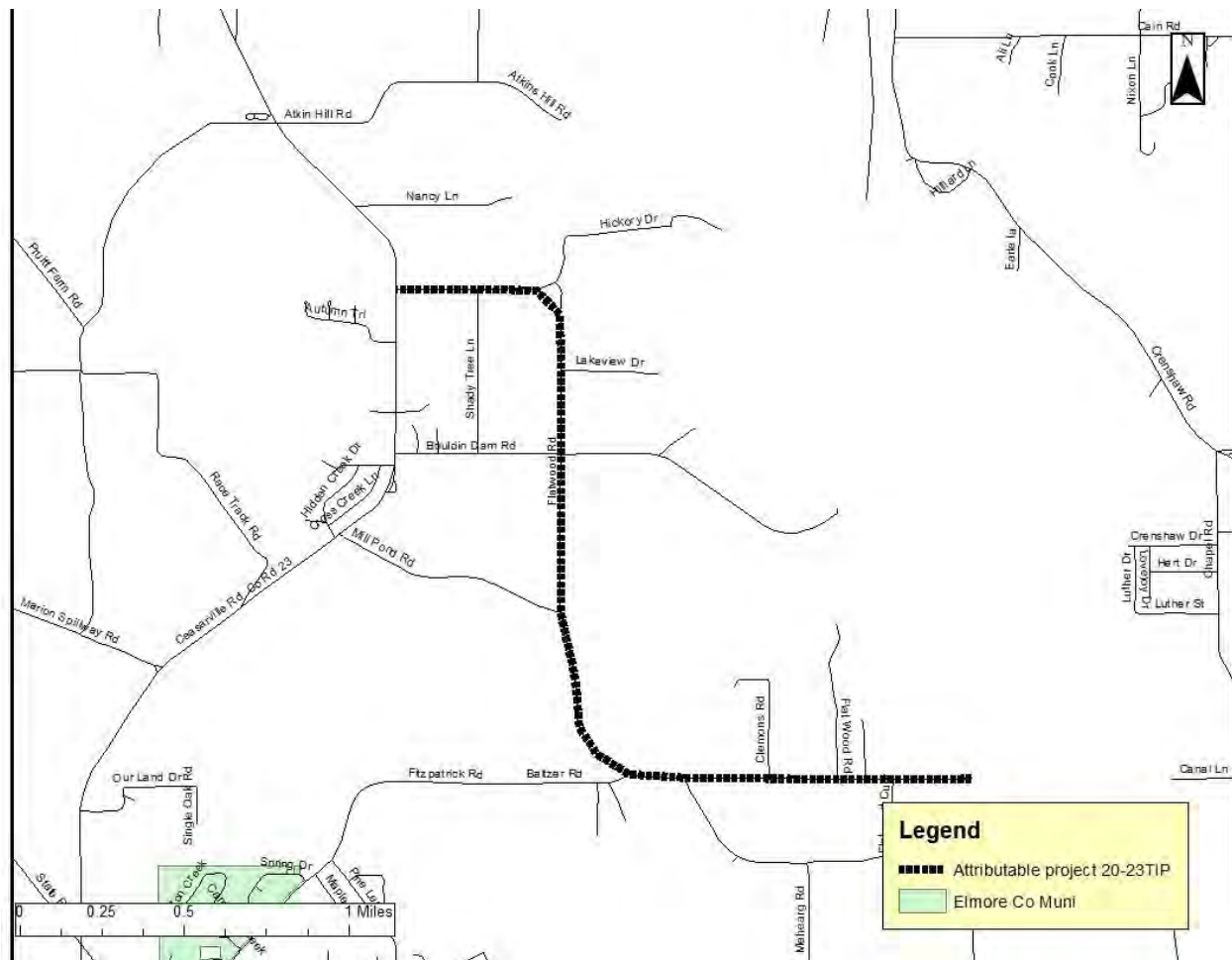
Functional Classification: **Collector**

Project Description: **Microsurface and Traffic Stripe Flatwood Rd from Dead End to Ceasarville Rd**

Distance: **4.65 miles**
(STPMN) Funds

Funding Source: **Surface Transportation Program Montgomery**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN 2615	CN	1/1/2020	FY-20	\$176,000	\$44,000	\$220,000



Sponsor: **Elmore Co. Comm.** State Project Code: **1000**

Functional Classification: **Collector**

Project Description: **Microsurface and Traffic Stripe Flatwood Curve from Mehearg Rd to Flatwood Rd**

Distance: **0.48 miles**
(STPMN) Funds

Funding Source: **Surface Transportation Program Montgomery**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN 2615	CN	1/1/2020	FY-20	\$24,000	\$6,000	\$30,000



Sponsor: **Elmore Co. Comm.** State Project Code: **1000**

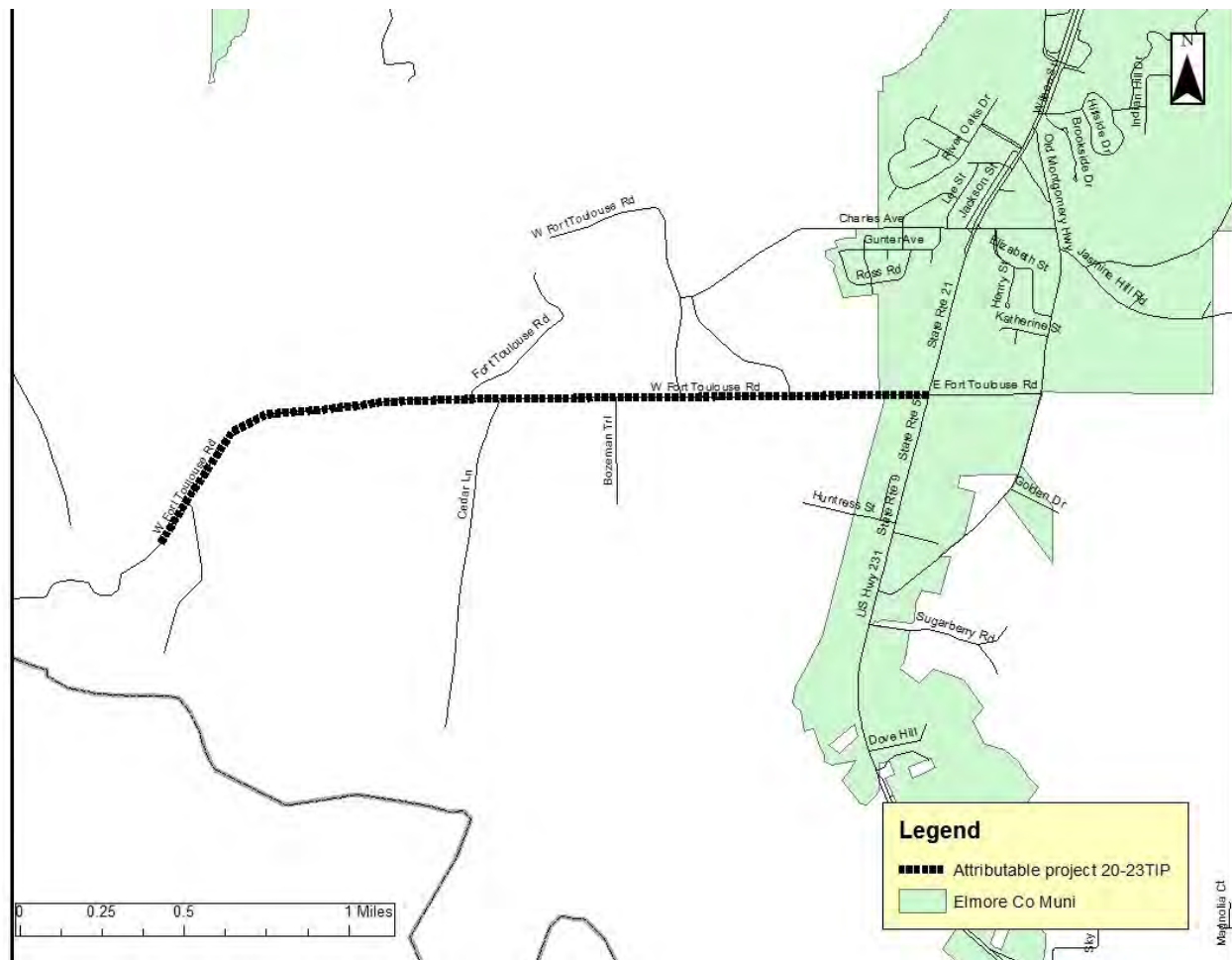
Functional Classification: **Collector**

Project Description: **Microsurface and Traffic Stripe Fort Toulouse Rd from Fort Toulouse to US 231**

Distance: **2.43 miles**
(STPMN) Funds

Funding Source: **Surface Transportation Program Montgomery**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN 2615	CN	1/1/2020	FY-20	\$152,000	\$38,000	\$190,000



Sponsor: **Elmore Co. Comm.** State Project Code: **1000**

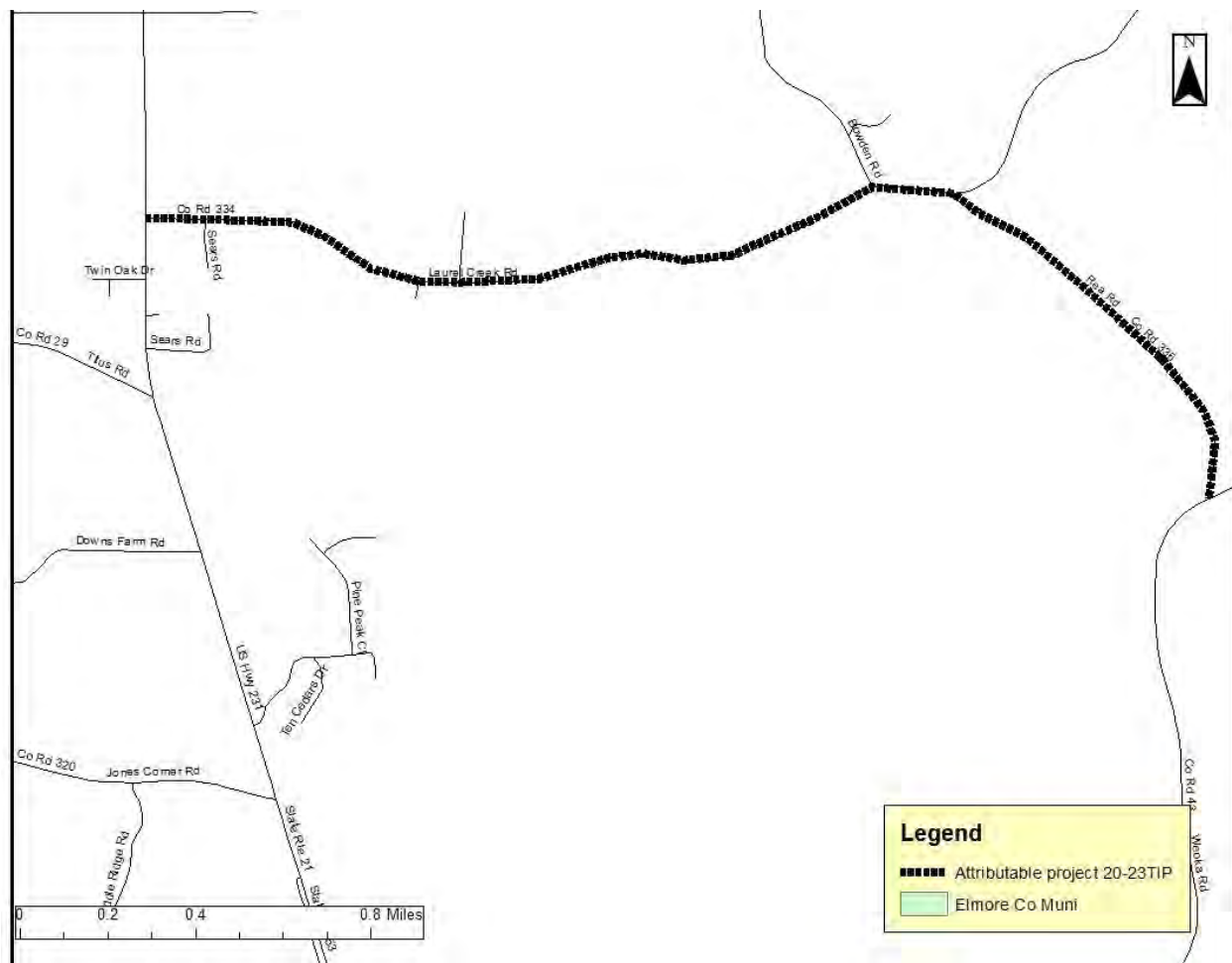
Functional Classification: **Collector**

Project Description: **Widen, Level Resurface and Traffic Stripe on Laurel Creek from US 231 to Weoka Rd**

Distance: **3.55 miles**
(STPMN) Funds

Funding Source: **Surface Transportation Program Montgomery**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN 2615	CN	2/1/2020	FY-20	\$344,000	\$86,000	\$430,000



Sponsor: **Elmore Co. Comm.** State Project Code: **1000**

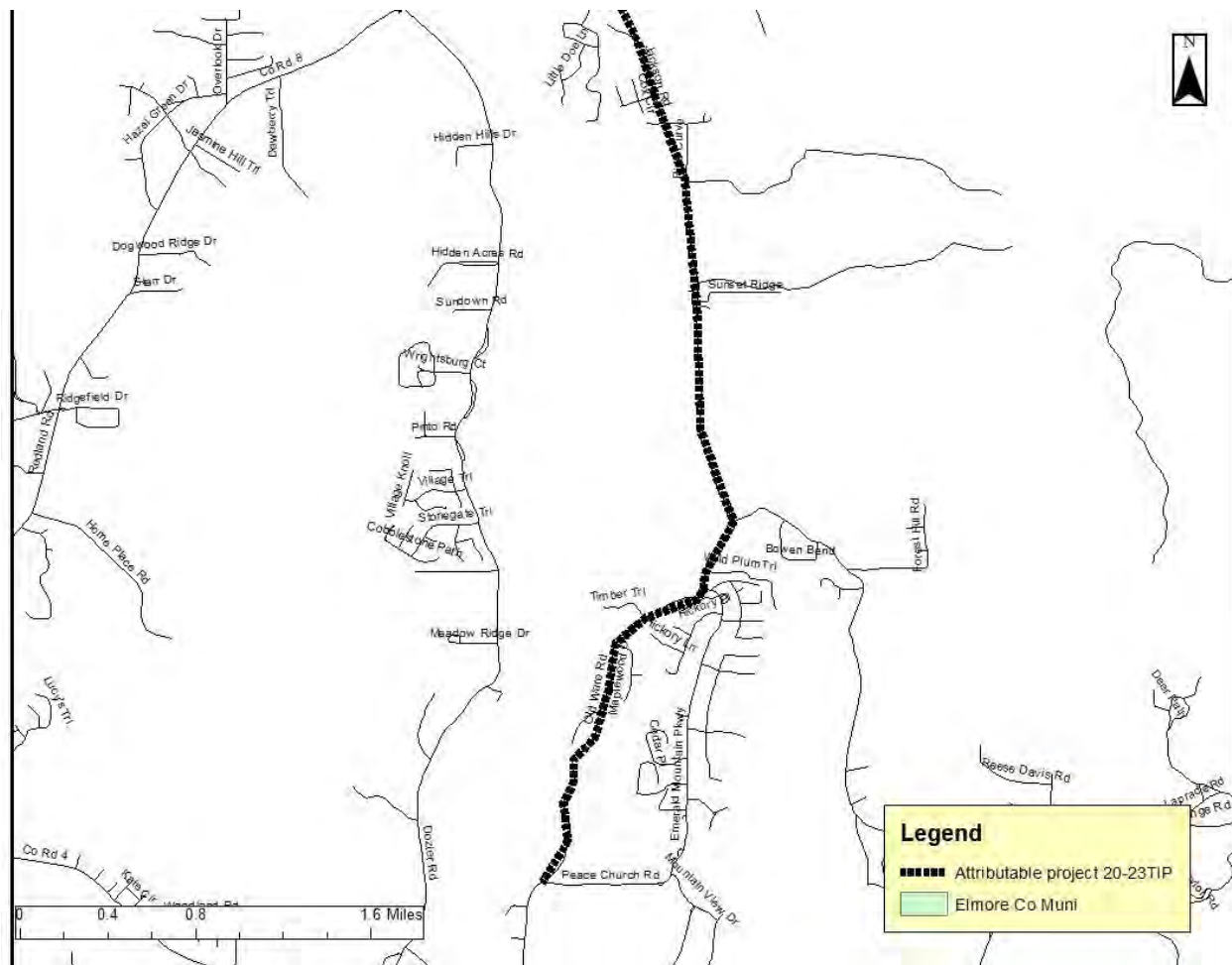
Functional Classification: **Collector**

Project Description: **Widen, Level, Resurface and Traffic Stripe on Jackson/Old Ware Rd from Peace Church Rd to Redland Rd**

Distance: **4.63 miles**
(STPMN) Funds

Funding Source: **Surface Transportation Program Montgomery**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN 2615	CN	2/1/2021	FY-21	\$288,000	\$72,000	\$360,000



Sponsor: **Elmore Co. Comm.** State Project Code: **1000**

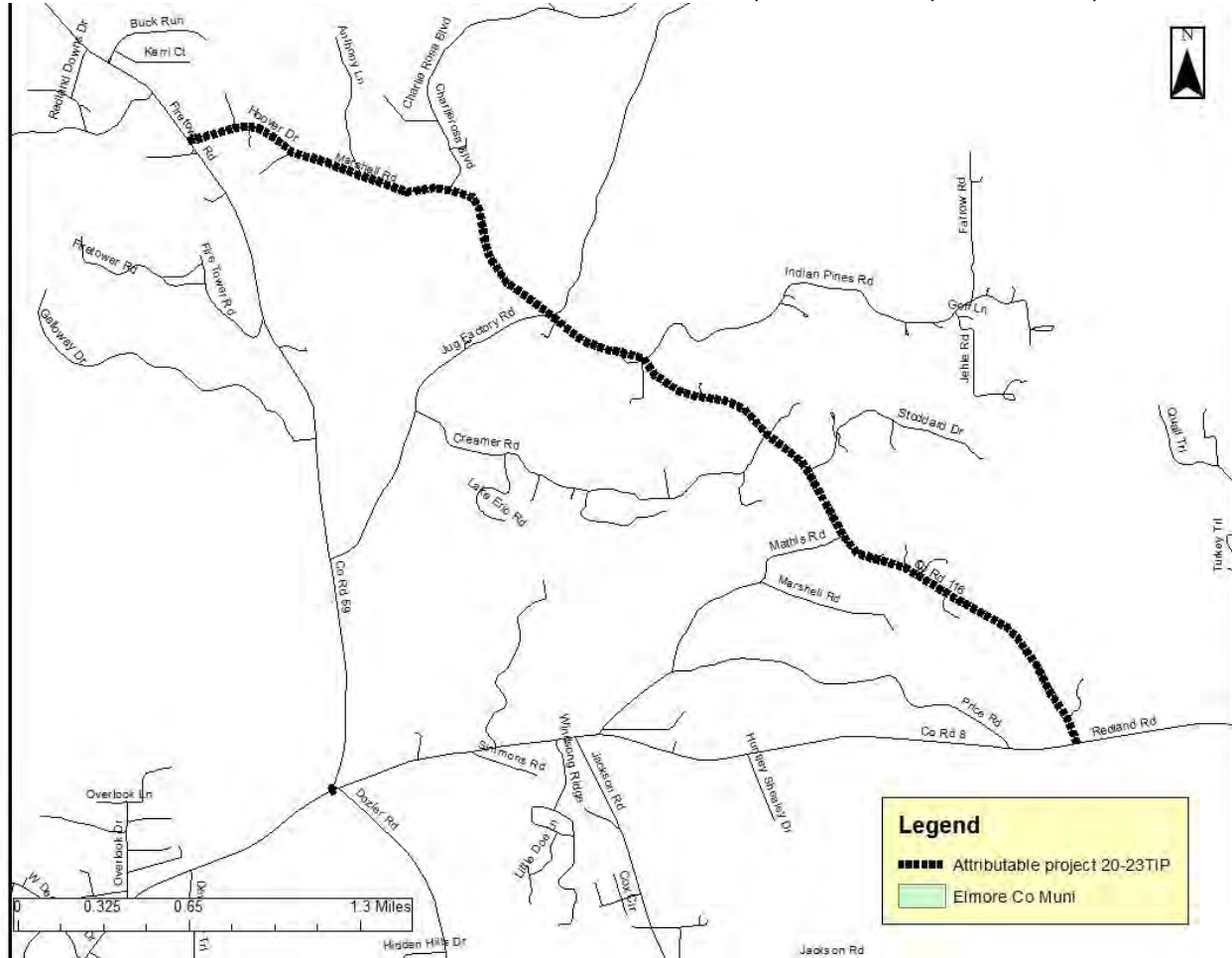
Functional Classification: **Collector**

Project Description: **Widen, Level, Resurface and Traffic Stripe on Marshall Rd from Firetower Rd to Redland Rd**

Distance: **4.43 miles**
(STPMN) Funds

Funding Source: **Surface Transportation Program Montgomery**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN 2615	CN	2/1/2022	FY-22	\$640,000	\$160,000	\$800,000



Sponsor: **Elmore Co. Comm.** State Project Code: **1000**

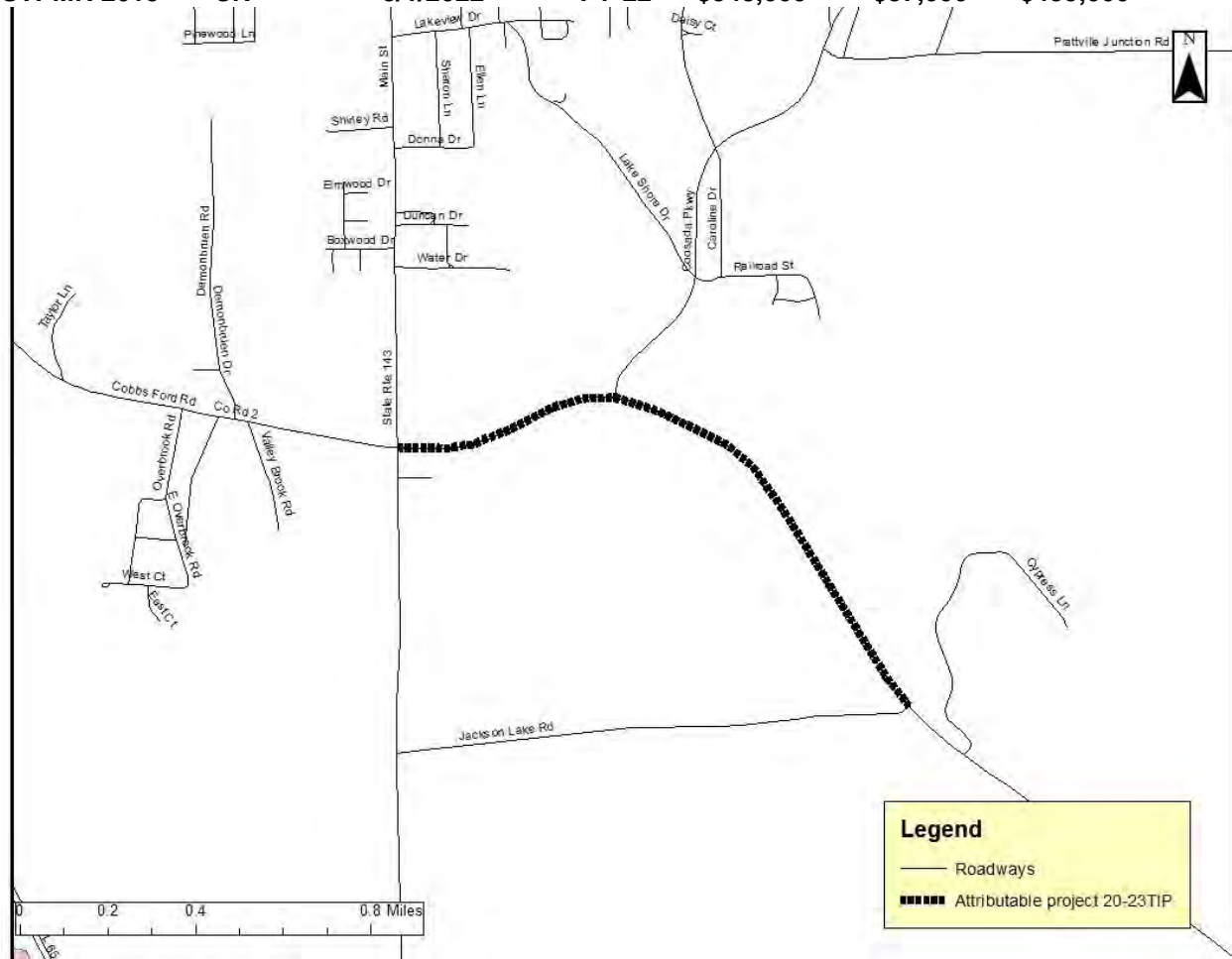
Functional Classification: **Collector**

Project Description: **Widen, Level, Resurface and Traffic Stripe on Alabama River Parkway from SR143 to Jackson Lake Rd**

Distance: **1.52 miles**
(STPMN) Funds

Funding Source: **Surface Transportation Program Montgomery**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN 2615	CN	3/1/2022	FY-22	\$348,000	\$87,000	\$435,000



Sponsor: **Elmore Co. Comm.** State Project Code: **1000**

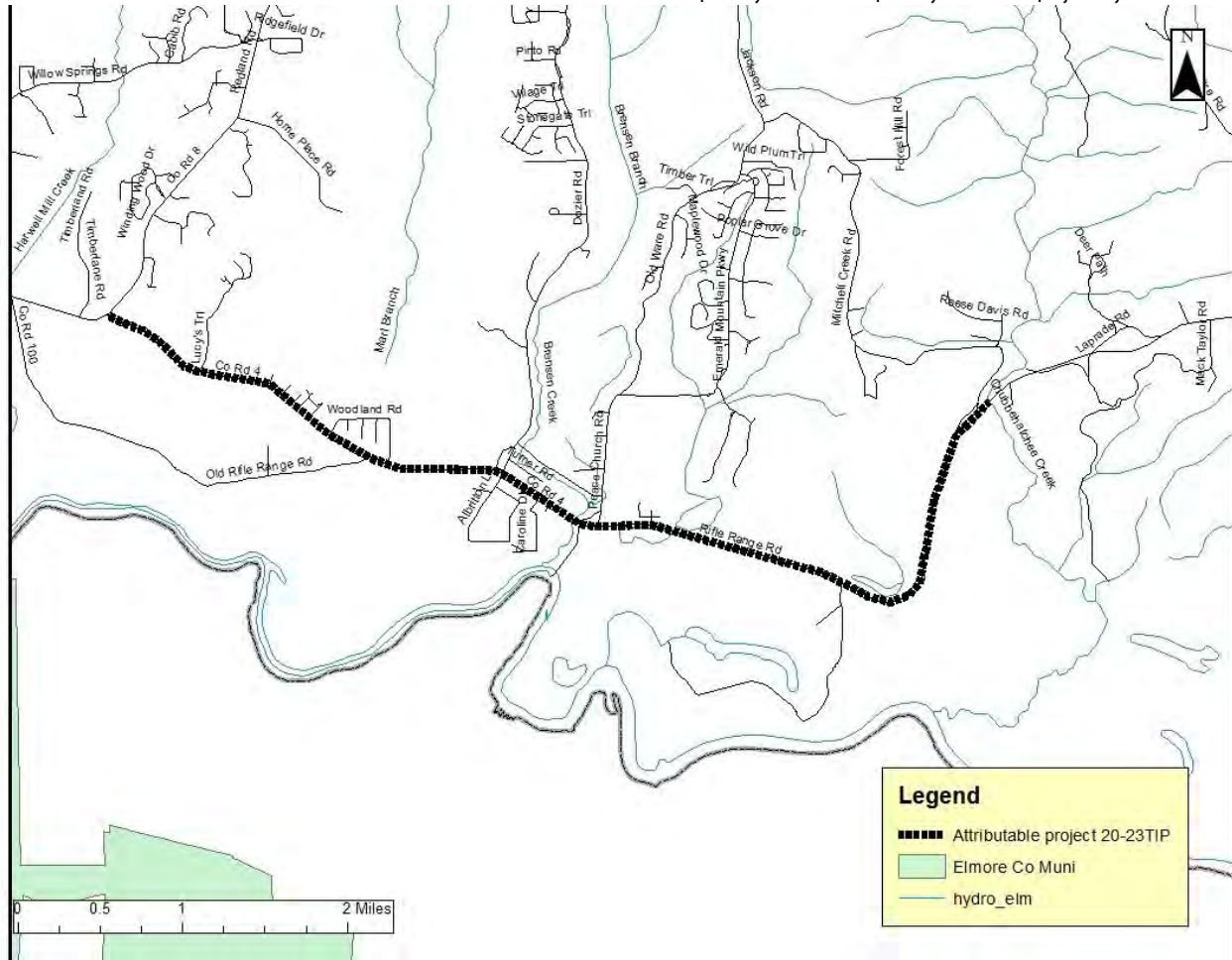
Functional Classification: **Collector**

Project Description: **Widen, Level, Resurface and Traffic Stripe on Rifle Range Rd from Redland Rd to Chubbehatchee Creek**

Distance: **6.56 miles**
(STPMN) Funds

Funding Source: **Surface Transportation Program Montgomery**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN 2615	CN	3/1/2023	FY-23	\$856,000	\$214,000	\$1,070,000



Sponsor: **Elmore Co. Comm.** State Project Code: **1000**

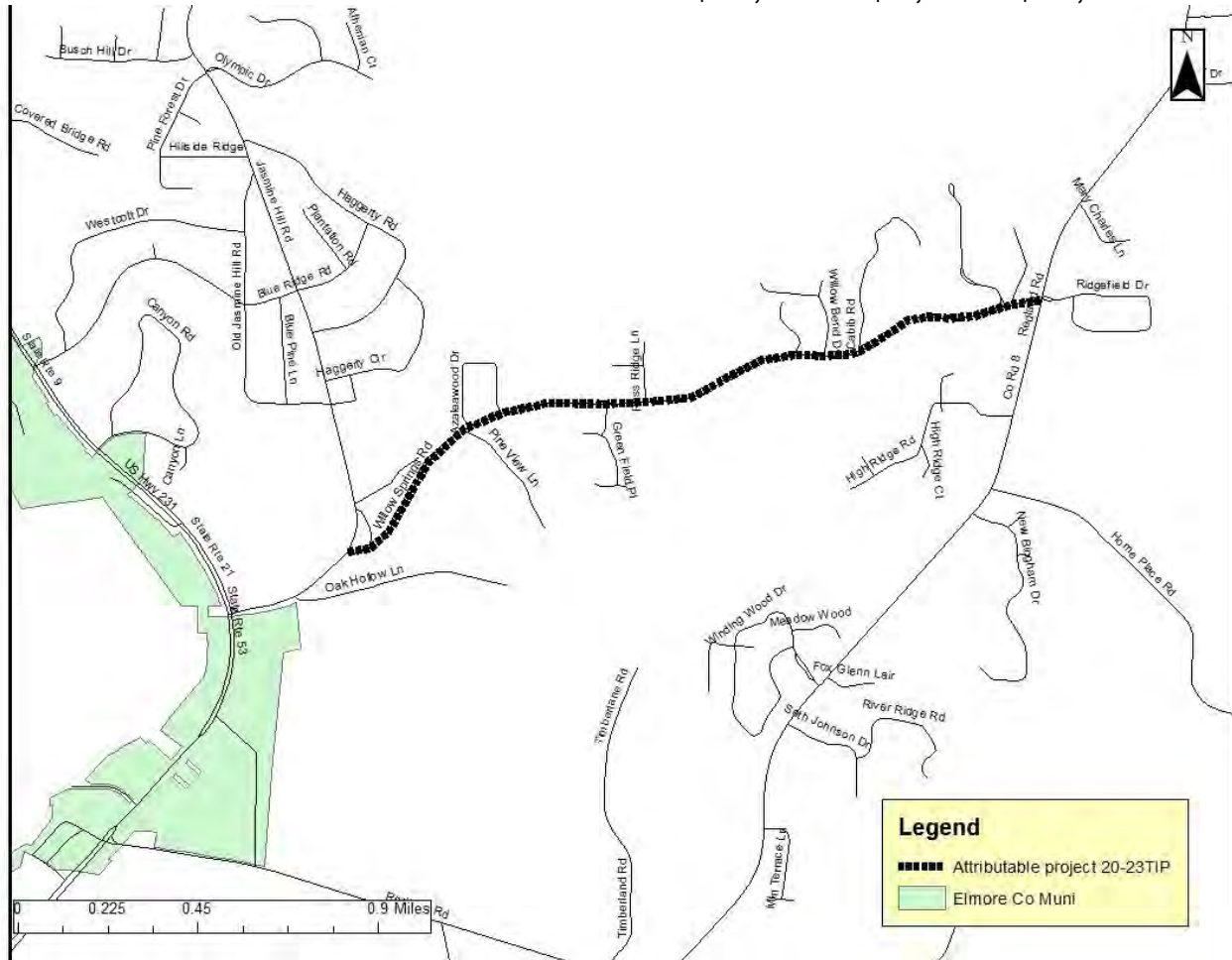
Functional Classification: **Collector**

Project Description: **Widen, Level, Resurface and Traffic Stripe on Willow Springs Rd from Jasmine Hill Rd to Redland Rd**

Distance: **1.96 miles**
(STPMN) Funds

Funding Source: **Surface Transportation Program Montgomery**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN 2615	CN	3/1/2023	FY-23	\$208,000	\$52,000	\$260,000



Sponsor: **Montgomery Co Comm** State Project Code: **100064378**

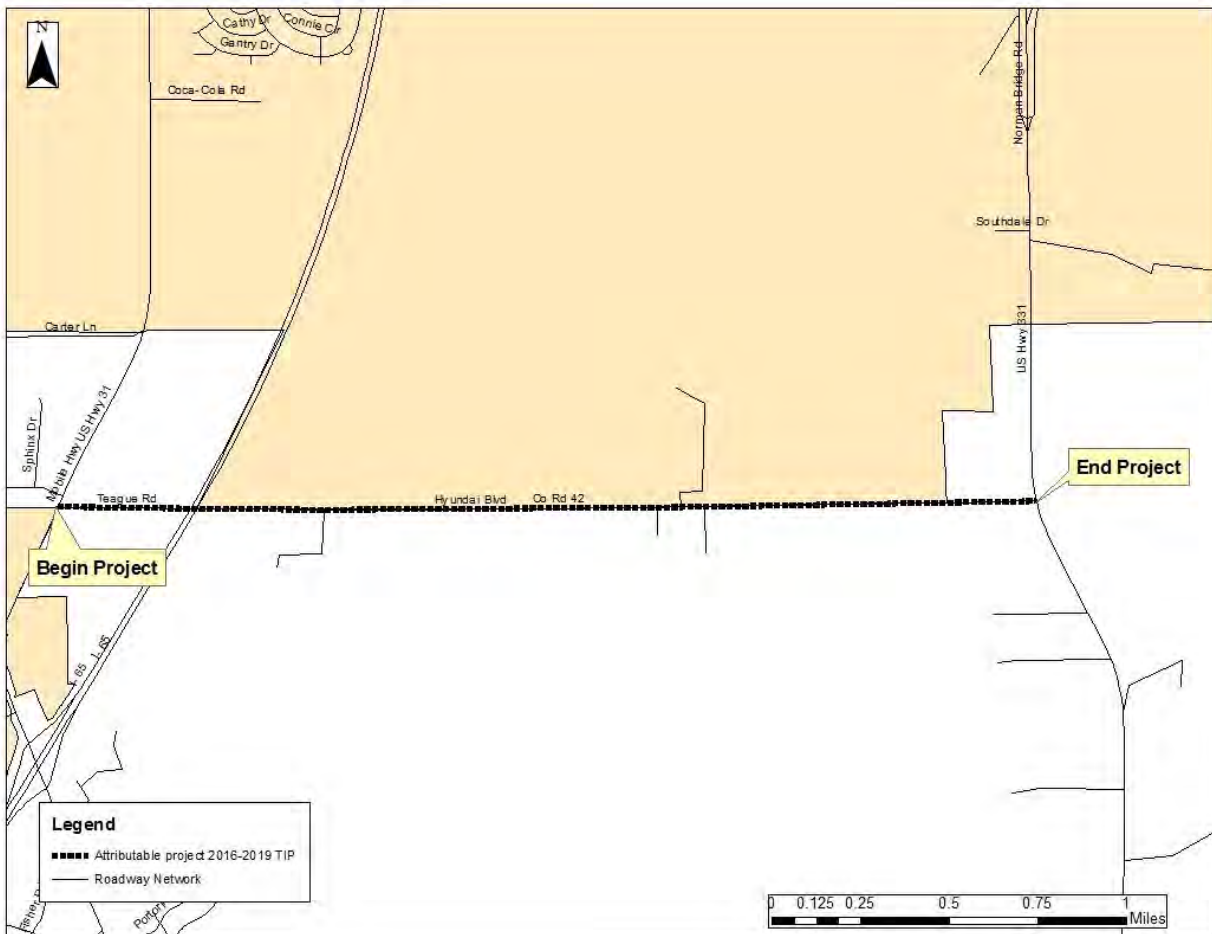
Functional Classification: **Collector**

Project Description: **Resurface and Traffic Stripe on Hyundai Blvd from US 31 to U331**

Distance: **1.96 miles**
(STPMN) Funds

Funding Source: **Surface Transportation Program Montgomery**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	3/1/2020	FY-20	\$959,280	\$239,820	\$1,199,100



Sponsor: **Montgomery Co Comm** State Project Code: **100064378**

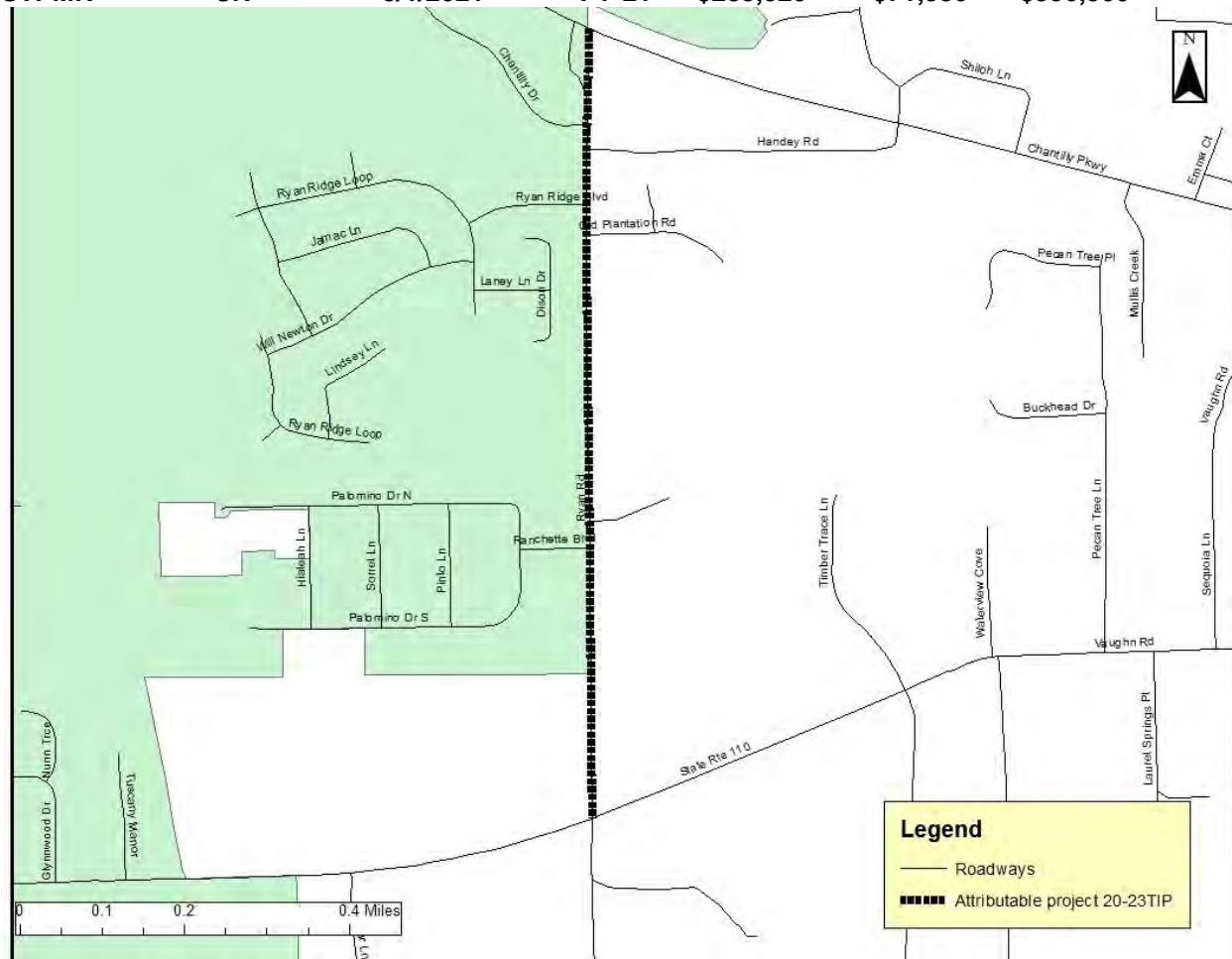
Functional Classification: **Collector**

Project Description: **Widen and Resurface on Ryan Rd from Vaughn Rd to Chantilly Pkwy**

Distance: **1.96 miles**
(STPMN) Funds

Funding Source: **Surface Transportation Program Montgomery**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	PE	3/1/2020	FY-20	\$135,744	\$33,936	\$169,680
STPMN	CN	3/1/2021	FY-21	\$285,520	\$71,380	\$356,900



Sponsor: **Montgomery Co Comm** State Project Code: **100067611, 100067613, 100067614**

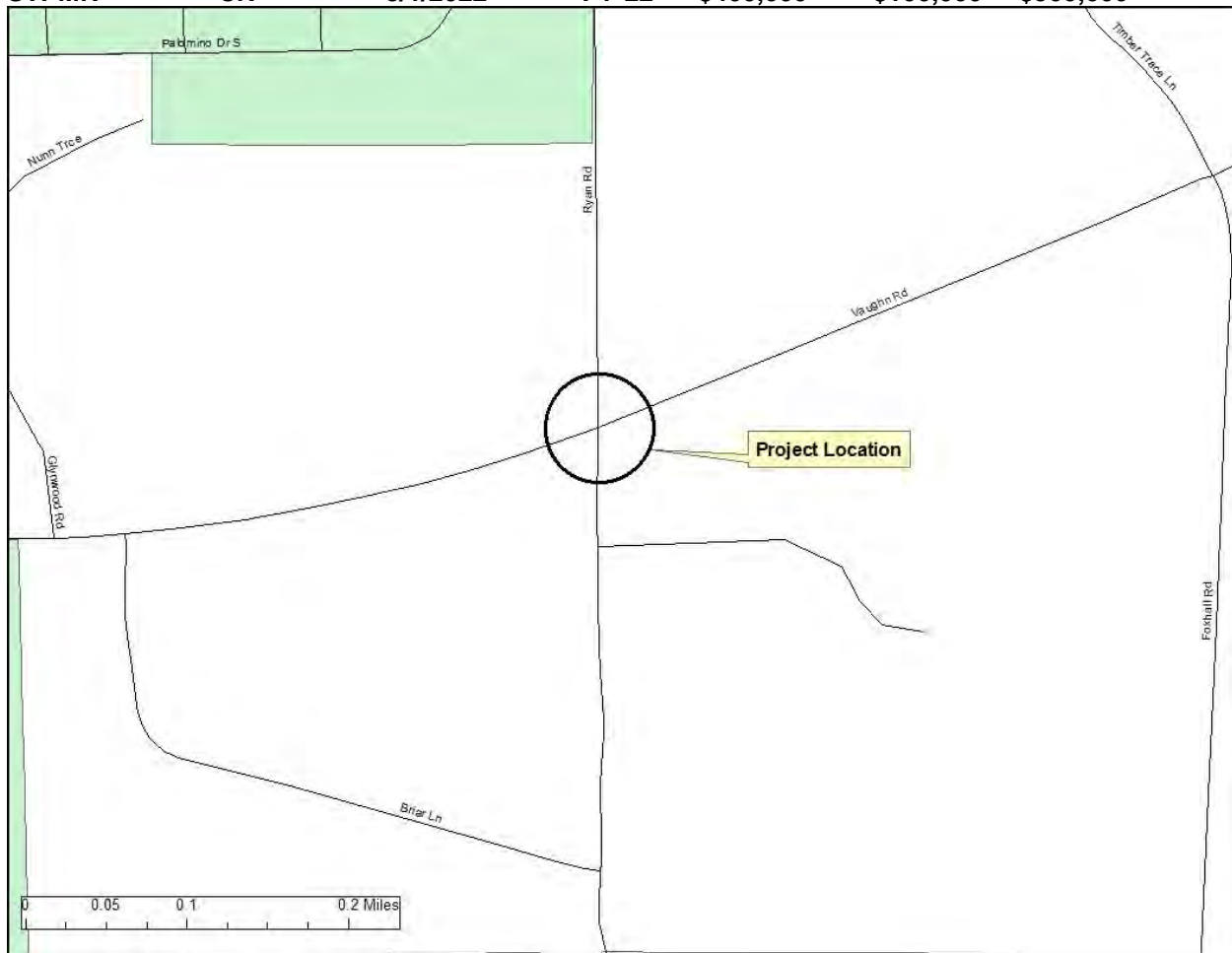
Functional Classification: **Collector**

Project Description: **Intersection Improvements at the Intersection of Vaughn Rd and Ryan Rd**

Distance: **N/A**
Funds

Funding Source: **Surface Transportation Program Montgomery (STPMN)**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	RW	3/1/2020	FY-20	\$32,000	\$8,000	\$40,000
STPMN	UT	3/1/2021	FY-21	\$80,000	\$20,000	\$100,000
STPMN	CN	3/1/2022	FY-22	\$400,000	\$100,000	\$500,000



Sponsor: **Montgomery Co Comm** State Project Code: **100064378**

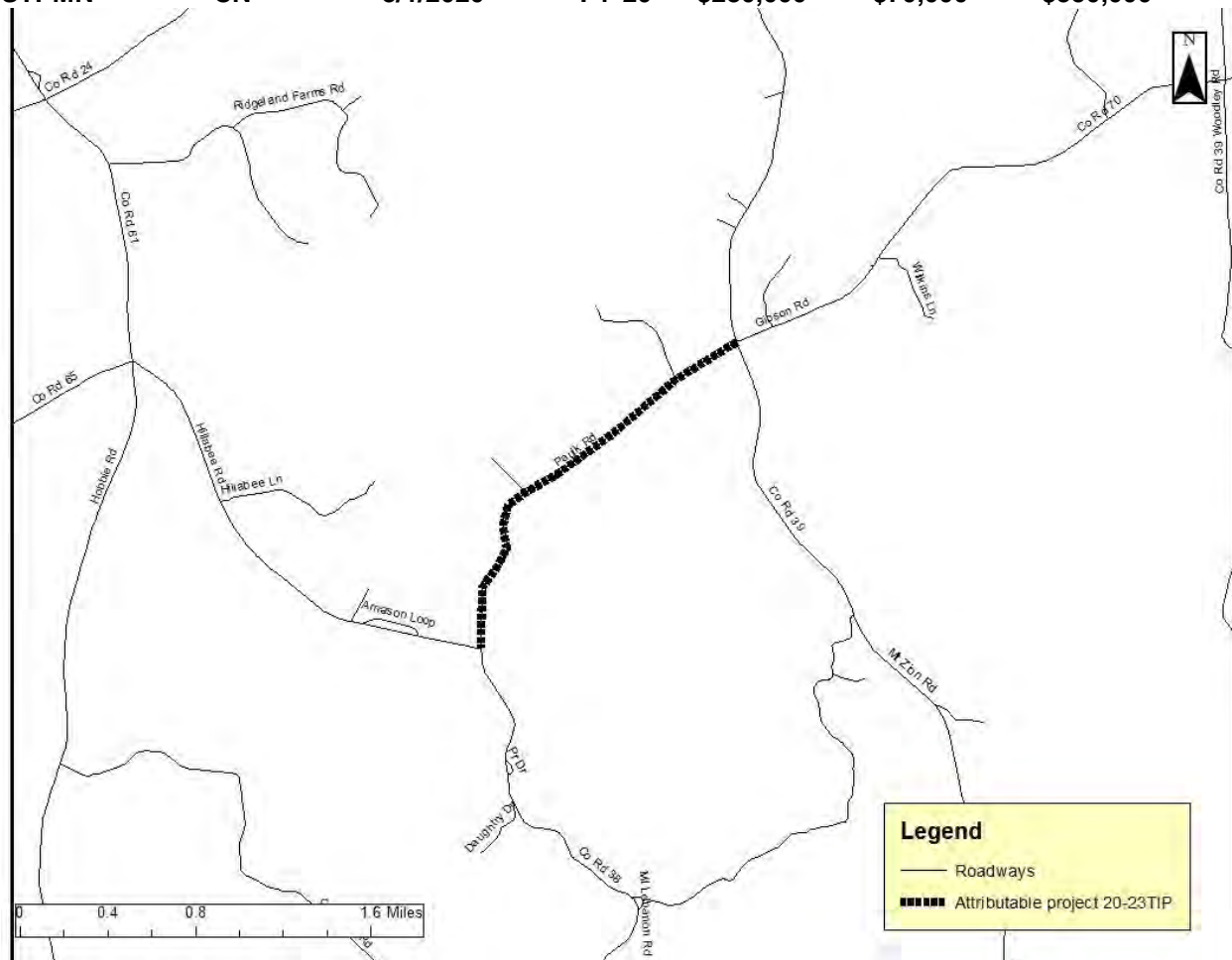
Functional Classification: **Collector**

Project Description: **Resurface and Traffic Stripe on Paulk Rd from Hillabee Rd to Mt Zion Rd**

Distance: **2 miles**
(STPMN) Funds

Funding Source: **Surface Transportation Program Montgomery**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	3/1/2020	FY-20	\$280,000	\$70,000	\$350,000



Sponsor: **Montgomery Co Comm** State Project Code: **100064378**

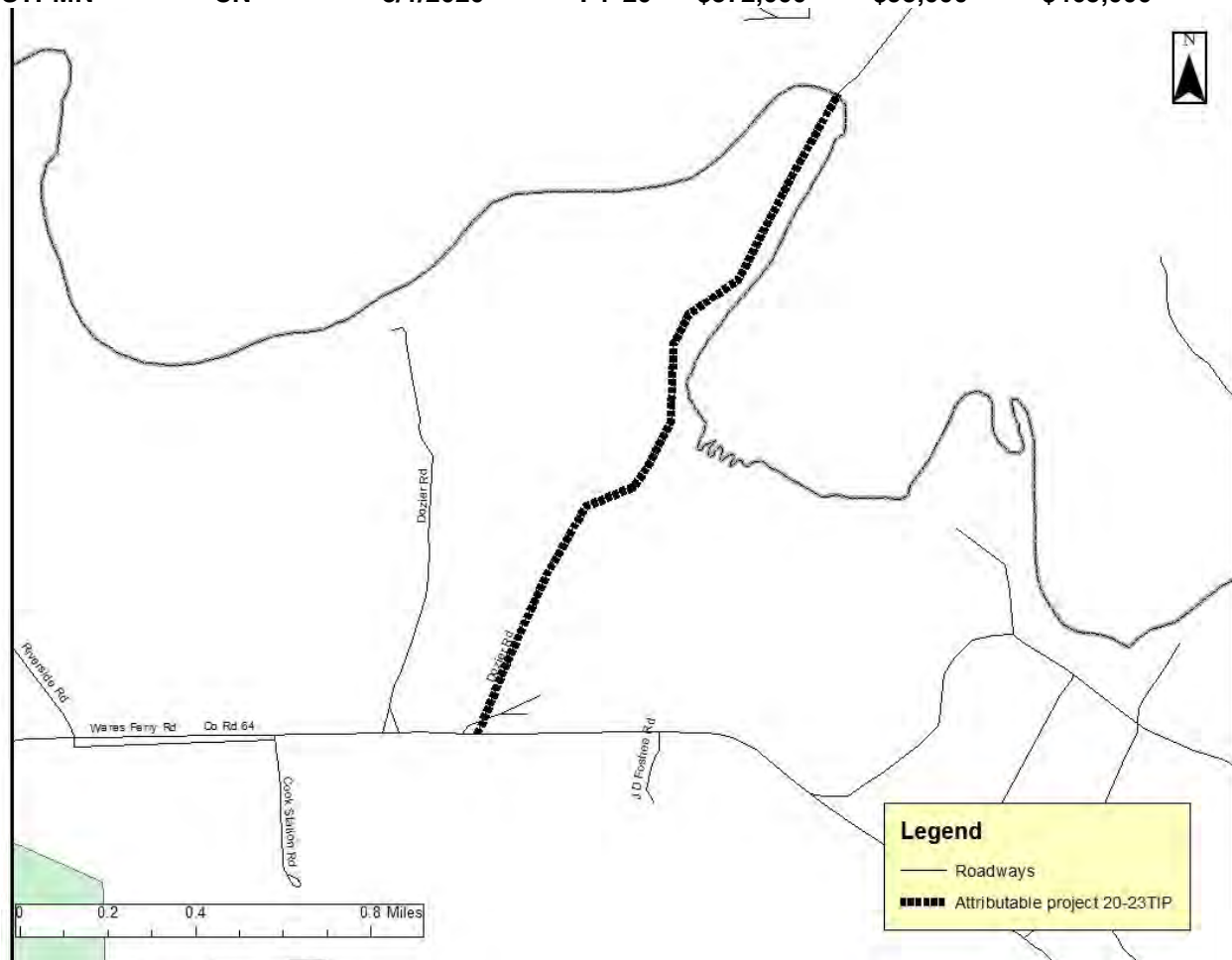
Functional Classification: **Collector**

Project Description: **Resurface and Traffic Stripe on Dozier Rd from Wares Ferry Rd to County Line**

Distance: **2 miles**
(STPMN) Funds

Funding Source: **Surface Transportation Program Montgomery**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	3/1/2020	FY-20	\$372,000	\$93,000	\$465,000



Sponsor: **Montgomery Co Comm** State Project Code: **1000**

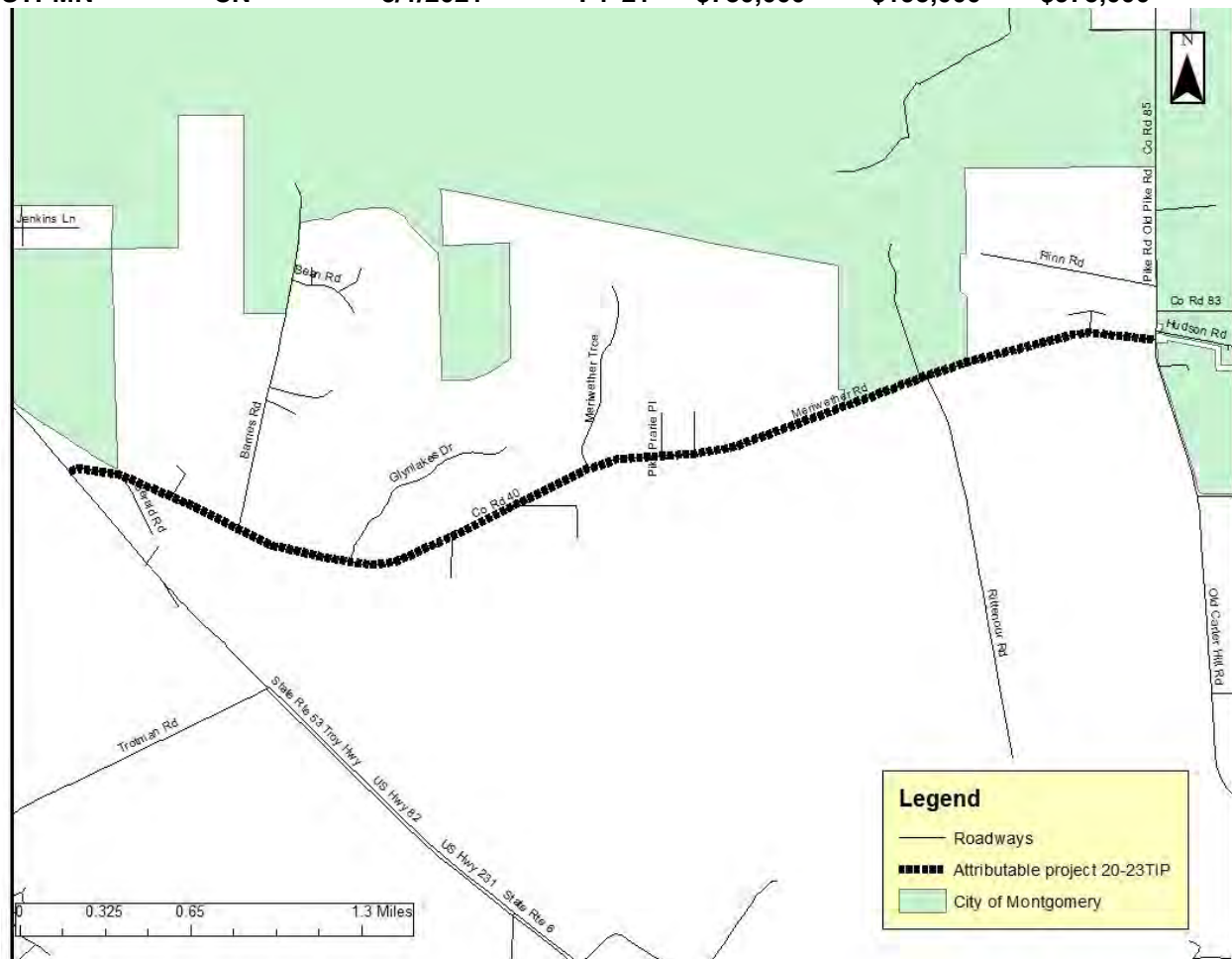
Functional Classification: **Collector**

Project Description: **Resurface and Traffic Stripe on Meriwether Rd from US 231 to Pike Rd**

Distance: **4.3 miles**
(STPMN) Funds

Funding Source: **Surface Transportation Program Montgomery**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	3/1/2021	FY-21	\$780,000	\$195,000	\$975,000



Sponsor: **Montgomery Co Comm** State Project Code: **1000**

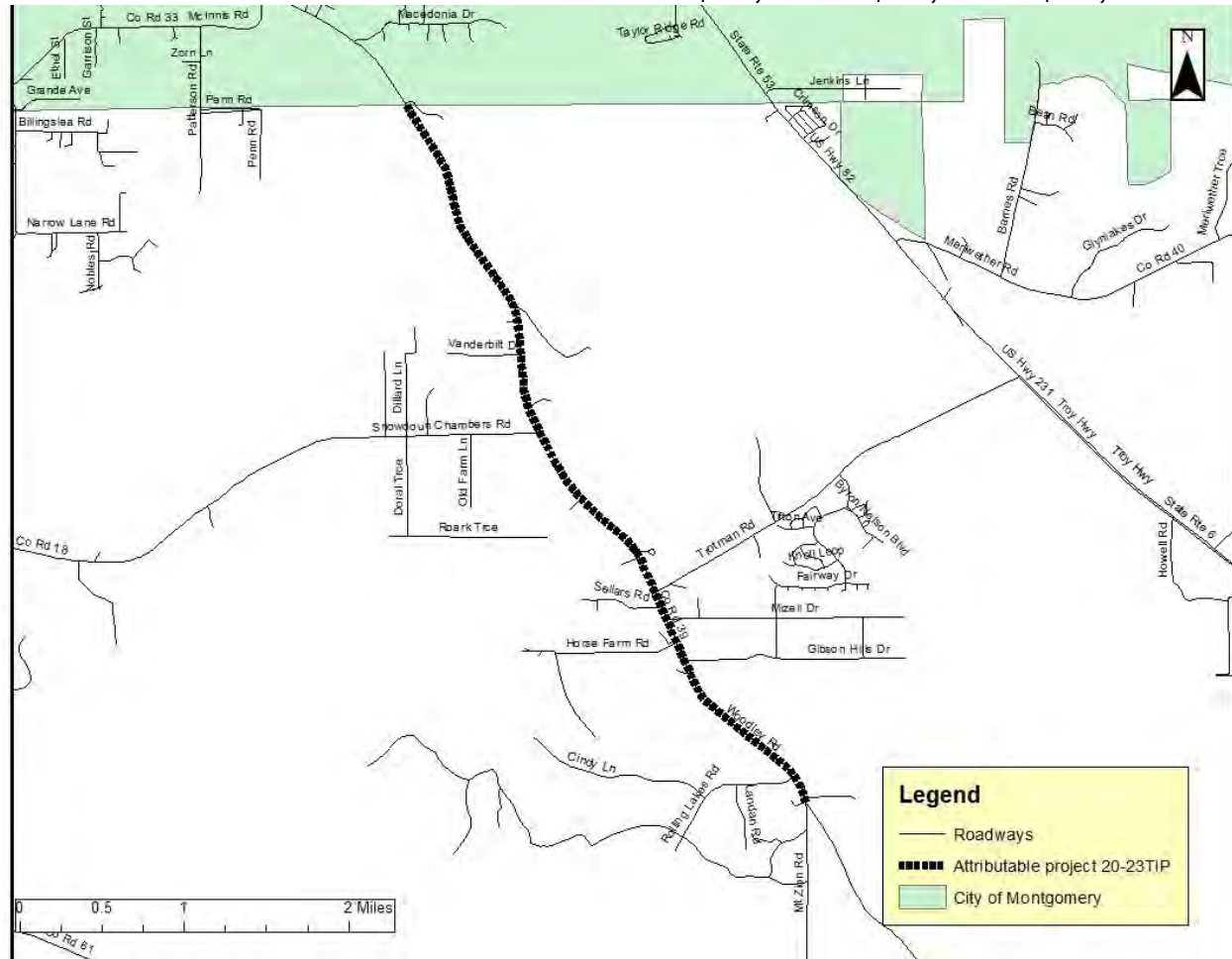
Functional Classification: **Collector**

Project Description: **Resurface and Traffic Stripe on Woodley Rd from MT Zion Rd to Montgomery City Limits**

Distance: **4.3 miles**
(STPMN) Funds

Funding Source: **Surface Transportation Program Montgomery**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	3/1/2021	FY-21	\$708,800	\$177,200	\$886,000



Sponsor: **Montgomery Co Comm** State Project Code: **1000**

Functional Classification: **Collector**

Project Description: **Resurface and Traffic Stripe on Lamar Rd from Wasden Rd to Montgomery City Limits**

Distance: **1.1 miles**
(STPMN) Funds

Funding Source: **Surface Transportation Program Montgomery**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	3/1/2022	FY-22	\$152,000	\$38,000	\$190,000



Sponsor: **Montgomery Co Comm** State Project Code: **1000**

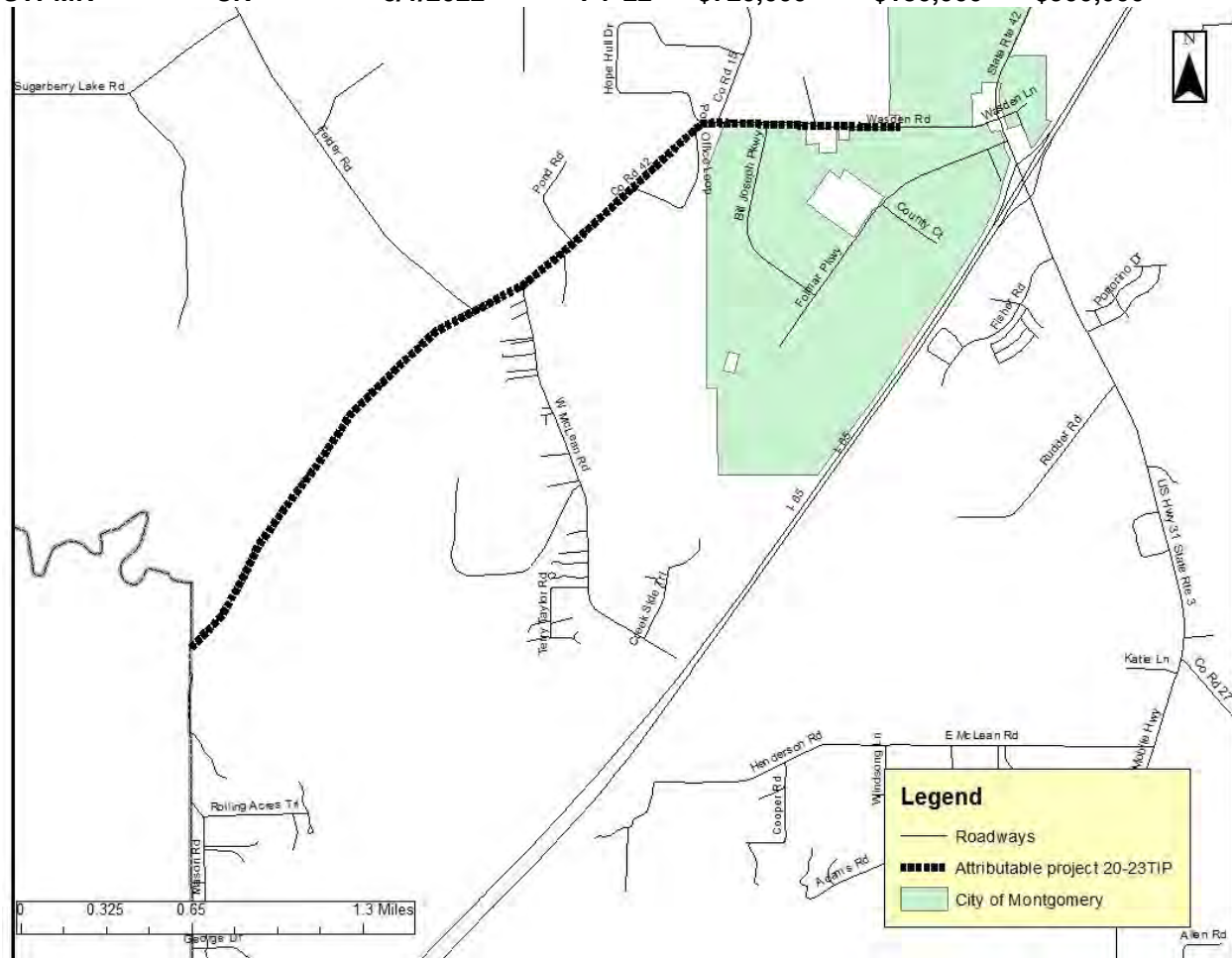
Functional Classification: **Collector**

Project Description: **Resurface and Traffic Stripe on Wasden Rd from County Line Rd to Montgomery City Limits**

Distance: **4 miles**
(STPMN) Funds

Funding Source: **Surface Transportation Program Montgomery**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	3/1/2022	FY-22	\$720,000	\$180,000	\$900,000



Sponsor: **Montgomery Co Comm** State Project Code: **1000**

Functional Classification: **Collector**

Project Description: **Resurface and Traffic Stripe on Hobbie Rd from Sprague Junction to US 331**

Distance: **9.3 miles**
(STPMN) Funds

Funding Source: **Surface Transportation Program Montgomery**

FEDERAL PROJECT NUMBER:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	3/1/2023	FY-23	\$1,304,000	\$326,000	\$1,630,000



2.4.2 Other Surface Transportation Program Projects

Sponsor: ALDOT													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
32108	100064189 STPAA 0014 (541)	ADD LANE SR-14 FROM 0.5 MILE WEST CR-3 (INGRAM RD) TO CR-153 (COOSADA PKWY)	2.87	RW	P	ADDITIONAL ROADWAY LANES	2020	1.000	EXEMPT	NA	\$3,590,752 \$897,688 \$0	\$4,488,440	
32108	100054496 STPAA 0014 (541)	ADD LANE SR-14 FROM 0.5 MILE WEST CR-3 (INGRAM ROAD) TO CR-153 (COOSADA PKWY)	2.87	CN	P	ADDITIONAL ROADWAY LANES	2023	1.000	EXEMPT	NA	\$9,962,282 \$2,490,570 \$0	\$12,452,852	
36424	100060170 STPAA NR13 (925)	ADDING CURB RAMPS TO EXISTING SIDEWALKS OR REPAIRS TO CURB RAMPS THAT ARE NON-ADA COMPLIANT ON STATE ROUTES 63 111 AND 143 IN ELMORE AND MONTGOMERY COUNTIES (DISTRICTS 1 AND 3)	0.00	CN	P	SIDEWALK	2022	0.000	EXEMPT	NA	\$171,078 \$42,769 \$0	\$213,847	
42354	100067646 STPAA 0271 (503)	INTERSECTION IMPROVEMENTS ON SR-271 (EXIT 9) ONTO I-85 SOUTHBOUND	0.00	CN	P	INTERSECTION IMPROVEMENTS	2020	0.000	EXEMPT	NA	\$1,057,419 \$264,355 \$0	\$1,321,773	
43011	100067904 STPAA 0003 (617)	RESURFACING SR-3 (US-31) FROM THE LOWNDES COUNTY LINE TO RUDDER ROAD	12.48	FM	P	PAVEMENT MINOR REHABILITATION	2020	2.000	EXEMPT	NA	\$5,194,633 \$1,298,658 \$0	\$6,493,291	
43011	100069866 STPAA 0003 ()	RESURFACING ON SR-3(US-31) FROM I-65 TO THE CHILTON COUNTY LINE	11.57	FM	P	PREVENTATIVE MAINTENANCE LEVEL 2	2020	0.000	EXEMPT	NA	\$2,303,091 \$575,773 \$0	\$2,878,864	
27010	100053059 STPAA 7733 (601)	WIDEN AND RESURFACE ANN STREET FROM BREWTON ST. AND REALIGN TO FEDERAL DRIVE (PHASE 1)	0.22	CN	P	GRADE, DRAIN, BASE AND PAVE	2021	3.000	EXEMPT	NA	\$1,897,998 \$474,500 \$0	\$2,372,498	
32108	100064194 STPAA 0014 (541)	ADD LANE SR-14 FROM 0.5 MILE WEST CR-3 (INGRAM RD) TO CR-153 (COOSADA PKWY)	2.87	UT	P	ADDITIONAL ROADWAY LANES	2023	1.000	EXEMPT	NA	\$779,657 \$194,914 \$0	\$974,571	
Totals By Sponsor						Federal	\$24,956,908		ALL Funds		\$31,196,135		
Sponsor: ELMORE COUNTY COMMISSION													
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	
10879	100069844 STPAA 2619 (254)	RESURFACING AND TRAFFIC STRIPE ON FOXWOOD ROAD FROM THE AUTAUGA COUNTY LINE TO DEATSVILLE HIGHWAY - ECP 26-11-19	0.30	CN	P	RESURFACING	2020	0.000	EXEMPT	NA	\$118,776 \$0 \$29,694	\$148,470	
10879	100069845 STPAA 2619 (255)	RESURFACE DEATSVILLE HIGHWAY FROM THE MILLBROOK CITY LIMITS TO ALPHA LANE - ECP 26-10-19	5.50	CN	P	RESURFACING	2020	0.000	EXEMPT	NA	\$832,240 \$0 \$208,060	\$1,040,300	
Totals By Sponsor						Federal	\$951,016		ALL Funds		\$1,188,770		

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
1351	100004312 BR 0006 (563)	BRIDGE REPLACEMENT ON SR-6 (US-231) AT JENKINS CREEK BIN 000735	1.20	CN	P	BRIDGES AND APPROACHES	2020	4.000	EXEMPT	NA	\$3,980,523 \$995,131 \$0	\$4,975,653
31927	100054300 IM I065 (407)	SIGN REHABILITATION ALONG I-65 FROM CONECUH CL THROUGH BUTLER LOWNDES MONTGOMERY ELMORE AND AUTAUGA TO CHILTON CL.	92.47	CN	P	SIGN REHABILITATION	2020	5.000	EXEMPT	NA	\$3,572,548 \$396,950 \$0	\$3,969,498
35679	100059253 IM I085 (365)	BRIDGE REPLACEMENTS ON I-85 NB AND SB OVER LINE CREEK(BIN 007554 AND 007555) AND RELIEF BRIDGES(BIN 007556 007557 007566 AND 007567)	0.48	CN	P	BRIDGE REPLACEMENT	2023	6.000	EXEMPT	NA	\$23,413,590 \$2,601,510 \$0	\$26,015,100
41481	100066459 IM I065 (493)	RESURFACE I-65 FROM NORTH OF FAIRVIEW AVENUE TO THE ALABAMA RIVER BRIDGE	2.03	CN	P	PREVENTATIVE MAINTENANCE LEVEL 1	2020	7.000	EXEMPT	NA	\$2,061,112 \$229,012 \$0	\$2,290,125
43346	100068992 IM I065 ()	PAVEMENT PRESERVATION ON I-65 FROM THE NORTH END OF THE ALABAMA RIVER BRIDGE TO THE ELMORE COUNTY LINE	4.65	CN	P	PREVENTATIVE MAINTENANCE LEVEL 1	2020	8.000	EXEMPT	NA	\$2,917,890 \$324,210 \$0	\$3,242,100
31929	100054302 IM I085 (333)	SIGN REHABILITATION ALONG I-85 FROM I-65 THROUGH MONTGOMERY AND MACON COUNTY TO LEE COUNTY LINE	47.46	CN	P	SIGN REHABILITATION	2020	9.000	EXEMPT	NA	\$2,535,357 \$281,706 \$0	\$2,817,063
32738	100055339 IM I065 (418)	INTERCHANGE LIGHTING ON I-65 AT SR-14 (EXIT 181) - PRATTVILLE / MILLBROOK	1.20	CN	P	LIGHTING	2020	10.000	EXEMPT	NA	\$1,636,036 \$181,782 \$0	\$1,817,818
Totals By Sponsor						Federal		\$40,117,056			ALL Funds	\$45,127,358

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: CITY OF MONTGOMERY												
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
43306	100069024 TAPAA TA19 (918)	LIGHTING IMPROVEMENTS ON MONROE STREET FROM S DECATUR STREET TO N UNION STREET AND ON WASHINGTON AVENUE FROM S BAINBRIDGE STREET TO S UNION STREET - PHASE II	0.00	CN	P	LIGHTING	2020	12.000	EXEMPT	NA	\$506,359 \$0 \$126,590	\$632,949
Totals By Sponsor						Federal		\$506,359			ALL Funds	\$632,949
Sponsor: CITY OF PRATTVILLE												
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
43660	100069431 TAPMN TA18 (937)	OVERLOOK AND SILVER HILLS NEIGHBORHOOD SIDEWALK CONNECTIONS ALONG SUMMER LANE PLANTERS RIDGE SILVER HILLS DRIVE SWEET RIDGE ROAD WEAVER STREET JAY STREET SHEILA BOULEVARD AND AMANDA LANE IN THE CITY OF PRATTVILLE	0.00	CN	P	SIDEWALK	2020	13.000	EXEMPT	NA	\$193,072 \$0 \$48,268	\$241,340
Totals By Sponsor						Federal		\$193,072			ALL Funds	\$241,340
Sponsor: TOWN OF PIKE ROAD												
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
43662	100069433 TAPMN TA18 (938)	PIKE ROAD NATURE TRAIL: MERIWEATHER ROAD	0.00	CN	P	UNCLASSIFIED	2020	14.000	EXEMPT	NA	\$200,202 \$0 \$50,050	\$250,252
Totals By Sponsor						Federal		\$200,202			ALL Funds	\$250,252

2.4.6 Bridge Projects (State and Federal)

Sponsor:

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

2.4.7 State Funded Projects

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

No Records Found

2.4.8 Enhancement Projects

Sponsor:

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

2.4.9 Transit Projects

Sponsor: CITY OF MONTGOMERY													
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	
44134	100069989 FTA3C TR20 ()	SECTION 5339 MONTGOMERY TRANSIT BUS AND BUS FACILITY APPORTIONMENT FY 2020	0.00	TR	P	UNCLASSIFIED	2020	0.000	EXEMPT	NA	\$240,000 \$0 \$60,000	\$300,000	
44135	100069990 FTA3C TR21 ()	SECTION 5339 MONTGOMERY TRANSIT BUS AND BUS FACILITY APPORTIONMENT FY 2021	0.00	TR	P	UNCLASSIFIED	2021	0.000	EXEMPT	NA	\$244,000 \$0 \$61,000	\$305,000	
44136	100069991 FTA3C TR22 ()	SECTION 5339 MONTGOMERY TRANSIT BUS AND BUS FACILITY APPORTIONMENT FY 2022	0.00	TR	P	UNCLASSIFIED	2022	0.000	EXEMPT	NA	\$248,000 \$0 \$62,000	\$310,000	
44137	100069992 FTA3C TR23 ()	SECTION 5339 MONTGOMERY TRANSIT BUS AND BUS FACILITY APPORTIONMENT FY 2023	0.00	TR	P	UNCLASSIFIED	2023	0.000	EXEMPT	NA	\$252,000 \$0 \$63,000	\$315,000	
44122	100069977 FTA9 TR20 ()	SECTION 5307 MONTGOMERY AREA TRANSIT OPERATING APPORTIONMENT FY 2020	0.00	TR	P	UNCLASSIFIED	2020	0.000	EXEMPT	NA	\$3,500,000 \$0 \$0	\$3,500,000	
44123	100069978 FTA9 TR21 ()	SECTION 5307 MONTGOMERY AREA TRANSIT OPERATING APPORTIONMENT FY 2021	0.00	TR	P	UNCLASSIFIED	2021	0.000	EXEMPT	NA	\$3,600,000 \$0 \$0	\$3,600,000	
44124	100069979 FTA9 TR22 ()	SECTION 5307 MONTGOMERY AREA TRANSIT OPERATING APPORTIONMENT FY 2022	0.00	TR	P	UNCLASSIFIED	2022	0.000	EXEMPT	NA	\$3,700,000 \$0 \$0	\$3,700,000	
44125	100069980 FTA9 TR23 ()	SECTION 5307 MONTGOMERY AREA TRANSIT OPERATING APPORTIONMENT FY 2023	0.00	TR	P	UNCLASSIFIED	2023	0.000	EXEMPT	NA	\$3,800,000 \$0 \$0	\$3,800,000	
44126	100069981 FTA9C TR20 ()	SECTION 5307 MONTGOMERY TRANSIT PREVENTIVE MAINTENANCE APPORTIONMENT FY 2020	0.00	TR	P	UNCLASSIFIED	2020	0.000	EXEMPT	NA	\$768,000 \$0 \$0	\$768,000	
44127	100069982 FTA9C TR21 ()	SECTION 5307 MONTGOMERY TRANSIT PREVENTIVE MAINTENANCE APPORTIONMENT FY 2021	0.00	TR	P	UNCLASSIFIED	2021	0.000	EXEMPT	NA	\$772,000 \$0 \$0	\$772,000	
44128	100069983 FTA9C TR22 ()	SECTION 5307 MONTGOMERY TRANSIT PREVENTIVE MAINTENANCE APPORTIONMENT FY 2022	0.00	TR	P	UNCLASSIFIED	2022	0.000	EXEMPT	NA	\$776,000 \$0 \$0	\$776,000	
44129	100069984 FTA9C TR23 ()	SECTION 5307 MONTGOMERY TRANSIT PREVENTIVE MAINTENANCE APPORTIONMENT FY 2023	0.00	TR	P	UNCLASSIFIED	2023	0.000	EXEMPT	NA	\$780,000 \$0 \$0	\$780,000	
44130	100069985 FTA9C TR20 ()	SECTION 5307 MONTGOMERY TRANSIT ADA PARATRANSIT APPORTIONMENT FY 2020	0.00	TR	P	UNCLASSIFIED	2020	0.000	EXEMPT	NA	\$250,000 \$0 \$62,500	\$312,500	
44131	100069986 FTA9C TR21 ()	SECTION 5307 MONTGOMERY TRANSIT ADA PARATRANSIT APPORTIONMENT FY 2021	0.00	TR	P	UNCLASSIFIED	2021	0.000	EXEMPT	NA	\$254,000 \$0 \$63,500	\$317,500	
44132	100069987 FTA9C TR22 ()	SECTION 5307 MONTGOMERY TRANSIT ADA PARATRANSIT APPORTIONMENT FY 2022	0.00	TR	P	UNCLASSIFIED	2022	0.000		NA	\$258,000 \$0 \$64,500	\$322,500	

2.4.9 Transit Projects

44133	100069988 FTA9C TR23 ()	SECTION 5307 MONTGOMERY TRANSIT ADA PARATRANSIT APPORTIONMENT FY 2023	0.00	TR	P	UNCLASSIFIED	2023	0.000	EXEMPT	NA	\$262,000 \$0 \$65,500	\$327,500
44138	100069993 UMTAC TR20 ()	SECTION 5310 MONTGOMERY TRANSIT SENIORS APPORTIONMENT FY 2020	0.00	TR	P	UNCLASSIFIED	2020	0.000	EXEMPT	NA	\$240,000 \$0 \$60,000	\$300,000
44139	100069994 UMTAC TR21 ()	SECTION 5310 MONTGOMERY TRANSIT SENIORS APPORTIONMENT FY 2021	0.00	TR	P	UNCLASSIFIED	2021	0.000	EXEMPT	NA	\$244,000 \$0 \$61,000	\$305,000
44140	100069995 UMTAC TR22 ()	SECTION 5310 MONTGOMERY TRANSIT SENIORS APPORTIONMENT FY 2022	0.00	TR	P	UNCLASSIFIED	2022	0.000	EXEMPT	NA	\$248,000 \$0 \$62,000	\$310,000
44141	100069996 UMTAC TR23 ()	SECTION 5310 MONTGOMERY TRANSIT SENIORS APPORTIONMENT FY 2023	0.00	TR	P	UNCLASSIFIED	2023	0.000	EXEMPT	NA	\$252,000 \$0 \$63,000	\$315,000
Totals By Sponsor						Federal		\$20,688,000			ALL Funds	\$21,436,000

2.4.10 System Maintenance Projects

Sponsor:

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

2.4.11 Safety Projects

Sponsor: 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	
43141	100068810 HSIP 5119 ()	INSTALLATION OF ROUNDABOUTS ON SR-126 AT BOTH I-85 EXIT 16 RAMPS AND AT SR-126/SR-8 (US-80) INTERSECTION AND ON SR-8 (US-80) AT MARLER ROAD	0.00	CN	P	SAFETY IMPROVEMENTS	2021	15.000	EXEMPT	NA	\$1,715,685 \$190,632 \$0	\$1,906,316	
43141	100068820 HSIP 5119 (250)	INSTALLATION OF ROUNDABOUTS ON SR-126 AT BOTH I-85 EXIT 16 RAMPS AND AT SR-126/SR-8 (US-80) INTERSECTION AND ON SR-8 (US-80) AT MARLER ROAD	0.00	UT	P	SAFETY IMPROVEMENTS	2020	15.000	EXEMPT	NA	\$159,075 \$17,675 \$0	\$176,750	
43141	100068821 HSIP 5119 (250)	INSTALLATION OF ROUNDABOUTS ON SR-126 AT BOTH I-85 EXIT 16 RAMPS AND AT SR-126/SR-8 (US-80) INTERSECTION AND ON SR-8 (US-80) AT MARLER ROAD	0.00	RW	P	SAFETY IMPROVEMENTS	2020	15.000	EXEMPT	NA	\$49,995 \$5,555 \$0	\$55,550	
44350	100070261 HSIP 0006 ()	SAFETY IMPROVEMENTS AND ACCESS MANAGEMENT WITH ACCELERATION LANE AND DEDICATED LEFT TURN LANES ON SR-6 (US-231) AT MERIWETHER ROAD AND TROTMAN ROAD	2.00	PE	P	SAFETY IMPROVEMENTS	2020	0.000	EXEMPT	NA	\$81,000 \$9,000 \$0	\$90,000	
44350	100070264 HSIP 0006 ()	SAFETY IMPROVEMENTS AND ACCESS MANAGEMENT WITH ACCELERATION LANE AND DEDICATED LEFT TURN LANES ON SR-6 (US-231) AT MERIWETHER ROAD AND TROTMAN ROAD	2.00	CN	P	SAFETY IMPROVEMENTS	2020	0.000	EXEMPT	NA	\$568,125 \$63,125 \$0	\$631,250	
Totals By Sponsor						Federal	\$2,573,880			ALL Funds \$2,859,866			
Sponsor: ELMORE COUNTY COMMISSION													
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	
40424	100065208 HSIP 2616 (250)	INSTALLATION OF A ROUNDABOUT AT THE INTERSECTION OF REDLAND ROAD (CR-8) AND FIRETOWER/DOZIER ROAD (CR-59).	0.00	UT	P	INTERSECTION IMPROVEMENTS	2020	16.000	EXEMPT	NA	\$112,385 \$0 \$0	\$112,385	
40424	100065211 HSIP 2616 ()	INSTALLATION OF A ROUNDABOUT AT THE INTERSECTION OF REDLAND ROAD (CR-8) AND FIRETOWER/DOZIER ROAD (CR-59).	0.00	CN	P	INTERSECTION IMPROVEMENTS	2020	16.000	EXEMPT	NA	\$1,112,146 \$0 \$123,572	\$1,235,717	
Totals By Sponsor						Federal	\$1,224,531			ALL Funds \$1,348,103			

2.4.12 Other Federal and State Aid Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
12	100004425 RACR-001-006 -001-CN ()	ADDITIONAL LANES ON SR-6 (US-82) FROM SR-14 TO SR-3 (US-31) IN PRATTVILLE	2.74	CN	P	GRADE, DRAIN, BASE, PAVE AND BRG	2020	11.000	EXEMPT	NA	\$0 \$16,278,472 \$0	\$16,278,472
12	100004463 RACR-001-006 -001-UT ()	ADDITIONAL LANES ON SR-6 (US-82) FROM SR-14 TO SR-3 (US-31) IN PRATTVILLE	2.74	UT	P	GRADE, DRAIN, BASE, PAVE AND BRG	2020	11.000	EXEMPT	NA	\$0 \$2,102,020 \$0	\$2,102,020
Totals By Sponsor				Federal				\$0			ALL Funds	\$18,380,492

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

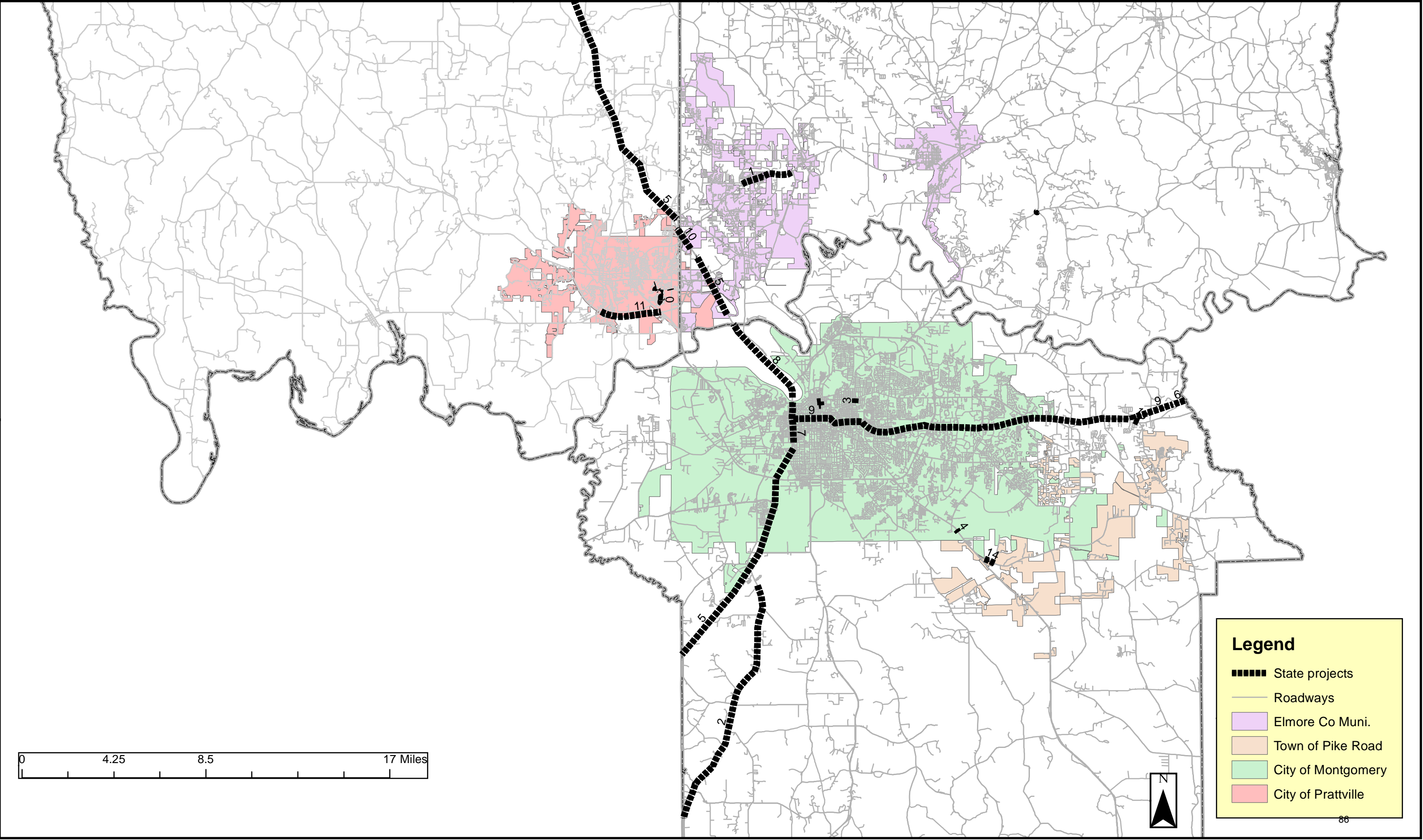
2.4.14 High Priority and Congressional Earmark Projects

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

2020-2023 TIP - Montgomery MPO State 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 0006(559)	100062113	CN	BRIDGE CULVERT REPLACEMENT ON SR-6 (US-82) (PRATTVILLE BYPASS) OVER PINE CREEK BIN 5805	0.564	03/30/2018	BRIDGES AND APPROACHES	\$9,016,541
IM	3	IMF I085(339)	100061542	CN	PAVEMENT REHABILITATION ON I-85 FROM WEST OF THE EASTERN BOULEVARD (US-80) TO END OF SIX LANE EAST OF TAYLOR ROAD (SR-271)	3.570	02/23/2018	PAVEMENT MINOR REHABILITATION	\$16,178,068
IMA	3	IMF I085(339)	100061542	CN	PAVEMENT REHABILITATION ON I-85 FROM WEST OF THE EASTERN BOULEVARD (US-80) TO END OF SIX LANE EAST OF TAYLOR ROAD (SR-271)	3.570	02/23/2018	PAVEMENT MINOR REHABILITATION	\$0
NH	3	NH 0008(568)	100058167	CN	INTERSECTION IMPROVEMENTS ON SR-8 (US-231 EASTERN BOULEVARD) AT I-85 INTERCHANGE	0.010	02/23/2018	INTERSECTION IMPROVEMENTS	\$4,337,073
IM	3	IM I065(459)	100062122	CN	BRIDGE REPAIR ON I-65 (RELIEF BRIDGES 2 3 AND 11) (INCLUDES GIRDERS CAPS AND BEARING PADS) BIN 10677 10678 10694 10695 10696 AND 10697	4.310	01/26/2018	BRIDGE MAINTENANCE	\$1,695,991
IMA	3	IM I065(459)	100062122	CN	BRIDGE REPAIR ON I-65 (RELIEF BRIDGES 2 3 AND 11) (INCLUDES GIRDERS CAPS AND BEARING PADS) BIN 10677 10678 10694 10695 10696 AND 10697	4.310	01/26/2018	BRIDGE MAINTENANCE	\$0

Sponsor: CITY OF MONTGOMERY

Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost
AAMN	1	STPAA 7730(600)	100065645	RW	DRAINAGE WIDENING RESURFACING SIGNALS AND LANDSCAPING FAIRVIEW AVENUE (CR-233) FROM I-65 TO SOUTH COURT STREET	0.810	12/01/2017	WIDENING AND RESURFACING (RDWY)	\$103,403
A2RDY	2	ACAA61053 ATRP(017)	100061053	CN	RESURFACE WARES FERRY ROAD (CR-64) FROM MONTGOMERY CITY LIMITS EAST TO SR-126 (US-80) AT MT. MEIGS	6.020	01/26/2018	RESURFACING	\$1,280,803
A2RDY	2	STPMN-ACAA59590 ATRP(011)	100059590	CN	RESURFACE CR-626 (VAUGHN ROAD) FROM SR-271 (TAYLOR ROAD) TO SR-110 (CHANTILLY PARKWAY)	4.400	02/23/2018	RESURFACING	\$4,106,291
SMNME	1	STPMN-ACAA59590 ATRP(011)	100059590	CN	RESURFACE CR-626 (VAUGHN ROAD) FROM SR-271 (TAYLOR ROAD) TO SR-110 (CHANTILLY PARKWAY)	4.400	02/23/2018	RESURFACING	\$0
ULMN	1	STPMN 5116(252)	100065333	SP	ADA TRANSITION STUDY FOR THE CITY OF MONTGOMERY	0.000	03/01/2018	SIDEWALK	\$250,000

Authorized Projects

Sponsor: CITY OF PRATTVILLE

Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost
AAMN	1	STPAA 0118(252)	100057564	PE	RESURFACING ON MARTIN LUTHER KING JR DRIVE FROM 6TH STREET TO THE PRATTVILLE CITY LIMITS AND ON UPPER KINGSTON ROAD FROM 6TH STREET TO THE PRATTVILLE CITY LIMITS	2.000	10/01/2018	RESURFACING	\$60,000
MTST	1	STPMN 0118(250)	100063688	SP	FEASIBILITY STUDY FOR ADDITIONAL TURN LANES AT INTERSECTIONS ON FAIRVIEW AVENUE BETWEEN SR-3 (US-31) AND JASMINE TRAIL	0.000	08/01/2018	TURN LANES	\$55,000

Sponsor: CITY OF WETUMPKA

Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost
TMNME	5	TAPMN TA15(949)	100064615	CN	DOWNTOWN COMMERCIAL BUSINESS DISTRICT STREETScape PHASE I ON SOUTH MAIN STREET IN THE CITY OF WETUMPKA.	0.000	04/15/2018	STREETSCAPE	\$250,000

Sponsor: ELMORE COUNTY COMMISSION

Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost
SMNME	1	STPMN 2615(256)	100063721	CN	SPOT LEVEL AND TEMPORARY TRAFFIC STRIPE COOSA RIVER RD FROM SR-143 NORTH TO LIGHTWOOD RD - ECP 26-29A-14	5.652	03/30/2018	RESURFACING	\$227,768
SMNME	1	STPMN 2615(257)	100063725	CN	SPOT LEVEL AND TEMPORARY TRAFFIC STRIPE COOSADA/RUCKER RD FROM BLACKWELL DR NORTH TO 500 FT SOUTH OF LUCKY TOWN RD - ECP 26-31A-14	2.674	03/30/2018	RESURFACING	\$110,522
AAMN	1	STPAA 2618(250)	100063715	CN	INSTALL MICROSURFACING PAVEMENT TRAFFIC STRIPE MARKERS AND MARKINGS ON HOGAN RD FROM SR-143 NORTH TO SR-111 - ECP 26-26-14	4.279	06/29/2018	RESURFACING	\$537,555
SMNME	1	STPMN 2615(258)	100063727	CN	INSTALL MICROSURFACING PAVEMENT TRAFFIC STRIPE MARKERS AND MARKINGS ON KENNEDY AVE FROM COOSADA RD NORTH TO AIRPORT ROAD	1.200	06/29/2018	RESURFACING	\$95,004
AAMN	1	STPAA 2615(250)	100063230	RW	WIDENING ON CR-8 (REDLAND ROAD) FROM SR-9 (US-231) TO CR-4 (RIFLE RANGE ROAD) AND BRIDGE REPLACEMENT AT HARWELL MILL CREEK (BIN 10936) AND INTERSECTION IMPROVEMENTS AT CR-8 (REDLAND ROAD) AND CR-4 (RIFLE RANGE ROAD)	1.480	08/01/2018	WIDENING AND RESURFACING (RDWY)	\$173,286

Authorized Projects

Sponsor: MONTGOMERY COUNTY COMMISSION

Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost
A2RDY	2	STPMN- ACAA59590 ATRP(011)	100059590	CN	RESURFACE CR-626 (VAUGHN ROAD) FROM SR-271 (TAYLOR ROAD) TO SR-110 (CHANTILLY PARKWAY)	4.400	02/23/2018	RESURFACING	\$4,106,291
SMNME	1	STPMN- ACAA59590 ATRP(011)	100059590	CN	RESURFACE CR-626 (VAUGHN ROAD) FROM SR-271 (TAYLOR ROAD) TO SR-110 (CHANTILLY PARKWAY)	4.400	02/23/2018	RESURFACING	\$0

Sponsor: TBD

Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost
BRN	3	BR 0006(559)	100067675	UT	BRIDGE CULVERT REPLACEMENT ON SR-6 (US-82) (PRATTVILLE BYPASS) OVER PINE CREEK BIN 5805	0.430	01/01/2018	BRIDGES AND APPROACHES	\$499,245
SMNME	1	STPMN 2615(260)	100068023	CN	INSTALL MICROSURFACING PAVEMENT TRAFFIC STRIPE MARKERS AND MARKINGS ON COOSADA/RUCKER RD FROM BLACKWELL DR NORTH TO 500 FT SOUTH OF LUCKYTOWN RD	2.674	06/29/2018	RESURFACING	\$180,081
SMNME	1	STPMN 2615(259)	100068025	CN	INSTALL MICROSURFACING PAVEMENT TRAFFIC STRIPE MARKERS AND MARKINGS ON COOSA RIVER RD FROM SR-143 NORTH TO LIGHTWOOD RD	5.652	06/29/2018	RESURFACING	\$435,695
CORD	2	STPMN 5117(250)	100067923	CN	LEVEL RESURFACE AND TRAFFIC STRIPE CR-2 (MACON COUNTY ROAD) FROM SR-110 (VAUGHN ROAD) TO THE MACON COUNTY LINE (SITE 1) AND CR-37 (FLOWERS ROAD) FROM THE BULLOCK COUNTY LINE TO SR-110 (VAUGHN ROAD) (SITE 2) - MCP 51-80-17	7.687	03/30/2018	RESURFACING	\$1,309,789
ULMN	1	STPMN 5117(250)	100067923	CN	LEVEL RESURFACE AND TRAFFIC STRIPE CR-2 (MACON COUNTY ROAD) FROM SR-110 (VAUGHN ROAD) TO THE MACON COUNTY LINE (SITE 1) AND CR-37 (FLOWERS ROAD) FROM THE BULLOCK COUNTY LINE TO SR-110 (VAUGHN ROAD) (SITE 2) - MCP 51-80-17	7.687	03/30/2018	RESURFACING	\$0
AAMN	1	STPAA 5118(250)	100067619	CN	WIDEN PAVE SHOULDERS RESURFACE AND TRAFFIC STRIPE CR-54 (OLD SELMA ROAD) FROM THE LOWNDES COUNTY LINE TO THE MONTGOMERY CITY LIMITS - MCP 51-84-17	3.780	07/27/2018	WIDENING AND RESURFACING (RDWY)	\$1,111,353
SMNME	1	STPMN 5114(251)	100063076	CN	RESURFACE WARES FERRY ROAD FROM ATLANTA HIGHWAY TO EASTERN BOULEVARD	2.530	01/26/2018	RESURFACING	\$2,108,269
HSIPE	11	HSIP 2616(250)	100065207	RW	INSTALLATION OF A ROUNDABOUT AT THE INTERSECTION OF REDLAND ROAD (CR-8) AND FIRETOWER/DOZIER ROAD (CR-59).	0.000	06/01/2018	INTERSECTION IMPROVEMENTS	\$68,064

Authorized Projects

IM04E	3	IM I065(494)	100066452	PE	RESURFACE I-65 FROM CATOMA CREEK TO NORTH OF FAIRVIEW AVENUE	2.980	07/01/2018	RESURFACING	\$150,000
IM04E	3	IM I065(493)	100066458	PE	RESURFACE I-65 FROM NORTH OF FAIRVIEW AVENUE TO THE ALABAMA RIVER BRIDGE	2.030	07/01/2018	RESURFACING	\$150,000
SAF	11	HSIPF-STPAAF 0006 (571)	100066718	CN	PEDESTRIAN AND ACCESS MANAGEMENT IMPROVEMENTS ON SR-6 (SOUTH BYPASS) FROM THE I-65 INTERCHANGE TO DAVENPORT DRIVE	0.560	07/27/2018	SIDEWALK	\$4,538,079
ST	2	HSIPF-STPAAF 0006 (571)	100066718	CN	PEDESTRIAN AND ACCESS MANAGEMENT IMPROVEMENTS ON SR-6 (SOUTH BYPASS) FROM THE I-65 INTERCHANGE TO DAVENPORT DRIVE	0.560	07/27/2018	SIDEWALK	\$929,486
IARA	7	IAR-001-000- 010 ()	100067147	CN	CONSTRUCTING THE ACCESS ROAD FROM THE PROPOSED PRATTVILLE SOUTH INDUSTRIAL PARK ROADWAY TO THE JAMES HARDIE BUILDING ENTRANCE	0.000	04/15/2018	GRADE, DRAIN, BASE AND PAVE	\$1,766,800
SAF	11	STPAA-HSIP 0014(544)	100065791	FM	RESURFACE AND 2 SAFETY WIDENING ON SR-14 FROM SR-9 (US-231) TO SR-63	7.465	06/29/2018	PREVENTATIVE MAINT MINOR REHAB W/ SAFETY WIDENING	\$560,180
ST	2	STPAA-HSIP 0014(544)	100065791	FM	RESURFACE AND 2 SAFETY WIDENING ON SR-14 FROM SR-9 (US-231) TO SR-63	7.465	06/29/2018	PREVENTATIVE MAINT MINOR REHAB W/ SAFETY WIDENING	\$3,174,352
SAF	11	STPOA-HSIP 0111(502)	100066612	FM	RESURFACE AND 2 SAFETY WIDENING SR- 111 FROM SR-14 TO HOGAN ROAD	9.389	03/30/2018	PREVENTATIVE MAINTENANCE LEVEL 2 W/ SAFETY WIDEN	\$590,827
ST	2	STPOA-HSIP 0111(502)	100066612	FM	RESURFACE AND 2 SAFETY WIDENING SR- 111 FROM SR-14 TO HOGAN ROAD	9.389	03/30/2018	PREVENTATIVE MAINTENANCE LEVEL 2 W/ SAFETY WIDEN	\$2,691,547
NH	3	NH 0021(565)	100066731	FM	RESURFACING ON SR-21 (WEST SOUTH BOULEVARD) FROM SR-3 (US-31) TO THE I- 65 INTERCHANGE AND SR-3 (WEST BOULEVARD) FROM SR-21 TO ESTATE AVENUE	0.000	12/07/2018	PAVEMENT MINOR REHABILITATION	\$1,934,671
NH	3	NH 0009(563)	100066872	FM	RESURFACE SR-9 (US-331) FROM JUST SOUTH OF HOBBIE ROAD TO NORMAN BRIDGE ROAD	4.230	02/23/2018	PAVEMENT MINOR REHABILITATION	\$3,765,267
ST	2	STPAA 0143(503)	100066908	FM	RESURFACE SR-143 FROM SR-14 TO THE CHILTON COUNTY LINE	16.500	04/27/2018	PREVENTATIVE MAINTENANCE LEVEL 2	\$2,919,714
AAMN	1	STPAA 5117(251)	100067617	SP	INTERSECTION IMPROVEMENT STUDY: WARES FERRY ROAD AT DOZIER ROAD AND PIKE ROAD AT MERIWETHER / WALLAHATCHIE ROAD	0.000	07/01/2018	CORRIDOR STUDY	\$50,000

Authorized Projects

STAAL	2	STPAA 0271(503)	100067645	PE	INTERSECTION IMPROVEMENTS ON SR-271 (EXIT 9) ONTO I-85 SOUTHBOUND	0.000	04/01/2018	INTERSECTION IMPROVEMENTS	\$151,500
NH	3	NH 0006(570)	100066102	CN	INSTALLATION OF A 250 30 STEEL ENCASEMENT PIPE UNDER SR-6 (US-82) EAST OF SR-3(US-31) AT APPROXIMATELY MP 143.1 FROM ROW TO ROW	0.000	12/01/2017	UNCLASSIFIED	\$204,561
CORD	2	STPAA 4317(250)	100068758	CN	RESURFACING WIDENING AND TRAFFIC STRIPING ON CR-6 FROM I-65 TO THE MONTGOMERY COUNTY LINE.	0.527	11/02/2018	WIDENING AND RESURFACING (RDWY)	\$602,133
SAF	11	HSIP NR18(906)	100067704	SP	ELMORE COUNTY SAFETY PLAN AND DEVELOPMENT OF A LOCAL ROAD SAFETY PLAN GUIDANCE DOCUMENT	0.000	01/01/2018	UNCLASSIFIED	\$194,100
IARA	7	IAR-051-000- 013 ()	100068018	CN	RESURFACING WIDENING AND ACCELERATION LANE ON FELDER ROAD FROM THE AIR NATIONAL GUARD ENTRY CONTROL POINT TO SR-21(US-80) TO BENEFIT THE DANNELLY FIELD AIR NATIONAL GUARD	0.000	02/15/2018	GRADE AND DRAIN	\$717,800
UMTAC	9	UMTAC TR18()	100068060	TR	SECTION 5310 TRANSIT MONTGOMERY CANCER WELLNESS CAPITAL PURCHASE TRANS	0.000	04/01/2018	UNCLASSIFIED	\$23,073
FTA3C	9	FTA3C TR18()	100068352	TR	SECTION 5339 TRANSIT AUTAUGA COUNTY PUBLIC TRANSPORTATION CAPITAL ROLLING STOCK FY 2018 (2MV)	0.000	06/01/2018	UNCLASSIFIED	\$108,726

3.0 Appendices

3.1 List of Acronyms and Abbreviations

ACRONYMS AND ABBREVIATIONS USED IN THE TRANSPORTATION PLANNING PROCESS

AL/SR - Alabama Highway or State Route
ADA – Americans with Disabilities Act
ADECA – Alabama Department of Economic and Community Affairs
ADEM – Alabama Department of Environmental Management
ALDOT - Alabama Department of Transportation
BR - Bridge
BSP - Base and pave
CAC - Citizens Advisory Committee
CAP - Transit Capital
CARPDC - Central Alabama Regional Planning and Development Commission
CARE - Critical Analysis and Reporting Environment
CMP – Congestion Management Plan
CN - Construction
COOP – Continuity of Operations Plan
CR - County Road
DBE – Disadvantaged Business Enterprise
EJ - Environmental Justice
EPA – Environmental Protection Agency
FAST Act – Fixing Americas Surface Transportation Act (Current Transportation Legislation)
FCS - Functional Classification System
FHWA - Federal Highway Administration
FTA - Federal Transit Administration
GDB - Grade, drain, and bridge
GPB - Grade, drain, base, pave, and bridge
GIS - Geographic Information System
IM - Interstate Maintenance
ITS - Intelligent Transportation System
LRTP - Long Range Transportation Plan (20-25 Year Plan)
MACIA – Mayors Advisory Council on Improving Accessibility
MAP-21 – Moving Ahead for Progress in the 21st Century
MATS - Montgomery Area Transit System
MSA -Metropolitan Statistical Area
MP - Mile Post
MPO - Metropolitan Planning Organization
MT - Maintenance program
MUTCD - Manual on Uniform Traffic Control Devices
NAAQS – National Ambient Air Quality Standards
NHS - National Highway System
OTH - Other
PE - Preliminary Engineering
PL - FHWA Planning Funds
PPP/PIP – Public Participation Plan (in CFRs) or Public Involvement Plan
RW - Right of Way
SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
Section 5303 - FTA Metropolitan Planning Funds
Section 5307 - FTA formula funds for urbanized areas
Section 5309 - FTA capital program funds (currently earmarked by Congress)
Section 5310 - FTA Elderly and Persons with Disabilities Program funds

Section 5311 - FTA Formula Funds for Rural Transportation Programs
Section 5339 – FTA Bus and Bus Facilities Program funds
Southeast Region - ALDOT Division consisting of eighteen counties (**Autauga**, Barbour, Bullock, Butler, Coffee, Covington, Crenshaw, Dale, **Elmore**, Geneva, Henry, Houston, Lee, Lowndes, Macon, **Montgomery**, Pike and Russell)
SOV - Single Occupancy Vehicle
SR - State Road
STIP - State Transportation Improvement Program
STP - Surface Transportation Program
TAP – Transportation Alternatives Program
TAZ - Traffic Analysis Zone
TAC - Technical Coordinating Committee
TE - Transportation Enhancement
TIP - Transportation Improvement Program
TMA - Transportation Management Area
UA - Urbanized Area (identified by the Census Bureau, 50,000 population and above)
UC - Urban Cluster (identified by the Census Bureau, 49,999 and below population)
UPWP - Unified Planning Work Program
USDOT – US Department of Transportation
UT - Utility Work

PUBLIC NOTICE

Montgomery Metropolitan Planning Organization (MPO) Transportation Meetings Announcement

The Montgomery Metropolitan Planning Organization (MPO) announces that several meetings will be held to consider proposed amendments to the **Fiscal Years 2016-2019 Transportation Improvement Program (TIP), Draft FY 2020 Unified Planning and Work Program, Draft FY 2020-2023 Transportation Improvement Program**, and discuss other business items. The following meetings are scheduled during July 2019:

Technical Advisory Committee—The Technical Advisory Committee (TAC) advises the MPO on the feasibility and technical aspects of proposed transportation projects. The TCC will meet on **Thursday, July 11th, 2019 at 10:00 a.m.** at the Downtown Intermodal Transportation Facility, located at 495 Molton Street, Montgomery, AL 36104, in the Conference Room.

Citizens Advisory Committee—The Citizens Advisory Committee (CAC), the organized forum for local citizens involved in the transportation planning process, also advises the MPO. The CAC will meet **Tuesday, July 16th, 2019 at 2:00 p.m.** at the Downtown Intermodal Transportation Facility, located at 495 Molton Street, Montgomery, AL 36104, in the Conference Room.

Metropolitan Planning Organization—The Metropolitan Planning Organization (MPO) is the policy board of local elected and appointed officials responsible for approving transportation projects and setting transportation policy in the study area portion of the tri-county area, and for the adoption of the required transportation documents for the Montgomery Study Area. The MPO will meet on **Thursday, July 18th, 2019 at 11:30 a.m.** at the Downtown Intermodal Transportation Facility, located at 495 Molton Street, Montgomery, AL 36104, in the Conference Room.

The proposed amendment transportation projects to be considered at each meeting for the **FY-2016-2019 Transportation Improvement Program (TIP)** are as follows:

1. **Project Number: EC-31-AM:** Install End Anchors and Replace existing metal bridge at Site 1 – (Bin 004123) on Sewell Rd over Weoka Creek; Site 2 – (Bin 017518) on Baltzer Rd on Callaway Creek; and Site 3 (BIN 011945) on Peace Church Rd over Brenson Branch. The scope is for Construction (CN). The CN cost is \$117,994 dollars with \$106,195 dollars in federal funds and \$11,799 local matching funds. The project sponsor is Elmore Co Commission.
2. **Project Number: EC-32-AM:** Resurfacing and Traffic Stripe on Deatsville Highway from the Millbrook City Limits to SR 143. The project scope is for construction. The CN cost is \$1,040,300 dollars with \$832,240 dollars in federal funds and \$208,060 local matching funds. The project sponsor is Elmore Co Commission.
3. **Project Number: EC-33-AM:** Resurfacing and Traffic Stripe on Foxwood Rd from the Autauga Co Line to Deatsville Highway. The project scope is for construction. CN cost is \$147,000 dollars with \$118,776 dollars in federal funds and \$29,694 local matching funds. The project sponsor is Elmore Co Commission.
4. **Project Number: AC-9-AM:** Safety improvements, signing and rumble strip installation Site 1- on CR 40 from CR 21 for 0.111 mill; and Site 2 – at the Intersection of CR-40 and CR-57. The CN cost is \$5,738 dollars with \$5,164 dollars in federal funds and \$573 local matching funds. The project sponsor is Autauga Co Comm.
5. **Project Number: M-30-AM:** Install Wrong-way entry countermeasures, signs and concrete curbs at I-65 and Edgemont Ave. The CN cost is \$21,693 dollars with \$19,523 in federal funds and \$2,169 in local match. The project sponsor is the State of Alabama.

For more information about the proposed transportation projects call Mr. Robert E. Smith Jr., Director of Planning and MPO, Department of Planning, City of Montgomery, Alabama at (334) 625-2712 or email him at rsmith@montgomeryal.gov or check the MPO website at <http://www.montgomerympo.org> on the MPO Meetings link and click on the March 2019 MPO, TCC and CAC Meeting box to see detailed transportation project information, meeting agendas, meeting minutes and other information. If you have disabilities that require assistance, please contact the MPO Staff at least 72 hours before the meeting at the number listed above so that accommodations can be made. **All meetings are open to the public.**

Metropolitan Planning Organization
Meeting Minutes
March 21, 2019

Voting Members

Mayor Todd Strange (City of Montgomery) (Proxy Mr. Jinright)
Councilman, Richard Bollinger (City of Montgomery)
Commissioner Elton Dean (Montgomery County)
Mayor, William Gillespie (City of Prattville)
Mr. Josh Kevin (ALDOT)
Councilman, Charles Jinright (City of Montgomery)
Mayor Al Kelley (City of Millbrook) (Proxy Stuart Peters)
Councilman, Tracy Larkin (City of Montgomery) (Proxy Richard Bollinger)
Mayor Anthony Powell (Town of Coosada) (Proxy Mrs. Rogers)
Commissioner Troy Stubbs (Elmore County) (Proxy Ritchie Beyer)
Mayor, Gordon Stone (Town of Pike Road)

Non-Voting Members

Mr. Robert Smith, Director of Planning
Mr. Kelvin Miller (MATS)

Guests

Mr. David Bollie (ALDOT)
Mr. Jonathan Smith (Town of Pike Road)
Mr. Jim Meads (Sain Associates)
Mr. Charles King (Elmore County)

MPO Staff

Mr. Kindell Anderson
Mr. James Askew
Ms. Lisa Walters

At the regularly scheduled meeting of the Montgomery Metropolitan Planning Organization (MPO) on January 24, 2019 at 11:30 a.m. at the Montgomery Intermodal Conference Room 495 Molton Street Montgomery, Alabama, the aforementioned members were present.

Agenda Item 2: A quorum assessment, with 10 voting members present; and 2 Proxies. The MPO Meeting began 11:38 A.M. Mr. Jinright conducted the meeting.

Agenda Item 3: Introduction of Guest(s) Mrs. Smiley J. Rogers (Proxy for Mayor Powell)

Agenda Item 4: Minutes from the Previous MPO Meeting (Action Item) A motion was made by Mr. Bollinger to accept and adopt the minutes from the previous MPO Meeting; and seconded by Mr. Willis. Therefore, the agenda item passed unanimously and without any further discussion.

Agenda Item 5: FY 2016-2019 TIP Amendments (Action Item) Mr. Kindell Anderson provided the update:

- Page 2: A State of Alabama project for Resurfacing and Steel Blockout replacement on I-65 from 0.5 mile south of SR-97 to the Relief Bridge South of Pintlala Creek; a distance of 9.33 miles. The funding source Interstate Maintenance (IM)/Highway Safety Improvement (HSIP) Funds. The federal funds for HSIP \$7,732; State Match \$859; Total cost \$8,591.
The IM I065; federal match \$3,923,106; State Match \$435,900; Total cost \$4,359,006
\$3,930,838; State Match \$436,759; Total cost \$4,367,597

Please note the remaining portion not showing on the map lies in Lowndes County outside the MPO Study area but within ALDOT Region.*

- Page 3: Section 5310 Transit (Rural) The Learning Tree (Elmore) Capital Rolling Stock (3 Mini Vans) FY 2019. The funding source Section 5310 and Persons with Disabilities Federal Transit Administration (FTA) Funds. The Federal funds will cover \$94,400; Local Match \$23,100; Total Cost \$115,500.
- Page 4: A City of Prattville Project; Proposes the following Combine PE's 100057564 (\$60,000) & 100063684 (\$45,000); Combine CN's 100057524 (\$432,692) & 100063685 (\$400,000); and **delete PE #100063686 (\$250,000) and reallocate those funds to CN.**
Upper Kingston Road from 7th Street North to city limits; Martin Luther King Jr Drive from; 7th St North to city limits; Gardner Road from Upper Kingston Road Martin Luther King Jr. Drive. A distance of 4.73 miles; the funding source Surface transportation Program Montgomery (STPMN) Funds. PE Federal Funds \$84,000; Local Match \$21,000; Total Funds \$105,000. CN Federal Funds \$866,154; Local Match \$216,538 Total Funds \$1,082,692.

This project is being moved from FY2020 into FY2019.

- Page 5: An Elmore County Commission project for Widening and resurfacing, Bridge replacement, and Intersection Improvements on Redland Road from SR-9 (US-231 to CR-4 (Rifle Range Road) and Harwell Mill Creek (BIN#10936); a distance of 1.48 mile. The funding source Surface Transportation Montgomery (STPMN) Funds. The Federal funds will cover \$700,000; Local Match \$175,000 Total Funds \$875,000. **This is a cost increase of \$375,000 due to increased utility relocation costs.**
- Page 6: An Elmore County Commission project for installation of Micro-surfacing pavement and traffic stripe on Redland Road from Rifle Range Road East to Marshall Road; a distance of 7.4 mile. The Funding source will be Surface Transportation Montgomery (STPMN) Funds. The Federal Funds will cover \$430,400; Local Match \$107,600 Total Funds \$538,000. **This is a cost increase of \$193,000 due to increased construction costs.**

- Page 7: An Elmore County Commission project for Installation of Micro-surfacing pavement and traffic stripe on Firetower Road from Redland Road North to SR-14; a distance of 3.9 mile. The Funding source Surface Transportation Program Montgomery (STPMN) Funds. The Federal Fund Match will cover \$244,800; Local Match \$61,200 and Total funds \$306,000. **This is a cost increase of \$127,500 due to increased construction costs.**
- Page 8: A City of Montgomery project for Widening Level, Resurfacing and Realign on Ann Street from Brewton to Federal Drive (Phase I); a distance of .45 mile. The funding source will be Surface Transportation Program Montgomery (STPMN) Funds. The Federal Fund Match will cover \$1,565,200; and Local Match \$391,300; Total Funds \$1,956,500. **This is a cost increase of \$400,000 due to increased ROW acquisition costs.**
- Page 9: A City of Montgomery project for Bridge Replacement on Narrow Lane Road at Hannon Slough (BIN#003250); the funding source Surface Transportation Program Montgomery (STPMN) Funds. The Federal Funds will cover \$384,000; Local Match \$96,000; Total Funds \$480,000. **This is a cost increase of \$360,000 due to increased engineering costs.**
- Page 10: A City of Montgomery project for Resurfacing on Hunter Loop Road from Old Selma Road to US-31. A distance of 3.70 miles; the funding source Surface Transportation Program Montgomery (STPMN) Funds. The Federal Funds will cover \$120,000; Local Match \$30,000 Total Funds \$150,000. **This project was in FY 2020 and being amended into FY 2019.**
- Page 11: A City of Montgomery project for Old Selma Road from West Blvd to Montgomery City Limits. Resurfacing on Old Selma Road from West Blvd to Montgomery City Limits; a distance of 2.70 miles. The funding source Surface Transportation Program Montgomery (STPMN) Funds. The Federal funds will cover \$120,000 Local Match \$30,000; Total funds \$150,000.
- Page 12: A City of Montgomery project for Resurfacing on Old Hayneville Road from Brewer Road to US-80 (to include Alatex Road); a distance of 3.70 miles. The funding source Surface Transportation Program Montgomery (STPMN) Funds. The Federal Funds will cover \$120,000 and Local Match \$30,000 Total funds \$150,000.
- Page 13: A State of Alabama project for Resurfacing, and Steel Blockout replacement on I-65 from 0.5 mile south of SR-97 to the Relief Bridge South of Pintlala Creek. A distance of 9.33 miles. The funding source Interstate Maintenance (IM)/Highway Safety Improvement (HSIP) Funds. HSIP: Federal funds \$7,732; State Match \$859; Total Funds \$8,591. IM Federal funds \$3,923,106; State Match \$435,900; Total Funds \$4,359,006. Grand Total Federal funds \$3,930,838; State Match \$436,759; Total Funds \$4,367,597. *** Please note the remaining portion not showing on the map lies in Lowndes County outside the MPO Study area but within ALDOT Region.***

- Page 14: A City of Wetumpka project for Resurfacing on Company Street, Hill Street and Online Street, landscaping and decorative lighting fixtures on Court Street, E Bridge Street from South Main Street to Hill Street; a distance of .33 miles. The funding source Surface Transportation Program Montgomery Funds (STPMN). The Federal funds will cover \$537,678; Local Match \$154,556 Total funds \$692,234. **This project is for a cost increase of \$209,826 cost based on the latest engineering estimates.***
- Page 15: A City of Wetumpka project for Commercial Business District Revitalization Area Pedestrian Connector East Bridge Street and the intersection of Hill, Online and Company Street; a distance of .33 miles. The funding source Surface Transportation Program Montgomery Funds (STPMN). The Federal funds will cover \$200,000 Local Match \$50,000 Total Funds \$250,000.

After the review of projects and all are in balance; a motion was made Mr. Gillespie to accept and adopt the FY 2016-2019 Amendments; and seconded by Mr. Bollinger.

Agenda Item 6: Transportation Project Status (ALDOT) (Mr. David Bollie)

- (Elmore County) A project for Intersection improvements and bridge replacement on SR-14 @ SR-143. CSX bridge complete, working on phase I Mortar Creek estimated completion date February 2019.
- (Montgomery County) Resurface I-85 from end of 6 lane at Taylor Road to the Macon County Line; scheduled to be complete November 2018.
- (Montgomery County) Resurface I-85 from East Bound to Taylor and Interchange improvements at Eastern Boulevard; estimated completion date May 2019.
- (Autauga/Elmore) Traffic signal system upgrades on Cobbs Ford Road from the intersections of Silver Hills Drive to the I-65 interchange (NB lane ramps) east of Prattville. (project has started)
- (Autauga County) Bridge culvert replacement on SR-6 (US-82/Prattville Bypass) over Pine Creek in Prattville; work has begun, scheduled to be complete November 2019
- (Elmore County) Safety widening, planning, resurfacing and traffic stripe on SR-14 from east of the intersection of SR-9(US-231) in Wetumpka to the junction of SR-6; project has started.

Agenda Item 7: Any Other Issues/Business/ Concerns

- a. Build/ INFRA(Grant)
- b. Rebuild Alabama (Gas Tax)

- State gasoline and diesel tax will be increased by cents per gallon on October 1, 2019; 2 cents per gallon on October 1, 2020 and 2 cents per gallon on October 1 2021.
- Once fully implemented, the total 10 cent per gallon gas tax increases will only cost the average drive \$4.58 a month (A Cup of Coffee).
- The new revenues raises through these increases in the gas and diesel tax will be distributed as follows:

66.67% to the State of Alabama, 25% to the Counties, and 8.33% to the Municipalities.

- Alabama's fuel tax will be indexed to the National Highway Construction Cost Index (NHCCI) which is issued by the Federal Highway Administration. The index feature will be implemented as follows:
- Index will begin on June 1, 2023 and only every other year after that (2025, 2027, 2029, etc.)
- Indexing factor the annual percentage change in the NHCCI.
- Regardless of growth in NHCCI, the gas tax cannot increase more than 1 cent per gallon at a time.

Agenda Item 8: Adjournment: There were no other Issues or Matters that required a discussion, the MPO adjourned at 12:20 P.M.



**Figure 1:
Montgomery MPO
Study Area and
2010 U.S. Census
Urbanized Area**

Source: 2010 U.S. Census,
City of Montgomery,
Town of Pike Road, City of
Prattville, and Elmore
County



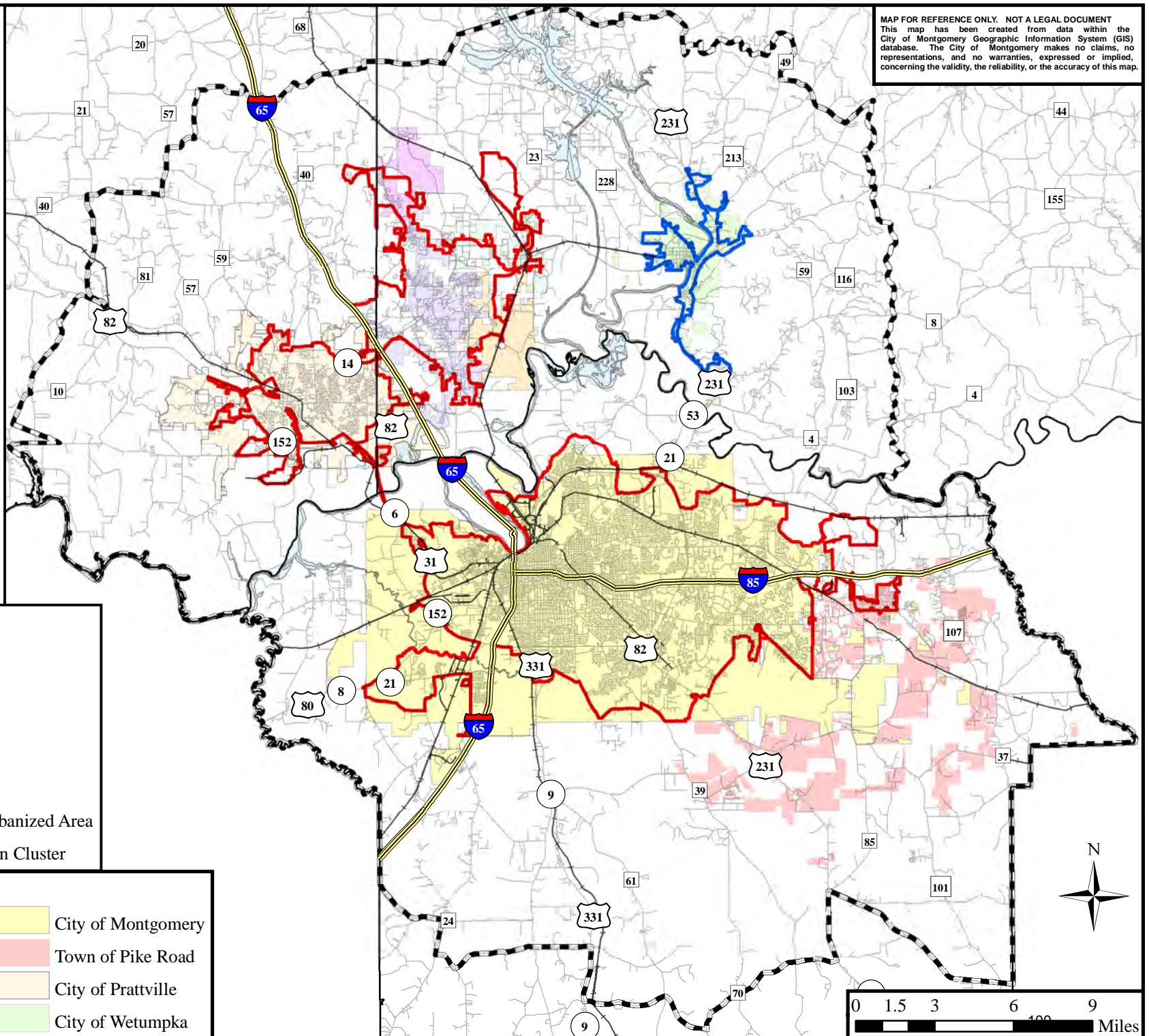
Legend

- Interstate
- Roadways
- Railroads
- Rivers
- MPO Study Area
- Montgomery, AL Urbanized Area
- Wetumpka, AL Urban Cluster

Municipal Limits

- | | |
|--------------------|--------------------|
| City of Coosada | City of Montgomery |
| Town of Deatsville | Town of Pike Road |
| Town of Elmore | City of Prattville |
| City of Millbrook | City of Wetumpka |

MAP FOR REFERENCE ONLY. NOT A LEGAL DOCUMENT
This map has been created from data within the
City of Montgomery Geographic Information System (GIS)
database. The City of Montgomery makes no claims, no
representations, and no warranties, expressed or implied,
concerning the validity, the reliability, or the accuracy of this map.



ALDOT SPREADSHEET FOR ALL TIP Fiscal Years 2020 Through 2023 - Financial Plan

Montgomery Area MPO

	2020	2021	2022	2023
Surface Transportation Attributable Projects				
Carryover From Previous Year (Federal Funds Only)	\$16,127,603	\$12,521,792	\$9,410,300	\$7,078,552
Apportionment (Federal Funds Only)	\$6,670,652	\$6,670,652	\$6,670,652	\$6,670,652
Funds Available to the MPO for Programming (Federal Funds Only)	\$22,798,255	\$19,192,444	\$16,080,952	\$13,749,204
Estimated Cost of Planned Projects (Federal Funds Only)	\$10,276,463	\$9,782,144	\$9,002,400	\$12,801,843
Balance Forward (Federal Funds Only)	\$12,521,792	\$9,410,300	\$7,078,552	\$947,361
Other Surface Transportation Program Projects (includes Bridge projects not on NH System)				
Funds Available for Programming Statewide (Federal Funds Only)	\$125,476,363	\$125,476,363	\$125,476,363	\$125,476,363
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$10,793,820	\$1,897,998	\$171,078	\$10,741,939
Percentage Programmed in the MPO Area (Federal Funds Only)	9%	2%	0%	9%
National Highway Performance Program (APD, IM, Bridge projects on NH System)				
Funds Available for Programming Statewide (Federal Funds Only)	\$473,464,897	\$473,464,897	\$473,464,897	\$473,464,897
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$16,703,466	\$0	\$0	\$23,413,590
Percentage Programmed in the Tuscaloosa Area (Federal Funds Only)	4%	0%	0%	5%
Appalachian Highway System Project				
State Funds Available for Programming Statewide (Total Funds)	\$37,652	\$37,652	\$37,652	\$37,652
MPO Area Estimated Cost of Planned Projects (Total Funds)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Total Funds)	0%	0%	0%	0%
Transportation Alternatives Program (TAP) (formerly TE)				
Projects in this category are funded through annual grant applications and will not be known until late each year.				
Funds Available for Programming Statewide (Federal Funds Only)	\$15,903,966	\$15,903,966	\$15,903,966	\$15,903,966
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$899,633	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	6%	0%	0%	0%
Bridge Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$0	\$0	\$0	\$0
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
State Funded Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$25,500,000	\$25,500,000	\$25,500,000	\$25,500,000
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
Enhancement Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$0	\$0	\$0	\$0
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0

ALDOT SPREADSHEET FOR ALL TIP Fiscal Years 2020 Through 2023 - Financial Plan

Montgomery Area MPO

	2020	2021	2022	2023
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
Transit Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$0	\$0	\$0	\$0
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$4,998,000	\$5,114,000	\$5,230,000	\$5,346,000
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
System Maintenance Projects				
State Funds Available for Programming Statewide (Total Funds)	\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000
MPO Area Estimated Cost of Planned Projects (Total Funds)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Total Funds)	0%	0%	0%	0%
Safety Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$52,036,074	\$52,036,074	\$52,036,074	\$52,036,074
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$1,433,601	\$1,715,685	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	3%	3%	0%	0%
Other Federal and State Aid Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$22,408,968	\$22,408,968	\$22,408,968	\$22,408,968
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
Congestion Mitigation and Air Quality Projects - Birmingham Area Only				
Carryover From Previous Year (Federal Funds Only)	\$18,955,155	\$18,955,155	\$18,955,155	\$18,955,155
Apportionment (Federal Funds Only)	\$11,795,045	\$11,795,045	\$11,795,045	\$11,795,045
Funds Available for Programming (Federal Funds Only)	\$30,750,200	\$30,750,200	\$30,750,200	\$30,750,200
Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Balance Forward (Federal Funds Only)	\$30,750,200	\$30,750,200	\$30,750,200	\$30,750,200
High Priority and Congressional Earmark Projects (Discontinued but money still available via carryover)				
This group of projects usually results from congressional action in an annual appropriations bill. These projects and the amount available for programming annually is an unknown factor.				
Funds Available for Programming Statewide (Federal Funds Only)	\$100,412	\$100,412	\$100,412	\$100,412
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0

Montgomery MPO Fiscal Years 2020-2023 Transportation Improvement Program (TIP) Financial Constraint Table

As of June 15, 2019

2019

State ID	Federal Project Number	Project Location	Project Work	Miles	Scope	Total \$	Federal \$	Local \$	Start Date	Fiscal Year	Sponsor
100054277	STPMN 5115	SOUTH COURT STREET FROM FAIRVIEW AVE TO SOUTH BLVD COST INCREASE	RESURFACE, IMPROVE DRAINAGE, TRAFFIC SIGNALS AND SIDEWALKS	0.85	CN	\$11,488,877	\$9,191,102	\$2,297,775	3/28/2019	2019	CITY OF MONTGOMERY
100063025	STPMN 2614	COURT ST; E BRIDGE ST FROM S MAIN ST; COMPANY ST FROM HILL ST TO ORLINE ST, ORLINE ST FROM COMPANy ST TO HILL ST, HILL ST FROM ORLINE TO COMPANY ST	RESURFACING, SIDEWALK IMPROVEMENTS, LANDSCAPING AND DECORATIVE LIGHTING	0.3	CN	\$692,235	\$537,678	\$154,556	4/26/2019	2019	CITY OF WETUMPKA
100063232	STPMN 2615	REDLAND RD FROM SR-9 (US-231) TO CR-4 (RIFLE RANGE RD) AND HARWELL MILL CREEK (BIN#10936), CR-4 AND CR-9	WIDENING AND RESURFACING , BRIDGE REPLACEMENT AND INTERSECTION IMPROVEMENTS	1.48	UT	\$875,000	\$700,000	\$175,000	8/1/2019	2019	ELMORE COUNTY COMMISSION
100063685	STPMN	UPPER KINGSTON RD FROM WEST 6TH ST NORTH TO MOSES RD; GARDNER RD FROM UPPER KINGSTON TO MARTIN LUTHER KING JR DR	RESURFACE	2	CN	\$1,082,692	\$866,154	\$216,538	7/1/2019	2019	CITY OF PRATTVILLE
100064374	STPMN	CR-85 FROM SR-3 (US-31) TO CR-40	SAFETY WIDENING, PAVE SHOULDER, RESURFACING AND TRAFFIC STRIPE	4.24	CN	\$950,000	\$760,000	\$190,000	1/25/2019	2019	AUTAUGA COUNTY COMMISSION
100064380	STPMN 7903	ANDERSON RD/LOWER WETUMPKA RD (CR 74 & 75) FROM ALABAMA RIVER PARKWAY TO US-231	SAFETY WIDENING, PAVE SHOULDER, RESURFACING AND TRAFFIC STRIPE	5.1	CN	\$1,674,380	\$1,339,504	\$334,876	4/30/2019	2019	MONTGOMERY COUNTY COMMISSION
100064613	STPMN	BROWNS RD FROM SR-143 (MAIN STREET) NORTH TO SR-14	BIKE LANES, INTERSECTION IMPROVEMENTS, WIDEN, LEVEL, RESURFACE, IMPROVE DRAINAGE AND TRAFFIC STRIPE	0.76	PE	\$10,000	\$8,000	\$2,000	4/10/2019	2019	CITY OF MILLBROOK
100064614	STPMN	BROWNS RD FROM SR-143 (MAIN STREET) NORTH TO SR-14	BIKE LANES, INTERSECTION IMPROVEMENTS, WIDEN, LEVEL, RESURFACE, IMPROVE DRAINAGE AND TRAFFIC STRIPE	0.76	CN	\$380,000	\$304,000	\$76,000	7/26/2019	2019	CITY OF MILLBROOK
100066431	STPMN	EAST BRIDGE, COURT ST AND COMPANY ST IN THE CITY OF WETUMPKA	RESET OR REMOVE WATER VALVES , MANHOLES AND METERS OWNED BY WETUMPKA WATER WORKS AND SEWER BOARD	0	UT	\$50,000	\$40,000	\$10,000	4/1/2019	2019	CITY OF WETUMPKA
100067610	STPMN 7903	INTERSECTION OF VAUGHN RD AT RYAN RD	INTERSECTION IMPROVEMENTS	0	PE	\$60,000	\$48,000	\$12,000	2/1/2019	2019	MONTGOMERY COUNTY COMMISSION
100067616	STPMN 7903	CLOVERFIELD RD FROM COUNTY LINE TO US HWY 31	RESURFACE AND TRAFFIC STRIPE		CN	\$714,917	\$571,934	\$142,983	12/7/2018	2019	MONTGOMERY COUNTY COMMISSION
100067621	STPMN 7903	SNOWDOWN CHAMBERS RD FROM HOBBIE RD TO WOODLEY RD	RESURFACE AND TRAFFIC STRIPE	5.38	CN	\$978,113	\$782,491	\$195,623	4/30/2019	2019	MONTGOMERY COUNTY COMMISSION
100067623	STPMN 7903	ALABAMA RIVER PARKWAY FROM JACKSON FERRY RD TO MONTGOMERY CITY LIMITS	RESURFACE AND TRAFFIC STRIPE	1.89	CN	\$555,485	\$444,388	\$111,097	3/21/2019	2019	MONTGOMERY COUNTY COMMISSION
100067638	STPMN	HUNTER LOOP RD FROM OLD SELMA RD TO US-31	RESURFACE	2	PE	\$80,000	\$64,000	\$16,000	7/3/2019	2019	CITY OF MONTGOMERY
100067722	STPMN-2615	REDLAND ROAD FROM RIFLE RANGE RD EAST TO MARSHELL RD	INSTALL MICRO-SURFACING PAVEMENT & TRAFFIC STRIPE	7.4	CN	\$600,756	\$480,605	\$120,151	6/28/2019	2019	ELMORE COUNTY COMMISSION
100067724	STPMN-2615	FIRETOWER RD FROM REDLAND RD NORTH TO SR-14	INSTALL MICRO-SURFACING PAVEMENT & TRAFFIC STRIPE	3.9	CN	\$325,000	\$260,000	\$65,000	6/28/2019	2019	ELMORE COUNTY COMMISSION
100067740	STPMN 5115	PERRY HILL AT ATLANTA HWY	INTERSECTION IMPROVEMENTS	1	PE	\$555,000	\$444,000	\$111,000	8/1/2019	2019	CITY OF MONTGOMERY
100068971	STPMN 5115	WARES FERRY RD FROM EASTERN BLVD TO MCLEMORE DRIVE	RESURFACE, TRAFFIC SIGNALS AND SIDEWALKS	3	PE	\$200,000	\$160,000	\$40,000	7/3/2019	2019	CITY OF MONTGOMERY
100069680	STPMN 2615	COOSADA PARKWAY FROM ALABAMA RIVER PARKWAY TO SR-14	WIDEN, LEVEL, RESRUFACE AND TRAFFIC STRIPE	5.7	CN	\$1,180,000	\$944,000	\$236,000	9/27/2019	2019	ELMORE COUNTY COMMISSION
		FY-2018 CARRY OVER FUNDS AVAILABLE FOR PROGRAMMING IN FY-2019					\$27,477,080				
		TOTAL FUNDS REQUIRED FOR FY-2019 PROJECTS				\$22,452,455	\$17,961,964				
		FY-2019 ALDOT ANNUAL ALLOCATED FUNDS					\$6,518,271				
		FY-2019 SPECIAL ALLOCATION					\$1,573,197				
		FEDERAL FUNDS AVAILABLE FOR PROGRAMMING IN FY-2019					\$35,568,548				
		BALANCE OF FUNDS					\$17,606,584				

2020

	STPMN	CR-29 & CR 27 FROM SR 14 TO SR 14	LEVEL, RESURFACE AND TRAFFIC STRIPE	5.614	CN	\$809,000.00	\$647,200.00	\$161,800.00	5/1/2020	2020	AUTAUGA COUNTY COMMISSION
	STPMN	CAMP GRANDVIEW RD FROM SR 14 TO OLD PRATTVILLE RD	WIDEN, LEVEL, RESURFACE, BIKE LANES, DRAINAGE IMPROVEMENTS AND TRAFFIC STRIPE	0.8	PE	\$10,000.00	\$8,000.00	\$2,000.00	10/1/2019	2020	CITY OF MILLBROOK
	STPMN	CAMP GRANDVIEW RD FROM SR 14 TO OLD PRATTVILLE RD	WIDEN, LEVEL, RESURFACE, BIKE LANES, DRAINAGE IMPROVEMENTS AND TRAFFIC STRIPE	0.8	UT	\$100,000.00	\$80,000.00	\$20,000.00	1/1/2020	2020	CITY OF MILLBROOK
	STPMN	CAMP GRANDVIEW RD FROM SR 14 TO OLD PRATTVILLE RD	WIDEN, LEVEL, RESURFACE, BIKE LANES, DRAINAGE IMPROVEMENTS AND TRAFFIC STRIPE	0.8	CN	\$580,000.00	\$464,000.00	\$116,000.00	7/30/2020	2020	CITY OF MILLBROOK
100059726	STPMN	E. FAIRVIEW FROM S. COURT ST TO COLVERDALE RD	RESURFACE, CURB AND GUTTER, INLET CONVERSION, STRIPING, SIDEWALKS AND CONVERSION FROM 4 LANE TO 3 LANE		UT	\$80,000	\$64,000	\$16,000	1/1/2020	2020	CITY OF MONTGOMERY
100060091	STPMN	NARROW LANE RD AT HANNON SLOUGH (BIN3 3250 &3249)	BRIDGE REPLACEMENT	N/A	UT	\$200,000	\$160,000	\$40,000	8/1/2020	2020	CITY OF MONTGOMERY
100060096	STPMN 5115	BRIDGE REPLACEMENT ON WOODLEY ROAD AT WHITES SLOUGH (BIN # 003048 & 003047)	BRIDGE REPLACEMENT	0	RW	\$120,000	\$96,000	\$24,000	9/1/2020	2020	CITY OF MONTGOMERY
100064161	STPMN 5115	PERRY HILL AT ATLANTA HWY	INTERSECTION IMPROVEMENTS	0	RW	\$1,000,000	\$800,000	\$200,000	12/1/2019	2020	CITY OF MONTGOMERY
	STPMN	OLD SELMA RD FROM WEST BLVD TO MONTGOMERY CITY LIMITS	RESURFACE	2.7	PE	\$150,000	\$120,000	\$30,000	7/1/2020	2020	CITY OF MONTGOMERY
	STPMN	OLD HAYNEVILLE RD FROM BREWER RD TO US-80	RESURFACE	3	PE	\$150,000	\$120,000	\$30,000	7/1/2020	2020	CITY OF MONTGOMERY
100057524	STPOA	MARTIN LUTHER KING JR DRIVE FROM 6TH ST TO NORTHERN CITY LIMITS AND UPPER KINGSTON RD FROM 6TH ST TO NORTHERN CITY LIMITS	RESURFACE	2	CN	\$1,082,693	\$866,154	\$216,539	9/27/2020	2020	CITY OF PRATTVILLE
100068602	STPMN	FAIRVIEW AVE FROM US-31 TO JASMINE TRAIL	ADD LANES AND DRAINAGE IMPROVEMENTS	1.8	PE	\$300,000	\$240,000	\$60,000	5/1/2020	2020	CITY OF PRATTVILLE
100056090	STPMN	SOUTH MAIN ST FROM E. BRIDGE ST TO US HWY 231	RESURFACE AND SIDEWALK IMPROVEMENTS	1.12	CN	\$640,000	\$512,000	\$128,000	11/1/2020	2020	CITY OF WETUMPKA
100057512	STPOA-UT12	BRIDGE ST AND SOUTH MAIN ST FROM EAST BRIDGE ST TO US-231 (INCLUDES HILL AND ORLINE ST)	RESURFACE AND SIDEWALK IMPROVEMENTS	1.12	UT	\$94,579	\$75,663	\$18,916	11/1/2019	2020	CITY OF WETUMPKA
100063233	STPMN-2615	REDLAND RD FROM SR-9 (US-231) TO CR-4 (RIFLE RANGE RD) AND HARWELL MILL CREEK (BIN#10936)	WIDENING, RESURFACING, AND BRIDGE REPLACEMENT	1.48	CN	\$2,580,000	\$2,064,000	\$516,000	2/22/2020	2020	ELMORE COUNTY COMMISSION
100067261	STPMN-2615	INTERSECTION CR-4 AND CR-8	WIDENING, RESURFACING, AND INTERSECTION IMPROVEMENTS	0	CN	\$2,200,000	\$1,760,000	\$440,000	2/28/2020	2020	ELMORE COUNTY COMMISSION
	STPMN	COOSADA RD FROM SR 143 TO BLACKWELLS DRIVE	MICROSURFACE AND TRAFFIC STRIPE	4.4	CN	\$290,000.00	\$232,000.00	\$58,000.00	1/1/2020	2020	ELMORE COUNTY COMMISSION
	STPMN	FLATWOOD RD FROM DEAD END TO CEASARVILLE RD	MICROSURFACE AND TRAFFIC STRIPE	4.65	CN	\$220,000.00	\$176,000.00	\$44,000.00	1/1/2020	2020	ELMORE COUNTY COMMISSION
	STPMN	FLATWOOD CURVE FROM MEHEARG RD TO FLATWOOD RD	MICROSURFACE AND TRAFFIC STRIPE	0.48	CN	\$30,000.00	\$24,000.00	\$6,000.00	1/1/2020	2020	ELMORE COUNTY COMMISSION
	STPMN	FORT TOULOUSE RD FROM FORT TOULOUSE TO US 231	MICROSURFACE AND TRAFFIC STRIPE	2.43	CN	\$190,000.00	\$152,000.00	\$38,000.00	1/1/2020	2020	ELMORE COUNTY COMMISSION
	STPMN	LAUREL CREEK RD/REA RD FROM US-231 TO WEOKA RD	WIDEN, LEVEL RESURFACE AND TRAFFIC STRIPE	3.55	CN	\$430,000.00	\$344,000.00	\$86,000.00	2/1/2020	2020	ELMORE COUNTY COMMISSION
	STPMN	MEHEARG RD FROM SR 14 TO FLATWOOD RD	MICROSURFACE AND TRAFFIC STRIPE	1.62	CN	\$105,000.00	\$84,000.00	\$21,000.00	1/1/2020	2020	ELMORE COUNTY COMMISSION
	STPMN	EDGEWOOD RD FROM COBBS FORD RD TO SR 143	MICROSURFACE AND TRAFFIC STRIPE	2.13	CN	\$165,000.00	\$132,000.00	\$33,000.00	1/1/2020	2020	ELMORE COUNTY COMMISSION
100062338	STPMN 5115	VAUGHN ROAD (CR-626) FROM TAYLOR RD TO CHANTILLY PARKWAY (SR-110)	FEASIBILITY STUDY FOR PEDESTRIAN FACILITES	4.4	SP	\$300,000	\$240,000	\$60,000	3/1/2020	2020	MONT./MONTGOMERY COUNTY COMM
100064378	STPMN 7903	HYUNDAI BOULEVARD (CR-42) FROM US-31 TO US-331	RESURFACING AND TRAFFIC STRIPE	2.7	CN	\$1,199,100	\$959,280	\$239,820	4/30/2020	2020	MONTGOMERY COUNTY COMMISSION
100064673	STPMN	RYAN RD FROM VAUGHN RD TO CHANTILLY PKWY	WIDEN AND RESURFACE		PE	\$356,900	\$285,520	\$71,380	1/1/2020	2020	MONTGOMERY COUNTY COMMISSION
100067611	STPMN 7903	INTERSECTION OF VAUGHN RD AT RYAN RD	INTERSECTION IMPROVEMENTS	0	RW	\$40,000	\$32,000	\$8,000	1/1/2020	2020	MONTGOMERY COUNTY COMMISSION
	STPMN	PAULK RD FROM HILLABEE RD TO MT. ZION RD	RESURFACE AND TRAFFIC STRIPE	2	CN	\$350,000.00	\$280,000.00	\$70,000.00	2/1/2020	2020	MONTGOMERY COUNTY COMMISSION
	STPMN	DOZIER RD FROM WARES FERRY RD TO COUNTY LINE	PLANE, RESURFACE AND TRAFFIC STRIPE	1.7	CN	\$465,000.00	\$372,000.00	\$93,000.00	3/1/2020	2020	MONTGOMERY COUNTY COMMISSION
100064157	STPMN	SR-8 (US-80) from VAUGHN TO MARLER RD	TRAFFIC STUDY		SP	\$120,000	\$96,000	\$24,000	5/1/2020	2020	
FY-2019 CARRY OVER FUNDS AVAILABLE FOR PROGRAMMING IN FY-2020							\$17,606,584				

TOTAL FUNDS REQUIRED FOR FY-2019 PROJECTS					\$14,357,272	\$11,485,817
FY-2020 ALDOT ANNUAL ALLOCATED FUNDS						\$6,670,652
FY-2020 SPECIAL ALLOCATION						\$0
FEDERAL FUNDS AVAILABLE FOR PROGRAMMING IN FY-2020						\$24,277,236
BALANCE OF FUNDS						\$12,791,418

2021

	STPMN	CR 10 FROM SR 6 TO SR 57	LEVEL, RESURFACE AND TRAFFIC STRIPE	4.576	CN	\$680,000	\$544,000	\$136,000	5/1/2021	2021	AUTAUGA COUNTY COMMISSION
100059831	STPMN	FEDERAL DRIVE FROM ATLANTA HWY TO CSX RR	RESURFACE, CURB AND GUTTER, INLET CONVERSION, TRAFFIC STRIPING AND SIDEWALKS		CN	\$3,000,000	\$2,400,000	\$600,000	3/1/2021	2021	CITY OF MONTGOMERY
100060091	STPMN	NARROW LANE RD AT HANNON SLOUGH (BIN3 3250 & 3249)	BRIDGE REPLACEMENT	N/A	RW	\$115,000	\$92,000	\$23,000	11/1/2020	2021	CITY OF MONTGOMERY
100067639	STPMN	HUNTER LOOP RD FROM OLD SELMA RD TO US-31	RESURFACE	2	CN	\$2,600,000	\$2,080,000	\$520,000	1/28/2021	2021	CITY OF MONTGOMERY
100068972	STPMN	WARES FERRY RD FROM EAST BLVD TO MCLEMORE DR	RESURFACE, TRAFFIC SIGNALS AND SIDEWALKS		RW	\$200,000	\$160,000	\$40,000	2/1/2021	2021	CITY OF MONTGOMERY
	STPMN	LOWER KINGSTON RD FROM 4TH ST TO CITY LIMITS	RESURFACE	2	PE	\$60,000	\$48,000	\$12,000	11/1/2021	2021	CITY OF PRATTVILLE
	STPMN	DOSTER RD FROM MARLETTE DR TO US 31	RESURFACE	2.75	PE	\$128,000	\$102,400	\$25,600	1/1/2021	2021	CITY OF PRATTVILLE
	STPMN	WILLIAMS RD FROM US 231 TO SR 170	MICROSURFACE AND TRAFFIC STRIPE	3.93	CN	\$245,000	\$196,000	\$49,000	1/1/2021	2021	ELMORE CO COMMISSION
	STPMN	OLD PRATTVILLE RD FROM AUTAUGA COUNTY LINE TO SR 14	MICROSURFACE AND TRAFFIC STRIPE	1.77	CN	\$115,000	\$92,000	\$23,000	1/1/2021	2021	ELMORE CO COMMISSION
	STPMN	INGRAM RD FROM SR 14 TO DEATSVILLE HWY	WIDEN, LEVEL, RESURFACE AND TRAFFIC STRIPE	6.45	CN	\$1,015,000	\$812,000	\$203,000	2/1/2021	2021	ELMORE CO COMMISSION
	STPMN	HAYNES RD FROM SR 170 TO SR 14	WIDEN, LEVEL, RESURFACE AND TRAFFIC STRIPE	2.04	CN	\$260,000	\$208,000	\$52,000	3/1/2021	2021	ELMORE CO COMMISSION
	STPMN	JASMINE HILL RD FROM US 231 TO WETUMPKA CITY LIMITS	WIDEN, LEVEL, RESURFACE AND TRAFFIC STRIPE	4.2	CN	\$510,000	\$408,000	\$102,000	4/1/2021	2021	ELMORE CO COMMISSION
	STPMN	JACKSON/OLD WARE RD FROM PEACE CHURCH RD TO REDLAND RD	MICROSURFACE AND TRAFFIC STRIPE	4.63	CN	\$360,000	\$288,000	\$72,000	1/1/2021	2021	ELMORE COUNTY COMMISSION
100064674	STPMN	RYAN RD FROM VAUGHN RD TO CHANTILLY PKWY	WIDEN AND RESURFACE		CN	\$169,680	\$135,744	\$33,936	1/1/2021	2021	MONTGOMERY COUNTY COMMISSION
100067613	STPMN 7903	INTERSECTION OF VAUGHN RD AT RYAN RD	INTERSECTION IMPROVEMENTS	0	UT	\$100,000	\$80,000	\$20,000	7/1/2021	2021	MONTGOMERY COUNTY COMMISSION
	STPMN	MERIWEATHER RD FROM US 231 TO PIKE RD	WIDEN, LEVEL, RESURFACE AND TRAFFIC STRIPE	4.3	CN	\$975,000	\$780,000	\$195,000	2/1/2021	2021	MONTGOMERY COUNTY COMMISSION
	STPMN	WOODLEY RD FROM MT ZION RD TO MONTGOMERY CITY LIMITS	RESURFACE AND TRAFFIC STRIPE	5.1	CN	\$886,000	\$708,800	\$177,200	3/1/2021	2021	MONTGOMERY COUNTY COMMISSION
		FY-2020 CARRY OVER FUNDS AVAILABLE FOR PROGRAMMING IN FY-2021						\$12,791,418			
		TOTAL FUNDS REQUIRED FOR FY-2021 PROJECTS				\$11,418,680		\$9,134,944			
		FY-2021 ALDOT ANNUAL ALLOCATED FUNDS						\$6,670,652			
		FY-2021 SPECIAL ALLOCATION						\$0			
		FEDERAL FUNDS AVAILABLE FOR PROGRAMMING IN FY-2021						\$19,462,070			
		BALANCE OF FUNDS						\$10,327,126			

2022

	STPMN	CR-85 FROM CR-40 TO BRIDGE OVR MORTAR CREEK BIN 21054	LEVEL, RESURFACE AND TRAFFIC STRIPE	2.117	CN	\$378,000	\$302,400	\$75,600	5/1/2022	2022	AUTAUGA COUNTY COMMISSION
100063695	STPMN	E. FAIRVIEW FROM S. COURT ST TO COLVERDALE RD	RESURFACE, CURB AND GUTTER, INLET CONVERSION, STRIPING, SIDEWALKS AND CONVERSION FROM 4 LANE TO 3 LANE	4	CN	\$4,600,000	\$3,680,000	\$920,000	1/1/2022	2022	CITY OF MONTGOMERY
100064606	STPMN	ZELDA RD FROM ANN ST TO CARTER HILL RD	WIDEN, LEVEL, RESURFACE & TRAFFIC STRIPE	1	RW	\$200,000	\$160,000	\$40,000	1/26/2022	2022	CITY OF MONTGOMERY
100068974	STPMN 5115	WARES FERRY RD FROM EASTERN BLVD TO MCLEMORE DRIVE	RESURFACE, TRAFFIC SIGNALS AND SIDEWALKS	3	CN	\$1,900,000	\$1,520,000	\$380,000	2/1/2022	2022	CITY OF MONTGOMERY

100069678	STPMN 5115	MAXWELL BLVD FROM HOLT ST TO COFFEE ST/EUGENE ST	SHARED USE PATH	0.41	PE	\$150,000	\$120,000	\$30,000	6/28/2022	2022	CITY OF MONTGOMERY
	STPMN	LOWER KINGSTON RD FROM 4TH ST TO CITY LIMITS	RESURFACE	2	CN	\$650,000	\$520,000	\$130,000	2/1/2022	2022	CITY OF PRATTVILLE
	STPMN	MARSHALL RD FROM FIRETOWER RD TO REDLAND	WIDEN, LEVEL, RESURFACE, AND TRAFFIC STRIPE	4.43	CN	\$800,000	\$640,000	\$160,000	1/1/2022	2022	ELMORE CO COMMISSION
	STPMN	ALABAMA RIVER PARKWAY FROM SR 143 TO JACKSON LAKE RD	WIDEN, LEVEL, RESURFACE AND TRAFFIC STRIPE	1.52	CN	\$435,000	\$348,000	\$87,000	3/1/2022	2022	ELMORE CO COMMISSION
	STPMN	COBBS FORD RD FROM EDGEWOOD RD TO SR 143	WIDEN, LEVEL, RESURFACE AND TRAFFIC STRIPE	1.31	CN	\$550,000	\$440,000	\$110,000	3/1/2022	2022	ELMORE CO COMMISSION
100067614	STPMN 7903	INTERSECTION OF VAUGHN RD AT RYAN RD	INTERSECTION IMPROVEMENTS	0.00	CN	\$500,000	\$400,000	\$100,000	9/27/2022	2022	MONTGOMERY COUNTY COMMISSION
	STPMN	LAMAR RD FROM WASDEN RD TO MONTGOMERY CITY LIMITS	RESURFACE AND TRAFFIC STRIPE	1.1	CN	\$190,000	\$152,000	\$38,000	2/1/2022	2022	MONTGOMERY COUNTY COMMISSION
	STPMN	WASDEN RD FROM COUNTY LINE RD TO MONTGOMERY CITY LIMITS	WIDEN, RESURFACE AND TRAFFIC STRIPE	4	CN	\$900,000	\$720,000	\$180,000	3/1/2022	2022	MONTGOMERY COUNTY COMMISSION
		FY-2021 CARRY OVER FUNDS AVAILABLE FOR PROGRAMMING IN FY-2022					\$10,327,126				
		TOTAL FUNDS REQUIRED FOR FY-2019 PROJECTS				\$11,253,000	\$9,002,400				
		FY-2022 ALDOT ANNUAL ALLOCATED FUNDS					\$6,670,652				
		FY-2022 SPECIAL ALLOCATION					\$0				
		FEDERAL FUNDS AVAILABLE FOR PROGRAMMING IN FY-2022					\$16,997,778				
		BALANCE OF FUNDS					\$7,995,378				

2023

100040817	STPMN-7714	ZELDA RD FROM ANN ST TO CARTER HILL RD	WIDEN, LEVEL, RESURFACE & TRAFFIC STRIPE	1	CN	\$2,280,000	\$1,824,000	\$456,000	7/1/2023	2023	CITY OF MONTGOMERY
100055809	STPMN 5115	BRIDGE REPLACEMENT ON WOODLEY ROAD AT WHITES SLOUGH (BIN # 003048 & 003047)	BRIDGE REPLACEMENT	0	CN	\$2,500,000	\$2,000,000	\$500,000	9/1/2023	2023	CITY OF MONTGOMERY
	STPMN	OLD SELMA RD FROM WEST BLVD TO MONTGOMERY CITY LIMITS	RESURFACE	2.7	CN	\$920,000	\$736,000	\$184,000	1/1/2023	2023	CITY OF MONTGOMERY
100063689	STPMN	FAIRVIEW AVE FROM US-31 TO JASMINE TRAIL	ADD LANES AND DRAINAGE IMPROVEMENTS	1.8	CN	\$4,000,000	\$3,200,000	\$800,000	6/1/2023	2023	CITY OF PRATTVILLE
	STPMN	DOSTER RD FROM MARLETTE DR TO US31	RESURFACE	2.75	CN	\$1,500,000	\$1,200,000	\$300,000	1/1/2023	2023	CITY OF PRATTVILLE
	STPMN	RIFLE RANGE RD FROM REDLAND RD TO CHUBBEHATCHEE CREEK	WIDEN, LEVEL, RESURFACE AND TRAFFIC STRIPE	6.56	CN	\$1,070,000	\$856,000	\$214,000	1/1/2023	2023	ELMORE CO COMMISSION
	STPMN	WILLOW SPRINGS RD FROM JASMINE HILL RD TO REDLAND RD	WIDEN, LEVEL, RESURFACE AND TRAFFIC STRIPE	1.96	CN	\$260,000	\$208,000	\$52,000	3/1/2023	2023	ELMORE CO COMMISSION
	STPMN	OLD HAYNEVILLE RD FROM BREWER RD TO US-80	RESURFACE	3	CN	\$1,340,000	\$1,072,000	\$268,000	7/1/2023	2023	CITY OF MONTGOMERY
	STPMN	HOBBIE RD FROM SPRAGUE JUNCTION TO US 331	RESURFACE AND TRAFFIC STRIPE	9.3	CN	\$1,630,000	\$1,304,000	\$326,000	2/1/2023	2023	MONTGOMERY COUNTY COMMISSION
		FY-2022 CARRY OVER FUNDS AVAILABLE FOR PROGRAMMING IN FY-2023					\$7,995,378				
		TOTAL FUNDS REQUIRED FOR FY-2023 PROJECTS				\$15,500,000	\$12,400,000				
		FY-2023 ALDOT ANNUAL ALLOCATED FUNDS					\$6,670,652				
		FY-2023 SPECIAL ALLOCATION					\$0				
		FEDERAL FUNDS AVAILABLE FOR PROGRAMMING IN FY-2023					\$14,666,030				
		BALANCE OF FUNDS					\$2,266,030				

3.4 Livability Indicators

Following are the Livability Principles and the Livability Indicators that measure each:

1. Provide more transportation choices
 - Number of Households by Traffic Analysis Zone and Transit Fixed Bus Routes
 - Number of Employees by Traffic Analysis Zone and Transit Fixed Bus Routes
2. Promote equitable, affordable housing
 - Percent of Household Income Spent on Housing
 - Percent of Household Income Spent on Transportation
3. Enhance economic competitiveness
 - Percent of Workforce With 29 Minute or Less Commute Time
 - Percent of Workforce With 30 Minute or More Commute Time
4. Support existing communities
 - Allocation of Work Program per Funding Sources
Note: Includes percent of transportation investment dedicated to enhancing accessibility of existing transportation systems
5. Coordinate policies and leverage investment
 - Allocation of Work Program per Funding Sources
Note: Includes percent of transportation projects where more than one funding source is utilized
6. Value Communities and neighborhoods
 - Number of Households by Traffic Analysis Zone and Transit Fixed Bus Routes
 - Number of Employees by Traffic Analysis Zone and Transit Fixed Bus Routes
 - Households and Retail Employers
 - Households and Recreational Facilities

Table 3.4.1 Allocation of Work Program per Funding Category

Funding Sources	Improvement Types				
	Capacity	Roadway MO	Bicycle/ Pedestrian (1)	Transit	Totals
NHPP	\$16,403,751.20	\$7,749,788.80	\$0.00		\$24,153,540.00
Surface Transportation Program - Other Area (STPOA)	\$48,103,688.80	\$90,241,482.40	\$0.00		\$138,345,171.20
Surface Transportation Program - Any Area (STPAA)	\$22,236,900.80	\$8,822,878.40	\$0.00		\$31,059,779.20
Bridge Funding	\$0.00	\$10,981,898.40	\$0.00		\$10,981,898.40
Interstate Maintenance	\$0.00	\$38,571,769.60	\$0.00		\$38,571,769.60
ATRIP	\$0.00	\$0.00	\$0.00		\$0.00
Transit (2)	\$0.00	\$0.00	\$0.00	\$123,202,650.00	\$123,202,650.00
Congestion Mitigation and Air Quality (CMAQ)	\$0.00	\$0.00	\$0.00		\$0.00
Highway Safety Improvement Program (HSIP)	\$0.00	\$23,443,000.00	\$0.00		\$23,443,000.00
Transportation Alternatives Program (TAP)	\$0.00	\$0.00	\$10,385,000.00		\$10,385,000.00
TOTAL FEDERAL	\$86,744,340.80	\$179,810,817.60	\$10,385,000.00	\$123,202,650.00	\$400,142,808.40
Local Match	\$21,686,085.20	\$44,952,704.40	\$2,596,250.00	\$30,800,662.50	\$100,035,702.10
TOTAL FUNDS	\$108,430,426.00	\$224,763,522.00	\$12,981,250.00	\$154,003,312.50	\$500,178,510.50
Percentage of Total	21.7%	44.9%	2.6%	30.8%	100.0%
Percent of Transportation Investment Dedicated to Enhancing Accessibility of Existing Transportation Systems					33.4%
1 - Some bicycle and pedestrian improvements will be incorporated into roadway capacity and MO projects					
2 - Transit funds based on historical allocations projected through 2040					
Note: It is assumed that all projects (100%) in the LRTP work program will be funded through a combination of federal and local sources					

METROPOLITAN TRANSPORTATION PLANNING SELF-CERTIFICATION

The Alabama Department of Transportation and the Montgomery Metropolitan Planning Organization for the Montgomery 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.

Metropolitan Planning Organization

Signature

Charles Jinright

Printed Name

Chairman

Title

7/18/19

Date

Alabama

State Department of Transportation

Signature

John R. Cooper

Printed Name

Transportation Director

Title

Date

SELF-CERTIFICATION OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

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1.1 PURPOSE

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

1.2 AUTHORITY

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

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

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

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

1.3 SCOPE

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

1.4 REFERENCES

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

1.5 SELF-CERTIFICATION REQUIREMENTS

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

- (1) The metropolitan planning requirements identified in 23 U.S.C. 134 and 49 U.S.C. 5303;
- (2) In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 C.F.R. Part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21;
- (4) 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of SAFETEA-LU (Public Law 109-59) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 C.F.R. Parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

1.6 CERTIFICATION PROCESS & QUESTIONS

When the new STIP and TIPs are developed, ALDOT should contact each of the MPOs to schedule the certification review. The meeting should be scheduled so that ALDOT can provide **preliminary results of the certification**. At the meeting, ALDOT and the MPO

will review all the planning requirements mandated by the 10 areas of law referenced in Section 1.5 and the questions outlined in this section.

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

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

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the largest incorporated city, and in accordance with procedures set forth in state and local law? [23 U.S.C. 134 (d)(1)(A) and (B); 49 U.S.C. 5303 (d); 23 C.F.R. 450.310 (b)] YES
2. For Transportation Management Areas (TMAs) only, does the MPO policy board include local elected officials, officials that administer or operate major modes of transportation, and appropriate state officials? [23 U.S.C. 134 (d)(2)(A), (B), & (C); 49 U.S.C. 5303 (d); 23 C.F.R. 450.310 (d)] YES
3. Does the MPO have up to date agreements such as the transportation planning agreement that creates the MPO, the financial agreement, and, if applicable, a transportation planning agreement between the MPOs, State, and public transportation operators where more than one MPO has been designated to serve an urbanized area? [23 C.F.R. 450.314] YES
4. Does the MPO boundary encompass the existing urbanized area and contiguous area expected to become urbanized within 20-year forecast period? [23 U.S.C. 134 (e)(2); 49 U.S.C. 5303 (e); 23 C.F.R. 450.312 (a)] YES
5. Did ALDOT send a copy of the boundary map to FHWA and FTA? [23 C.F.R. 450.312 (j)] YES
6. For projects located within the boundaries of more than one MPO, does the MPO coordinate the planning of these projects with the other MPO(s)? [23 U.S.C. 134 (g)(2)] YES
7. Does the MPO planning process provide for consideration of the 10 planning factors? [23 U.S.C. 134 (h); 23 C.F.R. 450.306 (b)] YES

8. Did the Long-Range Transportation Plan (LRTP) have at least a 20-year horizon at the time of adoption of the last major update? [23 U.S.C. 134 (i)(2)(A); 23 C.F.R. 450.324 (a)] YES
9. Did the LRTP address the following areas in accordance with 23 U.S.C. 134 (i)(2), 49 U.S.C. 5303 (f)?
- Identify projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan. 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. 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). N/A
 - 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). N/A
 - Include discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. YES
 - Include a financial plan that showed the public and private revenue sources that could reasonably be expected. YES
 - Include discussion of operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods. YES
 - Include discussion of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to national disasters. YES
 - Indicate as appropriate proposed transportation and transit enhancement activities. YES

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

- Identify projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan; YES
- Identify existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors); YES
- Include 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). N/A
- 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) N/A
- Include operational and management strategies to improve the performance of existing transportation facilities; YES
- In TMA areas, consider the results of the congestion management process; YES
- Include an assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs; YES
- Describe the proposed improvements in sufficient detail to develop cost estimates; YES
- Discuss types of potential environmental mitigation activities and potential areas to carry out these activities; YES
- Include pedestrian walkway and bicycle transportation facilities; YES
- Include transportation and transit enhancement activities; YES
- Include a financial plan that demonstrates how the adopted transportation plan can be implemented YES
- 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). YES

11. Has the LRTP been reviewed and updated at least 5 years since the date of the last MPO Board action? If the MPO planning area is in nonattainment and maintenance areas, has the LRTP been reviewed and updated at least 4 years

- since the last board action? [23 U.S.C. 134 (i)(1); 23 C.F.R. 450.324 (c)] YES
12. Has the MPO sent all updates/amendments of the LRTP to FHWA and FTA via the ALDOT's Local Transportation Bureau? [23 C.F.R. 450.324 (c)] YES
13. Was the TIP developed in cooperation with the State and local transit operators? [23 U.S.C. 134 (j)(1)(A); 49 U.S.C. 5303 (a); 23 C.F.R. 450.326 (a)] YES
14. Was the TIP updated at least every 4 years and approved by the MPO and the Governor? [23 U.S.C. 134 (j)(1)(D); 23 C.F.R. 450.326 (a)] YES
15. Was the TIP financially constrained and did it include only revenues that could be reasonably expected? [23 U.S.C. 134 (j)(2)(B); 49 U.S.C. 5303 (j); 23 C.F.R. 450.326 (h)] YES
16. Did the TIP contain a priority list of federally supported projects to be supported over the next four years? [23 U.S.C. 134 (j)(2)(A); 49 U.S.C. 5303 (j); 23 C.F.R. 450.326 (a)] YES
17. Did the TIP contain all regionally significant projects, as defined by 23 C.F.R. 450.104? [23 U.S.C. 134 (j)(3)(B); 49 U.S.C. 5303 (j)(2); 23 C.F.R. 450.326 (d)] YES
18. Was the TIP consistent with the LRTP? [23 U.S.C. 134 (j)(3)(C); 49 U.S.C. 5303 (j)(1); and 23 C.F.R. 450.326 (i)] YES
19. Does the TIP identify the criteria and process for prioritizing implementation of transportation plan elements (including inter-modal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs? [23 C.F.R. 450.326 (n) (1)] YES
20. Did the TIP include a listing of projects for which Federal funds have been obligated in the preceding year, or was this list otherwise made available for public review? [23 U.S.C. 134 (j)(7)(B); 49 U.S.C. 5304 (j)(7); 23 C.F.R. 450.326 (b) and (n)] YES
21. When developing the LRTP and TIP, did the MPO provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the proposed plan and program? [23 U.S.C. 134 (i)(6)(A) and (j)(4)] YES
22. Is the LRTP and TIP of the MPO published or otherwise readily available for public review? [23 U.S.C. 134 (i)(6) and (j)(7)(A)] YES

23. Did the UPWP identify work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate who will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds? [23 C.F.R. 450.308 (c)] YES
24. Did the UPWP document planning activities to be funded with through Title 23 U.S.C. and the Federal Transit Act? [23 C.F.R. 450.308 (b)] YES
25. Were the transportation plans and programs of the MPO based on a continuing, comprehensive, and cooperative process? [23 U.S.C. 134 (c)(3), 49 U.S.C. 5303 (c)(3)] YES
26. If located in a Transportation Management Area, does the MPO have an up to date congestion management process? [23 U.S.C. 134 (k)(3)] YES
27. Does the MPO have a documented Public Participation Plan that defines a process for members of the public to have reasonable opportunity to participate in the planning process? [23 C.F.R. 450.316 (a)] YES
28. Has the MPO recently reviewed its Public Participation Plan? [23 C.F.R. 450.316 (a)(1)(x)] YES
29. When the Public Participation Plan was adopted, was it made available for public review for at least 45 days? [23 C.F.R. 450.316(a)(3)] YES

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

1. How does the MPO coordinate the development of the Transportation Plan with SIP development? N/A
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? N/A
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? N/A
4. How does the MPO ensure that the TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal

facilities? N/A

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

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

12. Does the MPO keep on file for 1 year all complaints of ADA non-compliance received and for 5 years a record of all complaints in summary form? [49 C.F.R. 27.121] YES
13. Have all the local governments included within the MPO's study area boundary completed an ADA Transition Plan? Please provide a table indicating the status of the transition plans and copy of the completed transition plans.

MPO Member	Status of Transition Plan
City of Montgomery	Completed
City of Prattville	Completed
City of Millbrook	Completed
Town of Coosada	Completed
Town of Elmore	Completed
Town of Deatsville	Completed
Town of Pike Rd	Completed
Elmore County	Completed
Autauga County	Completed
Montgomery County	Completed

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

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

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

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

450.334 Self-certifications and Federal certifications.

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

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)

THIS AGREEMENT is made and entered into by and between the State of Alabama, acting by and through the Alabama Department of Transportation, hereinafter referred to as STATE; and the Montgomery Metropolitan Planning Organization, hereinafter referred to as MPO;

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

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

¹ 23 CFR Part 490

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

iii. Targets for assessing performance of the **National Highway System, Freight Movement on the Interstate System and Congestion Mitigation and Air Quality Improvement Program (PM3)** for the following performance measures:

1. Percent of Person-Miles traveled on the Interstate System that are Reliable
2. Percent of Person-Miles traveled in the Non-Interstate System that are Reliable
3. Percent Change in Tailpipe CO2 Emissions on the NHS from the Calendar Year 2017³
4. Percentage of the Interstate System Mileage providing Reliable Truck Travel Times
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 (the STATE will only rate FTA funded facilities)
 - a. Condition- % of facilities with a condition rating below 3.0 on a FTA Transit Economic Requirement Modal (TERM) Scale
 4. 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 the STATE.
 5. Public Transportation agencies and MPOs developing their own TAM plan will provide their targets and the final report to the STATE.
- b. Those MPOs that are currently designated as being in non-attainment or maintenance for air quality⁴ will coordinate with the STATE on the collection and provision of data used in developing targets for the Congestion Mitigation and Air Quality (CMAQ) traffic congestion measures (Annual Hours of Peak-Hour Excessive Delay per capita and Percent Non-SOV Travel) and the Total Emission Reduction Measures.
- c. The STATE will distribute transportation performance data used in developing statewide highway and transit targets to each Alabama MPO.
- i. The STATE will provide performance data each time a statewide target is established or revised, per Section 2 of this agreement.
 - ii. Where possible and practicable, the STATE 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.

³ 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.

⁴ 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 the STATE. The parties agree that the data shall not be referenced, disclosed, discussed or otherwise made public. The provision of the above data by the STATE shall not be considered a waiver of 23 U.S.C. §§ 148 (h)(4) and 409 or State precedent. Upon execution of this Agreement, the parties and their agents, servants, officers, officials and employees in both their official and individual capacities, agree that the data provided pursuant to the above referenced request shall not be discussed, disclosed, used, published or released without prior written consent of the STATE. If the data in any form should be disclosed, released or published in any manner without the consent of the STATE or should an attempt be made to use the data in an action for damages against the parties, their officials or employees, then access to the data shall terminate immediately. The STATE expressly reserves its right under 23 U.S.C. §§ 148 (h)(4) and 409 and State precedent to object to the use of the data and any opinions drawn from the data and to recover damages caused by the improper and unauthorized release of the data.
- iv. The MPO shall defend, indemnify and hold harmless the STATE of Alabama, the Alabama Department of Transportation, its officials and employees, both in their official and individual capacities, and their agents and servants from and against all claims, damages, losses or expenses thereof, including but not limited to reasonable attorneys' fees, arising out of or resulting from faults, errors, mistakes, omissions, misconduct or negligent acts or omissions of the MPO, its subconsultants, agents, or employees caused as a result of or related to the service or work provided under this AGREEMENT to the extent allowable under the law. The MPO shall ensure that its subconsultants, agents, or employees possess the experience, knowledge and character necessary to qualify them to perform the particular duties assigned by The MPO. This indemnity is not limited by any insurance coverage required by this AGREEMENT.
- v. By entering into this agreement, the MPO is not an agent of the STATE, its officers, employees, agents or assigns. The MPO is an independent entity from the STATE and nothing in this agreement creates an agency relationship between the parties.
- d. If an MPO chooses to develop its own target for any highway measure, it will collect and provide the STATE 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. The STATE 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 the STATE targets no less than 30-days prior to the STATE'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 the STATE. The MPO will provide the STATE with the opportunity to comment on MPO targets no less than 30-days prior to MPO adoption of targets.
 - b. The STATE will select statewide performance targets to meet the federal performance management requirements for highways.
 - i. The STATE will provide written notice to the MPOs when the STATE selects a target. This notice will provide the target and the date the STATE set the target, which will begin the 180-day time-period in which the MPO must set a corresponding performance target.
 - ii. If an MPO chooses to support the statewide target, the MPO will provide written documentation to STATE 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 the STATE 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 quality⁴ and the STATE will coordinate to select single, unified targets for the CMAQ traffic congestion measures (Annual Hours of Peak-Hour Excessive Delay Per Capita and Percent of Non-SOV Travel) and to select mobile source emission reduction targets for their respective non-attainment areas of ozone.
- 3. Reporting of performance targets
 - a. The STATE will report all performance targets to the Federal Highway Administration (FHWA) as applicable and in accordance with 23 CFR Part 490 and Federal Transit Administration (FTA) as applicable and in accordance with 49 CFR Part 625.
 - 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. The STATE will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.216(f) in any statewide transportation plan amended or adopted after May 27, 2018, and in accordance with 23 CFR 450.218(q) in any State Transportation Improvement Program adopted or amended after May 27, 2018.
- 4. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO.
 - a. The MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f) (3-4) in

any Metropolitan Transportation Plan amended or adopted after May 27, 2018, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after May 27, 2018, for PM1 measures.

- b. The MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f)(3-4) in any Metropolitan Transportation Plan amended or adopted after May 20, 2019, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after May 20, 2019, for PM2 and PM3 measures.
 - c. The MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f) (3-4) in any Metropolitan Transportation Plan amended or adopted after 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. The STATE will be responsible for collecting pavement condition data for the NHS. This includes NHS roads that are not on the State Highway System, but instead are under the ownership of local jurisdictions, if such roads exist.
6. By signing this contract, the contracting parties affirm, for the duration of the agreement, that they will not violate federal immigration law or knowingly employ, hire for employment, or continue to employ an unauthorized alien within the State of Alabama. Furthermore, a contracting party found to be in violation of this provision shall be deemed in breach of the agreement and shall be responsible for all damages resulting therefrom.

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:

By:

Robert Smith

Title:

Planning Director

MPO:

BY:

[Signature]

Title:

[Signature]

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

John R. Cooper
Transportation Director

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

Kay Ivey
Governor, State of Alabama