

**MONTGOMERY METROPOLITAN PLANNING
ORGANIZATION
DRAFT
TRANSPORTATION
IMPROVEMENT PROGRAM
FISCAL YEARS 2024-2027**



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

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

SEPTEMBER 7, 2023

MONTGOMERY METROPOLITAN PLANNING ORGANIZATION

DRAFT

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FISCAL YEARS 2024-2027

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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 Infrastructure Investment and Jobs Act (IIJA), Sections 11201, November 2021. This document does not necessarily reflect the official views or policies of the US Department of Transportation.

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Montgomery MPO Resolution Draft FY 2024-2027 Transportation Improvement Program (TIP)

Montgomery Metropolitan Planning Organization (MPO)
Adopting the Draft Fiscal Years 2024-2027 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 the Infrastructure Investment and Jobs Acts, Section 11201, November 2021); 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 Draft FY 2024-2027 Transportation Improvement Program (TIP); now

THEREFORE, BE IT RESOLVED by the Montgomery Metropolitan Planning Organization (MPO) that the same does hereby adopt the Draft FY 2024-2027 Transportation Improvement Program (TIP).

ADOPTED THIS THE XXth DAY OF September, 2023.

Charles Jinright, MPO Chairman

ATTEST:

Robert Smith, MPO Secretary

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1.0 INTRODUCTION

1.1 Purpose

The Fiscal Years (FY) 2024-2027 Transportation Improvement Program (TIP) is a prioritized list of funded transportation projects developed by the Montgomery Metropolitan Planning Organization (MPO). The 17-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 also serves on the MPO as a voting member and but is not elected to a government office. The MPO also has non-voting members that also contribute to the planning process. The projects in the TIP are taken from the *Montgomery Study Area 2045 Long Range Transportation Plan (LRTP)*. In most cases, the 2045 LRTP projects must be done in phases through the TIP (e.g. preliminary engineering, right of way acquisition utility relocation and construction). The purpose of the TIP is to schedule the various phases of transportation projects for implementation. United States Department of Transportation (USDOT) federal legislation requires TIPs to be fiscally constrained. This means that the MPO cannot put more projects in the TIP than it can fund based on the federal funding that it can reasonably anticipate receiving.

1.2 MPO Organization

The Montgomery MPO was formed in 1973 after the 1970 Census. The 2000 Census put the Montgomery 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. As of the 2020 Census the Montgomery MPO Urbanized Area population stands at 254,348 people.

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 and shares 5307, 5339 and 5310 FTA funds. 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 funds (vehicles for non-profits) and FTA Section 5311 funds (for rural public transportation public services).

1.3 Infrastructure Investments and Jobs Act (IIJA) Regulations for the TIP

The FY 2024-2027 TIP was developed in accordance with *Infrastructure Investments and Jobs Act (IIJA)*, signed into law in November 15, 2021. IIJA (Public Law 117-58) is the current federal transportation funding legislation and continues to establish 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 short-range 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 the IIJA which have been carried forward from previous federal transportation legislations to include: the 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 Advisory Committee (TAC). 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, TAC 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 the IIJA which carried forward from the 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 IIA which carried forward from 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.

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 2023 or FY 2024. 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 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 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 MPO, the public is encouraged to participate in the development of the TIP. The TIP process will include one public involvement meeting designed to obtain input from the public concerning the TIP process in the Montgomery MPO Transportation Planning Area. In addition, once the draft TIP is approved, it will be subject to a 14-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 MPO meetings are open to the public. At these meetings, the MPO and its advisory committees review and approve the draft and final TIP documents. Interested individuals may also review and comment on these documents in tandem with the MPO committees. Individuals may address their concerns to the MPO committees directly at any meetings they attend or by written comments in-person, regular mail, email or verbally in person. Transportation Planning Staff at the Montgomery MPO should be contacted to coordinate an address to the MPO committees and to obtain draft and final documents as needed.

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

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 FY-2023.

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 GHS 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 2045 LRTP that discusses and provides a plan of action for 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. The EPA will announced new standards for ozone in the Fall of 2015. Designations of non-attainment were issued in 2017, with mitigation measures the following year. Non-attainment status places additional requirements on the MPO's. Chief among these is 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. The Montgomery MPO area as a whole is in attainment for healthful air quality as of August 2023.

1.13 Financial Constraint

The TIP is required to be financially constrained at all times, which means that project costs are balanced against expected revenue to be received by the MPO for transportation infrastructure projects. Using their project management system, the MPO and ALDOT determine 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 and matching funds. 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 Advisory Committee (TAC), 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 reviewed by the MPO and advisory committees 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 2024-2027 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 fiscal years FY 2024-2027. 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 2024-2027 TIP/STIP Financial Plan.

1.14.2 TIP Amendment Process

The FY 2024-2027 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 the 2045 Long Range Transportation Plan, in conjunction with Congestion Management Plan. The Draft FY 2024 Unified Planning Work Program indicates that the MPO staff, working with the Technical Advisory Committee (TAC) 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 Advisory Committee (TAC) 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 FWA (23 CFR 450 and 771) and FTA (49 CFR 613), under IIA carried forward from 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/Montgomery MPO FY-2023 Adopted Performance Measures & Targets Table

FHWA Safety Performance Measures (PM1)		Annual Target - 2023
Number of Fatalities		1,000
Rate of Fatalities (per 100 million Vehicle Miles Traveled)		1.440
Number of Serious Injuries		6,500
Rate of Serious Injuries (per 100 million Vehicle Miles Traveled)		9.82
Number of Non-motorized fatalities and serious injuries		400
FHWA Bridge/Pavement Performance Measures (PM2)		Original 4-Year Target - 2023
% of Pavements of the Interstate System in Good Condition		50% or more
% of Pavements of the Interstate System in Poor Condition		5% or less
% of Pavements of the Non-Interstate NHS in Good Condition		25% or more
% of Pavements of the Non-Interstate NHS in Poor Condition		5% or less
% of NHS bridges in Good condition by deck area		25% or more
% of NHS bridges in Poor condition by deck area		3% or less
FHWA System Performance Measures (PM3)		Original 4-Year Target - 2023
% of Person-Miles Traveled on the Interstate that are Reliable		92%
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable		90%
Truck Travel Time Reliability (TTTR) Index on the Interstate		1.3
FTA Transit State of Good Repair Performance Measures		Annual Target - 2023
% of Rolling Stock (Revenue vehicles) meet or exceed Useful Life Benchmark (ULB)		Reduce inventory by 5%
% of Equipment (over \$50K) meet or exceed Useful Life Benchmark (ULB)		Reduce by 5%
% of FTA-funded Facilities with condition rating below 3.0 (average) of FTA Average TERM Scale		20%
FTA Transit Safety Performance Measures		Annual Target 2023
		Demand Response Fixed Route
Fatalities		0 0
Rate of Fatalities		0 0
Injuries		0 0
Rate of Injuries		0 0
Safety Events		0 0.2
Rate of Safety Events		0 0.0000002
Mean distance between major mechanical failure		30,431 12,918

*rate = total number for the year/total revenue vehicle miles traveled

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.

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 continued 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 FY-2024-2027 Transportation Improvement Program (TIP) Project Listings

1. Surface Trans STP 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	
36113	100059831 STPMN 5116 (251)	RESURFACE CURB AND GUTTER INLET CONVERSION TRAFFIC STRIPING AND SIDEWALKS ON FEDERAL DRIVE FROM ATLANTA HIGHWAY TO CSX RAILROAD CROSSING.	2.15	CN	P	RESURFACING	2024	0.000		NA	\$5,760,000 \$0 \$1,440,000	\$7,200,000	
38085	100062338 STPMN 5115 ()	FEASIBILITY STUDY FOR SIDEWALKS/MULTI-USE PATH ON (CR-626) VAUGHN ROAD FROM TAYLOR ROAD TO CHANTILLY PARKWAY	4.40	SP	P	SIDEWALK	2024	35.000		NA	\$240,000 \$0 \$60,000	\$300,000	
41783	100066884 STPMN 5117 ()	RESURFACE AND TRAFFIC STRIPE ON VIRGINIA LOOP ROAD FROM SR-6 (US-231 TROY HIGHWAY) TO WOODLEY ROAD	0.00	PE	P	RESURFACING	2024	0.000		NA	\$120,000 \$0 \$30,000	\$150,000	
33136	100055809 STPMN 7701 (602)	BRIDGE REPLACEMENT ON CR-39 (WOODLEY ROAD)AT WHITES SLOUGH AND TRIBUTARY (BIN 003047 AND 003048)	0.00	CN	P	BRIDGE REPLACEMENT	2025	3.000		NA	\$3,200,000 \$0 \$800,000	\$4,000,000	
41783	100066885 STPMN 5117 ()	RESURFACE AND TRAFFIC STRIPE ON VIRGINIA LOOP ROAD FROM SR-6 (US-231 TROY HIGHWAY) TO WOODLEY ROAD	0.00	CN	P	RESURFACING	2026	0.000		NA	\$1,840,000 \$0 \$460,000	\$2,300,000	
Totals By Sponsor						Federal	\$11,160,000		ALL Funds \$13,950,000				
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 STPMN 5115 ()	FEASIBILITY STUDY FOR SIDEWALKS/MULTI-USE PATH ON (CR-626) VAUGHN ROAD FROM TAYLOR ROAD TO CHANTILLY PARKWAY	4.40	SP	P	SIDEWALK	2024	35.000		NA	\$240,000 \$0 \$60,000	\$300,000	
39595	100064157 STPMN 5115 ()	TRAFFIC STUDY ON SR-8 (US-80) FROM WAUGH TO MARLER ROAD	0.27	SP	P	CORRIDOR STUDY	2024	0.000		NA	\$96,000 \$0 \$24,000	\$120,000	
Totals By Sponsor						Federal	\$336,000		ALL Funds \$420,000				
Sponsor: TBD													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
39191	100075254 STPMN 5115 (251)	RESURFACE CURB AND GUTTER INLET CONVERSION STRIPING SIDEWALKS AND CONVERSION FROM 4 LANES TO 3 LANES ON EAST FAIRVIEW AVE FROM SOUTH COURT STREET TO CLOVERDALE ROAD	0.00	RW	P	RESURFACING	2024	0.000	EXEMPT	NA	\$120,000 \$0 \$30,000	\$150,000	
50152	100077485 STPMN 5124 ()	RESURFACE AND TRAFFIC STRIPE ON HIGHLAND AVENUE FROM ANN STREET TO JACKSON STREET	1.50	PE	P	RESURFACING	2024	0.000		NA	\$268,000 \$0 \$67,000	\$335,000	

1. Surface Trans STP attributable projects

50153	100077486 STPMN 5124 ()	RESURFACE AND TRAFFIC STRIPE ON FAIRGROUND ROAD FROM CHISHOLM STREET TO CRESTVIEW DRIVE	1.00	PE	P	RESURFACING	2024	0.000	NA	\$222,640 \$0 \$55,660	\$278,300
50154	100077487 STPMN 5124 ()	RESURFACE AND TRAFFIC STRIPE MADISON AVE FROM RIPLEY STREET TO MOUNT MEIGS ROAD	0.50	PE	P	RESURFACING	2024	0.000	NA	\$299,000 \$0 \$74,750	\$373,750
50160	100077493 STPMN 2624 ()	RESURFACE PLANE LEVEL AND TRAFFIC STRIPE ON CR-103 (JACKSON ROAD/OLD WARE ROAD/PEACE CHURCH ROAD) FROM CR-4 (RIFLE RANGE ROAD) TO CR-8 (REDLAND ROAD)	5.50	CN	P	RESURFACING	2024	0.000	NA	\$1,136,000 \$0 \$284,000	\$1,420,000
50162	100077495 STPMN 0124 ()	RESURFACE AND TRAFFIC STRIPE CR-81 FROM CR-10 TO CR-6 (GOODSON HOWSER ROAD)	3.10	CN	P	RESURFACING	2024	0.000	NA	\$414,051 \$0 \$103,513	\$517,564
50164	100077497 STPMN 2628 ()	RESURFACE LEVEL AND TRAFFIC STRIPE ON CR-66 (PIERCE CHAPEL ROAD) FROM SR-9 (CENTRAL PLANK ROAD) TO SR-170 (GEORGIA ROAD)	1.00	CN	P	RESURFACING	2024	0.000	NA	\$152,000 \$0 \$38,000	\$190,000
50169	100077502 STPMN 5123 ()	RESURFACING ON OLD MCGEHEE ROAD (CR-27) FROM BUTLER MILL ROAD (CR-23) TO SR-3(US-31)	3.18	CN	P	RESURFACING	2024	0.000	NA	\$449,432 \$0 \$112,358	\$561,790
50171	100077505 STPMN 2625 ()	RESURFACE AND TRAFFIC STRIPE ON WEST TALLASSEE STREET FROM SR-14 (COOSA RIVER PARKWAY) TO SR-111 (NORTH BRIDGE STREET)	0.58	CN	P	RESURFACING	2024	0.000	NA	\$520,000 \$0 \$130,000	\$650,000
50181	100077515 STPMN 5123 ()	RESURFACING ON MOUNT ZION ROAD (CR-39) FROM PAULK/GIBSON ROAD (CR-70) TO WOODLEY ROAD (CR-39)	6.29	CN	P	RESURFACING	2024	0.000	NA	\$883,830 \$0 \$220,957	\$1,104,787
50251	100077589 STPMN 5124 ()	RESURFACING AND TRAFFIC STRIPPING ON ATLANTA HIGHWAY FROM DUNN STREET TO PERRY HILL ROAD	0.00	PE	P	RESURFACING	2024	0.000	NA	\$200,000 \$0 \$50,000	\$250,000
46889	100073367 STPMN 7702 ()	BRIDGE REPLACEMENT ON CR-33 (NARROW LANE ROAD) AT HANNON SLOUGH (BIN 003250 AND 003249)	0.00	PE	P	BRIDGE REPLACEMENT	2025	0.000	NA	\$240,000 \$0 \$60,000	\$300,000
47547	100074198 STPMN 5121 ()	INTERSECTION IMPROVEMENTS TO WALLAHATCHIE ROAD AND PIKE ROAD	0.00	CN	P	INTERSECTION IMPROVEMENTS	2025	0.000	NA	\$1,920,000 \$0 \$480,000	\$2,400,000
47547	100074244 STPMN 5121 (251)	INTERSECTION IMPROVEMENTS TO WALLAHATCHIE ROAD AND PIKE ROAD	0.00	UT	P	INTERSECTION IMPROVEMENTS	2025	0.000	NA	\$320,000 \$0 \$0	\$320,000
50155	100077488 STPMN 5125 ()	RESURFACE AND TRAFFIC STRIPE ON VAUGHN ROAD FROM CENTRAL PARKWAY TO ZELDA ROAD	1.00	PE	P	RESURFACING	2025	0.000	NA	\$352,000 \$0 \$88,000	\$440,000
50157	100077490 STPMN 5125 ()	RESURFACE AND TRAFFIC STRIPE DAY STREET FROM HILL STREET TO MAXWELL AFB REAR ACCESS GATE ENTRANCE/EXIT	0.50	PE	P	RESURFACING	2025	0.000	NA	\$239,660 \$0 \$59,915	\$299,575
50161	100077494 STPMN 5124 ()	RESURFACE WIDEN LEVEL AND TRAFFIC STRIPE ON CR-83 (WALLAHATCHEE ROAD) FROM CR-85 (PIKE ROAD) TO SR-110 (VAUGHN ROAD)	4.50	CN	P	RESURFACING	2025	0.000	NA	\$810,400 \$0 \$202,600	\$1,013,000

1. Surface Trans STP attributable projects

50172	100077506 STPMN 5125 ()	RESURFACE AND TRAFFIC STRIPE MCINNIS ROAD/NARROW LANE ROAD FROM VIRGINIA LOOP ROAD TO SOUTH BLVD	1.50	PE	P	RESURFACING	2025	0.000	NA	\$222,640 \$0 \$55,660	\$278,300
50174	100077508 STPMN 0125 ()	RESURFACE TRAFFIC STRIPE AND SIDEWALK IMPROVEMENTS ON EAST MAIN STREET FROM COLLEGE STREET TO SR-3 (US-31/SOUTH MEMORIAL DRIVE)	1.04	PE	P	RESURFACING	2025	0.000	NA	\$186,718 \$0 \$46,680	\$233,398
50176	100077510 STPMN 2625 ()	MICROSURFACE AND TRAFFIC STRIPE ON AIRPORT ROAD FROM COOSADA ROAD TO SR-14	3.17	CN	P	RESURFACING	2025	0.000	NA	\$288,000 \$0 \$72,000	\$360,000
50177	100077511 STPMN 2625 ()	RESURFACE LEVEL AND TRAFFIC STRIPE ON ROSE HILL ROAD FROM GRANDVIEW ROAD TO COOSADA ROAD	1.80	CN	P	RESURFACING	2025	0.000	NA	\$152,000 \$0 \$38,000	\$190,000
50178	100077512 STPMN 2625 ()	RESURFACE WIDEN LEVEL AND TRAFFIC STRIPE ON CR-23 (LIGHTWOOD ROAD) FROM SR-111 (HOLTVILLE ROAD) TO LAKE HAVEN DRIVE	3.20	CN	P	RESURFACING	2025	0.000	NA	\$608,000 \$0 \$152,000	\$760,000
50179	100077513 STPMN 2625 ()	RESURFACE WIDEN LEVEL AND TRAFFIC STRIPE ON FITZPATRICK ROAD FROM SR- 143 TO SR-14	3.20	CN	P	WIDENING AND RESURFACING (RDWY)	2025	0.000	NA	\$200,000 \$0 \$50,000	\$250,000
50180	100077514 STPMN 5125 ()	RESURFACE WIDEN AND LEVEL MARLAR ROAD FROM SR-110 (VAUGHN ROAD) TO SR-8 (US-80)	4.60	CN	P	WIDENING AND RESURFACING (RDWY)	2025	0.000	NA	\$800,000 \$0 \$200,000	\$1,000,000
50209	100077543 STPMN 0125 ()	RESURFACE AND TRAFFIC STRIPE ON CR- 59 FROM PRATTVILLE CITY LIMITS TO CR- 40	5.69	CN	P	RESURFACING	2025	0.000	NA	\$725,338 \$0 \$181,334	\$906,672
50154	100077517 STPMN 5124 ()	RESURFACE AND TRAFFIC STRIPE MADISON AVE FROM RIPLEY STREET TO MOUNT MEIGS ROAD	1.30	CN	P	RESURFACING	2026	0.000	NA	\$2,080,000 \$0 \$520,000	\$2,600,000
50184	100077518 STPMN 0126 ()	RESURFACE AND TRAFFIC STRIPE CR-40 FROM CR-57 TO SR-3 (US-31)	5.30	CN	P	RESURFACING	2026	0.000	NA	\$960,000 \$0 \$240,000	\$1,200,000
50174	100077519 STPMN 0125 ()	RESURFACE TRAFFIC STRIPE AND SIDEWALK IMPROVEMENTS ON EAST MAIN STREET FROM COLLEGE STREET TO SR-3 (US-31/SOUTH MEMORIAL DRIVE)	1.04	CN	P	RESURFACING	2026	0.000	NA	\$1,920,000 \$0 \$480,000	\$2,400,000
50186	100077520 STPMN 0126 ()	RESURFACE TRAFFIC SIGNAL IMPROVEMENTS AND SIDEWALK IMPROVEMENTS ON SELMA HIGHWAY FROM DOSTER ROAD TO SR-6 (US-82)	1.52	PE	P	RESURFACING	2026	0.000	NA	\$98,687 \$0 \$24,672	\$123,359
50188	100077522 STPMN 2626 ()	RESURFACE LEVEL AND TRAFFIC STRIPE CR-259 (HOGAN ROAD) FROM SR-143 TO SR-111 (HOLTVILLE ROAD)	4.30	CN	P	RESURFACING	2026	0.000	NA	\$320,000 \$0 \$80,000	\$400,000
50190	100077524 STPMN 2626 ()	ADDITIONAL LANES ON CR-8 (REDLAND ROAD) FROM SR-9 (US-231) TO OLD RIFLE RANGE ROAD	0.77	PE	P	ADDITIONAL ROADWAY LANES	2026	0.000	NA	\$80,000 \$0 \$20,000	\$100,000
50190	100077525 STPMN 2626 ()	ADDITIONAL LANES ON CR-8 (REDLAND ROAD) FROM SR-9 (US-231) TO OLD RIFLE RANGE ROAD	0.77	UT	P	ADDITIONAL ROADWAY LANES	2026	0.000	NA	\$240,000 \$0 \$60,000	\$300,000

1. Surface Trans STP attributable projects

50190	100077526 STPMN 2626 ()	ADDITIONAL LANES ON CR-8 (REDLAND ROAD) FROM SR-9 (US-231) TO OLD RIFLE RANGE ROAD	0.77	RW	P	ADDITIONAL ROADWAY LANES	2026	0.000	NA	\$80,000 \$0 \$20,000	\$100,000
50193	100077527 STPMN 5126 ()	WIDEN TO STATE STANDARDS LEVEL RESURFACE AND TRAFFIC STRIPE ON CR-22 (TROTMAN ROAD) FROM CR-39 (WOODLEY ROAD) TO SR-53 (US-231)	2.60	CN	P	WIDENING AND RESURFACING (RDWY)	2026	0.000	NA	\$361,083 \$0 \$90,271	\$451,354
50227	100077563 STPMN 5126 ()	RESURFACE WIDEN AND LEVEL ON CR-103 (FELDER ROAD) FROM CR-42 (WASDEN ROAD) TO SR-8 (US-80).	3.50	CN	P	WIDENING AND RESURFACING (RDWY)	2026	0.000	NA	\$667,519 \$0 \$166,880	\$834,399
50153	100077531 STPMN 5124 ()	RESURFACE AND TRAFFIC STRIPE ON FAIRGROUND ROAD FROM CHISHOLM STREET TO CRESTVIEW DRIVE	1.84	CN	P	RESURFACING	2027	0.000	NA	\$2,226,400 \$0 \$556,600	\$2,783,000
50186	100077532 STPMN 0126 ()	RESURFACE TRAFFIC SIGNAL IMPROVEMENTS AND SIDEWALK IMPROVEMENTS ON SELMA HIGHWAY FROM DOSTER ROAD TO SR-6 (US-82)	1.50	CN	P	RESURFACING	2027	0.000	NA	\$800,000 \$0 \$200,000	\$1,000,000
50199	100077533 STPMN 2627 ()	RESURFACE WIDEN LEVEL AND TRAFFIC STRIPE ON CR-8 (REDLAND ROAD) FROM CR-4 (RIFLE RANGE ROAD) TO CR-59 (FIRETOWER ROAD)	4.50	CN	P	RESURFACING	2027	0.000	NA	\$640,000 \$0 \$160,000	\$800,000
50200	100077534 STPMN 2627 ()	RESURFACE PLANE LEVEL AND TRAFFIC STRIPE ON CR-8 (REDLAND ROAD) FROM CR-59 (FIRETOWER ROAD) TO CHUBEHATCHEE CREEK	2.80	CN	P	RESURFACING	2027	0.000	NA	\$544,000 \$0 \$136,000	\$680,000
50201	100077535 STPMN 2627 ()	RESURFACE PLANE LEVEL AND TRAFFIC STRIPE ON CR-209 (GREIR ROAD) FROM CR-211 (WEOKA ROAD) TO SOFKAHATCHEE CREEK	4.60	CN	P	RESURFACING	2027	0.000	NA	\$640,000 \$0 \$160,000	\$800,000
50203	100077537 STPMN 5127 ()	RESURFACE AND TRAFFIC STRIPE ON CR-17 (MITCHELL YOUNG ROAD) FROM SR-8 (US-80) TO CR-54 (OLD SELMA ROAD)	3.60	CN	P	RESURFACING	2027	0.000	NA	\$728,182 \$0 \$182,045	\$910,227
50204	100077538 STPMN 5127 ()	RESURFACE AND TRAFFIC STRIPE ON CR-23 (BUTLER MILL ROAD) FROM LIBERTY CHURCH TO SR-9 (US-331)	5.70	CN	P	RESURFACING	2027	0.000	NA	\$799,458 \$0 \$199,865	\$999,323
50205	100077539 STPMN 5127 ()	RESURFACE WIDEN LEVEL AND TRAFFIC STRIPE ON CR-70 (GIBSON ROAD) FROM CR-39 (MOUNT ZION ROAD) TO CR-30 (WOODLEY ROAD)	2.60	CN	P	WIDENING AND RESURFACING (RDWY)	2027	0.000	NA	\$370,417 \$0 \$92,604	\$463,021
50206	100077540 STPMN 5127 ()	RESURFACE WIDEN LEVEL AND TRAFFIC STRIPE ON CR-70 (GOODWYN ROAD) FROM CR-030 (WOODLEY ROAD) TO SR-53 (US-231)	2.60	CN	P	WIDENING AND RESURFACING (RDWY)	2027	0.000	NA	\$366,546 \$0 \$91,637	\$458,183
Totals By Sponsor						Federal	\$25,652,002		ALL Funds \$31,985,002		

**FISCAL YEARS 2024-2027 TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) LOCAL GOVERNMENT PROJECT PROPOSALS**

TIP Project Number: **M-1** Sponsor: **City of Montgomery** State Project Code: **100044273**

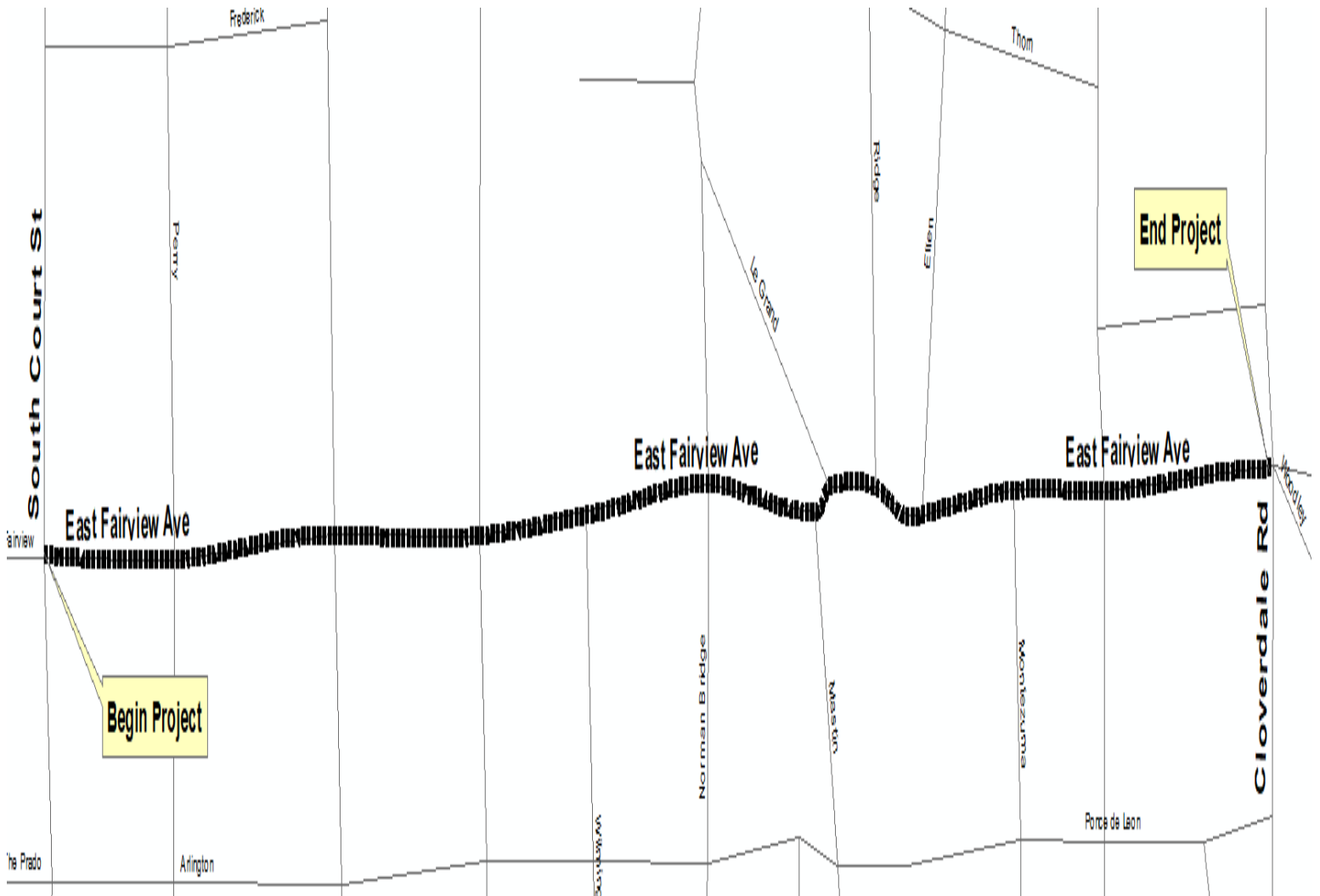
Functional Classification: **Major Arterial**

Project Description: **Resurface, decrease from 4 lanes to 2 lanes, add sidewalks, landscape, traffic stripe East Fairview Ave from South Court Street to Woodley Road**

Distance: **0.9 mile**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	RW	10/1/23	2024	\$120,000	\$30,000	\$150,000



TIP Project Number: **M-2** Sponsor: **City of Montgomery** State Project Code: **100066884**
100066885

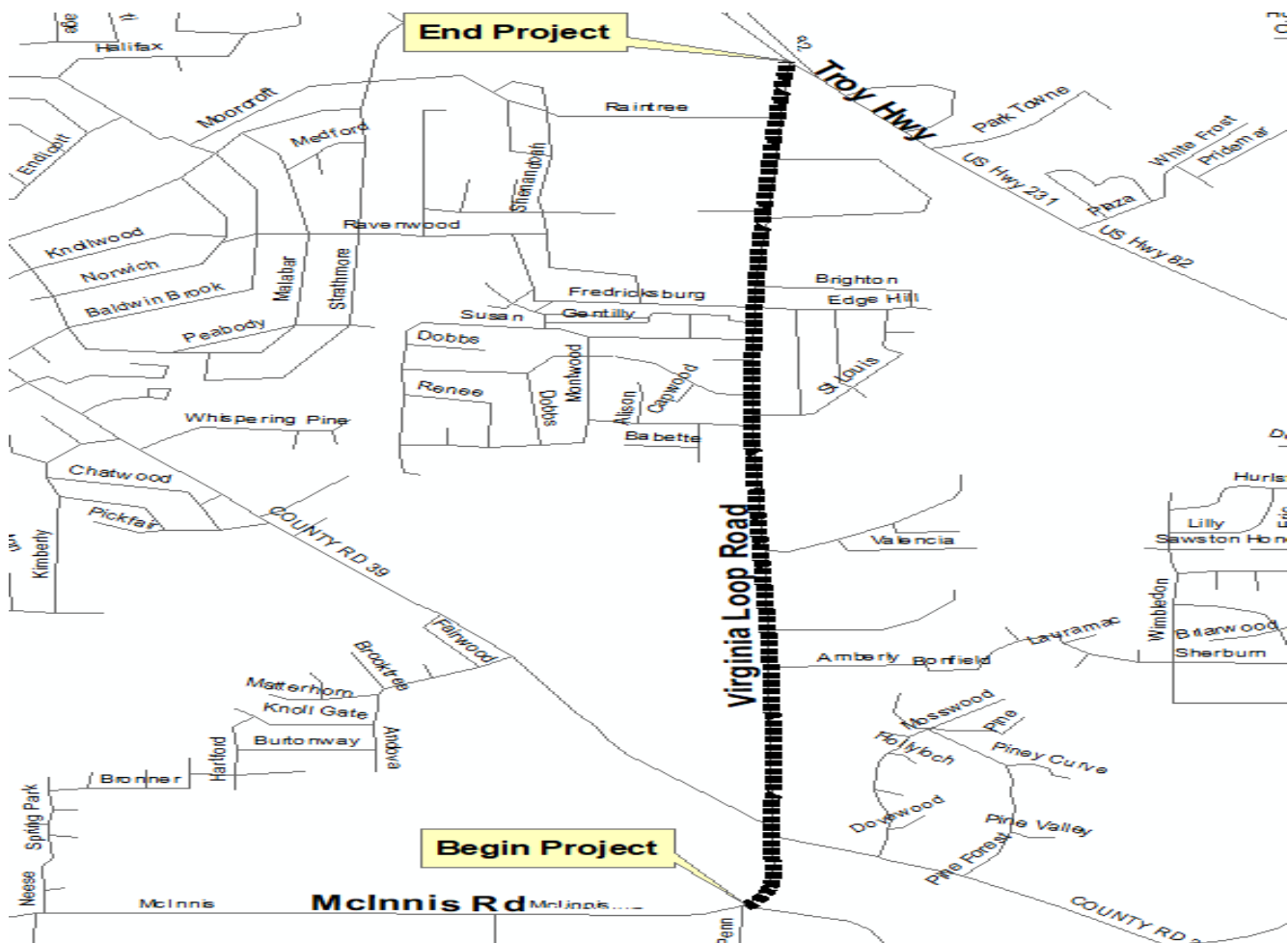
Functional Classification: **Major Collector**

Project Description: **Resurface and traffic stripe Virginia Loop Road from McInnis Road to US-231/Troy Hwy**

Distance: **2 mile**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	PE	10/1/23	2024	\$120,000	\$30,000	\$150,000
STPMN	CN	10/1/25	2026	<u>\$2,000,000</u>	<u>\$500,000</u>	<u>\$2,500,000</u>
Total =				\$2,120,000	\$530,000	\$2,650,000



TIP Project Number: **M-3** Sponsor: **City of Montgomery** State Project Code: **100077485**

Functional Classification: **Minor Arterial**

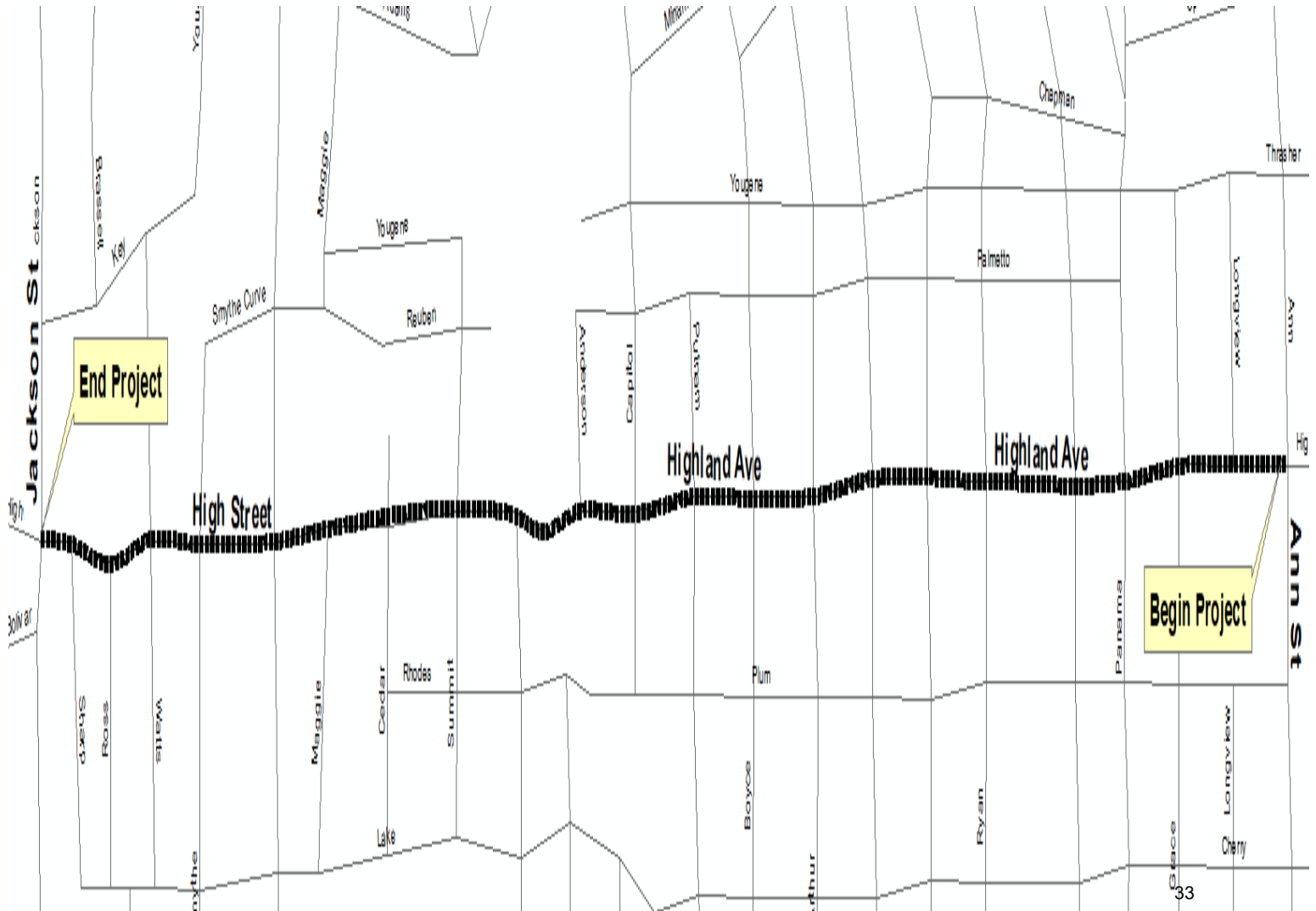
Project Description: **Resurface and traffic stripe Highland Ave from Ann Street to Jackson Street**

Distance: **1 mile**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	SP					

10/1/23	2024	\$268,640	\$67,160	\$335,800
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TIP Project Number: **M-4** Sponsor: **City of Montgomery** State Project Code: **100077486**
100077531

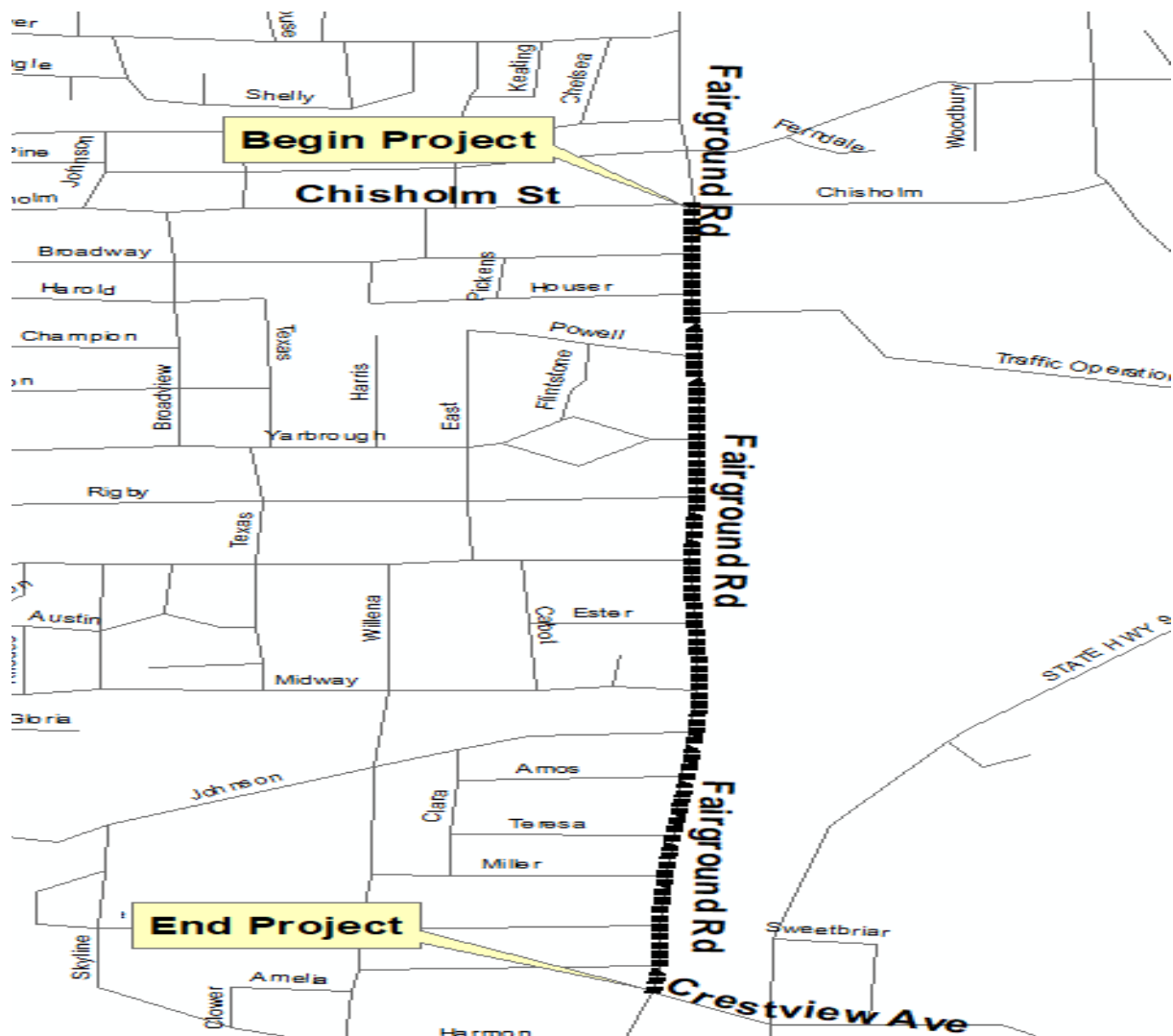
Functional Classification: **Minor Arterial**

Project Description: **Resurface and traffic stripe Fairground Road from Chisholm Street to Crestview Ave**

Distance: **1.2 mile**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	PE	10/1/23	2024	\$222,640	\$55,600	\$278,300
STPMN	CN	10/1/26	2027	<u>\$2,226,400</u>	<u>\$556,600</u>	<u>\$2,783,000</u>
Total =				\$2,449,040	\$612,200	\$3,061,300



TIP Project Number: **M-5** Sponsor: **City of Montgomery** State Project Code: **100077487**
100077517

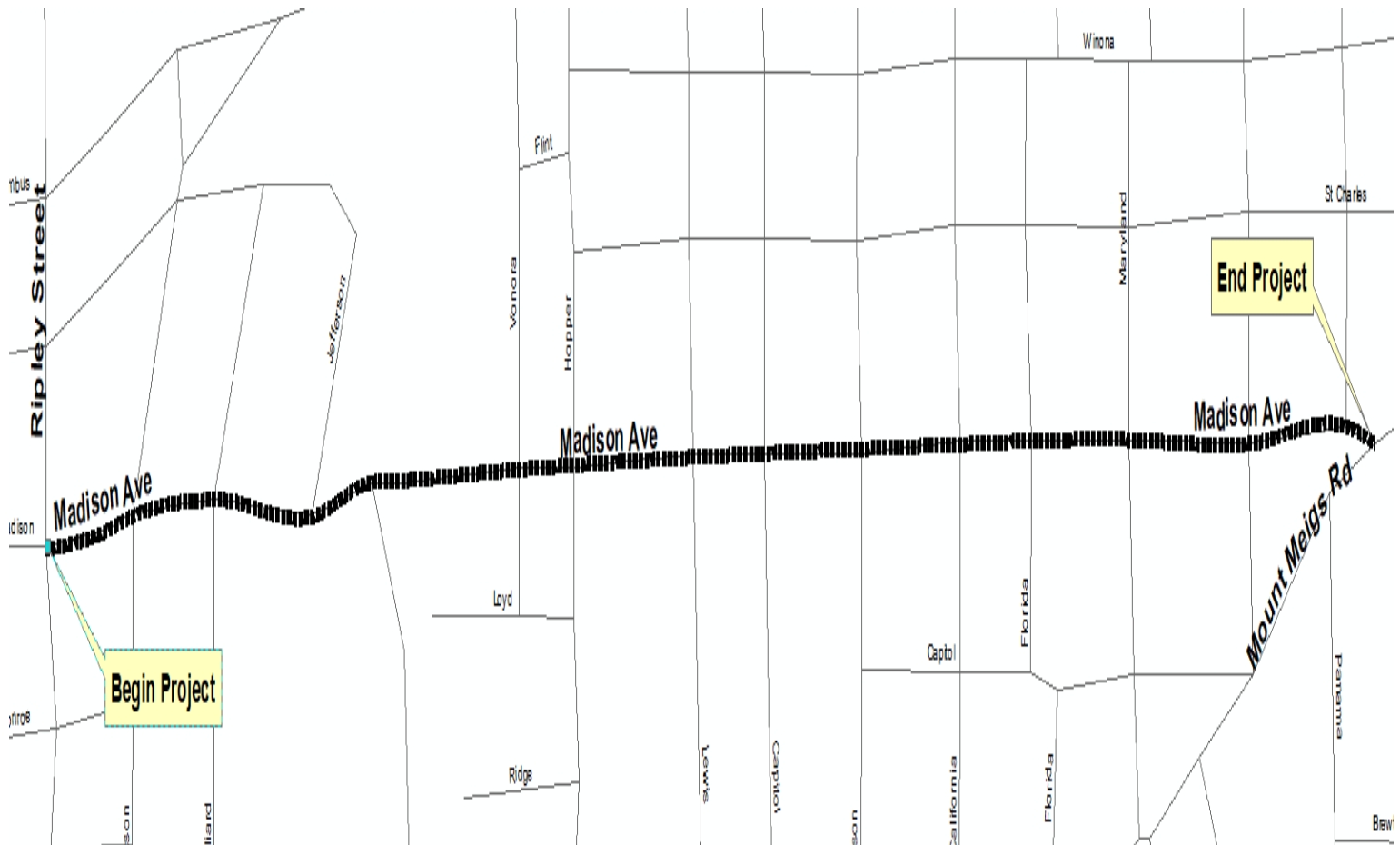
Functional Classification: **Principal Arterial**

Project Description: **Resurface and traffic stripe Madison Ave from Ripley Street to Mount Meigs Road**

Distance: **1.4 mile**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	PE	10/1/23	2024	\$299,000	\$74,750	\$373,750
STPMN	CN	3/1/26	2026	<u>\$2,560,000</u>	<u>\$640,000</u>	<u>\$3,200,000</u>
Total=				\$2,859,000	\$714,750	\$3,573,750



TIP Project Number: **M-6** Sponsor: **City of Montgomery** State Project Code: **100077589**

Functional Classification: **Principal Arterial**

Project Description: **Resurface and traffic stripe Atlanta Hwy from Dunn Street to Perry Hill Rd**

Distance: **1.4 mile**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	PE	10/1/23	2024	\$200,000	\$50,000	\$250,000



TIP Project Number: **A-1** Sponsor: **Autauga County** State Project Code: **100077495**

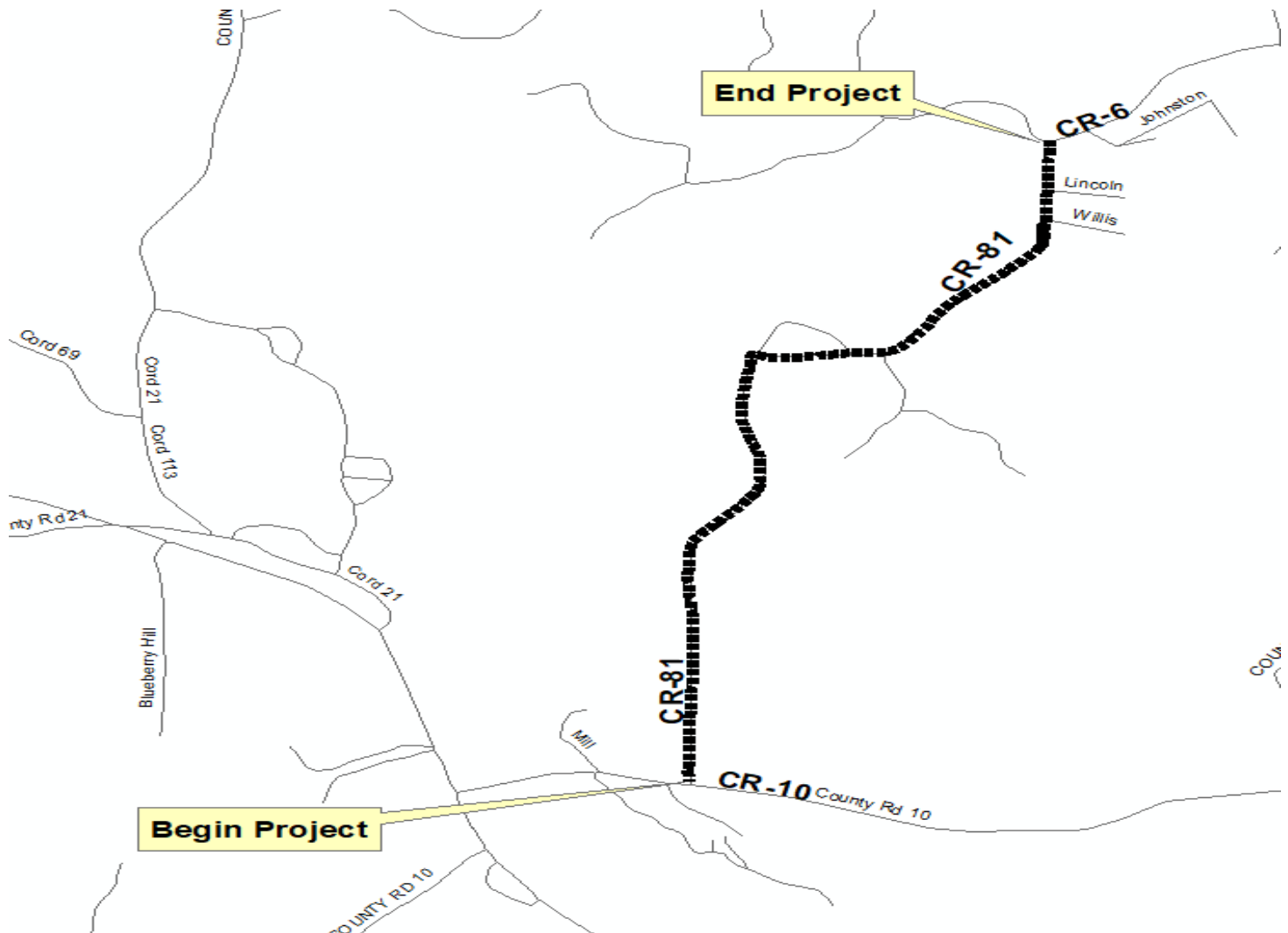
Functional Classification: **Major Collector**

Project Description: **Resurface and traffic stripe CR-81 from CR-10 to CR-6**

Distance: **3.1 mile**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	10/1/23	2024	\$414,051	\$103,513	\$517,564



TIP Project Number: **E-1** Sponsor: **Elmore County** State Project Code: **100077497**

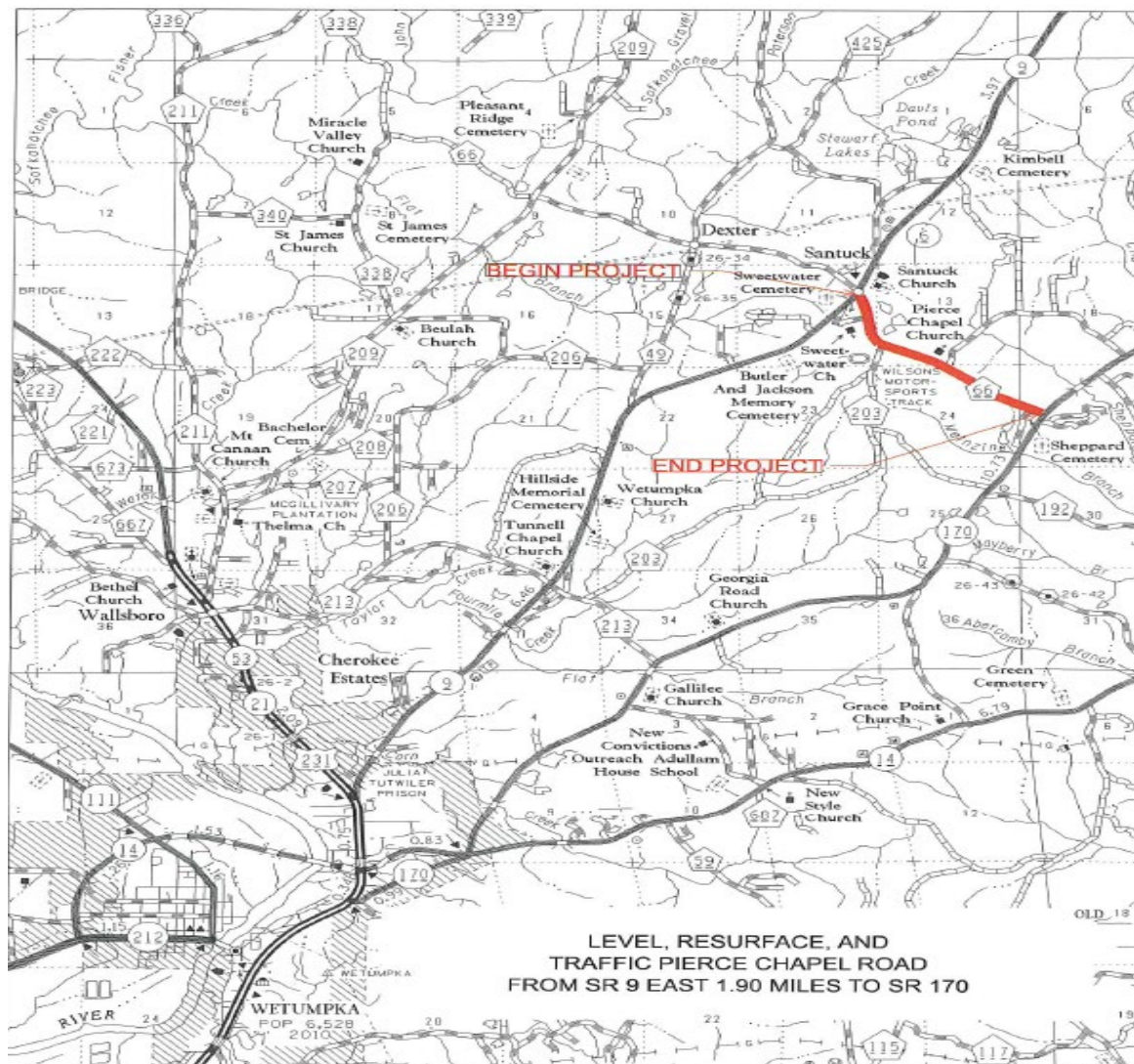
Functional Classification: **Major Collector**

Project Description: **Level, Resurface and Traffic Stripe Pierce Chapel Road from SR-9 to SR-170**

Distance: **1.9 miles**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	1/1/24	2024	\$152,000	\$38,000	\$190,000



TIP Project Number: **E-2** Sponsor: **Elmore County** State Project Code: **100077493**

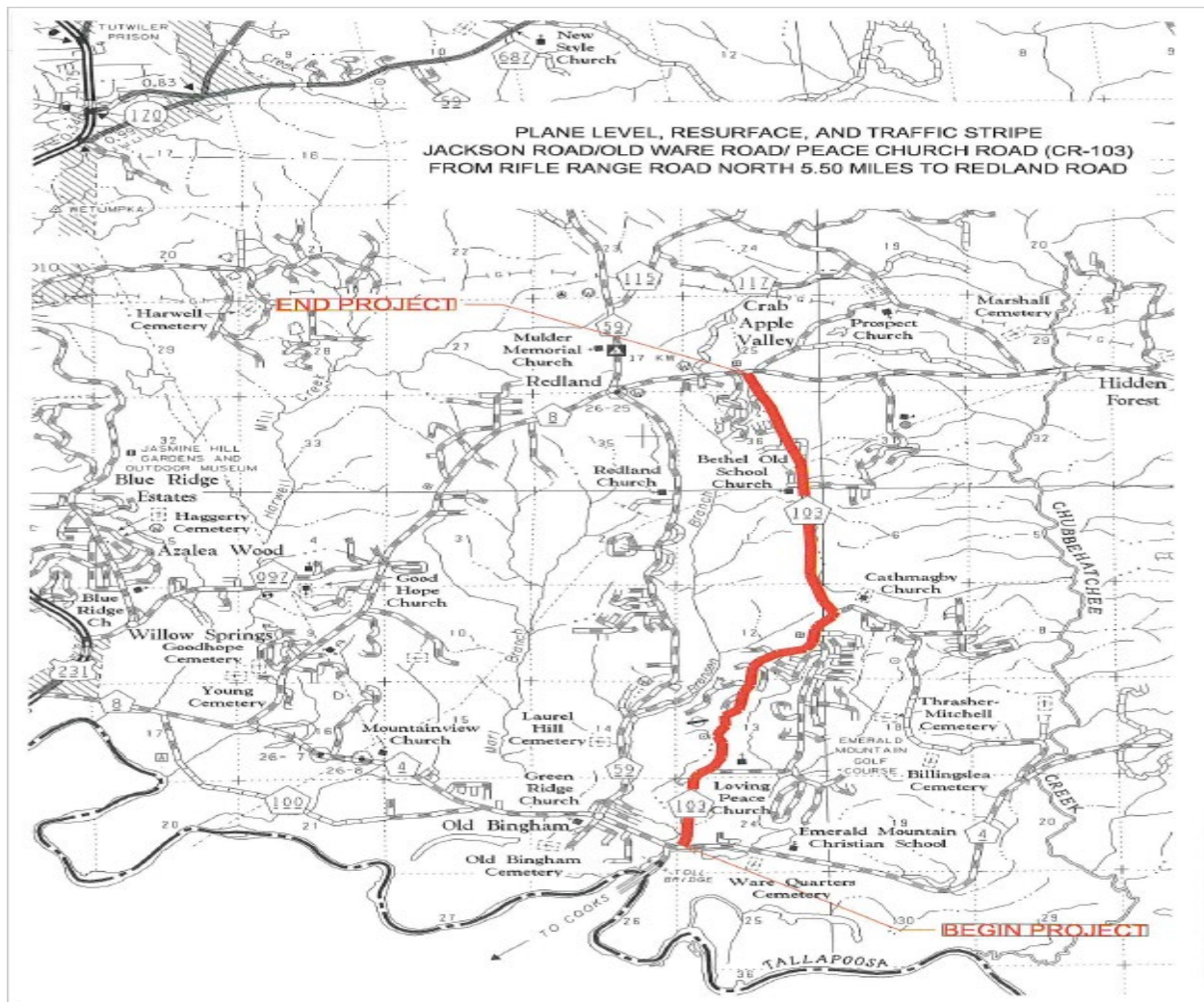
Functional Classification: **Major Collector**

Project Description: **Level, plane, resurface and traffic stripe Jackson Road/Old Ware Road/ Peace Church Road from Rifle Range Road to Redland Road**

Distance: **5.5 mile**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	2/1/24	2024	\$1,136,800	\$284,000	\$1,420,000



TIP Project Number: **MC-1** Sponsor: **Montgomery County** State Project Code: **100077494**

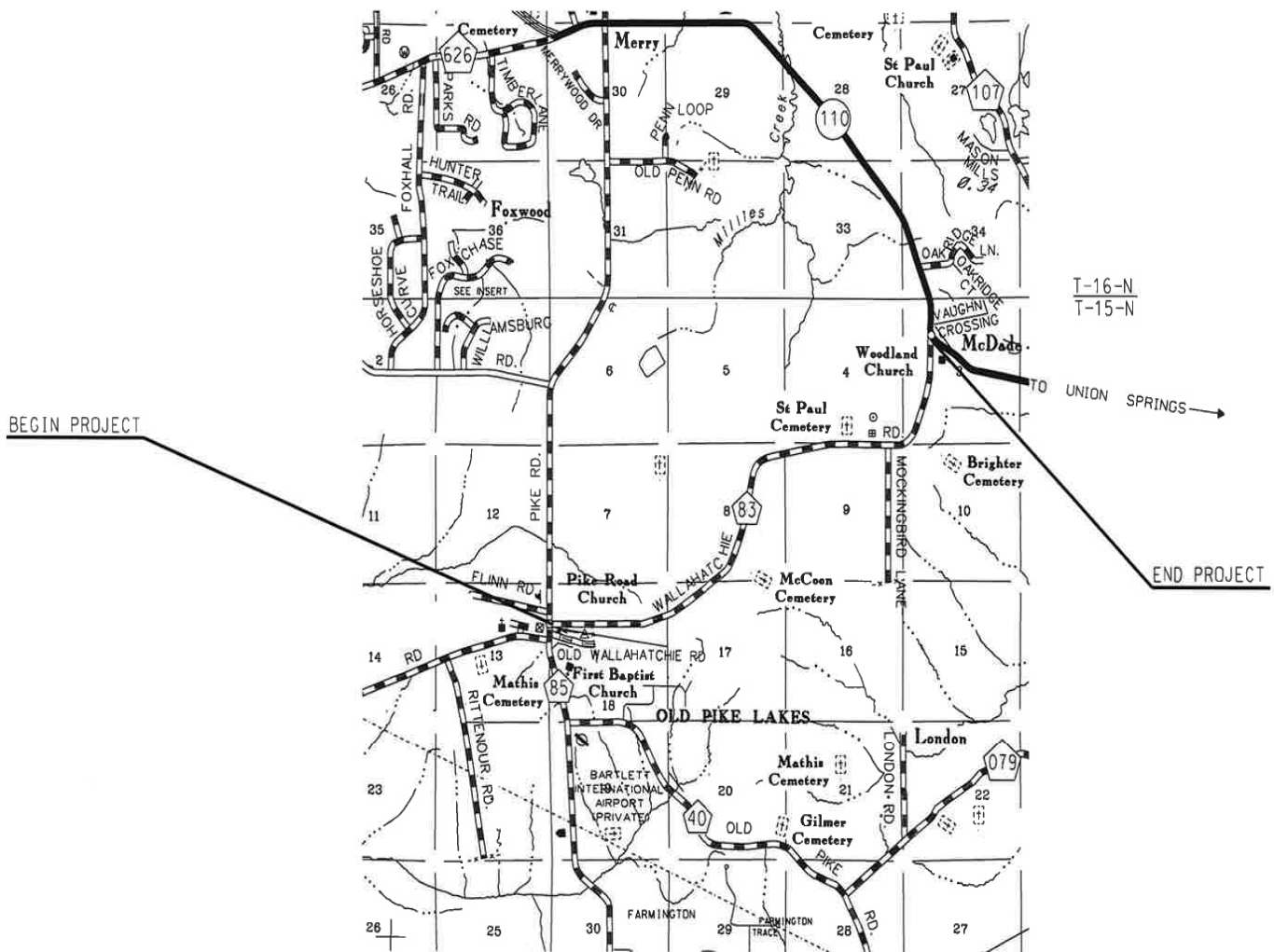
Functional Classification: **Major Collector**

Project Description: **Level, widen, resurface and traffic stripe Wallahatchee Rd from Pike Rd to SR-110/Vaughn Rd**

Distance: **4.5 miles**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	3/1/25	2025	\$810,409	\$202,602	\$1,013,011



TIP Project Number: **MC-2** Sponsor: **Montgomery County** State Project Code: **100077502**

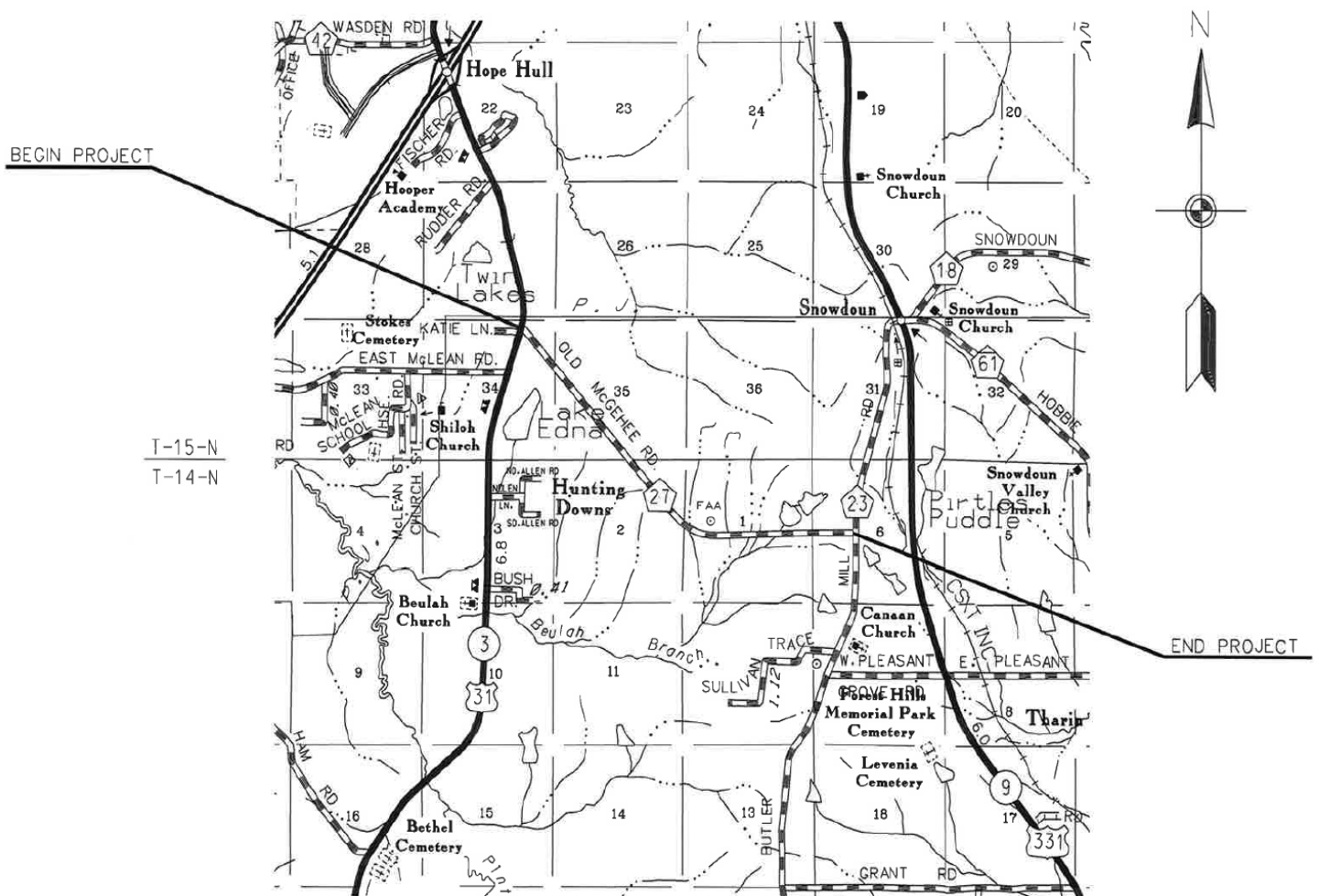
Functional Classification: **Major Collector**

Project Description: **Level, widen, resurface and traffic Old McGehee Rd from US-31/Mobile Hwy to Butler Mill Road**

Distance: **3.2 miles**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	4/1/24	2024	\$443,432	\$112,358	\$561,790



TIP Project Number: **W-1** Sponsor: **City of Wetumpka** State Project Code: **100077505**

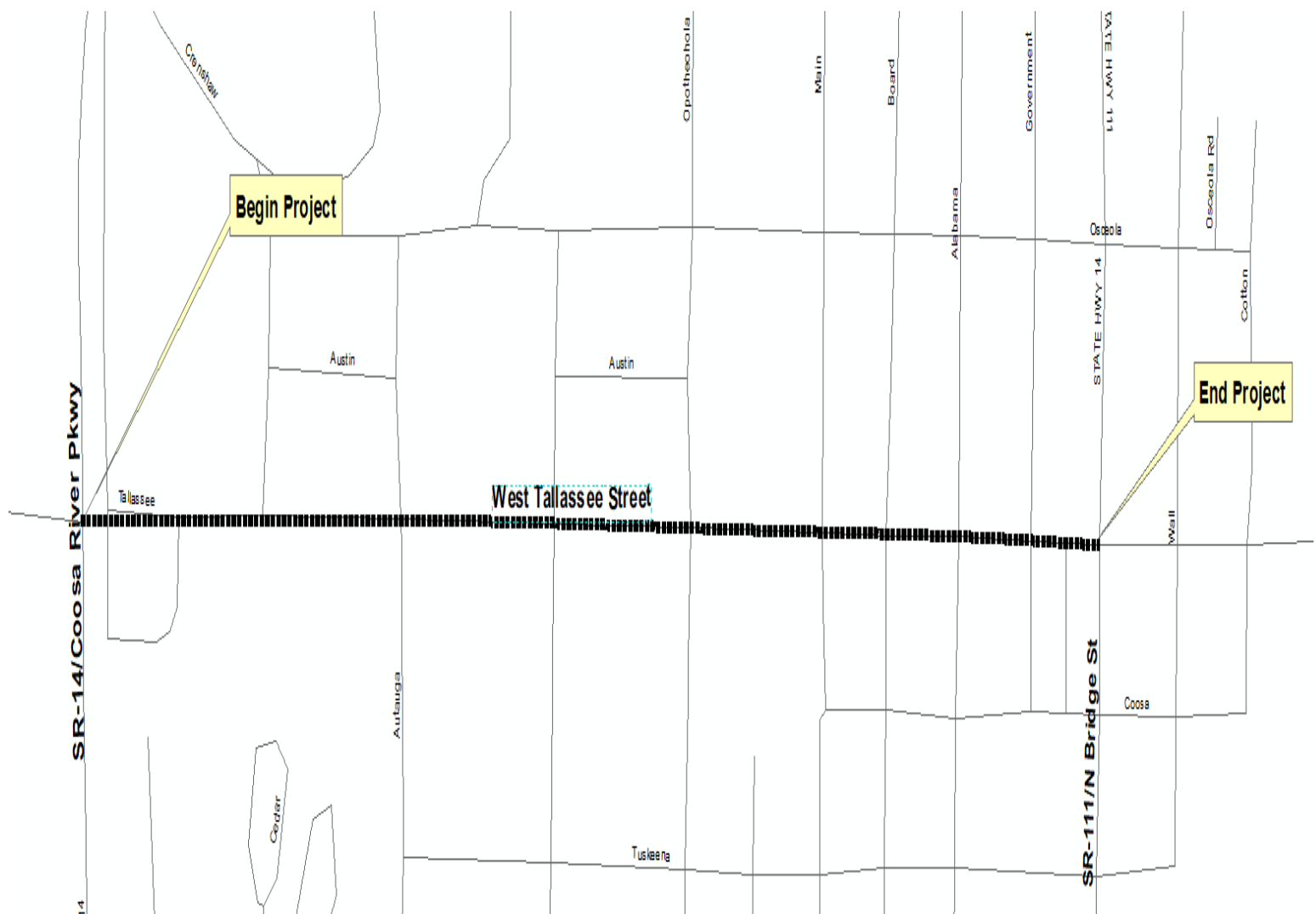
Functional Classification: **Major Collector**

Project Description: **Resurface and traffic stripe West Tallassee Street from SR-14/Coosa River Pkwy to SR-111/North Bridge Street**

Distance: **0.98 miles**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	10/1/24	2024	\$520,000	\$130,000	\$650,000



TIP Project Number: **M-7** Sponsor: **City of Montgomery** State Project Code: **100073367**

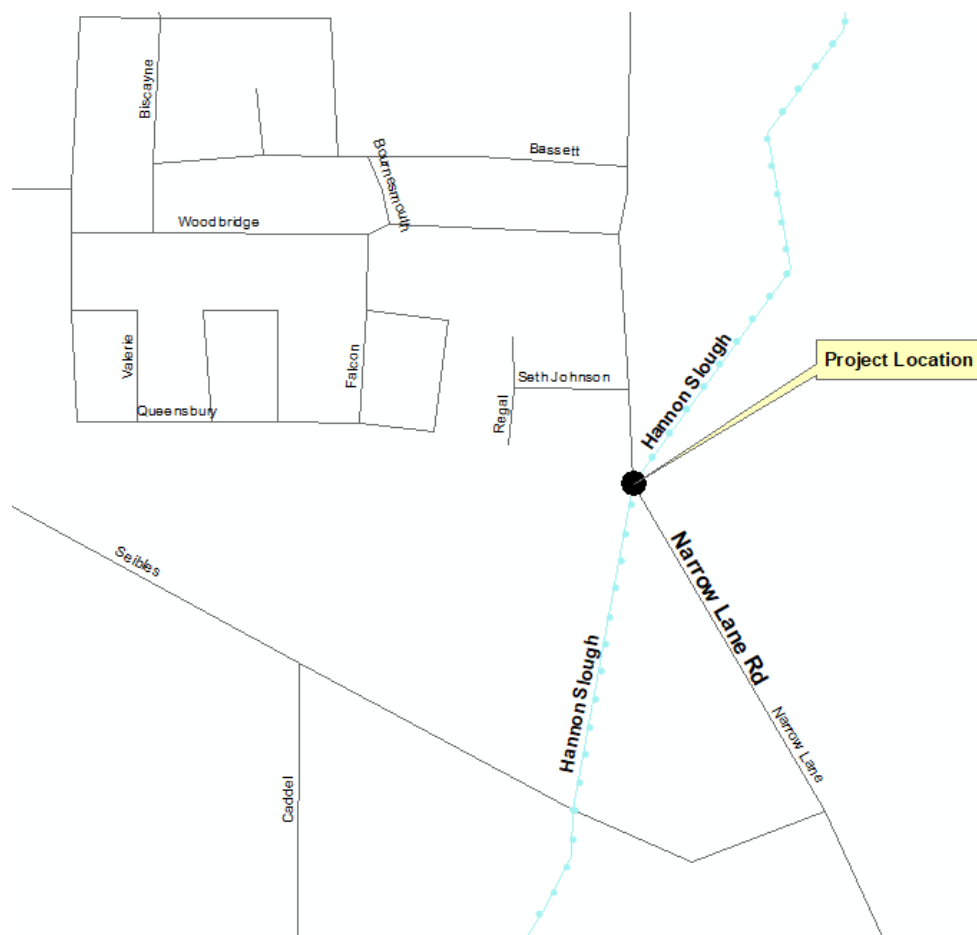
Functional Classification: **Major Collector**

Project Description: **Replace bridge on Narrow Lane Road at Hannon Slough**

Distance: **0 miles**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	PE	10/1/24	2025	\$240,000	\$60,000	\$300,000



TIP Project Number: **M-8** Sponsor: **City of Montgomery** State Project Code: **100055809**

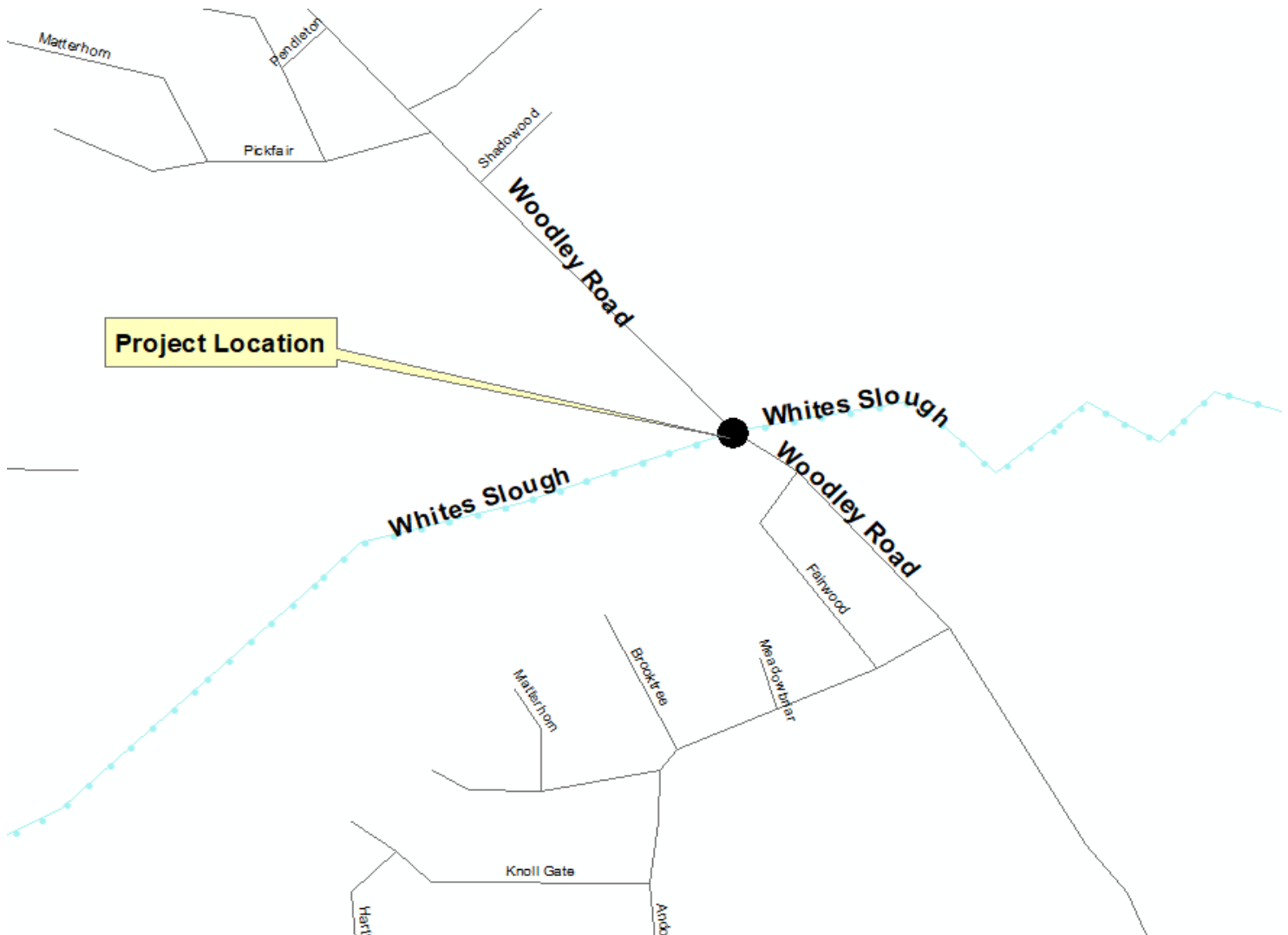
Functional Classification: **Minor Arterial**

Project Description: **Replace bridge on Woodley Road at White Slough**

Distance: **0 miles**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	10/1/24	2025	\$3,200,000	\$800,000	\$4,000,000



TIP Project Number: **M-9** Sponsor: **City of Montgomery** State Project Code: **100074244**

Functional Classification: **Principal Arterial/Minor Arterial**

Project Description: **Resurface and traffic stripe Vaughn Road from Central Pkwy to Zelda Road**

Distance: **2.2 mile**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	PE	10/1/24	2025	\$352,000	\$88,000	\$440,000



TIP Project Number: **M-10** Sponsor: **City of Montgomery** State Project Code: **100077506**

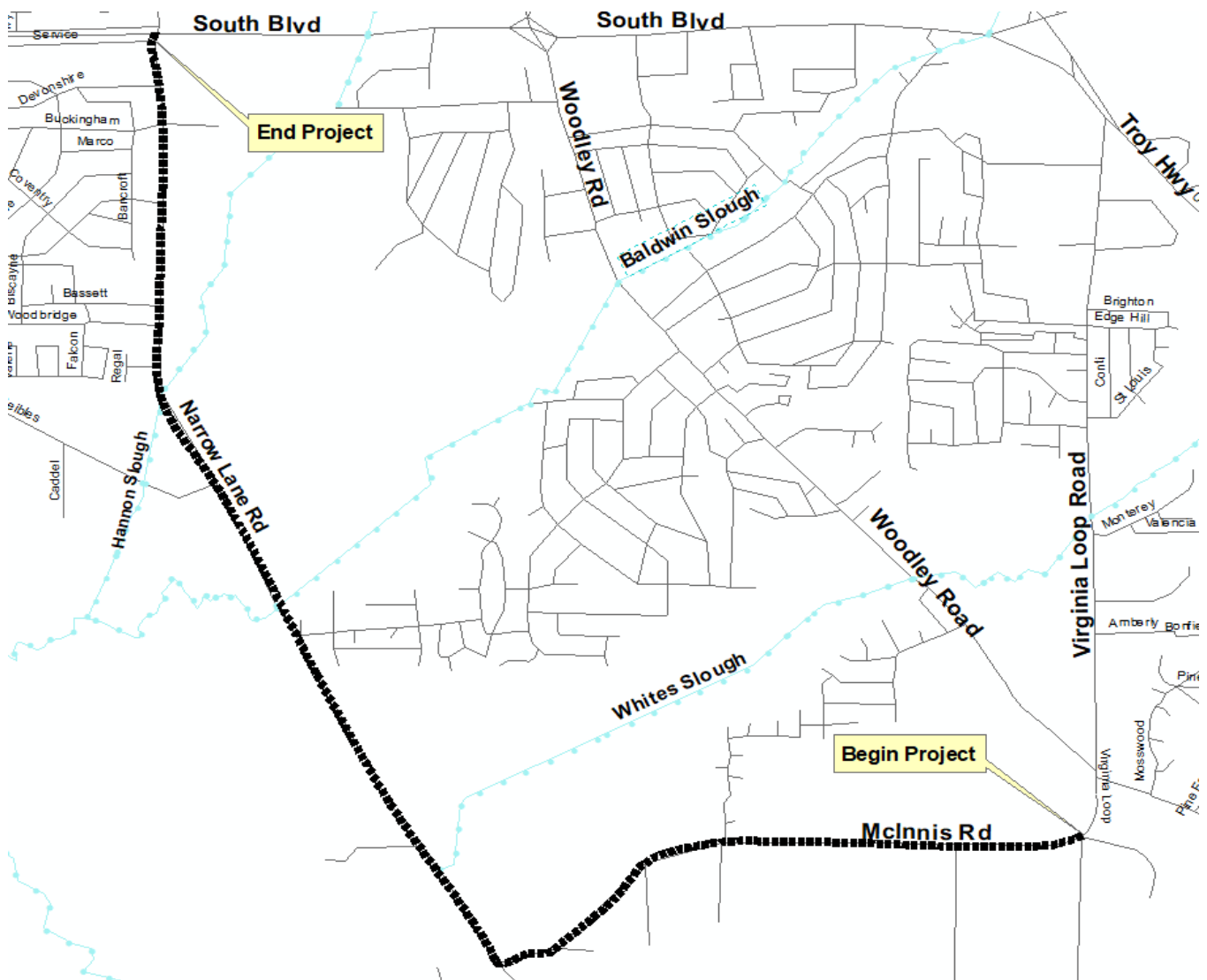
Functional Classification: **Major Collector**

Project Description: **Resurface and traffic stripe McInnis Road from Virginia Loop Rd to South Blvd**

Distance: **4.6 miles**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	PE	10/1/24	2025	\$222,640	\$55,660	\$278,300



TIP Project Number: **M-11** Sponsor: **City of Montgomery** State Project Code: **100077490**

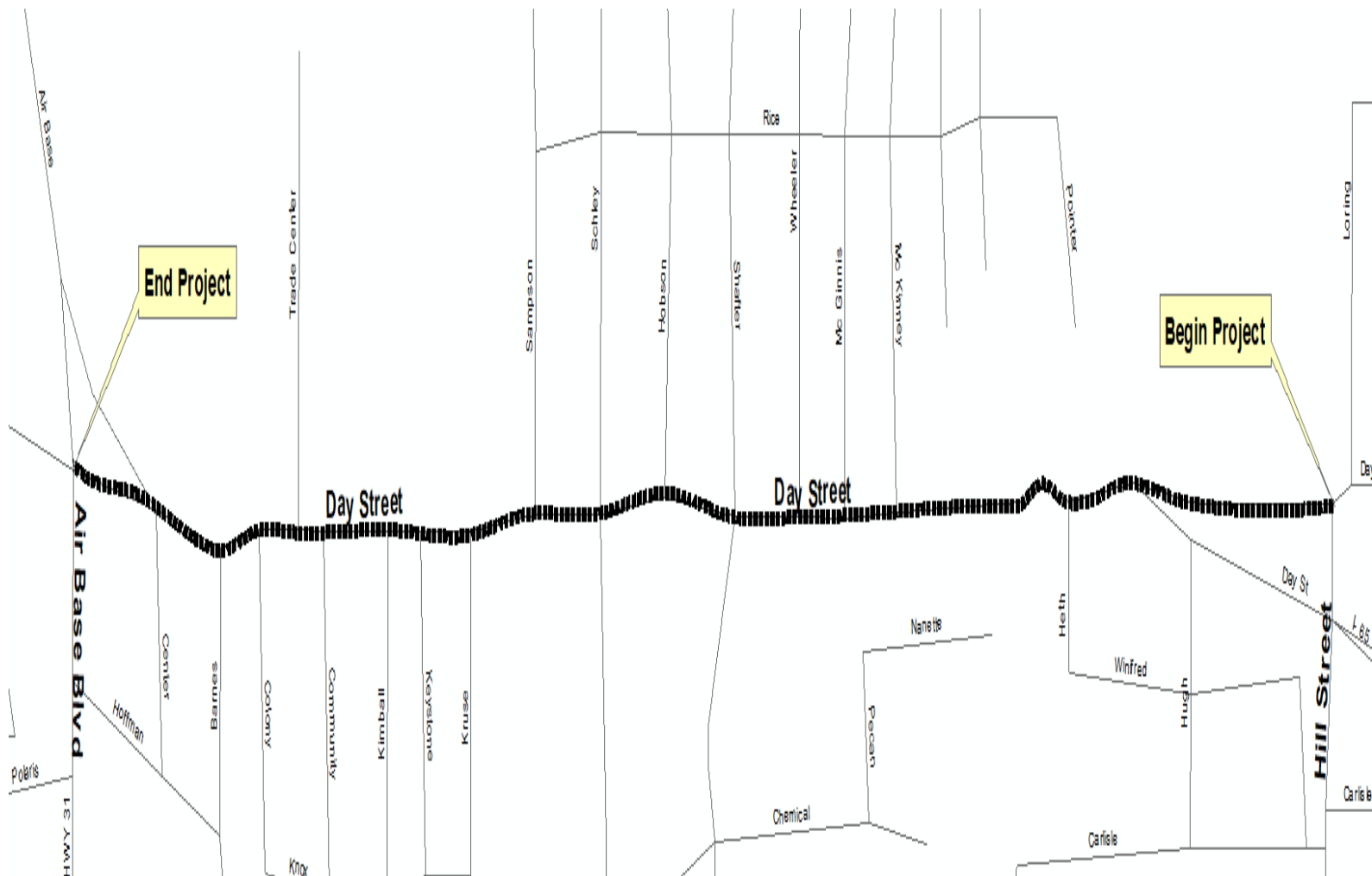
Functional Classification: **Principal Arterial**

Project Description: **Resurface and traffic stripe Day St from Hill St to Maxwell AFB Rear Access Gate Entrance/Exit**

Distance: **1.1 miles**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	PE	10/1/24	2025	\$239,660	\$59,915	\$299,575



TIP Project Number: **PR-1** Sponsor: **Town of Pike Road** State Project Code: **100074244**
100074198

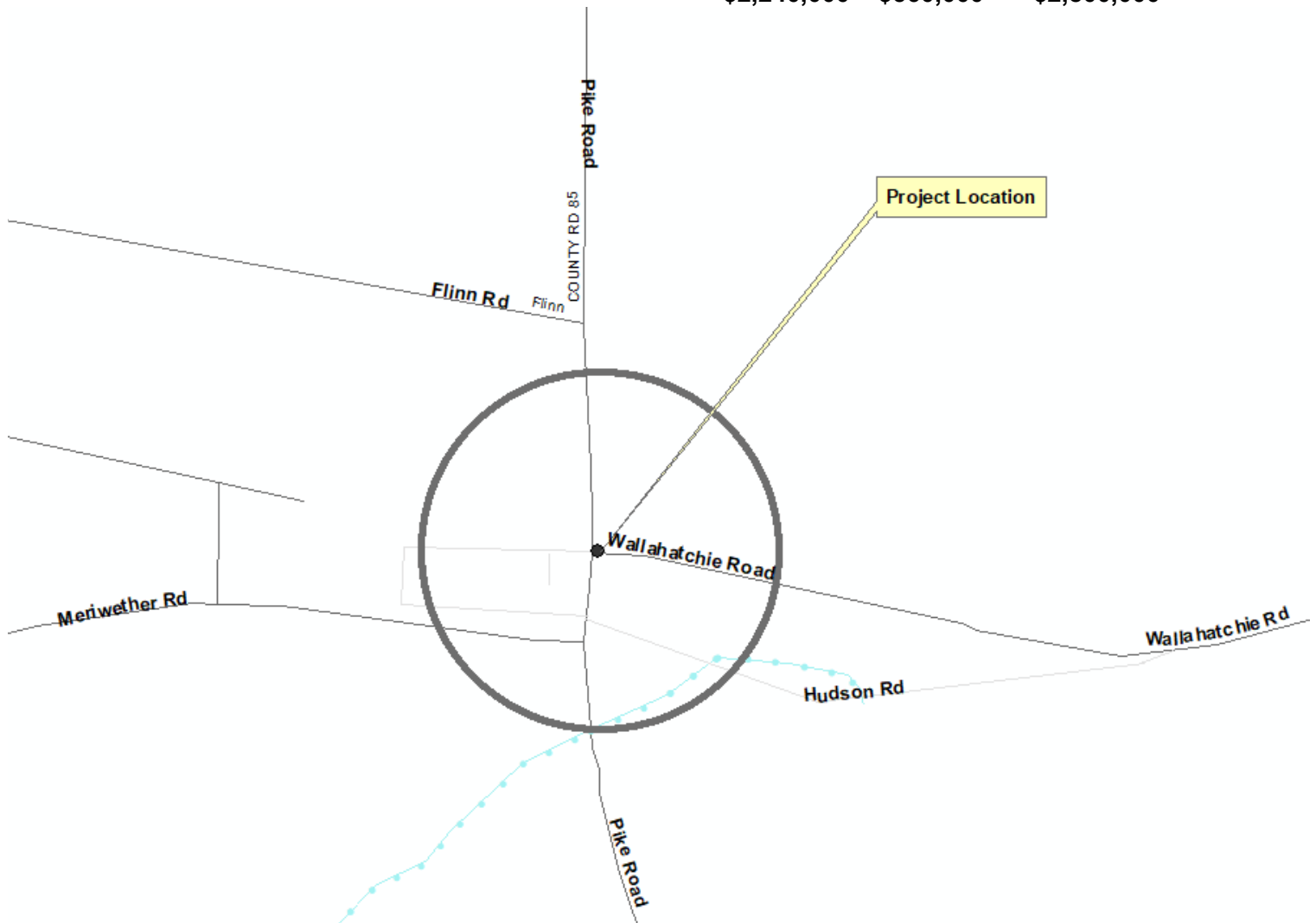
Functional Classification: **Major Collector**

Project Description: **Intersection Improvements on Wallahatchee Rd at Pike Road**

Distance: **0 miles**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	UT	10/1/24	2025	\$320,000	\$80,000	\$400,000
STPMN	CN	3/1/25	2025	<u>\$1,920,000</u>	<u>\$480,000</u>	<u>\$2,400,000</u>
				\$2,240,000	\$560,000	\$2,800,000



TIP Project Number: **P-1** Sponsor: **City of Prattville** State Project Code: **100077508**
100077519

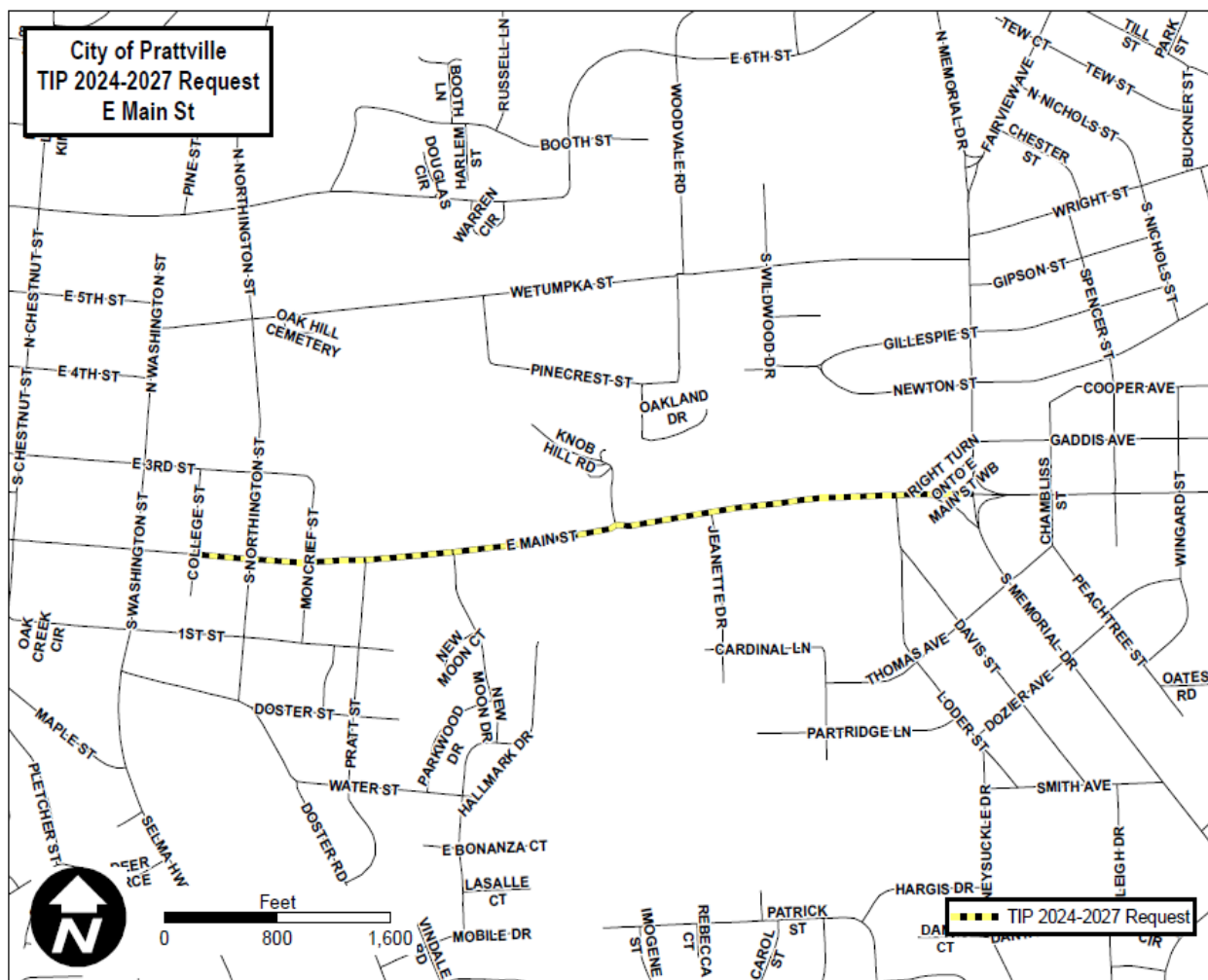
Functional Classification: **Minor Arterial**

Project Description: **Grade, drain, base, pave and sidewalk improvements on East Main St**
From College St to US-31/South Memorial Drive

Distance: **1.0 miles**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	PE	4/1/25	2025	\$186,718	\$46,679	\$233,398
STPMN	CN	11/1/26	2026	<u>\$1,920,000</u>	<u>\$480,000</u>	<u>\$2,400,000</u>
Total =				\$2,106,718	\$526,679	\$2,633,398



TIP Project Number: **EC-3** Sponsor: **Elmore County** State Project Code: **100077510**

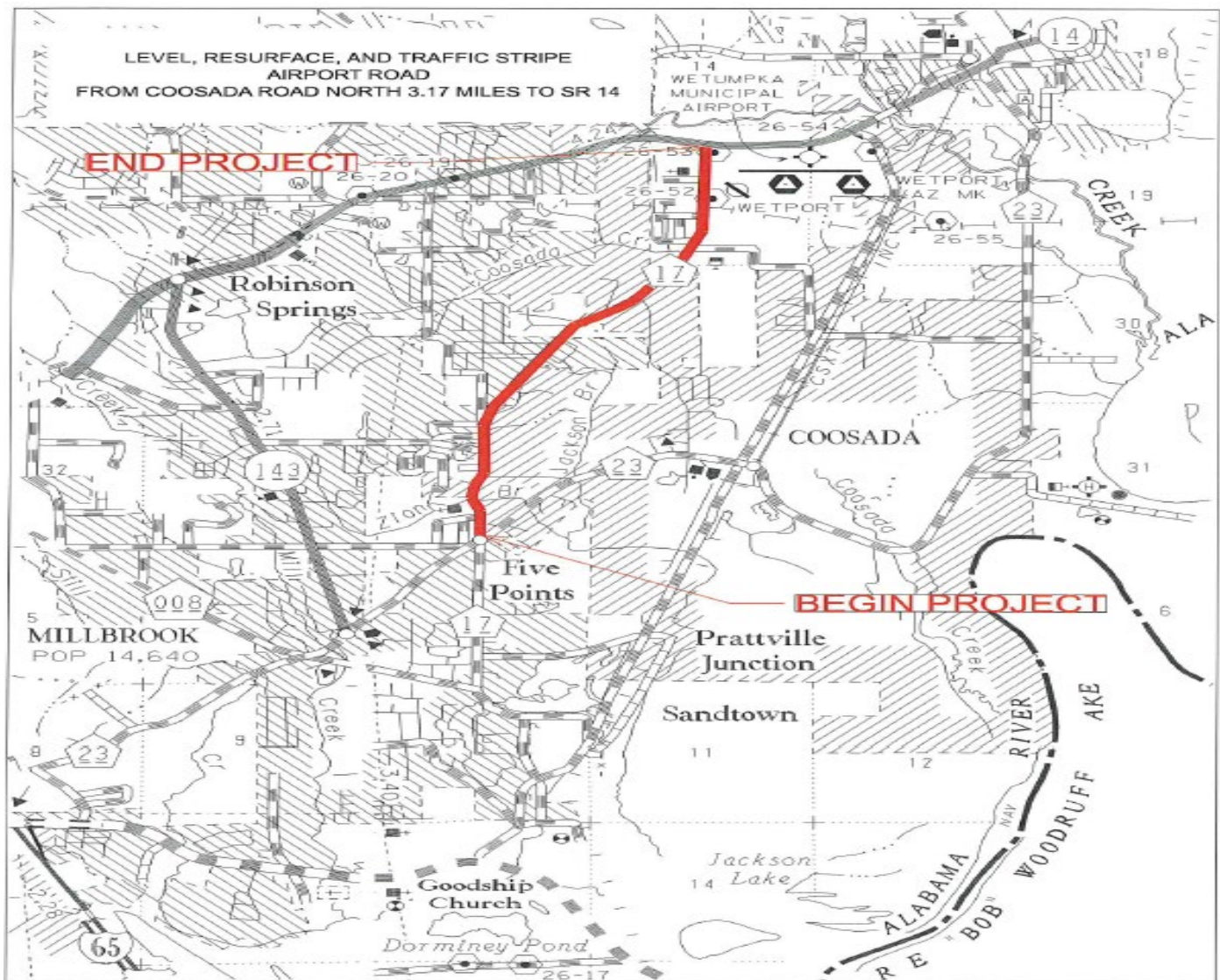
Functional Classification: **Major Collector**

Project Description: **Microsurface and Traffic Stripe Airport Rd from Coosada Rd to SR-14**

Distance: **3.1 miles**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	1/1/25	2025	\$288,000	\$72,000	\$360,000



TIP Project Number: **EC-4** Sponsor: **Elmore County** State Project Code: **100077511**

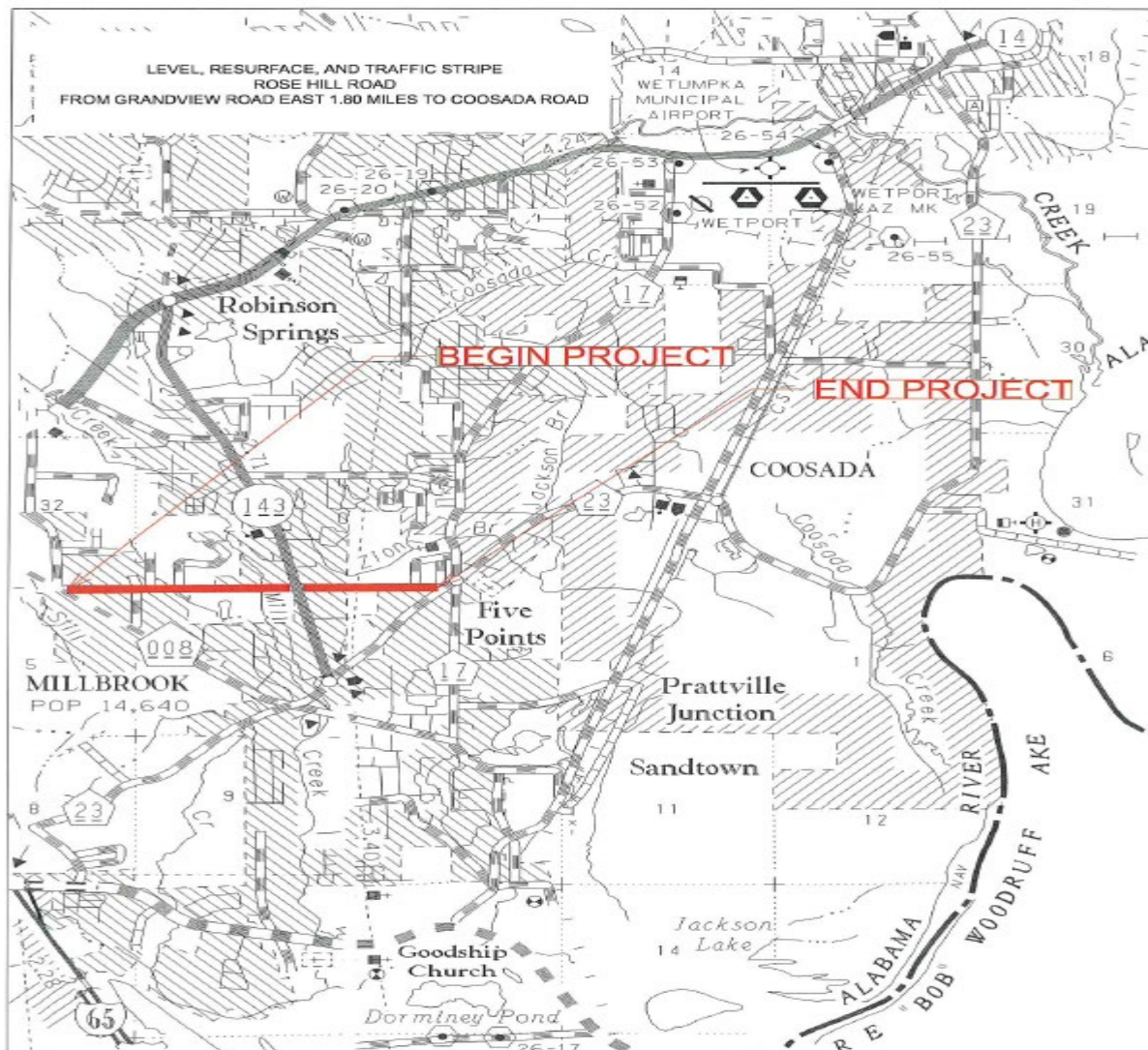
Functional Classification: **Major Collector**

Project Description: **Level , resurface and traffic stripe Rose Hill Road from Grandview Rd to Coosada Rd**

Distance: **3.1 miles**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	2/1/25	2025	\$152,000	\$38,000	\$190,000



TIP Project Number: **EC-5** Sponsor: **Elmore County** State Project Code: **100077512**

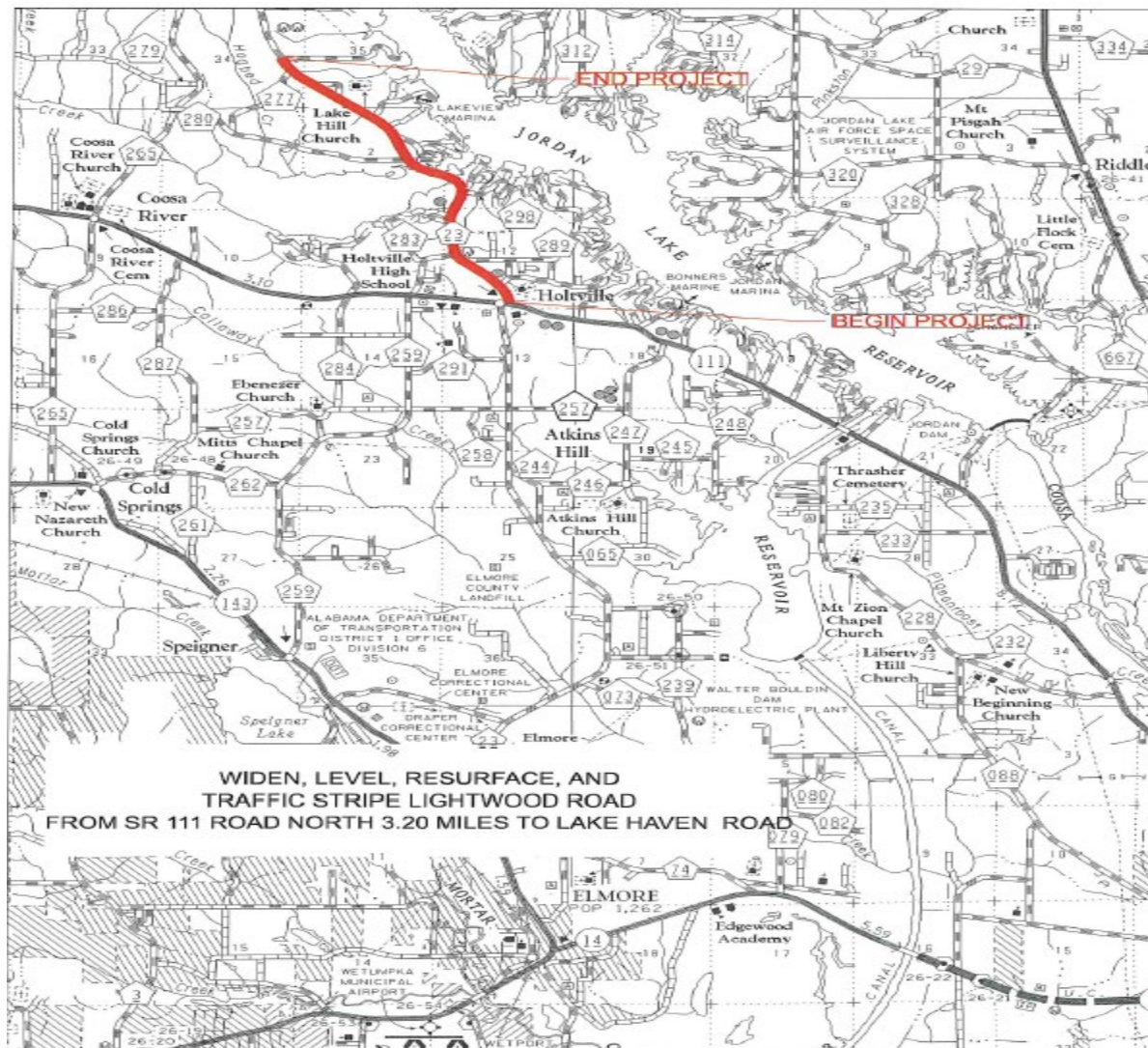
Functional Classification: **Major Collector**

Project Description: **Level , resurface and traffic stripe Lightwood Road from SR-111 to Lake Haven Road**

Distance: **3.2 miles**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	1/1/25	2025	\$608,000	\$152,000	\$760,000



TIP Project Number: **EC-6** Sponsor: **Elmore County** State Project Code: **100077513**

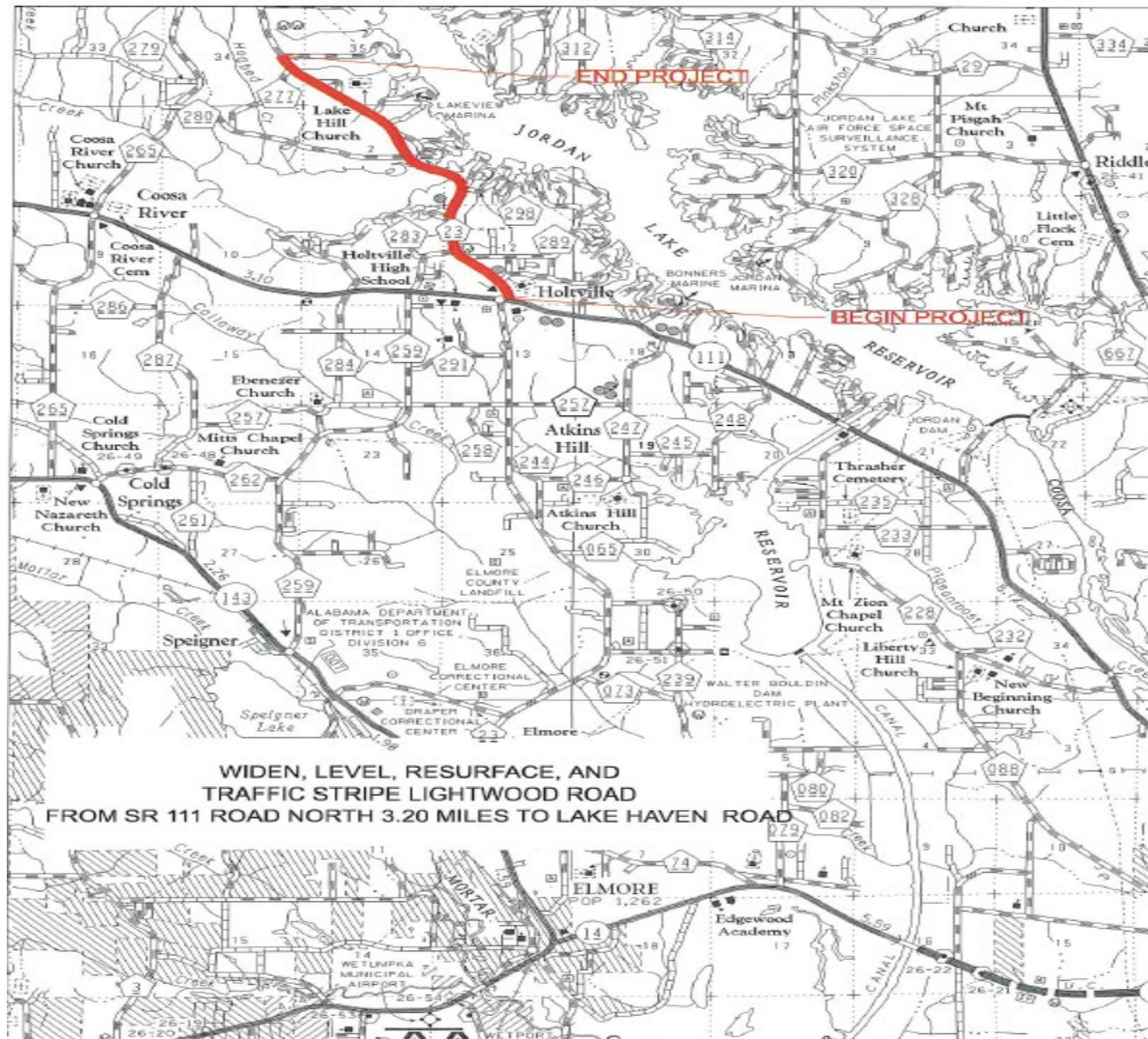
Functional Classification: **Major Collector**

Project Description: **Level, resurface and traffic stripe Fitzpatrick Road from SR-143 to SR-14**

Distance: **3.2 miles**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	4/1/25	2025	\$200,000	\$50,000	\$250,000



TIP Project Number: **MC-3** Sponsor: **Montgomery County** State Project Code: **100077514**

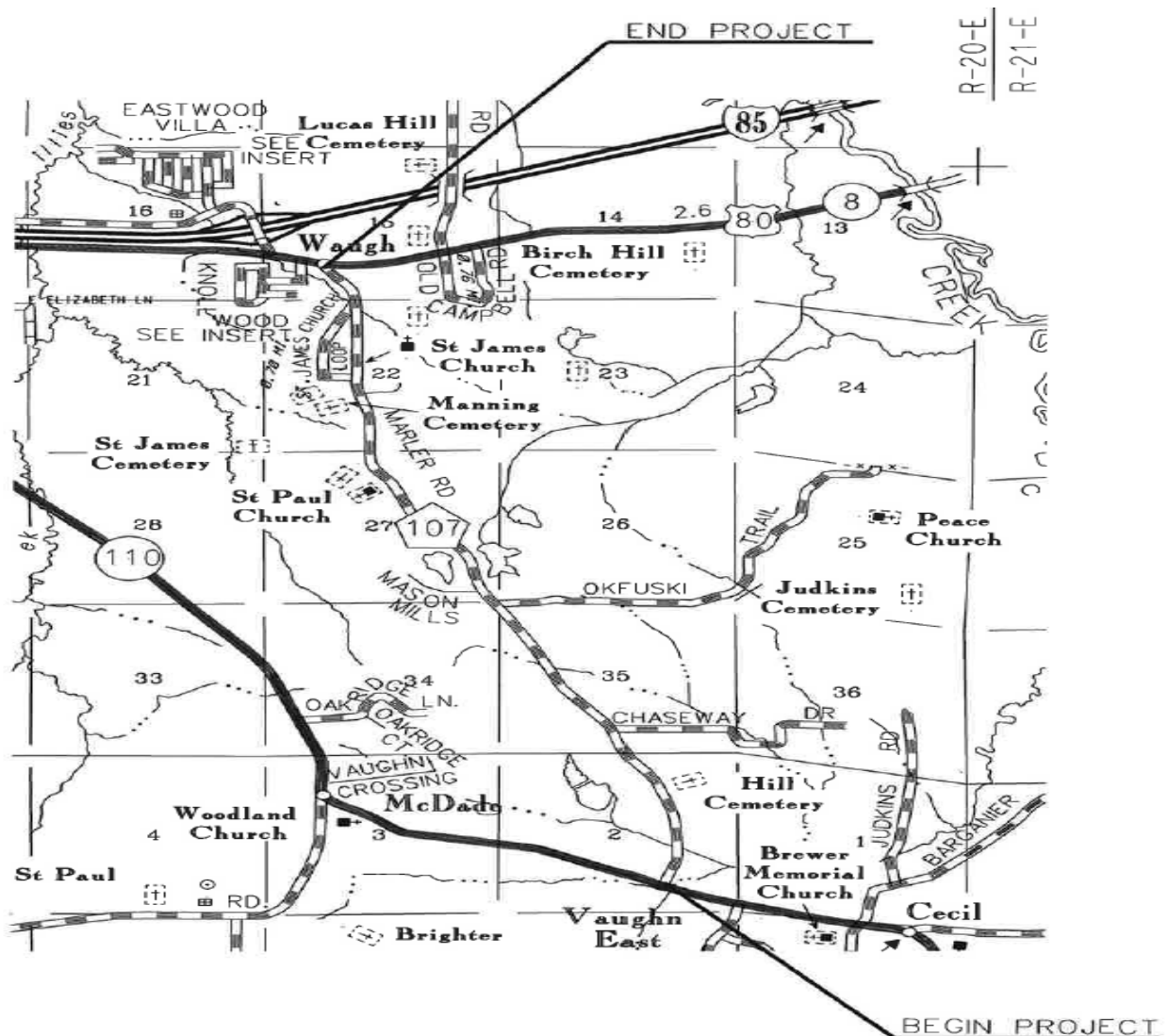
Functional Classification: **Major Collector**

Project Description: **Level, resurface and traffic stripe Marlar Rd from US-80 to SR-110/
Vaughn Rd**

Distance: **3.2 miles**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	4/1/25	2026	\$800,000	\$200,000	\$1,000,000



TIP Project Number: **MC-4** Sponsor: **Montgomery County** State Project Code: **100077515**

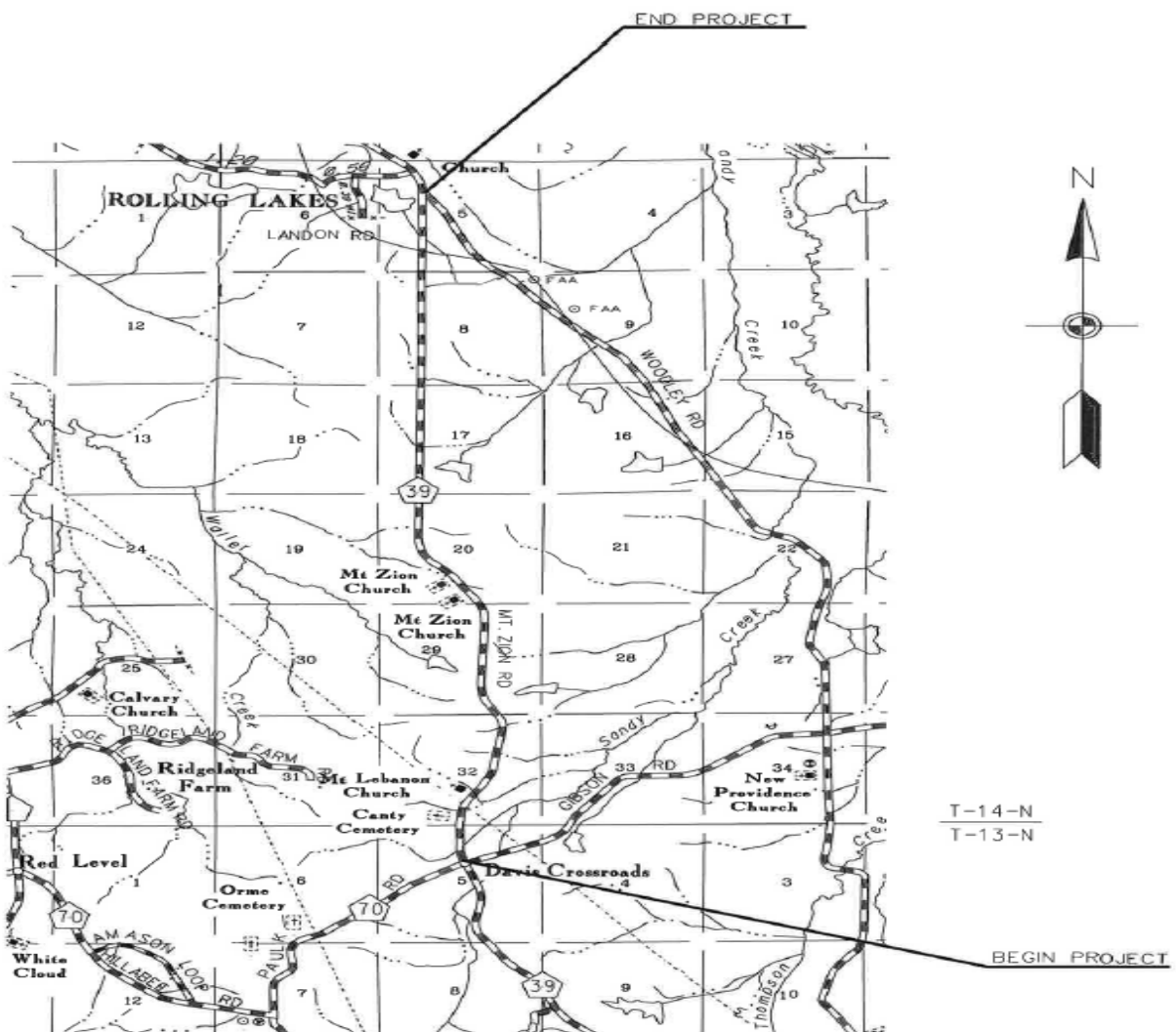
Functional Classification: **Major Collector**

Project Description: **Widen, level, resurface and traffic stripe Mount Zion Road from Paulk Road to Woodley Road**

Distance: **6.3 miles**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	4/1/25	2024	\$883,830	\$220,957	\$1,104,787



TIP Project Number: **A-3** Sponsor: **Autauga County** State Project Code:**100077518**

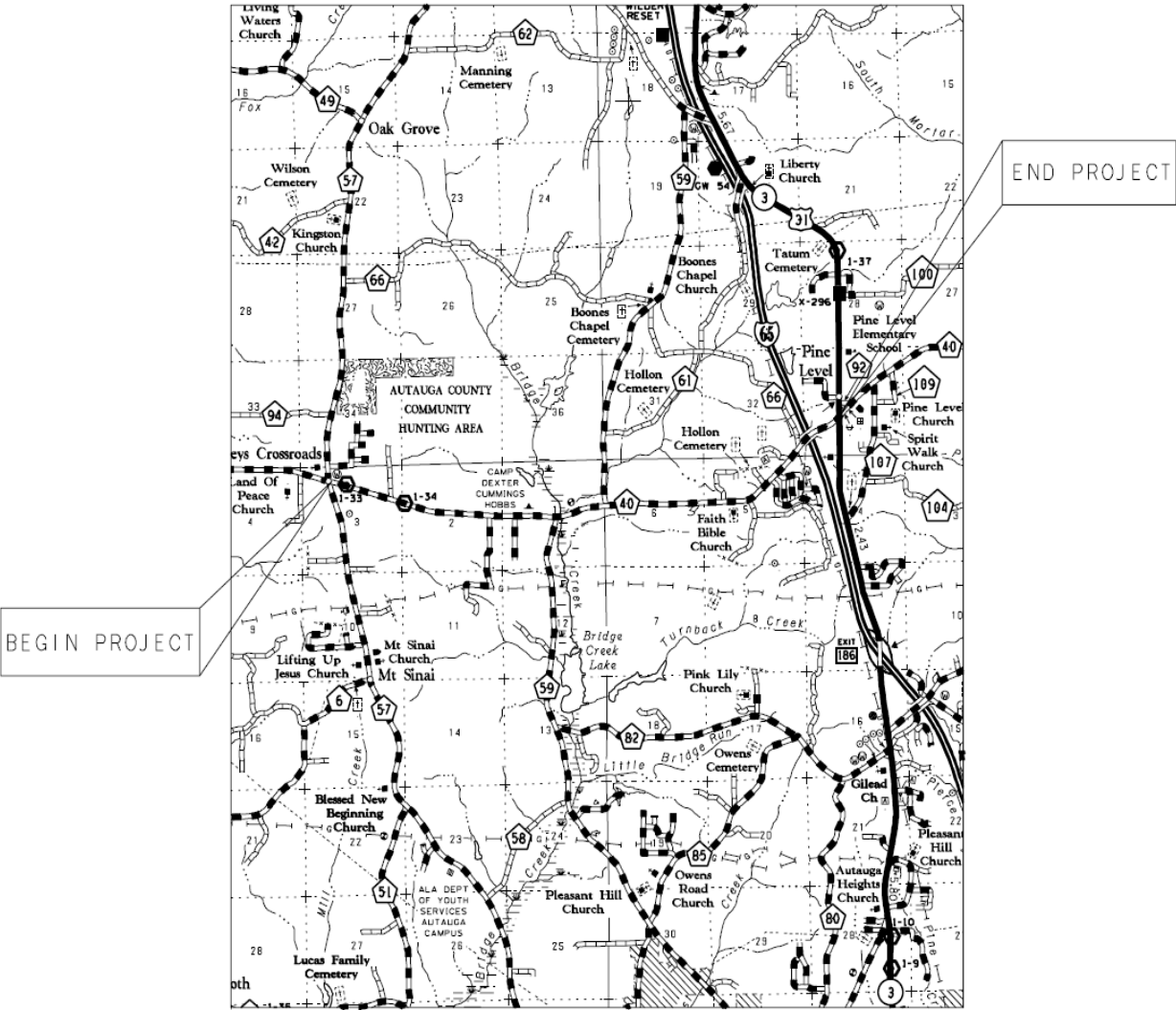
Functional Classification: **Major Collector**

Project Description: **Resurface and traffic stripe CR-40 from CR-57 to US-31**

Distance: **5.3 miles**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	7/1/26	2026	\$960,000	\$240,000	\$1,200,000



TIP Project Number: **P-2** Sponsor: **City of Prattville** State Project Code: **100077520**
100077532

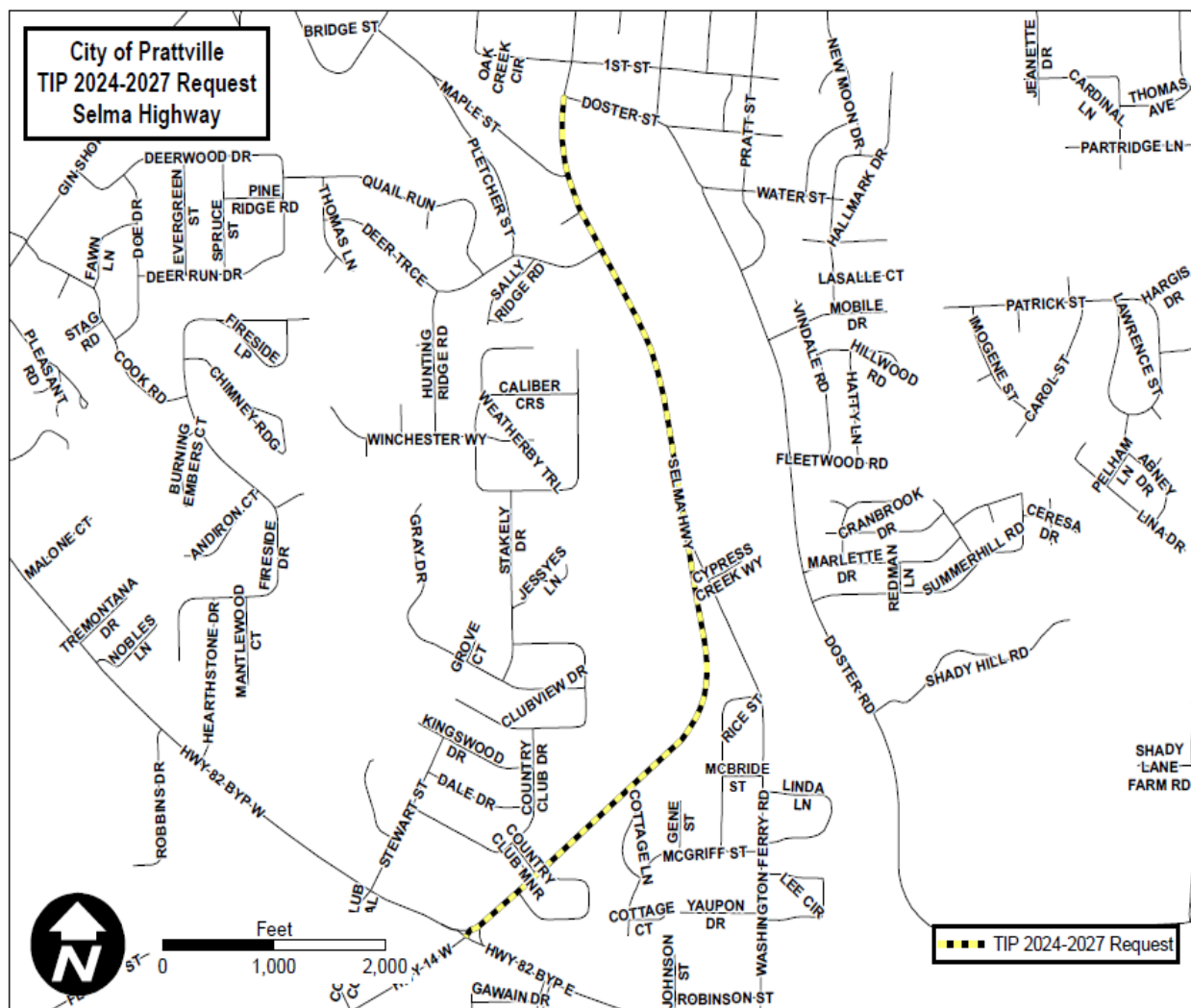
Functional Classification: **Minor Arterial**

Project Description: **Resurface, widen, drainage and sidewalk improvements on Selma Hwy**
From Doster Rd to US-82

Distance: **1.5 miles**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	PE	4/1/26	2026	\$98,687	\$24,672	\$123,359
STPMN	CN	10/1/27	2027	<u>\$800,000</u>	<u>\$200,000</u>	<u>\$1,000,000</u>
Total =				<u>\$898,687</u>	<u>\$224,672</u>	<u>\$1,123,359</u>



TIP Project Number: **EC-9** Sponsor: **Elmore County** State Project Code: **1000**

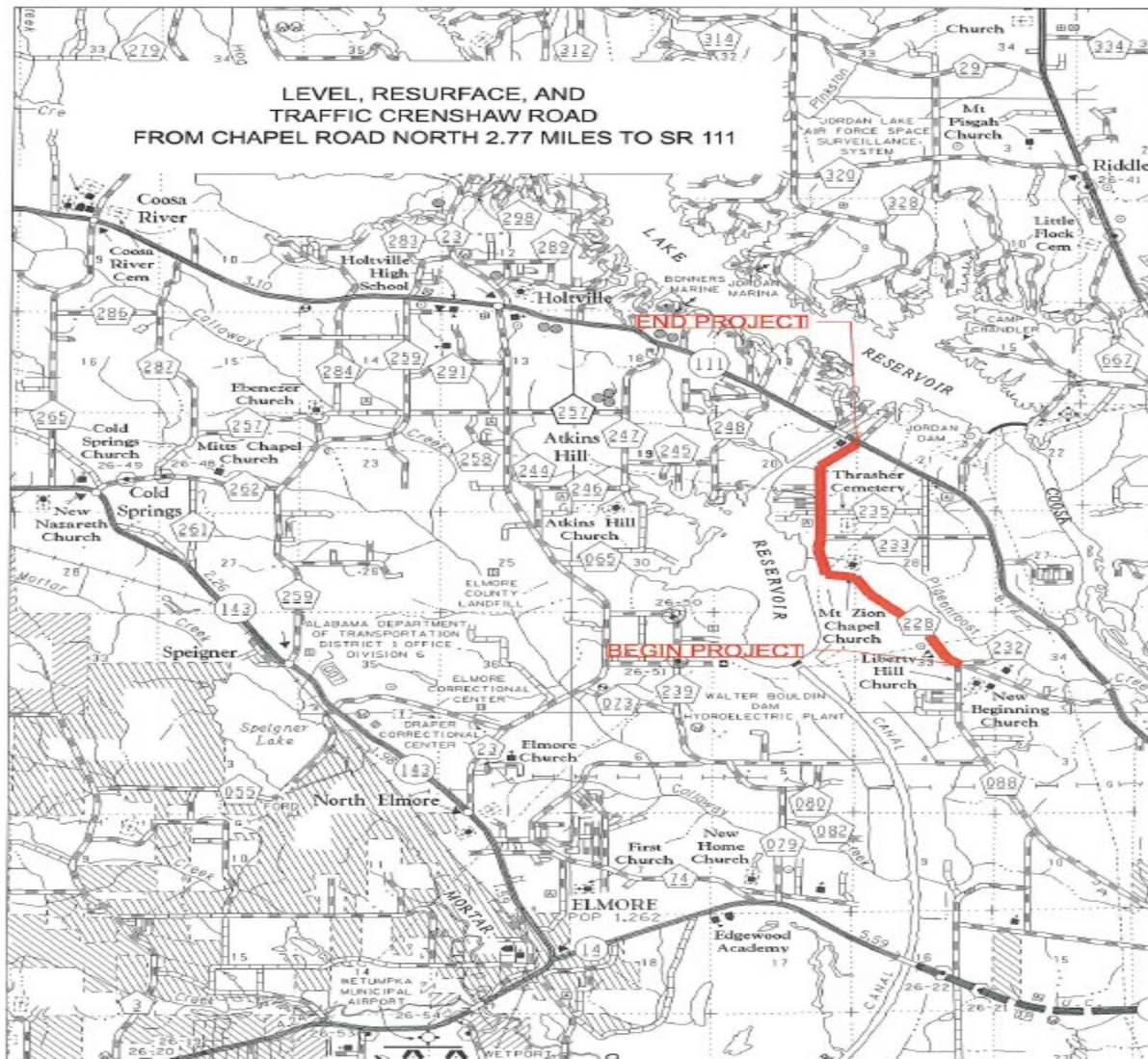
Functional Classification: **Major Collector**

Project Description: **Level, resurface and traffic stripe Crenshaw Rd from Chapel Rd to SR-111**

Distance: **2.7 miles**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	2/1/26	2026	\$200,000	\$0,000	\$250,000



TIP Project Number: **EC-10** Sponsor: **Elmore County** State Project Code: **100077524**
100077525
100077526

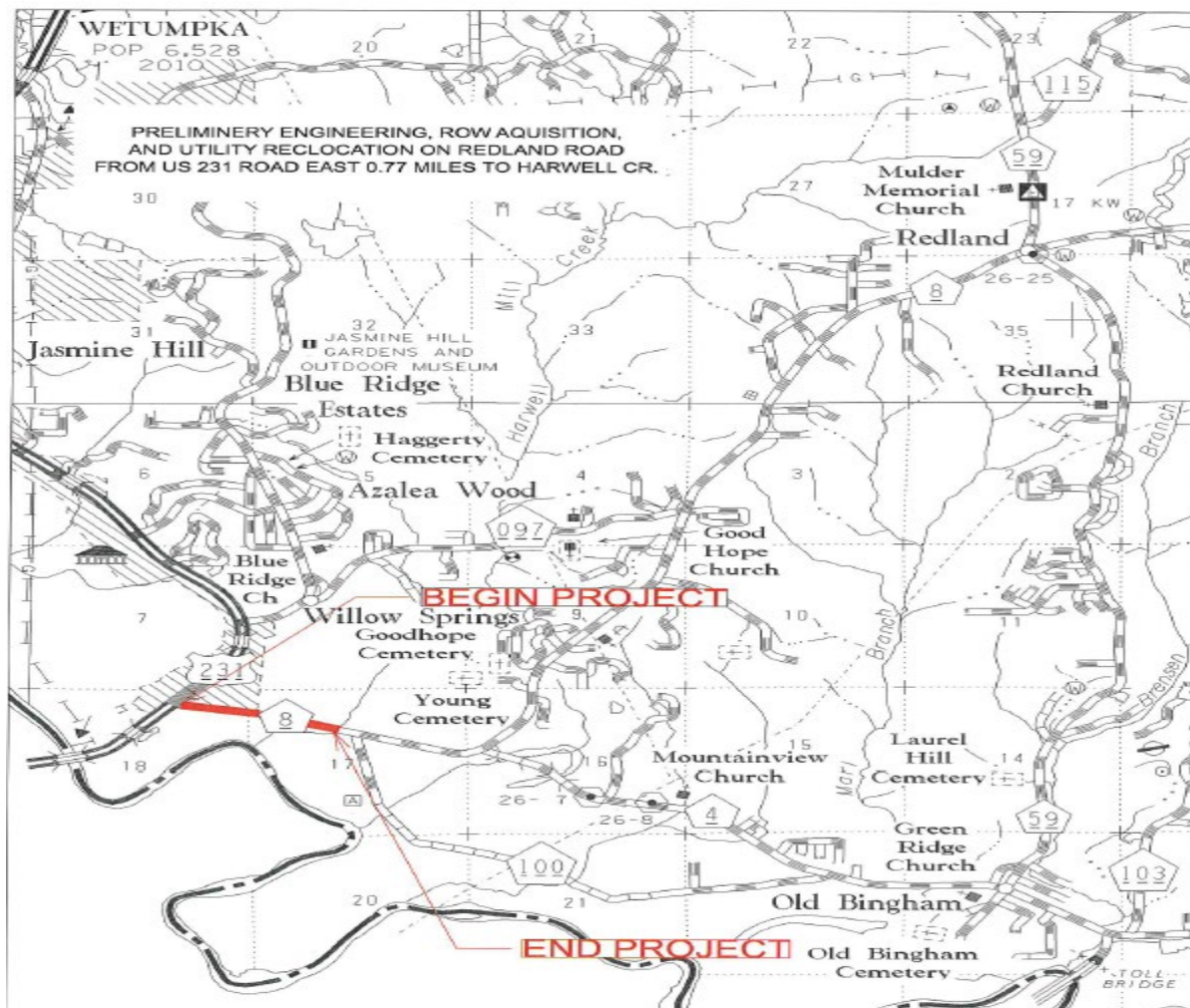
Functional Classification: **Major Collector**

Project Description: **Level, resurface and traffic stripe Redland Rd from US-231 to Harwell Creek**

Distance: **0.77 miles**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	PE	4/1/26	2026	\$80,000	\$20,000	\$100,000
STPMN	UT	4/1/26	2026	\$200,000	\$100,000	\$300,000
STPMN	RW	4/4/26	2026	\$80,000	\$20,000	\$100,000
Total =				\$360,000	\$140,000	\$500,000



TIP Project Number: **MC-5** Sponsor: **Montgomery County** State Project Code: **100077527**

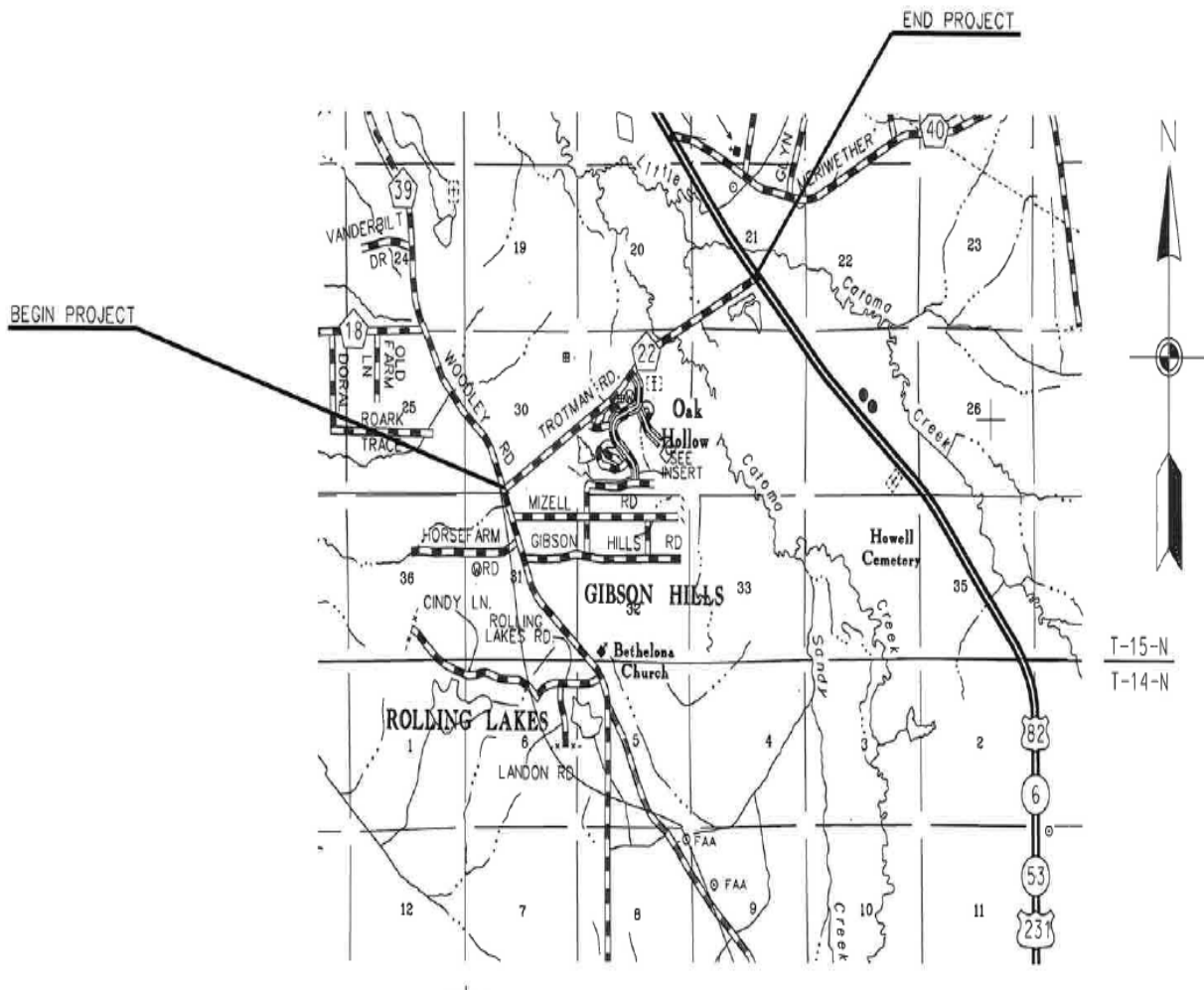
Functional Classification: **Major Collector**

Project Description: **Widen, level, resurface and traffic stripe Trotman Rd from Woodley Rd To US-231**

Distance: **2.6 miles**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	3/1/26	2026	\$361,083	\$90,271	\$451,354



TIP Project Number: **EC-11** Sponsor: **Elmore County** State Project Code: **100077533**

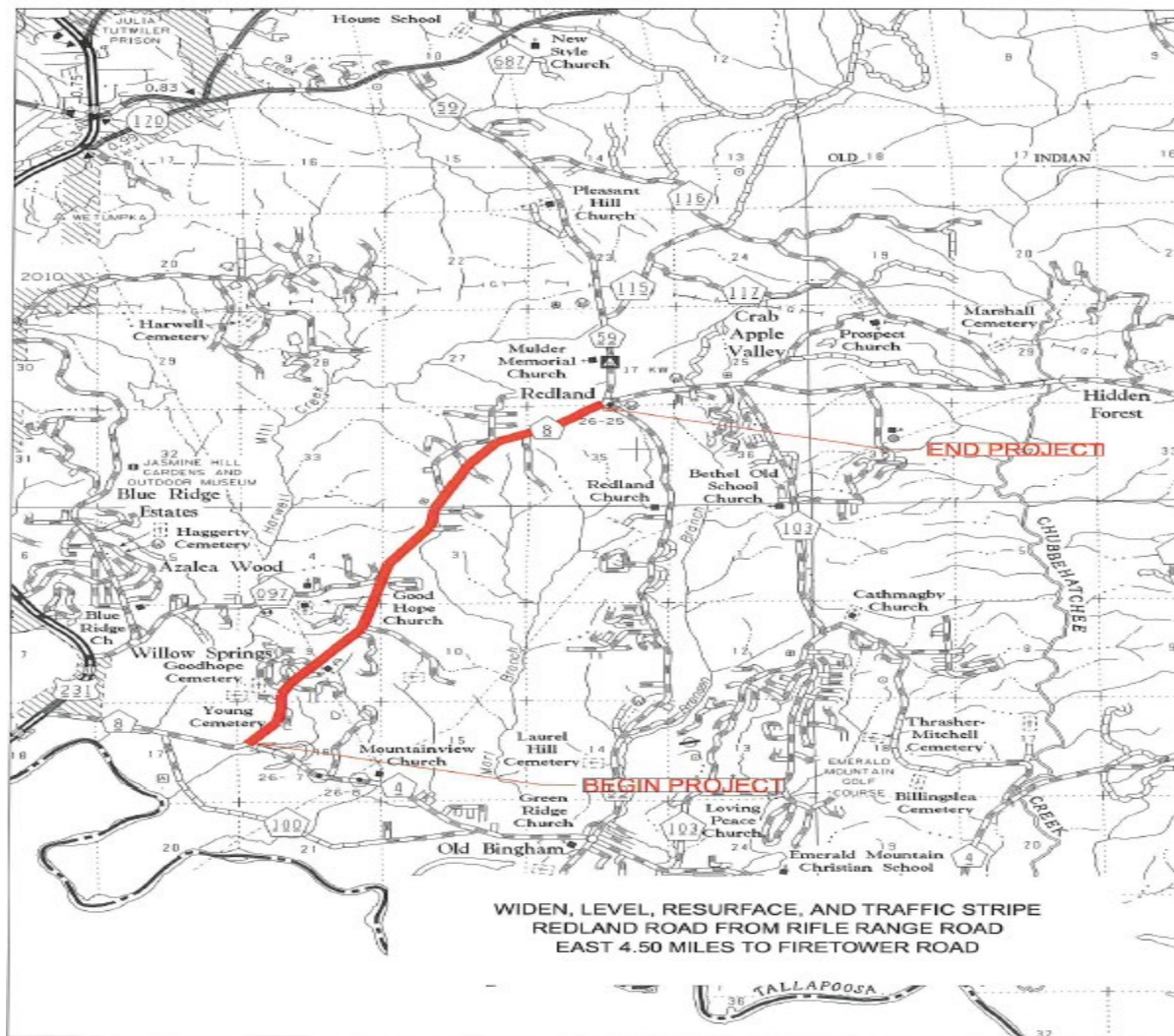
Functional Classification: **Major Collector**

Project Description: **Level, resurface and traffic stripe Redland Rd from Rifle Range Rd to Fire Tower Rd**

Distance: **4.5 miles**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	4/1/27	2027	\$640,000	\$160,000	\$800,000



TIP Project Number: **EC-12** Sponsor: **Elmore County** State Project Code: **100077534**

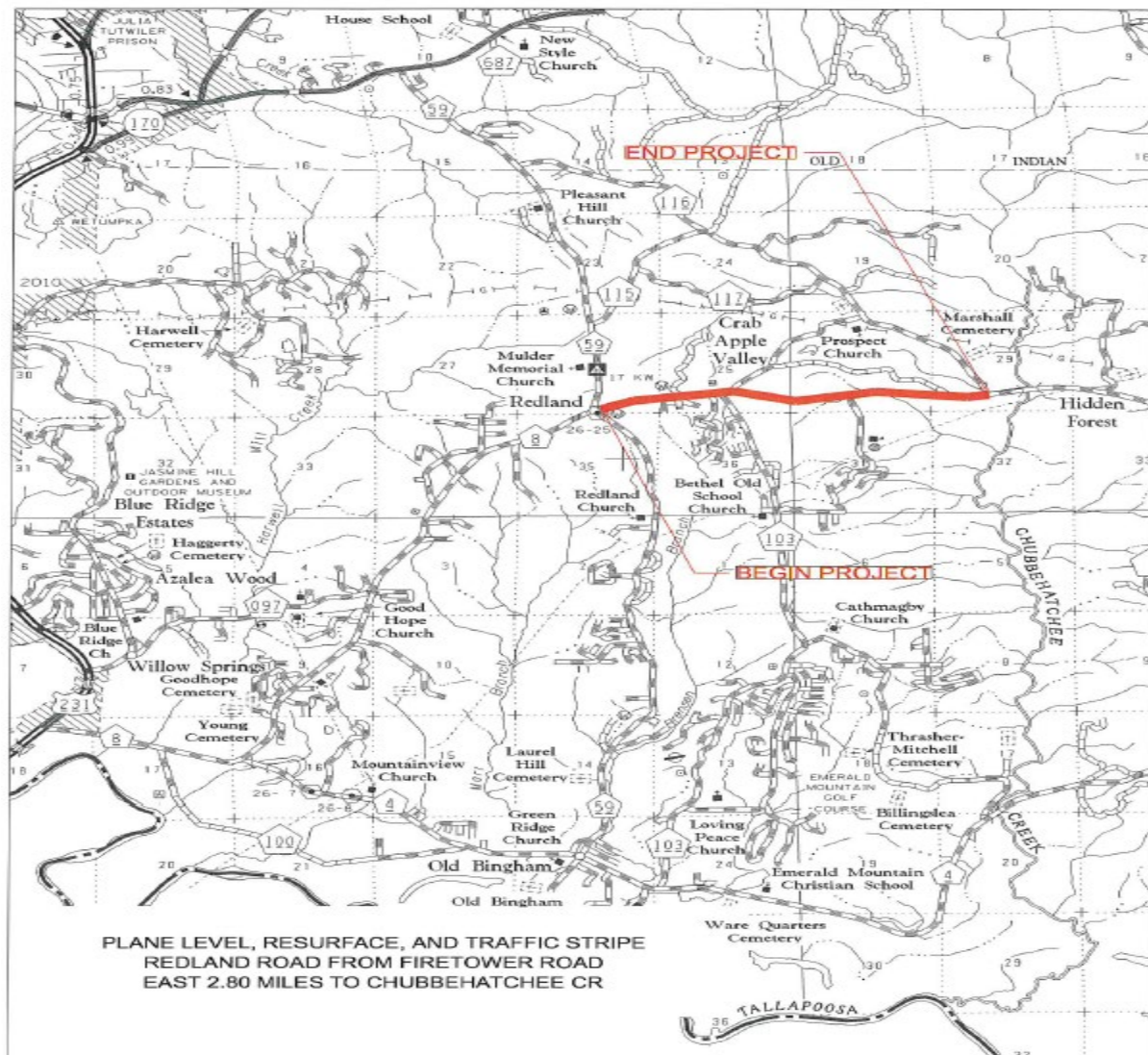
Functional Classification: **Major Collector**

Project Description: **Level, plane, resurface and traffic stripe Redland Rd from Fire Tower Rd
To Chubehatchee Creek**

Distance: **2.8 miles**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	4/1/27	2027	\$544,000	\$136,000	\$680,000



TIP Project Number: **EC-13** Sponsor: **Elmore County** State Project Code: **100077535**

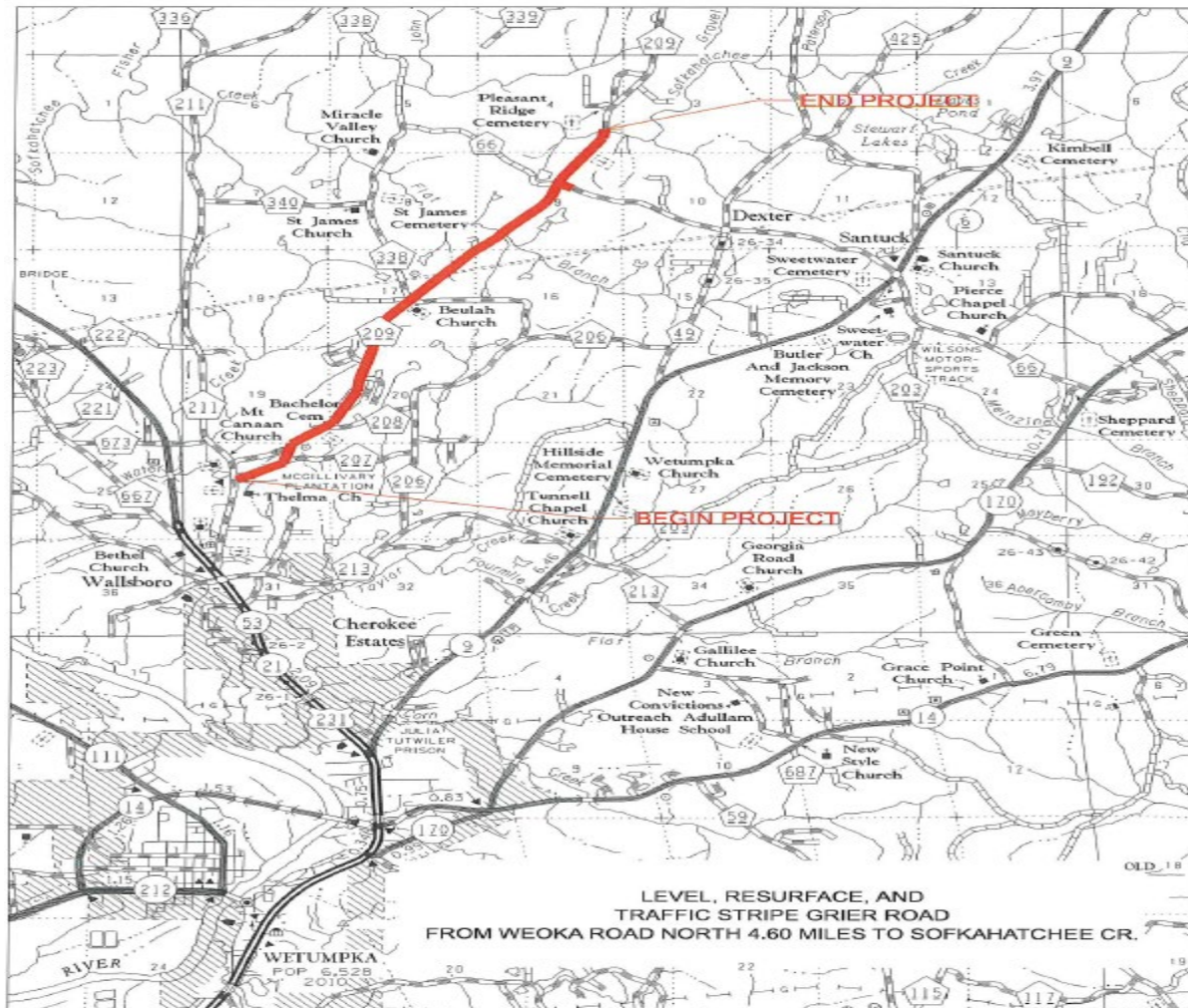
Functional Classification: **Major Collector**

Project Description: **Level, plane, resurface and traffic stripe Grier Road from Weoka Creek
Sofkahatchee Road**

Distance: **4.6 miles**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	4/1/27	2027	\$640,000	\$160,000	\$800,000



TIP Project Number: **MC-8** Sponsor: **Montgomery County** State Project Code: **100077537**

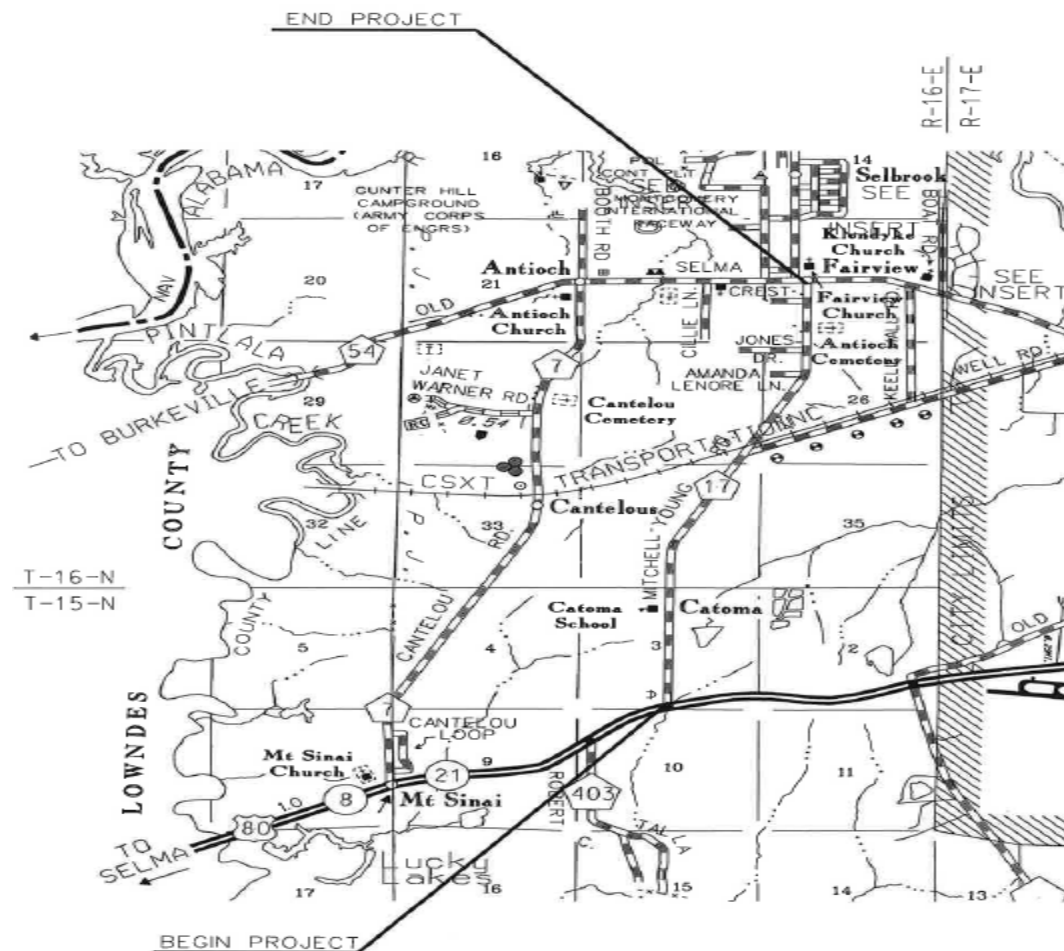
Functional Classification: **Major Collector**

Project Description: **Resurface and traffic stripe Mitchell Young Road from US-80 to Selma Rd**

Distance: **3.6 miles**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	3/1/27	2027	\$728,182	\$182,045	\$910,227



TIP Project Number: **MC-9** Sponsor: **Montgomery County** State Project Code: **100077538**

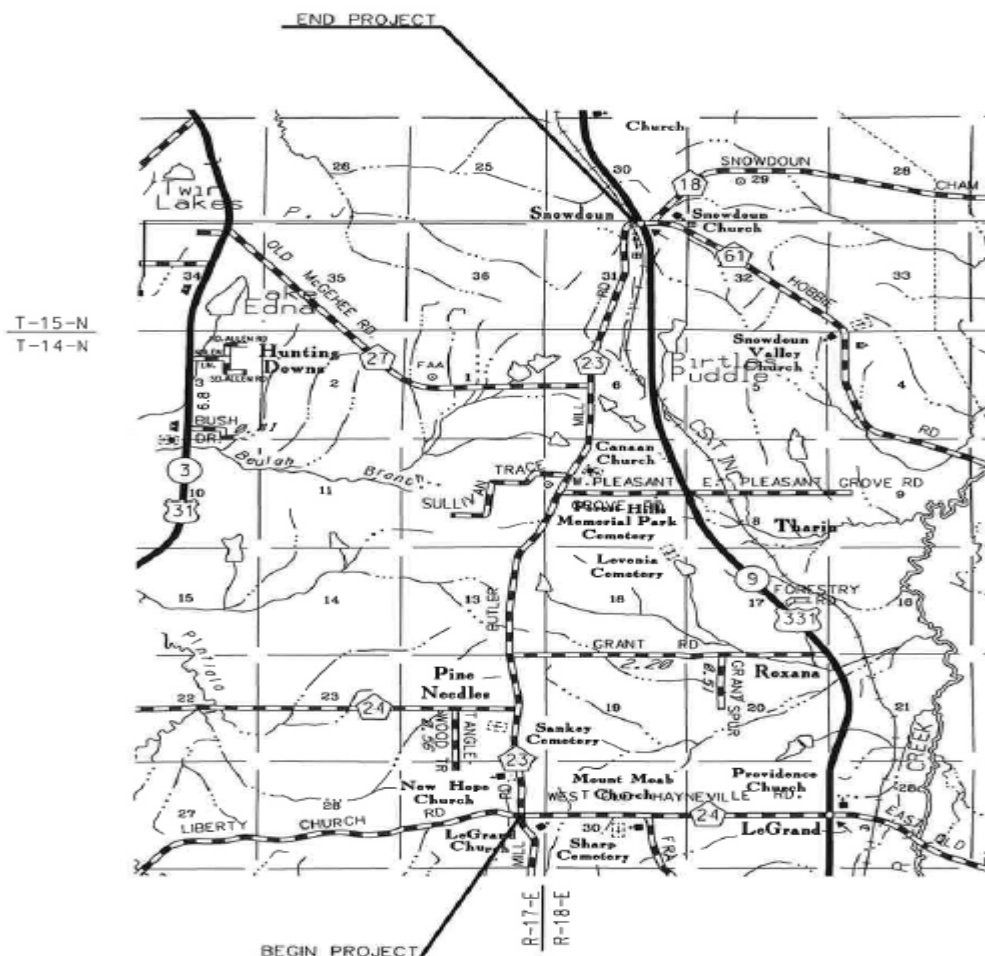
Functional Classification: **Major Collector**

Project Description: **Widen, Level, Resurface and traffic stripe Butler Mill Rd from Liberty to US-331**

Distance: **5.7 miles**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	4/1/27	2027	\$799,458	\$199,865	\$999,323



TIP Project Number: **MC-10** Sponsor: **Montgomery County** State Project Code: **100077539**

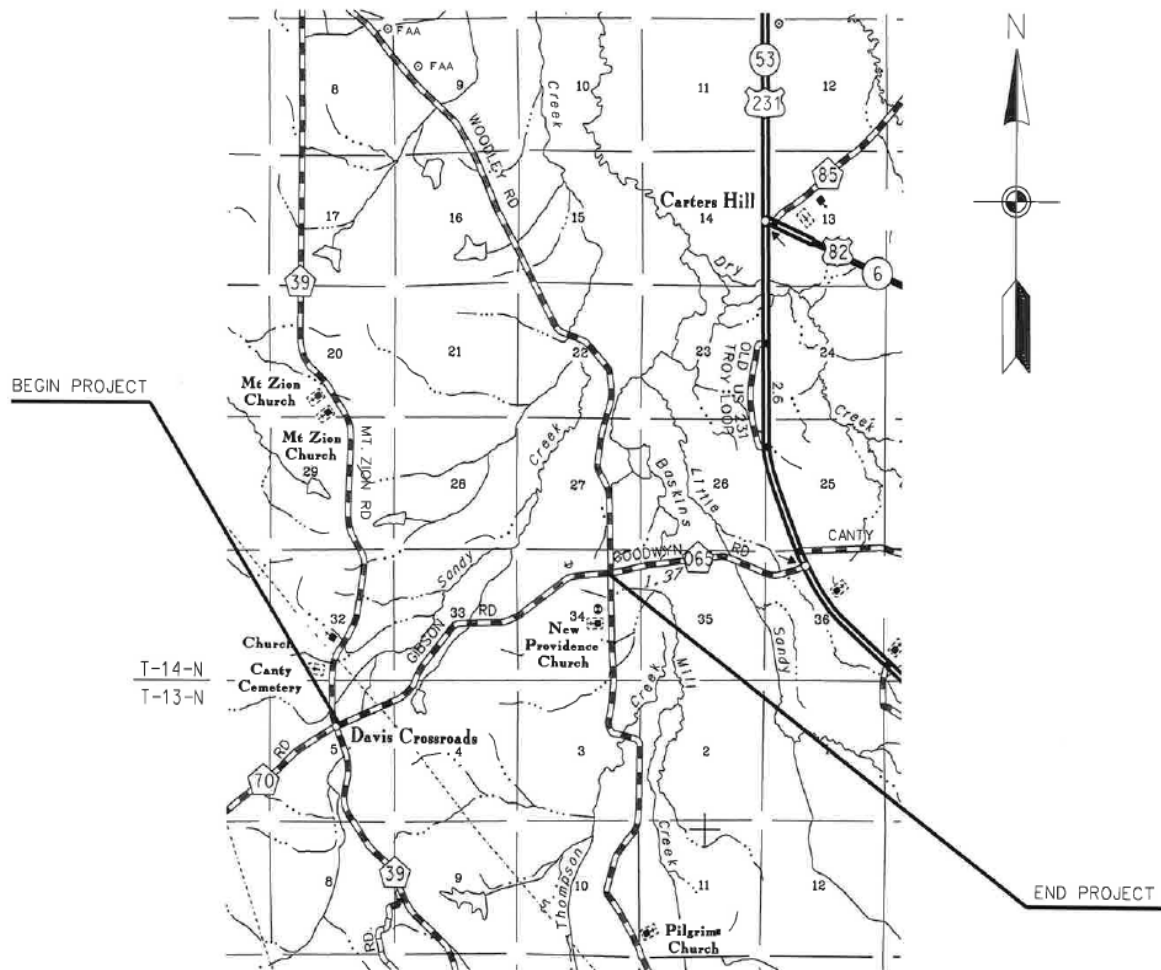
Functional Classification: **Major Collector**

Project Description: **Widen, Level, Resurface and traffic stripe Gibson Rd from Mount Zion Rd to Woodley Rd**

Distance: **2.6 miles**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	5/1/27	2027	\$370,417	\$92,604	\$463,021



TIP Project Number: **MC-11** Sponsor: **Montgomery County** State Project Code: **100077540**

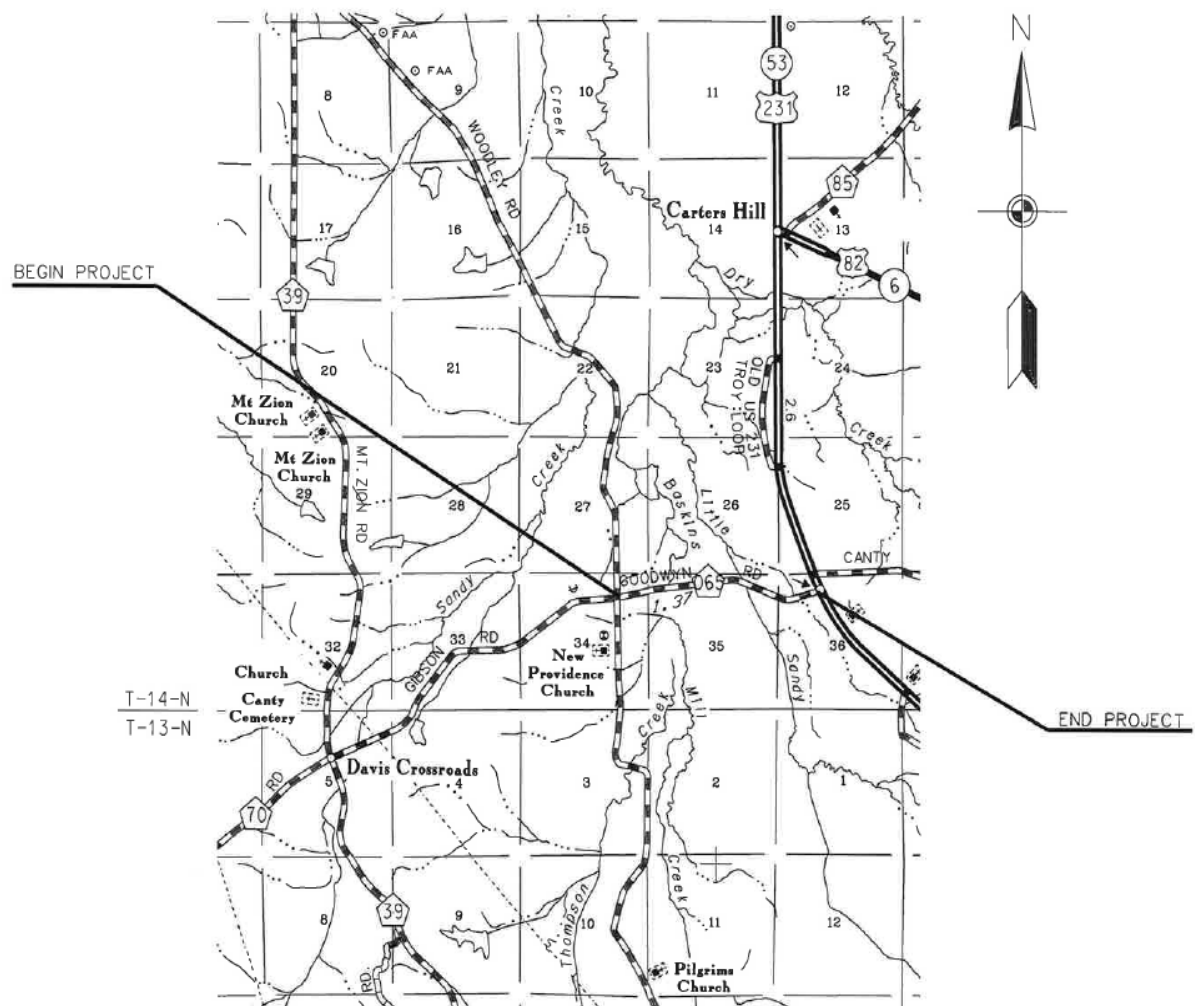
Functional Classification: **Major Collector**

Project Description: **Widen, Level, Resurface and traffic stripe Goodwyn Rd from Woodley To US-231**

Distance: **2.6 miles**

Funding Source: **Surface Transportation Program Maintenance Funds (STPMN)**

FEDERAL PROJECT CODE:	PROJECT SCOPE:	PROJECT START DATE:	FISCAL YEAR	FEDERAL FUNDS:	LOCAL MATCH:	TOTAL FUNDS:
STPMN	CN	5/1/27	2027	\$366,546	\$91,637	\$458,183



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	
24491	100050187 STPAA 0110 (501)	ADDITIONAL LANES ON SR-110 FROM CHANTILLY PKWY TO CR-294 (BRIDLEBROOK BLVD)	1.03	CN	P	ADDITIONAL ROADWAY LANES	2024	137.000		NA	\$4,565,093 \$1,141,273 \$0	\$5,706,367	
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	2024	1.000	EXEMPT	NA	\$7,853,064 \$1,963,266 \$0	\$9,816,330	
2002	100008652 STPAA CN97 ()	ALABAMA RIVER DRAINAGE BASIN MITIGATION	0.00	CN	P	UNCLASSIFIED	2025	79.000		NA	\$361,485 \$90,371 \$0	\$451,857	
27010	100053059 STPAA 7733 (601)	RESURFACE WIDEN AND REALIGN ANN STREET FROM BREWTON STREET TO FEDERAL DRIVE (PHASE 1)	0.22	CN	P	GRADE, DRAIN, BASE AND PAVE	2025	3.000	EXEMPT	NA	\$1,975,064 \$493,766 \$0	\$2,468,830	
Totals By Sponsor						Federal		\$14,754,707			ALL Funds	\$18,443,384	
Sponsor: TBD													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
48305	100075128 STPAA 5122 ()	ADDING RIGHT TURNING LANE ON CR-107 (MARLER ROAD) AT SR-110	0.10	RW	P	TURN LANES	2024	0.000		NA	\$61,206 \$15,302 \$0	\$76,508	
48305	100075129 STPAA 5122 ()	ADDING RIGHT TURNING LANE ON CR-107 (MARLER ROAD) AT SR-110	0.10	UT	P	TURN LANES	2024	0.000		NA	\$81,608 \$20,402 \$0	\$102,010	
48305	100075130 STPAA 5122 ()	ADDING RIGHT TURNING LANE ON CR-107 (MARLER ROAD) AT SR-110	0.10	CN	P	TURN LANES	2024	0.000		NA	\$693,668 \$173,417 \$0	\$867,085	
48306	100075131 STPAA 0110 ()	ADDING TRAFFIC SIGNAL LEFT TURNLANE RIGHT TURNLANE AND ACCELERATION LANE AT THE INTERSECTION OF SR-110 AND CR-107 (MARLER RD)	0.20	PE	P	TURN LANES	2024	0.000		NA	\$122,412 \$30,603 \$0	\$153,015	
48306	100075132 STPAA 0110 ()	ADDING TRAFFIC SIGNAL LEFT TURN LANE RIGHT TURNLANE AND ACCELERATION LANE AT THE INTERSECTION OF SR-110 AND CR-107 (MARLER RD)	0.20	RW	P	TURN LANES	2024	0.000		NA	\$61,206 \$15,302 \$0	\$76,508	
43011	100076334 STPAA 0143 (505)	RESURFACE SR-143 FROM COOSADA ROAD TO SR-14 IN MILLBROOK	2.67	FM	P	PREVENTATIVE MAINTENANCE LEVEL 2	2024	0.000		NA	\$977,985 \$244,496 \$0	\$1,222,481	
49547	100076697 STPAA 5123 ()	WIDENING RELOCATION AND TRAFFIC SIGNAL INSTALLATION ON WASDEN ROAD FROM LAMAR ROAD TO SR-3 (US-31) FOR INDUSTRIAL ACCESS AND DEVELOPMENT PROJECTS	0.00	RW	P	GRADE, DRAIN, BASE AND PAVE	2024	0.000		NA	\$189,375 \$0 \$63,125	\$252,500	

2. Other Surface Transportation Program Projects

48306	100075133 STPAA 0110 ()	ADDING TRAFFIC SIGNAL LEFT TURN LANE RIGHT TURNLANE AND ACCELERATION LANE AT THE INTERSECTION OF SR-110 AND CR-107 (MARLER RD)	0.20	UT	P	TURN LANES	2025	0.000	NA	\$82,424 \$20,606 \$0	\$103,030
48306	100075134 STPAA 0110 ()	ADDING TRAFFIC SIGNAL LEFT TURN LANE RIGHT TURNLANE AND ACCELERATION LANE AT THE INTERSECTION OF SR-110 AND CR-107 (MARLER RD)	0.20	CN	P	TURN LANES	2025	0.000	NA	\$1,483,633 \$370,908 \$0	\$1,854,542
49547	100076699 STPAA 5123 ()	WIDENING RELOCATION AND TRAFFIC SIGNAL INSTALLATION ON WASDEN ROAD FROM LAMAR ROAD TO SR-3 (US-31) FOR INDUSTRIAL ACCESS AND DEVELOPMENT PROJECTS	0.00	CN	P	GRADE, DRAIN, BASE AND PAVE	2025	0.000	NA	\$3,315,325 \$0 \$869,533	\$4,184,858
49987	100077278 STPAA 0014 ()	INTERSECTION IMPROVEMENTS AND SIGNAL INSTALLATION AT SR-14 AND 17 SPRINGS ENTRANCE	0.50	CN	P	INTERSECTION IMPROVEMENTS	2025	0.000	NA	\$1,142,512 \$285,628 \$0	\$1,428,140
Totals By Sponsor						Federal		\$8,211,354		ALL Funds	\$10,320,676

3. NHS / Interstate Maintenance / NHS Bridge Projects

Sponsor: TBD													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
48371	100074170 IM 1085 ()	PAVEMENT PRESERVATION ON I-85 FROM HALL STREET TO .3 MILES EAST OF ANN STREET	1.53	CN	P	PREVENTATIVE MAINTENANCE LEVEL 1	2024	0.000		NA	\$2,754,270 \$306,030 \$0	\$3,060,300	
48372	100074211 IM 1065 ()	PAVEMENT PRESERVATION ON I-65 FROM NORTH EXIT RAMPS AT SR-3 (US-31) OVERPASS TO 1 MILE SOUTH OF CR-61	4.00	CN	P	PREVENTATIVE MAINTENANCE LEVEL 1	2024	0.000		NA	\$2,171,687 \$241,299 \$0	\$2,412,985	
47566	100074276 NH 1065 (542)	EXTENDING NORTHBOUND ACCELERATION LANE 2400 ON I-65 AT SR-14 (EXIT 181)	0.45	CN	P	RAMP REVISIONS	2024	0.000		NA	\$727,200 \$181,800 \$0	\$909,000	
48373	100075224 IM 1065 ()	PAVEMENT PRESERVATION ON I-65 FROM THE ELMORE COUNTY LINE TO .30 MILES SOUTH OF SR-3 (US-31) INTERCHANGE	3.54	CN	P	PREVENTATIVE MAINTENANCE LEVEL 1	2024	0.000		NA	\$1,831,456 \$203,495 \$0	\$2,034,951	
47441	100075787 BR 0006 ()	BRIDGE REPLACEMENTS (BIN 5126 AND BIN 5127) ON SR-6 OVER CSXT RAILROAD	0.71	RW	P	BRIDGE REPLACEMENT	2024	0.000		NA	\$40,400 \$10,100 \$0	\$50,500	
43011	100076333 NH 0003 ()	RESURFACE SR-3 FROM THE ALABAMA RIVER BRIDGE TO SR-6 (US 82)	2.15	FM	P	PREVENTATIVE MAINTENANCE LEVEL 2	2024	0.000		NA	\$1,255,601 \$313,900 \$0	\$1,569,502	
43011	100076579 NH 0009 (592)	RESURFACING ON SR-9 FROM I-85 TO SR-21 (US-231)	4.41	FM	P	PREVENTATIVE MAINTENANCE LEVEL 2	2024	0.000		NA	\$2,525,730 \$631,433 \$0	\$3,157,163	
43011	100076580 NH 0009 ()	RESURFACING ON SR-9 (US-331) FROM .5 MILE SOUTH OF CR-24 TO .4 MILE SOUTH OF CR-61	6.08	FM	P	PREVENTATIVE MAINTENANCE LEVEL 1	2024	0.000		NA	\$3,041,977 \$760,494 \$0	\$3,802,471	
44520	100070513 NH 0271 ()	WIDENING OF NORTH BOUND LANES ON SR-271 (TAYLOR ROAD) AND WIDENING OF BRIDGE (BIN 012431) FROM TAYLOR CIRCLE TO I-85	1.20	PE	P	ADDITIONAL ROADWAY LANES	2025	0.000		NA	\$612,060 \$153,015 \$0	\$765,075	
47441	100075779 BR 0006 ()	BRIDGE REPLACEMENTS (BIN 5126 AND BIN 5127) ON SR-6 OVER CSXT RAILROAD	0.71	UT	P	BRIDGE REPLACEMENT	2025	0.000		NA	\$408,040 \$102,010 \$0	\$510,050	
48895	100076068 NH 0008 ()	INTERSECTION MODIFICATIONS AT SR-8 (EASTERN BYPASS) AND SR-110 (VAUGHN ROAD)	0.00	CN	P	INTERSECTION IMPROVEMENTS	2025	0.000		NA	\$2,448,240 \$612,060 \$0	\$3,060,300	
48896	100076071 NH 0271 ()	INTERSECTION MODIFICATIONS AT SR-271 (TAYLOR ROAD) AND SR-110 (VAUGHN ROAD)	0.00	CN	P	INTERSECTION IMPROVEMENTS	2025	0.000		NA	\$2,448,240 \$612,060 \$0	\$3,060,300	
45365	100071561 IM 1085 ()	I-85 ADDITIONAL LANES FROM THE END OF THE SIX LANES AT TAYLOR ROAD (SR-271) TO JUST SOUTH OF JENKINS CREEK (BIN 9004 9005 9006 9007)	1.49	CN	P	ADDITIONAL ROADWAY LANES	2026	0.000		NA	\$16,629,913 \$1,847,768 \$0	\$18,477,681	
47441	100074096 BR 0006 ()	BRIDGE REPLACEMENTS (BIN 5126 AND BIN 5127) ON SR-6 OVER CSXT RAILROAD	0.71	CN	P	BRIDGE REPLACEMENT	2026	0.000		NA	\$5,428,855 \$1,357,214 \$0	\$6,786,069	

3. NHS / Interstate Maintenance / NHS Bridge Projects

48313	100075146 NH I065 ()	ADDITIONAL LANES ON I-65 FROM HOPE HULL (EXIT 164) TO CATOMA CREEK (EXIT 167)	3.00	CN	P	ADDITIONAL ROADWAY LANES	2026	0.000	NA	\$24,142,013 \$6,035,503 \$0	\$30,177,516
44520	100070514 NH 0271 ()	WIDENING OF NORTH BOUND LANES ON SR-271 (TAYLOR ROAD) AND WIDENING OF BRIDGE (BIN 012431) FROM TAYLOR CIRCLE TO I-85	1.20	CN	P	ADDITIONAL ROADWAY LANES	2027	0.000	NA	\$5,827,382 \$1,456,846 \$0	\$7,284,228
Totals By Sponsor						Federal		\$72,293,065		ALL Funds	\$87,118,091

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

5. Transportation Alternatives

Sponsor: TBD												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
49157	100075861 TAPAA TA23 (921)	DOWNTOWN STREETSCAPE IMPROVEMENTS ALONG EAST JEFFERSON STREET IN THE CITY OF MONTGOMERY	0.00	CN	P	STREETSCAPE	2024	0.000		NA	\$498,560 \$0 \$124,640	\$623,200
49059	100075863 TAPAA TA23 (923)	SIDEWALK IMPROVEMENTS ALONG OLD RIDGE ROAD IN THE CITY OF PRATTVILLE	0.00	CN	P	SIDEWALK	2024	0.000		NA	\$735,337 \$0 \$183,834	\$919,171
Totals By Sponsor						Federal		\$1,233,897			ALL Funds	\$1,542,371

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

9. Transit Projects

Sponsor: TBD												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
49770	100076992 FTA9 TR24 ()	LEVEL OF EFFORT-SECTION 5307 TRANSIT-MONTGOMERY(APPORTIONMENT FY 2022)	0.00	TR	P	UNCLASSIFIED	2024	0.000		NA	\$3,482,059 \$870,515 \$0	\$4,352,574
49783	100077006 FTA3C TR24 ()	LEVEL OF EFFORT-SECTION 5339- MONTGOMERY(APPORTIONMENT FY 2022)	0.00	TR	P	UNCLASSIFIED	2024	0.000		NA	\$279,148 \$69,787 \$0	\$348,935
49788	100077011 UMTA TR24 ()	LEVEL OF EFFORT-SECTION 5310- MONTGOMERY (APPORTIONMENT FY 2022)	0.00	TR	P	UNCLASSIFIED	2024	0.000		NA	\$363,559 \$90,890 \$0	\$454,449
49796	100077019 UMTA TR25 ()	LEVEL OF EFFORT-SECTION 5310- MONTGOMERY (APPORTIONMENT FY 2023)	0.00	TR	P	UNCLASSIFIED	2025	0.000		NA	\$360,357 \$90,089 \$0	\$450,446
49811	100077034 FTA3C TR25 ()	LEVEL OF EFFORT-SECTION 5339- MONTGOMERY (APPORTIONMENT FY 2023)	0.00	TR	P	UNCLASSIFIED	2025	0.000		NA	\$286,774 \$71,694 \$0	\$358,468
49834	100077057 FTA9 TR25 ()	LEVEL OF EFFORT-SECTION 5307- MONTGOMERY (APPORTIONMENT FY 2023)	0.00	TR	P	UNCLASSIFIED	2025	0.000		NA	\$3,561,285 \$890,321 \$0	\$4,451,606
49818	100077041 FTA3C TR26 ()	LEVEL OF EFFORT-SECTION 5339- MONTGOMERY (APPORTIONMENT FY 2024- EST)	0.00	TR	P	UNCLASSIFIED	2026	0.000		NA	\$286,774 \$71,694 \$0	\$358,468
49835	100077058 FTA9 TR26 ()	LEVEL OF EFFORT-SECTION 5307- MONTGOMERY(APPORTIONMENT FY 2024- EST)	0.00	TR	P	UNCLASSIFIED	2026	0.000		NA	\$3,561,285 \$890,321 \$0	\$4,451,606
49841	100077064 UMTA TR26 ()	LEVEL OF EFFORT-SECTION 5310- MONTGOMERY (APPORTIONMENT FY 2024- EST)	0.00	TR	P	UNCLASSIFIED	2026	0.000		NA	\$360,357 \$90,089 \$0	\$450,446
49830	100077053 FTA3C TR27 ()	LEVEL OF EFFORT-SECTION 5339- MONTGOMERY (APPORTIONMENT FY 2025- EST)	0.00	TR	P	UNCLASSIFIED	2027	0.000		NA	\$286,774 \$71,694 \$0	\$358,468
49836	100077059 FTA9 TR27 ()	LEVEL OF EFFORT-SECTION 5307- MONTGOMERY(APPORTIONMENT FY 2025- EST)	0.00	TR	P	UNCLASSIFIED	2027	0.000		NA	\$3,561,285 \$890,321 \$0	\$4,451,606
49862	100077085 UMTA TR27 ()	LEVEL OF EFFORT-SECTION 5310- MONTGOMERY (APPORTIONMENT FY 2025- EST)	0.00	TR	P	UNCLASSIFIED	2027	0.000		NA	\$360,357 \$90,089 \$0	\$450,446
Totals By Sponsor						Federal		\$16,750,014			ALL Funds	\$20,937,518

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

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 (250)	INSTALLATION OF ROUNDABOUTS AT THE SR-126/SR-8 (US-80) INTERSECTION AND AT THE SR-8 (US-80)/MARLER ROAD INTERSECTION	0.00	CN	P	SAFETY IMPROVEMENTS	2024	15.000	EXEMPT	NA	\$5,231,867 \$581,319 \$0	\$5,813,185	
Totals By Sponsor						Federal	\$5,231,867			ALL Funds \$5,813,185			
Sponsor: TBD													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
47399	100074033 HSIP 0009 (589)	INTERSECTION MODIFICATIONS WITH SIGNAL UPGRADES ALONG SR-9 (US-231)FROM TWAIN CURVE TO LAGOON BUSINESS LOOP	0.95	CN	P	SAFETY IMPROVEMENTS	2024	0.000		NA	\$1,227,286 \$136,365 \$0	\$1,363,651	
48222	100074987 HSIP 0006 (589)	IMPROVEMENTS AT THE INTERSECTION OF SR-6 (US-82) AND CR-29 (GIN SHOP HILL ROAD)	0.33	CN	P	SAFETY IMPROVEMENTS	2024	0.000		NA	\$415,895 \$46,211 \$0	\$462,105	
48494	100075410 HSIP 0003 (652)	ACCESS MODIFICATIONS ALONG SR-3 (US-31) FROM CR-4 TO CR-75 (MCQUEEN SMITH ROAD) AND INSTALLATION OF GREEN-T SIGNAL AT THE INTERSECTION OF SR-3 (US-31) AND CR-75 (MCQUEEN SMITH ROAD)	0.64	CN	P	SAFETY IMPROVEMENTS	2024	0.000		NA	\$1,377,135 \$153,015 \$0	\$1,530,150	
49200	100076262 HSIP 0006 (601)	ACCESS MANAGEMENT ALONG SR-6 (US-82) IN PRATTVILLE FROM BASS PRO BOULEVARD TO THE I-65 SB EXIT RAMP	0.42	CN	P	SAFETY IMPROVEMENTS	2024	0.000		NA	\$636,300 \$70,700 \$0	\$707,000	
48618	100076316 HSIP 0014 (555)	INSTALLATION OF SIGNALIZED CONTINUOUS GREEN-T INTERSECTION AT SR-14 AND CR-59 (FIRETOWER ROAD)	0.69	RW	P	SAFETY IMPROVEMENTS	2024	0.000		NA	\$68,175 \$7,575 \$0	\$75,750	
48359	100075207 HSIP 0009 ()	ACCESS MANAGEMENT ALONG SR-9 (US-231) FROM CHARLES AVENUE TO MAIN STREET	0.55	CN	P	SAFETY IMPROVEMENTS	2025	0.000		NA	\$1,019,998 \$113,333 \$0	\$1,133,331	
48618	100075587 HSIP 0014 (555)	INSTALLATION OF SIGNALIZED CONTINUOUS GREEN-T INTERSECTION AT SR-14 AND CR-59 (FIRETOWER ROAD)	0.69	CN	P	SAFETY IMPROVEMENTS	2025	0.000		NA	\$4,039,596 \$448,844 \$0	\$4,488,440	
48618	100076317 HSIP 0014 (555)	INSTALLATION OF SIGNALIZED CONTINUOUS GREEN-T INTERSECTION AT SR-14 AND CR-59 (FIRETOWER ROAD)	0.69	UT	P	SAFETY IMPROVEMENTS	2025	0.000		NA	\$596,759 \$66,307 \$0	\$663,065	
Totals By Sponsor						Federal	\$9,381,143			ALL Funds \$10,423,492			

12. Other Federal and State Aid Projects

Sponsor: TBD												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
50021	100077319 ERPR 9075 ()	REPAIR OF SLOPE SLIDE DUE TO WASHOUT OF FRONT SLOPE DOWNSTREAM AND 2 OF PAVED SHOULDER WASHOUT ON CR-8 (REDLAND ROAD) 32.508740 -86.105405 (FHWA DISASTER AL 2023-02; ALDOT EVENT 055; ELMORE-01)	0.00	CN	P	SLIDE CORRECTION	2024	0.000		NA	\$48,000 \$0 \$12,000	\$60,000
45673	100071924 CRPAA I085 ()	INSTALLATION OF ITS DEVICES TO PROVIDE ADVANCED CORRIDOR MANAGEMENT ALONG I-85 MP 11.000 (EXIT 11) TO MP 26.000 (EXIT 26)	15.00	CN	P	INTELLIGENT TECHNOLOGY SYSTEMS	2025	0.000		NA	\$2,333,989 \$583,497 \$0	\$2,917,486
47420	100076244 RACR-051-I65-005 ()	INTERSECTION IMPROVEMENTS INCLUDING CONSTRUCTING CONCRETE PAVEMENT AT I-65 AND SR-6 (SOUTHERN BOULEVARD) (READY MIX)	0.00	CN	P	INTERSECTION IMPROVEMENTS	2025	0.000		NA	\$0 \$4,200,000 \$0	\$4,200,000
Totals By Sponsor						Federal		\$2,381,989			ALL Funds	\$7,177,486

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

14. High Priority and Congressional Earmark Projects

Sponsor: TBD												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
307	100070583 HPP 0035 (901)	MGM OUTER LOOP - FROM N OF CR-83 (WALLAHATCHIE RD) TO S OF SR-110	3.80	CN	P	GRADE, DRAIN AND BRIDGE	2025	0.000		NA	\$7,777,474 \$1,944,369 \$0	\$9,721,843
Totals By Sponsor						Federal		\$7,777,474			ALL Funds	\$9,721,843

Annual Listing of Obligated Projects

Sponsor: ALDOT

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
SAF	11	HSIP 5119 (250)	100068820	UT	0.000	04/01/2023	SAFETY IMPROVEMENTS	\$701,731	\$701,731	\$0	\$701,731

Project Description: INSTALLATION OF ROUNDABOUTS AT THE SR-126/SR-8 (US-80) INTERSECTION AND AT THE SR-8 (US-80)/MARLER ROAD INTERSECTION

Sponsor: CITY OF MONTGOMERY

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
CVMN	12	STPMN 7724 (603)	100044273	RW	1.710	09/01/2023	WIDENING AND RESURFACING (RDWY)	\$2,960,000	\$2,037,449	\$0	\$2,037,448

Project Description: WIDEN AND RESURFACE PERRY HILL ROAD FROM HARRISON ROAD TO CR-235 (ATLANTA HIGHWAY)

ULMN	1	STPMN 7724 (603)	100044273	RW	1.710	09/01/2023	WIDENING AND RESURFACING (RDWY)	\$2,368,000	\$738,041	\$0	\$738,041
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Project Description: WIDEN AND RESURFACE PERRY HILL ROAD FROM HARRISON ROAD TO CR-235 (ATLANTA HIGHWAY)

ULMNA	1	STPMN 7724 (603)	100044273	RW	1.710	09/01/2023	WIDENING AND RESURFACING (RDWY)	\$2,368,000	\$0	\$0	\$0
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Project Description: WIDEN AND RESURFACE PERRY HILL ROAD FROM HARRISON ROAD TO CR-235 (ATLANTA HIGHWAY)

Sponsor: CITY OF WETUMPKA

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
ULMN	1	STPMN 2619 (262)	100056090	CN	0.731	06/30/2023	RESURFACING	\$1,206,813	\$558,772	\$1,442	\$557,330

Project Description: RESURFACING SIDEWALK IMPROVEMENTS LANDSCAPING AND PEDESTRIAN LIGHTING FIXTURES ON SOUTH MAIN STREET FROM SR-9 (US-231) TO EAST BRIDGE STREET

ULMN1	1	STPMN 2619 (262)	100056090	CN	0.731	06/30/2023	RESURFACING	\$1,206,813	\$648,041	\$0	\$648,041
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Project Description: RESURFACING SIDEWALK IMPROVEMENTS LANDSCAPING AND PEDESTRIAN LIGHTING FIXTURES ON SOUTH MAIN STREET FROM SR-9 (US-231) TO EAST BRIDGE STREET

Sponsor: TBD

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
RCNH	3	RACR NH 0006 (587)	100071510	CN	2.653	04/07/2023	BRIDGE	\$11,415,869	\$11,182,223	\$158,053	\$11,024,170

Project Description: RESURFACE WESTBOUND AND RESURFACE AND WIDEN EASTBOUND LANES ON SR-6 (US-82) FROM SR-14 TO SR-3 (US-31) AND REPLACE BRIDGES OVER AUTAUGA CREEK AND AUTAUGA NORTHERN RAILROAD

RCNHA	3	RACR NH 0006 (587)	100071510	CN	2.653	04/07/2023	BRIDGE	\$11,415,869	\$0	\$0	\$0
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Project Description: RESURFACE WESTBOUND AND RESURFACE AND WIDEN EASTBOUND LANES ON SR-6 (US-82) FROM SR-14 TO SR-3 (US-31) AND REPLACE BRIDGES OVER AUTAUGA CREEK AND AUTAUGA NORTHERN RAILROAD

ULMN	1	STPMN 0120 (252)	100071609	CN	5.631	02/24/2023	WIDENING AND RESURFACING (RDWY)	\$1,026,035	\$903,712	\$744,210	\$159,502
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Project Description: WIDENING AND RESURFACING ON CR-27 FROM SR-14 TO CR-29 AND ON CR-29 FROM CR-27 TO SR-14

Annual Listing of Obligated Projects

CVMN	12	CRSAMN 2621 (252)	100074053	CN	0.960	05/26/2023	RESURFACING	\$264,694	\$264,695	\$1,283	\$263,412
Project Description: WIDENING AND RESURFACING ON CHAPMAN ROAD FROM SR-143 (MAIN STREET) TO THE COOSADA TOWN LIMITS (SITE 1); INTERSECTION IMPROVEMENTS (ADD TURN LANE) AT THE CHAPMAN ROAD/AIRPORT ROAD INTERSECTION (SITE 2)											
ULMN	1	CRSAMN 2621 (252)	100074053	CN	0.960	05/26/2023	RESURFACING	\$211,756	\$30,714	\$0	\$30,714
Project Description: WIDENING AND RESURFACING ON CHAPMAN ROAD FROM SR-143 (MAIN STREET) TO THE COOSADA TOWN LIMITS (SITE 1); INTERSECTION IMPROVEMENTS (ADD TURN LANE) AT THE CHAPMAN ROAD/AIRPORT ROAD INTERSECTION (SITE 2)											
ULMN	1	STPMN 2623 (250)	100072499	CN	1.930	07/28/2023	RESURFACING	\$266,046	\$266,046	\$903	\$265,143
Project Description: RESURFACING ON WILLOW SPRINGS ROAD FROM JASMINE HILL ROAD TO REDLAND ROAD											
ULMN	1	STPMN 2621 (253)	100074197	CN	1.974	09/29/2023	RESURFACING	\$300,867	\$300,867	\$0	\$300,867
Project Description: SITE 1 - RESURFACING ON FIRST AVENUE FROM SR-143 TO BALTZER ROAD; SITE 2 - RESURFACING ON BALTZER ROAD FROM FIRST AVENUE TO FLATWOOD ROAD											
ULMN	1	STPMN 5122 (250)	100074052	CN	7.026	06/30/2023	RESURFACING	\$1,147,749	\$1,147,749	\$98	\$1,147,651
Project Description: RESURFACING ON OLD CARTER HILL ROAD/PIKE ROAD (CR-85) FROM SR-6 (US-82) TO WALLAHATCHIE ROAD (CR-83)											
ULMN	1	STPMN 5122 (251)	100074054	CN	11.565	07/28/2023	RESURFACING	\$1,405,668	\$1,405,668	\$490	\$1,405,178
Project Description: RESURFACING ON OLD PIKE ROAD (CR-40/CR-101) FROM SR-6 (US-82) TO OLD CARTER HILL ROAD (CR-85)											
NH	3	NH 0003(644)	100073316	FM	3.429	12/02/2022	PREVENTATIVE MAINTENANCE LEVEL 2	\$2,986,346	\$2,529,894	\$2,342,988	\$186,906
Project Description: RESURFACING SR-3 (US-31) FROM THE WEST BLVD TO THE ELMORE COUNTY LINE											
NH	3	NH-FMGR- HSIP 0152 (500)	100074584	FM	6.580	02/24/2023	PREVENTATIVE MAINTENANCE LEVEL 2	\$4,782,328	\$4,672,565	\$311,404	\$4,361,161
Project Description: RESURFACING GUARDRAIL SAFETY IMPROVEMENTS AND BRIDGE RAIL RETROFIT ON SR-152 FROM I-65 TO SR-9 (US-231)											
NHA	3	NH-FMGR- HSIP 0152 (500)	100074584	FM	6.580	02/24/2023	PREVENTATIVE MAINTENANCE LEVEL 2	\$4,782,328	\$0	\$0	\$0
Project Description: RESURFACING GUARDRAIL SAFETY IMPROVEMENTS AND BRIDGE RAIL RETROFIT ON SR-152 FROM I-65 TO SR-9 (US-231)											
SAF	11	NH-FMGR- HSIP 0152 (500)	100074584	FM	6.580	02/24/2023	PREVENTATIVE MAINTENANCE LEVEL 2	\$5,380,119	\$65,126	\$0	\$65,126
Project Description: RESURFACING GUARDRAIL SAFETY IMPROVEMENTS AND BRIDGE RAIL RETROFIT ON SR-152 FROM I-65 TO SR-9 (US-231)											
SAFA	11	NH-FMGR- HSIP 0152 (500)	100074584	FM	6.580	02/24/2023	PREVENTATIVE MAINTENANCE LEVEL 2	\$5,380,119	\$0	\$0	\$0
Project Description: RESURFACING GUARDRAIL SAFETY IMPROVEMENTS AND BRIDGE RAIL RETROFIT ON SR-152 FROM I-65 TO SR-9 (US-231)											
NH	3	NH 0006(597)	100074582	FM	2.870	05/26/2023	PREVENTATIVE MAINTENANCE LEVEL 2	\$1,938,982	\$1,748,103	\$0	\$1,748,103
Project Description: RESURFACE SR-6 (US-82) FROM WEST 4TH STREET TO 0.8 MILES EAST OF SR-14											
NH	3	NH 0006(598)	100074583	FM	3.195	05/26/2023	PREVENTATIVE MAINTENANCE LEVEL 2	\$4,203,237	\$4,027,878	\$37,460	\$3,990,418
Project Description: RESURFACE SR-6 FROM SR-3 (US-31) TO I-65 IN PRATTVILLE											
IM	3	IM I085(373)	100070511	CN	1.032	06/30/2023	RAMP REVISIONS	\$2,699,732	\$2,699,732	\$1,361	\$2,698,371

Annual Listing of Obligated Projects

Project Description: ADDITIONAL SOUTHBOUND AUXILIARY LANE ON I-85 SOUTH FROM SR-271 (TAYLOR ROAD) TO SR-110 (CHANTILLY PARKWAY)											
IM	3	IM I085(378)	100071560	PE	1.486	02/01/2023	ADDITIONAL ROADWAY LANES	\$480,000	\$480,000	\$30,823	\$449,178
Project Description: I-85 ADDITIONAL LANES FROM THE END OF THE SIX LANES AT TAYLOR ROAD (SR-271) TO JUST SOUTH OF JENKINS CREEK (BIN 9004 9005 9006 9007)											
ATA	5	TAPAA-TAPMN TA21 (914)	100072674	CN	0.000	01/15/2023	SIDEWALK	\$940,604	\$0	\$0	\$0
Project Description: RIVERFRONT GREENWAY TRAIL EXTENSION AND ADA UPGRADES											
ATAMN	5	TAPAA-TAPMN TA21(100072674	CN	0.000	01/15/2023	SIDEWALK	\$940,604	\$0	\$0	\$0
Project Description: RIVERFRONT GREENWAY TRAIL EXTENSION AND ADA UPGRADES											
TA	5	TAPAA-TAPMN TA21 (914)	100072674	CN	0.000	01/15/2023	SIDEWALK	\$940,604	\$640,000	\$0	\$640,000
Project Description: RIVERFRONT GREENWAY TRAIL EXTENSION AND ADA UPGRADES											
TAMN	5	TAPAA-TAPMN TA21 (914)	100072674	CN	0.000	01/15/2023	SIDEWALK	\$940,604	\$300,604	\$0	\$300,604
Project Description: RIVERFRONT GREENWAY TRAIL EXTENSION AND ADA UPGRADES											
ULMN	1	STPMN 0121 (252)	100073419	CN	1.972	08/25/2023	RESURFACING	\$457,979	\$457,979	\$0	\$457,979
Project Description: RESURFACING ON LOWER KINGSTON ROAD FROM 4TH STREET TO BREAKFAST CREEK ROAD (CR-85)											
ULMN	1	STPMN 0121 (251)	100073334	CN	2.335	08/25/2023	RESURFACING	\$555,222	\$555,222	\$13	\$555,208
Project Description: RESURFACING ON DOSTER ROAD FROM FLEETWOOD ROAD TO SR-3 (US-31)											
CVMN	12	CRSAMN 5121 (251)	100074241	PE	0.000	03/01/2023	INTERSECTION IMPROVEMENTS	\$47,000	\$47,000	\$0	\$47,000
Project Description: INTERSECTION IMPROVEMENTS TO WALLAHATCHIE ROAD AND PIKE ROAD											
NH	3	NH I065(542)	100074275	PE	0.454	08/01/2023	RAMP REVISIONS	\$27,000	\$27,000	\$3,614	\$23,386
Project Description: EXTENDING NORTHBOUND ACCELERATION LANE 2400 ON I-65 AT SR-14 (EXIT 181)											
SAF	11	HSIP 0009 (585)	100074667	CN	0.373	05/26/2023	SAFETY IMPROVEMENTS	\$1,432,883	\$1,521,127	\$1,243	\$1,519,885
Project Description: RESTRICTED CROSSING U-TURN (RCUT) INTERSECTION MODIFICATIONS AT SR-9 (US-331) AND CR-61 (HOBBIE ROAD)											
SAF	11	HSIP 0053 (597)	100074985	CN	0.758	04/28/2023	SAFETY IMPROVEMENTS	\$1,644,405	\$1,623,551	\$1,287	\$1,622,264
Project Description: INTERSECTION IMPROVEMENTS OF SR-53 (US-231) AND SR-6 (US-82)											
IARA	7	IAR-051-000-018 ()	100075148	CN	0.000	10/15/2022	GRADE, DRAIN, BASE AND PAVE	\$0	\$0	\$0	\$0
Project Description: GRADE DRAIN BASE AND PAVE NEW ROAD OF WASDEN ROAD TO NEW FEDEX FACILITY AND WIDENING AND RESURFACING OF WASDEN ROAD FROM NEW ROAD TO SR-3 (US-31) TO BENEFIT FEDEX GROUND FACILITY											
NH	3	NH 0003(648)	100075177	CN	0.189	05/26/2023	TURN LANES	\$260,445	\$211,640	\$0	\$211,640
Project Description: ADDING DUAL LEFT TURN LANES AND SIGNAL MODIFICATIONS ON SR-3 (US-31) NORTHBOUND TO SR-6 (US-82) WESTBOUND											
SAF	11	HSIP 0009 (591)	100075206	PE	0.550	05/01/2023	SAFETY IMPROVEMENTS	\$45,450	\$45,450	\$11	\$45,438

Annual Listing of Obligated Projects

Project Description: ACCESS MANAGEMENT ALONG SR-9 (US-231) FROM CHARLES AVENUE TO MAIN STREET											
IM	3	IM I065(538)	100075240	PE	4.000	05/01/2023	PREVENTATIVE MAINTENANCE LEVEL 1	\$36,000	\$36,000	\$0	\$36,000
Project Description: PAVEMENT PRESERVATION ON I-65 FROM NORTH EXIT RAMPS AT SR-3 (US-31) OVERPASS TO 1 MILE SOUTH OF CR-61											
IM	3	IM I065(544)	100075241	PE	3.540	09/01/2023	PREVENTATIVE MAINTENANCE LEVEL 1	\$36,000	\$36,000	\$0	\$36,000
Project Description: PAVEMENT PRESERVATION ON I-65 FROM THE ELMORE COUNTY LINE TO .30 MILES SOUTH OF SR-3 (US-31) INTERCHANGE											
NH	3	NH 0003(652)	100075409	PE	0.640	02/01/2023	SAFETY IMPROVEMENTS	\$36,360	\$36,360	\$19,333	\$17,027
Project Description: ACCESS MODIFICATIONS ALONG SR-3 (US-31) FROM CR-4 TO CR-75 (MCQUEEN SMITH ROAD) AND INSTALLATION OF GREEN-T SIGNAL AT THE INTERSECTION OF SR-3 (US-31) AND CR-75 (MCQUEEN SMITH ROAD)											
IARA	7	IAR-001-000-012 ()	100075462	CN	0.250	06/15/2023	GRADE, DRAIN, BASE AND PAVE	\$0	\$0	\$0	\$0
Project Description: EXTENSION OF SID THOMPSON DRIVE FOR THE BENEFIT OF JAMES HARDIE											
TAMN	5	TAPMN TA23 (934)	100076030	CN	0.000	08/15/2023	SIDEWALK	\$273,032	\$273,032	\$0	\$273,032
Project Description: DOSTER ROAD SIDEWALK IMPROVEMENTS FROM SELMA HIGHWAY TO PRATT STREET											
TA	5	TAPAA TA23 (923)	100076080	PE	0.000	05/01/2023	SIDEWALK	\$64,663	\$64,663	\$9,869	\$54,794
Project Description: SIDEWALK IMPROVEMENTS ALONG OLD RIDGE ROAD IN THE CITY OF PRATTVILLE											
RAA2	12	ATRP2-51-2023-349 ()	100076149	PE	0.000	04/01/2023	INTERSECTION IMPROVEMENTS	\$0	\$0	\$0	\$0
Project Description: ACCESS MANAGEMENT ALONG VAUGHN ROAD AT SR-8 (US-231 / EASTERN BOULEVARD) SERVICE ROADS INCLUDING ADDITIONAL LEFT TURN LANES ON VAUGHN ROAD											
TA	5	TAPAA TA23 (921)	100076196	PE	0.000	05/01/2023	STREETSCAPE	\$52,800	\$52,800	\$0	\$52,800
Project Description: DOWNTOWN STREETSCAPE IMPROVEMENTS ALONG EAST JEFFERSON STREET IN THE CITY OF MONTGOMERY											
SAF	11	HSIP 0006 (601)	100076261	PE	0.420	08/01/2023	SAFETY IMPROVEMENTS	\$22,500	\$22,500	\$57	\$22,442
Project Description: ACCESS MANAGEMENT ALONG SR-6 (US-82) IN PRATTVILLE FROM BASS PRO BOULEVARD TO THE I-65 SB EXIT RAMP											
UMTAC	9	UMTAC TR23()	100076960	TR	0.000	07/01/2023	UNCLASSIFIED	\$339,336	\$339,336	\$0	\$339,336
Project Description: SECTION 5310 TRANSIT THE LEARNING TREE INC. (URBAN) CAPITAL ROLLING STOCK (2TV-HAP 0/4MV-RL) FY-23											
STATE	7	ST-051-000-028 ()	100077114	SP	0.000	08/01/2023	CORRIDOR STUDY	\$0	\$0	\$0	\$0
Project Description: CORRIDOR/ACCESS MANAGEMENT STUDY TO ENCOMPASS SR-3 (US-31) (FROM FISCHER ROAD SOUTHERN BLVD (SR-6)) SOUTHERN BLVD (SR-6) FROM SR-3 (US-31) TO SR-9 (US-331)) AND SR-9 (US-331) (FROM SOUTHERN BLVD (SR-6) TO OLD TEAGUE DAIRY ROAD)											

3.0 Appendices

LIST OF COMMON ACRONYMS AND ABBREVIATIONS

AL	Alabama Highway
ALDOT	Alabama Department of Transportation
BIL	Bipartisan Infrastructure Law
BR	Bridge
BSP	Base and pave
CAC	Citizens Advisory Committee
CAP	Transit Capital
CARPDC	Central Alabama Regional Planning & Development Commission
CARE	Critical Analysis and Reporting Environment
CN	Construction
CR	County Road
EJ	Environmental Justice
FAST ACT	Fixing Americas Surface Transportation Act
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
HES	Hazard Elimination and Safety (Discretionary competitive STP funds)
IIJA	Infrastructure Investments and Jobs Act
IM	Interstate Maintenance
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation System
LRTP	Long Range Transportation Plan (25 Year Plan)
MACIA	Mayors Advisory Committee for Improved Accessibility
MATS	Montgomery Area Transit System
MP	Mile Post
MPO	Metropolitan Planning Organization
MT	Maintenance program
MUTCD	Manual on Uniform Traffic Control Devices
NHS	National Highway System
OTH	Other
PE	Preliminary Engineering
PL	FHWA Planning Funds
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
Sixth Division	ALDOT Division consisting of eight counties (Autauga , Bullock, Butler, Dallas, Elmore , Lowndes, Macon, and Montgomery)
SOV	Single Occupancy Vehicle
SR	State Road
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAZ	Traffic Analysis Zone
TCC	Technical Coordinating Committee
TE	Transportation Enhancement
TEA-21	Transportation Equity Act for the 21 st Century
TIP	Transportation Improvement Program
TMS	Transportation Management System
UA	Urbanized Area (identified by the Census Bureau)
UC	Urban Cluster (identified by the Census Bureau)
UPWP	Unified Planning Work Program
UT	Utility Work

3.2 Public Involvement

PUBLIC NOTICE

Montgomery Metropolitan Planning Organization (MPO) Transportation Meeting Announcement

The Montgomery Metropolitan Planning Organization (MPO) announces that a meeting will be held to consider proposed documents: **Amendments to the FY 2020-2023 Transportation Improvement Program (TIP), Review & Approval of Draft MPO Congestion Management Plan Update Document, Kickoff of the FY-2024-2027 Transportation Improvement Program, Amendments to the Year 2045 Long Range Transportation Plan (LRTP) Discuss MPO Electric Vehicle Charging Infrastructure Funds for Project Locations** and discuss other business items as needed. **The following meetings are scheduled during the month of March 2023:**

Metropolitan Planning Organization—The Metropolitan Planning Organization (MPO) is the policy board of local elected and appointed officials responsible for approving transportation projects, plans, programs and setting transportation policy in the transportation study area in portions of Montgomery, Elmore and Autauga Counties and municipalities within each county. The MPO will meet on **Thursday, March 16, 2023 at 11:30 a.m. in-person.**

Technical Advisory Committee—The Technical Advisory Committee (TAC) advises the MPO on the feasibility and technical aspects of proposed transportation projects, plans and programs. The TAC will meet on **Tuesday, March 14, 2023 at 10:00 a.m. in-person.**

Citizens Advisory Committee—The Citizens Advisory Committee (CAC), the organized forum for local citizens involved in the transportation planning process, also advises the MPO from a citizens perspective. The CAC will meet **Tuesday, March 14, 2023 at 2:00 p.m. in-person.**

The Meeting Location for all Meetings will be held at the location listed below.

**City of Montgomery Intermodal Transportation Facility – Conference Room
495 Molton Street
Montgomery, AL 36104**

All meeting materials will be posted on the Montgomery MPO website as listed below.

For more information about proposed transportation projects or plans call Mr. Robert Smith, Director of Planning, Department of Planning, City of Montgomery/Montgomery MPO, Montgomery, Alabama at (334) 625-2218 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 2023 MPO, TAC and CAC Meeting box to see detailed transportation project and other related 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.**

TIP Public Meeting Advertisement

Montgomery Metropolitan Planning Organization (MPO)

Sign-In Sheet

Public Involvement Meeting

**For: Fiscal Years 2024-2027 Transportation Improvement
Program (TIP)**

Day: September 2023

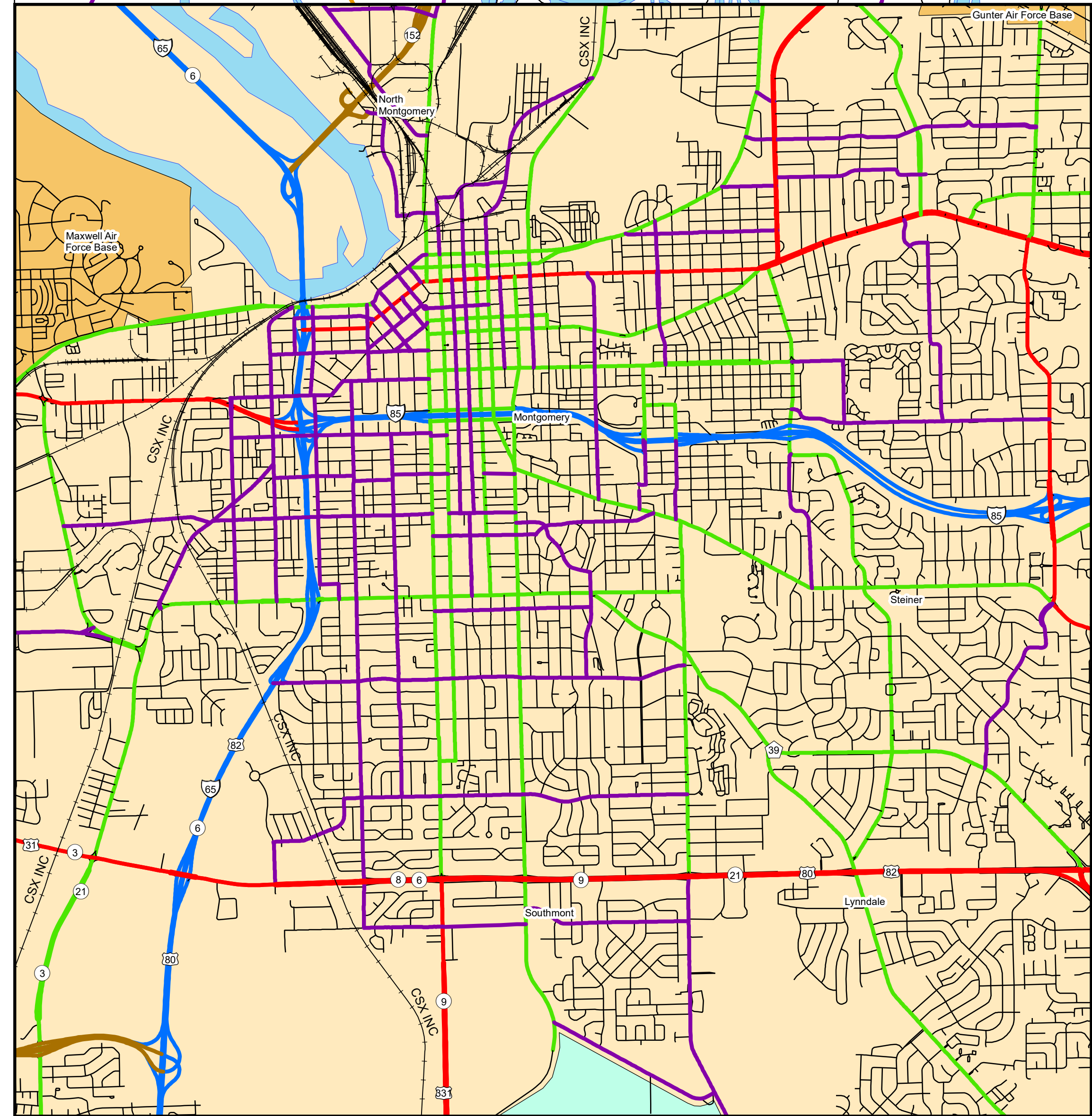
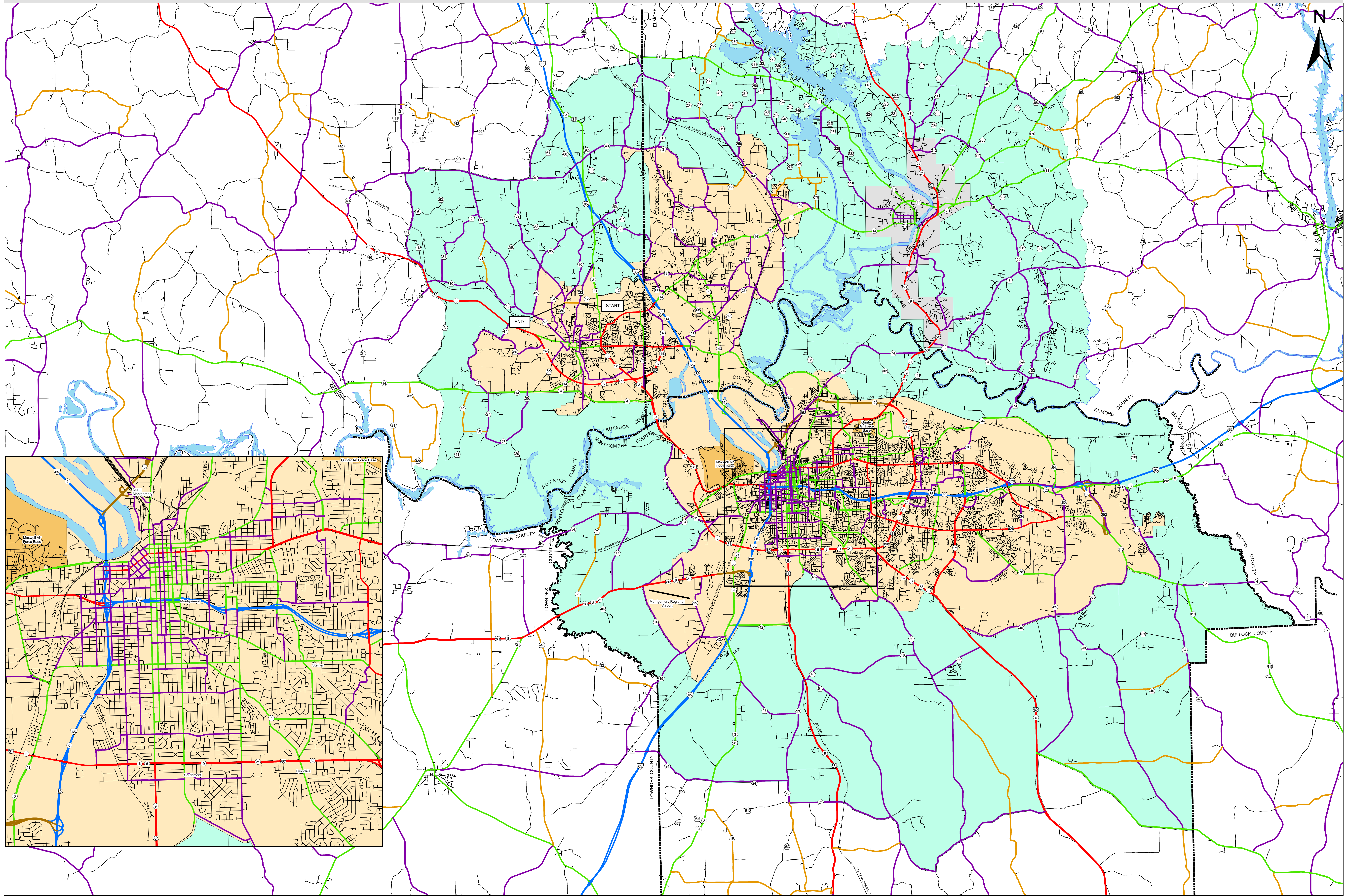
Time: 5:00 p.m. – 7:00 p.m.

**Location: City of Montgomery-Intermodal Transportation Facility
495 Molton Street-Conference Room
Montgomery, AL 36104**

Please Sign In:

NAME	AGENCY or ADDRESS
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MONTGOMERY MPO HIGHWAY FUNCTIONAL CLASSIFICATION MAP



Federal Highway Administration
Alabama Division Office

REVISIONS

DATE	COMMENTS
April 5, 2023	Reclassified Gardner Rd from a Local Rd to a Minor Collector

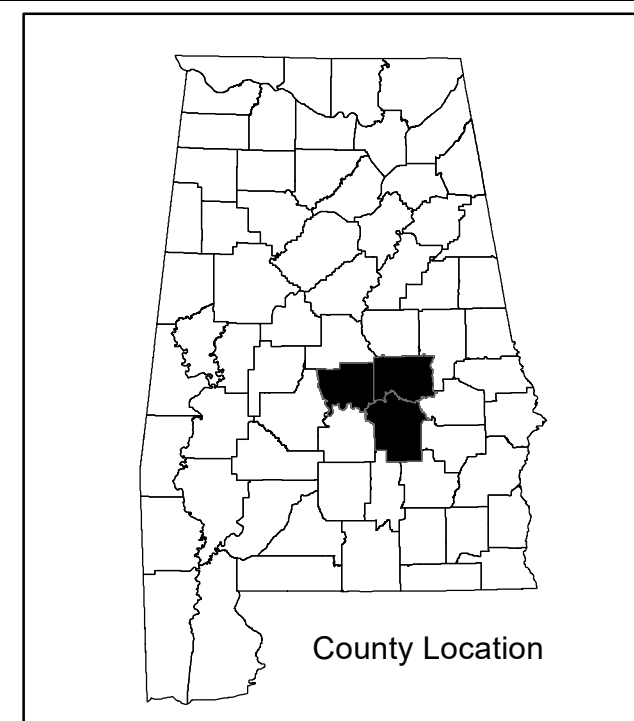
Disclaimer of Liability

Due to the scale of this map neither the Alabama Department of Transportation (ALDOT) or the State of Alabama nor any employees and contractors thereof, make any warranty, expressed or implied, or assumes any legal liability, or responsibility, for the accuracy, completeness, or usefulness of any information contained on this map.

FHWA APPROVAL DATE

DATE

Montgomery Metropolitan Organization Highway Functional Classification Map



CERTIFICATION

The Highway Functional Classification and Federal Aid Urban Area Boundary depicted herein are based on data from the cooperative, comprehensive, and continuing transportation planning process and have been presented to appropriate local officials for their approval.

Chairman
Metropolitan Planning Organization

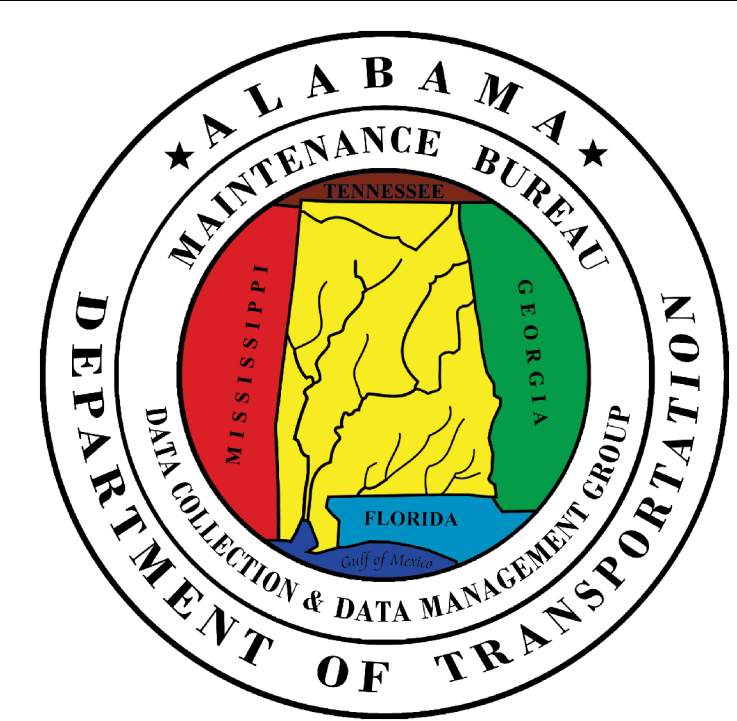
DATE

Director
Alabama Department of Transportation

DATE

Division Administrator
Federal Highway Administration

DATE



LEGEND Highway Functional Classification

- 1 Interstate
- 2 Principal Arterial-Other Freeways and Expressways
- 3 Principal Arterial-Other
- 4 Minor Arterial
- 5 Major Collector
- 6 Minor Collector
- 7 Local Road
- Proposed Road
- OpenWater
- Streams / Creeks
- Large Urban Area
- Large Urban Study Area
- Small Urban Area
- Federal Lands
- County Boundary
- Railroad
- INTERSTATE
- U.S.
- STATE
- COUNTY
- City Limit

3.3 Financial Documentation

Montgomery MPO Fiscal Years 2024-2027 Transportation Improvement Program (TIP) Financial Constraint Table									As of September 6, 2023		
2024											
State Project Number	Federal Project Number	Project Location	Project Work	Miles	Scope	Total \$	Federal \$	Local \$	Start Date	Fiscal Year	Sponsor
100044273	STPMN	RESURFACE, CURB AND GUTTER, INLET CONVERSION, TRAFFIC STRIPE AND SIDEWALKS ON FEDERAL DRIVE FROM ATLANTA HWY TO CSX AIRROAD CROSSING	RESURFACE, CURB AND GUTTER, INLET CONVERSION, TRAFFIC STRIPE AND SIDEWALKS	3	CN	\$7,200,000	\$5,760,000	\$1,440,000	11/3/2023	2024	CITY OF MONTGOMERY
100075254	STPMN	EAST FAIRVIEW AVE FROM SOUTH COURT STREET TO WOODLEY ROAD	DECREASE LANES FROM 4 LANES TO 3 LANES, ADD SIDEWALKS, LANDSCAPE, TRAFFIC STRIPE & TRAFFIC SIGNALS	1	RW	\$150,000	\$120,000	\$30,000	10/1/2023	2024	CITY OF MONTGOMERY
100066884	STPMN	VIRGINIAS LOOP ROAD FROM MCINNIS ROAD TO TROY HWY	RESURFACE & TRAFFIC STRIPE	1	PE	\$150,000	\$120,000	\$30,000	10/1/2023	2024	CITY OF MONTGOMERY
100077485	STPMN	HIGHLAND AVE FROM ANN STREET TO JACKSON STREET	RESURFACE & TRAFFIC STRIPE	1.5	SP	\$335,800	\$268,640	\$67,160	10/25/2023	2024	CITY OF MONTGOMERY
100077486	STPMN	FAIRGROUND ROAD FROM CHISHOLM STRRET TO CRESTVIEW AVE	RESURFACE & TRAFFIC STRIPE	1	PE	\$278,300	\$222,640	\$55,600	10/1/2023	2024	CITY OF MONTGOMERY
100077487	STPMN	MADISON AVE FROM RIPLEY STREET TO MOUNT MEIGS RD	RESURFACE & TRAFFIC STRIPE	0.5	PE	\$373,750	\$299,000	\$74,750	10/1/2023	2024	CITY OF MONTGOMERY
100077589	STPMN	ATLANTA HWY FROM DUNN STREET TO PERRY HILL ROAD	RESURFACE & TRAFFIC STRIPE	0.5	PE	\$250,000	\$200,000	\$50,000	10/1/2023	2024	CITY OF MONTGOMERY
100077495	STPMN	CR-81 FROM CR-10 TO CR-6	RESURFACE AND TRAFFIC STRIPE	3.1	CN	\$517,564	\$414,051	\$103,513	10/1/2023	2024	AUTAUGA COUNTY COMMISSION
100077497	STPMN	PIERCE CHAPEL ROAD FROM SR-9 TO SR-170	LEVEL, RESURFACE AND TRAFFIC STRIPE	1.9	CN	\$190,000	\$152,000	\$38,000	1/2/2024	2024	ELMORE COUNTY COMMISSION
100077493	STPMN	JACKSON ROAD/OLD WARE ROAD/PEACE CHURCH ROAD FROM RIFLE RANGE ROAD TO REDLAND ROAD	PLANE, LEVEL, RESURFACE AND TRAFFIC STRIPE	5.5	CN	\$1,420,000	\$1,136,800	\$284,000	3/1/2024	2024	ELMORE COUNTY COMMISSION
100077515	STPMN	MOUNT ZION ROAD FROM PAULK RD RO WOODLEY ROAD	WIDEN, LEVEL, RESRUFACE AND TRAFFIC STRIPE	4.5	CN	\$1,104,787	\$883,830	\$220,957	3/1/2024	2024	MONTGOMERY COUNTY COMMISSION
100077502	STPMN	OLD MCGEEHEE ROAD FROM US-31/MOBILE HWY TO BUTLER MILL ROAD	WIDEN, LEVEL, RESRUFACE AND TRAFFIC STRIPE	3.2	CN	\$561,790	\$449,432	\$112,358	4/1/2024	2024	MONTGOMERY COUNTY COMMISSION
100077505	STPMN	WEST TALLASSEE STREET FROM SR-14/COOSA RIVER PKWY TO SR-111/NORTH BRIDGE STREET	RESURFACE	0.98	CN	\$650,000	\$520,000	\$130,000	10/1/2024	2024	CITY OF WETUMPKA
		FY-2023 CARRY OVER FUNDS AVAILABLE FOR PROGRAMMING IN FY-2024					\$7,436,181				
		TOTAL FUNDS REQUIRED FOR FY-2024 PROJECTS				\$13,181,991	\$10,545,593				
		FY-2024 ALDOT ANNUAL ALLOCATED FUNDS					\$7,505,854				
		FY-2024 SPECIAL ALLOCATION					\$0				
		FEDERAL FUNDS AVAILABLE FOR PROGRAMMING IN FY-2024					\$14,942,035				
		BALANCE OF FUNDS					\$4,396,442				
2025											
100073367	STPMN	NARROW LANE ROAD BRIDGE REPLACEMENT AT HANNON SLOUGH	BRIDGE REPLACEMENT	0	PE	\$300,000	\$240,000	\$60,000	10/1/2024	2025	CITY OF MONTGOMERY
100055809	STPMN	WOODLEY ROAD BRIDGE REPLACEMENT AT WHITES SLOUGH	BRIDGE REPLACEMENT	0	CN	\$4,000,000	\$3,200,000	\$800,000	10/1/2024	2025	CITY OF MONTGOMERY
100074244	STPMN	VAUGHN ROAD FROM CENTRAL PKWY TO ZELDA ROAD	RESURFACING AND TRAFFIC STRIPE	2.2	PE	\$440,000	\$352,000	\$88,000	10/1/2024	2025	CITY OF MONTGOMERY
100077506	STPMN	MCINNIS ROAD FROM VIRGINIA LOOP ROAD TO SOUTH BLVD	RESURFACE AND TRAFFIC STRIPE	1	PE	\$278,300	\$222,640	\$55,660	10/1/2024	2025	CITY OF MONTGOMERY
100077490	STPMN	DAY STREET FROM HILL STREET TO MAXWELL AIR FORCE BASE REAR ACCESS GATE ENTRANCE/EXIT	RESURFACE AND TRAFFIC STRIPE	1.1	PE	\$299,575	\$239,660	\$59,915	10/1/2024	2025	CITY OF MONTGOMERY
100074244	STPMN	PIKE ROAD AT WALLAHATCHIE ROAD INTERSECTION	INTERSECTION IMPROVEMENTS	0	UT	\$400,000	\$320,000	\$80,000.00	10/1/2024	2025	TOWN OF PIKE ROAD
100074198	STPMN	PIKE ROAD AT WALLAHATCHIE ROAD INTERSECTION	INTERSECTION IMPROVEMENTS	0	CN	\$2,400,000	\$1,920,000	\$480,000.00	3/1/2025	2025	TOWN OF PIKE ROAD
100077543	STPMN	CR-59 FROM PRATTVILLE CITY LIMITS TO CR-40	RESURFACE AND TRAFFIC STRIPE	5.69	CN	\$906,672	\$725,338	\$181,334.40	7/1/2025	2025	AUTAUGA COUNTY COMMISSION
100077508	STPMN	EAST MAIN STREET FROM COLLEGE STREET TO US-31/SOUTH MEMORIAL DRIVE	GRADE, DRAIN, BASE, PAVE AND SIDEWALK IMPROVEMENTS	1.04	PE	\$233,398	\$186,718	\$46,679.60	4/1/2025	2025	CITY OF PRATTVILLE
100077510	STPMN	AIRPORT ROAD FROM COOSADA ROAD TO SR-14	MICROSURFACE AND TRAFFIC STRIPE	3.17	CN	\$360,000	\$288,000	\$72,000.00	1/1/2025	2025	ELMORE COUNTY COMMISSION
100077511	STPMN	ROSE HILL ROAD FROM GRANDVIEW ROAD TO COOSADA ROAD	LEVEL, RESURFACE AND TRAFFIC STRIPE	1.8	CN	\$190,000	\$152,000	\$38,000.00	2/1/2025	2025	ELMORE COUNTY COMMISSION
100077512	STPMN	LIGHTWOOD ROAD FROM SR-111 TO LAKE HAVEN ROAD	WIDEN, LEVEL RESURFACE AND TRAFFIC STRIPE	3.2	CN	\$760,000	\$608,000	\$152,000.00	3/1/2025	2025	ELMORE COUNTY COMMISSION
100077513	STPMN	FITZPATRICK ROAD FROM SR-143 TO SR-14	WIDEN, LEVEL, RESURFACE AND TRAFFIC STRIPE	3.2	CN	\$250,000	\$200,000	\$50,000	4/1/2025	2025	ELMORE COUNTY COMMISSION
100077563	STPMN	FELDER ROAD FROM WASDEN ROAD TO US-80	WIDEN, LEVEL AND RESURFACE	3.5	CN	\$834,399	\$667,519	\$166,880	3/1/2025	2025	MONTGOMERY COUNTY COMMISSION
100077494	STPMN	WALLAHATCHIE ROAD FROM PIKE ROAD TO SR-110/VAUGHN ROAD	WIDEN, LEVEL AND RESURFACE	6.3	CN	\$1,013,011	\$810,409	\$202,602	4/1/2025	2025	MONTGOMERY COUNTY COMMISSION
		FY-2024 CARRY OVER FUNDS AVAILABLE FOR PROGRAMMING IN FY-2025					\$4,396,442				

		TOTAL FUNDS REQUIRED FOR FY-2025 PROJECTS				\$12,665,355	\$10,132,284				
		FY-2025 ALDOT ANNUAL ALLOCATED FUNDS					\$7,505,854				
		FY-2025 SPECIAL ALLOCATION					\$0				
		FEDERAL FUNDS AVAILABLE FOR PROGRAMMING IN FY-2025					\$11,902,296				
		BALANCE OF FUNDS					\$1,770,012				

2026

100066885	STPMN	VIRGINIA LOOP ROAD FROM MCINNIS ROAD TO TROY HWY	RESURFACE AND TRAFFIC STRIPE	2.1	CN	\$2,300,000	\$1,840,000	\$460,000	10/1/2025	2026	CITY OF MONTGOMERY
100077517	STPMN	MADISON AVE FROM RIPLEY STREET TO MOUNT MEIGS	RESURFACE AND TRAFFIC STRIPE	1.3	CN	\$2,600,000	\$2,080,000	\$520,000	3/1/2026	2026	CITY OF MONTGOMERY
100077518	STPMN	CR-40 FROM CR-57 TO US-31	RESURFACE AND TRAFFIC STRIPE	5.3	CN	\$1,200,000	\$960,000	\$240,000	7/1/2026	2026	AUTAUGA COUNTY COMMISSION
100077519	STPMN	EAST MAIN STREET FROM COLLEGE STREET TO US-31/SOUTH MEMORIALDRIVE	GRADE, DRAIN, BASE, PAVE AND SIDEWALK IMPROVEMENTS	1.04	CN	\$2,400,000	\$1,920,000	\$480,000	11/1/2026	2026	CITY OF PRATTVILLE
100077520	STPMN	SELMA HWY FROM DOSTER ROAD TO US-82	RESURFACE, WIDEN, DRAINAGE AND SIDEWALK IMPROVEMENTS	1.52	PE	\$123,359	\$98,687	\$24,671.80	4/1/2026	2026	CITY OF PRATTVILLE
100077522	STPMN	HOGAN ROAD FROM SR-143 TO SR-111	LEVEL, RESURFACE AND TRAFFIC STRIPE	4.3	CN	\$400,000	\$320,000	\$80,000.00	2/1/2026	2026	ELMORE COUNTY COMMISSION
1000	STPMN	CRENSHAW ROAD FROM CHAPEL ROAD TO SR-111	LEVEL, RESURFACE AND TRAFFIC STRIPE	2.7	CN	\$250,000	\$200,000	\$50,000	3/1/2026	2026	ELMORE COUNTY COMMISSION
100077524	STPMN	REDLAND ROAD FROM US-231 TO HARWELL CREEK	PRELIMINARY ENGINEERING	0.77	PE	\$100,000	\$80,000	\$20,000	4/1/2026	2026	ELMORE COUNTY COMMISSION
100077525	STPMN	REDLAND ROAD FROM US-231 TO HARWELL CREEK	UTILITY RELOCATION	0.77	UT	\$300,000	\$200,000	\$100,000	4/1/2026	2026	ELMORE COUNTY COMMISSION
100077526	STPMN	REDLAND ROAD FROM US-231 TO HARWELL CREEK	RIGHT OF WAY ACQUISITION	0.77	RW	\$100,000	\$80,000	\$20,000	4/4/2026	2026	ELMORE COUNTY COMMISSION
100077527	STPMN	TROTMAN ROAD FROM WOODLEY ROAD TO US-231	WIDEN, LEVEL AND RESURFACE	2.6	CN	\$451,354	\$361,083	\$90,271	3/1/2026	2026	MONTGOMERY COUNTY COMMISSION
100077514	STPMN	MARLER ROAD FROM SR-110 TO US-80	WIDEN, LEVEL AND RESURFACE	4.6	CN	\$1,000,000	\$800,000	\$200,000	3/1/2025	2025	MONTGOMERY COUNTY COMMISSION
		FY-2025 CARRY OVER FUNDS AVAILABLE FOR PROGRAMMING IN FY-2026					\$1,770,012				
		TOTAL FUNDS REQUIRED FOR FY-2026 PROJECTS				\$11,224,713	\$8,979,770				
		FY-2026 ALDOT ANNUAL ALLOCATED FUNDS					\$7,505,854				
		FY-2026 SPECIAL ALLOCATION					\$0				
		FEDERAL FUNDS AVAILABLE FOR PROGRAMMING IN FY-2026					\$9,275,866				
		BALANCE OF FUNDS					\$296,096				

2027

100077531	STPMN	FAIRGROUND ROAD FROM BILTMORE AVE TO EAST VANDIVER BLVD	RESURFACE AND TRAFFIC STRIPE	1.84	CN	\$2,783,000	\$2,226,400	\$556,600	10/1/2026	2027	CITY OF MONTGOMERY
100077532	STPMN	SELMA HWY FROM DOSTER ROAD TO US-82	RESURFACING, TRAFFIC SIGNAL IMPROVEMENTS AND SIDEWALK UPGRADES	1.5	CN	\$1,000,000	\$800,000	\$200,000	10/1/2026	2027	CITY OF PRATTVILLE
100077533	STPMN	REDLAND ROAD FROM RIFLE RANGE ROAD TO FIRETOWER ROAD	WIDEN, LEVEL, RESURFACE AND TRAFFIC STRIPE	4.5	CN	\$800,000	\$640,000	\$160,000	1/1/2027	2027	ELMORE COUNTY COMMISSION
100077534	STPMN	REDLAND ROAD FROM FIRE TOWER ROAD TO CHUBEHATCHEE CREEK	PLANE, LEVEL, RESURFACE AND TRAFFIC STRIPE	2.8	CN	\$680,000	\$544,000	\$136,000	2/1/2027	2027	ELMORE COUNTY COMMISSION
100077535	STPMN	GRIER ROAD FROM WEOKA ROAD TO SOFKAHATCHEE ROAD	PLANE, LEVEL, RESURFACE AND TRAFFIC STRIPE	4.6	CN	\$800,000	\$640,000	\$160,000	3/1/2027	2027	ELMORE COUNTY COMMISSION
100077537	STPMN	MITCHELL YOUNG ROAD FROM US-80 TO OLD SELMA ROAD	RESURFACE AND TRAFFIC STRIPE	3.6	CN	\$910,227	\$728,182	\$182,045	3/1/2027	2027	MONTGOMERY COUNTY COMMISSION
100077538	STPMN	BUTLER MILL ROAD FROM LIBERTY CHURCH ROAD TO US-331	WIDEN, LEVEL, RESURFACE AND TRAFFIC STRIPE	5.7	CN	\$999,323	\$799,458	\$199,865	4/1/2027	2027	MONTGOMERY COUNTY COMMISSION
100077539	STPMN	GIBSON ROAD FROM MOUNT ZION ROAD TO WOODLEY ROAD	WIDEN, LEVEL, RESURFACE AND TRAFFIC STRIPE	2.6	CN	\$463,021	\$370,417	\$92,604	5/1/2027	2027	MONTGOMERY COUNTY COMMISSION
100077540	STPMN	GOODWYN ROAD FROM WOODLEY ROAD TO US-231	WIDEN, LEVEL, RESURFACE AND TRAFFIC STRIPE	2.6	CN	\$458,183	\$366,546	\$91,637	5/1/2027	2027	MONTGOMERY COUNTY COMMISSION
		FY-2026 CARRY OVER FUNDS AVAILABLE FOR PROGRAMMING IN FY-2027					\$296,096				
		TOTAL FUNDS REQUIRED FOR FY-2027 PROJECTS				\$8,893,754	\$7,115,003				
		FY-2027 ALDOT ANNUAL ALLOCATED FUNDS					\$7,505,854				
		FY-2027 SPECIAL ALLOCATION					\$0				
		FEDERAL FUNDS AVAILABLE FOR PROGRAMMING IN FY-2027					\$7,801,950				
		BALANCE OF FUNDS					\$686,946				

ALDOT SPREADSHEET FOR ALL TIP PROJECTS Fiscal Years 2024 Through 2027 - Financial Plan

Montgomery MPO

	2024	2025	2026	2027
Surface Transportation Attributable Projects				
Carryover From Previous Year (Federal Funds Only)	\$7,436,181	\$4,396,442	\$1,770,012	\$296,096
Apportionment (Federal Funds Only)	\$7,505,854	\$7,505,854	\$7,505,854	\$7,505,854
Funds Available to the MPO for Programming (Federal Funds Only)	\$14,942,035	\$11,902,296	\$9,275,866	\$7,801,950
Estimated Cost of Planned Projects (Federal Funds Only)	\$10,545,593	\$10,132,284	\$8,979,770	\$7,115,003
Balance Forward (Federal Funds Only)	\$4,396,442	\$1,770,012	\$296,096	\$686,947
Other Surface Transportation Program Projects (includes Bridge projects not on NH System)				
Funds Available for Programming (Federal Funds Only)	\$4,446,991	\$4,446,991	\$4,446,991	\$4,446,991
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$14,605,617	\$8,360,443	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	328%	188%	0%	0%
National Highway Performance Program (APD, IM, Bridge projects on NH System)				
Funds Available for Programming (Federal Funds Only)	\$23,417,538	\$23,417,538	\$23,417,538	\$23,417,538
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$14,358,321	\$5,916,580	\$46,200,791	\$5,827,382
Percentage Programmed in the Montgomery Area (Federal Funds Only)	61%	25%	197%	25%
Appalachian Highway System Project				
State Funds Available for Programming (Total Funds)	\$0	\$0	\$0	\$0
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)	\$595,503	\$595,503	\$595,503	\$595,503
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$1,233,897	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	207%	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)	\$1,600,100	\$1,600,100	\$1,600,100	\$1,600,100
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%
Carbon Reduction Projects				
Funds Available for Programming (Federal Funds Only)	\$900,000	\$900,000	\$900,000	\$900,000
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0

ALDOT SPREADSHEET FOR ALL TIP PROJECTS Fiscal Years 2024 Through 2027 - Financial Plan

Montgomery MPO

	2024	2025	2026	2027
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
Transit Projects				
Funds Available for Programming (Federal Funds Only)	\$0	\$0	\$0	\$0
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$4,124,766	\$4,208,416	\$4,208,416	\$4,210,416
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
System Maintenance Projects				
State Funds Available for Programming Statewide (Total Funds)	\$0	\$0	\$0	\$0
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)	\$2,372,149	\$2,372,149	\$2,372,149	\$2,372,149
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$8,956,667	\$5,656,353	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	378%	238%	0%	0%
Other Federal and State Aid Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$6,369,120	\$6,369,120	\$6,369,120	\$6,369,120
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$48,000	\$2,333,989	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	1%	37%	0%	0%
Congestion Mitigation and Air Quality Projects - Birmingham Area Only				
Carryover From Previous Year (Federal Funds Only)	\$0	\$0	\$0	\$0
Apportionment (Federal Funds Only)	\$0	\$0	\$0	\$0
Funds Available for Programming (Federal Funds Only)	\$0	\$0	\$0	\$0
Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Balance Forward (Federal Funds Only)	\$0	\$0	\$0	\$0
High Priority and Congressional Earmark Projects				
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 (Federal Funds Only)	\$0	\$0	\$0	\$0
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$7,777,474	\$0	\$0

URBAN AREA MONTGOMERY

FEDERAL FUNDING ONLY

URBAN AREA FUNDING TYPE Surface Trans MPO

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
100044273	WIDEN AND RESURFACE PERRY HILL ROAD FROM HARRISON ROAD TO CR-235 (ATLANTA HIGHWAY)	RW	\$2,775,490	09/01/2023	Authorized	6/2/2023
100054285	RESURFACING, DECREASE LANES FROM 4 TO 3, TRAFFIC SIGNALS, LANDSCAPING, AND SIDEWALKS ON WEST FAIRVIEW AVENUE FROM I-65 TO SOUTH COURT STREET	CN	\$6,584,752	09/29/2023	Planned	8/30/2023
100056090	RESURFACING, SIDEWALK IMPROVEMENTS, LANDSCAPING, AND PEDESTRIAN LIGHTING FIXTURES ON SOUTH MAIN STREET FROM SR-9 (US-231) TO EAST BRIDGE STREET	CN	\$1,212,105	06/30/2023	Authorized	5/25/2023
100071609	WIDENING AND RESURFACING ON CR-27 FROM SR-14 TO CR-29 AND ON CR-29 FROM CR-27 TO SR-14	CN	\$903,712	02/24/2023	Authorized	1/24/2023
100072499	RESURFACING ON WILLOW SPRINGS ROAD FROM JASMINE HILL ROAD TO REDLAND ROAD	CN	\$266,046	07/28/2023	Authorized	6/22/2023
100073334	RESURFACING ON DOSTER ROAD FROM FLEETWOOD ROAD TO SR-3 (US-31)	CN	\$555,222	08/25/2023	Authorized	7/27/2023
100073419	RESURFACING ON LOWER KINGSTON ROAD FROM 4TH STREET TO BREAKFAST CREEK ROAD (CR-85)	CN	\$457,979	08/25/2023	Authorized	7/25/2023
100074052	RESURFACING ON OLD CARTER HILL ROAD/PIKE ROAD (CR-85) FROM SR-6 (US-82) TO WALLAHATCHIE ROAD (CR-83)	CN	\$996,092	06/30/2023	Authorized	5/22/2023
100074053	WIDENING AND RESURFACING ON CHAPMAN ROAD FROM SR-143 (MAIN STREET) TO THE COOSADA TOWN LIMITS (SITE 1); INTERSECTION IMPROVEMENTS (ADD TURN LANE) AT THE CHAPMAN ROAD/AIRPORT ROAD INTERSECTION (SITE 2)	CN	\$295,408	05/26/2023	Authorized	2/24/2023
100074054	RESURFACING ON OLD PIKE ROAD (CR-40/CR-101) FROM SR-6 (US-82) TO OLD CARTER HILL ROAD (CR-85)	CN	\$1,405,668	07/28/2023	Authorized	6/22/2023
100074057	WIDENING AND RESURFACING ON MARION SPILLWAY ROAD FROM INGRAM ROAD (CR-3) TO SR-143	CN	\$240,503	09/29/2023	Planned	8/30/2023
100074197	SITE 1 - RESURFACING ON FIRST AVENUE FROM SR-143 TO BALTZER ROAD; SITE 2 - RESURFACING ON BALTZER ROAD FROM FIRST AVENUE TO FLATWOOD ROAD	CN	\$300,867	09/29/2023	Authorized	8/17/2023
100074241	INTERSECTION IMPROVEMENTS TO WALLAHATCHIE ROAD AND PIKE ROAD	PE	\$47,000	03/01/2023	Authorized	2/6/2023

TOTALS FOR FISCAL YEAR 2023

Prior FY Carryover	\$22,796,426
FY Apportionment	\$7,505,854
FY Special Allocation	\$0
Total Funds	\$30,302,280

Authorized Projects	\$9,215,589
Planned Projects	\$6,825,255
Total Project Funds	\$16,040,844

Unobligated Balance	\$21,086,691
Remaining Balance	\$14,261,436

100059831	RESURFACE, CURB AND GUTTER, INLET CONVERSION, TRAFFIC STRIPING AND SIDEWALKS ON FEDERAL DRIVE FROM ATLANTA HIGHWAY TO CSX RAILROAD CROSSING.	CN	\$5,760,000	11/03/2023	Planned	
100062338	FEASIBILITY STUDY FOR SIDEWALKS/MULTI-USE PATH ON (CR-626) VAUGHN ROAD FROM TAYLOR ROAD TO CHANTILLY PARKWAY	SP	\$240,000	10/01/2023	Planned	
100064157	TRAFFIC STUDY ON SR-8 (US-80) FROM WAUGH TO MARLER ROAD	SP	\$96,000	10/01/2023	Planned	
100066884	RESURFACE AND TRAFFIC STRIPE ON VIRGINIA LOOP ROAD FROM SR-6 (US-231, TROY HIGHWAY) TO WOODLEY ROAD	PE	\$120,000	07/01/2024	Planned	
100075254	RESURFACE, CURB AND GUTTER, INLET CONVERSION, STRIPING, SIDEWALKS AND CONVERSION FROM 4 LANES TO 3 LANES ON EAST FAIRVIEW AVE FROM SOUTH COURT STREET TO CLOVERDALE ROAD	RW	\$120,000	07/01/2024	Planned	

URBAN AREA MONTGOMERY

FEDERAL FUNDING ONLY

URBAN AREA FUNDING TYPE Surface Trans MPO

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
100077485	RESURFACE AND TRAFFIC STRIPE ON HIGHLAND AVENUE FROM ANN STREET TO JACKSON STREET	PE	\$268,000	10/01/2023	Planned	
100077486	RESURFACE AND TRAFFIC STRIPE ON FAIRGROUND ROAD FROM CHISHOLM STREET TO CRESTVIEW DRIVE	PE	\$222,640	10/01/2023	Planned	
100077487	RESURFACE AND TRAFFIC STRIPE MADISON AVE FROM RIPLEY STREET TO MOUNT MEIGS ROAD	PE	\$299,000	03/01/2024	Planned	
100077493	RESURFACE, PLANE, LEVEL AND TRAFFIC STRIPE ON CR-103 (JACKSON ROAD/OLD WARE ROAD/PEACE CHURCH ROAD) FROM CR-4 (RIFLE RANGE ROAD) TO CR-8 (REDLAND ROAD)	CN	\$1,136,000	03/29/2024	Planned	
100077495	RESURFACE AND TRAFFIC STRIPE CR-81 FROM CR-10 TO CR-6 (GOODSON HOWSER ROAD)	CN	\$414,051	03/29/2024	Planned	
100077497	RESURFACE, LEVEL, AND TRAFFIC STRIPE ON CR-66 (PIERCE CHAPEL ROAD) FROM SR-9 (CENTRAL PLANK ROAD) TO SR-170 (GEORGIA ROAD)	CN	\$152,000	07/26/2024	Planned	
100077502	RESURFACING ON OLD MCGEHEE ROAD (CR-27) FROM BUTLER MILL ROAD (CR-23) TO SR-3(US-31)	CN	\$449,432	04/26/2024	Planned	
100077505	RESURFACE AND TRAFFIC STRIPE ON WEST TALLASSEE STREET FROM SR-14 (COOSA RIVER PARKWAY) TO SR-111 (NORTH BRIDGE STREET)	CN	\$520,000	09/27/2024	Planned	
100077515	RESURFACING ON MOUNT ZION ROAD (CR-39) FROM PAULK/GIBSON ROAD (CR-70) TO WOODLEY ROAD (CR-39)	CN	\$883,830	09/27/2024	Planned	
100077589	RESURFACING AND TRAFFIC STRIPPING ON ATLANTA HIGHWAY FROM DUNN STREET TO PERRY HILL ROAD	PE	\$200,000	10/01/2023	Planned	

		TOTALS FOR FISCAL YEAR		2024			
Prior FY Carryover	\$7,436,181	Authorized Projects	\$0	Unobligated Balance	\$14,942,035		
FY Apportionment	\$7,505,854	Planned Projects	\$10,880,953	Remaining Balance	\$4,061,082		
FY Special Allocation	\$0	Total Project Funds	\$10,880,953				
Total Funds	\$14,942,035						

100055809	BRIDGE REPLACEMENT ON CR-39 (WOODLEY ROAD)AT WHITES SLOUGH AND TRIBUTARY (BIN # 003047 AND 003048)	CN	\$3,200,000	09/26/2025	Planned	
100073367	BRIDGE REPLACEMENT ON CR-33 (NARROW LANE ROAD) AT HANNON SLOUGH (BIN # 003250 AND # 003249)	PE	\$240,000	09/01/2025	Planned	
100074198	INTERSECTION IMPROVEMENTS TO WALLAHATCHIE ROAD AND PIKE ROAD	CN	\$1,920,000	09/26/2025	Planned	
100074244	INTERSECTION IMPROVEMENTS TO WALLAHATCHIE ROAD AND PIKE ROAD	UT	\$320,000	10/01/2024	Planned	
100077488	RESURFACE AND TRAFFIC STRIPE ON VAUGHN ROAD FROM CENTRAL PARKWAY TO ZELDA ROAD	PE	\$352,000	10/01/2024	Planned	
100077490	RESURFACE AND TRAFFIC STRIPE DAY STREET FROM HILL STREET TO MAXWELL AFB REAR ACCESS GATE ENTRANCE/EXIT	PE	\$239,660	10/01/2024	Planned	
100077494	RESURFACE, WIDEN, LEVEL AND TRAFFIC STRIPE ON CR-83 (WALLAHATCHEE ROAD) FROM CR-85 (PIKE ROAD) TO SR-110 (VAUGHN ROAD)	CN	\$810,400	09/26/2025	Planned	
100077506	RESURFACE AND TRAFFIC STRIPE MCINNIS ROAD/NARROW LANE ROAD FROM VIRGINIA LOOP ROAD TO SOUTH BLVD	PE	\$222,640	10/01/2024	Planned	

URBAN AREA MONTGOMERY

FEDERAL FUNDING ONLY

URBAN AREA FUNDING TYPE Surface Trans MPO

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
100077508	RESURFACE, TRAFFIC STRIPE AND SIDEWALK IMPROVEMENTS ON EAST MAIN STREET FROM COLLEGE STREET TO SR-3 (US-31/SOUTH MEMORIAL DRIVE)	PE	\$186,718	04/01/2025	Planned	
100077510	MICROSURFACE AND TRAFFIC STRIPE ON AIRPORT ROAD FROM COOSADA ROAD TO SR-14	CN	\$288,000	01/31/2025	Planned	
100077511	RESURFACE, LEVEL, AND TRAFFIC STRIPE ON ROSE HILL ROAD FROM GRANDVIEW ROAD TO COOSADA ROAD	CN	\$152,000	02/28/2025	Planned	
100077512	RESURFACE, WIDEN, LEVEL AND TRAFFIC STRIPE ON CR-23 (LIGHTWOOD ROAD) FROM SR-111 (HOLTVILLE ROAD) TO LAKE HAVEN DRIVE	CN	\$608,000	03/28/2025	Planned	
100077513	RESURFACE, WIDEN, LEVEL, AND TRAFFIC STRIPE ON FITZPATRICK ROAD FROM SR-143 TO SR-14	CN	\$200,000	04/25/2025	Planned	
100077514	RESURFACE, WIDEN AND LEVEL MARLAR ROAD FROM SR-110 (VAUGHN ROAD) TO SR-8 (US-80)	CN	\$800,000	03/28/2025	Planned	
100077543	RESURFACE AND TRAFFIC STRIPE ON CR-59 FROM PRATTVILLE CITY LIMITS TO CR-40	CN	\$725,338	07/25/2025	Planned	

TOTALS FOR FISCAL YEAR

2025

Prior FY Carryover	\$4,061,082
FY Apportionment	\$7,505,854
FY Special Allocation	\$0
Total Funds	\$11,566,936

Authorized Projects	\$0
Planned Projects	\$10,264,756
Total Project Funds	\$10,264,756

Unobligated Balance	\$11,566,936
Remaining Balance	\$1,302,180

100066885	RESURFACE AND TRAFFIC STRIPE ON VIRGINIA LOOP ROAD FROM SR-6 (US-231, TROY HIGHWAY) TO WOODLEY ROAD	CN	\$1,840,000	04/24/2026	Planned	
100077517	RESURFACE AND TRAFFIC STRIPE MADISON AVE FROM RIPLEY STREET TO MOUNT MEIGS ROAD	CN	\$2,080,000	04/03/2026	Planned	
100077518	RESURFACE AND TRAFFIC STRIPE CR-40 FROM CR-57 TO SR-3 (US-31)	CN	\$960,000	07/31/2026	Planned	
100077519	RESURFACE, TRAFFIC STRIPE AND SIDEWALK IMPROVEMENTS ON EAST MAIN STREET FROM COLLEGE STREET TO SR-3 (US-31/SOUTH MEMORIAL DRIVE)	CN	\$1,920,000	09/25/2026	Planned	
100077520	RESURFACE, TRAFFIC SIGNAL IMPROVEMENTS AND SIDEWALK IMPROVEMENTS ON SELMA HIGHWAY FROM DOSTER ROAD TO SR-6 (US-82)	PE	\$98,687	04/01/2026	Planned	
100077522	RESURFACE, LEVEL AND TRAFFIC STRIPE CR-259 (HOGAN ROAD) FROM SR-143 TO SR-111 (HOLTVILLE ROAD)	CN	\$320,000	02/27/2026	Planned	
100077524	ADDITIONAL LANES ON CR-8 (REDLAND ROAD) FROM SR-9 (US-231) TO OLD RIFLE RANGE ROAD	PE	\$80,000	04/01/2026	Planned	
100077525	ADDITIONAL LANES ON CR-8 (REDLAND ROAD) FROM SR-9 (US-231) TO OLD RIFLE RANGE ROAD	UT	\$240,000	09/01/2026	Planned	
100077526	ADDITIONAL LANES ON CR-8 (REDLAND ROAD) FROM SR-9 (US-231) TO OLD RIFLE RANGE ROAD	RW	\$80,000	07/01/2026	Planned	
100077527	WIDEN TO STATE STANDARDS, LEVEL, RESURFACE AND TRAFFIC STRIPE ON CR-22 (TROTMAN ROAD) FROM CR-39 (WOODLEY ROAD) TO SR-53 (US-231)	CN	\$361,083	04/03/2026	Planned	

URBAN AREA MONTGOMERY

FEDERAL FUNDING ONLY

URBAN AREA FUNDING TYPE Surface Trans MPO

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
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100077563	RESURFACE, WIDEN AND LEVEL ON CR-103 (FELDER ROAD) FROM CR-42 (WASDEN ROAD) TO SR-8 (US-80).	CN	\$667,519	04/24/2026	Planned	
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TOTALS FOR FISCAL YEAR 2026

Prior FY Carryover	\$1,302,180
FY Apportionment	\$7,505,854
FY Special Allocation	\$0
Total Funds	\$8,808,034

Authorized Projects	\$0
Planned Projects	\$8,647,290
Total Project Funds	\$8,647,290

Unobligated Balance	\$8,808,034
Remaining Balance	\$160,744

100077531	RESURFACE AND TRAFFIC STRIPE ON FAIRGROUND ROAD FROM CHISHOLM STREET TO CRESTVIEW DRIVE	CN	\$2,226,400	11/06/2026	Planned	
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100077532	RESURFACE, TRAFFIC SIGNAL IMPROVEMENTS AND SIDEWALK IMPROVEMENTS ON SELMA HIGHWAY FROM DOSTER ROAD TO SR-6 (US-82)	CN	\$800,000	01/29/2027	Planned	
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100077533	RESURFACE, WIDEN, LEVEL, AND TRAFFIC STRIPE ON CR-8 (REDLAND ROAD) FROM CR-4 (RIFLE RANGE ROAD) TO CR-59 (FIRETOWER ROAD)	CN	\$640,000	01/29/2027	Planned	
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100077534	RESURFACE, PLANE, LEVEL, AND TRAFFIC STRIPE ON CR-8 (REDLAND ROAD) FROM CR-59 (FIRETOWER ROAD) TO CHUBEHATCHEE CREEK	CN	\$544,000	02/26/2027	Planned	
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100077535	RESURFACE, PLANE, LEVEL AND TRAFFIC STRIPE ON CR-209 (GREIR ROAD) FROM CR-211 (WEOKA ROAD) TO SOFKAHATCHEE CREEK	CN	\$640,000	03/26/2027	Planned	
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100077537	RESURFACE AND TRAFFIC STRIPE ON CR-17 (MITCHELL YOUNG ROAD) FROM SR-8 (US-80) TO CR-54 (OLD SELMA ROAD)	CN	\$728,182	03/26/2027	Planned	
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100077538	RESURFACE AND TRAFFIC STRIPE ON CR-23 (BUTLER MILL ROAD) FROM LIBERTY CHURCH TO SR-9 (US-331)	CN	\$799,458	04/30/2027	Planned	
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100077539	RESURFACE, WIDEN, LEVEL, AND TRAFFIC STRIPE ON CR-70 (GIBSON ROAD) FROM CR-39 (MOUNT ZION ROAD) TO CR-30 (WOODLEY ROAD)	CN	\$370,417	05/28/2027	Planned	
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100077540	RESURFACE, WIDEN, LEVEL AND TRAFFIC STRIPE ON CR-70 (GOODWYN ROAD) FROM CR-030 (WOODLEY ROAD) TO SR-53 (US-231)	CN	\$366,546	05/28/2027	Planned	
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TOTALS FOR FISCAL YEAR 2027

Prior FY Carryover	\$160,744
FY Apportionment	\$7,505,854
FY Special Allocation	\$0
Total Funds	\$7,666,598

Authorized Projects	\$0
Planned Projects	\$7,115,003
Total Project Funds	\$7,115,003

Unobligated Balance	\$7,666,598
Remaining Balance	\$551,595

100007740	ADDITIONAL LANES ON PERRY HILL ROAD FROM HARRISON ROAD TO S OF CARDINAL LANE	CN	\$4,736,782	09/29/2028	Planned	
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100039970	DRAINAGE IMPROVEMENTS ON SOUTH NORTHINGTON ST. (LINK # 5162) , FROM DOSTER STREET TO NORTH OF THIRD STREET SOUTH OF PRATTVILLE	CN	\$1,331,200	09/29/2028	Planned	
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100040817	WIDEN AND RESURFACE ZELDA ROAD FROM ANN STREET TO CARTER HILL ROAD	CN	\$1,824,000	09/29/2028	Planned	
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100040822	WIDEN AND RESURFACE ATLANTA HIGHWAY FROM MOUNTAINVIEW DRIVE TO SR-9 (US-231: EAST BLVD)	CN	\$692,224	09/29/2028	Planned	
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100044272	ADDITIONAL LANES PERRY HILL ROAD FROM HARRISON ROAD TO S OF CARDINAL LANE	UT	\$1,100,000	10/01/2027	Planned	105
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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

3.5 Certification

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 11011(e) of the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58) 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.

Montgomery MPO
Metropolitan Planning Organization


Signature

Charles Jinright
Printed Name

MPO Chairman
Title

8-23-2023
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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Montgomery MPO Responses are listed in red type.

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

Infrastructure Investment and Jobs Act <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>

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 11101(e) of the IIJA -----(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 11101(e) of the IIJA (Public Law 117-58) 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)]. **Not applicable**
7. Does the MPO planning process provide for consideration of the 10 planning factors? [23 U.S.C. 134 (h); 23 C.F.R. 450.306 (b)]. **Yes**

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

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

- Identify projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan;
- Identify existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors);
- Include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 C.F.R. 450.306(d).
- Include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 C.F.R. 450.306(d)
- Include operational and management strategies to improve the performance of existing transportation facilities;
- In TMA areas, consider the results of the congestion management process;
- Include an assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs;
- Describe the proposed improvements in sufficient detail to develop cost estimates;
- Discuss types of potential environmental mitigation activities and potential areas to carry out these activities;
- Include pedestrian walkway and bicycle transportation facilities;
- Include transportation and transit enhancement activities;
- Include a financial plan that demonstrates how the adopted transportation plan can be implemented
- Include design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding sources, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity regulations (40 C.F.R. part 93, subpart A).

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

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

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

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

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

26. If located in a Transportation Management Area, does the MPO have an up to date congestion management process? [23 U.S.C. 134 (k)(3)]. **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? **Not applicable.**
2. How does the MPO's UPWP incorporate all of the metropolitan transportation-related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA? **Not applicable.**
3. Does the metropolitan planning process include a Congestion Management Process that meets the requirements of 23 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? **Not applicable.**
4. How does the MPO ensure that the TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities? **Not applicable.**

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

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

Montgomery MPO Member Government ADA Transition Plan Status

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 11101(e) of the IIJA 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 2024 - 2027 STIP/TIP

I. PURPOSE

This Memorandum of Understanding establishes a set of procedures for processing revisions to the Metropolitan Planning Organizations' Transportation Improvement Programs (TIPs) within the State of Alabama and the Alabama Department of Transportation's Statewide Transportation Improvement Program (STIP) for the Fiscal Year 2024 to 2027. This document has been developed in cooperation with the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), and other planning partners.

The STIP is the aggregation of the MPO TIPs and ALDOT's statewide managed programs, including federal-aid transportation programs.

II. DEFINITIONS¹

- A. **Administrative Modification**¹ 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, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).
- B. **Amendment**¹ 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, redemonstration 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.
- C. **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 providing full depth base repair, widening shoulders, increasing lane-widths, correcting super-elevation, as well as providing drainage improvements and guide rail upgrades.

¹Terms in this document also incorporate any definitions provided in 23 CFR 450.104 .

- D. **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).
- E. **Cooperation**¹ means that the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective. **Cooperating Agencies** include ALDOT, Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Transit agencies, and any agencies and/or jurisdictions involved in carrying out the transportation planning and programming processes.
- F. **Financially Constrained (Fiscal Constraint)**¹ 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."
- G. **Long-Range Transportation Plan**¹ means the official, multimodal, transportation plan covering a period of no less than 20 years developed through the statewide transportation planning process.
- H. **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 descriptions provided in under 23 CFR 771.117(c) and (d), and/or 40 CFR part 93. In air quality nonattainment and maintenance areas, project descriptions must be consistent with the descriptions of exempt projects, 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.
- I. **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.
- J. **Obligated projects**¹ 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.
- K. **Planning Partner** may refer to one of the following: ALDOT, FHWA, MPOs, RPOs, or other federal or state agencies.
- L. **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.
- M. **Public Participation Plan (PPP)** is a documented, broad-based public involvement process that describes how the Planning Partner will involve and engage the public, under-served communities, 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.

- o Note: The Alabama MPO Public Participation Plans may be found on the individual MPO websites.

- N. **Revision¹** 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."
- O. **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, Highway Safety Improvement Program (HSIP) and Transportation Alternative Program (TAP) projects.
- P. **Statewide Transportation Improvement Program (STIP)¹** 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.
- Q. **Transportation Improvement Program (TIP)¹** 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.

III. THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP), THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP), AND THE STATE'S FIVE-YEAR PROGRAM

The TIP consists of projects approved by the MPO, local programs and projects developed by the MPO, and statewide programs and projects developed by ALDOT within the urban areas of the MPO.

The STIP is the official transportation improvement program document, mandated by federal statute and recognized by FHWA and FTA. The STIP is a statewide program, or prioritized listing, 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.

IV. TIP/STIP ADMINISTRATION

The Federal Planning Regulations, contained in 23 CFR 450 et al, govern the provisions of the Statewide and Nonmetropolitan Transportation Planning and Programming (subpart B) and Metropolitan Transportation Planning and Programming (subpart C). These CFR sections are the regulations for governing the TIPs and STIP, including revisions and other actions related to the TIPs and STIP. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity, of individual programming actions.

FHWA and FTA will only authorize projects, and approve grants for projects, that are programmed in the currently approved STIP. Highway and road projects will be approved by FHWA, and Transit projects will be approved by FTA.

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.

All revisions must maintain year-to-year fiscal constraint [23 CFR 450.328] 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.

A. TIP support documentation

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.

B. Air Quality Conformity

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.

C. Revisions: Amendments and Administrative Modification²

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.

² Note: This MOU does NOT change the Codes of Federal Regulations. This MOU clarifies the understanding of the language within those regulations 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.

- 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:
 - \$ 5.0 million for ALDOT federally-funded projects and Transportation Management Area (TMA) attributable projects.
 - \$1.0 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.

MPOs use the MPO Portal to initiate projects, make project edits, and other project information. The MPO Portal is managed by Local Transportation Bureau. The system generates email notification to the MPOs, and specific ALDOT Personnel of projects that may need to be added by amendment or administrative modifications. Approval by the MPO (or cooperative effort with an RPO) is required for Amendments.

All items requiring amendments to the STIP should be submitted to the ALDOT's Office Engineer Bureau. 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.

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.

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

- Adds or deletes a project from a LVOE category or line item
- Adds or deletes a project utilizing 100 percent State or Non-Federal Funding that has not been designated as a regionally significant project by Local Planning partners 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
- Draw downs or return funding from an existing STIP/TIP Reserve Line Item and does not exceed the amendment cost thresholds 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 STIP will establish federal funding for LVOE project groups. Subsequent placement of individual projects in the STIP that are referred to as LVOE projects will be considered Administrative Modifications.

Administrative Modifications (1) do not affect air quality conformity or involve a significant change in a project scope of work that would trigger an air quality conformity reevaluation; (2) do not exceed the threshold (a) established in the MOU between ALDOT and the Planning Partners or (b) established by this MOU (as detailed in the Revisions: Amendments and Administrative Modifications section); and (3) 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.

V. 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 descriptions under 23 CFR 771.117 (c) and (d), and/or 40 CFR part 93 (Environmental Categorical Exclusions). In nonattainment and maintenance areas, project descriptions must be consistent with the exempt project descriptions contained in the EPA transportation conformity regulations (40 CFR part 93).

LVOE projects are placed in the STIP/TIP according to selected funding programs, along 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 to any **LVOE group** that exceeds 20% of its originally-planned funding. The selected statewide funding programs include:

- Interstate Resurfacing Program (IM) (includes lighting, sign and pavement rehabilitation)
- Non-Interstate Resurfacing Program (FM)
- Transportation Alternative Program (TAP)
- Safety Projects (Highway Safety Improvement Program (HSIP), roadway, signal and rail-crossing, etc.)
- Recreational Trails (Funds are transferred to Alabama Department of Economic and Community Affairs (ADECA))
- Electric Vehicles (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: 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.

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

LVOE resurfacing group 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.

VI. FINANCIAL CONSTRAINTS³

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).⁴

VII. FINANCIAL REPORTING

A. STIP Reporting

STIP is available online and electronic submittals to FHWA for amendments and administrative modifications. End of the Fiscal Year financial summaries are sent with the first amendment for the new fiscal year.

B. MPO TIP REPORTING

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/or FTA, as applicable, will adhere to the more restrictive procedures.

³ Note: While there is no stipulated timeframe established in this MOU for securing federal approval for formal Amendments or Administrative Modification, the agencies are expected to act responsibly and with all due diligence in order to complete these processes in a timely manner.

⁴ Refer to ALDOT's Local Transportation Bureau's Memo #2022-15 (November 22, 2022) for details of the MPOs' Transportation Improvement Programs (TIPs).

VIII. PERFORMANCE MEASURES SECTION

To comply with performance-based planning requirements, a description of how the selected projects will help to accomplish its performance targets/goals will be included. This SITP Performance Measure section will be included at the time of adoption of the new STIP/TIPs but it may be updated at any time.

In general, STIP Performance Measure Section should include (1) the applicable transportation measure, (2) a brief discussion of anticipated effect of how projects selected will help ALDOT accomplish the goals, and (3) a summary of the amount of federal funding programmed to support the applicable target will be included in the STIP.

The procedures set forth in this document will serve as the basis for which ALDOT addresses federally funded Statewide Transportation Improvement Program (STIP) revisions. This Memorandum of Understanding (MOU) will begin October 1, 2023, and remain in effect until September 30, 2027, unless revised or terminated.

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

Mark D. Bartlett

Division Administrator
Federal Highway Administration

02-13-2023

Date

Yvette H. Taylor

Regional Administrator
Federal Transit Administration

03-15-2023

Date

John R. Cooper

Transportation Director
Alabama Department of Transportation

02-02-2023

Date