

Tuscaloosa Area Metropolitan Planning Organization

FY2024 - 2027 Transportation Improvement Program



**Developed by the West Alabama Regional Commission (WARC)
in cooperation with the Tuscaloosa County Parking and Transit Authority.**

August 28, 2023

Tuscaloosa Area Metropolitan Planning Organization (MPO)

FY2024 - 2027 Transportation Improvement Program

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Prepared by the
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Staff to the MPO

TUSCALOOSA AREA METROPOLITAN PLANNING ORGANIZATION

RESOLUTION MPO 2023-12

Adopting the

Fiscal Years 2024 - 2027 Transportation Improvement Program


WHEREAS, the Tuscaloosa Area MPO is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (amended by the Infrastructure Investment and Jobs Act, November 2021); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and

WHEREAS, Title 23 USC 135 and 23 CFR 450.324 et al., requires 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 that the TIP will be adopted every four years by the Metropolitan Planning Organization (MPO); and

WHEREAS, consistent with the declaration of these provisions, the West Alabama Regional Commission (WARC), as staff to the MPO and in cooperation with the Alabama Department of Transportation, has prepared the FY2024 - 2027 Transportation Improvement Program (TIP) for the Tuscaloosa Metropolitan Planning Area; now

THEREFORE, BE IT RESOLVED by the Tuscaloosa Area Metropolitan Planning Organization (MPO) that the same does hereby adopt the FY2024 - 2027 Transportation Improvement Program (TIP).

Adopted this 28th day of August, 2023



MPO Chair

ATTEST



MPO Process Coordinator

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1.0 Introduction

1.1 Purpose

The Transportation Improvement Program (TIP) is a prioritized list of transportation projects. The projects on the TIP are taken from the *Tuscaloosa Area Long-Range Transportation Plan* (Plan) except certain level-of-efforts projects. The Plan covers a 20 to 25-year time frame, while the TIP extends over the first four years. The TIP is often considered the short-range plan of the Metropolitan Planning Organization (MPO). The TIP breaks down the Plan projects into phases (e.g., preliminary engineering, right-of-way acquisition, utility relocation, and construction) and assigns a start date to each phase. The purpose of the TIP is to schedule the various phases of transportation projects for implementation.

1.2 Laws and Regulations

The laws that require Metropolitan Planning Organizations (MPOs) to develop TIPs are found in Section 134 of Title 23 of the United States Code and Section 5303 of Title 49 of the United States Code. The rules that govern metropolitan planning organizations are published in the Code of Federal Regulations (CFRs) as Title 23, Chapter 1, Part 450, Subpart C. Sections 450.326 through 450.332 specifically relate to the development of TIPs.

Planning Factors

The regulations require the transportation planning process to "... be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

- 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 accessibility and mobility of people and freight;
- 5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- 6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- 7) Promote efficient system management and operation;
- 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; and
- 10) Enhance travel and tourism."

These factors are reflected in the vision statement, goals, strategies, and projects of this plan.

Transportation Performance Measures and Targets

In 2012, the U.S. Congress established a performance management policy and national transportation goals with the passage of Moving Ahead for Progress in the 21st Century Act (MAP-21). The Act required the U.S. DOT to develop performance measures and States to set targets and monitor progress. The subsequent regulations defined the performance measures and reporting procedures. The regulations also made MPOs responsible for setting targets and monitoring progress in urban areas. Performance management is expected to transform the surface transportation system by focusing federal funding on national goals and continually monitoring progress.

Title 23 CFR 490 defined 18 highway performance measures. Title 49 CFR 625 provided seven transit performance measures. Table 1 includes the performance measures grouped by performance area.

The regulations, specifically 23 CFR 450.314(h), require that MPOs, States, and transit agencies have written procedures for the transportation performance management programs. ALDOT developed the Alabama Performance Management Agreement in 2021 to address this requirement. The MPO adopted the agreement in December 2021.

As part of the performance measurement program, the State departments of transportation (DOT), transit agencies, and MPOs are required to develop targets related to the adopted performance measures. MPOs are expected to select performance targets that are consistent with those chosen by the State DOT and transit agencies.

Table 1 includes the Alabama Department of Transportation (ALDOT), Tuscaloosa Parking and Transit Authority, and MPO targets. The MPO adopted the targets set by ALDOT and the Transit Authority. The ALDOT targets represent five-year rolling averages. The Transit Authority targets were taken from the Transit Asset Management Plan.

Evaluation of the performance management program by the U.S. DOT will occur annually, beginning in December 2019. Evaluation reports will be included in amended Long-Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs).

The projects on the MPO TIP contribute to achieving the adopted targets. As of May 2023, 70 percent of the projects on the TIP have a safety element. The MPO supports the Tuscaloosa Transit Authority asset management plan by including projects on the TIP that keep the local transit facilities in good shape. Addressing system maintenance, 48 percent of the TIP projects are bridge replacements and pavement resurfacing. To enhance system performance, 69 percent of the TIP projects will improve operations, and 24 percent will increase capacity.

Table 1

(* ULB = Useful Life Benchmark)

FHWA Safety Performance Measures (PM1)	Annual Target - 2022	
Number of Fatalities	1,000	
Rate of Fatalities (per 100 million Vehicle Miles Traveled)	1.440	
Number of Serious Injuries	6,500	
Rate of Serious Injuries (per 100 million Vehicle Miles Traveled)	9.82	
Number of Non-motorized fatalities and serious injuries	400	
FHWA Bridge/Pavement Performance Measures (PM2)	Original 4-Year Target - 2022	
% of Pavements of the Interstate System in Good Condition	≥ 50.0%	
% of Pavements of the Interstate System in Poor Condition	≤ 5.0%	
% of Pavements of the Non-Interstate NHS in Good Condition	≥ 25.0%	
% of Pavements of the Non-Interstate NHS in Poor Condition	≤ 5.0%	
% of NHS bridges in Good condition by deck area	≥ 25.0%	
% of NHS bridges in Poor condition by deck area	≤ 3.0%	
FHWA System Performance Measures (PM3)	Original 4-Year Target - 2022	
% of Person-Miles Traveled on the Interstate that are Reliable	92.00%	
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	90.00%	
Truck Travel Time Reliability (TTTR) Index on the Interstate	1.3	
FTA Transit State of Good Repair Performance Measures	Annual Target - 2022	
% of Rolling Stock (Revenue vehicles) meet or exceed Useful Life Benchmark (ULB)	Reduce inventory by 5%	
% of Equipment (over \$50K) meet or exceed Useful Life Benchmark (ULB)	Reduce by 5%	
% of FTA-funded Facilities with condition rating below 3.0 (average) of FTA Average TERM Scale	No more than 20% of facilities rate less than average	
FTA Transit Safety Performance Measures	Annual Target 2022	
	Demand Response	Fixed Route
Fatalities	0	0
Rate of Fatalities	0%	0%
Injuries	0	0
Rate of Injuries	0%	0%
Safety Events	0	0
Rate of Safety Events	0%	0%
Mean distance between major mechanical failure	36,524	18,332

Livability Principles and Indicators

Increasingly, federal and state agencies are using Performance Measures as a way of ensuring greater accountability for the expenditure of public funds in an ever-growing number of programs and activities across a variety of disciplines. Within the

transportation sector and the planning processes associated with transportation infrastructure development, the Alabama Department of Transportation (ALDOT) has adopted the Livability Principles and Indicators as a sustainability measurement against future actions.

All planning tasks must be measured against these Livability Principles:

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

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

- Percentage of Long-Range Transportation Plan (LRTP) projects that contain bicycle and pedestrian elements, excluding transit projects
- Percentage of transit funding in LRTP
- Percentage of household income spent on housing and transportation
- Unemployment rate
- Percentage of LRTP funding that will be used to improve existing facilities
- Number of local or MPO policies that prevented federal, state, or local funding from being leveraged or prevented collaboration between public and/or private groups in the LRTP
- Percentage of housing units within a half-mile of employment centers
- Percentage of housing units within a half mile of a park, including school playgrounds
- Percentage of bicycle/automobile crashes
- Percentage of pedestrian/automobile crashes

A description of the principles and the indicators can be found in Appendix I.

1.3 Agency Participation

This TIP was developed by the Tuscaloosa Area Metropolitan Planning Organization (MPO). A description of the MPO can be found in Appendix E. The MPO is a cooperative effort of the West Alabama Regional Commission, the Tuscaloosa County Parking & Transit Authority (TCPTA), the Alabama Department of Transportation (ALDOT), the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), the City of Tuscaloosa, the City of Northport, and Tuscaloosa County. Each of these entities has membership on the various MPO committees. The staff of the MPO is housed at the West Alabama Regional Commission (WARC).

1.4 Timeframe

The current regulations require a new TIP to be developed at least every four years and to cover a four-year period. TIPs must also follow the same update cycle as the State Transportation Improvement Program (STIP). This TIP covers a four-year period, fiscal years 2024 through 2027. It was also updated during the STIP development and approval process.

1.5 Financial Constraint

The TIP is financially constrained, which means that project costs are balanced against expected revenue. Using their project management system, ALDOT determines the projects that can be undertaken during the TIP time frame with expected federal and state funds. The only exception to this method involves projects funded with the Surface Transportation Attributable program and matched with local government funds. ALDOT calculates the funding levels for this program based on the urban area population of each MPO. The local governments, working through the MPO, balance these projects with the calculated revenue. Chapter 3.0 contains the financial plan for the TIP.

1.6 Environmental Mitigation and Climate Change Consideration

MPOs are expected to take into account the potential environmental impacts associated with the long-range transportation plan and try to mitigate those impacts. Closely related to this concept is the requirement that MPOs consult with other agencies to eliminate or minimize conflicts caused by transportation projects. In response to these rules, the MPO follows a planning agency consultation process, which directs the MPO to compare other agencies documents against the draft long-range transportation plan and TIP and to provide copies of the draft documents to other agencies for their review and comment. A summary of the MPO environmental mitigation activities and the consultation process can be found in Appendix G.

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

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

To address transportation induced climate change, the Tuscaloosa Area MPO added the topic to the standard agendas used at the committee meetings in fiscal year 2010. This provided the committee members a regular opportunity to discuss the issue. At least once a year, the MPO staff prepares a report related to Greenhouse Gas (GHG) to educate the committees and to offer possible opportunities to reduce GHG emissions. As more is learned on the subject, the TIP and long-range transportation plan will be modified accordingly.

1.7 Safety Consideration

Safety is a primary concern of the MPO and the governments involved in the transportation planning process. The MPO adopted a transportation-safety program in 2000. As part of that program, the MPO staff monitors traffic crash data and provides maps and reports to the MPO committees. In addition, the committees are given an opportunity to discuss safety concerns at every meeting. Section 2.4.11 includes a list of projects that will be funded through the federal safety programs. However, many of the projects listed in the other funding categories also address safety problems.

1.8 Freight Planning

The MPO incorporated freight planning into the transportation planning process over twenty-five years ago. At that time, the membership of the MPO Technical Coordinating Committee (TCC) was modified to include trucking, railroad, U.S. Army Corps of Engineers, and airport representatives. The MPO staff maintains a trucking firm database and GIS files of freight facilities. Freight providers are also notified of MPO meetings. More recently, a freight survey was conducted in the MPO planning area. Input from the freight community helps shape the MPO documents, including the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP).

1.9 Air Quality Planning

The Clean Air Act (CAA) was originally adopted in 1963 and most recently amended in 1990. The purpose of the CAA is to improve air quality and protect human health. The CAA requires the Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS) for six pollutants, including ground-level ozone.

If Tuscaloosa County is designated nonattainment based on the current National Ambient Air Quality Standards (NAAQS), the long-range transportation plan and TIP would have to be amended. An air quality conformity determination report would need to be added to the documents. In addition, the project lists could require adjustment to demonstrate conformity. The MPO would have until a year after the designation to make these changes. After the plan has met the conformity requirement, any future plan and TIP amendments would have to prove conformity before adoption. As of 2023, Tuscaloosa County is in attainment of all air quality standards.

1.10 Projects on the TIP

Regional Significant Projects

All regionally significant, federally funded transportation projects are included in the TIP. In addition, regionally significant projects that will be built with State, local, or private funds are also required to be listed the TIP. The Tuscaloosa Area MPO TIP includes state-funded projects with the federally funded projects. Generally, the state-funded projects are included in the State Funded Projects and the System Maintenance Projects sections of Chapter 2.0. Other regionally significant projects are listed in Appendix K.

Safe and Accessible Transportation Options

Federal laws require MPOs and states to plan for safe and accessible options for multiple travel modes for people of all ages and abilities. The goal is to improve opportunities for multiple travel modes in the Planning Area including consideration of bicycle and pedestrian needs in all comprehensive transportation plans. The Federal Highway Administration (FHWA) guidelines related to these laws state that bicyclist and pedestrians will be accommodated in the design of new and improved transportation facilities. In addition, the decision not to consider the needs of bicyclist and pedestrians should be the exception and not the rule. FHWA acceptable exceptions include the legal prohibition of walking or bicycling on a roadway, excessively disproportionate costs, and absence of existing and future need. All federally funded projects on the TIP will include bicycle and pedestrian facilities unless exceptional circumstances exist.

Level of Effort Projects

Projects in the 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 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 Statewide Transportation Improvement Program (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.

1.11 Project Prioritization

Projects on the TIP are prioritized by fiscal year. The projects on the first year of the TIP are the first priority projects and projects on the fourth year of the TIP are the fourth priority projects. Since ALDOT controls the federal and state roads in Alabama and the federal funding that is issued to the state, they determine the priority of the bulk of projects on the TIP. However, the local governments decide the priority of projects funded through the Surface Transportation Attributable program. The local governments follow the MPO adopted *Transportation Improvement Program Surface Transportation Attributable Funding Category Scheduling Process*, found in Appendix D, to prioritize these projects.

1.12 Consistency with Other Plans

The TIP is consistent with the *Tuscaloosa Area 2045 Long-Range Transportation Plan* (Plan). The projects on the TIP are taken from the Plan except for certain level-of-efforts projects. The Plan covers a 20-to-25-year time frame, while the TIP extends over four years. The TIP is often considered the short-range plan of the Metropolitan Planning Organization (MPO). The TIP breaks down the Plan projects into phases (i.e., preliminary engineering, right-of-way acquisition, utility relocation, and construction) and assigns a start date to each phase. The purpose of the TIP is to schedule the various phases of transportation projects for implementation.

The State Transportation Improvement Program (STIP) is a statewide listing of prioritized transportation projects prepared by the Alabama Department of Transportation (ALDOT). The STIP is consistent with the statewide long-range transportation plan, and the MPO long-range transportation plans and TIPs developed by the 14 Alabama MPOs. Projects from the TIP are included in the State Transportation Improvement Program (STIP). Since the MPOs and ALDOT use the same database for the TIPs and STIP, the project lists for the documents are always in agreement.

1.13 Development Process

In April 2023, the Tuscaloosa County Parking and Transit Authority (TCPTA) verified the estimated Federal Transit Administration (FTA) grant amounts and determined the transit needs for the TIP years. This information was provided to the ALDOT Local Transportation Bureau, who updated the ALDOT project management system.

In May 2023, the MPO staff produced a draft TIP using the ALDOT MPO Portal. The portal is a web-based program that works with the ALDOT project management system. The portal allows the MPO staff to update project information and to produce formatted reports. The MPO staff added project sponsor information and map numbers to the descriptions in the portal before the draft TIP was generated.

The MPO followed the *Transportation Improvement Program Surface Transportation Attributable Funding Category Scheduling Process*, found in Appendix D, to program the locally matched projects. The process is a cooperative, on-going effort between the MPO staff, Alabama Department of Transportation, and the local governments.

The MPO Policy Committee adopted the draft TIP at their June 26, 2023 meeting. After the adoption of the draft TIP, the MPO held a public review and a public meeting. These activities are discussed in the next section. After the public involvement activities and the MPO advisory committee meetings held in July and August 2023, the MPO Policy Committee adopted the final TIP on August 28, 2023.

1.14 Public Involvement

The public was given several opportunities to review and comment on the draft TIP before its adoption. The draft TIP was discussed at the June and August 2023 MPO committee meetings. Copies of the draft TIP were available at these meetings and on the West Alabama Regional Commission website. The MPO committee meetings are open to the public, and the public is encouraged to participate. News releases for the meetings are sent to local media contacts, special interest groups, and to anyone who requests to be on the mailing list. The special interest groups include agencies or organizations that have contact with persons with disabilities, low-income individuals, minorities, and senior citizens.

The MPO also held a public review and a public meeting regarding the TIP. The review extended from June 26, 2023 through August 11, 2023. Anyone interested in the TIP was invited to visit the West Alabama Regional Commission (WARC) office during these periods and review the document. The draft TIP was also placed on the WARC website in May 2023. The public meeting was held on July 13, 2023. Legal ads were placed in the local paper, and news releases were distributed detailing the review and meeting. No one other than MPO staff attended the public meeting. No comments were received. The public involvement activities associated with the TIP are documented in Appendix C.

A relatively new federal requirement for MPOs is the use of visualization techniques. The purpose is to help the public understand the various transportation planning

documents and processes. The TIP includes maps of all geographically located projects. Larger maps featuring the TIP projects were available at the public meeting. The staff also offered to display the maps with satellite imagery on a large screen at the meeting. During the meeting, the staff used a slide presentation that described the TIP development process and public involvement opportunities. The TIP documents that were available on the internet included the maps and the slide presentation.

1.15 Title VI Activities

The MPO operates its programs and services without regard to race, color, or national origin, in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the MPO. More information on the MPO Title VI program can be found on the MPO website (<https://www.warc.info/mpo-title-vi/>).

The MPO makes every effort to provide an inclusive planning process and 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)*
- Section 504 of the *Rehabilitation Act of 1973*
- *Civil Rights Act of 1964, 42 USC 2000d*
- Title 23 U.S.C. Section 324 (Prohibition of discrimination on the basis of sex)
- Executive Order 12898 *Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations*, 1994
- Title 42 U.S.C. Section 6101-6107 *Age Discrimination Act of 1975* (Older American Act)
- Title 49 U.S.C. Section 5332 Nondiscrimination
- 49 C.F.R. 26 Disadvantaged Business Enterprise
- 23 C.F.R. 230 Equal Employment Opportunity

The MPO adopted a public involvement plan includes ADA, Title VI, and limited English proficiency elements. The transportation planning process complies with the *FTA Title VI Circular 4702.1B* (October 2012). Anyone with disabilities or limited English capabilities may request special assistance to participate in the transportation planning process.

1.16 Amendment Process

The TIP will be amended periodically to adjust funding, time-frames, or other factors relevant to the projects. New projects may be added if appropriate and if funding is available. Other projects may be deleted if funding is not available. The Federal Highway Administration-Alabama Division (FHWA), and the Alabama Department of Transportation (ALDOT) have agreed that a formal TIP amendment, requiring MPO approval and vote, is necessary when a revision:

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

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

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

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

1.17 Continuing Efforts

The current regulations require a new TIP to be developed at least every four years. If this standard remains in the new federal transportation legislation, the next TIP will be prepared during fiscal year 2027 and cover the fiscal years from 2028 through 2031. Following the current ALDOT development schedule, the Tuscaloosa Area MPO would adopt the next TIP in August 2027.

2.0 Transportation Improvement Program (TIP) Project Listing

2.1 MPO Portal Description

The MPO Portal is an internet-based system used by the Alabama Department of Transportation and the Alabama MPOs to develop and manage the local TIPs and the State TIP (STIP). The ALDOT project management database is the basis for the information in the Alabama version of MPO Portal. Changes made by ALDOT to the database are automatically reflected in the MPO Portal system. 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 employees can make changes from any computer with an internet connection. ALDOT and the MPOs use the preformatted reports to produce sections of the STIP and TIPs.

2.2 Funding Category Descriptions

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

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 Tuscaloosa County.

Bridge Projects (State and Federal)

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

Enhancement Projects

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

- Safety and educational activities for pedestrians and bicyclists
- Acquisition of scenic easements or historic sites
- Landscaping and scenic beautification

- Historic preservation and rehabilitation, including railroad and canal facilities (Some exceptions - see section 101(a)(29)(E))
- Archaeological planning and research (Under TAP, certain mitigation measures related to project impacts are covered.)
- Establishment of Transportation museums

High Priority and Congressional Earmark Projects

High Priority funding is project-specific funding provided by the Transportation Equity Act for the 21st Century (TEA-21) and extended by 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.

National Highway Systems Projects

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

Other Federal and State Aid Projects

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

Other Surface Transportation Program Projects

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

Safety Improvement Program Projects

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

State Funded Projects

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

funding limits, or industrial access. There are a variety of scenarios in which this type of project would be done.

Surface Transportation Attributable Projects

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

System Maintenance Projects

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

Transit Projects

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

Transportation Alternatives Program (TAP) Projects

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

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

- Construction, planning, and design of on-road and off-road activities for pedestrians, bicyclists, and other non-motorized forms of transportation
- Construction, planning, and design of infrastructure-related projects (Safe Routes and ADA projects are included here)
- Conversion and use of abandoned railroad corridors
- Construction of turnouts, overlooks, and viewing areas
- Community Improvement activities, such as:
 - Control of outdoor advertising
 - Preservation and rehabilitation of historic transportation facilities
 - Vegetation management in rights-of-way
 - Archaeological activities relating to project impacts mitigation
- Environmental mitigation activity, including pollution prevention and abatement, and mitigation to:
 - Address storm-water management and control, and water pollution prevention and abatement related to highway runoff

- Reducing wildlife mortality and maintain connectivity among habitats
- Recreational trails program (23 USC 206)
- Safe Routes to School program projects under 1404(f) of SAFETEA-LU
 - Infrastructure-related
 - Non-infrastructure-related
 - Safe Routes to School Coordinator
- Planning, Design, or construction of boulevards and other roadways in the ROW of former Interstate System routes or other divided highways

2.3 MPO Portal Report Format

5

Project Report Format

2.4.1 Surface Transportation Attributable Projects

Project Family ID	Project Number (FANB)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Priority	Conformity Year	Federal State Other	Estimated Total Cost
Sponsor : Auburn												
1972	100008577	3-LN DONAHUE DR FR 300 FT N OF BRAGG AV TO BEDELL AV	0.69	RW	P	ADDITIONAL ROADWAY LANES	2016	2.0	1	2020	\$1,269,594	\$1,586,993
	9059 (002)										\$0	\$317,399
	100033351										\$516,947	
	STPOA - 9059 ()			UT	P	ADDITIONAL ROADWAY LANES	2016	0.0	NA	NA	\$0	\$646,184
	100008575										\$129,237	
	STPOA - 9059 ()	3-LN DONAHUE DR FR 300 FT N OF BRAGG AV TO BEDELL AVE	0.69	CN	P	ADDITIONAL ROADWAY LANES	2016	0.0	NA	NA	\$2,222,644	\$2,778,305
											\$0	\$561
24501	100043891	CR-12 (MOORE'S MILL ROAD) BRIDGE WIDENING @ OVERPASS I-85, WIDEN TO FIVE LANES	0.0	UT	P	BRIDGES AND APPROACHES	2014	4.0	4	2017	\$25,199	\$478,999
	STPOA - 9011 ()										\$95,800	
24518	100043913	CORRIDOR STUDY RELOCATE SR-147 BY CONSTRUCTING A NEW ROAD FROM I-85 @ CR-26 (BEEHIVE RD) TO SR-38 (US-280) @ MP-101.37, & WIDENING PREVIOUS ROADWAY	13.0	PE	P	CORRIDOR STUDY	2016	0.0	NA	NA	\$227,730	\$284,663
	STPOA - 0147 (910)										\$56,933	

1 – Sponsor, in this case, Auburn. Sponsor must be entered by MPO staff.

2 – ALDOT Project ID, a nine digit identifying number within CPMS (Comprehensive Project Management System).

3 – Funding code and Federal Aid program number, in this case STPOA – 9059.

4 – Route and Termini description (from – to).

5 – Project and funding type of the projects listed under this heading (Surface Transportation Attributable Projects).

6 – Scope or Phase of the project. RW indicates Right-of-Way Phase, CN is Construction, UT is Utility, and so forth.

7 – Project Status. 'P' indicates Planning, 'A' is Authorized.

8 – Type of work actually being performed, in this example Bridges and Approaches.

9 – Map ID, assigned to project maps and linked.

10 – Change in 2014: 10A: this field is for an assigned **Project Priority** number. 10B: the second field will be **the year in which conformity must be carried out**. 10B applies only to MPOs in Air Quality non-conformity or maintenance status.

11 – FY or Fiscal Year 2016 is the year work will be performed.

12 – Funding sources and the total project costs in Year of Expenditure (YOE).

2.4 Project Lists

The following pages include the lists of TIP projects. The projects are divided by funding categories. The funding categories appear in the order they are published within the MPO Portal application.

- Surface Transportation Attributable Projects
- Other Surface Transportation Program Projects
- National Highway System Projects
- Appalachian Highway System Projects
- Transportation Alternatives Projects
- Bridge Projects (State and Federal)
- State Funded Projects
- Enhancement Projects
- Transit Projects
- System Maintenance Projects
- Safety Projects
- Other Federal and State Aid Projects
- High Priority and Congressional Earmarks Projects

Maps that depict the location of the selected projects are included after each funding category. The 'Map ID' links the project descriptions to the maps.

In some cases, a blank report is included. This indicates that there are no projects in the Tuscaloosa area that are funded from this particular category. The blank reports were added at the request of ALDOT to maintain consistency between the Alabama MPO TIPs and the STIP.

2.4.1. Surface Trans STP attributable projects

Sponsor: ALDOT													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
48934	100076350 STPSU 0007 ()	CONCRETE PAVEMENT REPLACEMENT ON SR-7 (US-11) AT LOWER COALING ROAD (READY MIX)	2.04	UT	P	WIDENING AND RESURFACING (RDWY)	2023	7057.000	EXEMPT	NA	\$400,000 \$0 \$0	\$400,000	
31146	100057493 TRC-STPSU 0069 (573)	INTERSECTION IMPROVEMENTS ON SR-69 AT CR-84 (CHARLIE SHIRLEY ROAD)	0.70	RW	P	INTERSECTION IMPROVEMENTS	2024	6022.000		NA	\$1,224,120 \$0 \$0	\$1,224,120	
31146	100057494 TRC-STPSU 0069 (573)	INTERSECTION IMPROVEMENTS ON SR-69 AT CR-84 (CHARLIE SHIRLEY ROAD)	0.70	UT	P	INTERSECTION IMPROVEMENTS	2024	6022.000		NA	\$693,668 \$0 \$0	\$693,668	
31146	100053306 TRC-STPSU 0069 (573)	INTERSECTION IMPROVEMENTS ON SR-69 AT CR-84 (CHARLIE SHIRLEY ROAD)	0.70	CN	P	INTERSECTION IMPROVEMENTS	2025	6022.000		NA	\$5,027,869 \$0 \$0	\$5,027,869	
Totals By Sponsor							Federal		\$7,345,657		ALL Funds \$7,345,657		
Sponsor: NORTHPORT													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
1935	100008460 STPSU 6317 ()	MARTIN LUTHER KING BOULEVARD FROM SNOWS MILL AVENUE TO SR-69 ADD TURN LANES REALIGNMENT OF INTERSECTIONS SIDEWALKS AND LIGHTING	1.15	CN	P	TURN LANES	2024	7006.100		NA	\$12,617,086 \$0 \$3,154,272	\$15,771,358	
47203	100073781 CRPTL 6321 (252)	RESURFACINGSIDEWALK INSTALLATION ANGLED PARKING SPACES AND LIGHTING ON MAIN AVENUE FROM 5TH STREET TO MCFARLAND BOULEVARD (SR-6/US-82) TO INCLUDE INTERSECTION IMPROVEMENTS (REALIGNMENT OF 10TH STREET AND ADDING A TURN LANE AT PARK STREET)	1.66	RW	P	RESURFACING	2024	7046.000	EXEMPT	NA	\$8,242 \$0 \$2,061	\$10,303	
47203	100073782 STPSU-CRPTL 6321 ()	RESURFACINGSIDEWALK INSTALLATION ANGLED PARKING SPACES AND LIGHTING ON MAIN AVENUE FROM 5TH STREET TO MCFARLAND BOULEVARD (SR-6/US-82) TO INCLUDE INTERSECTION IMPROVEMENTS (REALIGNMENT OF 10TH STREET AND ADDING A TURN LANE AT PARK STREET)	1.66	CN	P	RESURFACING	2024	7046.000	EXEMPT	NA	\$3,326,299 \$0 \$831,575	\$4,157,874	
47203	100073782 STPSU-CRPTL 6321 ()	RESURFACINGSIDEWALK INSTALLATION ANGLED PARKING SPACES AND LIGHTING ON MAIN AVENUE FROM 5TH STREET TO MCFARLAND BOULEVARD (SR-6/US-82) TO INCLUDE INTERSECTION IMPROVEMENTS (REALIGNMENT OF 10TH STREET AND ADDING A TURN LANE AT PARK STREET)	1.66	CN	P	RESURFACING	2024	7046.000	EXEMPT	NA	\$1,410,205 \$0 \$352,551	\$1,762,756	
49185	100076231 STPSU 6324 ()	RESURFACING ROUNDABOUT AND SHARED USE PATH ON CR-30 (5TH STREET) FROM CITY LIMITS TO MAIN AVENUE	1.52	PE	P	STREETSCAPE	2024	7059.000	EXEMPT	NA	\$420,160 \$0 \$105,040	\$525,200	

2.4.1. Surface Trans STP attributable projects

49185	100076232 STPSU 6324 ()	RESURFACING ROUNDABOUT AND SHARED USE PATH ON CR-30 (5TH STREET) FROM CITY LIMITS TO MAIN AVENUE	1.52	UT	P	STREETSCAPE	2026	7059.000	EXEMPT	NA	\$206,060 \$0 \$0	\$206,060
49185	100076233 STPSU 6324 ()	RESURFACING ROUNDABOUT AND SHARED USE PATH ON CR-30 (5TH STREET) FROM CITY LIMITS TO MAIN AVENUE	1.52	CN	P	STREETSCAPE	2026	7059.000	EXEMPT	NA	\$4,145,931 \$0 \$1,036,483	\$5,182,414
Totals By Sponsor			Federal			\$22,133,985			ALL Funds			\$27,615,966
Sponsor: TUSCALOOSA CITY												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
47537	100074221 STPSU 6322 (251)	RESURFACING OF TUSCALOOSA CITY STREETS:OLD COLONY RD FROM WATERMELON RD TO NORTHRIDGE RD;JOE MALLISHAM PKWY/BOONE BLVD FROM CITY LIMIT TO SR-6(US-82);JACK WARNER PKWY FROM SR-6(US-82) TO CITY LIMIT;DR ED HILLARD DR FROM 15TH TO UNIVERSITY BLVD	7.11	CN	P	RESURFACING	2023	7049.000	EXEMPT	NA	\$3,501,840 \$0 \$875,460	\$4,377,300
12174	100076314 STPSU 6325 ()	SIDEWALK SHARED-USE PATH STORM SEWER AND UTILITY IMPROVEMENTS ALONG UNIVERSITY BLVD AND INTERSECTION REALIGNMENTS AT 30TH AVE AND AT CRESCENT RIDGE RD	0.60	CN	P	STREETSCAPE	2025	7060.000	EXEMPT	NA	\$10,000,000 \$0 \$2,500,000	\$12,500,000
Totals By Sponsor			Federal			\$13,501,840			ALL Funds			\$16,877,300
Sponsor: TUSCALOOSA COUNTY												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
48434	100075323 STPSU 6322 (256)	BRIDGE REPLACEMENT (BIN 14296) ON CR-36 (ABERNANT LOOP)	0.10	RW	P	BRIDGE REPLACEMENT	2024	7056.000	EXEMPT	NA	\$40,804 \$0 \$10,201	\$51,005
48434	100075324 STPSU 6322 (256)	BRIDGE REPLACEMENT (BIN 14296) ON CR-36 (ABERNANT LOOP)	0.10	UT	P	BRIDGE REPLACEMENT	2024	7056.000	EXEMPT	NA	\$81,608 \$0 \$0	\$81,608
48434	100075325 STPSU 6322 ()	BRIDGE REPLACEMENT (BIN 14296) ON CR-36 (ABERNANT LOOP)	0.10	CN	P	BRIDGE REPLACEMENT	2024	7056.000	EXEMPT	NA	\$1,626,274 \$0 \$406,568	\$2,032,842
49177	100076223 STPSU 6327 ()	BRIDGE REPLACEMENT (BIN 003357) ON CR-38 (NORTHSIDE ROAD) OVER NORTH RIVER	0.20	PE	P	BRIDGE REPLACEMENT	2027	7061.000	EXEMPT	NA	\$302,191 \$0 \$75,548	\$377,739
49177	100076224 STPSU 6327 ()	BRIDGE REPLACEMENT (BIN 003357) ON CR-38 (NORTHSIDE ROAD) OVER NORTH RIVER	0.20	RW	P	BRIDGE REPLACEMENT	2027	7061.000	EXEMPT	NA	\$83,248 \$0 \$20,812	\$104,060

2.4.1. Surface Trans STP attributable projects

49177	100076225	BRIDGE REPLACEMENT (BIN 003357) ON STPSU 6327 () CR-38 (NORTHSIDE ROAD) OVER NORTH RIVER	0.20	UT	P	BRIDGE REPLACEMENT	2027	7061.000	EXEMPT	NA	\$83,248 \$0 \$0	\$83,248
Totals By Sponsor						Federal		\$2,217,374			ALL Funds	\$2,730,503

2.4.1A

Surface Transportation Attributable Projects Tuscaloosa County

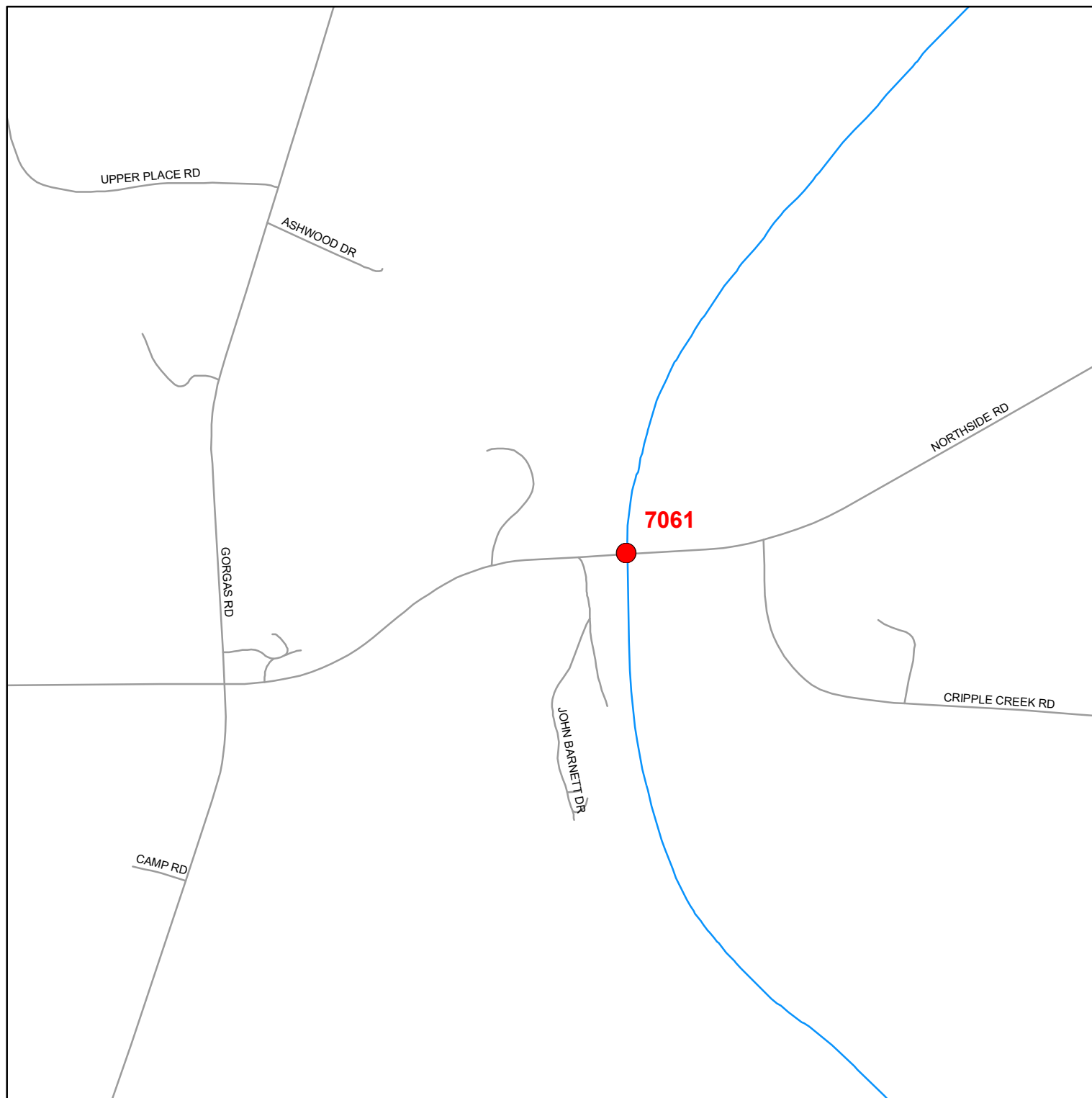
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- Projects
- Project Segments
- Roadways
- Railroad
- Water

Source:
Basemap: Tuscaloosa Co e-911
Project Information: ALDOT, WARC

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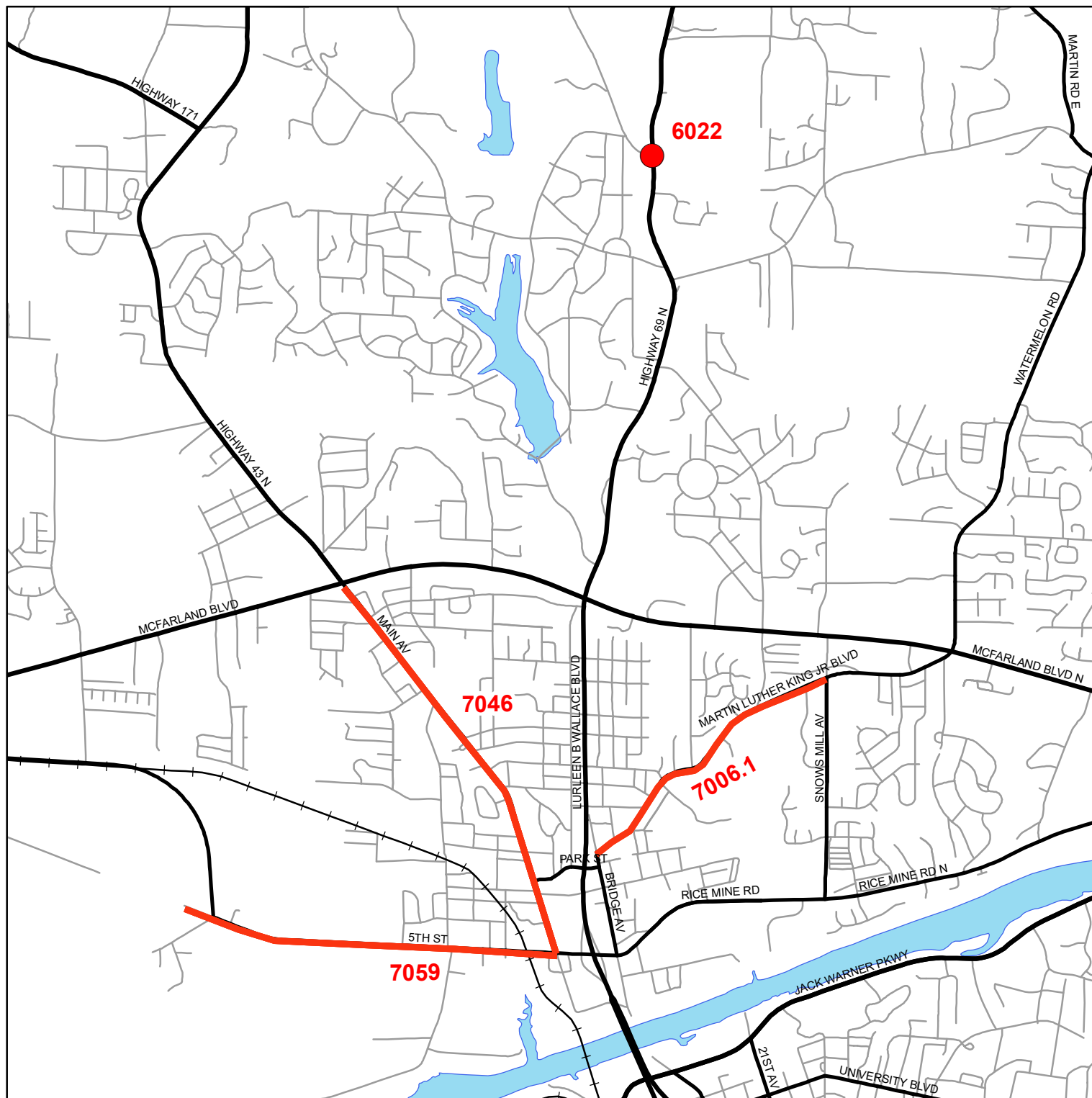
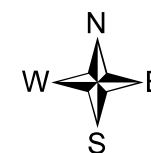
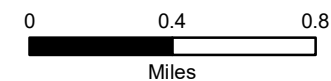
May 2023



Surface Transportation Attributable Projects Tuscaloosa County

- 00 Map ID Number
- Projects
- Project Segments
- Roadways
- + + Railroad
- Water

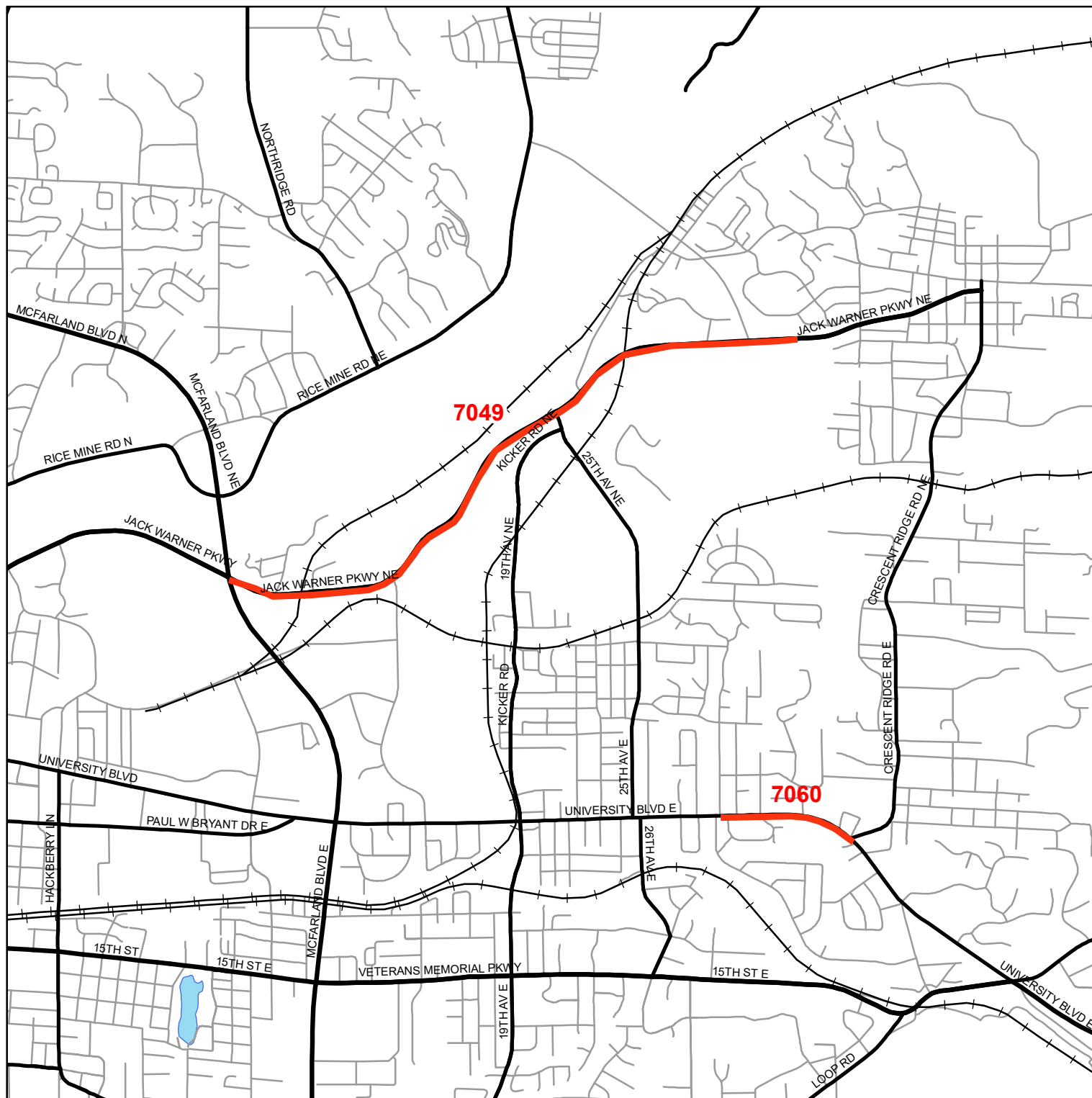
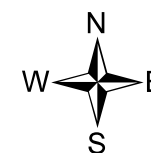
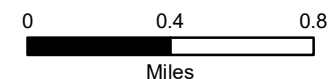
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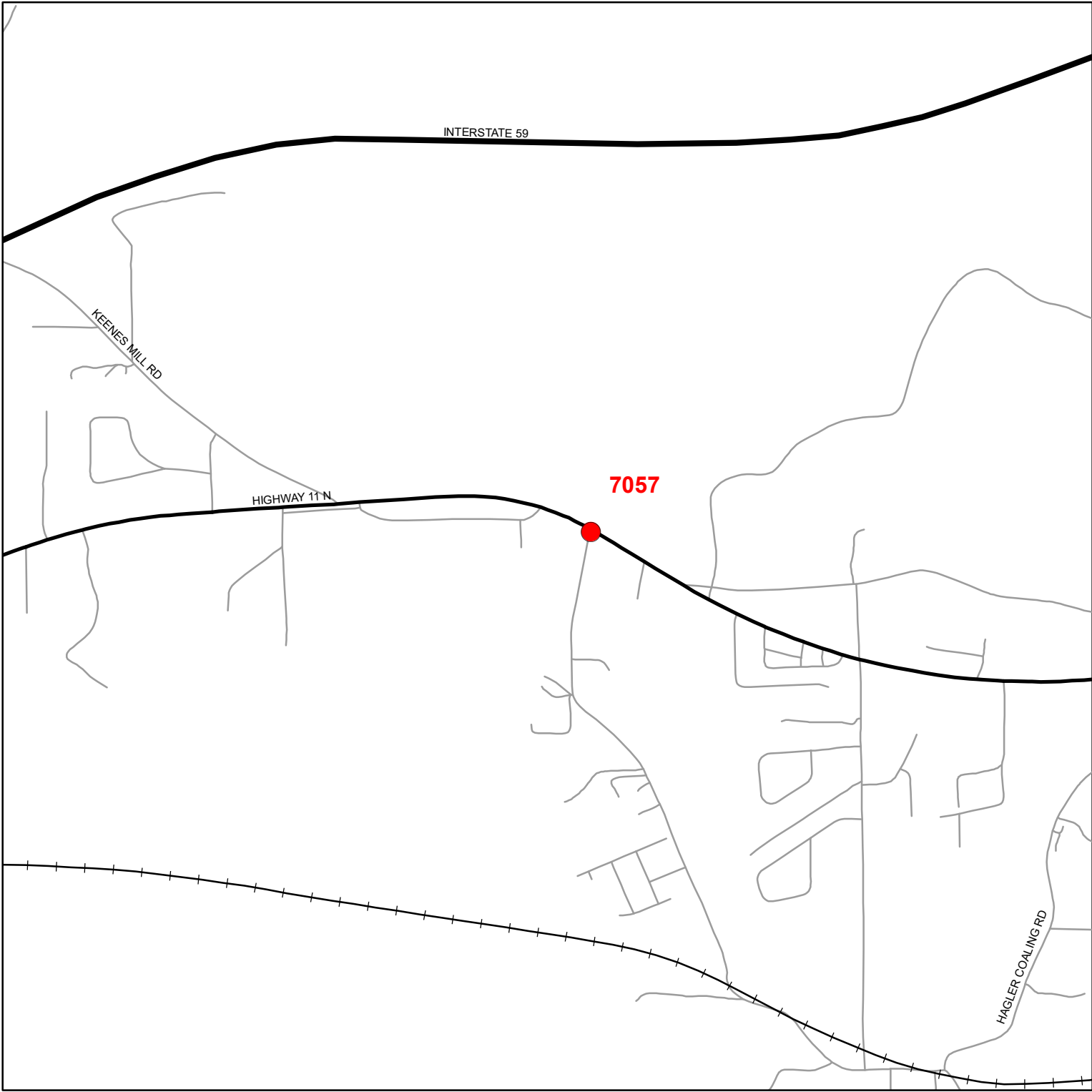


Surface Transportation Attributable Projects Tuscaloosa County

- 00 Map ID Number
- Projects
- Project Segments
- Roadways
- Railroad
- Water

Source:
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Project Information: ALDOT, WARC

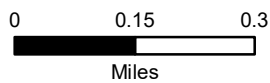




2.4.1D
Surface Transportation
Attributable Projects
Tuscaloosa County

- 00 Map ID Number
- Projects
- Project Segments
- Roadways
- +— Railroad
- Water

Source:
Basemap: Tuscaloosa Co e-911
Project Information: ALDOT, WARC

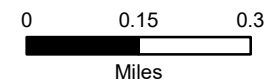


2.4.1E

Surface Transportation Attributable Projects Tuscaloosa County

- 00 Map ID Number
- Projects
- Project Segments
- Roadways
- Railroad
- Water

Source:
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Project Information: ALDOT, WARC



May 2023

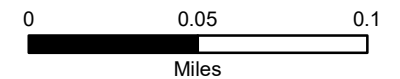
2.4.2. Other Surface Transportation Program Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
34752	100057987 TRC-NHF 0069 (540)	SR-69 INTERSECTION IMPROVEMENTS FROM PLANTATION ROAD TO THE I-59 OVERPASS (INCLUDING THE ALABAMA SOUTHERN RAILROAD OVERPASS)	1.40	CN	P	INTERSECTION IMPROVEMENTS	2024	6036.000		NA	\$51,398,634 \$12,849,659 \$0	\$64,248,293
36383	100068201 STPAA NR18 (919)	CURB RAMP INSTALLATION ON STATE ROUTES 5 6 7 13 69 171 215 216 297 AND 300 IN TUSCALOOSA COUNTY	0.00	CN	P	SIDEWALK	2024	0.000		NA	\$233,534 \$58,384 \$0	\$291,918
48360	100075209 STPAA 0216 (506)	ADDITIONAL LANES AND BRIDGE REPLACEMENT ON SR-216 FROM YOUNGBLOOD PARKWAY TO THE I-59 EAST RAMP OF EXIT 100 (BIN 008904)	0.63	RW	P	ADDITIONAL ROADWAY LANES	2024	6097.000	EXEMPT	NA	\$408,040 \$102,010 \$0	\$510,050
48360	100075210 STPAA 0216 (506)	ADDITIONAL LANES AND BRIDGE REPLACEMENT ON SR-216 FROM YOUNGBLOOD PARKWAY TO THE I-59 EAST RAMP OF EXIT 100 (BIN 008904)	0.63	UT	P	ADDITIONAL ROADWAY LANES	2024	6097.000	EXEMPT	NA	\$1,224,120 \$306,030 \$0	\$1,530,150
48360	100075211 STPAA 0216 (506)	ADDITIONAL LANES AND BRIDGE REPLACEMENT ON SR-216 FROM YOUNGBLOOD PARKWAY TO THE I-59 EAST RAMP OF EXIT 100 (BIN 008904)	0.63	CN	P	ADDITIONAL ROADWAY LANES	2024	6097.000	EXEMPT	NA	\$12,649,240 \$3,162,310 \$0	\$15,811,550
42964	100077126 STPAA-HSIP 0216 ()	RESURFACING AND 2 SAFETY WIDENING ON SR-216 FROM SR-215 TO LOCK 17 ROAD	11.99	FM	P	PREVENTATIVE MAINTENANCE LEVEL 2 W/ SAFETY WIDEN	2024	9032.000	EXEMPT	NA	\$3,041,942 \$760,485 \$0	\$3,802,427
Totals By Sponsor						Federal		\$68,955,510			ALL Funds	\$86,194,388

2.4.2A
Other Surface
Transportation
Programs Projects
Tuscaloosa County

- 00 Map ID Number
- Projects
- Project Segments
- Roadways
- Railroad
- Water

Source:
Basemap: Tuscaloosa Co e-911
Project Information: ALDOT, WARC

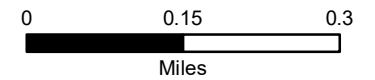


May 2023

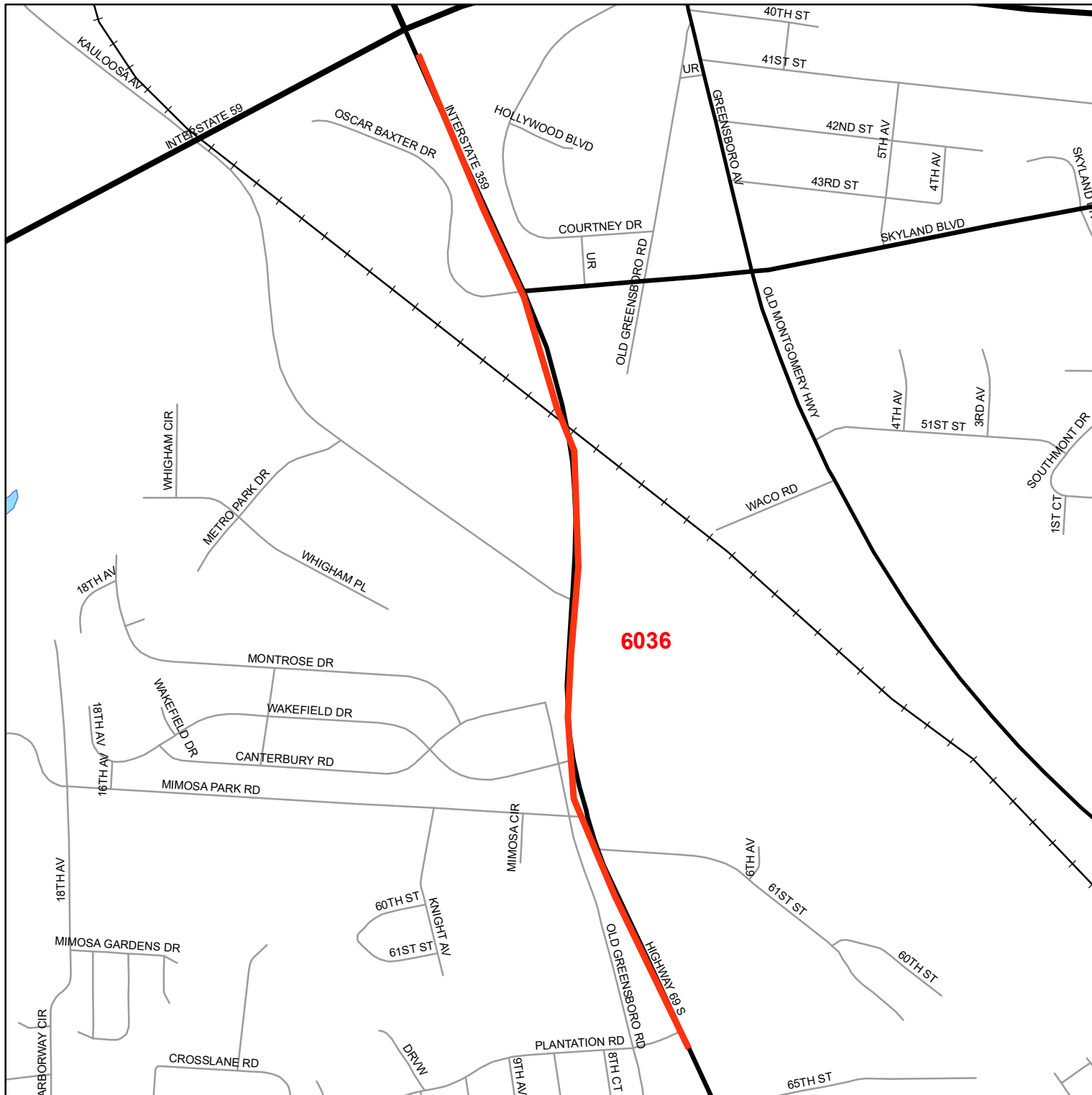
2.4.2B Other Surface Transportation Programs Projects Tuscaloosa County

- 00 Map ID Number
- Projects
- Project Segments
- Roadways
- Railroad
- Water

Source:
Basemap: Tuscaloosa Co e-911
Project Information: ALDOT, WARC



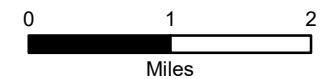
May 2023



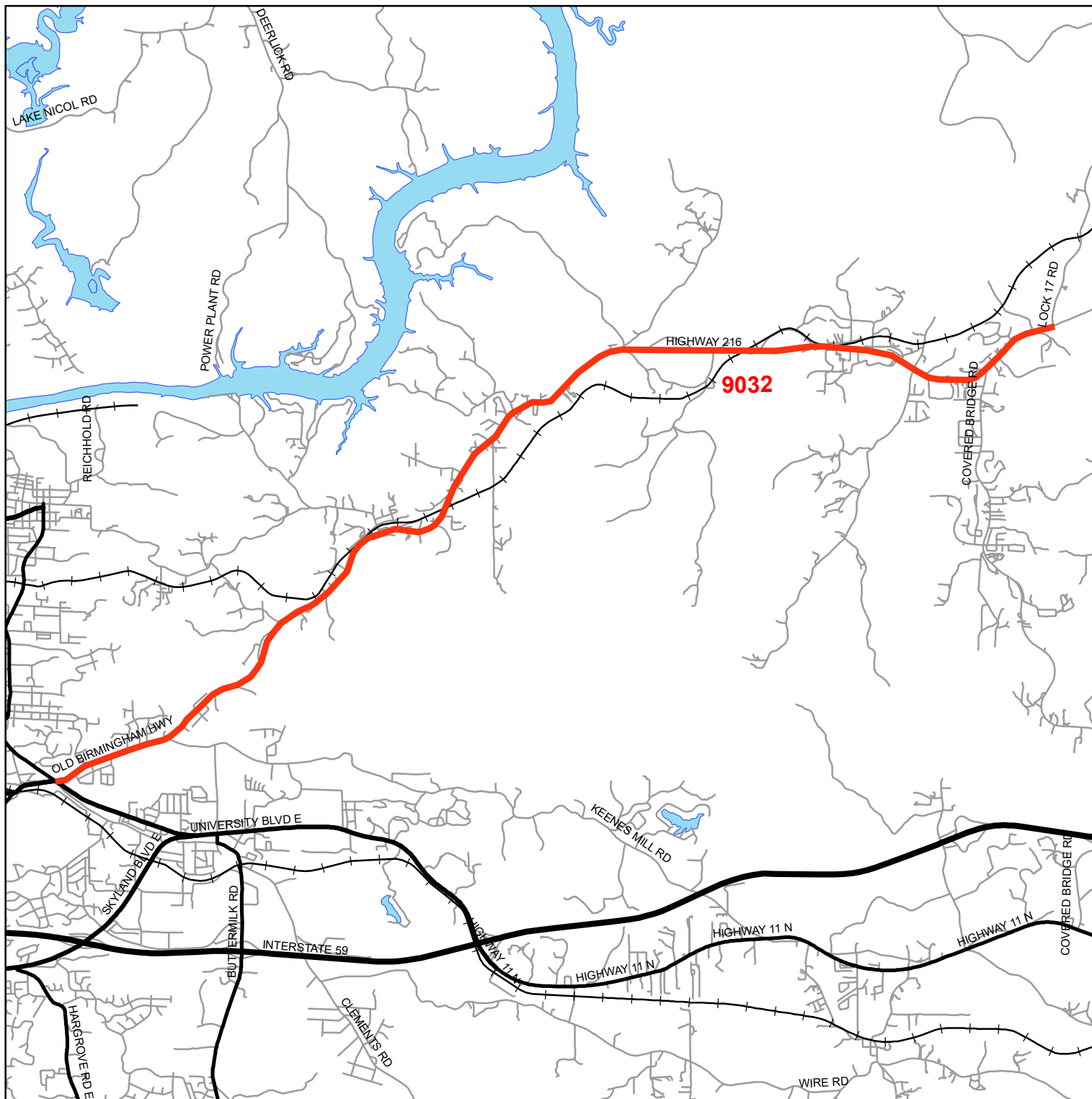
2.4.2C
Other Surface
Transportation
Programs Projects
Tuscaloosa County

- 00 Map ID Number
- Projects
- Project Segments
- Roadways
- Railroad
- Water

Source:
Basemap: Tuscaloosa Co e-911
Project Information: ALDOT, WARC



May 2023



2.4.3. NHS / Interstate Maintenance / NHS Bridge Projects

Sponsor: ALDOT													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
33174	100055893 BR 0007 (546)	REPLACE BRIDGE (BIN 005140) ON SR-7 (US-11) OVER NORFOLK SOUTHERN RAILWAY	0.42	CN	P	BRIDGE REPLACEMENT	2023	4029.000		NA	\$5,269,919 \$1,317,480 \$0	\$6,587,399	
46475	100076870 TRC-NH 0006 (602)	TURN LANES ACCESS MANAGEMENT AND PEDESTRIAN IMPROVEMENTS AT THE INTERSECTION OF SR-6 (US-82 MCFARLAND BLVD) AND SR-13 (US-43)	1.00	PE	P	INTERSECTION IMPROVEMENTS	2023	4057.000	EXEMPT	NA	\$203,628 \$0 \$50,907	\$254,535	
21531	100038399 BR 0005 ()	BRIDGE REMOVAL ON SR-5 (US-11) OVER ABANDONED L AND N RAILROAD (BIN 005799 AND 005800) NEAR CHAMBLEE AVENUE	0.50	CN	P	OVERPASS REMOVAL	2024	4030.000		NA	\$778,978 \$194,745 \$0	\$973,723	
21531	100057835 BR 0005 (565)	BRIDGE REMOVAL ON SR-5 (US-11) OVER ABANDONED L AND N RAILROAD (BIN 005799 AND 005800) NEAR CHAMBLEE AVENUE	0.88	UT	P	OVERPASS REMOVAL	2024	4030.000		NA	\$68,246 \$17,061 \$0	\$85,307	
41554	100066568 NH 0215 (504)	ADD LANES ON SR-215 FROM SR-216 TO SR-7 (US-11) AND REALIGN INTERSECTION WITH SR-7 (US-11)	1.40	RW	P	ADDITIONAL ROADWAY LANES	2024	5007.000		NA	\$962,443 \$240,611 \$0	\$1,203,054	
41554	100066569 NH 0215 (504)	ADD LANES ON SR-215 FROM SR-216 TO SR-7 (US-11) AND REALIGN INTERSECTION WITH SR-7 (US-11)	1.40	UT	P	ADDITIONAL ROADWAY LANES	2024	5007.000		NA	\$944,944 \$236,236 \$0	\$1,181,180	
43792	100069591 BR 0006 (577)	BRIDGE REPLACEMENT ON SR-6 (US-82) OVER BIG CREEK (BIN 5819 AND 5818)	0.36	CN	P	BRIDGE REPLACEMENT	2024	1076.000		NA	\$2,102,020 \$525,505 \$0	\$2,627,525	
46475	100072881 TRC-NH 0006 (602)	TURN LANES ACCESS MANAGEMENT AND PEDESTRIAN IMPROVEMENTS AT THE INTERSECTION OF SR-6 (US-82 MCFARLAND BLVD) AND SR-13 (US-43)	1.00	RW	P	INTERSECTION IMPROVEMENTS	2024	4057.000	EXEMPT	NA	\$214,928 \$0 \$53,732	\$268,660	
46475	100072882 TRC-NH 0006 (602)	TURN LANES ACCESS MANAGEMENT AND PEDESTRIAN IMPROVEMENTS AT THE INTERSECTION OF SR-6 (US-82 MCFARLAND BLVD) AND SR-13 (US-43)	1.00	UT	P	INTERSECTION IMPROVEMENTS	2024	4057.000	EXEMPT	NA	\$600,000 \$0 \$150,000	\$750,000	
46475	100072883 TRC-NH 0006 ()	TURN LANES ACCESS MANAGEMENT AND PEDESTRIAN IMPROVEMENTS AT THE INTERSECTION OF SR-6 (US-82 MCFARLAND BLVD) AND SR-13 (US-43)	1.00	CN	P	INTERSECTION IMPROVEMENTS	2024	4057.000	EXEMPT	NA	\$3,360,000 \$0 \$840,000	\$4,200,000	
41738	100072991 NH 0006 ()	ADD LANES ON SR-6 (US-82; MCFARLAND BOULEVARD) FROM RICE MINE ROAD TO WEST OF JACK WARNER PKWY AND INTERCHANGE IMPROVEMENTS AT RICE MINE ROAD	0.58	UT	P	ADDITIONAL ROADWAY LANES	2024	4019.100	EXEMPT	NA	\$783,029 \$195,757 \$0	\$978,786	

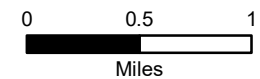
3. NHS / Interstate Maintenance / NHS Bridge Projects

41738	100072992 NH 0006 ()	ADD LANES ON SR-6 (US-82; MCFARLAND BOULEVARD) FROM JACK WARNER PARKWAY TO WEST OF UNIVERSITY BOULEVARD EAST AND INTERCHANGE IMPROVEMENTS AT JACK WARNER PARKWAY AND CAMPUS DRIVE	0.84	UT	P	ADDITIONAL ROADWAY LANES	2024	4019.200	EXEMPT	NA	\$906,665 \$226,666 \$0	\$1,133,331
47564	100074254 IM I059 (439)	RESURFACING I-59 FROM CR-211 TO THE TUSCALOOSA COUNTY LINE	8.36	CN	P	PREVENTATIVE MAINTENANCE LEVEL 1	2024	4060.000	EXEMPT	NA	\$3,636,000 \$404,000 \$0	\$4,040,000
42964	100075367 NH 0013 (637)	RESURFACING ON SR-13 (US-43) FROM 0.27 MILE SOUTH OF NORTHSIDE ROAD TO FAYETTE COUNTY LINE	8.54	FM	P	PREVENTATIVE MAINTENANCE LEVEL 2	2024	4061.000	EXEMPT	NA	\$2,817,192 \$704,298 \$0	\$3,521,490
49250	100076789 BR I059 (435)	BRIDGE DECK REHAB (HYDRODEMO) ON I-59 (I-20) SOUTHBOUND BRIDGES (BIN 9875 9877 9879 9881 9883 9885 9888 9890 9892 9894 9896 9898 9900) AND SOUTHBOUND RAILROAD BRIDGES (1018210672) AND NORTHBOUND RAILROAD BRIDGE (10673)	6.36	CN	P	BRIDGE REHABILITATION	2024	0.000	EXEMPT	NA	\$6,868,000 \$1,717,000 \$0	\$8,585,000
41554	100066570 NH 0215 (504)	ADD LANES ON SR-215 FROM SR-216 TO SR-7 (US-11) AND REALIGN INTERSECTION WITH SR-7 (US-11)	1.40	CN	P	ADDITIONAL ROADWAY LANES	2025	5007.000		NA	\$5,783,859 \$1,445,965 \$0	\$7,229,823
42996	100068733 NH 0006 ()	INTERSECTION IMPROVEMENTS ON SR-6 (US-82 / MCFARLAND BOULEVARD) AT SR-69	0.41	RW	P	INTERSECTION IMPROVEMENTS	2025	4051.000		NA	\$428,854 \$107,214 \$0	\$536,068
42996	100068734 NH 0006 ()	INTERSECTION IMPROVEMENTS ON SR-6 (US-82 / MCFARLAND BOULEVARD) AT SR-69	0.41	UT	P	INTERSECTION IMPROVEMENTS	2025	4051.000		NA	\$643,281 \$160,820 \$0	\$804,102
42964	100075250 NH 0007 ()	RESURFACING AND PLANING ON SR-7 (US-11) FROM SR-6 (US-82) TO PLEASANT HILL DRIVE	5.27	FM	P	PREVENTATIVE MAINTENANCE LEVEL 2	2025	4059.000	EXEMPT	NA	\$4,712,153 \$1,178,038 \$0	\$5,890,191
42996	100068735 NH 0006 ()	INTERSECTION IMPROVEMENTS ON SR-6 (US-82 / MCFARLAND BOULEVARD) AT SR-69	0.41	CN	P	INTERSECTION IMPROVEMENTS	2026	4051.000		NA	\$25,988,561 \$6,497,140 \$0	\$32,485,701
Totals By Sponsor						Federal		\$67,072,700			ALL Funds	\$83,335,875

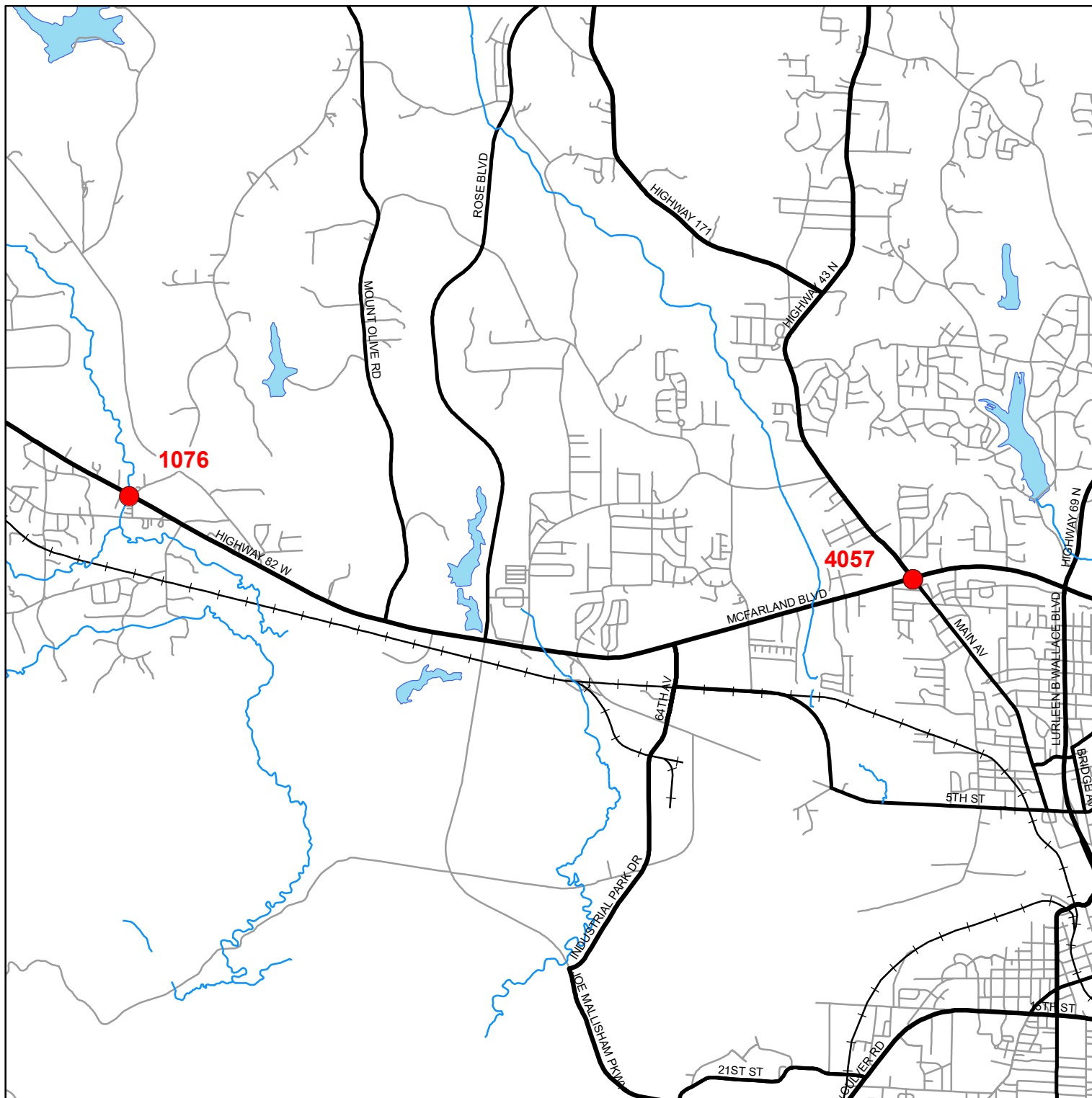
2.4.3A NHS/Interstate Maintenance NHS Bridge Projects Tuscaloosa County

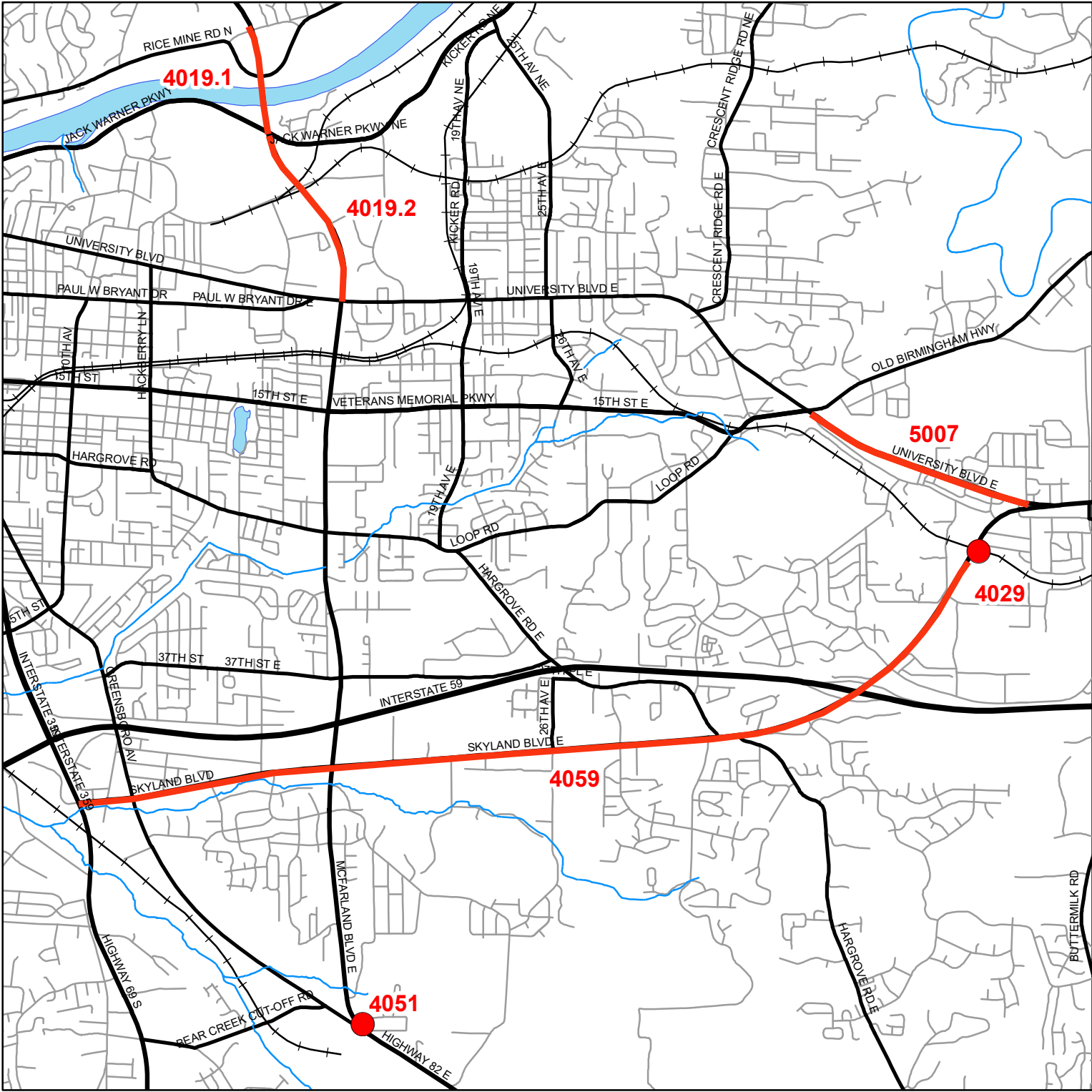
- 00 Map ID Number
- Projects
- Project Segments
- Roadways
- Railroad
- Water

Source:
Basemap: Tuscaloosa Co e-911
Project Information: ALDOT, WARC



May 2023

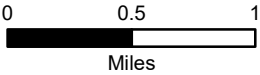




2.4.3B
NHS/Interstate
Maintenance
NHS Bridge Projects
Tuscaloosa County

- 00 Map ID Number
- Projects
- Project Segments
- Roadways
- Railroad
- Water

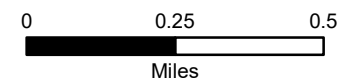
Source:
Basemap: Tuscaloosa Co e-911
Project Information: ALDOT, WARC



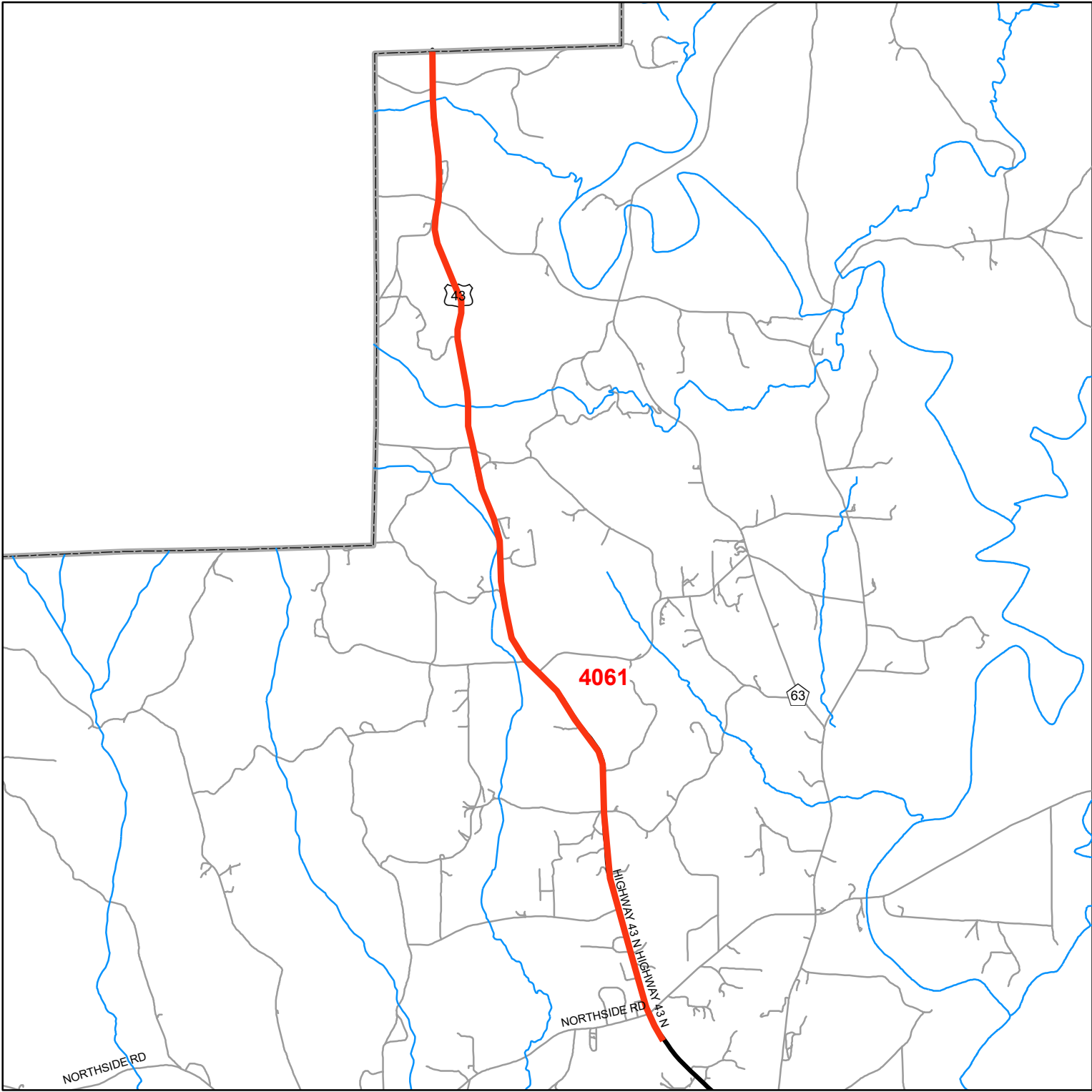
2.4.3C
NHS/Interstate
Maintenance
NHS Bridge Projects
Tuscaloosa County

- 00 Map ID Number
- Projects
- Project Segments
- Roadways
- +— Railroad
- Water

Source:
Basemap: Tuscaloosa Co e-911
Project Information: ALDOT, WARC



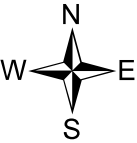
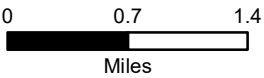
May 2023



2.4.3D
NHS/Interstate
Maintenance
NHS Bridge Projects
Tuscaloosa County

- 00 Map ID Number
- Projects
- Project Segments
- Roadways
- Railroad
- Water

Source:
Basemap: Tuscaloosa Co e-911
Project Information: ALDOT, WARC



2.4.4 Appalachian Highway System Projects

Sponsor:

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

2.4.5 Transportation Alternatives

Sponsor:

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

2.4.6 Bridge Projects (State and Federal)

Sponsor:

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

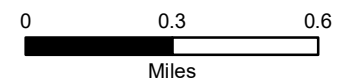
2.4.7. State Funded Projects

Sponsor: ALDOT													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
47337	100073935 IAR-063-000-025 ()	TRAFFIC SIGNALS INSTALLATION AND ROADWAY IMPROVEMENTS ON M-CLASS BOULEVARD AT MERCEDES DRIVE AND I-20 WESTBOUND RAMP INTERSECTIONS TO BENEFIT MERCEDES-BENZ US INTERNATIONAL AND SCHNELLECKE LOGISTICS	0.00	CN	P	SIGNALIZATION	2023	11020.000	EXEMPT	NA	\$0 \$716,800 \$0	\$716,800	
49021	100076036 IAR-063-000-027 ()	ADDITION OF TURN LANES AND INSTALLATION OF TRAFFIC SIGNALS ON MERCEDES DRIVE AND M-CLASS BOULEVARD TO BENEFIT MERCEDES-BENZ US INTERNATIONAL	0.00	CN	P	SIGNALIZATION	2023	11021.000	EXEMPT	NA	\$0 \$744,800 \$0	\$744,800	
49249	100076335 ST-063-069-014 ()	ACCESS MANAGEMENT AND TRAFFIC STUDY FOR SR-69 FROM 500 SOUTH OF OLD GREENSBORO ROAD TO 1000 NORTH OF PLANTATION ROAD	4.00	SP	P	CORRIDOR STUDY	2023	0.000	EXEMPT	NA	\$0 \$130,000 \$0	\$130,000	
41738	100068831 TRC-ST-063-006-014-CN ()	ADD LANES ON SR-6 (US-82; MCFARLAND BOULEVARD) FROM RICE MINE ROAD TO WEST OF JACK WARNER PKWY AND INTERCHANGE IMPROVEMENTS AT RICE MINE ROAD	0.58	CN	P	ADDITIONAL ROADWAY LANES	2024	4019.100	.	NA	\$0 \$0 \$53,035,254	\$53,035,254	
41738	100068832 TRC-ST-063-006-015 A210 ()	ADD LANES ON SR-6 (US-82; MCFARLAND BOULEVARD) FROM JACK WARNER PARKWAY TO WEST OF UNIVERSITY BOULEVARD EAST AND INTERCHANGE IMPROVEMENTS AT JACK WARNER PARKWAY AND CAMPUS DRIVE	0.84	CN	P	ADDITIONAL ROADWAY LANES	2024	4019.200	.	NA	\$0 \$0 \$17,568,609	\$17,568,609	
41738	100071620 TRC-ST-063-006-013-RW ()	ADD LANES ON SR-6 (US-82; MCFARLAND BOULEVARD) FROM RICE MINE ROAD TO WEST OF UNIVERSITY BOULEVARD EAST AND INTERCHANGE IMPROVEMENTS AT RICE MINE ROAD JACK WARNER PARKWAY AND CAMPUS DRIVE	1.42	RW	P	ADDITIONAL ROADWAY LANES	2024	4019.200	EXEMPT	NA	\$0 \$1,200,000 \$0	\$1,200,000	
Totals By Sponsor							Federal		\$0		ALL Funds \$73,395,463		
Sponsor: TUSCALOOSA COUNTY													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
49020	100076035 IAR-063-000-026 ()	RESURFACING ON WALLACE FERRY ROAD/BLACKBURN ROAD FROM SR-69 TO THE WALKER COUNTY LINE TO BENEFIT PEABODY ENERGY	6.90	CN	P	RESURFACING	2023	11022.000	EXEMPT	NA	\$0 \$1,041,100 \$0	\$1,041,100	
Totals By Sponsor							Federal		\$0		ALL Funds \$1,041,100		

2.4.7A
State Funded
Projects
Tuscaloosa County

- 00 Map ID Number
- Projects
- Project Segments
- Roadways
- +— Railroad
- Water

Source:
Basemap: Tuscaloosa Co e-911
Project Information: ALDOT, WARC

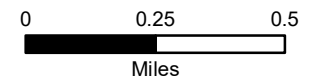


May 2023

2.4.7B
State Funded
Projects
Tuscaloosa County

- 00 Map ID Number
- Projects
- Project Segments
- Roadways
- Railroad
- Water

Source:
Basemap: Tuscaloosa Co e-911
Project Information: ALDOT, WARC

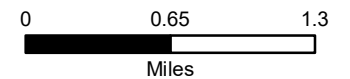


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2.4.7C
State Funded
Projects
Tuscaloosa County

- 00 Map ID Number
- Projects
- Project Segments
- Roadways
- Railroad
- Water

Source:
Basemap: Tuscaloosa Co e-911
Project Information: ALDOT, WARC



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2.4.8 Enhancement Projects

Sponsor:

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

2.4.9. Transit Projects

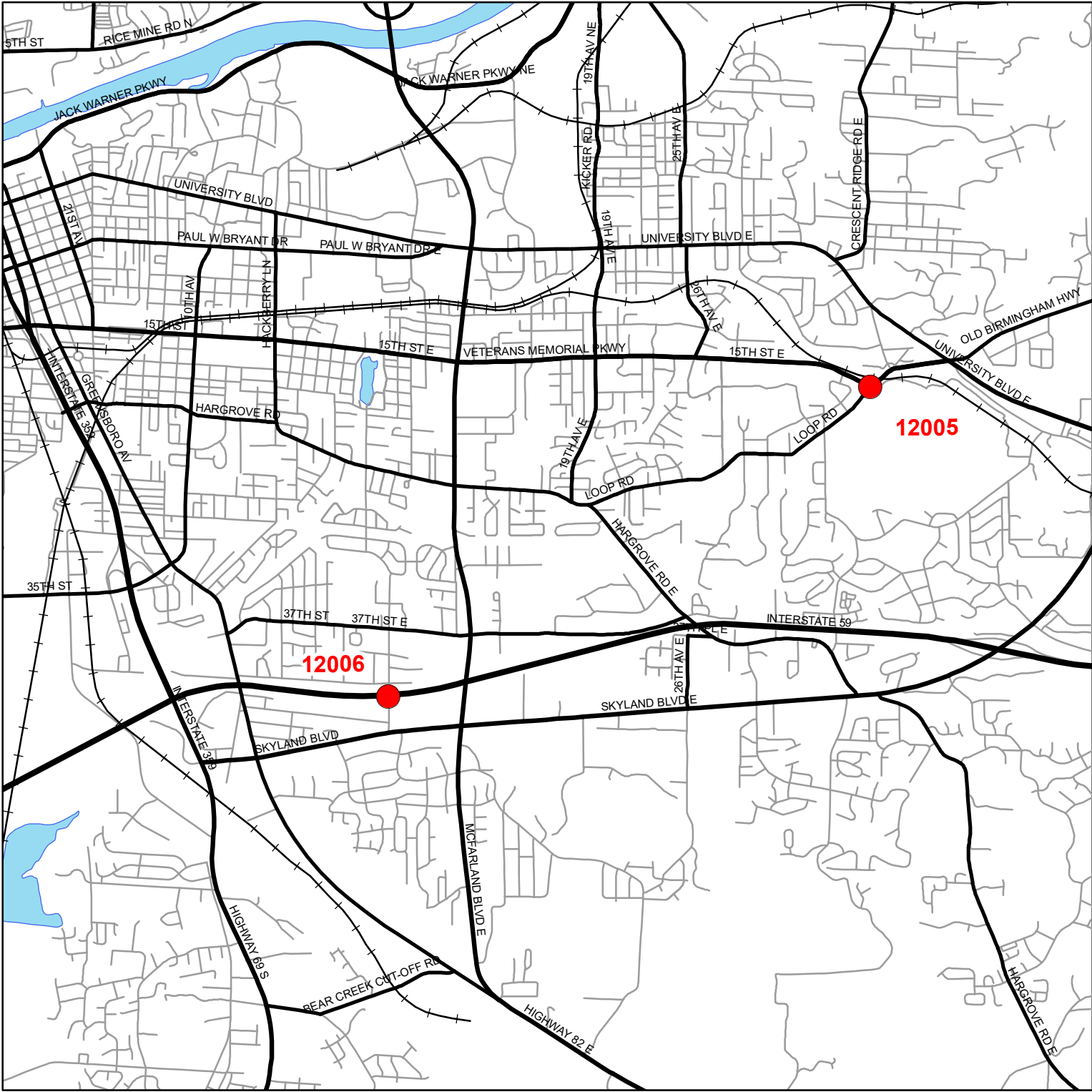
Sponsor: FOCUS ON SENIOR CITIZENS													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
49990	100077284 UMTAC TR24 ()	SECTION 5310 TRANSIT FOCUS ON SENIOR CITIZENS OF TUSCALOOSA CAPITAL ROLLING STOCK (1 MV/2 HRV/H1) FY-2023	0.00	TR	P	UNCLASSIFIED	2024	0.000	EXEMPT	NA	\$193,577 \$0 \$48,394	\$241,971	
Totals By Sponsor						Federal		\$193,577			ALL Funds	\$241,971	
Sponsor: TUSCALOOSA COUNTY PARKING AND TRANSIT AUTHORITY													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
49674	100076878 FTA9 TR24 ()	SECTION 5307 TUSCALOOSA TRANSIT OPERATING ASSISTANCE APPORTIONMENT YEAR FY 2021	0.00	TR	P	UNCLASSIFIED	2024	0.000	EXEMPT	NA	\$582,287 \$0 \$582,287	\$1,164,574	
49677	100076882 FTA3C TR24 ()	SECTION 5339 TUSCALOOSA TRANSIT CAPITAL APPORTIONMENT FY 2023	0.00	TR	P	UNCLASSIFIED	2024	0.000	EXEMPT	NA	\$204,235 \$0 \$51,059	\$255,294	
49687	100076892 FTA9 TR24 ()	SECTION 5307 TUSCALOOSA TRANSIT CAPITAL APPORTIONMENT FY 2022	0.00	TR	P	UNCLASSIFIED	2024	0.000	EXEMPT	NA	\$1,760,000 \$0 \$440,000	\$2,200,000	
49708	100076915 FTA9 TR24 ()	SECTION 5307 TUSCALOOSA TRANSIT OPERATING ASSISTANCE APPORTIONMENT YEAR FY 2022	0.00	TR	P	UNCLASSIFIED	2024	0.000	EXEMPT	NA	\$167,713 \$0 \$167,713	\$335,426	
49779	100077001 FTA9 TR24 ()	LEVEL OF EFFORT-SECTION 5307-TUSCALOOSA(APPORTIONMENT FY 22)	0.00	TR	P	UNCLASSIFIED	2024	0.000	EXEMPT	NA	\$2,643,581 \$660,895 \$0	\$3,304,476	
49678	100076883 FTA9 TR25 ()	SECTION 5307 TUSCALOOSA TRANSIT CAPITAL APPORTIONMENT FY 2023	0.00	TR	P	UNCLASSIFIED	2025	0.000	EXEMPT	NA	\$1,250,000 \$0 \$1,250,000	\$2,500,000	
49679	100076884 FTA3C TR25 ()	SECTION 5339 TUSCALOOSA TRANSIT CAPITAL APPORTIONMENT FY 2024	0.00	TR	P	UNCLASSIFIED	2025	0.000	EXEMPT	NA	\$205,177 \$0 \$51,294	\$256,471	
49688	100076893 FTA9 TR25 ()	SECTION 5307 TUSCALOOSA TRANSIT OPERATING ASSISTANCE APPORTIONMENT YEAR FY 2023	0.00	TR	P	UNCLASSIFIED	2025	0.000	EXEMPT	NA	\$178,132 \$0 \$178,132	\$356,264	
49709	100076916 FTA9 TR25 ()	SECTION 5307 TUSCALOOSA TRANSIT OPERATING ASSISTANCE APPORTIONMENT YEAR FY 2022	0.00	TR	P	UNCLASSIFIED	2025	0.000	EXEMPT	NA	\$721,868 \$0 \$721,868	\$1,443,736	
49874	100077097 FTA9 TR25 ()	LEVEL OF EFFORT-SECTION 5307-TUSCALOOSA(APPORTIONMENT FY 23)	0.00	TR	P	UNCLASSIFIED	2025	0.000	EXEMPT	NA	\$2,711,982 \$677,996 \$0	\$3,389,978	
49675	100076879 FTA9 TR26 ()	SECTION 5307 TUSCALOOSA TRANSIT OPERATING ASSISTANCE APPORTIONMENT YEAR FY 2023	0.00	TR	P	UNCLASSIFIED	2026	0.000	EXEMPT	NA	\$533,850 \$0 \$533,850	\$1,067,700	

2.4.9. Transit Projects

49680	100076885 FTA9 TR26 ()	SECTION 5307 TUSCALOOSA TRANSIT CAPITAL APPORTIONMENT FY 2024	0.00	TR	P	UNCLASSIFIED	2026	0.000	EXEMPT	NA	\$2,195,832 \$0 \$548,958	\$2,744,790
49681	100076886 FTA3C TR26 ()	SECTION 5339 TUSCALOOSA TRANSIT CAPITAL APPORTIONMENT FY 2025	0.00	TR	P	UNCLASSIFIED	2026	0.000	EXEMPT	NA	\$205,177 \$0 \$51,294	\$256,471
49875	100077098 FTA9 TR26 ()	LEVEL OF EFFORT-SECTION 5307- TUSCALOOSA (APPORTIONMENT FY 24- EST)	0.00	TR	P	UNCLASSIFIED	2026	0.000	EXEMPT	NA	\$2,711,982 \$677,996 \$0	\$3,389,978
50059	100077370 FTA9 TR26 ()	SECTION 5307 TUSCALOOSA TRANSIT CAPITAL APPORTIONMENT FY 2025	0.00	TR	P	UNCLASSIFIED	2026	0.000	EXEMPT	NA	\$44,168 \$0 \$11,042	\$55,210
50060	100077371 FTA9 TR26 ()	SECTION 5307 TUSCALOOSA TRANSIT OPERATING ASSISTANCE APPORTIONMENT YEAR FY 2024	0.00	TR	P	UNCLASSIFIED	2026	0.000	EXEMPT	NA	\$516,150 \$0 \$516,150	\$1,032,300
49682	100076887 FTA9 TR27 ()	SECTION 5307 TUSCALOOSA TRANSIT OPERATING ASSISTANCE APPORTIONMENT YEAR FY 2025	0.00	TR	P	UNCLASSIFIED	2027	0.000	EXEMPT	NA	\$1,150,000 \$0 \$1,150,000	\$2,300,000
49683	100076888 FTA9 TR27 ()	SECTION 5307 TUSCALOOSA TRANSIT CAPITAL APPORTIONMENT FY 2025	0.00	TR	P	UNCLASSIFIED	2027	0.000	EXEMPT	NA	\$1,517,814 \$0 \$379,454	\$1,897,268
49684	100076889 FTA9 TR27 ()	SECTION 5307 TUSCALOOSA TRANSIT CAPITAL APPORTIONMENT FY 2026	0.00	TR	P	UNCLASSIFIED	2027	0.000	EXEMPT	NA	\$962,186 \$0 \$240,547	\$1,202,733
49685	100076890 FTA3C TR27 ()	SECTION 5339 TUSCALOOSA TRANSIT CAPITAL APPORTIONMENT FY 2026	0.00	TR	P	UNCLASSIFIED	2027	0.000	EXEMPT	NA	\$205,177 \$0 \$51,294	\$256,471
49686	100076891 FTA3C TR27 ()	SECTION 5339 TUSCALOOSA TRANSIT CAPITAL APPORTIONMENT FY 2027	0.00	TR	P	UNCLASSIFIED	2027	0.000	EXEMPT	NA	\$205,177 \$0 \$51,294	\$256,471
49876	100077099 FTA9 TR27 ()	LEVEL OF EFFORT-SECTION 5307- TUSCALOOSA (APPORTIONMENT FY 25- EST)	0.00	TR	P	UNCLASSIFIED	2027	0.000	EXEMPT	NA	\$2,711,982 \$677,996 \$0	\$3,389,978
Totals By Sponsor						Federal		\$23,384,470			ALL Funds	\$33,055,588

2.4.10. System Maintenance Projects

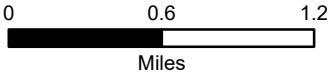
Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
48705	100075676 99-505-632-215-301 ()	PARTIAL BRIDGE PAINTING ON SR-215 (VETERANS MEMORIAL PARKWAY) AT BIN 11426	0.00	MC	P	BRIDGE PAINTING	2024	12005.000	EXEMPT	NA	\$0 \$210,000 \$0	\$210,000
50020	100077318 99-505-632-659-303 ()	BRIDGE PAINTING ON I-59/20 AT BIN 010184	0.00	MC	P	BRIDGE PAINTING	2024	12006.000	EXEMPT	NA	\$0 \$220,000 \$0	\$220,000
Totals By Sponsor				Federal				\$0			ALL Funds	\$430,000



2.4.10
System Maintenance
Projects
Tuscaloosa County

- 00 Map ID Number
- Projects
- Project Segments
- Roadways
- Railroad
- Water

Source:
Basemap: Tuscaloosa Co e-911
Project Information: ALDOT, WARC



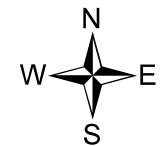
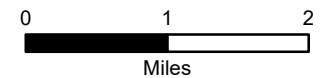
2.4.11. Safety Projects

Sponsor: ALDOT													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
46997	100075255 RHCH RR22 (908)	RR XING HAZARD ELIMINATION TO INSTALL RAISED MEDIAN SEPARATORS WITH DELINEATORS AT DOT NO(S):. 726011V ON 6TH AVE. EAST 726140K ON 35TH ST. 726017L ON HARGROVE RD AND 726016E ON 17TH ST. IN TUSCALOOSA ON NORFOLK SOUTHERN RR; REF NO. 2204HE	0.00	CN	P	RR CROSSING IMPROVEMENTS	2023	9031.000	EXEMPT	NA	\$76,685 \$0 \$8,521	\$85,205	
42699	100068091 HSIP I059 (414)	INTERCHANGE AND SAFETY IMPROVEMENTS AT I-59/I-20 ON-RAMPS AND OFF-RAMPS AT EXIT 79 (SR-7/US-11 INTERSECTION)	0.10	UT	P	SAFETY IMPROVEMENTS	2024	9026.000		NA	\$95,537 \$10,615 \$0	\$106,152	
42699	100068092 HSIP I059 (414)	INTERCHANGE AND SAFETY IMPROVEMENTS AT I-59/I-20 ON-RAMPS AND OFF-RAMPS AT EXIT 79 (SR-7/US-11 INTERSECTION)	0.43	CN	P	SAFETY IMPROVEMENTS	2024	9026.000		NA	\$1,513,303 \$168,145 \$0	\$1,681,448	
42964	100077126 STPAA-HSIP 0216 ()	RESURFACING AND 2 SAFETY WIDENING ON SR-216 FROM SR-215 TO LOCK 17 ROAD	11.99	FM	P	PREVENTATIVE MAINTENANCE LEVEL 2 W/ SAFETY WIDEN	2024	9032.000	EXEMPT	NA	\$855,546 \$95,061 \$0	\$950,607	
Totals By Sponsor						Federal		\$2,541,071			ALL Funds	\$2,823,412	

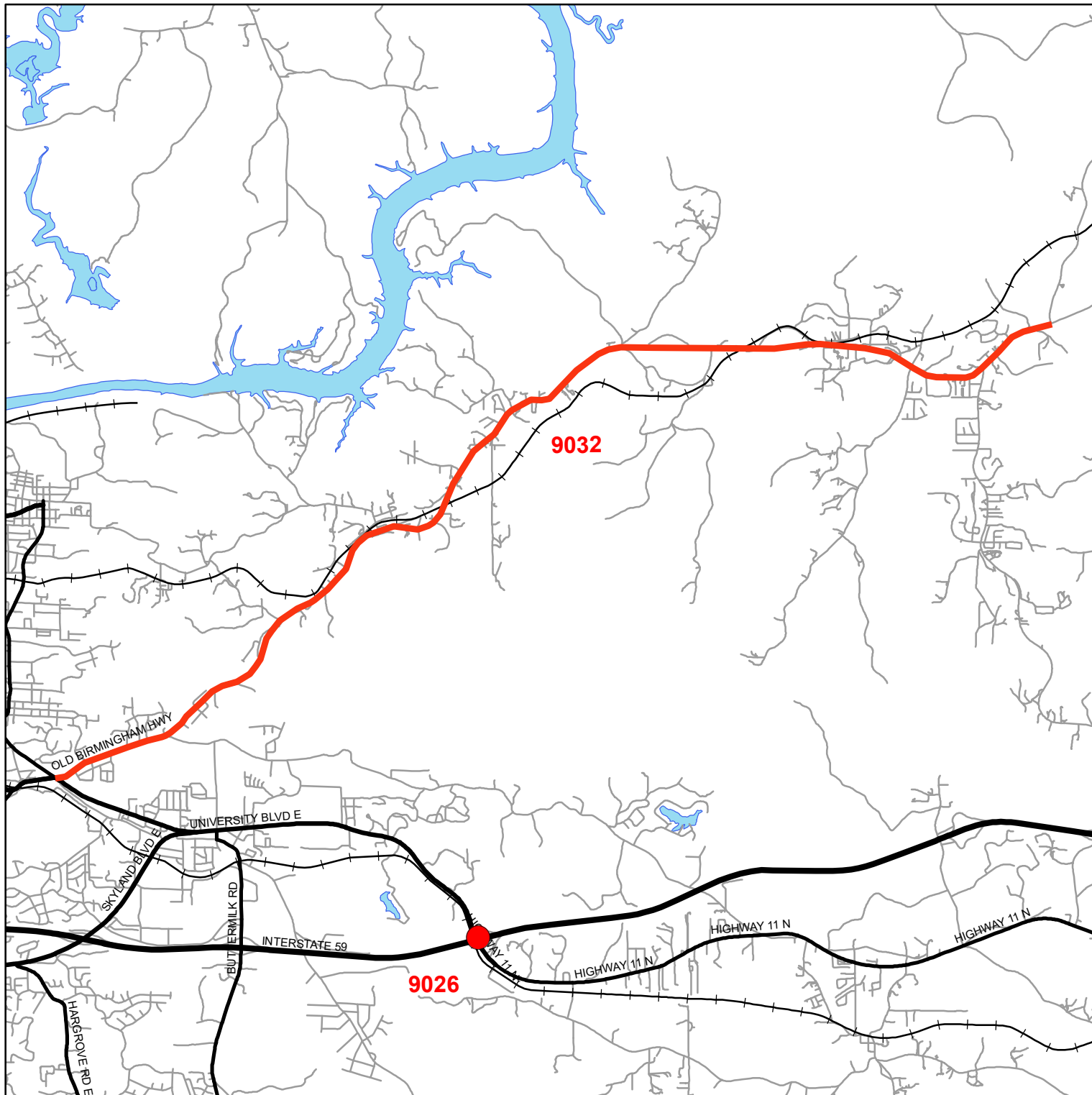
2.4.11
Safety Projects
Tuscaloosa County

- 00 Map ID Number
- Projects
- Project Segments
- Roadways
- Railroad
- Water

Source:
Basemap: Tuscaloosa Co e-911
Project Information: ALDOT, WARC



May 2023



2.4.12. Other Federal and State Aid Projects

Sponsor: ALDOT													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
46905	100077185 RAED-068-000 -178 ()	WEST ALABAMA HIGHWAY (SR-69) GRADE DRAIN BASE AND PAVE MOUNDVILLE BYPASS FROM APPROXIMATELY 0.44 MILES NORTH OF SR-60 AT HAVANNA JUNCTION TO TUSCALOOSA CR-94.	6.32	PE	P	GRADE, DRAIN, BASE, PAVE AND BRG	2023	5016.000	EXEMPT	NA	\$0 \$6,300,000 \$0	\$6,300,000	
46385	100073299 ATRP2-63- 2021-488 ()	ADDING/EXTENDING TURN LANES SHARED USE PATH ACCESS MANAGEMENT IMPROVEMENTS AND TRAFFIC SIGNAL MODIFICATIONS AT THE SR-215/2ND AVENUE INTERSECTION	0.00	CN	P	INTERSECTION IMPROVEMENTS	2024	5010.000	EXEMPT	NA	\$0 \$753,687 \$0	\$753,687	
46445	100073301 ATRP2-63- 2021-375 ()	INTERSECTION IMPROVEMENTS ON SR-13 (US-43) AT MITT LARY ROAD IN NORTHPORT	0.00	CN	P	INTERSECTION IMPROVEMENTS	2024	5011.000	EXEMPT	NA	\$0 \$1,794,882 \$0	\$1,794,882	
47725	100074995 ATRP2-63- 2022-123 ()	ACCESS MANAGEMENT IMPROVEMENTS (DRIVEWAY RECONFIGURATION MEDIAN ISLANDS SIDEWALKS LANDSCAPING LIGHTING AND SIGNALS) ON SR-216 FROM COVERED BRIDGE ROAD TO GEORGE RICHMOND PARKWAY	0.30	CN	P	SAFETY IMPROVEMENTS	2024	5012.000	EXEMPT	NA	\$0 \$1,800,274 \$0	\$1,800,274	
1390	100077369 DEMO A210 ()	WOOSLEY FINNELL BRIDGE REPLACEMENT AND APPROACHES ON SR-6 (US-82) OVER THE BLACK WARRIOR RIVER (BIN S 006932 006552 006553 006554 006555)	1.48	PE	P	BRIDGES AND APPROACHES	2024	5015.000	EXEMPT	NA	\$7,676,000 \$1,919,000 \$0	\$9,595,000	
1390	100077434 DEMO A210 ()	WOOSLEY FINNELL BRIDGE REPLACEMENT AND APPROACHES ON SR-6 (US-82) OVER THE BLACK WARRIOR RIVER (BIN S 006932 006552 006553 006554 006555)	1.48	RW	P	BRIDGES AND APPROACHES	2024	5015.000	EXEMPT	NA	\$6,464,000 \$1,616,000 \$0	\$8,080,000	
1390	100077435 DEMO A210 ()	WOOSLEY FINNELL BRIDGE REPLACEMENT AND APPROACHES ON SR-6 (US-82) OVER THE BLACK WARRIOR RIVER (BIN S 006932 006552 006553 006554 006555)	1.48	UT	P	BRIDGES AND APPROACHES	2024	5015.000	EXEMPT	NA	\$5,252,000 \$1,313,000 \$0	\$6,565,000	
48934	100076337 RACR-063-007 -011 ()	CONCRETE PAVEMENT REPLACEMENT ON SR-7 (US-11) AT LOWER COALING ROAD (READY MIX)	2.04	CN	P	WIDENING AND RESURFACING (RDWY)	2025	5009.000	EXEMPT	NA	\$0 \$3,500,000 \$0	\$3,500,000	
49121	100076399 ATRP2-63- 2023-499 ()	INTERSECTION IMPROVEMENTS AT I-20/59 AND DAIMLER BENZ BOULEVARD INTERCHANGE (EXIT 89) INCLUDING ADDITIONAL THRU LANES TURN LANES AND NEW TRAFFIC SIGNAL	0.00	CN	P	INTERSECTION IMPROVEMENTS	2025	5013.000	EXEMPT	NA	\$0 \$1,980,000 \$0	\$1,980,000	

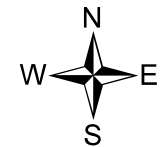
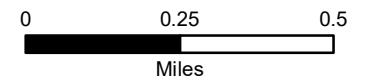
2.4.12. Other Federal and State Aid Projects

1390	100077436 DEMO A210 ()	WOOSLEY FINNELL BRIDGE REPLACEMENT AND APPROACHES ON SR- 6 (US-82) OVER THE BLACK WARRIOR RIVER (BIN S 006932 006552 006553 006554 006555)	1.48	CN	P	BRIDGES AND APPROACHES	2025	5015.000	EXEMPT	NA	\$81,608,000 \$20,402,000 \$0	\$102,010,000
Totals By Sponsor						Federal	\$101,000,000			ALL Funds \$142,378,843		
Sponsor: TUSCALOOSA COUNTY												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
49380	100076482 FLAP FLAP ()	ROADWAY PIPE CULVERT REPLACEMENT AND APPROACHES ON SOUTH SANDY ROAD OVER AN UNNAMED TRIBUTARY TO BIG SANDY CREEK	1.00	PE	P	GRADE, DRAIN, BASE AND PAVE	2023	5014.000	EXEMPT	NA	\$48,000 \$0 \$12,000	\$60,000
49380	100076485 FLAP FLAP ()	ROADWAY PIPE CULVERT REPLACEMENT AND APPROACHES ON SOUTH SANDY ROAD OVER AN UNNAMED TRIBUTARY TO BIG SANDY CREEK	1.00	CN	P	GRADE, DRAIN, BASE AND PAVE	2024	5014.000	EXEMPT	NA	\$600,000 \$0 \$150,000	\$750,000
Totals By Sponsor						Federal	\$648,000			ALL Funds \$810,000		

2.4.12A
Other Federal
and State Aid
Projects
Tuscaloosa County

- 00 Map ID Number
- Projects
- Project Segments
- Roadways
- Railroad
- Water

Source:
Basemap: Tuscaloosa Co e-911
Project Information: ALDOT, WARC

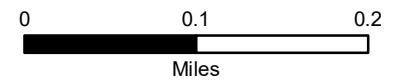


May 2023

2.4.12B
Other Federal
and State Aid
Projects
Tuscaloosa County

- 00 Map ID Number
- Projects
- Project Segments
- Roadways
- Railroad
- Water

Source:
Basemap: Tuscaloosa Co e-911
Project Information: ALDOT, WARC

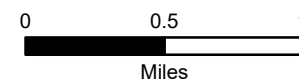


May 2023

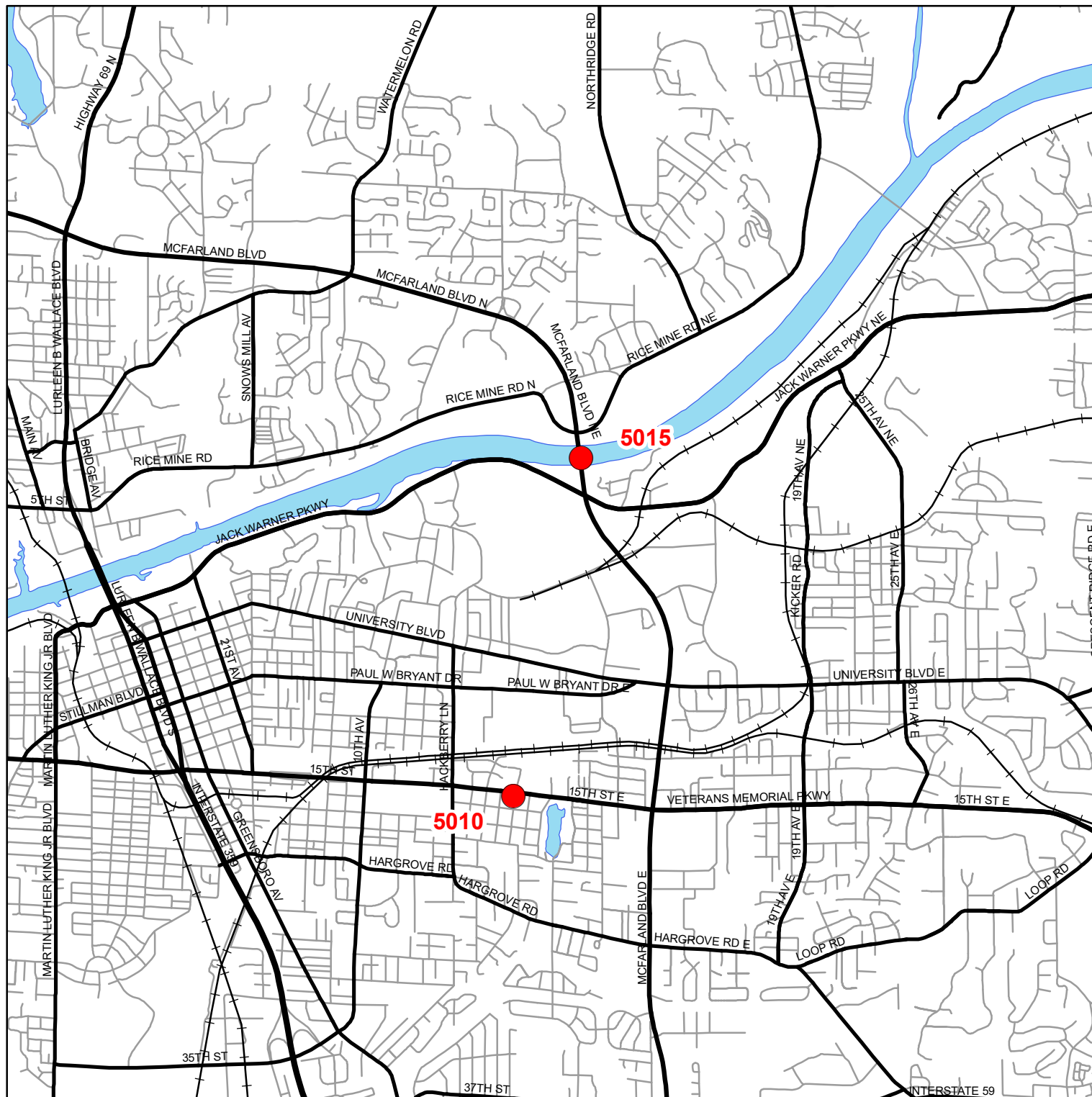
2.4.12C Other Federal and State Aid Projects Tuscaloosa County

- 00 Map ID Number
- Projects
- Project Segments
- Roadways
- Railroad
- Water

Source:
Basemap: Tuscaloosa Co e-911
Project Information: ALDOT, WARC



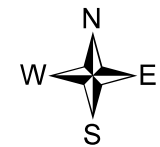
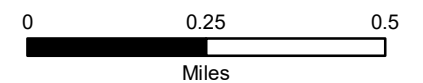
May 2023



2.4.12D
Other Federal
and State Aid
Projects
Tuscaloosa County

- 00 Map ID Number
- Projects
- Project Segments
- Roadways
- Railroad
- Water

Source:
Basemap: Tuscaloosa Co e-911
Project Information: ALDOT, WARC

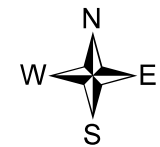
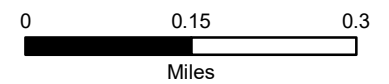


May 2023

2.4.12E
Other Federal
and State Aid
Projects
Tuscaloosa County

- 00 Map ID Number
- Projects
- Project Segments
- Roadways
- Railroad
- Water

Source:
Basemap: Tuscaloosa Co e-911
Project Information: ALDOT, WARC

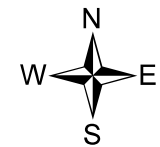
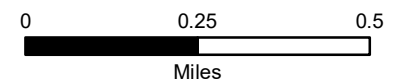


May 2023

2.4.12F
Other Federal
and State Aid
Projects
Tuscaloosa County

- 00 Map ID Number
- Projects
- Project Segments
- Roadways
- Railroad
- Water

Source:
Basemap: Tuscaloosa Co e-911
Project Information: ALDOT, WARC



May 2023

2.4.13 Congestion Mitigation and Air Quality Projects

Sponsor:

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

2.4.14 High Priority and Congressional Earmark Projects

Sponsor:

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

2.5 Authorized Projects - Fiscal Year 2022 and Part of Fiscal Year 2023

Federal regulations require a list of significant projects that were implemented from the previous TIP to be included in the current TIP and identify any major delays in the implementation of these projects. To address this requirement, the Local Transportation Bureau at the Alabama Department of Transportation dictated that the MPOs in Alabama include in the TIP a list of projects that were authorized in the previous and current fiscal year. The table contained in Appendix F lists all projects from Tuscaloosa County that were authorized in fiscal year 2022 (October 1, 2021 through September 30, 2022) and part of fiscal year 2023 (October 1, 2022 - May 18, 2023). A project is considered authorized when a funding contract has been completed.

2.6 Projects Sorted by Type of Work (Fiscal Years 2023-2027 TIP Projects)

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
48360	100075209 STPAA 0216 (506)	ADDITIONAL LANES AND BRIDGE REPLACEMENT ON SR-216 FROM YOUNGBLOOD PARKWAY TO THE I-59 EAST RAMP OF EXIT 100 (BIN 008904)	0.63	RW	P	ADDITIONAL ROADWAY LANES	2024	6097	EXEMPT	NA	\$400,000 \$0 \$0	\$400,000
48360	100075210 STPAA 0216 (506)	ADDITIONAL LANES AND BRIDGE REPLACEMENT ON SR-216 FROM YOUNGBLOOD PARKWAY TO THE I-59 EAST RAMP OF EXIT 100 (BIN 008904)	0.63	UT	P	ADDITIONAL ROADWAY LANES	2024	6097	EXEMPT	NA	\$1,224,120 \$0 \$0	\$1,224,120
48360	100075211 STPAA 0216 (506)	ADDITIONAL LANES AND BRIDGE REPLACEMENT ON SR-216 FROM YOUNGBLOOD PARKWAY TO THE I-59 EAST RAMP OF EXIT 100 (BIN 008904)	0.63	CN	P	ADDITIONAL ROADWAY LANES	2024	6097	EXEMPT	NA	\$693,668 \$0 \$0	\$693,668
41554	100066568 NH 0215 (504)	ADD LANES ON SR-215 FROM SR-216 TO SR-7 (US-11) AND REALIGN INTERSECTION WITH SR-7 (US-11)	1.40	RW	P	ADDITIONAL ROADWAY LANES	2024	5007		NA	\$5,027,869 \$0 \$0	\$5,027,869
41554	100066569 NH 0215 (504)	ADD LANES ON SR-215 FROM SR-216 TO SR-7 (US-11) AND REALIGN INTERSECTION WITH SR-7 (US-11)	1.40	UT	P	ADDITIONAL ROADWAY LANES	2024	5007		NA	\$12,617,086 \$0 \$3,154,272	\$15,771,358
41738	100072991 NH 0006 ()	ADD LANES ON SR-6 (US-82; MCFARLAND BOULEVARD) FROM RICE MINE ROAD TO WEST OF JACK WARNER PKWY AND INTERCHANGE IMPROVEMENTS AT RICE MINE ROAD	0.58	UT	P	ADDITIONAL ROADWAY LANES	2024	4019.1	EXEMPT	NA	\$8,242 \$0 \$2,061	\$10,303
41738	100072992 NH 0006 ()	ADD LANES ON SR-6 (US-82; MCFARLAND BOULEVARD) FROM JACK WARNER PARKWAY TO WEST OF UNIVERSITY BOULEVARD EAST AND INTERCHANGE IMPROVEMENTS AT JACK WARNER PARKWAY AND CAMPUS DRIVE	0.84	UT	P	ADDITIONAL ROADWAY LANES	2024	4019.2	EXEMPT	NA	\$3,326,299 \$0 \$831,575	\$4,157,874
41554	100066570 NH 0215 (504)	ADD LANES ON SR-215 FROM SR-216 TO SR-7 (US-11) AND REALIGN INTERSECTION WITH SR-7 (US-11)	1.40	CN	P	ADDITIONAL ROADWAY LANES	2025	5007		NA	\$1,410,205 \$0 \$352,551	\$1,762,756

41738	100068831 TRC-ST-063-006-014-CN ()	ADD LANES ON SR-6 (US-82; MCFARLAND BOULEVARD) FROM RICE MINE ROAD TO WEST OF JACK WARNER PKWY AND INTERCHANGE IMPROVEMENTS AT RICE MINE ROAD	0.58	CN	P	ADDITIONAL ROADWAY LANES	2024	4019.1	.	NA	\$420,160 \$0 \$105,040	\$525,200
41738	100068832 TRC-ST-063-006-015 A210 ()	ADD LANES ON SR-6 (US-82; MCFARLAND BOULEVARD) FROM JACK WARNER PARKWAY TO WEST OF UNIVERSITY BOULEVARD EAST AND INTERCHANGE IMPROVEMENTS AT JACK WARNER PARKWAY AND CAMPUS DRIVE	0.84	CN	P	ADDITIONAL ROADWAY LANES	2024	4019.2	.	NA	\$206,060 \$0 \$0	\$206,060
41738	100071620 TRC-ST-063-006-013-RW ()	ADD LANES ON SR-6 (US-82; MCFARLAND BOULEVARD) FROM RICE MINE ROAD TO WEST OF UNIVERSITY BOULEVARD EAST AND INTERCHANGE IMPROVEMENTS AT RICE MINE ROAD JACK WARNER PARKWAY AND CAMPUS DRIVE	1.42	RW	P	ADDITIONAL ROADWAY LANES	2024	4019.2	EXEMPT	NA	\$4,145,931 \$0 \$1,036,483	\$5,182,414
48705	100075676 99-505-632-215-301 ()	PARTIAL BRIDGE PAINTING ON SR-215 (VETERANS MEMORIAL PARKWAY) AT BIN 11426	0.00	MC	P	BRIDGE PAINTING	2024	12005	EXEMPT	NA	\$3,501,840 \$0 \$875,460	\$4,377,300
50020	100077318 99-505-632-659-303 ()	BRIDGE PAINTING ON I-59/20 AT BIN 010184	0.00	MC	P	BRIDGE PAINTING	2024	12006	EXEMPT	NA	\$10,000,000 \$0 \$2,500,000	\$12,500,000
49250	100076789 BR I059 (435)	BRIDGE DECK REHAB (HYDRODEMO) ON I-59 (I-20) SOUTHBOUND BRIDGES (BIN 9875 9877 9879 9881 9883 9885 9888 9890 9892 9894 9896 9898 9900) AND SOUTHBOUND RAILROAD BRIDGES (1018210672) AND NORTHBOUND RAILROAD BRIDGE (10673)	6.36	CN	P	BRIDGE REHABILITATION	2024	0	EXEMPT	NA	\$40,804 \$0 \$10,201	\$51,005
48434	100075323 STPSU 6322 (256)	BRIDGE REPLACEMENT (BIN 14296) ON CR-36 (ABERNANT LOOP)	0.10	RW	P	BRIDGE REPLACEMENT	2024	7056	EXEMPT	NA	\$81,608 \$0 \$0	\$81,608
48434	100075324 STPSU 6322 (256)	BRIDGE REPLACEMENT (BIN 14296) ON CR-36 (ABERNANT LOOP)	0.10	UT	P	BRIDGE REPLACEMENT	2024	7056	EXEMPT	NA	\$1,626,274 \$0 \$406,568	\$2,032,842
48434	100075325 STPSU 6322 ()	BRIDGE REPLACEMENT (BIN 14296) ON CR-36 (ABERNANT LOOP)	0.10	CN	P	BRIDGE REPLACEMENT	2024	7056	EXEMPT	NA	\$302,191 \$0 \$75,548	\$377,739
49177	100076223 STPSU 6327 ()	BRIDGE REPLACEMENT (BIN 003357) ON CR-38 (NORTHSIDE ROAD) OVER NORTH RIVER	0.20	PE	P	BRIDGE REPLACEMENT	2027	7061	EXEMPT	NA	\$83,248 \$0 \$20,812	\$104,060
49177	100076224 STPSU 6327 ()	BRIDGE REPLACEMENT (BIN 003357) ON CR-38 (NORTHSIDE ROAD) OVER NORTH RIVER	0.20	RW	P	BRIDGE REPLACEMENT	2027	7061	EXEMPT	NA	\$83,248 \$0 \$0	\$83,248

49177	100076225 STPSU 6327 ()	BRIDGE REPLACEMENT (BIN 003357) ON CR-38 (NORTHSIDE ROAD) OVER NORTH RIVER	0.20	UT	P	BRIDGE REPLACEMENT	2027	7061	EXEMPT	NA	\$51,398,634 \$12,849,659 \$0	\$64,248,293
33174	100055893 BR 0007 (546)	REPLACE BRIDGE (BIN 005140) ON SR-7 (US-11) OVER NORFOLK SOUTHERN RAILWAY	0.42	CN	P	BRIDGE REPLACEMENT	2023	4029		NA	\$233,534 \$58,384 \$0	\$291,918
43792	100069591 BR 0006 (577)	BRIDGE REPLACEMENT ON SR-6 (US-82) OVER BIG CREEK (BIN 5819 AND 5818)	0.36	CN	P	BRIDGE REPLACEMENT	2024	1076	.	NA	\$408,040 \$102,010 \$0	\$510,050
1390	100077369 DEMO A210 ()	WOOSLEY FINNELL BRIDGE REPLACEMENT AND APPROACHES ON SR-6 (US-82) OVER THE BLACK WARRIOR RIVER (BIN S 006932 006552 006553 006554 006555)	1.48	PE	P	BRIDGES AND APPROACHES	2024	5015	EXEMPT	NA	\$1,224,120 \$306,030 \$0	\$1,530,150
1390	100077434 DEMO A210 ()	WOOSLEY FINNELL BRIDGE REPLACEMENT AND APPROACHES ON SR-6 (US-82) OVER THE BLACK WARRIOR RIVER (BIN S 006932 006552 006553 006554 006555)	1.48	RW	P	BRIDGES AND APPROACHES	2024	5015	EXEMPT	NA	\$12,649,240 \$3,162,310 \$0	\$15,811,550
1390	100077435 DEMO A210 ()	WOOSLEY FINNELL BRIDGE REPLACEMENT AND APPROACHES ON SR-6 (US-82) OVER THE BLACK WARRIOR RIVER (BIN S 006932 006552 006553 006554 006555)	1.48	UT	P	BRIDGES AND APPROACHES	2024	5015	EXEMPT	NA	\$3,041,942 \$760,485 \$0	\$3,802,427
1390	100077436 DEMO A210 ()	WOOSLEY FINNELL BRIDGE REPLACEMENT AND APPROACHES ON SR-6 (US-82) OVER THE BLACK WARRIOR RIVER (BIN S 006932 006552 006553 006554 006555)	1.48	CN	P	BRIDGES AND APPROACHES	2025	5015	EXEMPT	NA	\$5,269,919 \$1,317,480 \$0	\$6,587,399
49249	100076335 ST-063-069-014 ()	ACCESS MANAGEMENT AND TRAFFIC STUDY FOR SR-69 FROM 500 SOUTH OF OLD GREENSBORO ROAD TO 1000 NORTH OF PLANTATION ROAD	4.00	SP	P	CORRIDOR STUDY	2023	0	EXEMPT	NA	\$203,628 \$0 \$50,907	\$254,535
49380	100076482 FLAP FLAP ()	ROADWAY PIPE CULVERT REPLACEMENT AND APPROACHES ON SOUTH SANDY ROAD OVER AN UNNAMED TRIBUTARY TO BIG SANDY CREEK	1.00	PE	P	GRADE, DRAIN, BASE AND PAVE	2023	5014	EXEMPT	NA	\$778,978 \$194,745 \$0	\$973,723
49380	100076485 FLAP FLAP ()	ROADWAY PIPE CULVERT REPLACEMENT AND APPROACHES ON SOUTH SANDY ROAD OVER AN UNNAMED TRIBUTARY TO BIG SANDY CREEK	1.00	CN	P	GRADE, DRAIN, BASE AND PAVE	2024	5014	EXEMPT	NA	\$68,246 \$17,061 \$0	\$85,307

46905	100077185 RAED-068-000-178 ()	WEST ALABAMA HIGHWAY (SR-69) GRADE DRAIN BASE AND PAVE MOUNDVILLE BYPASS FROM APPROXIMATELY 0.44 MILES NORTH OF SR-60 AT HAVANNA JUNCTION TO TUSCALOOSA CR-94.	6.32	PE	P	GRADE, DRAIN, BASE, PAVE AND BRG	2023	5016	EXEMPT	NA	\$962,443 \$240,611 \$0	\$1,203,054
31146	100057493 TRC-STPSU 0069 (573)	INTERSECTION IMPROVEMENTS ON SR-69 AT CR-84 (CHARLIE SHIRLEY ROAD)	0.70	RW	P	INTERSECTION IMPROVEMENTS	2024	6022		NA	\$944,944 \$236,236 \$0	\$1,181,180
31146	100057494 TRC-STPSU 0069 (573)	INTERSECTION IMPROVEMENTS ON SR-69 AT CR-84 (CHARLIE SHIRLEY ROAD)	0.70	UT	P	INTERSECTION IMPROVEMENTS	2024	6022		NA	\$2,102,020 \$525,505 \$0	\$2,627,525
31146	100053306 TRC-STPSU 0069 (573)	INTERSECTION IMPROVEMENTS ON SR-69 AT CR-84 (CHARLIE SHIRLEY ROAD)	0.70	CN	P	INTERSECTION IMPROVEMENTS	2025	6022		NA	\$214,928 \$0 \$53,732	\$268,660
34752	100057987 TRC-NHF 0069 (540)	SR-69 INTERSECTION IMPROVEMENTS FROM PLANTATION ROAD TO THE I-59 OVERPASS (INCLUDING THE ALABAMA SOUTHERN RAILROAD OVERPASS)	1.40	CN	P	INTERSECTION IMPROVEMENTS	2024	6036		NA	\$600,000 \$0 \$150,000	\$750,000
46475	100076870 TRC-NH 0006 (602)	TURN LANES ACCESS MANAGEMENT AND PEDESTRIAN IMPROVEMENTS AT THE INTERSECTION OF SR-6 (US-82 MCFARLAND BLVD) AND SR-13 (US-43)	1.00	PE	P	INTERSECTION IMPROVEMENTS	2023	4057	EXEMPT	NA	\$3,360,000 \$0 \$840,000	\$4,200,000
46475	100072881 TRC-NH 0006 (602)	TURN LANES ACCESS MANAGEMENT AND PEDESTRIAN IMPROVEMENTS AT THE INTERSECTION OF SR-6 (US-82 MCFARLAND BLVD) AND SR-13 (US-43)	1.00	RW	P	INTERSECTION IMPROVEMENTS	2024	4057	EXEMPT	NA	\$783,029 \$195,757 \$0	\$978,786
46475	100072882 TRC-NH 0006 (602)	TURN LANES ACCESS MANAGEMENT AND PEDESTRIAN IMPROVEMENTS AT THE INTERSECTION OF SR-6 (US-82 MCFARLAND BLVD) AND SR-13 (US-43)	1.00	UT	P	INTERSECTION IMPROVEMENTS	2024	4057	EXEMPT	NA	\$906,665 \$226,666 \$0	\$1,133,331
46475	100072883 TRC-NH 0006 ()	TURN LANES ACCESS MANAGEMENT AND PEDESTRIAN IMPROVEMENTS AT THE INTERSECTION OF SR-6 (US-82 MCFARLAND BLVD) AND SR-13 (US-43)	1.00	CN	P	INTERSECTION IMPROVEMENTS	2024	4057	EXEMPT	NA	\$3,636,000 \$404,000 \$0	\$4,040,000
42996	100068733 NH 0006 ()	INTERSECTION IMPROVEMENTS ON SR-6 (US-82 / MCFARLAND BOULEVARD) AT SR-69	0.41	RW	P	INTERSECTION IMPROVEMENTS	2025	4051		NA	\$2,817,192 \$704,298 \$0	\$3,521,490
42996	100068734 NH 0006 ()	INTERSECTION IMPROVEMENTS ON SR-6 (US-82 / MCFARLAND BOULEVARD) AT SR-69	0.41	UT	P	INTERSECTION IMPROVEMENTS	2025	4051		NA	\$6,868,000 \$1,717,000 \$0	\$8,585,000

42996	100068735 NH 0006 ()	INTERSECTION IMPROVEMENTS ON SR-6 (US-82 / MCFARLAND BOULEVARD) AT SR-69	0.41	CN	P	INTERSECTION IMPROVEMENTS	2026	4051		NA	\$5,783,859 \$1,445,965 \$0	\$7,229,823
46385	100073299 ATRP2-63-2021-488 ()	ADDING/EXTENDING TURN LANES SHARED USE PATH ACCESS MANAGEMENT IMPROVEMENTS AND TRAFFIC SIGNAL MODIFICATIONS AT THE SR-215/2ND AVENUE INTERSECTION	0.00	CN	P	INTERSECTION IMPROVEMENTS	2024	5010	EXEMPT	NA	\$428,854 \$107,214 \$0	\$536,068
46445	100073301 ATRP2-63-2021-375 ()	INTERSECTION IMPROVEMENTS ON SR-13(US-43) AT MITT LARY ROAD IN NORTHPORT	0.00	CN	P	INTERSECTION IMPROVEMENTS	2024	5011	EXEMPT	NA	\$643,281 \$160,820 \$0	\$804,102
49121	100076399 ATRP2-63-2023-499 ()	INTERSECTION IMPROVEMENTS AT I-20/59 AND DAIMLER BENZ BOULEVARD INTERCHANGE (EXIT 89) INCLUDING ADDITIONAL THRU LANES TURN LANES AND NEW TRAFFIC SIGNAL	0.00	CN	P	INTERSECTION IMPROVEMENTS	2025	5013	EXEMPT	NA	\$4,712,153 \$1,178,038 \$0	\$5,890,191
21531	100038399 BR 0005 ()	BRIDGE REMOVAL ON SR-5 (US-11) OVER ABANDONED L AND N RAILROAD (BIN 005799 AND 005800) NEAR CHAMBLEE AVENUE	0.50	CN	P	OVERPASS REMOVAL	2024	4030		NA	\$25,988,561 \$6,497,140 \$0	\$32,485,701
21531	100057835 BR 0005 (565)	BRIDGE REMOVAL ON SR-5 (US-11) OVER ABANDONED L AND N RAILROAD (BIN 005799 AND 005800) NEAR CHAMBLEE AVENUE	0.88	UT	P	OVERPASS REMOVAL	2024	4030		NA	\$0 \$716,800 \$0	\$716,800
47564	100074254 IM I059 (439)	RESURFACING I-59 FROM CR-211 TO THE TUSCALOOSA COUNTY LINE	8.36	CN	P	PREVENTATIVE MAINTENANCE LEVEL 1	2024	4060	EXEMPT	NA	\$0 \$744,800 \$0	\$744,800
42964	100075367 NH 0013 (637)	RESURFACING ON SR-13 (US-43) FROM 0.27 MILE SOUTH OF NORTHSIDE ROAD TO FAYETTE COUNTY LINE	8.54	FM	P	PREVENTATIVE MAINTENANCE LEVEL 2	2024	4061	EXEMPT	NA	\$0 \$130,000 \$0	\$130,000
42964	100075250 NH 0007 ()	RESURFACING AND PLANING ON SR-7 (US-11) FROM SR-6 (US-82) TO PLEASANT HILL DRIVE	5.27	FM	P	PREVENTATIVE MAINTENANCE LEVEL 2	2025	4059	EXEMPT	NA	\$0 \$0 \$53,035,254	\$53,035,254
42964	100077126 STPAA-HSIP 0216 ()	RESURFACING AND 2 SAFETY WIDENING ON SR-216 FROM SR-215 TO LOCK 17 ROAD	11.99	FM	P	PREVENTATIVE MAINTENANCE LEVEL 2 W/ SAFETY WIDEN	2024	9032	EXEMPT	NA	\$0 \$0 \$17,568,609	\$17,568,609
42964	100077126 STPAA-HSIP 0216 ()	RESURFACING AND 2 SAFETY WIDENING ON SR-216 FROM SR-215 TO LOCK 17 ROAD	11.99	FM	P	PREVENTATIVE MAINTENANCE LEVEL 2 W/ SAFETY WIDEN	2024	9032	EXEMPT	NA	\$0 \$1,200,000 \$0	\$1,200,000

47203	100073781 CRPTL 6321 (252)	RESURFACINGSIDEWALK INSTALLATION ANGLED PARKING SPACES AND LIGHTING ON MAIN AVENUE FROM 5TH STREET TO MCFARLAND BOULEVARD (SR-6/US-82) TO INCLUDE INTERSECTION IMPROVEMENTS (REALIGNMENT OF 10TH STREET AND ADDING A TURN LANE AT PARK STREET)	1.66	RW	P	RESURFACING	2024	7046	EXEMPT	NA	\$0 \$1,041,100 \$0	\$1,041,100
47203	100073782 STPSU-CRPTL 6321 ()	RESURFACINGSIDEWALK INSTALLATION ANGLED PARKING SPACES AND LIGHTING ON MAIN AVENUE FROM 5TH STREET TO MCFARLAND BOULEVARD (SR-6/US-82) TO INCLUDE INTERSECTION IMPROVEMENTS (REALIGNMENT OF 10TH STREET AND ADDING A TURN LANE AT PARK STREET)	1.66	CN	P	RESURFACING	2024	7046	EXEMPT	NA	\$193,577 \$0 \$48,394	\$241,971
47203	100073782 STPSU-CRPTL 6321 ()	RESURFACINGSIDEWALK INSTALLATION ANGLED PARKING SPACES AND LIGHTING ON MAIN AVENUE FROM 5TH STREET TO MCFARLAND BOULEVARD (SR-6/US-82) TO INCLUDE INTERSECTION IMPROVEMENTS (REALIGNMENT OF 10TH STREET AND ADDING A TURN LANE AT PARK STREET)	1.66	CN	P	RESURFACING	2024	7046	EXEMPT	NA	\$582,287 \$0 \$582,287	\$1,164,574
47537	100074221 STPSU 6322 (251)	RESURFACING OF TUSCALOOSA CITY STREETS:OLD COLONY RD FROM WATERMELON RD TO NORTHRIDGE RD;JOE MALLISHAM PKWY/BOONE BLVD FROM CITY LIMIT TO SR-6(US- 82);JACK WARNER PKWY FROM SR- 6(US-82) TO CITY LIMIT;DR ED HILLARD DR FROM 15TH TO UNIVERSITY BLVD	7.11	CN	P	RESURFACING	2023	7049	EXEMPT	NA	\$204,235 \$0 \$51,059	\$255,294
49020	100076035 IAR-063-000-026 ()	RESURFACING ON WALLACE FERRY ROAD/BLACKBURN ROAD FROM SR-69 TO THE WALKER COUNTY LINE TO BENEFIT PEABODY ENERGY	6.90	CN	P	RESURFACING	2023	11022	EXEMPT	NA	\$1,760,000 \$0 \$440,000	\$2,200,000
46997	100075255 RHCH RR22 (908)	RR XING HAZARD ELIMINATION TO INSTALL RAISED MEDIAN SEPARATORS WITH DELINEATORS AT DOT NO(S):. 726011V ON 6TH AVE. EAST 726140K ON 35TH ST. 726017L ON	0.00	CN	P	RR CROSSING IMPROVEMENTS	2023	9031	EXEMPT	NA	\$167,713 \$0 \$167,713	\$335,426

42699	100068091 HSIP I059 (414)	INTERCHANGE AND SAFETY IMPROVEMENTS AT I-59/I-20 ON-RAMPS AND OFF-RAMPS AT EXIT 79 (SR-7/US-11 INTERSECTION)	0.10	UT	P	SAFETY IMPROVEMENTS	2024	9026		NA	\$2,643,581 \$660,895 \$0	\$3,304,476
42699	100068092 HSIP I059 (414)	INTERCHANGE AND SAFETY IMPROVEMENTS AT I-59/I-20 ON-RAMPS AND OFF-RAMPS AT EXIT 79 (SR-7/US-11 INTERSECTION)	0.43	CN	P	SAFETY IMPROVEMENTS	2024	9026		NA	\$1,250,000 \$0 \$1,250,000	\$2,500,000
47725	100074995 ATRP2-63-2022-123 ()	ACCESS MANAGEMENT IMPROVEMENTS (DRIVEWAY RECONFIGURATION MEDIAN ISLANDS SIDEWALKS LANDSCAPING LIGHTING AND SIGNALS) ON SR-216 FROM COVERED BRIDGE ROAD TO GEORGE RICHMOND PARKWAY	0.30	CN	P	SAFETY IMPROVEMENTS	2024	5012	EXEMPT	NA	\$205,177 \$0 \$51,294	\$256,471
36383	100068201 STPAA NR18 (919)	CURB RAMP INSTALLATION ON STATE ROUTES 5 6 7 13 69 171 215 216 297 AND 300 IN TUSCALOOSA COUNTY	0.00	CN	P	SIDEWALK	2024	0		NA	\$178,132 \$0 \$178,132	\$356,264
47337	100073935 IAR-063-000-025 ()	TRAFFIC SIGNALS INSTALLATION AND ROADWAY IMPROVEMENTS ON M-CLASS BOULEVARD AT MERCEDES DRIVE AND I-20 WESTBOUND RAMP INTERSECTIONS TO BENEFIT MERCEDES-BENZ US INTERNATIONAL AND SCHNELLECKE LOGISTICS	0.00	CN	P	SIGNALIZATION	2023	11020	EXEMPT	NA	\$721,868 \$0 \$721,868	\$1,443,736
49021	100076036 IAR-063-000-027 ()	ADDITION OF TURN LANES AND INSTALLATION OF TRAFFIC SIGNALS ON MERCEDES DRIVE AND M-CLASS BOULEVARD TO BENEFIT MERCEDES-BENZ US INTERNATIONAL	0.00	CN	P	SIGNALIZATION	2023	11021	EXEMPT	NA	\$2,711,982 \$677,996 \$0	\$3,389,978
49185	100076231 STPSU 6324 ()	RESURFACING ROUNDABOUT AND SHARED USE PATH ON CR-30 (5TH STREET) FROM CITY LIMITS TO MAIN AVENUE	1.52	PE	P	STREETSCAPE	2024	7059	EXEMPT	NA	\$533,850 \$0 \$533,850	\$1,067,700
49185	100076232 STPSU 6324 ()	RESURFACING ROUNDABOUT AND SHARED USE PATH ON CR-30 (5TH STREET) FROM CITY LIMITS TO MAIN AVENUE	1.52	UT	P	STREETSCAPE	2026	7059	EXEMPT	NA	\$2,195,832 \$0 \$548,958	\$2,744,790
49185	100076233 STPSU 6324 ()	RESURFACING ROUNDABOUT AND SHARED USE PATH ON CR-30 (5TH STREET) FROM CITY LIMITS TO MAIN AVENUE	1.52	CN	P	STREETSCAPE	2026	7059	EXEMPT	NA	\$205,177 \$0 \$51,294	\$256,471

12174	100076314 STPSU 6325 ()	SIDEWALK SHARED-USE PATH STORM SEWER AND UTILITY IMPROVEMENTS ALONG UNIVERSITY BLVD AND INTERSECTION REALIGNMENTS AT 30TH AVE AND AT CRESCENT RIDGE RD	0.60	CN	P	STREETSCAPE	2025	7060	EXEMPT	NA	\$2,711,982 \$677,996 \$0	\$3,389,978
1935	100008460 STPSU 6317 ()	MARTIN LUTHER KING BOULEVARD FROM SNOWS MILL AVENUE TO SR-69 ADD TURN LANES REALIGNMENT OF INTERSECTIONS SIDEWALKS AND LIGHTING	1.15	CN	P	TURN LANES	2024	7006.1		NA	\$44,168 \$0 \$11,042	\$55,210
49990	100077284 UMTAC TR24 ()	SECTION 5310 TRANSIT FOCUS ON SENIOR CITIZENS OF TUSCALOOSA CAPITAL ROLLING STOCK (1 MV/2 HRV/H1) FY-2023	0.00	TR	P	UNCLASSIFIED	2024	0	EXEMPT	NA	\$516,150 \$0 \$516,150	\$1,032,300
49674	100076878 FTA9 TR24 ()	SECTION 5307 TUSCALOOSA TRANSIT OPERATING ASSISTANCE APPORTIONMENT YEAR FY 2021	0.00	TR	P	UNCLASSIFIED	2024	0	EXEMPT	NA	\$1,150,000 \$0 \$1,150,000	\$2,300,000
49677	100076882 FTA3C TR24 ()	SECTION 5339 TUSCALOOSA TRANSIT CAPITAL APPORTIONMENT FY 2023	0.00	TR	P	UNCLASSIFIED	2024	0	EXEMPT	NA	\$1,517,814 \$0 \$379,454	\$1,897,268
49687	100076892 FTA9 TR24 ()	SECTION 5307 TUSCALOOSA TRANSIT CAPITAL APPORTIONMENT FY 2022	0.00	TR	P	UNCLASSIFIED	2024	0	EXEMPT	NA	\$962,186 \$0 \$240,547	\$1,202,733
49708	100076915 FTA9 TR24 ()	SECTION 5307 TUSCALOOSA TRANSIT OPERATING ASSISTANCE APPORTIONMENT YEAR FY 2022	0.00	TR	P	UNCLASSIFIED	2024	0	EXEMPT	NA	\$205,177 \$0 \$51,294	\$256,471
49779	100077001 FTA9 TR24 ()	LEVEL OF EFFORT-SECTION 5307-TUSCALOOSA(APPORTIONMENT FY 22)	0.00	TR	P	UNCLASSIFIED	2024	0	EXEMPT	NA	\$205,177 \$0 \$51,294	\$256,471
49678	100076883 FTA9 TR25 ()	SECTION 5307 TUSCALOOSA TRANSIT CAPITAL APPORTIONMENT FY 2023	0.00	TR	P	UNCLASSIFIED	2025	0	EXEMPT	NA	\$2,711,982 \$677,996 \$0	\$3,389,978
49679	100076884 FTA3C TR25 ()	SECTION 5339 TUSCALOOSA TRANSIT CAPITAL APPORTIONMENT FY 2024	0.00	TR	P	UNCLASSIFIED	2025	0	EXEMPT	NA	\$0 \$210,000 \$0	\$210,000
49688	100076893 FTA9 TR25 ()	SECTION 5307 TUSCALOOSA TRANSIT OPERATING ASSISTANCE APPORTIONMENT YEAR FY 2023	0.00	TR	P	UNCLASSIFIED	2025	0	EXEMPT	NA	\$0 \$220,000 \$0	\$220,000
49709	100076916 FTA9 TR25 ()	SECTION 5307 TUSCALOOSA TRANSIT OPERATING ASSISTANCE APPORTIONMENT YEAR FY 2022	0.00	TR	P	UNCLASSIFIED	2025	0	EXEMPT	NA	\$76,685 \$0 \$8,521	\$85,205
49874	100077097 FTA9 TR25 ()	LEVEL OF EFFORT-SECTION 5307-TUSCALOOSA(APPORTIONMENT FY 23)	0.00	TR	P	UNCLASSIFIED	2025	0	EXEMPT	NA	\$95,537 \$10,615 \$0	\$106,152

49675	100076879 FTA9 TR26 ()	SECTION 5307 TUSCALOOSA TRANSIT OPERATING ASSISTANCE APPORTIONMENT YEAR FY 2023	0.00	TR	P	UNCLASSIFIED	2026	0	EXEMPT	NA	\$1,513,303 \$168,145 \$0	\$1,681,448
49680	100076885 FTA9 TR26 ()	SECTION 5307 TUSCALOOSA TRANSIT CAPITAL APPORTIONMENT FY 2024	0.00	TR	P	UNCLASSIFIED	2026	0	EXEMPT	NA	\$855,546 \$95,061 \$0	\$950,607
49681	100076886 FTA3C TR26 ()	SECTION 5339 TUSCALOOSA TRANSIT CAPITAL APPORTIONMENT FY 2025	0.00	TR	P	UNCLASSIFIED	2026	0	EXEMPT	NA	\$0 \$6,300,000 \$0	\$6,300,000
49875	100077098 FTA9 TR26 ()	LEVEL OF EFFORT-SECTION 5307- TUSCALOOSA (APPORTIONMENT FY 24- EST)	0.00	TR	P	UNCLASSIFIED	2026	0	EXEMPT	NA	\$0 \$753,687 \$0	\$753,687
50059	100077370 FTA9 TR26 ()	SECTION 5307 TUSCALOOSA TRANSIT CAPITAL APPORTIONMENT FY 2025	0.00	TR	P	UNCLASSIFIED	2026	0	EXEMPT	NA	\$0 \$1,794,882 \$0	\$1,794,882
50060	100077371 FTA9 TR26 ()	SECTION 5307 TUSCALOOSA TRANSIT OPERATING ASSISTANCE APPORTIONMENT YEAR FY 2024	0.00	TR	P	UNCLASSIFIED	2026	0	EXEMPT	NA	\$0 \$1,800,274 \$0	\$1,800,274
49682	100076887 FTA9 TR27 ()	SECTION 5307 TUSCALOOSA TRANSIT OPERATING ASSISTANCE APPORTIONMENT YEAR FY 2025	0.00	TR	P	UNCLASSIFIED	2027	0	EXEMPT	NA	\$7,676,000 \$1,919,000 \$0	\$9,595,000
49683	100076888 FTA9 TR27 ()	SECTION 5307 TUSCALOOSA TRANSIT CAPITAL APPORTIONMENT FY 2025	0.00	TR	P	UNCLASSIFIED	2027	0	EXEMPT	NA	\$6,464,000 \$1,616,000 \$0	\$8,080,000
49684	100076889 FTA9 TR27 ()	SECTION 5307 TUSCALOOSA TRANSIT CAPITAL APPORTIONMENT FY 2026	0.00	TR	P	UNCLASSIFIED	2027	0	EXEMPT	NA	\$5,252,000 \$1,313,000 \$0	\$6,565,000
49685	100076890 FTA3C TR27 ()	SECTION 5339 TUSCALOOSA TRANSIT CAPITAL APPORTIONMENT FY 2026	0.00	TR	P	UNCLASSIFIED	2027	0	EXEMPT	NA	\$0 \$3,500,000 \$0	\$3,500,000
49686	100076891 FTA3C TR27 ()	SECTION 5339 TUSCALOOSA TRANSIT CAPITAL APPORTIONMENT FY 2027	0.00	TR	P	UNCLASSIFIED	2027	0	EXEMPT	NA	\$0 \$1,980,000 \$0	\$1,980,000
49876	100077099 FTA9 TR27 ()	LEVEL OF EFFORT-SECTION 5307- TUSCALOOSA(APPORTIONMENT FY 25- EST)	0.00	TR	P	UNCLASSIFIED	2027	0	EXEMPT	NA	\$81,608,000 \$20,402,000 \$0	\$102,010,000
48934	100076350 STPSU 0007 ()	CONCRETE PAVEMENT REPLACEMENT ON SR-7 (US-11) AT LOWER COALING ROAD (READY MIX)	2.04	UT	P	WIDENING AND RESURFACING (RDWY)	2023	7057	EXEMPT	NA	\$48,000 \$0 \$12,000	\$60,000
48934	100076337 RACR-063-007- 011 ()	CONCRETE PAVEMENT REPLACEMENT ON SR-7 (US-11) AT LOWER COALING ROAD (READY MIX)	2.04	CN	P	WIDENING AND RESURFACING (RDWY)	2025	5009	EXEMPT	NA	\$600,000 \$0 \$150,000	\$750,000

3.0 Financial Plan

3.1 Description

The financial plan is an organized, educated attempt to ensure that funds are available to implement the projects identified on the TIP. However, since exact costs are not known until projects are complete and since expected revenues are sometimes less than estimated, the plan is not perfect. Some projects that are listed on the TIP will not be started in the designated year due to these problems. The financial plan is illustrated in Table 2.

Table 2 lists the total amount of funds in most funding categories available in Tuscaloosa County (MPO planning area) each fiscal year. The table also summarizes the funds that will be used in Tuscaloosa County (MPO planning area) in each funding category by year and the percentage of funds used in the County. The funding amounts listed in Table 2 include only the federal portion with the exception of two of the funding categories. The State Funded Projects and the System Maintenance Projects are in total costs because only state funds are utilized. The federal portion for most funding categories is 80 percent.

As shown in Table 2, the TIP is financially constrained by year, and no funding deficits are expected. No new revenue sources are included in the funding estimates. The Tuscaloosa Area TIP uses only currently available revenue sources. All project costs were factored to year-of-expenditure dollars utilizing a factor of one percent per year.

3.2 Process

The Tuscaloosa Area MPO worked with the Tuscaloosa County Parking and Transit Authority (TCPTA) and ALDOT to develop the financial plan. The TCPTA provided the MPO staff with estimated project costs for the TIP years. The MPO staff verified the available FTA funds for fiscal year 2023 and assisted the TCPTA in estimating the funding marks for fiscal years 2024 and 2027. The MPO staff provided this information to ALDOT. ALDOT added the information to their project management system where it became part of the local TIP and the STIP.

ALDOT provided the Tuscaloosa Area MPO with project lists that had been balanced against expected revenue in May 2023. The lists covered all federal and state funding categories that were scheduled to be used in the Tuscaloosa Area from 2023 through 2027. The project lists were printed from the MPO Portal, an online TIP development tool. The MPO staff verified the local funding information on the project lists. The project lists from the MPO Portal system are the tables used in Chapter 2.0 of the TIP.

In May 2023, ALDOT provided the Tuscaloosa Area MPO with funding estimates for the Surface Transportation Attributable (STA) program. Generally, projects that use the STA program are sponsored and matched by local governments. In the Tuscaloosa area, this funding category is used on locally owned and maintained roads and projects. ALDOT expects the local governments, working through the MPO, to schedule and balance projects that use this funding source. The Tuscaloosa Area MPO uses the

scheduling process included in Appendix D for this purpose. Table 3 is the balance sheet for the STA funding category.

3.3 Fiscal Constraint Requirement

The Alabama Department of Transportation confirmed the fiscal constraint of projects administered by the Department in this TIP. The local governments have established that local funds will be available to match the projects included in the Surface Transportation Attributable (STA) program. Tables 2 and 3 illustrate the fiscal constraint of the TIP.

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

Tuscaloosa Area MPO

	2024	2025	2026	2027
Surface Transportation Attributable Projects				
Carryover From Previous Year (Federal Funds Only)	\$33,842,716	\$12,072,732	\$5,113,332	\$5,213,944
Apportionment (Federal Funds Only)	\$5,540,600	\$5,540,600	\$5,540,601	\$4,945,726
Funds Available to the MPO for Programming (Federal Funds Only)	\$39,383,316	\$17,613,332	\$10,653,933	\$10,159,670
Estimated Cost of Planned Projects (Federal Funds Only)	\$27,310,584	\$12,500,000	\$5,439,989	\$2,585,859
Balance Forward (Federal Funds Only)	\$12,072,732	\$5,113,332	\$5,213,944	\$7,573,811
Other Surface Transportation Program Projects (includes Bridge projects not on NH System)				
Funds Available for Programming (Federal Funds Only)	\$87,000,000	\$21,150,841	\$21,150,841	\$21,150,841
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$86,194,388	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	99%	0%	0%	0%
National Highway Performance Program (APD, IM, Bridge projects on NH System)				
Funds Available for Programming (Federal Funds Only)	\$85,000,000	\$15,000,000	\$33,000,000	\$8,219,537
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$84,912,323	\$14,460,184	\$32,485,701	\$0
Percentage Programmed in the Tuscaloosa Area (Federal Funds Only)	100%	96%	98%	0%
Appalachian Highway System Projects				
State Funds Available for Programming (Total Funds)	\$0	\$0	\$0	\$0
MPO Area Estimated Cost of Planned Projects (Total Funds)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Total Funds)	0%	0%	0%	0%
Transportation Alternatives (Tables 5 & 8)				
Funds Available for Programming (Federal Funds Only)	\$544,539	\$544,539	\$544,539	\$544,539
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
State Funded Projects (Tables 7 & 10)				
Funds Available for Programming (State Funds Only)	\$75,000,000	\$1,021,569	\$1,021,569	\$1,021,569
MPO Area Estimated Cost of Planned Projects (Total Funds)	\$74,866,563	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Total Funds)	100%	0%	0%	0%
Transit Projects				
Funds Available for Programming (Federal Funds Only)	\$2,727,000	\$3,118,000	\$3,508,000	\$4,066,000
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$2,727,000	\$3,118,000	\$3,508,000	\$4,066,000
Percentage Programmed in the MPO Area (Federal Funds Only)	100%	100%	100%	100%

ALDOT SPREADSHEET FOR ALL TIP Fiscal Years 2024 Through 2027 - Financial Plan Tuscaloosa Area MPO

	2024	2025	2026	2027
Safety Projects including Railroad (Table 11)				
Funds Available for Programming (Federal Funds Only)	\$3,000,000	\$1,463,795	\$1,463,795	\$1,463,795
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$2,823,412	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	94%	0%	0%	0%
Covid Relief Funds (Table 12)				
Funds Available for Programming (Federal Funds Only)	\$0	\$0	\$0	\$0
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
Carbon Reduction Funds (Table 12)				
Funds Available for Programming (Federal Funds Only)	\$0	\$0	\$0	\$0
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
Rebuild Alabama Funds (Table 12)				
Funds Available for Programming (State Funds Only)	\$11,461,625	\$11,461,625	\$11,461,625	\$11,461,625
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
ATRIP II Funds (Table 12)				
Funds Available for Programming (State Funds Only)	\$103,433	\$103,433	\$103,433	\$103,433
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
Congestion Mitigation and Air Quality Projects - Birmingham Area Only				
Carryover From Previous Year (Federal Funds Only)				
Apportionment (Federal Funds Only)				
Funds Available for Programming (Federal Funds Only)				
Estimated Cost of Planned Projects (Federal Funds Only)				
Balance Forward (Federal Funds Only)				
High Priority and Congressional Earmark Projects (Money still available)				
This group of projects usually results from congressional action in an annual appropriations bill; these projects and the amount available for programming annually is an unknown factor.				
Funds Available for Programming (Federal Funds Only)	\$0	\$0	\$0	\$0
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%

URBAN AREA FUNDING AVAILABILITY REPORT

URBAN AREA TUSCALOOSA

FEDERAL FUNDING ONLY

URBAN AREA FUNDING TYPE Surface Trans MPO

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
100073785	RESURFACING ON CR-84 (CHARLIE SHIRLEY ROAD) FROM SR-69 TO SR-13 (US-43)	CN	\$1,223,091	09/30/2022	Authorized	8/24/2022
100073786	RESURFACING AND SIDEWALK IMPROVEMENTS ON CR-47 (WATERMELON ROAD) FROM SR-6 (US82/MCFARLAND BOULEVARD) TO UNION CHAPEL ROAD EAST WITH TRAFFIC SIGNAL UPGRADES AT RICE VALLEY ROAD	PE	\$81,876	03/01/2022	Authorized	2/25/2022
100074220	RESURFACING OF TUSCALOOSA CITY STREETS:OLD COLONY RD FROM WATERMELON RD TO NORTHRIDGE RD; JOE MALLISHAM PKWY/BOONE BLVD FROM CITY LIMIT TO SR-6(US-82); JACK WARNER PKWY FROM SR-6(US-82) TO CITY LIMIT; DR ED HILLARD DR FROM 15TH TO UNIVERSITY BLVD	PE	\$152,564	03/01/2022	Authorized	2/22/2022

TOTALS FOR FISCAL YEAR 2022

Prior FY Carryover	\$39,146,282
FY Apportionment	\$3,879,000
FY Special Allocation	\$0
Total Funds	\$43,025,282

Authorized Projects	\$2,077,547
Planned Projects	\$0
Total Project Funds	\$2,077,547

Unobligated Balance	\$40,947,735
Remaining Balance	\$40,947,735

100008464	MARTIN LUTHER KING BOULEVARD FROM SNOWS MILL AVENUE TO SR-69, ADD TURN LANES, REALIGNMENT OF INTERSECTIONS, SIDEWALKS, LIGHTING, AND BRIDGE REPLACEMENT OVER TWO MILE CREEK	RW	\$5,286,068	11/01/2022	Authorized	10/24/2022
100073787	RESURFACING AND SIDEWALK IMPROVEMENTS ON CR-47 (WATERMELON ROAD) FROM SR-6 (US82/MCFARLAND BOULEVARD) TO UNION CHAPEL ROAD EAST WITH TRAFFIC SIGNAL UPGRADES AT RICE VALLEY ROAD	CN	\$2,039,562	07/28/2023	Authorized	6/22/2023
100074221	RESURFACING OF TUSCALOOSA CITY STREETS:OLD COLONY RD FROM WATERMELON RD TO NORTHRIDGE RD;JOE MALLISHAM PKWY/BOONE BLVD FROM CITY LIMIT TO SR-6(US-82);JACK WARNER PKWY FROM SR-6(US-82) TO CITY LIMIT;DR ED HILLARD DR FROM 15TH TO UNIVERSITY BLVD	CN	\$3,501,840	09/29/2023	Planned	
100074224	BRIDGE REPLACEMENT AND APPROACHES ON CR-47 (MARTIN LUTHER KING BLVD) OVER TWOMILE CREEK (BIN 012143) FROM RED BIRD DRIVE TO PARK COURT	CN	\$4,685,918	07/28/2023	Authorized	6/28/2023
100074232	INTERSECTION IMPROVEMENTS ON SR-69 AT CR-84 (CHARLIE SHIRLEY ROAD)	PE	\$640,000	01/01/2023	Authorized	12/6/2022
100075229	CONCRETE PAVEMENT REPLACEMENT ON SR-7 (US-11) AT MIDDLE COALING ROAD AND ED STEPHENS ROAD (READY MIX)	UT	\$380,000	03/01/2023	Authorized	2/1/2023
100075322	BRIDGE REPLACEMENT (BIN 14296) ON CR-36 (ABERNANT LOOP)	PE	\$183,000	04/01/2023	Authorized	3/22/2023
100076350	CONCRETE PAVEMENT REPLACEMENT ON SR-7 (US-11) AT LOWER COALING ROAD (READY MIX)	UT	\$400,000	09/01/2023	Planned	

TOTALS FOR FISCAL YEAR 2023

Prior FY Carryover	\$40,947,735
FY Apportionment	\$3,956,581
FY Special Allocation	\$0
Total Funds	\$44,904,316

Authorized Projects	\$13,214,547
Planned Projects	\$3,901,840
Total Project Funds	\$17,116,387

Unobligated Balance	\$31,689,769
Remaining Balance	\$27,787,929

100008460	MARTIN LUTHER KING BOULEVARD FROM SNOWS MILL AVENUE TO SR-69, ADD TURN LANES, REALIGNMENT OF INTERSECTIONS, SIDEWALKS, AND LIGHTING	CN	\$12,617,086	05/31/2024	Planned	
100057493	INTERSECTION IMPROVEMENTS ON SR-69 AT CR-84 (CHARLIE SHIRLEY ROAD)	RW	\$1,224,120	11/01/2023	Planned	

URBAN AREA TUSCALOOSA

FEDERAL FUNDING ONLY

URBAN AREA FUNDING TYPE Surface Trans MPO

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
100057494	INTERSECTION IMPROVEMENTS ON SR-69 AT CR-84 (CHARLIE SHIRLEY ROAD)	UT	\$693,668	01/01/2024	Planned	
100073782	RESURFACING, SIDEWALK INSTALLATION, ANGLED PARKING SPACES, AND LIGHTING ON MAIN AVENUE FROM 5TH STREET TO MCFARLAND BOULEVARD (SR-6/US-82) TO INCLUDE INTERSECTION IMPROVEMENTS (REALIGNMENT OF 10TH STREET AND ADDING A TURN LANE AT PARK STREET)	CN	\$3,326,299	04/26/2024	Planned	
100075323	BRIDGE REPLACEMENT (BIN 14296) ON CR-36 (ABERNANT LOOP)	RW	\$40,804	10/01/2023	Planned	
100075324	BRIDGE REPLACEMENT (BIN 14296) ON CR-36 (ABERNANT LOOP)	UT	\$81,608	11/01/2023	Planned	
100075325	BRIDGE REPLACEMENT (BIN 14296) ON CR-36 (ABERNANT LOOP)	CN	\$1,626,274	04/26/2024	Planned	
100076231	RESURFACING, ROUNDABOUT, AND SHARED USE PATH ON CR-30 (5TH STREET) FROM CITY LIMITS TO MAIN AVENUE	PE	\$420,160	10/01/2023	Planned	

TOTALS FOR FISCAL YEAR 2024

Prior FY Carryover	\$27,787,929
FY Apportionment	\$3,956,581
FY Special Allocation	\$0
Total Funds	\$31,744,510

Authorized Projects	\$0
Planned Projects	\$20,030,020
Total Project Funds	\$20,030,020

Unobligated Balance	\$31,744,510
Remaining Balance	\$11,714,490

100053306	INTERSECTION IMPROVEMENTS ON SR-69 AT CR-84 (CHARLIE SHIRLEY ROAD)	CN	\$5,027,869	11/08/2024	Planned	
100076314	SIDEWALK, SHARED-USE PATH, STORM SEWER AND UTILITY IMPROVEMENTS ALONG UNIVERSITY BLVD AND INTERSECTION REALIGNMENTS AT 30TH AVE AND AT CRESCENT RIDGE RD	CN	\$10,000,000	11/08/2024	Planned	

TOTALS FOR FISCAL YEAR 2025

Prior FY Carryover	\$11,714,490
FY Apportionment	\$3,956,581
FY Special Allocation	\$0
Total Funds	\$15,671,071

Authorized Projects	\$0
Planned Projects	\$15,027,869
Total Project Funds	\$15,027,869

Unobligated Balance	\$15,671,071
Remaining Balance	\$643,202

100076232	RESURFACING, ROUNDABOUT, AND SHARED USE PATH ON CR-30 (5TH STREET) FROM CITY LIMITS TO MAIN AVENUE	UT	\$206,060	10/01/2025	Planned	
100076233	RESURFACING, ROUNDABOUT, AND SHARED USE PATH ON CR-30 (5TH STREET) FROM CITY LIMITS TO MAIN AVENUE	CN	\$4,145,931	04/24/2026	Planned	

TOTALS FOR FISCAL YEAR 2026

Prior FY Carryover	\$643,202
FY Apportionment	\$3,956,581
FY Special Allocation	\$0
Total Funds	\$4,599,783

Authorized Projects	\$0
Planned Projects	\$4,351,991
Total Project Funds	\$4,351,991

Unobligated Balance	\$4,599,783
Remaining Balance	\$247,792

100076223	BRIDGE REPLACEMENT (BIN 003357) ON CR-38 (NORTHSIDE ROAD) OVER NORTH RIVER	PE	\$302,191	10/01/2026	Planned	
100076224	BRIDGE REPLACEMENT (BIN 003357) ON CR-38 (NORTHSIDE ROAD) OVER NORTH RIVER	RW	\$83,248	05/01/2027	Planned	

URBAN AREA FUNDING AVAILABILITY REPORT

URBAN AREA TUSCALOOSA

FEDERAL FUNDING ONLY

URBAN AREA FUNDING TYPE Surface Trans MPO

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
100076225	BRIDGE REPLACEMENT (BIN 003357) ON CR-38 (NORTHSIDE ROAD) OVER NORTH RIVER	UT	\$83,248	08/01/2027	Planned	

TOTALS FOR FISCAL YEAR 2027

Prior FY Carryover	\$247,792
FY Apportionment	\$3,956,581
FY Special Allocation	\$0
Total Funds	\$4,204,373

Authorized Projects	\$0
Planned Projects	\$468,688
Total Project Funds	\$468,688

Unobligated Balance	\$4,204,373
Remaining Balance	\$3,735,685

URBAN AREA FUNDING AVAILABILITY REPORT

URBAN AREA TUSCALOOSA

FEDERAL FUNDING ONLY

URBAN AREA FUNDING TYPE Carbon Redu MPO

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
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8/4/2023

TOTALS FOR FISCAL YEAR 2022

Prior FY Carryover	\$0	Authorized Projects	\$0	Unobligated Balance	\$466,568
FY Apportionment	\$466,568	Planned Projects	\$0	Remaining Balance	\$466,568
FY Special Allocation	\$0	Total Project Funds	\$0		
Total Funds	\$466,568				

100073781	RESURFACING, SIDEWALK INSTALLATION, ANGLED PARKING SPACES, AND LIGHTING ON MAIN AVENUE FROM 5TH STREET TO MCFARLAND BOULEVARD (SR-6/US-82) TO INCLUDE INTERSECTION IMPROVEMENTS (REALIGNMENT OF 10TH STREET AND ADDING A TURN LANE AT PARK STREET)	RW	\$8,161	09/01/2023	Planned	
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TOTALS FOR FISCAL YEAR 2023

Prior FY Carryover	\$466,568	Authorized Projects	\$0	Unobligated Balance	\$942,467
FY Apportionment	\$475,899	Planned Projects	\$8,161	Remaining Balance	\$934,306
FY Special Allocation	\$0	Total Project Funds	\$8,161		
Total Funds	\$942,467				

100073782	RESURFACING, SIDEWALK INSTALLATION, ANGLED PARKING SPACES, AND LIGHTING ON MAIN AVENUE FROM 5TH STREET TO MCFARLAND BOULEVARD (SR-6/US-82) TO INCLUDE INTERSECTION IMPROVEMENTS (REALIGNMENT OF 10TH STREET AND ADDING A TURN LANE AT PARK STREET)	CN	\$1,410,205	04/26/2024	Planned	
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TOTALS FOR FISCAL YEAR 2024

Prior FY Carryover	\$934,306	Authorized Projects	\$0	Unobligated Balance	\$1,410,205
FY Apportionment	\$475,899	Planned Projects	\$1,410,205	Remaining Balance	\$0
FY Special Allocation	\$0	Total Project Funds	\$1,410,205		
Total Funds	\$1,410,205				

8/4/2023

TOTALS FOR FISCAL YEAR 2025

Prior FY Carryover	\$0	Authorized Projects	\$0	Unobligated Balance	\$475,899
FY Apportionment	\$475,899	Planned Projects	\$0	Remaining Balance	\$475,899
FY Special Allocation	\$0	Total Project Funds	\$0		
Total Funds	\$475,899				

URBAN AREA FUNDING AVAILABILITY REPORT

URBAN AREA TUSCALOOSA

FEDERAL FUNDING ONLY

URBAN AREA FUNDING TYPE Carbon Redu MPO

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
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8/4/2023

TOTALS FOR FISCAL YEAR 2026

Prior FY Carryover	\$475,899
FY Apportionment	\$475,899
FY Special Allocation	\$0
Total Funds	\$951,798

Authorized Projects	\$0
Planned Projects	\$0
Total Project Funds	\$0

Unobligated Balance	\$951,798
Remaining Balance	\$951,798

8/4/2023

TOTALS FOR FISCAL YEAR 2027

Prior FY Carryover	\$951,798
FY Apportionment	\$475,899
FY Special Allocation	\$0
Total Funds	\$1,427,697

Authorized Projects	\$0
Planned Projects	\$0
Total Project Funds	\$0

Unobligated Balance	\$1,427,697
Remaining Balance	\$1,427,697

FY2024 - 2027

Transportation Improvement Program

Appendices

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Appendix A

Transportation Planning Terms and Acronyms

Transportation Planning Acronyms and Terms

5th Division - Alabama Department of Transportation 5th Division, office located in Tuscaloosa, includes nine counties in West Alabama, Replaced with West Central Region in 2014

AAA - Area Agency on Aging, West Alabama AAA

AADT - Average Annual Daily Traffic count

ACS - American Community Survey; U.S. Census Bureau product; replacement for the decennial long-form data

ADA - Americans with Disabilities Act

ADAP - Alabama Disabilities Advocacy Program

ADT - Average Daily Traffic count

ALDOT - Alabama Department of Transportation

ARC - Appalachian Regional Commission

ARC - Formerly the Association for Retarded Citizens, now known as The Arc

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

BPC - Bicycle and Pedestrian Committee

BR - Bridge funding program; also BRON

CA - Capital funds (transit)

CAC - Citizens Advisory Committee; now known as CTAC

Capacity Project - (Road) a project that adds through lanes to an existing road or builds a new road; (Transit) a project that adds new routes or expands demand response/para-transit fleet

CFR - Code of Federal Regulations

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

CTAC - Citizens Transportation Advisory Committee

DOT - Department of Transportation

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

EPA - Environmental Protection Agency

ESWA - Eastern Seals West Alabama

FAST Act - Fixing America's Surface Transportation Act (PL 114-94)

FHWA - Federal Highway Administration

FOCUS - Focus on Senior Citizens

FTA - Federal Transit Administration

Functional Classification System - a system to distinguish roads according to the type of service provided

GHG - Greenhouse Gas

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

IIJA - Infrastructure Investment and Jobs Act

ISTEA - Intermodal Surface Transportation Efficiency Act of 1991

ITS - Intelligent Transportation System

JARC - Job Access and Reverse Commute - Federal Transit Administration Section 5316 funding program

LAP - Language Access Plan, sometimes referred to as a Limited English Proficiency (LEP) Plan

LEP - Limited English Proficiency

LEP Plan - Limited English Proficiency Plan - outlines how the MPO and RPO integrates people with Limited English Proficiency (LEP) into the transportation planning process - sometimes referred to as a Language Access Plan (LAP)

LOC - Local funding

Long-Range Transportation Plan - outlines projects that will be required to meet the needs of an area over an extended period of time usually 20 years, revised every four to five years

LRTP - Long-Range Transportation Plan

LVOE - Level of Effort

MAP-21 - Moving Ahead for Progress in the 21st Century Act (Public Law 112-141)

MPO - Metropolitan Planning Organization, Tuscaloosa Area MPO

MPO-Portal - web-based software used to manage and integrate the TIP and STIP processes and databases; replaced TELUS

MO - Maintenance and Operation, same as federal O&M and TSMO, ALDOT preference

MO Project - Maintenance and Operation project, same as federal O&M project and TSMO project, ALDOT preference

NAAQS - National Ambient Air Quality Standards

New Freedom - Federal Transit Administration Section 5317 funding program

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

O&M - operations and management, same as MO and TSMO

O&M Project - a project that improves the operation and/or management of a transportation system; examples include turn lanes, traffic signal optimization, ITS center, same as MO Project and TSMO Project

OP - Operating funds (transit)

PARA - Parks and Recreation Authority

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

PL - Metropolitan Planning Funds

Public Forum - designated time during RPO and MPO meetings in which the public or interested parties may address the Policy Committee or Advisory Committees

Public Hearing - hearings to formally present information and gather public input for projects and plans - The Tuscaloosa Area MPO and West Alabama RPO do not hold public hearings. The Alabama Department of Transportation and local governments conduct public hearings for specific projects.

Public Meeting - meetings held by the Tuscaloosa Area MPO and West Alabama RPO to review draft transportation planning documents - The Tuscaloosa Area MPO holds public meetings for the Long-Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Bicycle and Pedestrian Plan, and the Public Involvement Plan (PIP).

Public Review - public reviews allow anyone to examine and comment on draft documents during a specified period of time - The Tuscaloosa Area MPO and West Alabama RPO holds public reviews for the Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP), Long-Range Transportation Plan (LRTP), Public Involvement Plan (PIP), and Bicycle and Pedestrian Plan. During the review period, draft documents are available on the internet, the West Alabama Regional Commission, and the Transit Authority. The review period extends from the date the MPO or RPO adopts the draft document for public review until the MPO or RPO adopts the final document, generally two months.

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

RPO - Rural Planning Organization, West Alabama RPO

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

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

Section 504 of the 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 operating 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 5316 - Federal Transit Administration funding program for job access and reverse commute transit, also known as JARC

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

Section 5339 - Federal Transit Administration funding program for bus and bus facilities; replaced Section 5309 in MAP-21, eligible to 5307 recipients

SHSP - Strategic Highway Safety Plan

SPR - State Planning and Research funds

ST - State funding

STP - Surface Transportation Program

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

STIP - State Transportation Improvement Program

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

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

TAP - Transportation Alternatives Program

TARC - Tuscaloosa Association of Retarded Citizens, also known as The ARC

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

TCC - Technical Coordinating Committee

TCPTA - Tuscaloosa County Parking and Transit Authority, also known as Tuscaloosa Metro Transit, Tuscaloosa Trolley, the Authority

TDOT - Tuscaloosa Department of Transportation

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

TIP - Transportation Improvement Program - a list of funded MPO projects slated to begin over a four-year period, revised every four years

Title VI - Title VI of the *Civil Rights Act of 1964*, 42 USC 2000d (Nondiscrimination in Federally Assisted Programs)

TMA - Transportation Management Area, area designated by the Secretary of Transportation, having an urbanized area population of over 200,000

TR - Transit project

Transportation Enhancement (TE) Funds - Under pre-MAP-21 legislation, ten percent of all Surface Transportation Program funds allocated to a state are required to be spent on enhancement projects. Eligible projects include, but are not limited to, acquisition of historic sites and construction of pedestrian or bicycle facilities

TSMO - Transportation System Management and Operations, same as MO and O&M

TSMO Project - a project that improves the operation and/or management of a transportation system; examples include turn lanes, traffic signal optimization, ITS center, same as MO Project and O&M Project

UCP - United Cerebral Palsy

UMTA - Urban Mass Transit Administration; now known as FTA

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

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

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

WAPDC - West Alabama Planning and Development Council; now known as West Alabama Regional Commission (WARC)

WARC - West Alabama Regional Commission

WARPO - West Alabama Rural Planning Organization

West Central Region - Alabama Department of Transportation Region, office located in Tuscaloosa County, includes 14 counties in West Alabama, Replaced the 5th Division in 2014

Appendix B

Key to TIP Tables

Key to TIP Tables

Sponsor		Description
ALDOT		Alabama Department of Transportation
FOCUS		FOCUS on Senior Citizens
Scope		Description
CN		Construction
PE		Preliminary Engineering
RW		Right-of-Way Acquisition
TR		Transit
UT		Utility Relocation
Status		Description
P		Planned
Conformity		Description
Year		
NA		Not Applicable
Other		Description
ITS		Intelligent Transportation System
FANBR	PROGRAM DESCRIPTION	Description
99004	G.O. ROADWAY SHOULDER REPAIR	G.O. Roadway Shoulder Repair
99005	G.O. BRIDGE PAINTING	G.O. Bridge Painting
99006	G.O. TRAFFIC SIGNAL UPGRADING	G.O. Traffic Signal Upgrading
99007	G.O. MAINTENANCE EMERGENCY FUN	G.O. Maintenance Emergency Fund
99008	G.O. STATE PARK PROJECTS	G.O. State Park Projects
99009	G.O. MISCELLANEOUS	G.O. Miscellaneous
99014	G.O. ROADWAY PAVED SHOULDER RE	G.O. Roadway Paved Shoulder Repair
99015	G.O. BRIDGE REPAIR	G.O. Bridge Repair
99016	G.O. TRAFFIC SIGN UPGRADING	G.O. Traffic Sign Upgrading
99024	G.O. ROADWAY CONCRETE REHAB	G.O. Roadway Concrete Rehabilitation
99025	G.O. BRIDGE STRENGTHENING	G.O. Bridge Strengthening
99026	G.O. TRAFFIC LOGO PROJECTS	G.O. Traffic Logo Projects
99034	G.O. ROADWAY ROADSIDE LANDSCAP	G.O. Roadway Roadside Landscape
99035	G.O. BRIDGE INSPECTION	G.O. Bridge Inspection
99036	G.O. TRAFFIC ADOPT-A-MILE	G.O. Traffic Adopt-A-Mile
99044	G.O. ROADWAY OTHER	G.O. Roadway Other
99045	G.O. BRIDGE MANAGEMENT	G.O. Bridge Management
99046	G.O. TRAFFIC OTHER	G.O. Traffic Other
99054	G.O. ROADWAY CONTRACT MOWING	G.O. Roadway Contract Mowing
99055	G.O. BRIDGE SCOUR	G.O. Bridge Scour
99065	G.O. BRIDGE RATING	G.O. Bridge Rating
99075	G.O. BRIDGE OTHER	G.O. Bridge Other
99103	1ST DIV RESURFACING	1st Division Resurfacing
99203	2ND DIV RESURFACING	2nd Division Resurfacing
99303	3RD DIV RESURFACING	3rd Division Resurfacing
99403	4TH DIV RESURFACING	4th Division Resurfacing
99503	5TH DIV RESURFACING	5th Division Resurfacing
99603	6TH DIV RESURFACING	6th Division Resurfacing
99703	7TH DIV RESURFACING	7th Division Resurfacing
99803	8TH DIV RESURFACING	8th Division Resurfacing
99903	9TH DIV RESURFACING	9th Division Resurfacing
AAD	DEFENSE ACCESS	Defense Access
A-AD	DEFENSE ACCESS ROAD PROGRAM	Defense Access Road Program
AADB	STEADY ANY AREA	Surface Transportation Any Area
AAMA	STEADY ANY AREA	Surface Transportation Any Area
AAS	STEADY ANY AREA	Surface Transportation Any Area
ACAP	ADV CON APPA DEVEL	Advanced Construction Appalachian Development
ACAPD	ADV CON APPA DEVEL	Advanced Construction Appalachian Development
ACBGBRZ	GARVEY BONDS ISSUE 1 BRIDGES	Garvey Bonds Issue 1 Bridges
ACBR	ADVANCE CONST BRIDGE	Advanced Construction Bridge
ACCB	FORMER ACBR PROJECTS	Former Advance Bridge Construction Projects
ACCF	FORMER ACF PROJECTS	Former ACF Projects
ACCR	FORMER ACIR PROJECTS	Former ACIR Projects
ACE01	APPALACHIAN COST EST UPDATE	Appalachian Cost Estimate Update
ACER	ADV CON EMERGENCY REL	Adv Con Emergency Rel
ACER8	ADV CON EMERGENCY REL H240 80%	Advanced Construction Emergency Relief H240 80%
ACF	ADV CON PRIMARY PROG	Adv Con Primary Prog
ACFP	ADV CON PRIMARY PROG	Advanced Construction Primary Program
ACGBBR	ADVANCE CONST BRIDGE	Advance Const Bridge
ACGBSTPNU	GARVEY BONDS ISSUE 1 "STP"	Garvey Bonds Issue 1 "Stp"
ACHPP	AC HIGH PRIORITY CORR	Ac High Priority Corr
ACHS	ADCON HAZARD ELIMINATION	Advanced Construction Hazard Elimination
ACIM	ADCON INTERSTATE MAINT	Advanced Construction Interstate Maintenance
ACIM	ADCON INTERSTATE MAINT	Adcon Interstate Maint
ACIN	ADCON I NO 36MO PYBK	Advanced Construction 1 No 36Mo Payback

ACIP	ADCON INNOVATV PROJ	Advanced Construction Innovative Project
ACIR	ADCON IR 36MO PAYBK	Advanced Construction IR 36MO Payback
ACIR	ADCON IR 36MO PAYBK	Adcon Ir 36Mo Paybk
ACNH	ADCON NATIONAL HWY SYSTEM	Advanced Construction National Highway System
ACNH	ADCON NATIONAL HWY SYSTEM	Adcon National Hwy System
ACR01	ADCON INTERSTATE MAINT Q010	Advanced Construction Maintenance Q010
ACR05	ADCON NATIONAL HWY SYSTEM Q05	Advanced Construction National Highway System Q05
ACR10	ADVANCE CONST BRIDGE Q10	Advanced Construction Bridge Q10
ACR20	AC STEA OTHER THAN 200K URBAN	Advanced Construction Surface Transportation Other Than 200,000 Urban
ACR24	ADV CONS STPAA REG Q240 H240	Advanced Construction Surface Transportation Any Area Regular Q240 H240
ACR92	AC HIGH PRIORITY CORR	Advanced Construction High Priority Corridor
ACR98	ADV CONST APPA DEVEL Q98	Advanced Construction Appalachian Development Q98
ACRA	ADCON RURAL ACCESS	Advanced Construction Rural Access
ACSTP	ADVANCED CONST STP	Advanced Const Stp
ACSTPAA	ADV CONS STPAA REG	Adv Cons Stpaa Reg
ACSTPOA	AC STEA OTHER THAN 200K URBAN	Ac Stea Other Than 200K Urban
AD49	AD CONTROL APPN 649	Advanced Construction Appalachian 649
AD88	AD CONTROL APPN 688	Advanced Construction Appalachian 688
AEROF	FEDERAL AERONAUTICS	Federal Aeronautics
AEROF	FEDERAL AERONAUTICS	Federal Aeronautics
AEROS	STATE AERONAUTICS	State Aeronautics
AEROS	STATE AERONAUTICS	State Aeronautics
AFS	DEMO N BHAM BELTLINE	Demo N Bham Beltline
AHCE	APPALACIAN HWY PROG 19	Appalachian Highway Program 19
AHPP	AC HIGH PRIORITY CORR	Advanced Construction High Priority Corridor
ANST	STEA OTHER THAN 200K ANNISTON	Surface Transportation Other Than 200,000 Anniston
AOST	STEA OTHER THAN 200K AUB/OPE	Surface Transportation Other Than 200,000 Auburn / Opelika
AP54G	APPALACHIAN 2002 54G0	Appalachian 2002 54G0
APD	APPALACHIAN DEV HWY SYS	Appalachian Dev Hwy Sys
APD01	APPALACHIAN DEV HWY SYS 2001	Appalachian Development Highway System 2001
APD54	APPALACHIAN DEV Q98-REG OBL AU	Appalachian Development Q98 - Regular Obligation Authority
APD6	APPALACHIAN DEV FY86	Appalachian Development Fiscal Year 1986
APD7	APPALACHIAN SPECIAL FUNDS	Appalachian Special Funds
APD8	T21&STEA APPALACHIAN DEV	T21 and ISTE A Appalachian Development
APD8H	APPALACHIAN DEV HWY STEA03	Appalachian Development Highway Surface Transportation 2003
APD9	APD CORR X APPN54D	Appalachian Corridor X APPN54D
APD98	Q980 APPALACHIAN DEV	Q980 Appalachian Development
APDV	APPALACHIAN DEVELOP	Appalachian Development
APDX	APPALACHIAN DEV HWY DEMOS	Appalachian Development Highway Demonstration
APL	APPALACIAN HWY	Appalacian Hwy
APL04	APPALACHIAN LOCAL ACCESS FY 04	Appalachian Local Access Fiscal Year 2004
APL6	APPALACHIAN LOCAL AC	Appalachian Local Access
APLA	APPALACHIAN LOCAL AC	Appalachian Local Access
APLO	APPA LOC AC OLD FUND	Appalachian Local Access Old Fund
APSP	AIRPORT PROJECT SPONSORSHIP PR	Airport Project Sponsorship Pr
AQCM	STEA CONGESTION MGT & AIR QU	Surface Transportation Congestion Management and Air Quality
ASAP	ACCELERATED SAFETY ACTIVITIES	Accelerated Safety Activities
ASD01	ALABAMA STATE DOCKS	Alabama State Docks
ASD01	ALABAMA STATE DOCKS	Alabama State Docks
ASTP	ADVANCED CONST STP	Advanced Construction Surface Transportation Program
BAC	DUI. 08 BLOOD ALCOHOL	Dui. 08 Blood Alcohol
BACP	DUI. 08 BLOOD ALCOHOL	DUI .08 Blood Alcohol
BACPH	DUI .08 BLOOD ALCOHOL H080/HN1	DUI .08 Blood Alcohol H080/HN1
BBIA	BR REPL INDIAN AFFAIRS	Bridge Replacement Indian Affairs
BELT	SFTY INCENT SEAT BELT APPORT	Sfty Incent Seat Belt Apport
BELT4	SFTY INCENT SEAT BELT APPORT	Safety Incentive Seat Belt Apportionment
BELT9	SFTY INCENT SEAT BELT TEA21	Safety Incentive Seat Belt TEA21
BELTH	SFTY INCENT SEAT BELT H09	Safety Incentive Seat Belt H09
BHDB	STEA URBAN AREA BIRMINGHAM	Surface Transportation Urban Area Birmingham
BHMA	STEA URBAN AREA BIRMINGHAM	Surface Transportation Urban Area Birmingham
BHRE	STEA FUNDING RESTORATION B'HAM	Surface Transportation Restoration Birmingham
BHST	STEA URBAN AREA BIRMINGHAM	Surface Transportation Urban Area Birmingham
BR	BR REPLACEMENT	Br Replacement
BRD9	BR DISCRETIONARY Q06	Bridge Discretionary Q06
BRDF	BR REPL DISCR FUND	Bridge Replacement Discretionary Fund
BROF	BR REPL 15% OFF SYST	Bridge Replacement 15% Off System
BROFH	BR REPLACEMENT 15% OFF SYS	Bridge Replacement 15% Off System
BRON	BR REPL 65% ON SYSTM	Bridge Replacement 65% On System
BRONH	BR REPLACEMENT 65% ON SYS	Bridge Replacement 65% On System
BROP	BR REPL OPTIONAL 20%	Bridge Replacement Optional 20%
BROPH	BR REPLACEMENT 20% OPT	Bridge Replacement Optional 20%
BRPL	BRIDGE REPLACEMENT	Bridge Replacement
BRZ	BR REPLACEMENT 15% OFF SYS	Br Replacement 15% Off Sys
BRZ	BR REPLACEMENT 15% OFF SYS	Br Replacement 15% Off Sys
CA	AD CONTROL APPN	Ad Control Appn
CA	AD CONTROL APPN	Ad Control Appn
CDEM	I10/I65 CONNECT DEMO	I-10 / I-65 Connection Demonstration
CESR	RURAL SECONDARY ACCT 4317	Rural Secondary Account 4317
CFP	HWY XING FED PROJECT	Hwy Xing Fed Project

CFP	HWY XING FED PROJECT	Hwy Xing Fed Project
CJF	JUNKYARD CONTROL	Junkyard Control
CJF	JUNKYARD CONTROL	Junkyard Control
CMAQ	CONGS MIT & AIR QUAL7162(600)	Congestion Mitigation and Air Quality 7162(600)
CMAQ	CONGS MIT & AIR QUALITY	Congs Mit & Air Quality
CMAQ	CONGS MIT & AIR QUALITY	Congs Mit & Air Quality
CMAQH	CONGS MIT & AIR QUALITY	Congestion Mitigation and Air Quality
COUN	COLLEGE & UNIVERSITY	College and University
CPRI	CONSOLIDATED PRIMARY	Consolidated Primary
CSIP	CORR SAFTY	Corridor Safety
CSWA1	SWA - MUNICIPALITIES	SWA - Municipalities
CSWA2	SWA-FEDERAL AGENCIES	SWA - Federal Agencies
CSWA3	SWA - OTHER STATE DEPARTMENTS	SWA - Other State Departments
CSWA4	SWA - SALES TO OTH STATE DEPT	SWA - Sales to Other State Departments
CSWA5	SWA - COUNTIES	SWA - Counties
CSWA6	County Trans SWA projects	County Transportation SWA Projects
CSWA7	SWA - GOVERNOR'S AIRCRAFT	SWA - Governor's Aircraft
CSWA9	SWA - OTHER ENTITIES	SWA - Other Entities
CX54F	CORRIDOR X 2002	Corridor X 2002
CX54H	CORRIDOR X 2003 54H	Corridor X 2003 54H
CX54J	CORRIDOR X 2003 54J	Corridor X 2003 54J
CX54K	APPALACHIAN DEV HWY SYS 2004	Appalachian Development Highway System 2004
CX54L	APPALACHIAN DEV HWY SYS MSS 04	Appalachian Development Highway System MSS 2004
DA55	DEFENSE ACCESS ROAD PROJECT	Defense Access Road Project
DA56	DEFENSE ACCESS ROAD PROGRAM	Defense Access Road Program
DA57	DEFENSE ACCESS ROAD PROJ	Defense Access Road Project
DBAA	ANY AREA	Surface Transportation Any Area
DBAA	STEAM ANY AREA	Stea Any Area
DBAA	STEAM ANY AREA	Stea Any Area
DBBH	URBAN AREA BIRMINGHAM	Surface Transportation Urban Area Birmingham
DBBH	STEAM URBAN AREA BIRMINGHAM	Stea Urban Area Birmingham
DBBH	STEAM URBAN AREA BIRMINGHAM	Stea Urban Area Birmingham
DBE	MINORITY BUSINESS ENTERPRISE	Minority Business Enterprise
DBE	MINORITY BUSINESS ENTERPRISE	Minority Business Enterprise
DBE04	MINORITY BUS ENTERPRISE 2004	Minority Business Enterprise 2004
DBMB	URBAN AREA MOBILE	Surface Transportation Urban Area Mobile
DBMB	STEAM URBAN AREA MOBILE	Stea Urban Area Mobile
DBMB	STEAM URBAN AREA MOBILE	Stea Urban Area Mobile
DBMT	URBAN AREA MONTGOMERY	Surface Transportation Urban Area Montgomery
DBMT	STEAM URBAN AREA MONTGOMERY	Stea Urban Area Montgomery
DBMT	STEAM URBAN AREA MONTGOMERY	Stea Urban Area Montgomery
DBMT	STEAM URBAN AREA MONTGOMERY	Stea Urban Area Montgomery
DBNB	DEMO N BHAM BELTLINE	Demonstration Northern Birmingham Beltline
DBOA	OTHER THAN 200K URBAN	Surface Transportation Other Than 200,000 Urban
DBOA	STEAM OTHER THAN 200K URBAN	Stea Other Than 200K Urban
DBPC	URBAN AREA PHENIX CTY	Surface Transportation Urban Area Phenix City
DBPC	STEAM URBAN AREA PHENIX CITY	Stea Urban Area Phenix City
DCST	STEAM OTHER THAN 200K DECATUR	Surface Transportation Other Than 200,000 Decatur
DE	DEMO PROJECTS	Demo Projects
DE59	ORANGE BEACH/JASPER BYPASS	Orange Beach / Jasper Bypass
DEFA	DEFENSE ACCESS AC APN	Defense Access AC APN
DEJ3	JASPER BP DEMO PROJ	Jasper Bypass Demonstration Project
DEJB	JASPER BYPASS DEMO PROJ	Jasper Bypass Demonstration Project
DEM03	STP DEMOS PL108-7, SECTION 330	Surface Transportation Demonstration PL 108-7, Section 330
DEM04	SEC 115 UNOBL BAL TRANSF	Section 115 Un-bigoted Balance Transfer
DEMO	87 ACT DEMO PROJECTS	87 ACT Demonstration Projects
DEMO	MISC HIGHWAY PROJ	Misc Highway Proj
DESTP	STP DEMOS	Stp Demos
DETB	TUSCALOOSA BYPASS DEMO	Tuscaloosa Bypass Demonstration
DFNS	DEFENSE ACCESS	Defense Access
DHP8	STEAM INNOVATIVE PROJECTS	Surface Transportation Innovative Projects
DP	ECONOMIC GROWTH CNTR	Economic Growth Cntr
DPI	INNOVATIVE PROJECTS	Innovative Projects
DPIP	INNOVATIVE PROJECTS	Innovative Projects
DPR	RURAL ACCESS	Rural Access
DPR	RURAL ACCESS	Rural Access
DPR	RURAL ACCESS	Rural Access
DPR-APD	ADCON RURAL ACCESS	Adcon Rural Access
DPS	HIGH PRIORITY NHS CORRIDORS	High Priority Nhs Corridors
DPSD	HI PRI NHS CORR DISC	High Priority National Highway System Corridor DISC
DPSP	HIGH PRIORITY NHS CORRIDORS	High Priority National Highway System Corridor
DRTD	DELTA REGION TRANSP DEVEL LZ50	Delta Region Transp Devel LZ50
DSTR	ST DISASTER FUNDS	State Disaster Funds
DTST	STEAM OTHER THAN 200K DOTHAN	Surface Transportation Other Than 200,000 Dothan
EACI	ADCON I 36MO PAYBK	Advanced Construction I 36 Month Payback
EB	EQUITY BONUS	Equity Bonus
EGCR	ECONOMIC GROWTH CNTR	Economic Growth Center
EGPA	ECON GROWTH PRIM ADD	Economic Growth Primary ADD
ER	EMERGENCY RELIEF	Emergency Relief
ER09V	EMERGENCY RELIEF PROGRAM 2000	Emergency Relief Program 2000

ER09X	EMERGENCY RELIEF FY 2002	Emergency Relief Program Fiscal Year 2002
ER94	EMERGENCY RELIEF	Emergency Relief Program
ER96	EMERGENCY RELIEF PROGRAM	Emergency Relief Program
ER97	EMERGENCY RELIEF PROGRAM	Emergency Relief Program
ER98	EMERGENCY RELIEF PROGRAM	Emergency Relief Program
ERLF	EMERGENCY RELIEF	Emergency Relief Program
F	RURAL PRIMARY	Rural Primary
F	CONSOLIDATED PRIMARY	Consolidated Primary
F	PRIMARY	Primary
FAUP	FA UNIQUE PROJECTS	Federal Aid Unique Projects
FAUP	FEDERAL WORK ORDERS	Federal Work Orders
FBD	FERRY BOAT DISC FUNDS	Ferry Boat Disc Funds
FBD0	FERRY BOAT 2000 (Q95)	Ferry Boat 2000 (Q95)
FBDf	FERRY BOAT DISC FUNDS	Ferry Boat Discretionary Funds
FDAa	FEMA FED DISASTER ASSIST	Federal Emergency Management Agency Disaster Assistance
FDAa	FEMA FED DISASTER ASSIST	Fema Fed Disaster Assist
FDR	FOREST DEVELPMNT RD	Forest Developmnt Rd
FDRP	FOREST DEVELPMNT RD	Forest Development Road
FF	PRIORITY PRIMARY	Priority Primary
FH	FOREST HIGHWAY	Forest Highway
FH81	FOREST HWY APPN 181	Forest Highway APPN 181
FH91	FOREST HWY APPN 191	Forest Highway APPN 191
FH92	FOREST HIGHWAY	Forest Highway
FHOA	FOREST HWY OLD FUNDS	Forest Highway Old Funds
FHT21	FOREST HWY TEA-21	Forest Highway TEA-21
FLEX	FLEXIBLE ACCT FUNDS	Flexible Account Funds
FLEX	FLEXIBLE ACCT FUNDS	Flexible Acct Funds
FLH	PUB LANDS OLD FUNDS	Pub Lands Old Funds
FORH	FOREST HIGHWAY	Forest Highway
FR	PRIMARY 4R PROGRAM	Primary 4R Program
FRRR	PRIMARY 4R PROGRAM	Primary 4R Program
FTA3	FTA SECTION 5309	Federal Transit Administration Section 5309
FTA3	FTA SECTION 5309	Fta Section 5309
FTA3C	CAPITAL NEW STARTS/FED EARMARK	Federal Transit Administration Section 5309 - Capital New Start / Federal Earmark
FTA3C	CAPITAL NEW STARTS/FED EARMARK	Capital New Starts/Fed Earmark
FTA3C	CAPITAL NEW STARTS/FED EARMARK	Capital New Starts/Fed Earmark
FTA9	FTA SECTION 5307	Federal Transit Administration Section 5307
FTA9	FTA SECTION 5307	Fta Section 5307
FTA9C	CAPITAL PROGRAMS FOR >50K	Federal Transit Administration Section 5307 - Capital Programs for Greater Than 50,000
FTA9C	CAPITAL PROGRAMS FOR >50K	Capital Programs For >50K
GDST	STEa OTHER THAN 200K GADSDEN	Surface Transportation Other Than 200,000 Gadsden
GDTE	GOV DEATH TRAP ELIM	Governor Death Trap Elimination
GPER	GOVS PROG.ENERGY RFND	Governor Program Energy Refund
GRBN1	ADVANCE CONST BRIDGE Q11 Q12	Advanced Construction Bridge Q11 Q12
GRSN1	GARVEY BONDS ISSUE 1 "STP"	Garvey Bonds Issue 1 "STP"
GRVB1	GARVEY BONDS ISSUE 1 BRIDGES	Garvey Bonds Issue 1 Bridges
GRVS1	GARVEY BONDS ISSUE 1 "STP"	Garvey Bonds Issue 1 "STP"
GSPH5	GRANTS SUP PLAN HWY SEC 117	Grants Sup Plan Highway Section 117
HCBPP	HISTORIC COVERED BR PRES PROG	Historic Covered Bridge Preservation Program
HCBPP	HISTORIC COVERED BR PRES PROG	Historic Covered Br Pres Prog
HCFP	HWY XING FED PROJECT	Highway Crossing Federal Project
HDPC	HIGH PERFORMANCE CONCRETE	High Performance Concrete
HES	HAZARD ELIM PROGRAM	Hazard Elim Program
HESS	HAZARD ELIM PROGRAM	Hazard Elimination Program
HHRO	COMBINED HHS AND ROS	Combined HHS and ROS
HHS	HIGH HAZARD LOCATION	High Hazard Location
HHSL	HIGH HAZARD LOCATION	High Hazard Location
HNTOA	HUNTSVILLE STPOA FUNDS	Surface Transportation Urban Area Huntsville
HPCP	HIGH PERFORMANCE CONCRETE	High Performance Concrete
HPP	HI PRIORTY PROJECT PROGRAM	Hi Priorty Project Program
HPPP	HI PRIORTY PROJECT PROGRAM	High Priority Project Program
HPR	HWY PLAN-RESEARCH	Hwy Plan-Research
HPR2	HIGHWAY PLANNING & RESEARCH	Highway Planning and Research
HPR8	STEa HWY PLAN & RESEARCH	Surface Transportation Highway Planning and Research
HPR8H	HWY PLAN & REASEARCH	Highway Planning and Research
HPRH	HWY PLAN-RESEARCH	Highway Planning and Research
HPRR	25% ASIDE(R&D/ TECH TRANS)	25% Set Aside (Research and Development / Technology Transfer)
HRRR	HWY SAFETY IMP PROG RURAL LU	Hwy Safety Imp Prog Rural Lu
HSIP	HIGHWAY SAFETY IMP PROG	Highway Safety Imp Prog
HSR	MW HIGH SPEED RAIL COOR	Mw High Speed Rail Coor
HSRP0	HIGH SPEED RAIL(13P)	High Speed Rail (13P)
HSRPH	HIGH SPEED RAIL H1A0 STEA03	High Speed Rail H1A0 Surface Transportation 2003
HSST	STEa HAZARD ELIMINATION	Surface Transportation Hazard Elimination
HSST1	STEa HAZARD ELIMINATION	Surface Transportation Hazard Elimination
HSYP	HY SUMMER YOUTH PROG	Highway Summer Youth Program
HUTE	HWY USE TAX EVASION PROJ	Highway Use Tax Evasion Project
HVST	STEa URBAN AREA HUNTSVILLE	Surface Transportation Urban Area Huntsville
I	INTERSTATE REGULAR	Interstate Regular
IARA	INDUSTRIAL ACCESS	Industrial Access

IARB	INDUSTRIAL ACCESS	Industrial Access
IARC	INDUSTRIAL ACCESS COMMITMENTS	Industrial Access Commitments
IBRCP	INNOVATIVE BR RESEARCH & CONST	Innovative Bridge Research and Construction
IBRCP	INNOVATIVE BR RES & CONST	Innovative Br Res & Const
ID	INTERSTATE DSCR FUND	Interstate Dscr Fund
IDR	INTRST DISCRENRY 4R	Intrst Discrenry 4R
IDRP	INTRST DISCRENRY 4R	Interstate Discretionary 4R
IDSC	INTERSTATE DSCR FUND	Interstate Discretionary Fund
IM	INTERSTATE MAINTENANCE	Interstate Maintenance
IM04	INTERSTATE MAINTENANCE	Interstate Maintenance
IM98	STE A INTERSTATE MAINTENANCE	Surface Transportation Interstate Maintenance
IMD	INTERSTATE MAINT DISCRET	Interstate Maint Discret
IMD05	INTERSTATE MAINT DISCRETIONARY	Interstate Maintenance Discretionary
IMDIS	INTERSTATE MAINT DISCRETIONARY	Interstate Maintenance Discretionary
IMNT	INTERSTATE MAINT	Interstate Maintenance
INGC	INTERSTATE GAP CLOSE	Interstate Gap Close
IREG	INTERSTATE REGULAR	Interstate Regular
IRRR	INTERSTATE 4R PROGRAM	Interstate 4R Program
IT58	ITS PROGRAM	Intelligent Transportation System Program
ITS	INTELLIGENT TRANS SYS FUNDS	Intelligent Trans Sys Funds
ITS03	ITS PROGRAM 2003	Intelligent Transportation System Program 2003
ITSEV	ITS PROGRAM EVACUATION 2002	Intelligent Transportation System Program Evacuation 2002
ITSF	INTELLIGENT TRANS SYS FUNDS	Intelligent Transportation System Funds
IVH	CONGESTION MANAGEMENT	Congestion Management
IVHS	CONGESTION MANAGEMENT	Congestion Management
JARC	JOB ACCESS AND REVERSE COMMUTE	Job Access and Reverse Commute
JARC	JOB ACCESS REVER COMMUTE	Job Access Rever Commute
JC89	JNKYARD CONT APN 689	Junkyard Control APN 689
JCON	JUNKYARD CONTROL	Junkyard Control
LLST	STE A URBAN AREA LILLIAN/PENS	Surface Transportation Other Than 200,000 Lillian / Pensacola
LSF	LANDSCAPING-SCENIC	Landscaping-Scenic
LSFI	LANDSCAPING-SCENIC	Landscaping - Scenic
LTAP	LOCAL TECH TRANS Q89	Local Technology Transfer Q89
LTAP	LOCAL TECH ASSIST PROG	Local Tech Assist Prog
LTAPH	LOCAL TECH TRANS H89	Local Technology Transfer H89
LTPP	LONG TERM PAVEMENT PERFORMANCE	Long Term Pavement Performance
LVOE	LEVEL OF EFFORT	Level Of Effort
M	URBAN SYST NOT ATRIB	Urban Syst Not Atrib
MAA8	STE A ANY AREA	Surface Transportation Any Area
MAAA	ANY AREA	Surface Transportation Any Area
MAAA	ANY AREA	Any Area
MAAA	STE A ANY AREA	Stea Any Area
MABH	URBAN AREA BIRMINGHAM	Surface Transportation Urban Area Birmingham
MABH	URBAN AREA BIRMINGHAM	Urban Area Birmingham
MAIN	MAINTENANCE PROJECTS	Maintenance Projects
MAMB	URBAN AREA MOBILE	Surface Transportation Urban Area Mobile
MAMB	STE A URBAN AREA MOBILE	Stea Urban Area Mobile
MAMT	URBAN AREA MONTGOMERY	Surface Transportation Urban Area Montgomery
MAMT	URBAN AREA MONTGOMERY	Urban Area Montgomery
MAOA	OTHER THAN 200K URBAN	Surface Transportation Other Than 200,000 Urban
MAOA	OTHER THAN 200K URBAN	Other Than 200K Urban
MAPC	URBAN AREA PHENIX CTY	Surface Transportation Other Than 200,000 Phenix City
MAPC	URBAN AREA PHENIX CTY	Urban Area Phenix Cty
MBDB	STE A URBAN AREA MOBILE	Surface Transportation Urban Area Mobile
MBE	MBE SUPPORT SERVICES	Mbe Support Services
MBE8	MINORITY BUSINESS ENTERPRISE	Minority Business Enterprise
MBES	MBE SUPPORT SERVICES	Minority Business Enterprise Support Services
MBH8	STE A URBAN AREA BIRMINGHAM	Surface Transportation Urban Area Birmingham
MBHM	URBAN SYSTEM BHAM	Surface Transportation Urban Area Birmingham
MBMA	STE A URBAN AREA MOBILE	Surface Transportation Urban Area Mobile
MBRE	STE A FUNDING RESTOR MOBILE	Surface Transportation Urban Area Funding Restoration Mobile
MBST	STE A URBAN AREA MOBILE	Surface Transportation Urban Area Mobile
MCAA	MILITARY CONST APPR ACT	Military Const Appr Act
MCAA0	MILITARY CONST APPR ACT (31Q)	Military Construction Appropriations Act (31A)
MFTC	MOTOR FUEL TAX COMPLIANCE	Motor Fuel Tax Compliance
MG	MIN GUARANTEE REG OBLIG	Min Guarantee Reg Oblig
MGEX	MIN GUARANTEE EXEMPT FR OBL LI	Minimum Guarantee Exempt from Obligation Limitation
MGEXH	MIN GAURANTEE EXEMPT STEA03	Minimum Guarantee Exempt from Obligation Limitation - Surface Transportation 2003
MGSL	MIN GUARNTY SUB TO OBLG LIMITS	Minimum Guarantee Subject to Obligation Limitation
MGSLH	MIN GAURANTEE REG OBLIG H780	Minimum Guarantee Regular Obligation H780
MGSP	MIN GUARNTY SPECIAL OBLG	Minimum Guarantee Special Obligation
MGSPH	MIN GUARANTEE SPEC OBLG H760	Minimum Guarantee Special Obligation H760
MHP01	MISC HIGHWAY PROJ BHAM N BELT	Miscellaneous Highway Project Birmingham Northern Belt
MMB8	STE A URBAN AREA MOBILE	Surface Transportation Urban Area Mobile
MMOB	URBAN SYSTEM MOBILE	Surface Transportation Urban Area Mobile
MMT8	STE A URBAN AREA MONTGOMERY	Surface Transportation Urban Area Montgomery
MNOT	URBAN SYST NOT ATRIB	Urban System Not Attributable
MNST	STE A OTHER THAN 200K MONTG	Surface Transportation Other Than 200,000 Montgomery
MOA8	STE A OTHER THAN 200K URBAN	Surface Transportation Other Than 200,000

MPC8	STEAD URBAN AREA PHENIX CITY	Surface Transportation Urban Area Phenix City
MPCT	URBAN SYSTEM PH CITY	Surface Transportation Urban Area Phenix City
MTDB	STEAD URBAN AREA MONTGOMERY	Surface Transportation Urban Area Montgomery
MTMA	STEAD URBAN AREA MONTGOMERY	Surface Transportation Urban Area Montgomery
MTRE	STEAD FUNDING RESTORATION MONTG	Surface Transportation Urban Area Montgomery
MTST	STEAD URBAN AREA MONTGOMERY	Surface Transportation Urban Area Montgomery
NCPD	NAT CORRIDOR PLAN AND DEV	Nat Corridor Plan And Dev
NCPD1	NAT CORRIDOR PLAN AND DEV	National Corridor Planning and Development
NFIG	NEW FREEDOM INIT RURAL	New Freedom Init Rural
NH	NATIONAL HIGHWAY SYSTEM	National Highway System
NH	NATIONAL HIGHWAY SYSTEM	National Highway System
NH04	NATIONAL HIGHWAY SYSTEM	National Highway System
NH98	STEAD NATIONAL HIGHWAY SYSTEM	National Highway System
NHBP	NAT HISTORIC BRDG PROG LE30	Nat Historic Bldg Prog Le30
NHI	NHI TRAINING PROGRAM	Nhi Training Program
NHITP	NHI TRAINING PROGRAM	National Highway Institute Training Program
NHSP	NATIONAL HWY SYSTEM	National Highway System
NRD	RIDSHARE DEMO PROGRAM	Ridshare Demo Program
NUST	STEAD NON URBAN AREAS	Surface Transportation Non-Urban Areas
OADB	STEAD OTHER THAN 200K URBAN	Surface Transportation Other Than 200,000
OAMA	STEAD OTHER THAN 200K URBAN	Surface Transportation Other Than 200,000
OAST	STEAD OTHER THAN 200K URBAN	Surface Transportation Other Than 200,000
OFBR	STEAD BRDG REPL 15% OF SYSTEM	Surface Transportation Bridge Replacement 15% Off System
OFFS	OFF SYSTEM ROADS	Off System Roads
OILB	OIL BOND HWY PROG	Oil Bond Highway Program
OILC	OIL BOND COUNTY PROG	Oil Bond County Program
OJT	ON THE JOB TRAINING PROGRAM	On The Job Training Program
OJTP	ON THE JOB TRAINING PROGRAM	On the Job Training Program
OJTPH	ON JOB TRAINING STEAD03	On the Job Training Program Surface Transportation 2003
OLAB	OIL BOND, HWY BLDGS	Oil Bond Highway Buildings
ONBR	STEAD BR REPL 65% ON SYSTEM	Surface Transportation Bridge Replacement 65% On System
OPBR	STEAD BRDG REPLC - OPT 20%	Surface Transportation Bridge Replacement - Optional 20%
OS	OFF SYSTEM ROADS	Off System Roads
PCDB	STEAD URBAN AREA PHENIX CITY	Surface Transportation Urban Area Phenix City
PCMA	STEAD URBAN AREA PHENIX CITY	Surface Transportation Urban Area Phenix City
PCRE	STEAD FUNDING RESTOR PHENIX	Surface Transportation Urban Area Restoration Phenix City
PCST	STEAD URBAN AREA PHENIX CITY	Surface Transportation Urban Area Phenix City
PFH	FOREST HIGHWAY	Forest Highway
PFH04	FOREST HIGHWAY 2004	Forest Highway 2004
PL	METROPOLITAN PLANNING	Metropolitan Planning
PL92	PUBLIC LANDS HIGHWAY	Public Lands Highway
PLH	PUBLIC LANDS HIGHWAY	Public Lands Highway
PLHY	PUBLIC LANDS HIGHWAY	Public Lands Highway
PLN2	METROPOLITAN PLANNING	Metropolitan Planning
PLN8	STEAD METRO PLANNING	Surface Transportation Metropolitan Planning
PLN8H	METRO PLANNING	Metropolitan Planning
PLNG	METRO PLANNING	Metropolitan Planning
PLOF	PUB LANDS OLD FUNDS	Public Lands Old Funds
PMS	PAVEMENT MARKING DEMO	Pavement Marking Demo
PMSD	PAVEMENT MARKING DEMO	Pavement Marking Demonstration
PPRI	PRIORITY PRIMARY	Priority Primary
PRIM	PRIMARY	Primary
R317	FUND RESTOR APPN 317	Fund Restoration APPN 317
R31J	FUND RESTOR APPN 31	Fund Restoration APPN 31
REBH	FUND RESTORATON BHAM	Fund Restoration Birmingham
RECA	REDIST CERTAIN AUTH	Redistribution Certain Authority
RECA	REDIST CERTAIN AUTH	Redist Certain Auth
RECAH	REDIST CERTAIN AUTH H030	Redistribution Certain Authority H030
REGI	INTERSTATE REGULAR ADV CONST	Interstate Regular Advanced Construction
REMB	FUND RESTORATON MOBL	Fund Restoration Mobile
REMT	FUND RESTORATON MONTGOMERY	Fund Restoration Montgomery
REPC	FUND RESTOR PHNX CTY	Fund Restoration Phenix City
REST	FUND RESTOR APPN	Fund Restor Appn
RESTBH	FUND RESTORATON BHAM	Fund Restoration Bham
RESTF	FUNDING RESTORATION APPN	Funding Restoration Appn
RESTMT	FUND RESTORATON MONTGOMERY	Fund Restoration Montgomery
RESTPC	STEAD FUNDING RESTOR PHENIX	Stead Funding Restor Phenix
RHCH	RAIL-HWY HAZARD ELIM	Rail-Hwy Hazard Elim
RHPD	RAIL-HWY PROTECTION DEV	Rail-Hwy Protection Dev
RHST	STEAD RAIL-HWY HAZARD ELIM	Surface Transportation Rail - Highway Hazard Elimination
RIDE	RIDSHARE DEMO PROGRAM	Rideshare Demonstration Program
ROS	RDSIDE OBSTACLE ELIM	Rdside Obstacle Elim
ROSL	RDSIDE OBSTACLE ELIM	Rideshare Obstacle Elimination
RPRI	RURAL PRIMARY	Rural Primary
RPT	FTA SECTION 5311	Fta Section 5311
RPTD	RURAL PUB TRANS DEMO	Rural Public Transportation Demonstration
RPTO	FTA SECTION 5311	Federal Transit Administration Section 5311
RPTOC	CAPITAL PROGRAMS FOR NON-URBAN	Capital Programs for Non-Urban
RQ50	FUNDING RESTORATION APPN31	Fund Restoration APPN31

RRHP	STE A 25% ASIDE(R&D/TECH TRANS)	Surface Transportation 25% Set Aside (Research and Development / Technology Transfer)
RRHPH	MAND 25% STUDIES - HPR-STE A03	Mandatory 25% Studies - HPR - Surface Transportation 2003
RRO	RR-HWY OFF SYS OTHER	Rr-Hwy Off Sys Other
RROO	RR-HWY OFF SYS OTHER	Railroad-Highway Off System Other
RROS	RR-HY OFF SY PRO DEV	Railroad-Highway Off System Project Development
RRP	RR-HWY XING PROT DEV	Rr-Hwy Xing Prot Dev
RRPD	RR-HWY XING PROT DEV	Railroad-Highway Crossing Protection Device
RRS	RR-HWY XING OTHER	Rr-Hwy Xing Other
RRSO	RR-HWY XING OTHER	Railroad-Highway Crossing Other
RRST	STE A RAIL-HWY PROT DEV	Surface Transportation Rail - Highway Protection Device
RRST1	STE A RAIL-HWY PROT DEV 80%	Surface Transportation Rail - Highway Protection Device 80%
RS	RURAL SECONDARY	Rural Secondary
RSEC	RURAL SECONDARY	Rural Secondary
RTAP	RUR TRANS ASST PROG	Rural Transportation Assistance Program
RTAP	RUR TRANS ASST PROG	Rur Trans Asst Prog
S	SECONDARY	Secondary
S37P	SOIL REMEDIATION	Soil Remediation
SAST	STE A ANY HAZARD	Surface Transportation Any Hazard
SB	TEA-21 SCENIC BYWAYS	Tea-21 Scenic Byways
SB21	TEA-21 SCENIC BYWAYS	Transportation Equity Act of the 21st Century Scenic Byways
SBGP	SCENIC BYWAYS GRANTS	Scenic Byways Grants
SBPG	SAFETY BELT PROG GRANT	Safety Belt Prog Grant
SECR	RURAL SECONDARY ACCT 4314	Rural Secondary Account 4314
SECY	SECONDARY	Secondary
SHST	STE A OTHER THAN 200K SHOALS	Surface Transportation Other Than 200,000 Shoals
SMFF	SURPLUS MILITARY FIELD FUND	Surplus Military Field Fund
SMFF	SURP MILITARY FIELD FUND	Surp Military Field Fund
SOLB	OPER LAND & BLDGS.	Operations Land and Buildings
SOS	SAFER OFF SYSTEM RDS	Safer Off System Rds
SOSR	SAFER OFF SYSTEM RDS	Safer Off System Roads
SPAR	ST PLAN AND RESEARCH	State Planning and Research
SPGT	OHTS SEC. 402 GRANTS	OHTS Section 402 Grants
SPGT	OHTS SEC. 402 GRANTS	Ohts Sec. 402 Grants
SPR	HIGHWAY PLAN & RESEARCH	Highway Plan & Research
SPRAB	SPECIAL PROJECTS - RABA	Special Projects - RABA
SPS	LONG TERM PAVEMENT PERF	Long Term Pavement Perf
SR	SECONDARY 4R PROGRAM	Secondary 4R Program
SRRR	SECONDARY 4R PROGRAM	Secondary 4R Program
SRS	SAFER ROADS DEMO	Safer Roads Demo
SRSD	SAFER ROADS DEMO	Safer Roads Demonstration
SRTS	SAFE RTES TO SCHOOL PROG	Safe Rtes To School Prog
STAA	ANY AREA	Surface Transportation Any Area
STAAH	ANY AREA	Surface Transportation Any Area
STAT	STATE PROGRAM	State Program
STATC	STATE PROGRAM - CONTRACT CONST	State Program - Contract Construction
STATF	STATE PROGRAM - STATE FORCE CO	State Program - State Force Construction
STATH	STATE PROGRAM - RESEARCH SURVE	State Program - Research Survey
STATP	STATE PROGRAM - PE	State Program - Preliminary Engineering
STATR	STATE PROGRAM - RIGHT OF WAY	State Program - Right-of-Way Acquisition
STATS	STATE PROGRAM - SPECIAL AID	State Program - Special Aid
STBH	URBAN AREA BIRMINGHAM	Surface Transportation Urban Area Birmingham
STBHH	URBAN AREA BIRMINGHAM	Surface Transportation Urban Area Birmingham
STHS	HAZARD ELM	Hazard Elimination Program
STHSH	HAZARD ELIMINATION	Hazard Elimination Program
STHVH	URBAN AREA HUNTSVILLE	Surface Transportation Urban Area Huntsville
STLLH	URBAN AREA LILLIAN/PENS	Surface Transportation Other Than 200,000 Lillian / Pensacola
STMAA	STP ANY AREA ARRA	Stp Any Area Arra
STMB	URBAN AREA MOBILE	Surface Transportation Urban Area Mobile
STMBH	URBAN AREA MOBILE	Surface Transportation Urban Area Mobile
STMBH	URBAN AREA BHRM ARRA	Urban Area Bhrm Arra
STMBH	URBAN AREA BHRM ARRA	Urban Area Bhrm Arra
STMBF	FERRY BOAT DISCRET ARRA	Ferry Boat Discret Arra
STMFH	FOREST HIGHWAY ARRA	Forest Highway Arra
STMHV	U AREA HUNT ARRA	U Area Hunt Arra
STMLL	URBAN AREA LILLIAN/PENS ARRA	Urban Area Lillian/Pens Arra
STMMB	URBAN AREA MOBILE ARRA	Urban Area Mobile Arra
STMNU	NON-URBAN AREAS ARRA	Non-Urban Areas Arra
STMOA	OTHER THAN 200K ARRA	Other Than 200K Arra
STMPC	URBAN AREA PHENIX CITY ARRA	Urban Area Phenix City Arra
STMT	URBAN AREA MONTGOMERY	Surface Transportation Urban Area Montgomery
STMTE	TRANSPORTATION ENHANCEMNT ARRA	Transportation Enhancemnt Arra
STNU	NON-URBAN AREAS	Surface Transportation Non-Urban Areas
STNUH	NON-URBAN AREAS	Surface Transportation Non-Urban Areas
STOA	OTHER THAN 200K URBAN	Surface Transportation Other Than 200,000
STOAH	OTHER THAN 200K URBAN H200	Surface Transportation Other Than 200,000 H200
STPAA	STP ANY AREA LU	Stp Any Area Lu
STPBH	URBAN AREA BIRMINGHAM	Urban Area Birmingham
STPC	URBAN AREA PHENIX CITY	Surface Transportation Urban Area Phenix City
STPCH	URBAN AREA PHENIX CITY	Surface Transportation Urban Area Phenix City

STPHS	HAZARD ELIMINATION	Hazard Elimination
STPHV	URBAN AREA HUNTSVILLE	Urban Area Huntsville
STPLL	URBAN AREA LILLIAN/PENS	Urban Area Lillian/Pens
STPMB	URBAN AREA MOBILE	Urban Area Mobile
STPMT	URBAN AREA MONTGOMERY	Urban Area Montgomery
STPNU	NON-URBAN AREAS	Non-Urban Areas
STPOA	STP < 200K	Stp < 200K
STPPC	URBAN AREA PHENIX CITY	Urban Area Phenix City
STPRH	RAIL-HWY HAZARD ELIM	Rail-Hwy Hazard Elim
STPRR	RAIL-HWY DEV	Rail-Hwy Dev
STPSA	ANY HAZARD	Any Hazard
STPTE	TRANSPORTATION ENHANCEMENT	Transportation Enhancement
STRGB	SURF TRANS RSCH	Surf Trans Rsch
STRH	RAIL-HWY HAZARD ELIM	Rail - Highway Hazard Elimination
STRHH	RAIL-HWY HAZARD ELIM	Rail - Highway Hazard Elimination
STRP	ST REVENUE SHARING	State Revenue Sharing
STRR	RAIL-HWY DEV	Rail - Highway Device
STRRH	RAIL-HWY PROT DEV	Rail - Highway Protection Device
STRRM	RAIL-HWY DEV	Rail - Highway Device
STSA	ANY HAZARD	Surface Transportation Any Hazard
STSAH	ANY HAZARD	Surface Transportation Any Hazard
STTE	TRANSP ENHANCMT	Surface Transportation Enhancement
STTEH	TRANSPORTATION ENHANCEMENT	Surface Transportation Enhancement
TBR	TIMBER BRIDGE DEMO	Timber Bridge Demo
TCD	TRAFFIC SIGNAL DEMO	Traffic Signal Demo
TCDO	TRAFFIC SIGNAL DEMO	Traffic Signal Demonstration
TCP	MOTOR FUEL TAX COMPLIANCE	Motor Fuel Tax Compliance
TCSP	TRANS COMM SYS PRES	Trans Comm Sys Pres
TCSPPE	TCSP EARMARKED GRANT	TCSP Earmarked Grant
TCSPH	TRAN COMM SYS PRES STEA03	Transportation Community System Preservation Surface Transportation 2003
TE	WORK ZONE SAFETY TEST EVAL	Work Zone Safety Test Eval
TEST	STEA TRANSPORTATION ENHANCEMENT	Surface Transportation Enhancement
TI	TRANSPORTATION IMP PROJ	Transportation Imp Proj
TLST	STEA OTHER THAN 200K TUSC	Surface Transportation Other Than 200,000 Tuscaloosa
TMBR	TIMBER BRIDGE DEMO	Timber Bridge Demonstration
TOPX	TOPICS	TOPICS
TQF	TRANSITION QUARTER	Transition Quarter
TQTR	TRANSITION QUARTER	Transition Quarter
U	URBAN EXTENSION ABC	Urban Extension Abc
UABC	URBAN EXTENSION ABC	Urban Extension ABC
UMPL	FTA SECTION 5303	Federal Transit Administration Section 5303
UMPL	FTA SECTION 5303	Fta Section 5303
UMTA	FTA SECTION 5310	Federal Transit Administration Section 5310
UMTA	FTA SECTION 5310	Fta Section 5310
UMTAC	CAPITAL ELDERLY/HANDICAPPED	Capital Elderly / Handicapped
UWRG	UNITED WE RIDE GRANT 5314	United We Ride Grant 5314
WKORD	FEDERAL WORK ORDERS	Federal Work Orders
WZSD	WORK ZONE SAFETY TEST EVAL	Work Zone Safety Test Evaluation

Appendix C

Public Participation Information

LOCALiQ

The Gadsden Times
The Tuscaloosa News

PO Box 631247 Cincinnati, OH 45263-1247

PROOF OF PUBLICATION


West Alabama Regional
COMMISSION
West Alabama Regional
Po Box 509
Northport AL 35476-0509

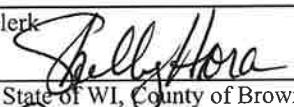
STATE OF ALABAMA, COUNTY OF TUSCALOOSA

The Tuscaloosa News, a newspaper printed and published in the city of Tuscaloosa, and of general circulation in the County of Tuscaloosa, State of Alabama, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issue dated:

07/06/2023, 07/09/2023

and that the fees charged are legal.
Sworn to and subscribed before on 07/09/2023



Legal Clerk


Notary, State of WI, County of Brown
8-25-23

My commission expires

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Customer No: 504092

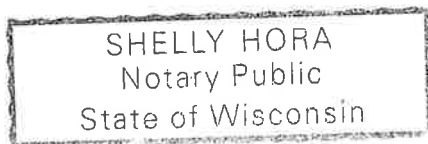
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Notice is hereby given that the Tuscaloosa Area Metropolitan Planning Organization (MPO) will hold a public meeting for the draft FY2024 - 2027 Transportation Improvement Program (TIP). The meeting will be held at the Tuscaloosa Intermodal Center on July 13, 2023, 10:00 a.m. The Center is located at 601 23rd Avenue, Tuscaloosa, AL. The TIP outlines federal highway and transit spending in Tuscaloosa County for the next 4 fiscal years.

A copy of the TIP will be held at the West Alabama Regional Commission and the Tuscaloosa Intermodal Center for public review from June 27 through August 14, 2023. The TIP is also available at the WARC website (<https://www.warc.info/mpo-documents/>). The MPO will accept comments on the TIP until August 14, 2023. Submit comments to Zane Davis, P.O. Box 509, Northport, AL 35476, or zane.davis@westal.org, or fax (205)333-2713. Anyone requiring additional information or special assistance may call WARC at 205-333-2990, ext. 227. Special assistance requests should be made at least 48 hours prior to the day of the meeting.

Jayden Taylor, Javaris Tolton, Noah Buettner, Tyler Wheat, Dana Allen, Andrew Bailey, Brooklynn Barnett, Elizabeth Beard, Nina Bigham, William Blackledge, Angel Boisclair, Heather Gann, Claudia Gaspar,

on, Tiffany Sloup, Maya Stevens, Andrew Tahmaseb, Abigail Thornhill, Haley Wyatt, Kayleigh Battle, Brianna Bolton, Andrew Boykin, Halle Jenkins, Davin Sloan, Alexa Wheat

Tuscaloosa Area Metropolitan Planning Organization (MPO) will hold the following meetings

The Tuscaloosa Area Metropolitan Planning Organization (MPO) will hold a public meeting and public review for the draft FY 2024 - 2027 Transportation Improvement Program (TIP). The meeting will be held on July 13, 2023, 10:00 a.m. in the conference room at the Tuscaloosa Intermodal Center, 601 23rd Avenue, Tuscaloosa, AL. The meeting will include a formal review of the TIP by the MPO staff and a question and answer session. Meeting attendees will also be given an opportunity to complete comment forms or provide recorded suggestions.

The TIP is available for public review from June 27, 2023 through August 14, 2023 between the hours of 8:00 a.m. to 4:30 p.m., Monday through Friday. The review will be held at the West Alabama Regional Commission (WARC) located at 4200 Highway 69 North, Northport, Alabama. Comment forms and a recorder will be available for anyone who would like to suggest changes to the TIP.

Anyone requiring special assistance for the meeting or review should contact the WARC at least 48 hours prior to the day of the event. For special assistance call the WARC at 205-333-2990, extension 227.

Copies of the draft TIP are available at the WARC, the Tuscaloosa Intermodal Center, and on the internet at (<https://www.warc.info/mpo-documents/>). The MPO will accept comments on the TIP until August 14, 2023. All comments should be sent to TIP, West Alabama Regional Commission, P.O. Box 509, Northport, AL 35476, or zane.davis@westal.org, or faxed to 205/333-2713.

The Transportation Improvement Program, also called the TIP, outlines federal highway and transit spending in the area over four fiscal years. The Tuscaloosa Area Metropolitan Planning Organization (MPO) prepares the TIP. The City of Tuscaloosa, the City of Northport, Tuscaloosa County, the Alabama Department of Transportation (ALDOT), the Tuscaloosa County Parking and Transit Authority, and the Federal Highway Administration are represented on the MPO. The projects on the TIP have to be financially balanced against realistic funding estimates. The projects are also prioritized by fiscal year.

The MPO is scheduled to adopt the TIP at their August 28, 2023 meeting. Prior to adopting the TIP, the MPO will consider all comments from the public and make changes to the TIP if warranted.

Theatre Tuscaloosa Brings Two National Awards Home To Title Town

TUSCALOOSA - Theatre Tuscaloosa's Launch Day (Love Stories from the Year 2108) by Michael Higgins brought home two national awards from the American Association of Community Theatre national festival (AACTFest) in Louisville, Kentucky on June 17, 2023.

Twelve theaters from across the country and the

Region 4 Festival at the Southeastern Theatre Conference (SETC). Theatre Tuscaloosa's production of Launch Day was also part of AACT's 2022 NewPlayFest program, during which it received its world premiere. Theatre Tuscaloosa last competed at nationals in 2021 with the original production of Love and Cheese Toast by Cooper Shattuck, which was recognized with

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NEWS RELEASE

For Additional Information Contact:
Zane Davis
West Alabama Regional Commission
4200 Highway 69 North, Suite 1
P.O. Box 509
Northport, AL 35476-0509
(205) 333-2990 * FAX (205) 333-2713

June 27, 2023

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The MPO is scheduled to adopt the TIP at their August 28, 2023 meeting. Prior to adopting the TIP, the MPO will consider all comments from the public and make changes to the TIP if warranted.

-End-

Public Meeting

Tuscaloosa Area Transportation Improvement Program (TIP) Fiscal Years 2024 - 2027

Date and Time: Thursday, July 13, 2023 - 10:00 a.m.

Location: Tuscaloosa Intermodal Center - Tuscaloosa, Alabama

Name	Address	Telephone
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***Tuscaloosa Area
Fiscal Years 2024 through 2027
Transportation Improvement Program (TIP)***

Public Meeting

Thursday, July 13, 2023, 10:00 a.m.

**Tuscaloosa Intermodal Center
601 23rd Avenue
Tuscaloosa, AL**

Agenda

1. Introductions
2. Review of the draft Transportation Improvement Program (TIP)
 - a. Slides
 - b. Document
 - c. Maps
3. Questions and comments
4. Option to meet individually with the MPO staff

Tuscaloosa Area Transportation Improvement Program (TIP)

What is a Transportation Improvement Program (TIP)?

- Short-range plan – 4-year period
- Prioritized list of transportation projects
- Financially balanced against expected revenue
- Focus is on federally funded highway and transit projects

Why is a Transportation Improvement Program (TIP) developed?

- Section 134 of Title 23 of the United States Code and Section 5303 of Title 49 of the United States Code
- Code of Federal Regulations (CFRs) as Title 23, Part 450, Subpart C – specifically Sections 450.326 to 450.332

Who is responsible for developing the local Transportation Improvement Program (TIP)?

- The Tuscaloosa Area Metropolitan Planning Organization (MPO)
 - A Policy Committee and three advisory committees
 - Staff and resources at the West Alabama Regional Commission (WARC)

What area is covered by the Transportation Improvement Program (TIP)?

- The Tuscaloosa Area MPO planning area covers all of Tuscaloosa County

When is the Transportation Improvement Program (TIP) developed?

- Required to develop a TIP every four years

How was the Transportation Improvement Program (TIP) developed?

- The MPO staff, the Transit Authority, and the Alabama Department of Transportation working with the MPO committees
- The “Development Process” section 1.12, page 8 of the TIP provides more details

Public Involvement

Public Involvement Regulations for Transportation Improvement Program (TIP) Development

- Require
 - Adequate opportunities for public involvement (before approval)
 - Early and continued involvement of the public
 - Publication of the TIP (draft and final versions)
 - One formal public meeting (non-attainment areas only)

Public Involvement Regulations for the Transportation Planning Process

- Require
 - Complete information
 - Timely public notice
 - Full access to key decisions
 - Explicit consideration of public input
 - Seek out and consider the input of underserved groups

Past Public Involvement Opportunities

- Past MPO committee meetings (June)
 - All MPO meetings are open to the public
- Public Review (June 27 – August 11)
- Draft TIP on the WARC website, at WARC office, and at the Transit Authority office

This Public Meeting

- Formal opportunity for public review of the draft TIP
- MPO staff available for questions
- Comment forms and recorder
 - All written comments will be addressed by the MPO and included in the final TIP

Future Public Involvement Opportunities

- August MPO meetings
 - BPC (August 14 at 10:00 a.m.)
 - CTAC (August 15 at 5:00 p.m.)
 - TCC (August 17 at 1:30 p.m.)
 - Policy Committee (August 28 at 2:00 p.m.)
- MPO staff will forward all comments to the MPO committees

How can I comment on the TIP?

- Comment forms
- Recorder
- Letter
- E-mail
- August MPO committee meetings

Fiscal Years
2024 – 2027
Transportation
Improvement
Program (TIP)

Chapters

- 1.0 Introduction
 - Background Information
 - Description
- 2.0 TIP Project Listing
 - Lists of Projects
 - Maps
- 3.0 Financial Plan
 - Budget Tables

Appendices

- A. Transportation Planning Terms and Acronyms
- B. Key to TIP Tables
- C. Public Participation Information
- D. STA Funding Category Scheduling Process
- E. MPO Description
- F. Authorized Projects
- G. Environmental Mitigation
- H. Certification-TIP/STIP MOU
- I. Livability Principles and Indicators

Contact Information

Zane Davis

West Alabama Regional Commission

P.O. Box 509

Northport, AL 35476-0509

205/333-2990, extension 227

zane.davis@westal.org

www.warc.info

Public Review and Public Meeting Comment Form

The Commission needs the following information in order to respond to your comment.

E-mail: _____

[illegible]

Appendix D

STA Funding Category Scheduling Process

Transportation Improvement Program Surface Transportation Attributable Funding Category Scheduling Process

Criteria

1. Federal funding limits
2. Local funding availability
3. Previous project phases completed
4. Starting date feasibility

Process

1. The Metropolitan Planning Organization (MPO) staff working with the Alabama Department of Transportation will determine the federal funding limits.
2. The voting, local-government-representatives on the Technical Coordinating Committee (TCC) will determine the availability of local matching funds.
3. The voting, local-government-representatives on the TCC and the MPO staff will review the completed project phases, the current project schedule, and the total available funds.
4. The voting, local-government-representatives on the TCC and the MPO staff will determine the feasibility of scheduling each proposed project phase.
5. The voting, local-government-representatives on the TCC and the MPO staff will schedule project phases and balance the budget.
6. The Citizens Transportation Advisory Committee and the general public will be given an opportunity to review and suggest changes to the schedule during the TIP review period and during the MPO standing-committee meetings.

Appendix E

MPO Description

Tuscaloosa Area MPO Description

Section 1

Introduction

To be eligible for Federal funds, the *Federal Aid Highway Act of 1962* required Urban Areas with populations of at least 50,000 to have a transportation planning process. The Act stated that the planning process was to be continuing, cooperative, and comprehensive. In addition, the Act required plans and programs produced from the process to be consistent with the comprehensive planned development of the area. Subsequent acts retained this language.

Organization

The Tuscaloosa Area transportation planning process is conducted by the Metropolitan Planning Organization (MPO). The MPO is composed of four committees. The Policy Committee is the official decision-making body of the process. The Policy Committee is served by three advisory committees: Technical Coordinating Committee (TCC), Citizens Transportation Advisory Committee (CTAC), and Bicycle and Pedestrian Committee (BPC). More information on the committees can be found in Section 3 of this appendix.

Metropolitan Planning Area (Study Area)

Metropolitan Planning Organizations are required to include the current Census Bureau-defined urbanized area and the area expected to be urbanized by the forecast year of the long-range transportation plan in the planning area. The planning area can also be expanded to include "... regional economic development and growth forecasting areas." The Tuscaloosa Area MPO used this option when Tuscaloosa County was adopted as the planning area. All MPO plans and programs are limited to the planning area.

Agreement

The agreement legally delineates the concerned governmental entities, defines the duties of each entity, and outlines the organizational structure. The first agreement was executed in 1963, and the most recent agreement was signed in 2021. The agreement is between the West Alabama Regional Commission, Tuscaloosa County, City of Tuscaloosa, City of Northport, Tuscaloosa County Parking and Transit Authority, and the State of Alabama.

Legal Reference

The laws regarding Metropolitan Planning Organizations (MPOs) are found in Section 134 of Title 23 of the United States Code and Section 5303 of Title 49 of the United States Code. The Code was superseded or amended by the *Infrastructure Investment and Jobs Act*, Sections 11201, November 2021. 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.

Transportation Planning Process Coordinator

The Executive Director of the West Alabama Regional Commission is the designated Coordinator of the transportation planning process. The Coordinator is responsible for the overall guidance of the process, as well as the coordination of all data collected from the local area. The Coordinator provides staff and clerical assistance for the planning process from the West Alabama Regional Commission.

West Alabama Regional Commission (WARC) Staff

There are over 70 employees at the WARC; however, only three employees work directly with the MPO. These three include the Transportation Planning Director, a Senior Transportation Planner, and a GIS Specialist. Five other WARC Employees serve the MPO and the other programs housed at the WARC in an indirect capacity. These include the Executive Director, two Accountants, a Human Resources manager, and an Office Manager.

Section 2

Products of the Transportation Planning Process

Unified Planning Work Program

The Unified Planning Work Program (UPWP) represents the budget and work tasks necessary to accomplish and maintain the transportation planning process within the Tuscaloosa study area. The UPWP is developed to coordinate transportation and related planning activities for a cooperative, continuing, and comprehensive planning process.

The primary objective of the UPWP is the development of an integrated planning program that considers the planning activities of all transportation groups and coordinates these activities to produce a total transportation plan serving all segments of the population. The MPO updates the UPWP annually.

Transportation Improvement Program

The Transportation Improvement Program (TIP) is a short-range, financially constrained subset of the long-range transportation plan. However, many projects that are included in the TIP will not be specifically listed in the long-range transportation plan; including some operational, maintenance, enhancement, and transit projects. The projects on the TIP are prioritized over the four years covered by the document.

The TIP is redeveloped every four years and financially balanced against expected revenues. ALDOT uses the TIP as a guide in selecting projects for funding in the Tuscaloosa area and in the development of the State Transportation Improvement Program.

Long-Range Transportation Plan

The Tuscaloosa Area MPO is required to produce a long-range plan every five years. The long-range plan outlines the transportation projects within the Tuscaloosa study area that need to be completed to fulfill the projected transportation demands by the 20-year forecast date.

The MPO adopted the *2045 Long-Range Transportation Plan* in 2019. The MPO vision statement, goals, and objectives are part of the plan. The projects on the plan are balanced against forecasted revenue and include only those with identified funding. The MPO is scheduled to update the plan in 2024.

Public Involvement Plan

The purpose of the Public Involvement Plan (PIP) is to ensure that the transportation planning process encourages active public participation. It is the vision of the MPO to have a community that understands the transportation planning process and actively participates in the process. The MPO goals outlined in the PIP are to (1) have an open planning process that encourages early and continuous public participation; (2) provide complete and timely information regarding the plans, programs, procedures, policies, and technical data produced or used during the planning process to interested parties and the general public; (3) provide timely and adequate public notice of hearings, meetings, reviews, and major document availability; (4) demonstrate consideration and recognition of public input and provide appropriate responses to public input; and (5) encourage participation in the planning process by low-income groups, minorities, persons with disabilities, and the elderly; and to consider the needs of these groups when developing programs and plans. The PIP describes how the MPO incorporates the public into the process, how public involvement is tracked, and performance is measured.

Bicycle and Pedestrian Plan

The Bicycle and Pedestrian Plan serves as a guide for improving bicycle and pedestrian activity in Tuscaloosa County. The plan includes construction, education, promotion, and policy projects intended to integrate bicycle and pedestrian travel into the existing transportation environment.

The plan was initiated by the MPO to facilitate the development of their transportation plans and programs. However, due to many of the proposed projects falling outside of the authority of the MPO, the MPO intended other agencies and governments to use the plan. The current Tuscaloosa Area Bicycle and Pedestrian Plan was adopted in 2020 and is scheduled to be revised in 2025.

Section 3

Committees

The Tuscaloosa Area transportation planning process is conducted by the Metropolitan Planning Organization (MPO). The MPO is composed of four committees. The Policy Committee is the official decision-making body of the process. The Policy Committee is served by three advisory committees: the Technical Coordinating Committee (TCC), Citizens Transportation Advisory Committee (CTAC), and Bicycle and Pedestrian Committee (BPC). The Policy Committee has the ultimate decision on transportation planning matters. However, the work and recommendations of the advisory committees shape all of the outputs of the transportation planning process.

Policy Committee

The Policy Committee serves as the official decision-making body for the Tuscaloosa Area transportation planning process. In this capacity, the Committee determines how federal transportation funds are spent in the study area. The responsibilities of the committee include providing overall guidance to the planning process, review and approval of all process plans and programs, as well as appointing TCC and CTAC members. The Policy Committee usually meets on the last Monday of even-numbered months. The Policy Committee is composed of 12 members, five voting and seven non-voting.

Technical Coordinating Committee

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

The TCC coordinates the work of the various departments and agencies involved in the transportation planning process. The local governments, the State DOT, and selected other transportation interests are represented on the TCC. The TCC members share information and data that builds and improves the planning processes and products. The TCC members work together to ensure that the transportation projects are coordinated. The TCC usually meets on the third Thursday of even-numbered months.

Citizens Transportation Advisory Committee

The Citizens Transportation Advisory Committee (CTAC) consists of twenty-four citizens from the Tuscaloosa area. The Mayors of Tuscaloosa and Northport and the County Commission Chair each appoint eight members to the committee. The CTAC was established to provide active public participation in the transportation planning process. Prior to the formation of the CTAC, the MPO relied primarily on public meetings for citizen input on transportation planning issues. There are a number of problems with public meetings of this nature, with the most significant obstacle being a lack of participation.

Another shortcoming of the public meeting is the background knowledge that is required to understand the planning process. While the MPO staff tries to make the process easy to understand, transportation planning is not widely understood. People who are not familiar with the topic are generally not willing to participate. The CTAC provides the MPO with a standing committee of citizens who have a good knowledge of the planning process and can effectively convey public concerns related to transportation in a structured fashion.

The CTAC reviews MPO documents, studies, reports, plans, and programs and provides the MPO with recommendations concerning these topics. The CTAC also informs the MPO of public concerns related to transportation projects and issues. A CTAC member once suggested that the committee members act as antennas in the community gathering opinions and ideas in the course everyday life and passing the information on to the MPO. The CTAC usually meets on the third Tuesday of even-numbered months.

In addition to the CTAC, the MPO adopted a public involvement plan. The plan describes the MPO public participation goals and lists strategies to encourage public participation in the transportation planning process. The CTAC is included as one of several methods to garner public involvement.

Bicycle and Pedestrian Committee

The MPO (Policy Committee) authorized the formation of the Bicycle and Pedestrian Committee (BPC) in 1997. The committee assists the MPO in developing plans, programs, and projects related to bicycle and pedestrian activities. The BPC consists of individuals from many areas of the community who share a common interest in improving bicycling and walking in Tuscaloosa County. Membership on the committee ranges from professional planners to avid bicyclists. There is no set membership list. Anyone who attends the BPC meetings is considered a member and has voting privileges. The BPC usually meets on the third Monday of even-numbered months.

Appendix F

Authorized Projects

Authorized Projects

Sponsor: ALDOT

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
BRN	3	BR 0005(565)	100072758	PE	0.500	04/01/2023	OVERPASS REMOVAL	\$80,000	\$80,000	\$1,278	\$78,722
Project Description: BRIDGE REMOVAL ON SR-5 (US-11) OVER ABANDONED L AND N RAILROAD (BIN 005799 AND 005800) NEAR CHAMBLEE AVENUE											
USTL	1	TRC-STPSU 0069(573)	100074232	PE	0.669	01/01/2023	INTERSECTION IMPROVEMENTS	\$640,000	\$640,000	\$0	\$640,000
Project Description: INTERSECTION IMPROVEMENTS ON SR-69 AT CR-84 (CHARLIE SHIRLEY ROAD)											
BRN	3	RP-BR 0007 (546)	100055891	RW	0.262	08/01/2022	BRIDGE REPLACEMENT	\$736,322	\$608,968	\$368	\$608,600
Project Description: REPLACE BRIDGE (BIN 005140) ON SR-7 (US-11) OVER NORFOLK SOUTHERN RAILWAY											
RP80	12	RP-BR 0007 (546)	100055891	RW	0.262	08/01/2022	BRIDGE REPLACEMENT	\$736,322	\$127,354	\$108,676	\$18,678
Project Description: REPLACE BRIDGE (BIN 005140) ON SR-7 (US-11) OVER NORFOLK SOUTHERN RAILWAY											
RP80	12	RP 0007(546)	100055892	UT	0.262	01/01/2023	BRIDGE REPLACEMENT	\$129,448	\$129,448	\$0	\$129,448
Project Description: REPLACE BRIDGE (BIN 005140) ON SR-7 (US-11) OVER NORFOLK SOUTHERN RAILWAY											
NH	3	NH 0006(583)	100073728	FM	4.130	05/27/2022	PREVENTATIVE MAINTENANCE LEVEL 2	\$2,490,365	\$2,386,147	\$1,327,616	\$1,058,531
Project Description: RESURFACING ON MAINLINE ON SR-6 (US-82) FROM 13TH STREET EAST TO 0.360 MILES NORTH OF SR-215 (OLD MONTGOMERY HWY)											
ST	2	STPAA 0300 (500)	100073730	FM	0.560	01/28/2022	PREVENTATIVE MAINTENANCE LEVEL 1	\$280,372	\$280,372	\$279,113	\$1,260
Project Description: MICRO-MILLING SCRUB SEAL AND MICRO-SURFACING ON SR-300 FROM SR-7 TO I-59 SB RAMPS											
ST1	2	STPAA 0300 (500)	100073730	FM	0.560	01/28/2022	PREVENTATIVE MAINTENANCE LEVEL 1	\$280,372	\$111,334	\$0	\$111,334
Project Description: MICRO-MILLING SCRUB SEAL AND MICRO-SURFACING ON SR-300 FROM SR-7 TO I-59 SB RAMPS											
NH	3	NH 0215(506)	100072224	FM	1.729	12/02/2022	PAVEMENT MINOR REHABILITATION	\$2,456,661	\$2,652,528	\$2,319,763	\$332,764
Project Description: RESURFACING AND PLANING ON SR-215 (VETERANS MEMORIAL PARKWAY) FROM 10TH AVENUE EAST TO TRADITIONS CONDOMINIUMS ENTRANCE											
NH	3	NH-HSIP 0006 (591)	100072223	FM	3.402	12/02/2022	PREVENTATIVE MAINT MINOR REHAB W/ SAFETY WIDENING	\$3,219,095	\$2,955,241	\$150,549	\$2,804,692
Project Description: RESURFACING 2 SAFETY WIDENING SCORING AND MEDIAN CROSSOVER REMOVAL ON SR-6 (US-82) FROM .25 MILE WEST OF BUHL CUTOFF ROAD TO .45 MILE EAST OF BEL AIRE ESTATES											
SAF	11	NH-HSIP 0006 (591)	100072223	FM	3.402	12/02/2022	PREVENTATIVE MAINT MINOR REHAB W/ SAFETY WIDENING	\$3,621,482	\$286,119	\$201	\$285,917
Project Description: RESURFACING 2 SAFETY WIDENING SCORING AND MEDIAN CROSSOVER REMOVAL ON SR-6 (US-82) FROM .25 MILE WEST OF BUHL CUTOFF ROAD TO .45 MILE EAST OF BEL AIRE ESTATES											
ST	2	STPNU-FMGR 0007(556)	100073927	FM	10.126	01/27/2023	PREVENTATIVE MAINTENANCE LEVEL 1	\$2,022,343	\$2,195,046	\$559	\$2,194,487
Project Description: RESURFACING CAPE SEAL STEEL BLOCKOUT REPLACEMENT GUARDRAIL RESET AND GUARDRAIL END ANCHOR REPLACEMENT ON SR-7 (US-11) FROM GREENE COUNTY LINE TO BLACK WARRIOR RIVER											
STA	2	STPNU-FMGR 0007(556)	100073927	FM	10.126	01/27/2023	PREVENTATIVE MAINTENANCE LEVEL 1	\$2,022,343	\$0	\$1,223,492	(\$1,223,493)
Project Description: RESURFACING CAPE SEAL STEEL BLOCKOUT REPLACEMENT GUARDRAIL RESET AND GUARDRAIL END ANCHOR REPLACEMENT ON SR-7 (US-11) FROM GREENE COUNTY LINE TO BLACK WARRIOR RIVER											

L24AC	2	STPAA 0007 (549)	100068757	CN	6.920	11/05/2021	ADDITIONAL ROADWAY LANES	\$41,167,111	\$0	\$0	\$0
Project Description: ADD LANES ON SR-7 (US-11) FROM DAIMLER BENZ BOULEVARD TO THE INTERSECTION OF SR-5 ALONG THE NORFOLK SOUTHERN RAILROAD											
ST	2	STPAA 0007 (549)	100068757	CN	6.920	11/05/2021	ADDITIONAL ROADWAY LANES	\$41,167,111	\$54,603,675	\$11,345,405	\$43,258,269
Project Description: ADD LANES ON SR-7 (US-11) FROM DAIMLER BENZ BOULEVARD TO THE INTERSECTION OF SR-5 ALONG THE NORFOLK SOUTHERN RAILROAD											
IM	3	RP-IM I059 (424)	100069098	CN	0.000	04/29/2022	PREVENTATIVE MAINTENANCE LEVEL 2	\$1,167,953	\$685,165	\$685,165	\$0
Project Description: RESURFACING THE SERVICE ROADS ON I-59 AT EXIT 89 (MERCEDES DRIVE SB SERVICE ROAD AND DAIMLER BENZ BOULEVARD)											
IMA	3	RP-IM I059 (424)	100069098	CN	0.000	04/29/2022	PREVENTATIVE MAINTENANCE LEVEL 2	\$1,167,953	\$0	\$0	\$0
Project Description: RESURFACING THE SERVICE ROADS ON I-59 AT EXIT 89 (MERCEDES DRIVE SB SERVICE ROAD AND DAIMLER BENZ BOULEVARD)											
RP80	12	RP-IM I059 (424)	100069098	CN	0.000	04/29/2022	PREVENTATIVE MAINTENANCE LEVEL 2	\$1,038,181	\$243,780	\$519,917	(\$276,137)
Project Description: RESURFACING THE SERVICE ROADS ON I-59 AT EXIT 89 (MERCEDES DRIVE SB SERVICE ROAD AND DAIMLER BENZ BOULEVARD)											
RP801	12	RP-IM I059 (424)	100069098	CN	0.000	04/29/2022	PREVENTATIVE MAINTENANCE LEVEL 2	\$1,038,181	\$184,189	\$184,189	\$0
Project Description: RESURFACING THE SERVICE ROADS ON I-59 AT EXIT 89 (MERCEDES DRIVE SB SERVICE ROAD AND DAIMLER BENZ BOULEVARD)											
RP802	12	RP-IM I059 (424)	100069098	CN	0.000	04/29/2022	PREVENTATIVE MAINTENANCE LEVEL 2	\$1,038,181	\$1	\$1	\$0
Project Description: RESURFACING THE SERVICE ROADS ON I-59 AT EXIT 89 (MERCEDES DRIVE SB SERVICE ROAD AND DAIMLER BENZ BOULEVARD)											
RP803	12	RP-IM I059 (424)	100069098	CN	0.000	04/29/2022	PREVENTATIVE MAINTENANCE LEVEL 2	\$1,038,181	\$0	\$0	\$0
Project Description: RESURFACING THE SERVICE ROADS ON I-59 AT EXIT 89 (MERCEDES DRIVE SB SERVICE ROAD AND DAIMLER BENZ BOULEVARD)											
SAF	11	HSIP 0171 (516)	100069516	CN	0.315	11/04/2022	SAFETY IMPROVEMENTS	\$1,096,803	\$1,096,803	\$1,096,890	(\$86)
Project Description: RESURFACING SR-171 AND ADDING TURN LANE AT PREWITT LOOP ROAD											
SAF1	11	HSIP 0171 (516)	100069516	CN	0.315	11/04/2022	SAFETY IMPROVEMENTS	\$1,096,803	\$617,273	\$15,072	\$602,201
Project Description: RESURFACING SR-171 AND ADDING TURN LANE AT PREWITT LOOP ROAD											
IM	3	IM I359(303)	100073860	CN	0.800	03/25/2022	PREVENTATIVE MAINTENANCE LEVEL 1	\$2,599,857	\$2,684,942	\$2,127,582	\$557,360
Project Description: RESURFACING ON I-359 MAINLINE AND RAMPS FROM I-59/20 TO THE 15TH STREET OVERPASS											
IMA	3	IM I359(303)	100073860	CN	0.800	03/25/2022	PREVENTATIVE MAINTENANCE LEVEL 1	\$2,599,857	\$0	\$0	\$0
Project Description: RESURFACING ON I-359 MAINLINE AND RAMPS FROM I-59/20 TO THE 15TH STREET OVERPASS											
NHSP	3	IM I359(303)	100073860	CN	0.800	03/25/2022	PREVENTATIVE MAINTENANCE LEVEL 1	\$2,310,984	\$40,000	\$0	\$40,000
Project Description: RESURFACING ON I-359 MAINLINE AND RAMPS FROM I-59/20 TO THE 15TH STREET OVERPASS											
IM	3	IM I359(303)	100073853	PE	1.400	11/05/2021	PREVENTATIVE MAINTENANCE LEVEL 1	\$180,000	\$34,045	\$34,045	\$0
Project Description: RESURFACING ON I-359 MAINLINE AND RAMPS FROM I-59/20 TO THE 15TH STREET OVERPASS											
NHSP	3	IM I359(303)	100073853	PE	1.400	11/05/2021	PREVENTATIVE MAINTENANCE LEVEL 1	\$180,000	\$0	\$0	\$0
Project Description: RESURFACING ON I-359 MAINLINE AND RAMPS FROM I-59/20 TO THE 15TH STREET OVERPASS											
RAA2	12	ATRP2-63- 2022-123 ()	100074444	PE	0.000	04/01/2022	SAFETY IMPROVEMENTS	\$0	\$0	\$0	\$0

Project Description: ACCESS MANAGEMENT IMPROVEMENTS (DRIVEWAY RECONFIGURATION MEDIAN ISLANDS SIDEWALKS LANDSCAPING LIGHTING AND SIGNALS) ON SR-216 FROM COVERED BRIDGE ROAD TO GEORGE RICHMOND PARKWAY											
BRN	3	BR I059(428)	100074915	PE	6.030	05/01/2022	BRIDGE REHABILITATION	\$320,000	\$41,600	\$39,925	\$1,675
Project Description: BRIDGE DECK REHAB (HYDRODEMO) ON I-59 (I-20) NORTHBOUND (BIN 9876 9878 9880 9882 9884 9886 9889 9891 9893 9895 9897 9899 9243 AND 10183)											
BR	6	BR I059(428)	100074916	CN	6.030	02/24/2023	BRIDGE REHABILITATION	\$5,928,052	\$4,920,743	\$592	\$4,920,151
Project Description: BRIDGE DECK REHAB (HYDRODEMO) ON I-59 (I-20) NORTHBOUND (BIN 9876 9878 9880 9882 9884 9886 9889 9891 9893 9895 9897 9899 9243 AND 10183)											
TA	5	TAPNU TA22 (926)	100074902	RW	0.000	10/01/2022	SIDEWALK	\$32,000	\$20,098	\$3,185	\$16,913
Project Description: SIDEWALKS AND PEDESTRIAN LIGHTING ALONG SR-216 FROM THE BROOKWOOD PARK WALKING TRAIL TO THE JACKS FAMILY RESTAURANT											
TA1	5	TAPNU TA22 (926)	100074902	RW	0.000	10/01/2022	SIDEWALK	\$32,000	\$0	\$0	\$0
Project Description: SIDEWALKS AND PEDESTRIAN LIGHTING ALONG SR-216 FROM THE BROOKWOOD PARK WALKING TRAIL TO THE JACKS FAMILY RESTAURANT											
AAST	2	STPAA 0216 (506)	100075208	PE	0.625	09/01/2022	ADDITIONAL ROADWAY LANES	\$1,200,000	\$194,570	\$108	\$194,462
Project Description: ADDITIONAL LANES AND BRIDGE REPLACEMENT ON SR-216 FROM YOUNGBLOOD PARKWAY TO THE I-59 EAST RAMP OF EXIT 100 (BIN 008904)											
ST	2	STPAA 0216 (506)	100075208	PE	0.625	09/01/2022	ADDITIONAL ROADWAY LANES	\$1,200,000	\$884,141	\$113,707	\$770,434
Project Description: ADDITIONAL LANES AND BRIDGE REPLACEMENT ON SR-216 FROM YOUNGBLOOD PARKWAY TO THE I-59 EAST RAMP OF EXIT 100 (BIN 008904)											
STAAE	2	STPAA 0216 (506)	100075208	PE	0.625	09/01/2022	ADDITIONAL ROADWAY LANES	\$1,200,000	\$121,289	\$30,998	\$90,291
Project Description: ADDITIONAL LANES AND BRIDGE REPLACEMENT ON SR-216 FROM YOUNGBLOOD PARKWAY TO THE I-59 EAST RAMP OF EXIT 100 (BIN 008904)											
IM	3	IM I059(431)	100075543	CN	4.093	04/28/2023	PREVENTATIVE MAINTENANCE LEVEL 1	\$3,680,784	\$3,680,784	\$805	\$3,679,979
Project Description: OGFC SAFETY TREATMENT ON I-59 MAINLINE AND MICRO-SURFACING ON SHOULDERS FROM 0.52 MILE WEST OF EXIT 77 (BUTTERMILK RD) TO 1.2 MILES EAST OF EXIT 79 (SR-7/US-11)											
IM	3	IM I059(431)	100075542	PE	4.093	01/01/2023	PREVENTATIVE MAINTENANCE LEVEL 1	\$45,000	\$45,000	\$12,403	\$32,597
Project Description: OGFC SAFETY TREATMENT ON I-59 MAINLINE AND MICRO-SURFACING ON SHOULDERS FROM 0.52 MILE WEST OF EXIT 77 (BUTTERMILK RD) TO 1.2 MILES EAST OF EXIT 79 (SR-7/US-11)											
STATO	7	TRC-ST-063-999-045 ()	100075887	PE	1.343	05/01/2023	CORRIDOR STUDY	\$0	\$0	\$0	\$0
Project Description: ACCESS MANAGEMENT AND STREETScape ON SR-69/SR-13/LURLEEN WALLACE BLVD (US-43) FROM 5TH STREET TO SR-6 (US-82)											
99995	10	99-505-632-059-301 ()	100075916	MC	0.000	11/15/2022	BRIDGE REPAIR	\$0	\$0	\$0	\$0
Project Description: EMERGENCY BRIDGE REPAIR (BIN 008157) ON CR-59 (COVERED BRIDGE ROAD) OVER I-59/I-20 AT GIRDERS 2 AND 4											
USTL	1	STPSU 0007 (559)	100075229	UT	1.555	03/01/2023	WIDENING AND RESURFACING (RDWY)	\$380,000	\$380,000	\$0	\$380,000
Project Description: CONCRETE PAVEMENT REPLACEMENT ON SR-7 (US-11) AT MIDDLE COALING ROAD AND ED STEPHENS ROAD (READY MIX)											
RACR	12	RACR-063-007-010 ()	100075228	CN	1.555	05/26/2023	WIDENING AND RESURFACING (RDWY)	\$0	\$0	\$0	\$0
Project Description: CONCRETE PAVEMENT REPLACEMENT ON SR-7 (US-11) AT MIDDLE COALING ROAD AND ED STEPHENS ROAD (READY MIX)											
RAA2	12	ATRP2-63-2023-499 ()	100076160	PE	0.000	04/01/2023	INTERSECTION IMPROVEMENTS	\$0	\$0	\$0	\$0
Project Description: INTERSECTION IMPROVEMENTS AT I-20/59 AND DAIMLER BENZ BOULEVARD INTERCHANGE (EXIT 89) INCLUDING ADDITIONAL THRU LANES TURN LANES AND NEW TRAFFIC SIGNAL											

BRN	3	BR 1059(435)	100076338	PE	6.390	06/01/2023	BRIDGE REHABILITATION	\$160,000	\$160,000	\$0	\$160,000
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Project Description: BRIDGE DECK REHAB (HYDRODEMO) ON I-59 (I-20) SOUTHBOUND BRIDGES (BIN 9875 9877 9879 9881 9883 9885 9888 9890 9892 9894 9896 9898 9900) AND SOUTHBOUND RAILROAD BRIDGES (1018210672) AND NORTHBOUND RAILROAD BRIDGE (10673)

99995	10	99-505-632-659-302 ()	100076709	MC	0.000	05/15/2023	BRIDGE REPAIR	\$0	\$0	\$0	\$0
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Project Description: EMERGENCY BRIDGE REPAIR (BIN 009876) CARRYING I-59/20 AT BENT 4 PILE 1

99995	10	99-505-632-006-301 ()	100076710	MC	0.000	05/15/2023	BRIDGE REPAIR	\$0	\$0	\$0	\$0
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Project Description: BRIDGE REPAIR (BIN 010278) TO GIRDER 14 CARRYING JACK WARNER PARKWAY OVER SR-6 (US-82)

Sponsor: ARC OF TUSCALOOSA COUNTY

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
UMTAC	9	UMTAC TR23()	100076195	TR	0.000	02/01/2023	UNCLASSIFIED	\$67,338	\$67,338	\$0	\$67,338

Project Description: SECTION 5310 TRANSIT ARC OF TUSCALOOSA CO (URBAN) CAPITAL ROLLING STOCK (1 TV-H1) FY-2023

Sponsor: ARTS N AUTISM

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
UMTAC	9	UMTAC TR23()	100076181	TR	0.000	02/01/2023	UNCLASSIFIED	\$33,600	\$33,600	\$0	\$33,600

Project Description: SECTION 5310 TRANSIT ARTS N AUTISM (URBAN) CAPITAL PURCHASED TRANSPORTATION - FY 2023

UMTAC	9	UMTAC TR23()	100076182	TR	0.000	02/01/2023	UNCLASSIFIED	\$16,000	\$16,000	\$1,211	\$14,789
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Project Description: SCETION 5310 TRANSIT ARTS N AUTISM (URBAN) CAPITAL PREVENTIVE MAINTENANCE - FY 2023

Sponsor: EAGLES WINGS

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
UMTAC	9	UMTAC TR22()	100074720	TR	0.000	03/01/2022	UNCLASSIFIED	\$197,042	\$269,354	\$0	\$269,354

Project Description: SECTION 5310 TRANSIT EAGLES WINGS INC. (URBAN) CAPITAL ROLLING STOCK (4 TRANSIT VANS)

UMTAC	9	UMTAC TR22()	100074721	TR	0.000	03/01/2022	UNCLASSIFIED	\$60,317	\$84,173	\$0	\$84,173
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Project Description: SECTION 5310 TRANSIT EAGLES WINGS INC. (URBAN) CAPITAL ROLLING STOCK (1 TRANSIT VAN) - 100% FEDERAL FUNDING

UMTAC	9	UMTAC TR22()	100075071	TR	0.000	05/01/2022	UNCLASSIFIED	\$61,847	\$84,173	\$0	\$84,173
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Project Description: SECTION 5310 TRANSIT EAGLES WINGS (URBAN) CAPITAL ROLLING STOCK (1 TRANSIT VAN) - 100% ARP FUNDING - SPLIT W/ AWARD 2021-004

Sponsor: EASTER SEALS WEST ALABAMA

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
UMTAC	9	UMTAC TR23()	100076184	TR	0.000	02/01/2023	UNCLASSIFIED	\$11,634	\$11,634	\$0	\$11,634

Project Description: SECTION 5310 TRANSIT EASTERSEALS OF WEST ALABAMA (URBAN) CAPITAL SUPPORT EQUIPMENT-FY 2023 - SPLIT W/ AWARD 2016-013

UMTAC	9	UMTAC TR23()	100076185	TR	0.000	02/01/2023	UNCLASSIFIED	\$2,400	\$2,400	\$0	\$2,400
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Project Description: SECTION 5310 TRANSIT EASTERSEALS OF WEST ALABAMA (URBAN) PREVENTATIVE MAINTENANCE FY 2023

UMTAC	9	UMTAC TR23()	100076894	TR	0.000	06/01/2023	UNCLASSIFIED	\$56,020	\$56,020	\$0	\$56,020
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Project Description: SECTION 5310 TRANSIT EASTERSEALS OF WEST ALABAMA (URBAN) CAPITAL ROLLING STOCK (1 MV-SL) FY-23

Sponsor: FOCUS ON SENIOR CITIZENS

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
UMTAC	9	UMTAC TR22()	100075052	TR	0.000	05/01/2022	UNCLASSIFIED	\$61,847	\$17,195	\$0	\$17,195
Project Description: SECTION 5310 TRANSIT FOCUS ON SENIOR CITIZENS OF TUSCALOOSA (URBAN) CAPITAL ROLLING STOCK (1 TRANSIT VAN) - 100% ARPA FUNDING - SPLIT W/ AWARD 2021-004											
UMTAC	9	UMTAC TR22()	100075053	TR	0.000	05/01/2022	UNCLASSIFIED	\$3,728	\$65,743	\$0	\$65,743
Project Description: SECTION 5310 TRANSIT FOCUS ON SENIOR CITIZENS OF TUSCALOOSA (URBAN) CAPITAL ROLLING STOCK (1 TRANSIT VAN) - 100% CRRSSA FUNDING - SPLIT W/ AWARD 2022-001											

Sponsor: NORTHPORT

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
USTL	1	STPSU 6317 (250)	100008464	RW	1.150	11/01/2022	TURN LANES	\$5,286,068	\$5,286,068	\$869,794	\$4,416,274
Project Description: MARTIN LUTHER KING BOULEVARD FROM SNOWS MILL AVENUE TO SR-69 ADD TURN LANES REALIGNMENT OF INTERSECTIONS SIDEWALKS LIGHTING AND BRIDGE REPLACEMENT OVER TWO MILE CREEK											
TLSTE	1	STPOA 6321 (252)	100073780	PE	1.660	03/01/2022	RESURFACING	\$383,539	\$294,249	\$277,593	\$16,657
Project Description: RESURFACING SIDEWALK INSTALLATION AND LIGHTING ON MAIN AVENUE FROM 5TH STREET TO MCFARLAND BOULEVARD (SR-6/US-82) TO INCLUDE INTERSECTION IMPROVEMENTS (ROUNDAABOUT) AT MAIN AVENUE AND 10TH STREET											
USTL	1	STPOA 6321 (252)	100073780	PE	1.660	03/01/2022	RESURFACING	\$383,539	\$89,289	\$89,289	\$0
Project Description: RESURFACING SIDEWALK INSTALLATION AND LIGHTING ON MAIN AVENUE FROM 5TH STREET TO MCFARLAND BOULEVARD (SR-6/US-82) TO INCLUDE INTERSECTION IMPROVEMENTS (ROUNDAABOUT) AT MAIN AVENUE AND 10TH STREET											
USTL	1	STPOA-STPSU 6321 (254)	100073785	CN	2.410	09/30/2022	RESURFACING	\$1,393,618	\$293,858	\$125,833	\$168,025
Project Description: RESURFACING ON CR-84 (CHARLIE SHIRLEY ROAD) FROM SR-69 TO SR-13 (US-43)											
USTL1	1	STPOA-STPSU 6321 (254)	100073785	CN	2.410	09/30/2022	RESURFACING	\$1,393,618	\$929,234	\$929,234	\$0
Project Description: RESURFACING ON CR-84 (CHARLIE SHIRLEY ROAD) FROM SR-69 TO SR-13 (US-43)											
USTL	1	STPOA-STPSU 6321 (254)	100073784	PE	2.410	03/01/2022	RESURFACING	\$36,488	\$36,488	\$45,163	(\$8,674)
Project Description: RESURFACING ON CR-84 (CHARLIE SHIRLEY ROAD) FROM SR-69 TO SR-13 (US-43)											
USTL	1	STPOA 6321 (253)	100073786	PE	2.027	03/01/2022	RESURFACING	\$81,876	\$81,876	\$103,238	(\$21,362)
Project Description: RESURFACING AND SIDEWALK IMPROVEMENTS ON CR-47 (WATERMELON ROAD) FROM SR-6 (US82/MCFARLAND BOULEVARD) TO UNION CHAPEL ROAD EAST WITH TRAFFIC SIGNAL UPGRADES AT RICE VALLEY ROAD											
ATA	5	TAPAA TA22 (908)	100074130	CN	0.000	02/15/2023	SIDEWALK	\$640,000	\$0	\$0	\$0
Project Description: DOWNTOWN SIDEWALK AND STREETSCAPE IMPROVEMENTS ALONG FIRST STREET - PHASE II IN NORTHPORT											
TA	5	TAPAA TA22 (908)	100074130	CN	0.000	02/15/2023	SIDEWALK	\$640,000	\$535,824	\$0	\$535,824

Project Description: DOWNTOWN SIDEWALK AND STREETScape IMPROVEMENTS ALONG FIRST STREET - PHASE II IN NORTHPORT

TA1	5	TAPAA TA22 (908)	100074130	CN	0.000	02/15/2023	SIDEWALK	\$640,000	\$251,183	\$0	\$251,183
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Project Description: DOWNTOWN SIDEWALK AND STREETScape IMPROVEMENTS ALONG FIRST STREET - PHASE II IN NORTHPORT

Sponsor: TUSCALOOSA CITY

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
AATL	1	STPSU 6314 (253)	100008465	RW	0.500	11/01/2022	WIDENING AND RESURFACING (RDWY)	\$199,989	\$199,989	\$97,580	\$102,409

Project Description: WIDENING STRIPING AND OTHER IMPROVEMENTS ON WATERMELON ROAD FROM SR-6 (US-82) TO SNOWS MILL AVENUE SPONSOR: CITY OF TUSCALOOSA

GR1	12	BUILD F 6321 (250)	100073360	CN	0.000	09/15/2022	UNCLASSIFIED	\$19,493,000	\$15,000,000	\$0	\$15,000,000
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Project Description: RIVERWALK LANDING AREA BUILD GRANT IN THE CITY OF TUSCALOOSA

USTL	1	STPOA 6322 (251)	100074220	PE	7.114	03/01/2022	RESURFACING	\$152,564	\$152,564	\$1,995	\$150,569
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Project Description: RESURFACING OF TUSCALOOSA CITY STREETS:OLD COLONY RD FROM WATERMELON RD TO NORTHRIDGE RD; JOE MALLISHAM PKWY/BOONE BLVD FROM CITY LIMIT TO SR-6(US-82); JACK WARNER PKWY FROM SR-6(US-82) TO CITY LIMIT; DR ED HILLARD DR FROM 15TH TO UNIVERSITY BLVD

Sponsor: TUSCALOOSA COUNTY

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
A1BR0	2	ACBRZ75496 ATRP(010)	100075496	UT	1.000	12/01/2022	BRIDGE REPLACEMENT	\$240,000	\$33,793	\$0	\$33,793

Project Description: BRIDGE REPLACEMENTS ON CR-124 (OLD FAYETTE ROAD) OVER BARBEE CREEK BIN 14309 AND OVER AN UNNAMED TRIBUTARY TO BINION CREEK BIN 12282

COBR	2	ACBRZ75496 ATRP(010)	100075496	UT	1.000	12/01/2022	BRIDGE REPLACEMENT	\$240,000	\$199,406	\$0	\$199,406
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Project Description: BRIDGE REPLACEMENTS ON CR-124 (OLD FAYETTE ROAD) OVER BARBEE CREEK BIN 14309 AND OVER AN UNNAMED TRIBUTARY TO BINION CREEK BIN 12282

ACORA	2	RABRZ 6322 (253)	100059618	CN	0.046	04/07/2023	BRIDGE REPLACEMENT	\$1,465,392	\$0	\$0	\$0
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Project Description: BRIDGE REPLACEMENT CR-124 (OLD FAYETTE ROAD) OVER BARBEE CREEK BIN 14309

CORA	2	RABRZ 6322 (253)	100059618	CN	0.046	04/07/2023	BRIDGE REPLACEMENT	\$1,921,826	\$1,311,016	\$2,486	\$1,308,530
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Project Description: BRIDGE REPLACEMENT CR-124 (OLD FAYETTE ROAD) OVER BARBEE CREEK BIN 14309

ERLF	12	ER 9070(957)	100072311	CN	0.000	07/15/2022	SLIDE CORRECTION	\$16,238	\$16,238	\$0	\$16,238
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Project Description: SLIDE REPAIR AFFECTING SHOULDER AND SOUTH BOUND LANE ON CR-21 (UPPER COLUMBUS ROAD) 1.1 MILES NORTH OF US-82 (FHWA DISASTER AL 2020-01; DDIR TUSCALOOSA-01)

ERLF8	12	ERPR 9070 (942)	100072309	CN	0.000	10/15/2022	SLIDE CORRECTION	\$699,355	\$699,355	\$0	\$699,355
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Project Description: SLIDE REPAIR AFFECTING SHOULDER AND SOUTH BOUND LANE ON CR-21 (UPPER COLUMBUS ROAD) 1.1 MILES NORTH OF US-82 (FHWA DISASTER AL 2020-01; DDIR TUSCALOOSA-01)

ERLF8	12	ERPR 9070 (941)	100072316	CN	0.000	09/15/2022	SLIDE CORRECTION	\$33,404	\$33,404	\$0	\$33,404
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Project Description: SLIDE REPAIR ON CR-140 200 FEET EAST OF ELROD ROAD. (FHWA DISASTER AL 2020-01; DDIR TUSCALOOSA-05)

ERLF8	12	ERPR 9070 (946)	100072321	CN	0.000	09/15/2022	BRIDGE SCOUR	\$34,696	\$34,696	\$0	\$34,696
Project Description: SCOUR REPAIR AT OUTLET END OF THE THREE BARREL BOX CULVERT (BIN 004112) ON CR-21 (UPPER COLUMBUS ROAD) 2.1 MILES NORTH OF SR-6 (US-82). (FHWA DISASTER AL 2020-01; DDIR TUSCALOOSA-27)											
ERLF8	12	ERPR 9070 (944)	100072396	CN	0.000	09/15/2022	BRIDGE SCOUR	\$50,744	\$50,744	\$0	\$50,744
Project Description: SCOUR REPAIR AT OUTLET END OF THE TWO BARREL BOX CULVERT (BIN 004112) ON CR-21 (UPPER COLUMBUS ROAD) 6.6 MILES NORTH OF SR-6 (US-82). (FHWA DISASTER AL 2020-01 DDIR TUSCALOOSA-28)											
ERLF8	12	ERPR 9070 (954)	100072319	CN	0.000	09/15/2022	DRAINAGE CORRECTION	\$43,006	\$43,006	\$0	\$43,006
Project Description: CROSS DRAIN REPAIR DUE TO SCOUR AND SETTLEMENT OF PIPE ON CR-19 (SIPSEY VALLEY ROAD) 1.2 MILES SOUTH OF CR-140. (FHWA DISASTER AL 2020-01; DDIR TUSCALOOSA-24)											
ERLF8	12	ERPR 9070 (954)	100071836	PE	0.000	08/01/2022	DRAINAGE CORRECTION	\$4,358	\$4,358	\$3,740	\$618
Project Description: CROSS DRAIN REPAIR DUE TO SCOUR AND SETTLEMENT OF PIPE ON CR-19 (SIPSEY VALLEY ROAD) 1.2 MILES SOUTH OF CR-140. (FHWA DISASTER AL 2020-01; DDIR TUSCALOOSA-24)											
ERLF8	12	ERPR 9070 (943)	100072317	CN	0.000	09/15/2022	BRIDGE SCOUR	\$13,938	\$13,938	\$0	\$13,938
Project Description: EROSION AND SCOUR REPAIR AROUND CULVERT WINGWALL ON CR-140. (FHWA DISASTER AL 2020-01; DDIR TUSCALOOSA-07)											
ERLF8	12	ERPR 9070 (947)	100072318	CN	0.000	09/15/2022	SLIDE CORRECTION	\$23,730	\$23,730	\$0	\$23,730
Project Description: SLIDE REPAIR DUE TO SCOUR AT A BOX CULVERT ON CR-94 (OLD GREENSBORO ROAD) 0.2 MILE SOUTH OF HILLCREST SCHOOL ROAD. (FHWA DISASTER AL 2020-01; DDIR TUSCALOOSA-19)											
ERLF8	12	ERPR 9070 (956)	100072320	CN	0.000	09/15/2022	SLIDE CORRECTION	\$27,890	\$27,890	\$20	\$27,870
Project Description: SLIDE REPAIR DUE TO SCOUR NEAR CROSS DRAIN PIPE ON CR-19 (SIPSEY VALLEY ROAD) 0.6 MILE SOUTH OF CR-140. (FHWA DISASTER AL 2020-01 DDIR TUSCALOOSA-25)											
ERLF8	12	ERPR 9070 (956)	100071865	PE	0.000	08/01/2022	SLIDE CORRECTION	\$2,439	\$2,439	\$1,820	\$618
Project Description: SLIDE REPAIR DUE TO SCOUR NEAR CROSS DRAIN PIPE ON CR -19 (SIPSEY VALLEY ROAD) 0.6 MILE SOUTH OF CR-140. (FHWA DISASTER AL 2020-01 DDIR TUSCALOOSA-25)											
RALG	12	RALG-63-2021 -063 ()	100073163	CN	0.000	03/15/2022	RESURFACING	\$0	\$0	\$0	\$0
Project Description: RESURFACE A PORTION OF JOE MALLISHAM PARKWAY FROM .290 MILES NORTH OF I-59/20 TO GROVER BURCHFIELD DRIVE.											
CORD	2	STPAA 6321 (251)	100074419	UT	0.000	01/01/2022	RESURFACING	\$32,735	\$32,735	\$0	\$32,735
Project Description: WIDENING OF FOSTERS FERRY ROAD FROM JOE MALLISHAM PARKWAY TO 29TH STREET											
A2RDY	2	ACOA61873 ATRP(017)	100061873	CN	1.365	02/25/2022	RESURFACING	\$4,599,165	\$692,673	\$692,673	\$0
Project Description: WIDENING OF FOSTERS FERRY ROAD FROM JOE MALLISHAM PARKWAY TO 29TH STREET											
CORD	2	ACOA61873 ATRP(017)	100061873	CN	1.365	02/25/2022	RESURFACING	\$4,599,165	\$4,074,339	\$3,731,825	\$342,515
Project Description: WIDENING OF FOSTERS FERRY ROAD FROM JOE MALLISHAM PARKWAY TO 29TH STREET											
USTL	1	STPSU 6322 (256)	100075322	PE	0.100	04/01/2023	BRIDGE REPLACEMENT	\$183,000	\$183,000	\$0	\$183,000

Project Description: BRIDGE REPLACEMENT (BIN 14296) ON CR-36 (ABERNANT LOOP)

ERLF8	12	ERPR 9070 (945)	100072313	CN	0.000	10/15/2022	SLIDE CORRECTION	\$411,114	\$411,114	\$375	\$410,739
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Project Description: SLIDE REPAIR ON CR-94 (OLD GREENSBORO ROAD) 0.3 MILE SOUTH OF HB JOHNSON ROAD.(FHWA DISASTER AL 2020-01 DDIR TUSCALOOSA-04)

ERLF	12	ER 9070(958)	100072314	CN	0.000	07/15/2022	SLIDE CORRECTION	\$10,750	\$10,750	\$0	\$10,750
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Project Description: SLIDE REPAIR ON CR-94 (OLD GREENSBORO ROAD) 0.3 MILE SOUTH OF HB JOHNSON ROAD.(FHWA DISASTER AL 2020-01 DDIR TUSCALOOSA-04)

ERLF	12	ER 9070(958)	100072315	PE	0.000	07/01/2022	SLIDE CORRECTION	\$13,500	\$13,500	\$0	\$13,500
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Project Description: SLIDE REPAIR ON CR-94 (OLD GREENSBORO ROAD) 0.3 MILE SOUTH OF HB JOHNSON ROAD.(FHWA DISASTER AL 2020-01 DDIR TUSCALOOSA-04)

ACORA	2	RABRZ 6322 (254)	100059619	CN	0.000	04/07/2023	BRIDGE REPLACEMENT	\$692,574	\$0	\$0	\$0
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Project Description: BRIDGE REPLACEMENT CR-124 (OLD FAYETTE ROAD) OVER AN UNNAMED TRIBUTARY TO BINION CREEK BIN12282

CORA	2	RABRZ 6322 (254)	100059619	CN	0.000	04/07/2023	BRIDGE REPLACEMENT	\$908,294	\$834,770	\$0	\$834,770
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Project Description: BRIDGE REPLACEMENT CR-124 (OLD FAYETTE ROAD) OVER AN UNNAMED TRIBUTARY TO BINION CREEK BIN12282

Sponsor: WEST ALABAMA REGIONAL COMMISSION

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
HP3	12	SPR-PART3 PLTC(023)	100075591	HP	0.000	10/01/2022	UNCLASSIFIED	\$685,402	\$685,402	\$77,648	\$607,754

Project Description: METROPOLITAN PLANNING TUSCALOOSA FY-2023

Appendix G

Environmental Mitigation

Environmental Mitigation

(The following was prepared by the Alabama Department of Transportation (ALDOT) and the Alabama Division of the Federal Highway Administration (FHWA). The West Alabama Regional Commission re-formatted the text in order to agree with the Plan structure and modified the text to reflect the activities of the Tuscaloosa Area Metropolitan Planning Organization).

Introduction

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

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

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

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

A few examples may illustrate how this hierarchy operates. Please note that for these resources there may be many more possible options to avoid, minimize, or mitigate.

Wetlands

Executive Order 11990 requires that transportation agencies avoid, minimize or mitigate impacts to wetlands, to the extent practical. Resource agencies must first try to avoid wetlands by shifting alignments. When the wetlands are narrow; for example, stream bank wetlands, avoidance may include spanning both the stream and the adjacent wetland areas, assuming the cost is reasonable.

Agencies could minimize the impacts by actions such as:

- narrowing medians,
- constructing fill slopes as steep as warranted by geotechnical investigation,
- alignment shift that may not entirely miss the wetland, but lessen the impact, or
- partial bridging

Mitigation for State projects in Alabama typically utilizes credits from the established wetland bank owned by the ALDOT. Other banks, including privately owned banks are available. However, on site mitigation may be possible. An example of onsite

mitigation could be to enhance the remaining portion of the wetland to function at a higher level. Restoration/enhancement efforts for isolated wetlands are usually successful only when involving simple actions such as restoring water flow to a former wetland that has been drained.

Historic property

Historic properties are protected by both Section 4(f) of the DOT Act (as amended) and Section 106 of the Historic Preservation Act. Other resources, notably publicly owned recreational lands are also protected by Section 4(f). In particular, Section 4(f) creates a high standard of adherence before an agency can determine it cannot avoid (“use”) the resource.

Therefore FHWA mandates somewhat detailed consideration of shifts to either side of each individual resource, as well as all protected resources. The costs and impacts associated with these avoidance alternatives must be substantial before FHWA can agree to use the resource.

Minimization for historic property may include a planting to screen the view of a modern facility, restoring a stone wall removed by the right-of-way, moving a building that is historic for architectural reasons and restoring it in an appropriate location.

Mitigation of historic property taken may include archival quality (e.g., long-lasting) photographs or line drawings of the structure. A researched, written narrative of the historical importance of the resource may also be developed. In some cases parts of the structure (e.g., approach spans to a longer bridge) may be reused in another application.

Summary of Potential Impacts

Considerations of potential environmental impacts associated with transportation projects include, but are not limited to the following resources/issues:

RESOURCE/ISSUE	WHY IMPORTANT	REGULATORY BASIS	CONTACT
HAZMAT Sites	Health hazards, costs, delays, liability for both State & federal projects on either existing or acquired right-of-way	State & federal law; Guidelines for Ops; ASTM E-1527	<u>Phase-I:</u> Design Bureau/ETS, phone 334-242-6154 <u>Phase-II & III:</u> Materials & Tests Bureau, phone 334-206-2284
Air Quality	Public health, welfare, productivity, and the environment are degraded by air pollution	Clean Air Act of 1970; 40 CFR Parts 51 & 93; State Implementation Plan	Design Bureau/ETS, phone 334-242-6147; <u>PM-2.5</u> – Design Bureau/ETS, phone 334-242-6315

Noise	Noise can irritate, interrupt, and disrupt, as well as generally diminish the quality of life	Noise Control Act of 1972; ALDOT's highway Traffic Noise Analysis Policy and Guidance	Design Bureau/ETS, phone 334-242-6147 or 6828 or 6710
Wetlands	Flood control, wildlife habitat, water purification; applies to both State and federally funded projects	Clean Water Act of 1977; Executive Order 11990; 23 CFR 777	Design Bureau/ETS, phone 334-242-6145; US Army Corps of Engineers, phone 251-690-2658
Threatened and Endangered Species	Loss of species can damage or destroy ecosystems, to include the human food chain	Endangered Species Act of 1973; 7 CFR 355	Design Bureau/ETS, phone 334-242-6132; US Fish & Wildlife Service, phone 251-441-5181
Floodplains	Encroaching on or changing the natural floodplain of a water course can result in catastrophic flooding of developed areas	Executive Order 11988; 23 CFR 650; 23 CFR 771	Design Bureau/ETS, phone 334-242-6145; Bridge Bureau, phone 334-242-6598
Farmlands	Insure conversion compatibility with State and local farmland programs and policies	Farmland Protection Policy Act of 1981; 7 CFR 658	Design Bureau/ETS, phone 334-242-6150; Natural Resources Conservation Service (NRCS), phone 334-887-4500
Recreation Areas	Quality of life; neighborhood cohesion	Section 6(f) of the Land and Water Conservation Fund Act; Section 4(f) of the DOT Act of 1966 (when applicable); 23 CFR 771	Design Bureau/ETS, phone 334-242-6143 or 6152; Alabama Department of Economic and Community Affairs, phone 334-242-5363
Historic Structures	Quality of life; preservation of the national heritage	National Historic Preservation Act of 1966 (Section 106); the DOT Act of 1966 [Section 4(f)]; 23 CFR 771; 36 CFR 800	Design Bureau/ETS, phone 334-242-6144 or 6225; Alabama Historical Commission, phone 334-230-2667

Archaeological Sites	Quality of life; preservation of national and Native American heritage	National Historic Preservation Act of 1966 (Section 106); the DOT Act of 1966 [Section 4(f)]; 23 CFR 771; Executive Order 13175	Design Bureau/ETS, phone 334-242-6144 or 6225; Alabama Historical Commission, phone 334-230-2667
Environmental Justice	To avoid, minimize, or mitigate disproportionately high impacts on minorities and low-income populations; basic American fairness	Title VI, Civil Rights Act of 1964; Executive Order 12898	Design Bureau/ETS, phone 334-242-6529 or 6576; right-of-way office in each respective ALDOT Division

In each of the examples given above, the first contact listed is the ALDOT Design Bureau Environmental Technical Section (ETS), not because it is a “resource agency” as defined by federal regulations, but because it has the multidisciplinary experts capable of guiding agencies through the early identification of impacts in the initial project planning and development stage. The sooner a potential environmental impact is identified, the more likely it can be avoided, minimized, or mitigated. Early contact with the ETS can ensure timely consultation with potentially affected stakeholders and compliance with provisions of the National Environmental Policy Act (NEPA) and its enforcing regulations.

Tuscaloosa Area MPO Mitigation Efforts

Environmental and Social Database Review

As part of the transportation planning process, the Tuscaloosa Area MPO committees evaluate plans and programs against environmental and social factors. The MPO staff maintains dozens of environmental and social databases and computer maps. The staff provided the MPO committees and subcommittees with this information as the 2040 Long-Range Transportation Plan was developed. The staff provided simple review spreadsheets to facilitate the transfer of the information.

Climate Change Consideration

"According to the FHWA report *Integrating Climate Change into the Transportation Planning Process*, there is general scientific consensus that the earth is experiencing a long-term warming trend and that human-induced increases in atmospheric greenhouse gases (GHGs) may be the predominant cause. The combustion of fossil fuels is by far the biggest source of GHS emissions. In the United States, transportation is the largest source of GHG emissions, after electricity generation. Within the transportation sector, cars and trucks account for a majority of emissions. Opportunities to reduce GHG emissions from transportation include switching to alternative fuels, using more fuel efficient vehicles, and reducing the total number of miles driven. Each of these options requires a mixture of public and private sector involvement. Transportation planning

activities, which influence how transportation systems are built and operated, can contribute to these strategies. In addition to contributing to climate change, transportation will likely also be affected by climate change. Transportation infrastructure is vulnerable to predicted changes in sea level and increases in severe weather and extreme high temperatures. Long-term transportation planning will need to respond to these threats." (Introduction to *Integrating Climate Change into the Transportation Planning Process*, Federal Highway Administration, Final Report, July 2008)

To address transportation induced climate change, the Tuscaloosa Area MPO maintains the topic on the standard agendas used at the regular committee meetings. This provides the committee members a regularly scheduled opportunity to discuss the topic. The MPO staff prepares reports related to GHG to educate the committees and to offer possible opportunities to reduce GHG emissions. As more is learned on the subject, the TIP and long-range transportation plan will be modified accordingly.

Consultation Process and Summary Report

In order to coordinate the work of the MPO with other transportation-related agencies, the MPO incorporated a consultation process into the MPO public involvement plan. The process requires the MPO to:

1. Maintain a mailing list of planning agencies and officials affected by transportation (agencies)
2. Provide news releases of all MPO committee meetings to the agencies
3. Provide news releases of all MPO public meetings and reviews of the long-range transportation plan and Transportation Improvement Program (TIP) to the agencies
4. Provide a letter to the agencies that explains the transportation planning process, provides a list of MPO meetings, and requests copies of plans, maps, and inventories once a year
5. Compare the agencies' plans, maps, and inventories against the draft long-range transportation plan and draft TIP
6. Provide the agencies the draft long-range transportation plan and draft TIP for their review and comment
7. Prepare a report that summarizes the consultation efforts, any conflicts noted during the comparisons, and any resulting changes to the long-range transportation plan and TIP

In June 2023 the MPO sent affected agencies a memorandum that explained the draft TIP and provided a website link for the document. The agencies were also given the option to request a paper or digital copy. In the same memorandum the MPO requested that the agencies provide copies or a website link of plans, maps, and inventories. The agencies had until August 11, 2023 to respond. No comments or requests from the agencies were received by the MPO. In addition, the agencies did not submit any plans, maps, or inventories for the MPO to review.

Appendix H

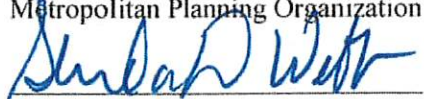
Certification-TIP/STIP MOU

METROPOLITAN TRANSPORTATION PLANNING SELF-CERTIFICATION

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

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 C.F.R. part 450, subpart C;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 C.F.R. part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 11011(e) of the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58) and 49 C.F.R. part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 C.F.R. parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. part 27 regarding discrimination against individuals with disabilities.

Tuscaloosa Area
Metropolitan Planning Organization


Signature

Glenda Webb (John Hinton Alternate)
Printed Name

Chair
Title

June 26, 2023
Date

Alabama
State Department of Transportation


Signature

John R. Cooper
Printed Name

Transportation Director
Title

August 10, 2023
Date

SELF-CERTIFICATION OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

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Tuscaloosa Area MPO Responses are highlighted in gray.

1.1 PURPOSE

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

1.2 AUTHORITY

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

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

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

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

1.3 SCOPE

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

1.4 REFERENCES

23 U.S.C. 134	-----	(Metropolitan Planning)
42 U.S.C. 2000d et seq.	-----	(Title VI of the Civil Rights Act of 1964)
42 U.S.C. 12101	-----	(Americans with Disabilities Act of 1990)
42 U.S.C. 7504 and 7506(c) and (d)		(Transportation Air Quality Conformity)
49 U.S.C. 5303	-----	(Metropolitan Planning)
Section 11101(e) of the IIJA	-----	(Disadvantaged Business Enterprises)
23 C.F.R. 450	-----	(Metropolitan Planning)
49 C.F.R. Part 26	-----	(Disadvantaged Business Enterprises)
49 C.F.R. 27	-----	(Nondiscrimination on the Basis of Disability in Programs and Activities Receiving Federal Financial Assistance)
49 C.F.R. 37	-----	(Transportation Services for Individuals with Disabilities)
49 C.F.R. 38	-----	(Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles)

1.5 SELF-CERTIFICATION REQUIREMENTS

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

- (1) The metropolitan planning requirements identified in *23 U.S.C. 134* and *49 U.S.C. 5303*;
- (2) In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 C.F.R. Part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21;
- (4) 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 11101(e) of the IIJA (Public Law 117-58) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and *49 C.F.R. Parts 27, 37, and 38*;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

1.6 CERTIFICATION PROCESS & QUESTIONS

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

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

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

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

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the largest incorporated city, and in accordance with procedures set forth in state and local law? [23 U.S.C. 134 (d)(1)(A) and (B); 49 U.S.C. 5303 (d); 23 C.F.R. 450.310 (b)] - **Yes**
2. For Transportation Management Areas (TMAs) only, does the MPO policy board include local elected officials, officials that administer or operate major modes of transportation, and appropriate state officials? [23 U.S.C. 134 (d)(2)(A), (B), & (C); 49 U.S.C. 5303 (d); 23 C.F.R. 450.310 (d)] – **Not Applicable**
3. Does the MPO have up to date agreements such as the transportation planning agreement that creates the MPO, the financial agreement, and, if applicable, a transportation planning agreement between the MPOs, State, and public transportation operators where more than one MPO has been designated to serve an urbanized area? [23 C.F.R. 450.314] - **Yes**
4. Does the MPO boundary encompass the existing urbanized area and contiguous area expected to become urbanized within 20-year forecast period? [23 U.S.C. 134 (e)(2); 49 U.S.C. 5303 (e); 23 C.F.R. 450.312 (a)] - **Yes**
5. Did ALDOT send a copy of the boundary map to FHWA and FTA? [23 C.F.R. 450.312 (j)] - **Yes**
6. For projects located within the boundaries of more than one MPO, does the MPO coordinate the planning of these projects with the other MPO(s)? [23 U.S.C. 134 (g)(2)] – **Not Applicable**
7. Does the MPO planning process provide for consideration of the 10 planning factors? [23 U.S.C. 134 (h); 23 C.F.R. 450.306 (b)] - **Yes**

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

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

- Identify projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan.
- Identify major transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities) that function as an integrated metropolitan transportation system, giving emphasis to facilities that serve national and regional transportation functions.
- Include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 USC 134(h)(2).
- Include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 USC 134(h)(2).
- Include discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.
- Include a financial plan that showed the public and private revenue sources that could reasonably be expected.
- Include discussion of operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.
- Include discussion of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to national disasters.
- Indicate as appropriate proposed transportation and transit enhancement activities.

10. Did the LRTP address the following minimum required areas in accordance with 23 C.F.R. 450.324 (f)? - **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)] - **Yes**
17. Did the TIP contain all regionally significant projects, as defined by 23 C.F.R. 450.104? [23 U.S.C. 134 (j)(3)(B); 49 U.S.C. 5303 (j)(2); 23 C.F.R. 450.326 (d)] - **Yes**
18. Was the TIP consistent with the LRTP? [23 U.S.C. 134 (j)(3)(C); 49 U.S.C. 5303 (j)(1); and 23 C.F.R. 450.326 (i)] - **Yes**
19. Does the TIP identify the criteria and process for prioritizing implementation of transportation plan elements (including inter-modal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs? [23 C.F.R. 450.326 (n) (1)] - **Yes**
20. Did the TIP include a listing of projects for which Federal funds have been obligated in the preceding year, or was this list otherwise made available for public review? [23 U.S.C. 134 (j)(7)(B); 49 U.S.C. 5304 (j)(7); 23 C.F.R. 450.326 (b) and (n)] - **Yes**
21. When developing the LRTP and TIP, did the MPO provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the proposed plan and program? [23 U.S.C. 134 (i)(6)(A) and (j)(4)] - **Yes**
22. Is the LRTP and TIP of the MPO published or otherwise readily available for public review? [23 U.S.C. 134 (i)(6) and (j)(7)(A)] - **Yes**
23. Did the UPWP identify work proposed for the next one- or two-year period by

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

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

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

26. If located in a Transportation Management Area, does the MPO have an up to date congestion management process? [23 U.S.C. 134 (k)(3)] – **Not Applicable**

27. Does the MPO have a documented Public Participation Plan that defines a process for members of the public to have reasonable opportunity to participate in the planning process? [23 C.F.R. 450.316 (a)] - **Yes**

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

29. When the Public Participation Plan was adopted, was it made available for public review for at least 45 days? [23 C.F.R. 450.316(a)(3)] - **Yes**

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

1. How does the MPO coordinate the development of the Transportation Plan with SIP development? – **Not Applicable**
2. How does the MPO's UPWP incorporate all of the metropolitan transportation-related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA? – **Not Applicable**
3. Does the metropolitan planning process include a Congestion Management Process that meets the requirements of 23 C.F.R. Part 450.322? What assurances are there that the Transportation Plan incorporates travel demand and operational management strategies, and that necessary demand reduction and operational management commitments are made for new SOV projects? – **Not Applicable**
4. How does the MPO ensure that the TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities? – **Not Applicable**

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

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

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

13. Have all the local governments 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. - The local governments have either developed a transition plan or certified that they are in compliance with ADA requirements. The smaller municipalities, listed as non-voting, have less than 50 employees and are not required to develop a transition plan. The completed transition plans or certifications are on file at the West Alabama Regional Commission.

Government	Date of Completion	Status of Plan	MPO Voting Member
Tuscaloosa County	1992	Complete	Yes
Northport City	Est. 2023	Nearing Completion	Yes
Tuscaloosa City	2019	Complete	Yes
Brookwood Town	Not applicable	Not applicable	No
Coaling Town	Not applicable	Not applicable	No
Coker Town	Not applicable	Not applicable	No
Lake View Town	Not applicable	Not applicable	No
Moundville Town	Not applicable	Not applicable	No
Vance Town	Not applicable	Not applicable	No
Woodstock Town	Not applicable	Not applicable	No

Section (5): Section 11101(e) of the IIJA regarding the involvement of disadvantaged business enterprises in FHWA and FTA planning projects (49 C.F.R. Part 26) Note: MPOs that are part of municipal or county governments may have some of these processes handled by the host agency.

1. Does the MPO have an ALDOT approved DBE plan? - Yes
2. Does the MPO track DBE participation? - Yes

3. Does the MPO report actual payments to DBEs? - **Yes**
4. Does the MPO include the DBE policy statement in its boilerplate contract language for consultants and sub-consultants? - **Not Applicable**

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

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

450.334 Self-certifications and Federal certifications.

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

MEMORANDUM OF UNDERSTANDING

Alabama Department of Transportation

Statewide Procedures for FY 2024 - 2027 STIP/TIP

I. PURPOSE

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

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

II. DEFINITIONS¹

- A. **Administrative Modification**¹ means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).
- B. **Amendment**¹ means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, redemonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving "non-exempt" projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.
- C. **Betterment** consists of surface treatments/corrections to existing roadway [preferably within Alabama Department of Transportation (ALDOT) right-of-way], to maintain and bring the infrastructure to current design standards for that classification of highway. This may involve providing full depth base repair, widening shoulders, increasing lane-widths, correcting super-elevation, as well as providing drainage improvements and guide rail upgrades.

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

- D. **Change in Scope** is a substantial alteration to the original intent or function of a programmed project (e.g., change project termini or the number of through-traffic lanes).
- E. **Cooperation**¹ means that the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective. **Cooperating Agencies** include ALDOT, Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Transit agencies, and any agencies and/or jurisdictions involved in carrying out the transportation planning and programming processes.
- F. **Financially Constrained (Fiscal Constraint)**¹ means that the metropolitan transportation plan, TIP, and STIP include sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. For the TIP and the STIP, financial constraint/fiscal constraint applies to each program year. Additionally, projects in air quality nonattainment and maintenance areas can be included in the first two years of the TIP and STIP only if funds are "available" or "committed."
- G. **Long-Range Transportation Plan**¹ means the official, multimodal, transportation plan covering a period of no less than 20 years developed through the statewide transportation planning process.
- H. **Level of Effort (LVOE)** is the term used to describe certain grouped projects in the TIPs and STIP that are not considered of appropriate scale to be identified individually. Projects may be grouped by function, work type, or geographical area, using the applicable descriptions provided in under 23 CFR 771.117(c) and (d), and/or 40 CFR part 93. In air quality nonattainment and maintenance areas, project descriptions must be consistent with the descriptions of exempt projects, contained in the transportation conformity regulations (40 CFR part 93). These projects are placed in the TIPs and STIP according to selected funding programs, with their anticipated fiscal year apportionments within the plan.
- I. **New Project** is a project that is not programmed in the current TIP/STIP, and does not have previous obligations from a prior TIP/STIP.
- J. **Obligated projects**¹ mean strategies and projects funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53 for which the supporting federal funds were authorized and committed by the State or designated recipient in the preceding program year and authorized by the FHWA or awarded as a grant by the FTA.
- K. **Planning Partner** may refer to one of the following: ALDOT, FHWA, MPOs, RPOs, or other federal or state agencies.
- L. **Project Selection** means the procedures followed by MPOs, States, and public transportation operators to advance projects from the first four years of an approved TIP and/or STIP to implementation, in accordance with agreed upon procedures.
- M. **Public Participation Plan (PPP)** is a documented, broad-based public involvement process that describes how the Planning Partner will involve and engage the public, under-served communities, and interested parties in the

transportation planning process, and ensure that the concerns of stakeholders are identified and addressed in the development of transportation plans and programs.

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

- N. **Revision¹** means a change to a long-range statewide or metropolitan transportation plan, TIP, or STIP that occurs between scheduled periodic updates. A major revision is an "amendment" while a minor revision is an "administrative modification."
- O. **Statewide-managed Program (Statewide Program)** includes those transportation improvements or projects that are managed in the STIP, including project selection, at the ALDOT Central Office level, with possible regional Planning Partner solicitation and input. Examples include, but are not limited to, Highway Safety Improvement Program (HSIP) and Transportation Alternative Program (TAP) projects.
- P. **Statewide Transportation Improvement Program (STIP)¹** means a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.
- Q. **Transportation Improvement Program (TIP)¹** means a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C.

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

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

The STIP is the official transportation improvement program document, mandated by federal statute and recognized by FHWA and FTA. The STIP is a statewide program, or prioritized listing, of transportation projects to be implemented over a four-year period, consistent with MPO Long Range, Regional, or Metropolitan Plans, Statewide Transportation Plans, and MPO Transportation Improvement Programs (TIPs).

The State's Five-Year Program, which incorporates the TIPs and STIP, is required by Alabama state law.

IV. TIP/STIP ADMINISTRATION

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

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

If a Planning Partner, Transit Agency, or ALDOT, wishes to proceed with a project not programmed in the STIP, a revision must be made to the STIP.

All revisions must maintain year-to-year fiscal constraint [23 CFR 450.328] for each of the four years of the TIPs and STIP. All revisions shall account for year of expenditure (YOE), and maintain the estimated total cost of the project, which may extend beyond the four years of the TIP/STIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

A. TIP support documentation

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

B. Air Quality Conformity

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

C. Revisions: Amendments and Administrative Modification²

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

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

² Note: This MOU does NOT change the Codes of Federal Regulations. This MOU clarifies the understanding of the language within those regulations between the agreeing parties. For full application of the CFRs, visit definitions for Amendment, Administrative Modification, and Revision on p. 1. Revisions are not applicable to authorized project scopes.

- Adds a new project, or deletes a project, that utilizes federal funds from a statewide line item, exceeds the thresholds listed below, and excludes those federally-funded statewide program projects.
- Adds a new project phase(s), or increases a current project phase, or deletes a project phase(s), or decreases a current project phase that utilizes federal funds, where the revision exceeds the following thresholds:
 - \$ 5.0 million for ALDOT federally-funded projects and Transportation Management Area (TMA) attributable projects.
 - \$1.0 million for ALDOT federally-funded projects and for non-TMA MPOs attributable Projects.
 - \$ 750,000 for the county highway and bridge program.
- Involves a change in the **Scope of Work** to a project(s) that would:
 - Result in an air quality conformity reevaluation.
 - Result in a revised total project estimate that exceeds the thresholds established between ALDOT and the Planning Partner (not to exceed any federally-funded threshold contained in this MOU).
 - Results in a change in the Scope of Work on any federally-funded project that is significant enough to essentially constitute a New Project.
 - Level of Effort (LVOE) planned budget changes, exceeding 20% of the original budgeted amount.

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

All items requiring amendments to the STIP should be submitted to the ALDOT's Office Engineer Bureau. ALDOT's Central Office will review, approve, and forward to the appropriate federal agency for review and approval, with copies to other partner federal agencies.

Amendments to the STIP will be conducted on a Bimonthly cycle. Non-routine amendments requested by the State Transportation Director, or the Joint Highway committee can be performed at any time.

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

- Adds or deletes a project from a LVOE category or line item
- Adds or deletes a project utilizing 100 percent State or Non-Federal Funding that has not been designated as a regionally significant project by Local Planning partners or an MPO TIP placement of the federally-funded Statewide Program, or federal funds from a statewide line item that do not exceed the thresholds established by the Planning Partner
- Draw downs or return funding from an existing STIP/TIP Reserve Line Item and does not exceed the amendment cost thresholds established between ALDOT and the Planning Partners.
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, from savings on programmed phases, and any other project-cost

modification sent to and approved by FHWA or FTA, to another programmed project phase or line item.

The initial submission and approval process of the STIP will establish federal funding for LVOE project groups. Subsequent placement of individual projects in the STIP that are referred to as LVOE projects will be considered Administrative Modifications.

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

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

V. LEVEL OF EFFORT FUNDING CATEGORIES

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

LVOE projects are placed in the STIP/TIP according to selected funding programs, along with the planned funding amounts for each year.

ALDOT, and the affected MPOs, will be required to make a formal amendment to the STIP/TIPs for any adjustment of funding to any **LVOE group** that exceeds 20% of its originally-planned funding. The selected statewide funding programs include:

- Interstate Resurfacing Program (IM) (includes lighting, sign and pavement rehabilitation)
- Non-Interstate Resurfacing Program (FM)
- Transportation Alternative Program (TAP)
- Safety Projects (Highway Safety Improvement Program (HSIP), roadway, signal and rail-crossing, etc.)
- Recreational Trails (Funds are transferred to Alabama Department of Economic and Community Affairs (ADECA))
- Electric Vehicles (Funds are transferred to ADECA)
- County Allocation Funds (Off-system bridges and STP non-urban) (Only until prior year carryover is fully obligated)
- Federal Transit Programs: 5311 (Non-Urban), 5310 (Elderly and Disabilities), and 5339 (Buses and Bus Facilities)

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

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

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

VI. FINANCIAL CONSTRAINTS³

Demonstration of STIP/TIP financial constraint to FHWA and FTA, takes place through a summary of recent Administrative Modifications and proposed Amendments. Real-time versions of the STIP/TIP are available to FHWA and FTA through ALDOT's Comprehensive Project Management System (CPMS/MPO Portal).⁴

VII. FINANCIAL REPORTING

A. STIP Reporting

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

B. MPO TIP REPORTING

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

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

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

VIII. PERFORMANCE MEASURES SECTION

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

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

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

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

Mark D. Bartlett

Division Administrator
Federal Highway Administration

02-13-2023

Date

Yvette H. Taylor

Regional Administrator
Federal Transit Administration

03-15-2023

Date

John R. Cooper

Transportation Director
Alabama Department of Transportation

02-02-2023

Date

Appendix I

Livability Principles and Indicators

Livability Principles and Indicators

1) Provide more transportation choices

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

Indicators

- Percentage of 2045 Long-Range Transportation Plan (LRTP) projects that contain bicycle and pedestrian elements, excluding transit projects: 78% (West Alabama Regional Commission [WARC] calculation)
- Percentage of transit funding in the 2045 LRTP: 5% (WARC calculation)

2) Promote equitable, affordable housing

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

Indicator

- 62 percent (2012-2016)
 - 59 percent (2017-2019)
 - 55 percent (2022)
- Housing and Transportation Affordability Index - Center for Neighborhood Technology

3) Enhance economic competitiveness

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

Indicator

- Unemployment rate:
 - 8.2 percent (2011)
 - 7.2 percent (2012)
 - 5.8 percent (2013)
 - 5.8 percent (2014)
 - 5.4 percent (2015)
 - 5.6 percent (2016)
 - 4.3 percent (2017)
 - 3.7 percent (2018)
 - 2.7 percent (2019)
 - 6.6 percent (2020)
 - 3.2 percent (2021)
 - 2.6 percent (2022)
- Annual Average - Alabama Department of Industrial Relations

4) Support existing communities

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

Indicators

- Percentage of 2045 LRTP funding that will be used to improve existing facilities: 94% (WARC calculation)
- Percentage of transit funding in the 2045 LRTP: 5% (WARC calculation)

5) Coordinate policies and leverage investment

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

Indicator

- Number of local or MPO policies that prevented federal, state, or local funding from being leveraged or prevented collaboration between public and/or private groups: 0 (WARC research)

6) Value communities and neighborhoods

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

Indicator

- Percentage of housing units within a half mile of an employment center: 75% occupied housing units (2010 Census and WARC calculations)
- Percentage of housing units within a half mile of a park, including school playgrounds: 58% occupied housing units (2010 Census and WARC calculations)

Appendix J

ALDOT Systems Performance Report and Performance Management Agreement

JOINT AGREEMENT

BETWEEN

THE TUSCALOOSA AREA MPO,
TUSCALOOSA COUNTY PARKING & TRANSIT AUTHORITY,

AND THE

STATE OF ALABAMA

RELATIVE TO

ALABAMA PERFORMANCE MANAGEMENT
23 CFR 450.314(h)

FOR

TRANSPORTATION PERFORMANCE DATA SHARING AND
COORDINATION

ALABAMA PERFORMANCE MANAGEMENT AGREEMENT

23 CFR 450.314(h)

THIS AGREEMENT is made and entered into by and between the State of Alabama, acting by and through the Alabama Department of Transportation, hereinafter referred to as STATE; and the **TUSCALOOSA AREA MPO**, hereinafter referred to as MPO, and the **TUSCALOOSA COUNTY PARKING & TRANSIT AUTHORITY**, hereinafter referred to as TRANSIT AGENCY;

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

WHEREAS, the MPO, the STATE, and the TRANSIT AGENCY are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the performance-based planning and programming requirements established by federal law, and

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

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

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

¹ 23 CFR Part 490, National Performance Management Measures

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

- iii. Targets for assessing performance of the **National Highway System, Freight Movement on the Interstate System and Congestion Mitigation and Air Quality Improvement Program (PM3)** for the following performance measures:
 - 1. Percent of Person-Miles traveled on the Interstate System that are Reliable
 - 2. Percent of Person-Miles traveled in the Non-Interstate System that are Reliable
 - 3. Percentage of the Interstate System Mileage providing Reliable Truck Travel Times
 - 4. Annual hours of Peak-Hour Excessive Delay Per Capita
 - 5. Percent of Non-Single-Occupant-Vehicle (SOV) Travel
 - 6. Total Emissions Reduction
- iv. Targets for assessing performance of the **Transit Asset Management (TAM) Plan** for the following performance measures³:
 - 1. Asset Category: Rolling Stock (All revenue vehicles)
 - a. Age- % of revenue vehicles within an asset class that have met or exceed their Useful Life Benchmark
 - 2. Asset Category: Equipment (Non-revenue vehicles)
 - a. Age- % of revenue vehicles within an asset class that have met or exceed their Useful Life Benchmark
 - 3. Asset Category: Facilities (the STATE will only rate FTA funded facilities)
 - a. Condition- % of facilities with a condition rating below 3.0 on a FTA Transit Economic Requirement Modal (TERM) Scale
 - 4. The TAM final rule requires that all TRANSIT AGENCIES that are recipients and sub recipients of 49 USC Charter 53 funds to develop a TAM Plan.
 - 5. TRANSIT AGENCIES that are a part of the Group (Statewide) TAM Plan will provide transit data by asset class (both revenue and non-revenue) and facilities conditions on an annual basis to the STATE.
 - 6. TRANSIT AGENCIES and MPOs developing their own TAM plan will provide their targets and the final report to the STATE.
 - 7. The STATE and the MPO are required to integrate the TRANSIT AGENCY performance targets into the planning documents including Statewide Transportation Improvement Plan (STIP) and Transportation Improvement Plan (TIP), respectively, and the Statewide Long Range Plan (LRP) and Metropolitan Transportation Plan (MTP).
- v. Targets for assessing performance of the **Public Transportation Agency Safety Plan (PTASP)** for the following performance measures (applicable to demand response/fixed route services)⁴:
 - 1. Fatality by Mode
 - a. Fatality Total
 - b. Rate of Fatalities (per vehicle revenue mile)
 - 2. Injuries by Mode
 - a. Injuries Total
 - b. Rate of Injuries (per vehicle revenue mile)
 - 3. Safety Events by Mode
 - a. Safety Event Total
 - b. Rate of Safety Events (per vehicle revenue mile)
 - 4. System Reliability by Mode
 - a. Miles between major mechanical failures
 - 5. The PTASP final rule requires that TRANSIT AGENCIES that are recipients and sub recipients of Urbanized Area Formula Grant Program under 49 USC 5307 develop safety performance targets within their Agency Safety Plan (ASP). Each TRANSIT AGENCY must provide the STATE and its respective MPOs its safety performance targets to assist the STATE and MPOs with capital program planning process.

³ 49 CFR 625 and 630

⁴ 49 CFR Part 673

6. STATE and MPOs are required to integrate the TRANSIT AGENCY performance targets into the planning documents including Statewide Transportation Improvement Plan (STIP) and Transportation Improvement Plan (TIP), respectively, and the Statewide Long Range Plan (LRP) and Metropolitan Transportation Plan (MTP).
- b. Those MPOs that are currently designated as being in non-attainment or maintenance for air quality⁵ will coordinate with the STATE on the collection and provision of data used in developing targets for the Congestion Mitigation and Air Quality (CMAQ) traffic congestion measures (Annual Hours of Peak-Hour Excessive Delay per capita and Percent Non-SOV Travel) and the Total Emission Reduction Measures.
- c. The STATE will make available, by request, the transportation performance data used in developing statewide highway and transit targets to the MPO and the TRANSIT AGENCY.
 - i. The STATE will make available the transportation performance data to the MPO and the TRANSIT AGENCY, by request only, when a statewide target is established or revised, per Section 2 of this agreement.
 - ii. Where possible and practicable, the STATE will make available performance data for each MPO planning area for purposes of tracking progress towards attainment of performance outcomes for each MPO Region's required System Performance Reports, per Section 4 of this agreement.
 - iii. Notwithstanding any provision of this Agreement to the contrary, the parties agree that any safety data or information protected by 23 U.S.C. §§ 148 (h)(4) and 409 and State law shall be confidential. The parties agree that all crash and traffic data used by the parties for or in transportation improvement plans, highway safety improvement programs and strategic highway safety plans will not be disclosed to third parties without the express written permission of the STATE. The parties agree that the data shall not be referenced, disclosed, discussed or otherwise made public. The provision of the above data by the STATE shall not be considered a waiver of 23 U.S.C. §§ 148 (h)(4) and 409 or State precedent. Upon execution of this Agreement, the parties and their agents, servants, officers, officials and employees in both their official and individual capacities, agree that the data provided pursuant to the above referenced request shall not be discussed, disclosed, used, published or released without prior written consent of the STATE. If the data in any form should be disclosed, released or published in any manner without the consent of the STATE or should an attempt be made to use the data in an action for damages against the parties, their officials or employees, then access to the data shall terminate immediately. The STATE expressly reserves its right under 23 U.S.C. §§ 148 (h)(4) and 409 and State precedent to object to the use of the data and any opinions drawn from the data and to recover damages caused by the improper and unauthorized release of the data.
 - iv. The MPO and the TRANSIT AGENCY shall defend, indemnify and hold harmless the STATE of Alabama, the Alabama Department of Transportation, its officials and employees, both in their official and individual capacities, and their agents and servants from and against all claims, damages, losses or expenses thereof, including but not limited to reasonable attorneys' fees, arising out of or resulting from faults, errors, mistakes, omissions, misconduct or negligent acts or omissions of the MPO or the TRANSIT AGENCY, its subconsultants, agents, or employees caused as a result of or related to the service or work provided under this AGREEMENT. The MPO and the TRANSIT AGENCY shall ensure that its subconsultants, agents, or employees possess the experience, knowledge and character necessary to qualify them to perform the particular duties assigned by The MPO and the TRANSIT AGENCY. This indemnity is not limited by any insurance coverage required by this AGREEMENT.

⁵ As determined through annual Applicability Determination: CMAQ Traffic Congestion and CMAP On-Road Mobile Source Emissions Measures, 23 CFR Part 490

- v. By entering into this agreement, the MPO and the TRANSIT AGENCY are not an agent of the STATE, its officers, employees, agents or assigns. The MPO and TRANSIT AGENCY are independent entities from the STATE and nothing in this agreement creates an agency relationship between the parties.
 - d. If the MPO and/or the TRANSIT AGENCY chooses to develop its own target for any highway and/or transit measure, it will collect and provide the STATE with the performance target(s) and any supplemental data used in association with the MPO or TRANSIT AGENCY target setting process.
2. Selection of transportation performance targets
- a. The STATE, the MPO and the TRANSIT AGENCY will establish or revise performance targets in coordination with each other.
 - i. Coordination may include the following opportunities, as deemed appropriate, for each performance measure and target: in-person, meeting, webinars, conference calls, and email/written communication. All parties agree that email communications shall be considered written notice for all portions of this agreement.
 - ii. The MPO and the TRANSIT AGENCY will be given an opportunity to provide comment on the STATE targets no less than 30-days prior to the STATE's establishment or revision of highway and/or transit targets.
 - iii. If an MPO and/or the TRANSIT AGENCY chooses to set its own target, the MPO and/or the TRANSIT AGENCY will develop the target(s) in coordination with the STATE. The MPO and/or the TRANSIT AGENCY will provide the STATE with the opportunity to comment on performance targets no less than 30-days prior to adoption of targets.
 - b. The STATE will select statewide performance targets to meet the federal performance management requirements for highways and transit.
 - i. The STATE will provide written notice to the MPO and TRANSIT AGENCY when the STATE selects a target. This notice will provide the target and the date the STATE set the target, which will begin the 180-day time-period in which the MPO and /or the TRANSIT AGENCY (as applicable) must set a corresponding performance target.
 - ii. If the MPO and/or the TRANSIT AGENCY (as applicable) chooses to support the statewide target, the MPO and the TRANSIT AGENCY will provide written documentation to STATE that the MPO and the TRANSIT AGENCY agrees to plan and program projects that will contribute toward the achievement of the statewide highway performance target.
 - iii. If the MPO or the TRANSIT AGENCY chooses to set its own target, the MPO or TRANSIT AGENCY will provide the STATE written documentation that includes the target and the date the MPO or the TRANSIT AGENCY plans to adopt. Documentation will be provided no less than 30-days prior to the MPO or the TRANSIT AGENCY adoption of target (consistent with Section 2a).
 - c. Those MPOs currently in non-attainment or maintenance for air quality⁴ and the STATE will coordinate to select single, unified targets for the CMAQ traffic congestion measures (Annual Hours of Peak-Hour Excessive Delay Per Capita and Percent of Non-SOV Travel) and to select mobile source emission reduction targets for their respective non- attainment areas of ozone.

3. Reporting of performance targets

- a. The STATE will report all performance targets to the Federal Highway Administration (FHWA) as applicable and in accordance with 23 CFR Part 490 and Federal Transit Administration

(FTA) as applicable and in accordance with 49 CFR Part 625. Where possible and practicable, the STATE will provide information to the MPOs and TRANSIT AGENCY on the performance of targets.

- i. Through the Highway Safety Improvement Program Annual Report for PM1 measures.
 - ii. Through the required Baseline, Mid and Full Performance Reports and the Transportation Asset Management Plan (TAMP) for PM2 measures.
 - iii. Through the required Baseline, Mid and Full Performance Period Reports for PM3 measures, to include CMAQ Performance Plans where applicable.
 - iv. Through TRANSIT AGENCY's self-certification process, National Transit Database (NTD) annual submissions, and FTA's Review Process for the TAM and PTASP.
 - b. The STATE will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.216(f) in any statewide transportation plan amended or adopted after May 27, 2018, and in accordance with 23 CFR 450.218(q) in any State Transportation Improvement Program adopted or amended after May 27, 2018.
4. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO.
- a. The MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f) (3-4) in any Metropolitan Transportation Plan amended or adopted after May 27, 2018, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after May 27, 2018, for PM1 measures.
 - b. The MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f)(3-4) in any Metropolitan Transportation Plan amended or adopted after May 20, 2019, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after May 20, 2019, for PM2 and PM3 measures.
 - c. The MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f)(3-4) in any Metropolitan Transportation Plan amended or adopted after , and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after October 1, 2018, for TAM.
 - d. The MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f)(3-4) in any Metropolitan Transportation Plan amended or adopted after July 20, 2021, for PTASP.
5. A collection of data for the State Asset Management plans for the NHS:
- a. The STATE will be responsible for collecting pavement condition data for the NHS. This includes NHS roads that are not on the State Highway System, but instead are under the ownership of local jurisdictions, if such roads exist.
6. This agreement will be periodically review and will be updated and/or terminate as to the applicable federal law.

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

ATTEST:

By: Warren E. Lindsey

Title: WARREN E. LINDSEY

MPO: Tuscaloosa Area MPO

BY: Walt Maddox
Mayor Walt Maddox, MPO Chair

Title: Tuscaloosa MPO Chair

ATTEST:

By: Russell Lawrence

Title: ASSOCIATE DIRECTOR

TRANSIT AGENCY: Tuscaloosa Transit Authority

BY: Russell Lawrence
Russell Lawrence

Title: Executive Director

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

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

RECOMMENDED FOR APPROVAL:

Bradley B. Lindsey, P.E.
Bradley B. Lindsey, P.E.
State Local Transportation Engineer

Edward N. Austin, P.E.
Edward N. Austin, P.E.
Chief Engineer

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

John R. Cooper
John R. Cooper
Transportation Director

The foregoing Agreement is hereby
executed in the name of the
State of Alabama and signed
By the Governor on the 19th day of
January, 20 22.

Kay Ivey
Kay Ivey
Governor, State of Alabama

EXHIBIT A

PARTICIPATION BY DISADVANTAGED BUSINESS ENTERPRISES IN FEDERAL-AID PROGRAM

Policy. It is the policy of the U.S. Department of Transportation that Disadvantaged Business Enterprises (DBE) as defined in 49 CFR Part 26 shall have the opportunity to participate in the performance of contracts financed in whole or in part with Federal funds under this AGREEMENT. Consequently, the DBE requirements of 49 CFR Part 26 apply to this AGREEMENT.

DBE Obligation. The recipient of funds under the terms of this AGREEMENT agrees to ensure that Disadvantaged Business Enterprises as defined in 49 CFR Part 26 have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal funds provided under this agreement. The recipient shall take all necessary and reasonable steps in accordance with 49 CFR Part 26 to see that Disadvantaged Business Enterprises have the opportunity to compete for and perform contracts and shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of U.S. Department of Transportation assisted contracts.

Failure of the recipient of funds under the terms of this AGREEMENT, or failure of its subcontractor (if a subcontractor is authorized) to carry out the DBE requirements of this AGREEMENT shall constitute a breach of contract, and may result in termination of the contract by the STATE, or such other remedy may be undertaken by the STATE as it deems appropriate.

EXHIBIT E

TERMINATION OR ABANDONMENT

- a. The STATE has the right to abandon the work or to amend its project at any time, and such action on its part shall in no event be deemed a breach of contract.
- b. The STATE has the right to terminate this AGREEMENT at its sole discretion without cause and make settlement with the CITY upon an equitable basis. The value of the work performed by the CITY prior to the termination of this AGREEMENT shall be determined. In determining the value of the work performed, the STATE shall consider the following:
 1. The ratio of the amount of work performed by the CITY prior to the termination of the AGREEMENT to the total amount of work contemplated by this AGREEMENT less any payments previously made.
 2. The amount of the expense to which the CITY is put in performing the work to be terminated in proportion to the amount of expense to which the CITY would have been put had he been allowed to complete the total work contemplated by the AGREEMENT, less any payments previously made. In determining the value of the work performed by the CITY prior to the termination, no consideration will be given to profit, which the CITY might have made on the uncompleted portion of the work. If the termination is brought about as a result of unsatisfactory performance on the part of the CITY, the value of the work performed by the CITY prior to termination shall be fixed solely on the ratio of the amount of such work to the total amount of work contemplated by this AGREEMENT.

CONTROVERSY

In any controversy concerning contract terms, or on a question of fact in connection with the work covered by this project, including compensation for such work, the decision of the Transportation Director regarding the matter in issue or dispute shall be final and conclusive of all parties.

CONTRACT BINDING ON SUCCESSORS AND ASSIGNS

- a. This contract shall be binding upon the successors and assigns of the respective parties hereto.
- b. Should the AGREEMENT be terminated due to default by CITY, such termination shall be in accordance with applicable Federal Acquisition Regulations.

EXHIBIT H

Page 1

EQUAL RIGHTS PROVISIONS

During the performance of this contract, the CITY for itself, its assignees and successors in interest agrees as follows:

a. **Compliance with Regulations**

The CITY will comply with the Regulations of the Department of Transportation relative to nondiscrimination in federally-assigned programs of the Department of Transportation (Title 49, Code of Federal Regulations, Part 21, as amended by 23 CFR 710-405(b), hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;

EXHIBIT H

Page 2

- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

b. **Nondiscrimination**

In accordance with Title VI of the Civil Rights Act, as amended, 42 U.S.C. § 2000d, Section 303 of the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6102, Section 202 of the Americans with Disabilities Act of 1990, 42 U.S.C. § 12132, and Federal transit law at 49 U.S.C. § 5332, the CITY agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, or disability. The CITY will not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices where the contract covers a program set forth in Appendix B of the Regulations.

The CITY will comply with all provisions of Executive Order 11246 of September 24, 1965 as amended by Executive Order 11375, and of the rules, regulations (41 CFR, Part 60) and relevant orders of the Secretary of Labor.

c. **Solicitations**

In all solicitations either by competitive bidding or negotiation made by the CITY for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor, supplier or lessor shall be notified by the CITY of the CITY'S obligation under this contract and the Regulations relative to nondiscrimination on the ground of race, color, religion, sex or national origin.

d. **Information and Reports**

The CITY will provide all information and reports required by the Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books,

EXHIBIT H

Page 3

records, accounts, other sources of information and its facilities as may be determined by the STATE or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a CITY is in the exclusive possession of another who fails or refuses to furnish this information, the CITY shall so certify to the STATE, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

e. **Sanctions for Noncompliance**

In the event of the CITY'S noncompliance with the nondiscrimination provisions provided for herein, the STATE shall impose such contract sanctions as it may determine to be appropriate, including but not limited to,

1. withholding of payments to the CITY under contract until the CITY complies, and/or
2. cancellation, termination or suspension of the contract, in whole or in part.

f. **Incorporation of Provisions**

The CITY will include the foregoing provisions a. through f. in every subcontract, including procurements of materials and leases of equipment, unless excepted by the Regulations, orders or instructions issued pursuant thereto. The CITY will take such action with respect to any subcontract, procurement, or lease as the STATE may direct as a means of enforcing such provisions, including sanctions for noncompliance; provided, however, that in the event a CITY becomes involved in, or is threatened with, litigation with subcontractors, suppliers, or lessor as a result of such direction, the CITY may request the STATE to enter into such litigation to protect the interest of the STATE.

g. **Equal Employment Opportunity** – The following equal employment opportunity requirements apply to the underlying contract:

1. **Race, Color, Creed, National Origin, Sex** – In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. § 2000e, and Federal Transit laws at 49 U.S.C. § 5332, the CITY agrees to comply with all applicable equal employment requirements of U.S. Department of Labor (U.S. DOL) regulations, “Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor,” 41 C.F.R. Parts 60 et seq., (which implement Executive Order No. 11246, “Equal Employment Opportunity,” as amended by Executive Order No. 11375, “Amending Executive Order 11246 Relating to Equal Employment Opportunity,” 42 U.S.C. § 2000e note), and with any applicable Federal statutes, executive orders, regulations, and Federal policies that may in the future affect construction activities undertaken in the course of the Project.

EXHIBIT H

Page 4

The CITY agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, national origin, sex, or age. Such action shall include, but not limited to, the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, the CITY agrees to comply with any implementing requirements FTA may issue.

2. Age – In accordance with Section 4 of the Age Discrimination in Employment Act of 1967, as amended, 29 U.S.C. § 623 and Federal transit law at 49 U.S.C. § 5332, the CITY agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, the CITY agrees to comply with any implementing requirements FTA may issue.
3. Disabilities – In accordance with Section 102 of the Americans with Disabilities Act, as amended, 42 U.S.C. § 12112, the CITY agrees that it will comply with the requirements of U.S. Equal Employment Opportunity Commission, “Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act,” 29 C.F.R. Part 1630, pertaining to employment of persons with disabilities. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

COST PRINCIPLES

The STATE'S cost principles for use in determining the allowability of any item of cost, both direct and indirect, in this AGREEMENT, shall be the applicable provisions of Volume I, Federal Acquisition Regulations, Parts 30 and 31. The CITY shall maintain costs and supporting documentation in accordance with the Federal Acquisition Regulations, Parts 30 and 31 and other Regulations referenced with these Parts where applicable. The CITY shall gain an understanding of these documents and regulations. The applicable provisions of the above referenced regulations documents are hereby incorporated by reference herein as if fully set forth.

EXECUTORY CLAUSE AND NON-MERIT SYSTEM STATUS

- a. The CITY specifically agrees that this AGREEMENT shall be deemed executory only to the extent of moneys available, and no liability shall be incurred by the STATE beyond the moneys available for this purpose.

EXHIBIT H

Page 5

- b. The CITY, in accordance with the status of CITY as an independent contractor, covenants and agrees that the conduct of CITY will be consistent with such status, that CITY will neither hold CITY out as, or claim to be, an officer or employee of the STATE by reason hereof, and that CITY will not, by reason hereof, make any claim, demand or application to or for any right or privilege applicable to an officer or employee of the STATE under the merit system or any other law of Alabama, including but not limited to workmen's compensation coverage, or retirement membership or credit or any Federal employment law. This paragraph also applies in like manner to the employees of CITY.

CITYS' CERTIFICATIONS

The CITY by acceptance of this contract certifies that the rates or composition of cost noted in Article IV - PAYMENTS are based on the current actual hourly rates paid to employees, estimated non- salary direct cost based on historical prices, the latest available audited indirect cost rate, and estimated cost of reimbursements to employees for travel (mileage, per diem, and meal allowance) based on the current policy of the CITY. The CITY agrees that mileage reimbursements for use of company vehicles is based on the lesser of the approved rate allowed by the General Services Administration of the United States Government or the reimbursement policies of the CITY at the time of execution of the AGREEMENT. The CITY agrees that no mileage reimbursement will be allowed for the purpose of commuting to and from work or for personal use of a vehicle. The CITY agrees that the per diem rate will be limited to the rate allowed by the STATE at the time of execution of the AGREEMENT. The CITY agrees that a meal allowance shall be limited to CITY employees while in travel status only and only when used in lieu of a per diem rate.

The CITY shall submit detailed certified labor rates as requested, and in a timely manner, to the External Audits Section of the Finance and Audits Bureau of The Alabama Department of Transportation. The CITY agrees that material differences between rates submitted with a proposal and rates provided as certified for the same proposal are subject to adjustment and reimbursement.

EXHIBIT M

CERTIFICATION FOR FEDERAL-AID CONTRACTS: LOBBYING

This certification is applicable to the instrument to which it is attached whether attached directly or indirectly with other attachments to such instrument.

The prospective participant/recipient, by causing the signing of and the submission of this Federal contract, grant, loan, cooperative AGREEMENT, or other instrument as might be applicable under Section 1352, Title 31, U. S. Code, and the person signing same for and on behalf of the prospective participant/recipient each respectively certify that to the best of the knowledge and belief of the prospective participant or recipient and of the person signing for and on behalf of the prospective participant/recipient, that:

- a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the prospective participant/recipient or the person signing on behalf of the prospective participant/recipient as mentioned above, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, or other instrument as might be applicable under Section 1352, Title 31, U. S. Code, the prospective participant/recipient shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U. S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

The prospective participant/recipient also agrees by submitting this Federal contract, grant, loan, cooperative agreement or other instrument as might be applicable under Section 1352, Title 31, U.S. Code, that the prospective participant/recipient shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such subrecipients shall certify and disclose accordingly.

EXHIBIT N

FUNDS SHALL NOT BE CONSTITUTED AS A DEBT

It is agreed that the terms and commitments contained herein shall not be constituted as a debt of the State of Alabama in violation of Article 11, Section 213 of the Constitution of Alabama, 1901, as amended by Amendment Number 26. It is further agreed that if any provision of this AGREEMENT shall contravene any statute or Constitutional provision of amendment, either now in effect or which may, during the course of this AGREEMENT, be enacted, then the conflicting provision in the AGREEMENT shall be deemed null and void.

When considering settlement of controversies arising from or related to the work covered by this AGREEMENT, the parties may agree to use appropriate forms of non-binding alternative dispute resolution.

TERMINATION DUE TO INSUFFICIENT FUNDS

- a. If the agreement term is to exceed more than one fiscal year, then said agreement is subject to termination in the event that funds should not be appropriated for the continued payment of the agreement in subsequent fiscal years.
- b. In the event of proration of the fund from which payment under this AGREEMENT is to be made, agreement will be subject to termination.

NO GOVERNMENT OBLIGATION TO THIRD PARTY CONTRACTORS

The STATE and CITY acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this contract and shall not be subject to any obligations of or liabilities to the STATE, CITY, or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying contract.

The CITY agrees to include the above clause in each subcontract financed in whole or in part with Federal assistance provided to FHWA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.

Tuscaloosa Area Metropolitan Planning Organization (MPO)

Resolution MPO 2022-3

Adoption of Performance Measures Agreement

WHEREAS, the Tuscaloosa Area MPO is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (amended by the FAST Act, Sections 1201 and 1202, December 2015); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and

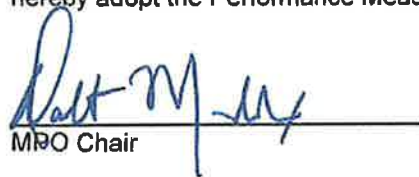
THIS AGREEMENT is made and entered into by and between the State of Alabama, acting by and through the Alabama Department of Transportation, hereinafter referred to as STATE; and the Tuscaloosa Area MPO, hereinafter referred to as MPO, and the Tuscaloosa County Parking & Transit Authority, hereinafter referred to as TRANSIT AGENCY;

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

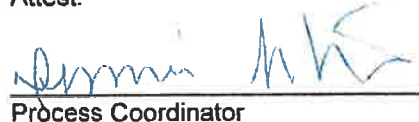
WHEREAS, the MPO, the STATE, and the TRANSIT AGENCY are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the performance-based planning and programming requirements established by federal law, and

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

THEREFORE, BE IT RESOLVED, this 13th day of December 2021, that the Tuscaloosa Area MPO does hereby adopt the Performance Measures Agreement.


MPO Chair

Attest:


Process Coordinator

Appendix K

Locally Funded Regionally Significant Projects

Tuscaloosa County Road Improvement Commission

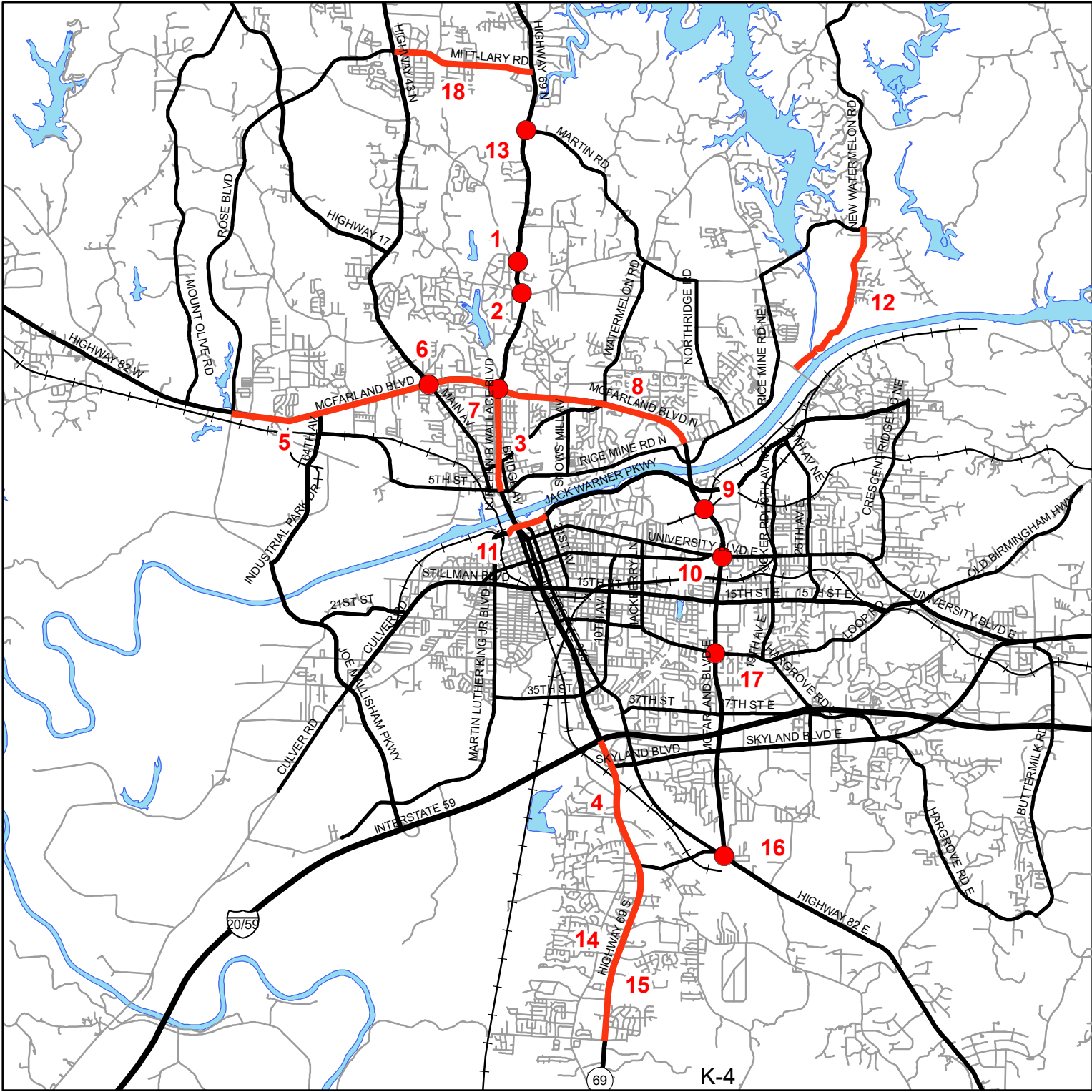
The Tuscaloosa County Road Improvement Commission (TCRIC) was originally formed in 2015 by Alabama House Bill 600. By law, a portion of Tuscaloosa County sales tax is allocated to fund seven priority projects:

- Improvements to Mitt Lary Road,
- Improvements to SR-69 South,
- Improvements to SR-69 North
- Martin Luther King Jr. Boulevard/Jack Warner Parkway improvements,
- Improvements to McFarland Boulevard/U.S. 82,
- Improvements to McWright's Ferry Road, and
- Improvements to the Bear Creek Cutoff Road.

Projects may be fully funded by TCRIC, or in partnership with other funding sources such as ALDOT, City of Tuscaloosa, City of Northport or Tuscaloosa County.

Tuscaloosa County Road Improvement Commission Projects

Map No.	Description	Status
1	SR-69 - Charlie Shirley Road	Preliminary engineering
2	SR-69 - Union Chapel Road	Construction complete
3	SR-69: 5th to US-82	Preliminary engineering
4	SR-69 South: Plantation Rd to I-359	UT relocations ongoing
5	US-82: Rose Blvd to SR-69	Preliminary engineering
6	US-82 - Hwy 43	Preliminary engineering
7	US-82 - SR-69	Preliminary engineering
8	US-82: SR-69 to Rice Mine	Construction ongoing
9	US-82 - Campus Drive	Preliminary engineering
10	US-82 - University Blvd	Preliminary engineering
11	Jack Warner Pkwy/Martin Luther King Blvd	Phase 1 & 2: in construction Phase 3: Engineering & permitting
12	McWright's Ferry Rd	Construction ongoing
13	SR-69 N - Martin Rd	Complete
14	SR-69 S (Add Lanes)	Complete
15	SR-69 S (Turn Lanes)	Complete
16	US-82 - Bear Creek Cutoff	Complete
17	US-82 - Hargrove Rd	Complete
18	Mitt Larry Rd.	Complete



Tuscaloosa County Road Improvement Commission Projects

- 00 Map ID Number
- Projects
- Project Segments
- Roadways
- Railroad
- Water

Source:
Basemap: Tuscaloosa Co e-911
Project Information: TCRIC, WARC



June 2023

Amendments

Tuscaloosa Area Metropolitan Planning Organization (MPO)
Resolution MPO 2024-1
Amending the
FY 2024 - 2027 Transportation Improvement Program

WHEREAS, the Tuscaloosa Area MPO is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (amended by the Infrastructure Investment and Jobs Act, Sections 11201, November 2021) 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and

WHEREAS, the Tuscaloosa Area MPO adopted the *FY 2024 - 2027 Transportation Improvement Program* (TIP) in 2023; and

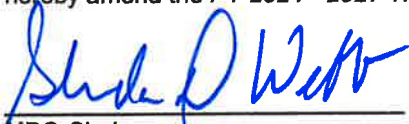
WHEREAS, in order to be eligible for federal funding, transportation projects are required to be in the TIP; and

WHEREAS, the Alabama Department of Transportation has determined that the following changes need to be made to the TIP:

1. **(Addition)** 100068832 Add Lanes on SR-6 (US-82; McFarland Boulevard) from Jack Warner Parkway to West of University Boulevard East and Interchange Improvements at Jack Warner Parkway and Campus Drive; CN; 9/27/2024; \$17,568,609
2. **(Addition)** 100075676 Partial Bridge Painting on SR-215 (Veterans Memorial Parkway) at Bin 11426; MC; 3/29/2024; \$210,000
3. **(Addition)** 100077318 Bridge Painting on I-59/20 at Bin 010184; MC; 3/29/2024; \$220,000
4. **(Addition)** 100077393 Section 5310 Transit The Arc Of Tuscaloosa County (Urban) Capital Rolling Stock (2 MV-RL) FY-23; TR; 10/1/2023; \$127,086
5. **(Addition)** 100077369 Woolsey Finnell Bridge Replacement and Approaches on SR-6 (US-82) over the Black Warrior River (BIN #S 006932, 006552, 006553, 006554, 006555); PE; 11/1/2023; \$9,595,000
6. **(Addition)** 100077434 Woolsey Finnell Bridge Replacement and Approaches on SR-6 (US-82) over the Black Warrior River (BIN #S 006932, 006552, 006553, 006554, 006555); RW; 1/1/2024; \$8,080,000
7. **(Addition)** 100077435 Woolsey Finnell Bridge Replacement and Approaches on SR-6 (US-82) over the Black Warrior River (BIN #S 006932, 006552, 006553, 006554, 006555); UT; 6/1/2024; \$6,565,000
8. **(Addition)** 100077436 Woolsey Finnell Bridge Replacement and Approaches on SR-6 (US-82) over the Black Warrior River (BIN #S 006932, 006552, 006553, 006554, 006555); CN; 12/6/2024; \$100,685,000
9. **(Addition)** 100076932 Railroad Crossing Improvements for the Installation of Two (2) Mast Mounted Signals with Lights and Bells, Two (2) Gates, Signs, Markings, and Legends on Harper Road, ABS Railroad, DOT No. 306323U REF No. 1568; CN; 11/15/2023; \$350,000
10. **(Addition)** 100076937 Railroad Crossing Improvements for the Installation of Two (2) Signs and Replace Two (2) Signs on Hagler Coaling Road at DOT No. 725428N, NS Railroad. Ref. No. 1570; CN; 11/15/2023; \$10,000
11. **(Addition)** 100077677 Level of Effort Electric upgrades to 8 diesel buses of the current diesel fleet at the University of Alabama (UA); TR; 12/1/2023; \$9,886,581

WHEREAS, the Tuscaloosa Area MPO believes that the changes listed above will support the performance targets established by the State and supported by the MPO.

THEREFORE, BE IT RESOLVED, this 30th day of October 2023, that the Tuscaloosa Area MPO does hereby amend the *FY 2024 - 2027 Transportation Improvement Program* to include the listed changes.


MPO Chair

Attest:

Process Coordinator

Tuscaloosa Area Metropolitan Planning Organization (MPO)
Resolution MPO 2024-2
Amending the
FY 2024 - 2027 Transportation Improvement Program

WHEREAS, the Tuscaloosa Area MPO is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (amended by the Infrastructure Investment and Jobs Act, Sections 11201, November 2021) 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and

WHEREAS, the Tuscaloosa Area MPO adopted the *FY 2024 - 2027 Transportation Improvement Program (TIP)* in 2023; and

WHEREAS, in order to be eligible for federal funding, transportation projects are required to be in the TIP; and

WHEREAS, the Alabama Department of Transportation has determined that the following changes need to be made to the TIP:

1. **(Cost Increase)** 100057987 SR-69 Intersection Improvements from Plantation Road to the I-59 Overpass (Including the Alabama Southern Railroad Overpass); CN; 2/23/2024; Old Amount \$64,248,293 New Amount \$77,407,615
2. **(Addition)** 100077382 Bridge Removal on SR-5 (US-11) over Abandoned L and N Railroad (Bin 005799 And 005800) Near Chamblee Avenue; RW; 1/1/2024; \$150,000

WHEREAS, the Tuscaloosa Area MPO believes that the changes listed above will support the performance targets established by the State and supported by the MPO.

THEREFORE, BE IT RESOLVED, this **11th day of December 2023**, that the Tuscaloosa Area MPO does hereby amend the *FY 2024 - 2027 Transportation Improvement Program* to include the listed changes.



MPO Chair

Attest:


Process Coordinator

Tuscaloosa Area Metropolitan Planning Organization (MPO)
Resolution MPO 2024-3

Adoption of New and Amended Targets for the Federal Performance Measures

And Amending the

***Tuscaloosa Area 2045 Long-Range Transportation
And
FY2024-2027 Transportation Improvement Program***

WHEREAS, federal regulations require that the Metropolitan Long-Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP) include Performance Measurements and Targets for urbanized areas; and

WHEREAS, the Tuscaloosa Area Metropolitan Planning Organization (TAMPO), in coordination with the Federal Highway Administration (FHWA) and the Alabama Department of Transportation (ALDOT), has reviewed the requirement to adopt Performance Measures and Targets for use in the transportation process as required by 23 CFR 490.105;

FHWA Safety Performance Measures (PM1)	Annual Target – 2023
Number of Fatalities	1,000
Rate of Fatalities (per 100 million Vehicle Miles Traveled)	1.400
Number of Serious Injuries	6,400
Rate of Serious Injuries (per 100 million Vehicle Miles Traveled)	9.80
Number of Non-motorized fatalities and serious injuries	400
FHWA Bridge/Pavement Performance Measures (PM2)	Original 4-Year Target - 2023
% of Pavements of the Interstate System in Good Condition	≥ 50.0%
% of Pavements of the Interstate System in Poor Condition	≤ 5.0%
% of Pavements of the Non-Interstate NHS in Good Condition	≥ 25.0%
% of Pavements of the Non-Interstate NHS in Poor Condition	≤ 5.0%
% of NHS bridges in Good condition by deck area	≥ 25.0%
% of NHS bridges in Poor condition by deck area	≤ 3.0%
FHWA System Performance Measures (PM3)	Original 4-Year Target - 2023
% of Person-Miles Traveled on the Interstate that are Reliable	92.00%
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	90.00%
Truck Travel Time Reliability (TTTR) Index on the Interstate	1.3
FTA Transit State of Good Repair Performance Measures	Annual Target - 2023
% of Rolling Stock (Revenue vehicles) meet or exceed Useful Life Benchmark (ULB)	Reduce inventory by 5%
% of Equipment (over \$50K) meet or exceed Useful Life Benchmark (ULB)	Reduce by 5%
% of FTA-funded Facilities with condition rating below 3.0 (average) of FTA Average TERM Scale	No more than 20% of facilities rate less than average

FTA Transit Safety Performance Measures	Annual Target 2023	
	Demand Response	Fixed Route
Fatalities	0	0
Rate of Fatalities	0%	0%
Injuries	0	0
Rate of Injuries	0%	0%
Safety Events	0	0
Rate of Safety Events	0%	0%
Mean distance between major mechanical failure	36,524	18,332


WHEREAS, the Alabama Department of Transportation requires the Tuscaloosa Area Metropolitan Planning Organization to implement a performance-based approach to planning and programming activities and to indicate their support of these Performance Measures and Targets within the Metropolitan Planning Organization urbanized area; and

WHEREAS, the Metropolitan Planning Organization has reviewed these new and amended Performance Measures and Targets and believes them to be in the best interest of the community; now

THEREFORE, BE IT RESOLVED, the Tuscaloosa Area Metropolitan Planning Organization does hereby adopt and support the aforementioned Performance Measures and Targets.

BE IT FURTHER RESOLVED, the Tuscaloosa Area Metropolitan Planning Organization does hereby amend the *Tuscaloosa Area 2045 Long-Range Transportation Plan* and *FY2024-2027 Transportation Improvement Program* to include the aforementioned Performance Measures and Targets.

Adopted this 11th day of December 2023



 MPO Chair

Attest:


 Process Coordinator