GADSDEN-ETOWAH AREA METROPOLITAN PLANNING ORGANIZATION (GEMPO)

FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Prepared By the Gadsden-Etowah Metropolitan Planning Organization (GEMPO)
Gadsden, Alabama

September 2019
This Transportation Improvement Program (TIP) was financed in part by the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, the Alabama Department of Transportation, and local participating governments, in partial fulfillment of Task 3.2 of the Fiscal Year 2019 Unified Planning Work Program and 23 USC 134 and 135, amended by the Fixing America’s Surface Transportation (FAST) Act Sections 1201 and 1202, December 4, 2015. The contents of this document do not necessarily reflect the official views or policies of the U.S. Department of Transportation.
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Paul Gore Vice-Chairperson, City of Attalla Representative
Preston Nix City of Attalla Representative
Larry Lawson Etowah County Representative
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Don Richey City of Glencoe Representative
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Andy Minton City of Hokes Bluff Representative
Rick Hill City of Rainbow City Representative
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Nick Hall Director of Planning, City of Gadsden
Terry John Calhoun Chairperson, Gadsden-Etowah MPO
Heath Williamson Engineer, City of Gadsden
Tim Graves Engineer, Etowah County
Rodney Ellis Pre-Construction Engineer, ALDOT North Region
Cody Adams District Manager, ALDOT North Region, Guntersville Area
Jason Nicholson Engineer, City of Attalla
Wiley McLain Engineer, City of Rainbow City
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Technical Coordinating Committee (TCC) Non-Voting Members
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Jeff Gray, GIS Analyst, City of Gadsden
Les Hopson, Pre-Construction Engineer, ALDOT
Doug Peterson, Volkert & Associates
Joe Meads, Sain Associates
William R. Greene II, Gadsden-Etowah Industrial Development Authority
Lian Li, Community Planner, FHWA Alabama Division
Lora Weaver, Transportation Director, Etowah County
Michael Hora, Assistant State Local Transportation Engineer, ALDOT
Gadsden-Etowah Area Metropolitan Planning Organization (GEMPO)

**Voting Members**
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- Scott Reeves  Vice-Chairperson, Mayor, City of Hokes Bluff
- Curtis Vincent  Region Engineer, North Region, ALDOT
- Larry Means  Mayor, City of Attalla
- Tim Ramsey  Commissioner, Etowah County
- Sherman Guyton  Mayor, City of Gadsden
- Heath Williamson  Engineer, City of Gadsden
- Nick Hall  City Planner, City of Gadsden
- Meinrad Tabengwa  Transportation Planner, City of Gadsden
- Charles Gilchrist  Mayor, City of Glencoe
- Wally Burns  Mayor, City of Southside
- Phil Colegrove  Mayor, City of Reece City

*Seven (7) voting members required for a quorum*

Gadsden – Etowah Area Metropolitan Planning Organization (GEMPO)

**Non-Voting Members**
- Mark Bartlett, FHWA, Alabama Division Administrator
- Les Hopson, Pre-Construction Engineer, ALDOT
- Nicole Spivey, Community Coordinator, FTA
- Ed Phillips, State Local Transportation Engineer, ALDOT
RESOLUTION: 0919-01

Gadsden-Etowah Urbanized Area
Metropolitan Planning Organization (GEMPO)
Adopting FY 2020-2023 Transportation Improvement Program (TIP)

WHEREAS, the Gadsden-Etowah Area Metropolitan Planning Organization (GEMPO) 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 Title 23 USC 134, 135; amended by FAST Act Sections 1201 and 1202, December 4, 2015; 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR PARTS 51 AND 93; and,

WHEREAS, Title 23 USC 135 and 23 CFR 450.324 require that transportation projects in Urbanized Areas funded by the Federal Highway Administration and the Federal Transit Administration be included in a Transportation Improvement Program (TIP) and adopted by vote of the Gadsden/Etowah Metropolitan Planning Organization (GEMPO); and,

WHEREAS, consistent with the declaration of these provisions, Transportation Division of the City of Gadsden Planning Department, as staff to the GEMPO and in cooperation with the Alabama Department of Transportation, has prepared the FY 2020-2023 Transportation Improvement Program (TIP); now

THEREFORE, BE IT RESOLVED by the Gadsden-Etowah Metropolitan Planning Organization (GEMPO) that the same does hereby adopt the FY 2020-2023 Transportation Improvement Program (TIP);

ADOPTED, on this 12th day of September 2019.

Terry John Calhoun, Mayor of the City of Rainbow City
Gadsden / Etowah MPO Chairman

ATTEST:

Meinrad Tabengwa, GEMPO Transportation Planner
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1.0 Introduction
Introduction

1.1 Purpose

The Transportation Improvement Program (TIP) is a prioritized list of funded transportation projects for the Gadsden-Etowah Metropolitan Planning Organization (GEMPO). The projects included in the FY 2020-2023 TIP are originating from the GEMPO 2040 Long Range Transportation Plan (LRTP) with the exception of safety, system maintenance, transportation enhancement, and state-funded projects. The TIP is a four-year project planning and programming document that can be amended as detailed in section 1.8 of this document. The Alabama Department of Transportation (ALDOT) is responsible for the federal and state roads in Alabama and controls the federal transportation funds allotted to the state, which comprise the vast majority of available transportation funding. Through the 3-C Planning Process (Continuing, Cooperative, and Comprehensive), local governments set the priority of their Metropolitan Planning Organization (MPO) projects. The LRTP establishes the transportation programs that are needed to meet travel demand by the study year and the planning area. Based on funding availability and project priority, LRTP projects are programmed into the TIP and submitted to the Alabama Department of Transportation (ALDOT), where they are listed into the State Transportation Improvement Program (STIP). TIP project selection is based on priorities and procedures established by GEMPO member governments and the availability of funds through the Surface Transportation Attributable program. The GEMPO comprises the following member governments: the City of Attalla, the City of Gadsden, the City of Glencoe, the City of Hokes Bluff, the City of Rainbow City, the City of Reece City, the City of Southside, and the Etowah County Commission. The GEMPO is assisted in the local transportation process by the Alabama Department of Transportation (ALDOT) and the Federal Highway Administration (FHWA).

1.2 MPO History

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

On July 15, 1964, a cooperative agreement between the Alabama Department of Transportation (ALDOT) and the governing bodies of the local area was executed. The responsible agency for the local area was the Etowah Regional Transportation Committee, which met for the first time on July 27, 1964. The coordinator for this committee was the Director of Planning and the Director of Engineering for the City of Gadsden.
A new agreement was signed November 17, 1994. The Gadsden-Etowah Area Metropolitan Planning Organization (GEMPO) study area consists of that portion of Etowah County that includes the municipalities of Attalla, Gadsden, Glencoe, Hokes Bluff, Rainbow City, Reece City, Southside and a small portion of Northern Calhoun County. In addition, the municipalities of Ohatchee (Calhoun County) and Steele (St. Clair County) are invited to participate as non-voting members. The City of Gadsden Transportation Planner serves as the Coordinator of the Gadsden-Etowah Area MPO. Subsequent updates to the 1994 agreement were carried out in 2007 and 2015.

The study area covers approximately 230 square miles. The 2010 census figures indicated that the population figure for the Gadsden-Etowah study area was approximately 88,500 people.

1.3 Laws and Regulations

Each Metropolitan Planning Organization (MPO) is required to develop a Transportation Improvement Program (TIP) as detailed in Section 134 of Title 23 of the United States Code and Section 5303 of Title 49 of the United States Code. The rules that govern metropolitan planning organizations are published in the Code of Federal Regulations (CFRs) as Title 23, Chapter 1, Part 450, Subpart C. Sections 450.326 through 450.332 specifically relate to the development of TIPs. The regulations reflect the changes resulting from the passage of the Fixing America’s Surface Transportation (FAST) Act (Pub. L. 114-94, December 4, 2015).

All Federal Highway Funds are controlled by the State. The local governments have agreed to accept financial responsibility for the projects they sponsor on the local TIP. This includes providing local matching funds for such projects. All projects in the TIP are prioritized by fiscal year. Since the ALDOT controls the Federal and State funding, they determine the bulk of the projects in the TIP. Local projects are funded through the Surface Transportation – Other Area Program (STPOA), also known as the Surface Transportation Attributable Project funding category. The ALDOT calculates funding levels for this program for each of the MPO’s in the state based on each area’s urban area population (as determined by the 2010 Census). However, the local governments determine the priority of the projects funded through the STPOA program.

1.3.1 FAST Act Regulations for the TIP

This FY2020-2023 Transportation Improvement Program (TIP) has been developed in accordance with the Fixing America’s Surface Transportation (FAST) Act (Pub. L. 114-94, December 4, 2015). The FAST Act is the current federal transportation funding legislation and establishes that the metropolitan planning process be a cooperative, continuous, and comprehensive (referred to as 3-C) framework for making transportation investment decisions in metropolitan areas.
Furthermore, MPOs are encouraged to consult or coordinate with planning officials responsible for other types of planning activities affected by transportation, including planned growth, economic development, environmental protection, airport operations, freight movement, tourism and reduction of risk of natural disasters. (23 U.S.C. 134(g)(3)(A).

The metropolitan planning process promotes consistency between transportation improvements and State and local planned growth and economic development patterns [6001(h)]. Also, safety and security of the transportation system are separate planning factors that are to be considered during the metropolitan planning process [6001(h)]. Maps of local projects are included in the TIP in accordance with FAST Act project visualization requirements to aid in project comprehension.

1.3.2 Consistency with Other Plans

There are general and specific directions under SAFETEA-LU (Section 6001) for the consistency requirement. In revising 23 USC 134, Section 6001(a)(g)(3) states “The secretary shall encourage each metropolitan planning organization to consult with officials responsible for other types of planning activities……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 specifically is found in 6001(a)(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 GEMPO addresses this requirement by including planning and economic development personnel from the state and local level on the Technical Coordinating Committee (TCC). 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 FAST Act are clear. In accordance with Public Law 109-59 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.
1.3.3 Projects of Regional Significance

Regionally significant project means 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 C.F.R. 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, employment centers 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 guide-way transit facilities that offer a significant alternative to regional highway travel. Such projects would be required to be included in the TIP. At this time, all the GEMPO projects that are planned for programming in the 2020-2023 TIP timeframe do not have any regional significance.

1.3.4 Safety Planning

Federal regulations require each statewide and metropolitan planning process shall provide for consideration of projects and strategies that will increase the safety of the transportation system for motorized and non-motorized users. Incorporation of safety in the planning process by GEMPO is included as a Task in the FY 2020 Unified Planning Work Program. Work will focus on:

i) Analysis accident data to determine major causes of accidents.
   ii) Develop and implement strategies for accident mitigation.
   iii) Have safety goals and objectives incorporated in the LRTP.
   iv) Working high schools for distracted driver’s training.
   v) Collaborate with ALDOT on developing goals, objectives, performance measures and targets required by the Regulations.

1.3.5 Freight Planning

Inclusion of freight in the planning process in the GEMPO is detailed in the FY 2020 UPWP. The main focus will be the identification key stakeholders in the freight transportation system and the development of a plan for the integration of freight components in the transportation planning process. There will also be a need to identify primary freight generators, consignees in the study area.

1.3.6 Conformity Determination

Conformity Determination refers to the requirement of non-attainment areas (as defined by Environmental Protection Agency (EPA) tolerance limits on ground-level and
atmospheric pollutant concentrations) to show that federally supported highway and transit projects will not cause new air quality violations, worsen existing violations or delay the timely attainment of the relevant National Ambient Air Quality Standards (NAAQS). The GEMPO area is neither in non-attainment status now, nor is it anticipating non-attainment status in the near future. However, in the event of future non-attainment status, the additional planning and support funding needed would add substantially to MPO budgetary constraints.

1.4 Planning Requirements

1.4.1 Planning Factors

As specified in FAST Act, Metropolitan Planning Organizations (MPO) shall provide for consideration of projects and tasks that meet the objectives of the ten (10) planning factors. All projects considered for inclusion into the TIP are reviewed by GEMPO staff for consistency with the following provisions:

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 quality of life, and promote consistency between transportation improvements and State and Local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance Travel and Tourism.

1.4.2 Planning Emphasis Areas

The ALDOT and GEMPO have jointly issued Planning Emphasis Areas (PEAs), which are planning topical areas to be emphasized in state and MPO planning work programs. In March 2015, a joint FHWA/FTA letter to MPOs and state DOTs encouraged the reiteration and continued emphasis of these planning emphasis areas in their respective planning work programs for FY 2020.
1.4.2.1 FAST Act Implementation

The transition to Performance Based Planning process initiated under MAP-21 continues in the FAST Act. This calls for the development and implementation of a performance based approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.

1.4.2.2 Models of Regional Planning Cooperation

Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning. This is particularly important where more than one MPO or state serves an urbanized area or adjacent urbanized areas. This cooperation could occur through the metropolitan planning agreements that identify how the planning process and planning products will be coordinated through the development of joint planning products and/or by other locally determined means. Coordination across MPOs and across state boundaries includes the coordinating of transportation plans and programs, corridor studies, and projects across adjacent MPOs and state boundaries. It also includes the collaboration among states, MPOs, and operators of public transportation on activities such as data collection, data storage and analysis, analytical tools, and performance based planning.

1.4.2.3 Ladders of Opportunity

Access to Essential Services—as part of the transportation planning process, helps to identify transportation connectivity gaps in access to essential services. Essential services include housing, employment, healthcare, schools, education, and recreation. This emphasis area could include MPO and state identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services. This information can also be used to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.

1.5 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 GEMPO will provide the following Livability Indicators in Appendix 3.3:

1) Percent increase in trips by transit and other non-vehicle modes.  
2) Percent increase in trips by transit for low income and non-vehicle owning population.  
3) Percent increase of workforce living within a thirty (30) minute or less commute from primary job centers.  
4) Percent increase in funding that enhances accessibility of existing transportation systems.  
5) Percent increase in leveraged funding sources for transportation projects.  
6) Percent increase of households within walking distance of recreational amenities and schools.

1.6 Bicycle and Pedestrian Considerations

Federal law, 23 USC 217, states that “bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each MPO and State”. The FHWA guidance on this issue states that bicyclists and pedestrians will be accommodated in the design of new and improved transportation facilities. Additionally the decision not to consider the needs of bicyclists and pedestrians should be the exception rather than the rule. FHWA acceptable exceptions include the legal prohibition of walking or bicycling on a roadway, excessively disproportionate costs and the absence of existing and future needs.

All Federally funded projects in the TIP will consider bicycle and pedestrian facilities unless exceptional circumstances exist. ALDOT received a written directive from FHWA-Alabama Division on June 12, 2009 that the MPOs must “include a policy statement that bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist.” This guidance was reinforced by a USDOT email broadcast on March 17, 2010 in which recommendations were forwarded to state DOTs with regard to bicycle and pedestrian policy. These two (2) directives effectively modified 23 USC 217 in implementing improvements using federal funds to state routes under ALDOT jurisdiction.

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

1.7.1 Development Process

The development of the TIP is a cooperative process of the cities of Attalla, Gadsden, Glencoe, Hokes Bluff, Rainbow City, Reece City and Southside as well as the Etowah County Commission, ALDOT, and FHWA.

The first step in the TIP development process is a review of the previous TIP to determine if adjustments are necessary for the implementation of the current projects. A preliminary list of projects is then compiled from the current LRTP. Transportation planners and/or traffic engineers from the participating municipalities agree on project priorities and ensure the total cost of projects are constrained to the amount of available or anticipated funding.

After this, the draft TIP can be produced and submitted to the GEMPO Advisory and Technical Coordinating Committees for review and approval. Once approved in draft form, the document is made available for review and comment by the public. After the public comment period, public input is documented and acted upon, if necessary. The culmination of these activities is publication of the Final TIP document, which is then submitted to the GEMPO Policy Board for review, adoption and submission to ALDOT.

1.7.2 TIP Amendment Process

Federal Transportation Planning Regulations in Title 23 provide the MPO with the discretion to create and approve alternative procedures to more effectively manage actions on the TIP that may occur during a given fiscal year.

There are two primary types of changes that can be made to the TIP: an Administrative Modification and an Amendment.

1.7.2.1 An Administrative Modification is a minor revision to the TIP that includes minor changes to project/projects phase costs, minor changes to funding sources of previously included projects, minor changes to a project description, and the movement of an included project among fiscal years. An Administrative Modification is a revision that does not require public input, demonstration of fiscal constraint, or a formal approval by the GEMPO Technical and Policy Committees.

1.7.2.2 A TIP Amendment refers to any major change to a project in the TIP including the addition or deletion of a project, a major change in project cost, or a major change in design concept or project scope (e.g., changing project termini). A TIP Amendment requires a public meeting to re-demonstrate fiscal constraint and provide the public with the opportunity to provide input. The Federal Highway Administration (FHWA) Alabama
Division and the Alabama Department of Transportation (ALDOT) have agreed that a formal TIP amendment is required for a “highway-oriented” project when one or more of the following criteria are met:

- The change adds a new individual project.
- The change adversely impacts fiscal constraint.
- The change results in major scope changes.
- The change deletes an individually listed project from the TIP.
- The change results in a cost increase of 20% of the original budgeted amount.

A change that does not meet any of these criteria may be processed as an *administrative modification* (see above), subject to approval of this procedure by the GEMPO Policy Committee. Once approved, the MPO may proceed, requiring only signature of the chairperson and attestation.

1.8 Public Involvement Process

Title 23 CFR Section 450.324 and 310 CMR 60.03(6) h require adequate opportunity for public review and comment be provided during the development of the TIP. Section 450.316(b) establishes the outline for MPO public participation programs. The GEMPO Public Participation Plan is contained in Appendix B of this document.

The development of the TIP conforms to the requirements of the above regulations. It guarantees public access to the TIP and all supporting documentation, provides for public notification of the availability of the TIP and the public’s right to review the document and comment thereon, and provides a 30-day public review and comment period prior to the adoption of the TIP by the GEMPO. The document was circulated in accordance with the GEMPO’s most recent Public Participation Plan.

Public notices were advertised in the following newspapers informing the public of the availability of the Draft document for review and comment:

The Messenger Newspaper (Weekly publication)
The Reporter Newspaper (monthly publication).

Notices were also placed on the GEMPO website at [www.gadsdenmpo.com](http://www.gadsdenmpo.com). The public comment period for this document commenced on July 5, 2019 and ended on August 4, 2019. A public meeting may be conducted during this review/comment period. This will afford ample opportunity for public comment and review of the document prior to GEMPO adoption. These procedures comply with the associated federal requirements.

Copies of the Draft FY 2020-2023 Transportation Improvement Program will be made available for public review at the following locations:
• Gadsden City Hall
• Attalla City Hall
• Gadsden-Etowah County Chamber of Commerce
• Senior Activity Center
• Etowah County Courthouse
• Gadsden Public Library

1.9 Civil Rights

Title VI of the Civil Rights Act of 1964, as amended, prohibits discrimination on the basis of race, color, or national origin in programs and services funded, in whole or part, by financial assistance from the United States Government. GEMPO extends this prohibition to individuals on the basis of disability, religion and gender. Section 504 of the Rehabilitation Act of 1973 (Section 504) and the Americans with Disabilities Act (ADA) prohibit discrimination on the basis of disability.

All services and programs operated or sponsored by the GEMPO are subject to the requirements and obligations of Title VI, Section 504 and the ADA. GEMPO is in full compliance with Title VI, Section 504 and the ADA.

Under the provisions of Title VI, Section 504 and the ADA, persons who believe that they have experienced or witnessed any act or inaction, intentional or otherwise, in any program, service, or activity operated by or sponsored by GEMPO that results in or may result in disparate treatment or impact, or perpetuates the effects of prior discrimination on the basis of race, color, national origin, gender, religion, or disability may file a written complaint with the GEMPO or directly with the U.S. Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), or the Alabama Department of Transportation (ALDOT).

Title 49, Code of Federal Regulations Part 21 (CFR 21), of the U.S. Department of Transportation (USDOT) Regulations for the implementation of Title VI require assurances from Federal funds recipients that no person on grounds of race, color, or national origin is excluded from participation, denied the benefits of, or in any other way subjected to discrimination under any program or activity for which the recipient receives Federal assistance from the USDOT, including the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

The GEMPO makes every effort to provide an inclusive planning process, adheres to, and complies with all Title VI programs, processes, and procedures, which includes, but is not limited to, the following:

• *Americans with Disabilities Act of 1990 (ADA)*
1.10 Environmental Requirements

1.10.1 FAST Act

The Fixing America’s Surface Transportation (FAST) Act was signed into law by President Obama in December 2015. This regulation builds on the authorities and requirements in SAFETEA-LU, MAP-21 and efforts under FHWA's Every Day Counts in an effort to accelerate the environmental review process for surface transportation projects by institutionalizing best practices and accelerating complex infrastructure projects without undermining critical environmental laws or opportunities for public engagement.

To satisfy this requirement the GEMPO will, to the extent practicable, place greater emphasis on the environmental impact of federally funded transportation projects in the region. In addition, the GEMPO will continue to develop and maintain relationships with state and local governments/agencies with the goal of incorporating their environmental mitigation knowledge and expertise in the development of the TIP.

1.10.2 Climate Change

FHWA has determined that climate change should be integrated into transportation planning at the state, regional, and local levels and that consideration of potential long-range effects by and to the transportation network be addressed. To that end, FHWA requires the following excerpt be present in the TIP, LRTP, and other selected documents.

“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"

Some effects are currently being addressed through Air Quality Non-attainment for the NAAQS. The GEMPO area is not in non-attainment status. Therefore, no climate change measures are present in the TIP at this time. However, as time goes by this may change either by an increase in ground-level and atmospheric pollutant concentrations or by a tightening of EPA tolerance limits.

1.10.3 Air Quality

The Environmental Protection Agency (EPA) establishes tolerance limits on ground-level and atmospheric pollutant concentrations through enactment of the National Ambient Air Quality Standards (NAAQS). An MPO that has been determined to be in violation of NAAQS is said to be in ‘non-attainment’ status. The GEMPO area is not in non-attainment status. Therefore, no air quality mitigation measures are present in the TIP at this time at the project level. However, those MPOs in attainment have tasks established in the UPWP for training in NAAQS monitoring and possible outreach activities. Anticipated additional Climate Change and Green House Gas requirements will have an effect outside the document production requirements that would include the TIP. GEMPO staff will continue to monitor FHWA and EPA bulletins and advisories on Climate Change, as well as the developing House and Senate legislation likely to become the next transportation bill.

1.11 Level of Effort (LVOE)

Transportation projects in the TIP that are referred to as Level of Effort (LVOE) projects represent certain unidentified and unfunded projects that will be authorized for funding during the fiscal year. These projects are placed in the STIP/TIP according to selected
funding programs with their anticipated apportionments for each fiscal year within the plan. The selected funding programs include:

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

Any of these LVOE-type projects are pre-approved by the MPO and will not require any further MPO action prior to authorization. MPOs will be notified as soon as the specific projects within their urban areas are selected and will have ten (10) days to decline the project.

1.12  Financial Constraint

The FAST Act requires TIPs to be financially constrained. That is, the sum of all project costs cannot exceed the available federal allocation for the MPO plus local match. The GEMPO will receive Federal funds as follows:

- $1,622,268 in fiscal year 2020
- $1,622,268 in fiscal year 2021
- $1,622,268 in fiscal year 2022
- $1,622,268 in fiscal year 2023

Federal funds combined with a 20% local match will result in annual total of:
- $2,027,835 in fiscal year 2020
- $2,027,835 in fiscal year 2021
- $2,027,835 in fiscal year 2022
- $2,027,835 in fiscal year 2023

The local governments have agreed to accept financial responsibility for the projects they sponsor in the TIP. This document contains projects sponsored by various GEMPO members. All projects sponsored by the participating governments and ALDOT are used to determine whether cost constraints have been met. In order for projects to be included in the local TIP, they must also be in the State Transportation Improvement Program (STIP). Once ALDOT has approved the local TIP, it is assumed that federal matching
funds will be available for the projects. The expenditure of all Federal Highway Funds is controlled by the State.

1.13 Project Selection and Prioritization

TIP project selection begins in the development of the Long Range Transportation Plan (LRTP). The LRTP identifies local transportation needs on a long-term horizon by incorporating population, socioeconomic, and employment data into a local trip generation model, which shows where travel demand is expected to increase. The results of the trip generation model are one of the tools used to develop a list of specific roadway projects needed in the local area. TIP projects are limited to those from the LRTP’s list of specific roadway projects, with a few exceptions such as resurfacing and intersection improvement projects. TCC representatives from the MPO’s member governments, with input from the public and other stakeholders, establish project selection and prioritization based on available funding and degree of local need. A major component of the project selection and prioritization process is ensuring financial constraint of the selected projects to available funding.

The list of TIP projects is then incorporated into the draft TIP and presented for review by the CAC, and TCC. Again, public involvement is sought and plays a crucial role in project selection. Finally, the TIP is presented to the GEMPO Policy Board for review and adoption.

1.14 Performance Management and Measures

Transportation Performance Management is a planning concept utilizing data to develop decision-making and outcomes. The concepts enables improved project and program delivery, information based investment decisions and provide greater accountability and transparency. This planning concept defines existing transportation performance levels, establishes target levels and identifies strategies for achieving the targets. The performance measures can indicate whether an agency is achieving its goals. They enable undertaking of strategic approaches to policy and investment decisions that aid in the attainment of regional and state planning goals. The role of GEMPO is to monitor the region’s transportation system performance and develop targets that enhance the transportation system.

Beginning in 2012 with the passage of MAP-21, the U.S. Department of Transportation has focused on a performance-based planning approach for transportation systems. This established a performance and outcome based approach to the transportation planning programs. The FAST Act continues this approach and stipulates that performance management be incorporated into the plans and programs that MPOs produce. Under the 23 CFR 490, the DOTs and MPOs are required to establish targets for
applicable national performance measures for the following Performance Measure (PM) categories:

PM 1- Safety
This measure supported the data-driven performance focus of the Highway Safety Improvement Program (HSIP) and established five (5) safety performance measures that State DOTs and MPOs must develop targets for.

PM 2 – Pavement and Bridges on the NHS
This measure supports the data-driven performance focus and established the National Highway System (NHS) 2 and 4-year pavement and bridge condition measures. PM2 established six (6) performance measures related to the performance of the Interstate and non-interstate NHS for carrying out the National Highway Performance Program (NHPP) to assess pavement and bridge condition.

PM 3 – System Reliability, Freight, Congestion and Air Quality
The FHWA in 2017 established a rule establishing performance measures that State DOTs and MPOs needed to monitor the performance of the Interstate and non-Interstate NHS to carry out the NHPP; freight movement on the Interstate system to carry out the National Highway Freight Program (NHFP); traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation & Air Quality (CMAQ) Improvement Program.

FTA Transit Asset Management
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.

Each State is required to establish statewide targets. MPOs have an option to either support the established state targets or develop targets of their own. GEMPO has opted to support and adopt the state’s performance targets. The adopted Performance Measures and Targets are shown in Appendix 3.4.
2.0 PORTAL CATEGORY DESCRIPTION
2.1 Web Project Management Portal Description

The ALDOT Project Management Portal is an internet-based system used by the Alabama Department of Transportation (ALDOT) and the Alabama MPOs to develop and manage the local TIPs and the State Transportation Improvement Program (STIP). Changes made by ALDOT to the database are automatically reflected in the Project Management Portal. The MPOs have the option to add local information for each project that is retained in the database. Because the system is web-based, ALDOT and MPO staff can make changes from any computer with an internet connection. ALDOT and the MPOs use the preformatted reports to produce sections of the STIP and TIPs.

2.2 Funding Category Descriptions

Most of the following descriptions were prepared by the Alabama Department of Transportation. In some cases, the GEMPO staff modified the information for clarification or to address local conditions.

2.2.1 Appalachian Highway System Projects

The U.S. Congress authorized the construction of the Appalachian Development Highway System (ADHS) in the Appalachian Development Act of 1965. The ADHS was designed to generate economic development in previously isolated areas, supplement the interstate system, connect Appalachia to the interstate system, and provide access to areas within the Region as well as to markets in the rest of the nation (Appalachian Regional Commission website). This program was not continued under MAP-21. The category will remain in place until all program funds are expended. There are no ADHS projects in the GEMPO area.

2.2.2 Bridge Projects (State and Federal)

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

2.2.3 Transportation Alternatives Program (TAP)

The FAST Act eliminated the MAP-21 Transportation Alternatives Program (TAP) and replaced it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing the following smaller-scale transportation projects:

- pedestrian and bicycle facilities
• recreational trails
• safe routes to school projects
• community improvements such as historic preservation and vegetation management
• environmental mitigation related to storm water and habitat connectivity

2.2.4 High Priority and Congressional Earmark Projects

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

2.2.5 National Highway Systems Projects

The National Highway System (NHS) includes the Interstate Highway System as well as other roads important to the national economy, defense, and mobility. The NHS was developed by the Department of Transportation (DOT) in cooperation with the states, local officials, and metropolitan planning organizations (MPOs). Under MAP-21, this category now includes Interstate Maintenance activities.

2.2.6 Other Federal and State Aid Projects

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

2.2.7 Other Surface Transportation Program Projects

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

2.2.8 Safety Improvement Program Projects

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

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

2.2.10 Surface Transportation Attributable Projects

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

2.2.11 System Maintenance Projects

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

2.2.12 Transit Projects

Transit projects are required for the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). This type of project is typically for fixed route and/or demand response services in the MPO Urbanized Area or Planning Area. Funding is primarily provided by the Federal Transit Administration (FTA) with supplemental match funding from local governments and agencies.

Eligible activities for funding under the TA program included but were not limited to:

- Construction, planning, and design of on-road and off-road amenities 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
• Recreational trails program (23 USC 206)
• Safe Routes to School program projects under 1404(f) of SAFETEA-LU
2.0 PORTAL CATEGORY
DESCRIPTION
## 2.4.1 Surface Transportation Attributable Projects

### Project Details

<table>
<thead>
<tr>
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<th>Project Details</th>
</tr>
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<tbody>
<tr>
<td><strong>Project Description</strong></td>
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### Totals By Sponsor

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### Totals By Sponsor

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<td>FM</td>
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<td>100008734 STPAA 0025 ( )</td>
<td>SR-25 (US-411) FROM TURKEYTOWN TO CHEROKEE CR-20</td>
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<td>GRADE, DRAIN, BASE, PAVE AND BRG</td>
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**Totals By Sponsor**

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## 2.4.3 NHS / Interstate Maintenance / NHS Bridge Projects

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<td>1694</td>
<td>SR-77 FR I-59 RAMPS (WEST SIDE) TO US-11 IN ATTALLA PHASE III. (PRIORITY 19-2011)</td>
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**Totals By Sponsor**

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2.4.4 Appalachian Highway System Projects

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2.4.5 Transportation Alternatives

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2.4.6 Bridge Projects (State and Federal)

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### 2.4.7 State Funded Projects

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<tr>
<td>Project Type</td>
</tr>
<tr>
<td>FY</td>
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<td>44026</td>
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<td>44031</td>
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<td>44034</td>
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**Totals By Sponsor:**

| Federal | $1,571,019 |
| ALL Funds | $1,754,019 |

32
### 2.4.10 System Maintenance Projects

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## 2.4.11 Safety Projects

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2.4.12 Other Federal and State Aid Projects

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## 2.4.13 Congestion Mitigation and Air Quality Projects

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### 2.4.14 High Priority and Congressional Earmark Projects

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<th>STS</th>
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<th>State</th>
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<tr>
<td>28887</td>
<td>100059992 DE A181</td>
<td>REPLACE BRIDGE BIN 002035 SR-77 (NORTH BOUND) OVER COOSA RIVER. (SUFF=56.8 STATUS=FO)</td>
<td>0.60</td>
<td>PE</td>
<td>P</td>
<td>BRIDGE REPLACEMENT</td>
<td>2020</td>
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<td></td>
<td>$808,469</td>
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**Totals By Sponsor**

| Federal | $808,469 |
| ALL Funds | $808,469 |
Authorized Projects in FY 2019
## 2.4.1 Surface Transportation Attributable Projects

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<tr>
<td>Federal</td>
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<table>
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<tr>
<td>Project Description</td>
<td>WIDENING RESURFACING AND TRAFFIC STRIPE ON LAY SPRINGS ROAD AND MOON ROAD FROM GADSDEN CITY LIMITS TO TABOR ROAD (CR-291)</td>
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<td>FY</td>
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<td>Map ID</td>
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<td>Project Priority</td>
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<td>Conform Year</td>
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## 2.4.2 Other Surface Transportation Program Projects

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<th>SCP</th>
<th>STS</th>
<th>Project Type</th>
<th>FY</th>
<th>Map ID</th>
<th>Project Priority</th>
<th>Conform Year</th>
<th>Federal</th>
<th>State</th>
<th>Other</th>
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<tbody>
<tr>
<td>34944</td>
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<td>BRIDGE AND APPROACHES ON (CR-568) YATES ROAD OVER BLACK CREEK BIN 8921</td>
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<td>A</td>
<td>BRIDGE REPLACEMENT</td>
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**Totals By Sponsor**

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## 2.4.3 NHS / Interstate Maintenance / NHS Bridge Projects

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<th>STS</th>
<th>Project Type</th>
<th>FY</th>
<th>Map ID</th>
<th>Project Priority</th>
<th>Conform Year</th>
<th>Federal</th>
<th>State</th>
<th>Other</th>
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<tbody>
<tr>
<td>42806</td>
<td>100068312 IM I059 (412)</td>
<td>RESURFACING AND TRAFFIC STRIPE ON I-59 FROM .13 MILES SOUTH OF SR-77 (MP 181.056) TO .78 MILES NORTH OF THE ATN RAILROAD OVERPASS (MP 184.000)</td>
<td>2.74</td>
<td>PE</td>
<td>A</td>
<td>PREVENTATIVE MAINTENANCE LEVEL 1</td>
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<td>42806</td>
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<td>RESURFACING AND TRAFFIC STRIPE ON I-59 FROM .13 MILES SOUTH OF SR-77 (MP 181.056) TO .78 MILES NORTH OF THE ATN RAILROAD OVERPASS (MP 184.000)</td>
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<tr>
<td>43006</td>
<td>100067149 NH-HSIP 0001 (603)</td>
<td>RESURFACING AND 2 FOOT SAFETY WIDENING ON SR-1 (US-431) FROM THE BRIDGE END AT LITTLE WILLS CREEK TO THE BRIDGE END AT LINE CREEK</td>
<td>4.12</td>
<td>FM</td>
<td>A</td>
<td>PREVENTATIVE MAINTENANCE LEVEL 2 W/ SAFETY WIDEN</td>
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<td>FM</td>
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**Totals By Sponsor**

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41
### 2.4.7 State Funded Projects

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<td>STS</td>
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<tr>
<td>Project Type</td>
<td>GRADE, DRAIN, BASE, PAVE AND BRG</td>
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<td>FY</td>
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**Totals By Sponsor**

| Federal | $0 |
| ALL Funds | $750,000 |
## 2.4.9 Transit Projects

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<th>SCP</th>
<th>STS</th>
<th>Project Type</th>
<th>FY</th>
<th>Map ID</th>
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<th>Conform Year</th>
<th>Federal</th>
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# 2.4.10 System Maintenance Projects

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<th>SCP</th>
<th>STS</th>
<th>Project Type</th>
<th>FY</th>
<th>Map ID</th>
<th>Project Priority</th>
<th>Conform Year</th>
<th>Federal State Other</th>
<th>Estimated Total Cost</th>
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<tbody>
<tr>
<td></td>
<td>44036</td>
<td>100069889 99-701-285-659-901</td>
<td>EMERGENCY FAN DRAIN SYSTEM INSTALLATION ON I-59 IN ATTALLA FROM THE OVERPASS OF US-431 TO THE BEGINNING OF THE CONCRETE RDWY SECTION</td>
<td>0.90</td>
<td>MC</td>
<td>A</td>
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<td>0.000</td>
<td>EXEMPT</td>
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Totals By Sponsor

| Federal | $0 | ALL Funds | $140,000 |
## 2.4.11 Safety Projects

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<th>SCP</th>
<th>STS</th>
<th>Project Type</th>
<th>FY</th>
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<th>Conform Year</th>
<th>Federal</th>
<th>State</th>
<th>Other</th>
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</thead>
<tbody>
<tr>
<td>43006</td>
<td>100067149 NH-HSIP 0001 (603)</td>
<td>RESURFACING AND 2 FOOT SAFETY WIDENING ON SR-1 (US-431) FROM THE BRIDGE END AT LITTLE WILLS CREEK TO THE BRIDGE END AT LINE CREEK</td>
<td>4.12</td>
<td>FM</td>
<td>A</td>
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### Totals By Sponsor

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</thead>
<tbody>
<tr>
<td>$218,038</td>
<td>$245,358</td>
</tr>
</tbody>
</table>
3.0 Appendices
### 3.1 ACRONYMS AND ABBREVIATIONS

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Full Form</th>
</tr>
</thead>
<tbody>
<tr>
<td>AADT</td>
<td>Average Annual Daily Traffic Count</td>
</tr>
<tr>
<td>ACS</td>
<td>American Community Survey</td>
</tr>
<tr>
<td>ADA</td>
<td>Americans with Disabilities Act</td>
</tr>
<tr>
<td>ADT</td>
<td>Average Daily Traffic Count</td>
</tr>
<tr>
<td>ALDOT</td>
<td>Alabama Department of Transportation</td>
</tr>
<tr>
<td>ARC</td>
<td>Appalachian Regional Commission</td>
</tr>
<tr>
<td>BPGAC</td>
<td>Bicycle, Pedestrian and Greenways Advisory Committee</td>
</tr>
<tr>
<td>CAAA</td>
<td>Clean Air Act Amendments</td>
</tr>
<tr>
<td>CAC</td>
<td>Citizen's Advisory Committee</td>
</tr>
<tr>
<td>CFR</td>
<td>Code of Federal Regulations</td>
</tr>
<tr>
<td>CMAQ</td>
<td>Congestion Mitigation and Air Quality Improvement Program</td>
</tr>
<tr>
<td>CN</td>
<td>Construction</td>
</tr>
<tr>
<td>COOP</td>
<td>Continuity of Operations Plan</td>
</tr>
<tr>
<td>DBE</td>
<td>Disadvantaged Business Enterprise</td>
</tr>
<tr>
<td>DOT</td>
<td>Department of Transportation</td>
</tr>
<tr>
<td>ECAT</td>
<td>Etowah County Area Transportation</td>
</tr>
<tr>
<td>EIS</td>
<td>Environmental Impact Statement</td>
</tr>
<tr>
<td>EMA</td>
<td>Emergency Management Agency</td>
</tr>
<tr>
<td>EPA</td>
<td>Environmental Protection Agency</td>
</tr>
<tr>
<td>FAHP</td>
<td>Federal-aid Highway Program</td>
</tr>
<tr>
<td>FHWA</td>
<td>Federal Highway Works Administration</td>
</tr>
<tr>
<td>FTA</td>
<td>Federal Transit Administration</td>
</tr>
<tr>
<td>FY</td>
<td>Fiscal Year</td>
</tr>
<tr>
<td>GEMPO</td>
<td>Gadsden / Etowah Metropolitan Planning Organization</td>
</tr>
<tr>
<td>GHG</td>
<td>Greenhouse Gas</td>
</tr>
<tr>
<td>GIS</td>
<td>Geographical Information System</td>
</tr>
<tr>
<td>GTS</td>
<td>Gadsden Transportation Services</td>
</tr>
<tr>
<td>HTF</td>
<td>Highway Trust Fund</td>
</tr>
<tr>
<td>IHS</td>
<td>Interstate Highway System</td>
</tr>
<tr>
<td>ISTEA</td>
<td>Intermodal Surface Transportation Efficiency Act of 1991</td>
</tr>
<tr>
<td>ITS</td>
<td>Intelligent Transportation Systems</td>
</tr>
<tr>
<td>JARC</td>
<td>Job Access and Reverse Commute</td>
</tr>
<tr>
<td>LEP</td>
<td>Limited English Proficiency</td>
</tr>
<tr>
<td>LOS</td>
<td>Level of Service</td>
</tr>
<tr>
<td>LRTP</td>
<td>Long Range Transportation Plan</td>
</tr>
<tr>
<td>LVOE</td>
<td>Level of Effort</td>
</tr>
<tr>
<td>MAP-21</td>
<td>Moving Ahead for Progress in the 21st Century</td>
</tr>
<tr>
<td>MPO</td>
<td>Metropolitan Planning Organization</td>
</tr>
<tr>
<td>New Freedom</td>
<td>Federal Transit Administration Section 5317 Funding Program</td>
</tr>
<tr>
<td>NAA</td>
<td>Nonattainment Area</td>
</tr>
<tr>
<td>NAAQS</td>
<td>National Ambient Air Quality Standards</td>
</tr>
<tr>
<td>NHS</td>
<td>National Highway System</td>
</tr>
<tr>
<td>PE</td>
<td>Preliminary Engineering</td>
</tr>
<tr>
<td>PEA</td>
<td>Planning Emphasis Area</td>
</tr>
<tr>
<td>PL</td>
<td>Planning Funds</td>
</tr>
<tr>
<td>PM10 and PM2.5</td>
<td>Particulate Matter</td>
</tr>
</tbody>
</table>
3.1 ACRONYMS AND ABBREVIATIONS (continued)

PPP | Public Participation Plan
---|---
ROW | Right of Way
RPO | Rural Planning Organization
SAFETEA-LU | Safe, Accountable, Flexible, Efficient Transportation Equity Act; A Legacy for Users

Section 504 | Rehabilitation Act of 1973 – protects qualified individuals from discrimination based on the disability
Section 5303 | Federal Transit Administration funding program for technical studies
Section 5307 | Federal Transit Administration funding program for urban area transit capital and operation expenses, see Section 5339
Section 5309 | Federal Transit Administration funding program for capital transit improvements
Section 5310 | Federal Transit Administration funding program for elderly and disabled transit capital assistance
Section 5311 | Federal Transit Administration funding program for rural area transit capital and operating expenses
Section 5339 | Federal Transit Administration funding program for new Americans with Disabilities Act transit assistance, also known as New Freedoms

SIB | State Infrastructure Bank
SHSP | Strategic Highway Safety Plan
SPR | State Planning and Research funds
STAA | Surface Transportation Any Area funding category, represents funds that may be used anywhere in the state, ALDOT has the authority to allocate these funds
STIPI | State Transportation Improvement Program
STOA | Surface Transportation Other Area funding category, represents funds that are used in Urban Areas with populations less than 200,000
STP | Surface Transportation Program
TAP | Transportation Alternative Program
TAZ | Transportation Analysis Zone
TCC | Technical Coordinating Committee
TCM | Transportation Control Measures
TDM | Transportation Demand Management
TEA-21 | Transportation Equity Act of the 21st Century
TELUS | Transportation, Economic, and Land Use System – web based software used to manage and integrate the TIP and STIP processes and databases
TIP | Transportation Improvement Plan
Title VI | Title VI of the Civil Rights Act of 1964, 42 USC 2000d
TR | Transit Project
UPWP | Unified Planning Work Program
UT | Utility Construction
VMT | Vehicle Miles of Travel
3.3 Livability Principles and Indicators

1) Provision of diverse transportation choices
Develop and implement safer, dependable, efficient, and economical transportation choices.

Decrease household transportation costs; reduce the nation’s dependence on foreign oil, improve the air quality, reduce greenhouse gas emissions and promote public health.

Indicators
• Percentage of Long-Range Transportation Plan (LRTP) all roadway improvement projects, including capacity, that incorporate bicycle and pedestrian components: 75.0%.
• Percentage of Single Occupancy Vehicle commuting: 87.0%.
• Percentage of Federal funding for Safety Projects versus total projects funding: 10.2%.

2) Promotion of equitable and affordable housing
Expand location and energy-efficient housing choices for people of all ages, income levels, races and ethnicities to enhance mobility and lower the combined cost of housing and transportation.

Indicators
• Percentage of household income spent on housing: 47.0%
• Percentage of household income spent on energy: 10.0%
• Percentage of available multi-unit housing Etowah County 2007-2011: 11.6%.

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

Indicators
• Percent of change from previous year (2010) Etowah County, non-farm employment: (-3.4%).
• Median household income 2007-2011: $37,772.
• Number of firms operating in Etowah County in 2007: 9,147.
4) **Support existing communities**  
Target federal funding toward existing communities through such strategies as transit-oriented, mixed-use development to enhance community revitalization, improve the efficiency of public works investments.

**Indicators**
- Percentage of LRTP funding used to improve existing facilities: 60.0%.
- Percentage of *Federal* transit funding dollars versus total project funding in the MPO approved four year TIP cycle: Transit 37.07% versus All Other 62.93%.
- Mean travel time to work (minutes) 2007-2011: 23.9.

5) **Coordinate policies and leverage investment**  
Align federal policies and funding with local strategies in order to remove barriers to collaboration.

Encourage leveraged funding and enhance the collaborative efforts of all levels of government to plan for future growth.

**Indicators**
- Percentage of all-source transit investment dollars versus other project dollars: 55.4% transit investment; all other projects 44.6%.
- Dollar amount of local/state match funding for all projects in the FY 2012-2015 TIP cycle: $13,379,969.

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

**Indicators**
- Number of public recreational facilities within the City of Gadsden [parks, gymnasiums, picnic areas, concert/meeting venues, sports complexes, theatres]: 19.
- Percentage of Federal system preservation dollars (resurfacing) in the FY 2012-2015 TIP: 34.2%.
3.4 ALDOT’s Performance Measures

Background

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 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.
## 3.4 ALDOT Performance Measures & Targets

<table>
<thead>
<tr>
<th><strong>FHWA</strong> Safety Performance Measures (PM1) (Annual Targets)</th>
<th><strong>Calendar Year 2019 Targets</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Fatalities</td>
<td>932</td>
</tr>
<tr>
<td>Rate of Fatalities (per 100 million Vehicle Miles Traveled)</td>
<td>1.33</td>
</tr>
<tr>
<td>Number of Serious Injuries</td>
<td>8469</td>
</tr>
<tr>
<td>Rate of Serious Injuries (per 100 million Vehicle Miles Traveled)</td>
<td>12.08</td>
</tr>
<tr>
<td>Number of Non-motorized fatalities and serious injuries</td>
<td>394</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>FHWA Bridge/Pavement Performance Measures (PM2)</strong></th>
<th>2-Year Target 2020</th>
<th>4-Year Target 2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>% of Pavements of the Interstate System in Good Condition</td>
<td>n/a</td>
<td>&gt; 50.0%</td>
</tr>
<tr>
<td>% of Pavements of the Interstate System in Poor Condition</td>
<td>n/a</td>
<td>&lt; 5.0%</td>
</tr>
<tr>
<td>% of Pavements of the Non-Interstate NHS in Good Condition</td>
<td>&gt; 40.0%</td>
<td>&gt; 40.0%</td>
</tr>
<tr>
<td>% of Pavements of the Non-Interstate NHS in Poor Condition</td>
<td>&lt; 5.0%</td>
<td>&lt; 5.0%</td>
</tr>
<tr>
<td>% of NHS bridges in Good condition by deck area</td>
<td>≥ 27.0%</td>
<td>≥ 27.0%</td>
</tr>
<tr>
<td>% of NHS bridges in Poor condition by deck area</td>
<td>≤ 3.0%</td>
<td>≤ 3.0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>FHWA System Performance Measures (PM3)</strong></th>
<th>2-Year Target 2020</th>
<th>4-Year Target 2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>% of Person-Miles Traveled on the Interstate that are Reliable</td>
<td>96.4%</td>
<td>96.4%</td>
</tr>
<tr>
<td>% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable</td>
<td>n/a</td>
<td>93.6%</td>
</tr>
<tr>
<td>Truck Travel Time Reliability (TTTR) Index on the Interstate</td>
<td>1.20</td>
<td>1.21</td>
</tr>
</tbody>
</table>

**Congestion Mitigation and Air Quality (CMAQ)**

**On-Road Mobile Source Emissions (kg/day)**

| Total Emission Reductions: PM2.5 | 20.830 | 42.413 |
| Total Emission Reductions: NOx   | 168.590| 312.667|
| Total Emission Reductions: VOC   | 17.207 | 32.429 |

**Traffic Congestion**

| Annual Hours of Peak Hours Excessive Delay (PHED) per capita | n/a for this period |
| % Non-Single Occupancy Vehicle Travel (SOV) | n/a for this period |

**FTA State of Good Repair Performance Measures**

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

*only applicable to Regional Planning Commission of Greater Birmingham*
3.4 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.
3.5 Financial Documentation
<table>
<thead>
<tr>
<th>Surface Transportation Attributable Projects</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carryover From Previous Year (Federal Funds Only)</td>
<td>$2,185,814</td>
<td>$915,281</td>
<td>$2,147,759</td>
<td>$3,654,633</td>
</tr>
<tr>
<td>Apportionment (Federal Funds Only)</td>
<td>$1,622,268</td>
<td>$1,622,268</td>
<td>$1,622,268</td>
<td>$1,622,268</td>
</tr>
<tr>
<td>Funds Available to the MPO for Programming (Federal Funds Only)</td>
<td>$3,808,082</td>
<td>$2,537,540</td>
<td>$3,770,027</td>
<td>$5,276,901</td>
</tr>
<tr>
<td>Estimated Cost of Planned Projects (Federal Funds Only)</td>
<td>$2,892,801</td>
<td>$389,750</td>
<td>$115,394</td>
<td>$1,664,966</td>
</tr>
<tr>
<td>Balance Forward (Federal Funds Only)</td>
<td>$915,281</td>
<td>$2,147,759</td>
<td>$3,654,633</td>
<td>$3,611,935</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Surface Transportation Program Projects (includes Bridge projects not on NH System)</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funds Available for Programming Statewide (Federal Funds Only)</td>
<td>$125,476,363</td>
<td>$125,476,363</td>
<td>$125,476,363</td>
<td>$125,476,363</td>
</tr>
<tr>
<td>MPO Area Estimated Cost of Planned Projects (Federal Funds Only)</td>
<td>$27,271,838</td>
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<td>$369,365</td>
<td>$0</td>
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<tr>
<td>Percentage Programmed in the MPO Area (Federal Funds Only)</td>
<td>22%</td>
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<td>0%</td>
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</table>

<table>
<thead>
<tr>
<th>National Highway Performance Program (APD, IM, Bridge projects on NH System)</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funds Available for Programming Statewide (Federal Funds Only)</td>
<td>$473,464,897</td>
<td>$473,464,897</td>
<td>$473,464,897</td>
<td>$473,464,897</td>
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<tr>
<td>MPO Area Estimated Cost of Planned Projects (Federal Funds Only)</td>
<td>$0</td>
<td>$424,608</td>
<td>$17,950,492</td>
<td>$7,298,707</td>
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<tr>
<td>Percentage Programmed in the Tuscaloosa Area (Federal Funds Only)</td>
<td>0%</td>
<td>0%</td>
<td>4%</td>
<td>2%</td>
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<table>
<thead>
<tr>
<th>Appalachian Highway System Projects</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Funds Available for Programming Statewide (Total Funds)</td>
<td>$37,652</td>
<td>$37,652</td>
<td>$37,652</td>
<td>$37,652</td>
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<tr>
<td>MPO Area Estimated Cost of Planned Projects (Total Funds)</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Percentage Programmed in the MPO Area (Total Funds)</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Alternatives</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funds Available for Programming Statewide (Federal Funds Only)</td>
<td>$15,903,966</td>
<td>$15,903,966</td>
<td>$15,903,966</td>
<td>$15,903,966</td>
</tr>
<tr>
<td>MPO Area Estimated Cost of Planned Projects (Federal Funds Only)</td>
<td>$400,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td>Percentage Programmed in the MPO Area (Federal Funds Only)</td>
<td>3%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Bridge Projects</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funds Available for Programming Statewide (Federal Funds Only)</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>MPO Area Estimated Cost of Planned Projects (Federal Funds Only)</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Percentage Programmed in the MPO Area (Federal Funds Only)</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>State Funded Projects</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Funds Available for Programming Statewide (Total Funds)</td>
<td>$25,500,000</td>
<td>$25,500,000</td>
<td>$25,500,000</td>
<td>$25,500,000</td>
</tr>
<tr>
<td>MPO Area Estimated Cost of Planned Projects (Total Funds)</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Percentage Programmed in the MPO Area (Total Funds)</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
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</tr>
</tbody>
</table>
### Transit Projects

<table>
<thead>
<tr>
<th>Funds Available for Programming Statewide (Federal Funds Only)</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>MPO Area Estimated Cost of Planned Projects (Federal Funds Only)</td>
<td>$64,958,603</td>
<td>$64,958,603</td>
<td>$64,958,603</td>
<td>$64,958,603</td>
</tr>
<tr>
<td>Percentage Programmed in the MPO Area (Federal Funds Only)</td>
<td>0%</td>
<td>1%</td>
<td>1%</td>
<td>1%</td>
</tr>
</tbody>
</table>

### System Maintenance Projects

<table>
<thead>
<tr>
<th>Funds Available for Programming Statewide (Federal Funds Only)</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>MPO Area Estimated Cost of Planned Projects (Federal Funds Only)</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Percentage Programmed in the MPO Area (Federal Funds Only)</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
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</tbody>
</table>

### Safety Projects

<table>
<thead>
<tr>
<th>Funds Available for Programming Statewide (Federal Funds Only)</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>MPO Area Estimated Cost of Planned Projects (Federal Funds Only)</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Percentage Programmed in the MPO Area (Federal Funds Only)</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
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</tbody>
</table>

### Other Federal and State Aid Projects

<table>
<thead>
<tr>
<th>Funds Available for Programming Statewide (Federal Funds Only)</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>MPO Area Estimated Cost of Planned Projects (Federal Funds Only)</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td>Percentage Programmed in the MPO Area (Federal Funds Only)</td>
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<td>0%</td>
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### Congestion Mitigation and Air Quality Projects - Birmingham Area Only

<table>
<thead>
<tr>
<th>Carryover From Previous Year (Federal Funds Only)</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<tbody>
<tr>
<td>Apportionment (Federal Funds Only)</td>
<td>$18,955,155</td>
<td>$18,955,155</td>
<td>$18,955,155</td>
<td>$18,955,155</td>
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<tr>
<td>Funds Available for Programming (Federal Funds Only)</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td>Estimated Cost of Planned Projects (Federal Funds Only)</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Balance Forward (Federal Funds Only)</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
</tbody>
</table>

### High Priority and Congressional Earmark Projects (Discontinued but money still available via carryover)

- This group of projects usually results from congressional action in an annual appropriations bill. These projects and the amount available for programming annually is an unknown factor.

<table>
<thead>
<tr>
<th>Funds Available for Programming Statewide (Federal Funds Only)</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>MPO Area Estimated Cost of Planned Projects (Federal Funds Only)</td>
<td>$0</td>
<td>$784,692</td>
<td>$0</td>
<td>$0</td>
</tr>
</tbody>
</table>
3.6 Public Involvement
The Messenger Newspaper

remit to: 1957 Rainbow Drive
Gadsden, Alabama 35901
(256) 547-1049 Fax (256) 547-1011

STATE OF ALABAMA
ETOWAH COUNTY

Before me, a Notary Public, and in for said County, in said State, personally appeared the undersigned, Chris McCarthy, who is known to me, who after being by me sworn, deposes and says under oath as follows:

"That he is the Publisher of The Messenger Newspaper published in said County, in said State. The Newspaper is printed in the English language, has a general circulation and its principal editorial office in the county listed and has been mailed under the second or publication class mailing privilege of the United States Postal Service from the post office where it is published at least 51 weeks a year.

The Messenger published the attached legal notice in the issue(s) of: ________________

The sum charged for these publications was $______.

The sum charged by The Messenger for said publication is the actual lowest regular price for legal advertising notices as determined by Ala. Code § 6-8-64(a)

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

CLAIR McCARTHY

AFFIANT

Subscribed and sworn to me on this the 5 day of ____________, 2019.

KIMBERLY HOWARD
Notary Public
My commission expires: 12/5/2020
Draft FY 2020-2023 Transportation Improvement Program (TIP)

The Gadsden / Etowah Area Metropolitan Planning Organization (GEMPO) announces the availability of the Draft FY 2020-2023 Transportation Improvement Program (TIP) for public review and comment.

Copies of the Draft TIP can be reviewed at the following location: Gadsden Transportation Services, 2000 West Meighan Blvd, Suite A, Gadsden, Alabama. The office hours are Monday to Friday from 8:00 a.m. to 4:30 p.m. If you have any questions please call the Transportation Services office at (256) 549-4519. The Draft TIP can also be reviewed at: www.gadsdenmpo.com

The Draft TIP consists of a listing of local transportation projects where some phase of work is expected to be initiated during the period October 1, 2020 through September 30, 2023. Phases of project work include: preliminary engineering (PE), right-of-way acquisition (RW), utility relocation (UT) and construction (CN).

The TIP is financially constrained in that the proposed expenditures do not exceed the anticipated Federal aid revenues.

The MPO office will be accepting written comments on the document from July 5, 2019 through August 4, 2019.

All written comments should be sent to: FY 2020-2023 TIP, Gadsden Transportation Services, 2000 West Meighan Blvd, Suite A, Gadsden, AL 35904.

Fax: 256-549-4519
Email: mtabengwa@cityofgadsden.com

All written comments should be received by 4:30 p.m. on August 4, 2019.
GADSDEN-ETOWAH METROPOLITAN PLANNING ORGANIZATION (MPO)

DRAFT TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2020-2023

Public Review Comment Form

The MPO requires the following information in order to respond to your comment:

Name: __________________________________________________________

Address: _______________________________________________________

Telephone: ___________________  E-mail: ___________________________

Did you attend: Public Review  YES/NO   Public Meeting  YES/NO

NAME OF PROJECT & LOCATION

________________________________________________________________________

COMMENT  No comments received.

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

Must be submitted by 4:30 p.m., August 4, 2019 to: Draft FY 2020/2023 TIP, Gadsden Transportation Services, 2000 West Meighan Boulevard, Suite A Gadsden, AL 35904 Fax: 256-549-4864

Email: mtabengwa@cityofgadsden.com
3.7 Certifications-TIP/STIP MOU
METROPOLITAN TRANSPORTATION PLANNING SELF-CERTIFICATION

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


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

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

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

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

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


(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


Gadsden - Etowah
Metropolitan Planning Organization

Terry John Calhoun
Printed Name

GEMPO Chairperson
Title

7-11-19
Date

Alabama
State Department of Transportation

Signature

John R. Cooper
Transportation Director
Printed Name
Title

8/1/2019
Date
# SELF-CERTIFICATION OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

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1.1 PURPOSE

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

1.2 AUTHORITY


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. 7504 and 7506(c) and (d) (Transportation Air Quality Conformity)

49 U.S.C. 5303 ---------------------------- (Metropolitan Planning)

Section 1101(b) of the FAST Act --- (Disadvantaged Business Enterprises)

23 C.F.R. 450 ---------------------------- (Metropolitan Planning)

49 C.F.R. Part 26 ------------------------- (Disadvantaged Business Enterprises)

49 C.F.R. 27 ----------------------------- (Nondiscrimination on the Basis of Disability in Programs and Activities Receiving Federal Financial Assistance)

49 C.F.R. 37 ----------------------------- (Transportation Services for Individuals with Disabilities)

49 C.F.R. 38 ----------------------------- (Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles)
1.5 SELF-CERTIFICATION REQUIREMENTS

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

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

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

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

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

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

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


(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


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 later.


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)] **N/A**

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

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

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

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

7. Does the MPO planning process provide for consideration of the 10 planning factors? [23 U.S.C. 134 (h); 23 C.F.R. 450.306 (b)] **Yes**
8. Did the Long-Range Transportation Plan (LRTP) have at least a 20-year horizon at the time of adoption of the last major update? [23 U.S.C. 134 (i)(2)(A); 23 C.F.R. 450.324 (a)] **Yes**

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

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

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

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

- Include a system performance report and subsequent updates evaluating the condition 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)? **Yes**

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

11. Has the LRTP been reviewed and updated at least 5 years since the date of the last MPO Board action? If the MPO planning area is in nonattainment and maintenance areas, has the LRTP been reviewed and updated at least 4 years since the last board action? [23 U.S.C. 134 (i)(1); 23 C.F.R. 450.324 (c)] **Yes**
12. Has the MPO sent all updates/amendments of the LRTP to FHWA and FTA via the ALDOT's Local Transportation Bureau? [23 C.F.R. 450.324 (c)]  Yes

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

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

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

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

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)] N/A

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?

2. How does the MPO’s UPWP incorporate all of the metropolitan transportation-related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA?

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

4. How does the MPO ensure that the TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities?
Sections (3), (4), and (7) through (10): The prohibitions against discrimination on the basis of race, color, creed, national origin, age, gender, or disability as dictated by Title VI of the Civil Rights Act of 1964, as amended; 49 U.S.C. 5332; 23 U.S.C. 324; the Americans with Disabilities Act; the Older Americans Act; and Section 504 of the Rehabilitation Act of 1973

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

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

3. Does the MPO have a staff person assigned to handle Title VI and ADA related issues? This does not need to be a full-time equivalent position, but there should be at least someone at the MPO for whom Title VI and ADA is an extra duty area. [23 C.F.R. 200.9 (b)(1); 49 C.F.R. 27.13] Yes

4. Does the MPO have a procedure in place for the prompt processing and disposition of Title VI and Title VIII complaints, and does this procedure comply with ALDOT’s procedure? [23 C.F.R. 200.9 (b)(3)] Yes

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

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

7. Has the MPO participated in any recent Title VI training, either offered by the state, organized by the MPO, or some other form of training, in the past year? No

8. Does the MPO have a signed Non Discrimination Agreement, including Title VI Assurances, with the State? No

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

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

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

2. Does the MPO track DBE participation?

3. Does the MPO report actual payments to DBEs?

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


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

450.334 Self-certifications and Federal certifications.

Each MPO is required to include the new certification form in the TIP when updating the TIP every four (4) years and send a copy of the certification form to ALDOT’s Local Transportation Bureau. After the Transportation Director at ALDOT signs the certification form, the Local Transportation Bureau will return a signed copy of the certification form to each MPO to be placed in the MPO’s project folder.
MEMORANDUM OF UNDERSTANDING
Alabama Department of Transportation
Statewide Procedures for FY 2020 - 2023 TIP/STIP
Revisions

Purpose

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

Definitions

- **Administrative Modification** means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas). [23 CFR 450.104]

- **Amendment** means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes.) Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving "non-exempt" projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process. [23 CFR 450.104]

- **Betterment** consists of surface treatments/corrections to existing roadway [preferably within Alabama Department of Transportation (ALDOT) right-of-way], to maintain and bring the infrastructure to current design standards for that classification of highway. This may involve full depth base repair, shoulder-widening, increased lane-widths, correction super-elevation, as well as drainage improvements and guide rail upgrades.

- **Change in Scope** is a substantial alteration to the original intent or function of a
programmed project; (e.g., change project termini or the number of through-traffic lanes).

- **Cooperating Agencies** include ALDOT, Metropolitan Planning Organizations (MPOs), and Rural Planning Organizations (RPOs), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and transit agencies.

- **Financially Constrained (Fiscal Constraint)** means that the metropolitan transportation plan, TIP, and STIP include sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. For the TIP and the STIP, financial constraint/fiscal constraint applies to each program year. Additionally, projects in air quality nonattainment and maintenance areas can be included in the first two years of the TIP and STIP only if funds are "available" or "committed." [23 CFR 450.104]

- **Fiscal Constraint Chart (FCC)** is an Excel spreadsheet, or a chart generated by the Comprehensive Project Management System (CPMS), that depicts the transfer of funds from one source of funding to a done project, or multiple projects, that net out to zero.

- **Level of Effort (LVOE)** is the term used to describe certain grouped projects in the TIPs and STIP that are not considered of appropriate scale to be identified individually. Projects may be grouped by function, work type, or geographical area, using the applicable classifications under 23 CFR 771.117(c) and (d), and/or 40 CFR part 93. In air quality nonattainment and maintenance areas, project classifications must be consistent with the exempt project classifications, contained in the transportation conformity regulations (40 CFR part 93). These projects are placed in the TIPs and STIP according to selected funding programs, with their anticipated fiscal year apportionments within the plan.

- **New Project** is a project that is not programmed in the current TIP/STIP, and does not have previous obligations from a prior TIP/STIP.

- **Obligated projects** mean strategies and projects funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53 for which the supporting federal funds were authorized and committed by the State or designated recipient in the preceding program year and authorized by the FHWA or awarded as a grant by the FTA.

- **Planning Partner** may refer to one of the following: ALDOT, FHWA, MPOs, RPOs, or other federal or state agencies.

- **Project Selection** means the procedures followed by MPOs, States, and public transportation operators to advance projects from the first four years of an approved TIP and/or STIP to implementation, in accordance with agreed upon procedures. [23 CFR 450.104]

- **Public Participation Plan (PPP)** is a documented, broad-based public involvement process that describes how the Planning Partner will involve and engage the public, the underserved, and interested parties in the transportation planning process, and ensure that the concerns of stakeholders are identified and addressed in the development of transportation plans and programs.
Note: The Alabama MPO Public Participation Plans may be found on the individual MPO websites. A complete listing of MPO websites may be found on the following ALDOT site:  http://www.dot.state.al.us/itweb/planning/MPOWebsites.html.

- **Revision** means a change to a long-range statewide or metropolitan transportation plan, TIP, or STIP that occurs between scheduled periodic updates. A major revision is an "amendment," while a minor revision is an "administrative modification." [23 CFR 450.104]

- **Statewide-managed Program (Statewide Program)** includes those transportation improvements or projects that are managed in the STIP, including project selection, at the ALDOT Central Office level, with possible regional Planning Partner solicitation and input. Examples include, but are not limited to HSIP, RRX, and TAP projects.

- **Statewide Transportation Improvement Program (STIP)** means a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53. [23 CFR 450.104]

- **Transportation Improvement Program (TIP)** means a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. [23 CFR 450.104]

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

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

**TIP/STIP Administration**

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

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

The federal Statewide and Metropolitan Planning regulations contained in 23 CFR 450 et al, govern the provisions of the STIP and of individual MPO TIPs, parts related to STIP and TIP.
revisions, and other actions taken to revise the TIP. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity, of individual programming actions. *Federal Transportation Planning and Programming, Code of Regulation, 23 CFR 450.324*, permits the use of alternative procedures by the cooperating parties, to effectively manage actions encountered during a given STIP cycle. The regulations require that any alternative procedures be agreed upon, and such alternative procedures be documented and included in the STIP document.

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

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

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

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

**Revisions: Amendments and Administrative Modifications**

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

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

- Affects air quality conformity, regardless of the cost of the project or the funding source.
- Adds a new project, or deletes a project, that utilizes federal funds from a statewide line item, exceeds the thresholds listed below, and excludes those federally-funded statewide program projects.
- Adds a new project phase(s), or increases a current project phase, or deletes a project phase(s), or decreases a current project phase that utilizes federal funds, where the
revision exceeds the following thresholds:
  * $5 million for ALDOT federally-funded projects and Transportation
    Management Area (TMA) attributable projects.
  * $1 million for ALDOT federally-funded projects and for non-TMA MPOs
    attributable projects.
  * $750,000 for the county highway and bridge program.

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

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

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

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

An Administrative Modification is a minor STIP/TIP revision that:
  • Adds a project from a level of effort category or line item, utilizing 100 percent state or
    non-federal funding, or an MPO TIP placement of the federally-funded, Statewide
    Program, or federal funds from a statewide line item that do not exceed the thresholds
    established by the Planning Partner.
  • Adds a project for emergency repairs to roadways or bridges, except those involving
    substantive or functional adjustments, or location and capacity changes.
  • Draws down, or returns funding, from an existing STIP/TIP Reserve Line Item, and does
    not exceed the threshold established between ALDOT and the Planning Partners.
  • Adds federal or state capital funds from low-bid savings, de-obligations, release of
    encumbrances, from savings on programmed phases, and any other project-cost
    modification sent to and approved by FHWA or FTA, to another programmed project
    phase or line item.
The initial submission and approval process of the Statewide Transportation Improvement Program (STIP), will establish federal funding for Level of Effort (LVOE) project groups. **Subsequent placement of individual projects in the STIP that are LVOE, will be considered Administrative Modifications.**

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

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

**Level of Effort Funding Categories**

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

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

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

Addition or deletion of individual LVOE projects are considered an administrative modification, and do not require any further MPO action prior to authorization, subject to the dollar thresholds established in the sections above. ALDOT will include all individual LVOE projects on the STIP project detail listing and will also maintain a matrix listing, on the STIP website, of LVOE projects. The MPOs will be notified as soon as any specific projects within their urban areas, are identified and selected, and will have ten (10) days to decline the project. Additionally, the MPOs will be notified as soon as any specific projects are modified or deleted within their urban areas and will have ten (10) days to decline the project deletion or change.
Level of Effort (LVOE) holds funds that are not dedicated to specific projects, and may be used to cover cost increases, or add new projects or project phases. LVOE shall not exceed the thresholds, or the requirements, of any other items that require an amendment.

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

Financial Constraint

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

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

STIP/TIP Financial Reporting

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

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

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

As each MPO TIP is adopted, this MOU will be included with the TIP documentation. The MPO or Planning Partner may choose to adopt an MOU that will clarify how the MPO or Planning Partner will address TIP revisions. In all cases, individual MPO revision procedures will be developed under the guidance umbrella of this document. If an MPO elects to set more stringent procedures, then ALDOT, FHWA, and FTA will adhere to the more restrictive procedures.
The procedures set forth in this document will serve as the basis from which ALDOT addresses federal-funded, Statewide Program TIP revisions. This Memorandum of Understanding will begin October 1, 2019, and remain in effect until September 30, 2023, unless revised or terminated.

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

Mark D. Bartlett
Division Administrator
Federal Highway Administration

[Signature]

Date: 5/16/2019

Yvette H. Douglas
Regional Administrator
Federal Transit Administration

[Signature]

Date: 5-16-19

John R. Cooper
Director
Alabama Department of Transportation

[Signature]

Date: 4/15/19
3.8 GEMPO Transportation Planning Process Agreement
AN AGREEMENT CONCERNING A
TRANSPORTATION PLANNING PROCESS
FOR THE GADSDEN URBANIZED AREA
BETWEEN
THE COUNTY OF
ETOWAH
AND
THE MUNICIPALITIES OF GADSDEN, ATTALLA, GLENCOE,
SOUTHSIDE, REECE CITY, RAINBOW CITY, AND HOKES BLUFF
AND THE
EAST ALABAMA REGIONAL PLANNING AND DEVELOPMENT
COMMISSION
AND THE
STATE OF ALABAMA
Sec. 1-1

An Agreement concerning a Metropolitan Transportation Planning Process for the Gadsden Urbanized Area between the County of Etowah,

hereinafter referred to as COUNTY;

the municipalities of Gadsden, Attalla, Glencoe, Southside, Reecer City, Rainbow City, and Hokes Bluff;

hereinafter referred to as CITIES;

the East Alabama Regional Planning and Development Commission,

hereinafter referred to as COMMISSION;

and the State of Alabama (acting by and through the Alabama Department of Transportation),

hereinafter referred to as STATE.

Sec. 1-2

(a) WHEREAS, section 134 of Title 23 of the United States Code and Chapter 53 Title 49 of the United States Code requires that each urbanized area, as a condition of the receipt of Federal capital or operating assistance, have a continuing, cooperative and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals that lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods; and

(b) WHEREAS, the Federal Transit Administration and Federal Highway Administration have issued on July 6, 2012, new regulations concerning the metropolitan transportation planning process.

Sec. 1-3

NOW, THEREFORE, it is hereby agreed as follows:

(a) The parties to this Agreement resolve to support a continuing process for the Gadsden
Urbanized Area, hereinafter referred to as the “3C PROCESS;” and

(b) FURTHERMORE, it is understood by the parties to this Agreement that an unwillingness to participate in the “3C PROCESS” may result in the Secretary of Transportation refusing to approve Federal Aid funds for surface transportation within the Gadsden Urbanized Area.

(c) IT IS agreed and further understood by the parties of this Agreement that by execution of this Agreement upon and on behalf of the state, the Governor designates the following as the Metropolitan Planning Organization (MPO) for the Gadsden Urbanized Area:

(1) The mayor of each of the municipalities within the transportation planning study area. These municipalities are:

- City of Gadsden
- City of Reese City
- City of Attalla
- City of Rainbow City
- City of Glencoe
- City of Hokes Bluff
- City of Southside

(2) The President of the Etowah County Commission

(3) Director of Engineering, City of Gadsden

(4) Director of Planning, City of Gadsden

(5) Transportation Planner, City of Gadsden

(6) North Region Engineer, State of Alabama Department of Transportation

(7) Transportation Planning Engineer, State of Alabama Department of Transportation (non-voting)

(8) Division Administrator, Federal Highway Administration (non-voting)

(9) Executive Director, East Alabama Regional Planning and Development Commission (non-voting)

(10) Mayor, City of Ohatchee (non-voting)

(11) The Chamber of Commerce, Gadsden and Etowah County (non-voting)
(d) IT IS agreed that any change in the voting membership of the MPO will be at the request of the MPO and with written approval of the Director of the Alabama Department of Transportation. Written approval of the Director of the Alabama Department of Transportation constitutes designation of MPO membership by the Governor of Alabama as required under Federal regulations when this Agreement is signed by the Governor. The MPO may add non-voting members to the MPO, as it deems appropriate.

(e) IT IS agreed that overall direction of the "3C PROCESS" will be a function of the MPO as identified herein.

Sec. 1-4

(a) The responsibilities of the MPO will be as follows:

1. Organize and elect a Chairman, Vice-Chairman and establish its rules of procedure and by-laws.

2. Appoint members to the Technical Coordinating Committee, Citizens' Advisory Committees, Bicycle, Pedestrian and Greenways Advisory Committee.

3. Take official action on Technical Coordinating Committee, Citizens' Advisory Committees and Bicycle, Pedestrian and Greenways Advisory Committee recommendations and other matters pertaining to furthering the planning process.

4. Set the transportation study area and Federal Aid urban area boundaries.

5. Adopt transportation goals and objectives to guide the Gadsden Urbanized Area metropolitan planning process.

6. Annually endorse the Unified Planning Work Program (UPWP) which documents the transportation related planning activities to be performed with planning assistance provided under FTA and FHWA Planning funds for Moving Ahead for Progress in the 21st Century Act (MAP-21) and other funding sources.

7. Review and endorse the Transportation Plan to confirm its validity and its consistency.
with current transportation; and land use conditions as required by the State and Federal regulations.

(8) Adopt a Transportation Improvement Program (TIP) that is updated as required by the State and Federal regulations.

(9) Adopt and submit plans and recommendations to participating agencies and local governments.

(b) IT IS further agreed that a representative of the Transportation Technical Coordinating Committee, to be appointed by the MPO, will have the following responsibilities:

(1) Make recommendations to the MPO regarding the documents and materials necessary for the MPO endorsements.

(2) Make recommendations to the MPO regarding the elements of the metropolitan planning process necessary to meet the requirement for certification.

(c) IT IS further agreed that a representative of the Transportation Citizens’ Advisory Committee, to be appointed by the MPO, will have the following responsibilities:

(1) Make recommendations to the MPO regarding the documents and materials necessary for the MPO endorsements.

(2) Make recommendations to the MPO regarding the elements of the metropolitan planning process necessary to meet the requirements for certification.

(d) IT IS further agreed that a representative of the Transportation Bicycle, Pedestrian and Greenways Advisory Committee, to be appointed by the MPO, will have the following responsibilities:

(1) Make recommendations to the MPO regarding the documents and materials necessary for the MPO endorsements.

(2) Make recommendations to the MPO regarding the elements of the metropolitan planning process necessary to meet the requirements for certification.
Sec. 1-5

(a) IT IS further agreed that the City of Gadsden accepts and has the responsibility for the coordination of the "3C PROCESS" and further has the responsibility to provide the local coordination for all of the member governmental units and agencies as needed to achieve a comprehensive metropolitan planning program.

IT IS further agreed that the City of Gadsden accepts the designation as the recipient of metropolitan planning funds as provided in 23 U.S.C. 104F and 49 U.S.C. Chapter 53.

(c) IT IS further agreed that the City of Gadsden will have the following duties and responsibilities:

1. Administration of the study process by the execution of necessary contracts and the provision of financial support necessary for the implementation of the UPWP.

2. Arrange meetings, set agenda and serve as Secretary for the MPO, Transportation Citizens' Advisory Committee, and Transportation Technical Advisory Committee.

3. Coordinate the development of the documents and material necessary for the MPO endorsements.

4. Conduct the elements of the metropolitan planning process necessary to meet the requirements for certification.

5. Coordinate the implementation of the planning tasks outlined in the UPWP.

Sec. 1-6

(a) IT IS further agreed that the STATE will have the following responsibilities:

1. Dissemination of information and provision of planning assistance regarding metropolitan planning guidelines

2. Modeling assistance and necessary technical assistance related to the metropolitan planning guidelines
Sec. 1-7

(a) IT IS recognized by the parties to this Agreement that the COMMISSION performs the functions required by the Office of Management and Budget Circular 2 CFR Chapter I, Chapter II, Part 200 et al. (Uniform Administration Requirements, Cost Principles, and Audit Requirements for Federal Awards).

(b) IT IS envisioned that the membership of the MPO, as set by this Agreement, and the Board of Directors of the COMMISSION will continually overlap to insure coordination of the “3C PROCESS” and regional plans.

(c) IT IS further envisioned that the Executive Director of the COMMISSION, as a non-voting member of the MPO, will review proposed programs and projects of the “3C PROCESS” and comment on their relationship to regional planning.

(d) IT IS agreed that the base data, statistics, and projections developed by the COMMISSION for regional comprehensive planning will be available to the City of Gadsden for determining socio-economic and land use data within the Gadsden metropolitan study area.

Sec. 1-8

(a) IT IS agreed that the Agreement executed between the County of Etowah, the municipalities of Gadsden, Attalla, Glencoe, Southside, Reece City, Rainbow City, Hokes Bluff, East Alabama Regional Planning and Development Commission, and the State of Alabama acting by and through the Alabama Department of Transportation Planning entered into on April 14, 2010, is hereby made null and void.

(b) IT IS agreed that this Agreement may be terminated by any party which provides the remaining parties written notice sixty (60) days in advance of the termination date. Such notice will be provided by registered mail and the termination date will be determined as that date sixty (60) days from date of delivery.

(c) IT IS further agreed that this Agreement will remain in full force and effect upon succeeding
State Administrations providing a succeeding State Administration does not advise the COUNTY, the CITIES, and the COMMISSION, by letter within thirty (30) days after assuming office that this Agreement has been discontinued.

(d) The COUNTY, the CITIES, and the COMMISSION will be responsible at all times for the maintenance of all of the work performed under this Agreement and especially, the COUNTY, the CITIES, and the COMMISSION will protect, defend, indemnify and hold harmless the State of Alabama, the Alabama Department of Transportation, the officials, officers, employees and agents of each from and against any and all actions, damages, claims, loss, liabilities, attorney’s fees or expense whatsoever or any amount paid in compromise thereof arising out of or connected with the performed work under this Agreement and from and against those at anytime arising out of or connected with performed work under this Agreement.

(e) By entering into this Agreement, the COUNTY, the CITIES, and the COMMISSION are not agents of the STATE, its officers, employees, agents or assigns. The COUNTY, the CITIES, and the COMMISSION are independent entities from the STATE and nothing in this Agreement creates an agency relationship between the parties.

(f) By signing this contract, the contracting parties affirm, for the duration of the Agreement, that they will not violate Federal immigration law or knowingly employ, hire for employment, or continue to employ an unauthorized alien within the State of Alabama. Furthermore, a contracting party found to be in violation of this provision shall be deemed in breach of the Agreement and shall be responsible for all damages resulting therefrom.

(g) Nothing shall be construed under the terms of this Agreement by the COUNTY, the CITIES, the COMMISSION, or the STATE that will cause any conflict with Title 23, Section 15 (1) of the Laws of the State of Alabama (7/24th Law).
IN WITNESS WHEREOF, the parties hereto have executed this Agreement by those persons duly authorized to execute same, to be effective upon its execution by the Governor of Alabama and countersigned by the Secretary of State.

ATTEST:
Karen Bate
Clerk

ETOWAH COUNTY COMMISSION
President

ATTEST:
Jenny Shaver
Clerk

CITY OF GADSDEN
Mayor

ATTEST:
Jenny Shaver
Clerk

CITY OF GADSDEN
Director of Engineering

ATTEST:
Jenny Shaver
Clerk

CITY OF GADSDEN
Director of Planning

ATTEST:
Sharon James
Clerk

CITY OF GADSDEN
Transportation Planner

ATTEST:
Latricia Blackmon
Clerk

CITY OF ATTALLA
Mayor

ATTEST:
Cynthia Balbone
Clerk

CITY OF GLENCOE
Mayor

ATTEST:
Linda Barkdale
Clerk

CITY OF SOUTHSIDE
Mayor

ATTEST:
Barbara J. Uter
Clerk

CITY OF REECE CITY
Mayor

ATTEST:

CITY OF RAINBOW CITY
Mayor
ATTEST:

Clerk

Secretary

ATTEST:

Executive Director

CITY OF HOKE'S BLUFF

Mayor

NORTH REGION ENGINEER

North Region Engineer

EAST ALABAMA REGIONAL PLANNING
AND DEVELOPMENT COMMISSION

Chairman
THIS AGREEMENT HAS BEEN LEGALLY REVIEWED
AND APPROVED AS TO FORM AND CONTENT:

BY: Jim R. Ippolito, Jr.
Chief Counsel, Jim R. Ippolito, Jr.

RECOMMENDED FOR APPROVAL:

Robert J. Jilla
Multimodal Transportation Engineer,
Robert J. Jilla

Ronald L. Baldwin
Chief Engineer, Ronald L. Baldwin, P. E.

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

Transportation Director, John R. Cooper

The foregoing agreement is hereby executed in the name of the State of Alabama and signed by the
Governor on this 10th day of October, 2015.

Robert Bentley
GOVERNOR OF ALABAMA, ROBERT BENTLEY
RESOLUTION NO. 15-04

WHEREAS, Section 134 of Title 23 and Sections 1604(1), 1607(a) and 1607(c) of Title 49 of the United States Code require that each urbanized area as a condition of the receipt of federal capital or operating assistance, have a continuing, cooperative and comprehensive transportation planning process ("3-C Process") that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals that lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economical movement of people and goods; and

WHERE, the Federal Transit Administration and Federal Highway Administration have issued on July 6, 2012, new regulations concerning the metropolitan transportation planning process;

WHEREAS, the Etowah County Commission, the municipalities of Attalla, Gadsden, Glencoe, Hokes Bluff, Rainbow City, Reece City and Southside, the East Alabama Regional Planning and Development Commission and the State of Alabama, acting by and through the Alabama Department of Transportation, desire to enter into a new cooperative agreement governing the transportation planning process for the Gadsden Urbanized Area, to replace the agreement authorized by Resolution 07-05.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF RAINBOW CITY, ALABAMA, that the Mayor is authorized to execute and the City Clerk to attest to the cooperative agreement, a copy of which has been exhibited to the City Council.

PASSED, ADOPTED, AND APPROVED THIS 8TH DAY OF JUNE, 2015.

ATTESTED:

Barbara T. Wester, City Clerk/Treasurer

Terry John Calhoun, Mayor
RESOLUTION 0-020-2015

CITY OF SOUTHSIDE
COUNTY OF ETOWAH
STATE OF ALABAMA

Authorizing Agreement for Transportation Planning Process for the Gadsden Urbanized Area

WHEREAS, Section 134 of Title 23 and Sections 1604(1), 1607(a) and 1607(c) of Title 49 of the United States Code require that each urbanized area, as a condition of the receipt of federal capital or operating assistance, have a continuing, cooperative and comprehensive transportation planning process ("3-C Process") that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals that lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods; and

WHEREAS, the Federal Transit Administration and the Federal Highway Administration issued on July 6, 2012 new regulations concerning the metropolitan planning process; and

WHEREAS, the Etowah County Commission, the municipalities of Attalla, Gadsden, Glencoe, Hokes Bluff, Rainbow City, Reece City and Southside, the East Alabama Regional Planning and Development Commission and the State of Alabama, acting by and through the Alabama Department of Transportation, desire to enter into a cooperative agreement governing the transportation planning process for the Gadsden Urbanized Area, to replace agreement authorized by Resolution number 0-028-2007.

Now, Therefore, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SOUTHSIDE, ALABAMA that the Mayor is authorized to execute and the City Clerk to attest to the cooperative agreement, a copy of which has been exhibited to the City Council.

Duly adopted this the 26th day of May, 2015 by the Southside City Council.

[Signature]
Wally Burns, Mayor

ATTEST:

[Signature]
Cynthia B. Osborne, City Clerk

I certify that the City Council of the City of Southside, Alabama, duly adopted this resolution at the Southside city council meeting held on May 26, 2015

[Signature]
Cynthia B. Osborne, City Clerk
State of Alabama    }
County of Etowah    }
City of Hokes Bluff    }

RESOLUTION NO. HB20150526A

WHEREAS, Section 134 of Title 23 and Sections 1604(I), 1607(a) and 1607 (c) of Title 49 of the United States Code require that each urbanized area, as a condition of the receipt of federal capital or operating assistance, have a continuing, cooperative and comprehensive transportation planning process ("3-C Process") that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals that lead to the development and operation of an integrated, intermodal transportation system that facilities the, economic movement of people and goods; and

WHEREAS, the Federal Transit Administration and Federal Highway Administration have issued on July 6, 2012 new regulations concerning the metropolitan transportation planning process.

WHEREAS, the Etowah County Commission, the municipalities of Attalla, Gadsden, Glencoe, Hokes Bluff, Rainbow City, Reece City and Southside, the East Alabama Regional Planning and Development Commission and the State of Alabama, acting by and through the Alabama Department of Transportation, desire to enter into a new cooperative agreement governing the transportation planning process for the Gadsden Urbanized Area, to replace the agreement authorized by Hokes Bluff Resolution R-20070730A.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hokes Bluff, Alabama that the Mayor is authorized to execute and the City Clerk to attest to the cooperative agreement, a copy of which has been exhibited to the City Council.

Passed and adopted this 26th day of May 2015.

Jeff Cheatham, Mayor

ATTEST:

Lisa C. Johnson, CMC
City Clerk/Treasurer

CERTIFIED

A true photocopy of an original document on file with the City of Hokes Bluff, AL.

Name

Date 5/7/2015
Resolution No. 4904

WHEREAS, Section 134 of Title 23 and Sections 1604(1), 1607(a) and 1607(c) of Title 49 of the United States Code require that each urbanized area, as a condition of the receipt of federal capital or operating assistance, have a continuing, cooperative and comprehensive transportation planning process ("3-C Process") that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals that lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods; and

WHEREAS, the Federal Transit Administration and Federal Highway Administration have issued on July 6, 2012, new regulations concerning the metropolitan transportation planning process; and

WHEREAS, the Etowah County Commission, the municipalities of Attalla, Gadsden, Glencoe, Hokes Bluff, Rainbow City, Reece City and Southside, the East Alabama Regional Planning and Development Commission and the State of Alabama, acting by and through the Alabama Department of Transportation, desire to enter into a new cooperative agreement governing the transportation planning process for the Gadsden Urbanized Area, to replace the agreement authorized by Resolution No. 3798.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the East Alabama Regional Planning and Development Commission, that the Commission’s Chairman and Executive Director, as appropriate, are authorized to execute and the Commission’s Secretary is authorized to attest the cooperative agreement, a copy of which has been exhibited to the Commission’s Board of Directors.

Passed and adopted this 27th day of May, 2015.

Ryan Robertson, Probate Judge, Cleburne County Chairman

ATTEST:

I, Alberta McCrory, the Commission’s Secretary, certify that the Board of Directors of the East Alabama Regional Planning and Development Commission duly adopted this resolution at a meeting held on the 27th day of May, 2015.

Alberta McCrory, Mayor, Town of Hobson City Secretary
WHEREAS, Section 134 of Title 23 and Sections 1604(1), 1607(a) and 1607(c) of Title 49 of the United States Code require that each urbanized area, as a condition of the receipt of federal capital or operating assistance, have a continuing, cooperative and comprehensive transportation planning process ("C-C Process") that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals that lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods; and

WHEREAS, the Federal Transit Administration and Federal Highway Administration have issued on July 6, 2012, new regulations concerning the metropolitan transportation planning process;

WHEREAS, the Etowah County Commission, the municipalities of Attalla, Gadsden, Glencoe, Hokes Bluff, Rainbow City, Reece City and Southside, the East Alabama Regional Planning and Development Commission and the State of Alabama, acting by and through the Alabama Department Of Transportation planning process for the Gadsden Urbanized Area, to replace the agreement authorized by Resolution

Now, Therefore, BE IT RESOLVED BY THE CITY COUNCIL OF ATTALA, ALABAMA, that the Mayor is authorized to execute and the City Clerk to attest to the cooperative agreement, a copy Of which has been exhibited to the City Council.

ATTEST:

Mayor Larry Means

Sharon Jones, City Clerk

I, Sharon Jones, certify that the Attalla City Council of Attalla, Alabama duly adopted this resolution At a meeting held on the 16th day of June, 2015.

Sharon Jones, City Clerk
RESOLUTION

Authorizing Agreement for Transportation Planning Process
for the Gadsden Urbanized Area

Whereas, Section 134 of Title 23 and Sections 1604(1), 1607(a) and 1607(c) of Title 49 of the United States Code require that each urbanized area, as a condition of the receipt of federal capital or operating assistance, have a continuing, cooperative and comprehensive transportation planning process C-3-C Process” that results in plans and programs that consider all transportation modes and support metropolitan community development and social goals that lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods; and

Whereas, on July 6, 2012, the Federal Transit Administration and the Federal Highway Administration issued new regulations concerning the metropolitan process; and

Whereas, the Etowah County Commission, the municipalities of Attalla, Gadsden, Glencoe, Hokes Bluff, Rainbow City, Reece City and Southside, the East Alabama Regional Planning and Development Commission and the State of Alabama, acting by and through the Alabama Department of Transportation, desire to enter into a new cooperative agreement governing the transportation planning process for the Gadsden Urbanized Area, to replace the agreement that was authorized by the Resolution approved on July 3, 2007.

Now, Therefore, BE IT RESOLVED BY THE ETOWAH COUNTY COMMISSION, given that the Commission President is authorized to execute and the County Clerk to attest to the cooperative agreement, a copy of which has been exhibited to the Commission.

ADOPTED this _______ 2nd ___ day of _______ June, 2015.

I, Larry V. Payne, President of the Etowah County Commission do hereby certify that the above is a true and correct copy of a resolution adopted at the regular meeting on June 2, 2015, and the same appears in the minutes of said meeting.

Larry V. Payne, President

ATTEST:

Karen L. Bates
County Clerk
RESOLUTION 327- A

Whereas, Section 134 of Title 23 and Sections 1604(I), 1607(a) and 1607(c) of Title 49 of the United States Code require that each urbanized area, as a condition of the receipt of federal capital or operating assistance, have a continuing, cooperative and comprehensive transportation planning process ("3-C Process") that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals that lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient economic movement of people and goods; and

Whereas, the Federal Transit Administration and the Federal Highway Administration have issued on July 6, 2012 new regulations concerning the metropolitan transportation planning process;

Whereas, the Etowah County Commission, the municipalities of Attalla, Gadsden, Glencoe, Hokes Bluff, Rainbow City, Reece City and Southside, the East Alabama Regional Planning and Development Commission and the State of Alabama, acting by and through the Alabama Department of Transportation, desire to enter into a new cooperative agreement governing the transportation planning process for the Gadsden Urbanized Area, to replace the agreement authorized by Resolution No. R-114-95;

Now, Therefore, BE IT RESOLVED BY THE CITY COUNCIL OF THE TOWN OF REECE CITY, ALABAMA, that the Mayor is authorized to execute and the City Clerk to attest to the cooperative agreement, a copy of which has been exhibited to the City Council.

I certify that the Town of Reece City, Alabama, duly adopted this resolution at a meeting held on June 11th, 2015.

Larry Stilz, Mayor

ATTEST:

Linda Barksdale, Town Clerk
RESOLUTION NO. R-176-15

Authorizing Agreement for Transportation Planning Process for the Gadsden Urbanized Area

Whereas, Section 134 of Title 23 and Sections 1604(1), 1607(a) and 1607(c) of Title 49 of the United States Code require that each urbanized area, as a condition of the receipt of federal capital or operating assistance, have a continuing, cooperative and comprehensive transportation planning process ("3-C Process") that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals that lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods; and

Whereas, on July 6, 2012, the Federal Transit Administration and the Federal Highway Administration issued new regulations concerning the metropolitan planning process; and

Whereas, the Etowah County Commission, the municipalities of Attalla, Gadsden, Glencoe, Hokes Bluff, Rainbow City, Reece City and Southside, the East Alabama Regional Planning and Development Commission and the State of Alabama, acting by and through the Alabama Department of Transportation, desire to enter into a new cooperative agreement governing the transportation planning process for the Gadsden Urbanized Area, to replace the agreement authorized by Resolution No. R-221-07;

Now, Therefore, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GADSDEN, ALABAMA, that the Mayor is authorized to execute and the City Clerk to attest to the cooperative agreement, a copy of which has been exhibited to the City Council.

I certify that the City Council of the City of Gadsden, Alabama, duly adopted this resolution at a meeting held on June 9, 2015.

Iva Nelson, City Clerk

[Signature]

Witness my hand and seal of the City of Gadsden this 17th day of June, 2015.

City Clerk
City of Gadsden
RESOLUTION NO. 15-002

Authorizing Agreement for Transportation Planning Process for the Gadsden Urbanized Area

Whereas, Section 134 of Title 23 and Sections 1604(1), 1607(a) and 1607(c) of Title 49 of the United States code require that each urbanized area, as a condition of the receipt of federal capital or operating assistance, have a continuing, cooperative and comprehensive transportation planning process ("3-C Process") that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals that lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods; and

Whereas, on July 6, 2012, the Federal Transit Administration and the Federal Highway Administration issued new regulations concerning the metropolitan planning process; and

Whereas, the Etowah County Commission, the municipalities of Attalla, Gadsden, Glencoe, Hokes Bluff, Rainbow City, Reece City and Southside, the East Alabama Regional Planning and Development Commission and the State of Alabama acting by and through the Alabama Department of Transportation, desire to enter into a new cooperative agreement governing the transportation planning process for the Gadsden Urbanized Area, to replace the agreement authorized by Resolution No. 07-02;

Now, Therefore, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY GLENCOE, ALABAMA, that the Mayor is authorized to execute and the City Clerk to attest to the cooperative agreement, a copy of which has been exhibited to the City Council.

I certify that the City Council of the City of Glencoe, Alabama, duly adopted this resolution at a meeting held on May 26, 2015.

[Signatures]
Charles Gilchrist, Mayor
Tashia Blackerby, City Clerk