

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION

FY 2024-2027

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PREPARED FOR THE:

**EASTERN SHORE
METROPOLITAN PLANNING ORGANIZATION
(ESMPO)**



IN COOPERATION WITH:

**THE BALDWIN COUNTY COMMISSION, THE CITY OF SPANISH FORT, THE
CITY OF DAPHNE, THE CITY OF FAIRHOPE, THE CITY OF LOXLEY**



**AND
THE ALABAMA DEPARTMENT OF TRANSPORTATION**



August 2023

*Asistencia de idiomas está disponible poniéndose en contacto con personal de la MPO en
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Eastern Shore
Metropolitan Planning Organization

FY 2024-2027

Transportation Improvement Program

This document is posted on the internet at
www.easternshorempo.org

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This Transportation Improvement Program was prepared as a cooperative effort of the U. S. Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, the Alabama Department of Transportation, and local governments in partial fulfillment of Task 6.4 of the FY2023 Unified Planning Work Program and requirements set forth in Title 23 USC 134 and 135 (amended by the Infrastructure Investment and Jobs Act (IIJA), Sections 1201 and 1202, November 2021). The contents of this document do not necessarily reflect the views and policies of the U. S. Department of Transportation.

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EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 2023-18

Adopting the Final FY 2024-2027 Transportation Improvement Program (TIP)

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

WHEREAS, the U.S. Department of Transportation requires all urbanized areas, as established by the U.S. Bureau of the Census, doing area-wide urban transportation planning that involves more than one Department of Transportation operating administration, to submit a Final FY 2024 to 2027 Transportation Improvement Program (TIP) as a condition for meeting the provisions of Title 23, U.S. Code, Section 134; and

WHEREAS, consistent with the declaration of these provisions, the Eastern Shore Metropolitan Planning Organization, in cooperation with the Alabama Department of Transportation, has prepared a Final FY 2024-2027 TIP; and

WHEREAS, pursuant to its duties, functions, and responsibilities, the Eastern Shore Metropolitan Planning Organization, in session this 27th day of September 2023, did review and evaluate the aforementioned FY 2023-2027 Transportation Improvement Program, summarized on the attached pages; now

THEREFORE, BE IT RESOLVED by the Eastern Shore Metropolitan Planning Organization hereby endorses and adopts said FY 2024-2027 Transportation Improvement Program.

The foregoing resolution was adopted and approved on the 27th day of September 2023, by the Eastern Shore Metropolitan Planning Organization Policy Board.


Jack Burrell, Chairperson

ATTEST:


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1.0 INTRODUCTION

1.1 - Purpose

The Transportation Improvement Program (TIP) is a prioritized list of transportation projects scheduled for project design and engineering, right-of-way acquisition, utility relocation, or construction for fiscal years 2024 to 2027. The TIP is developed by the Eastern Shore Metropolitan Planning Organization (ESMPO), which includes the City of Spanish Fort, the City of Daphne, the City of Fairhope, the City of Loxley, and portions of Baldwin County. The projects listed in the TIP are taken from the MPO's member government TIP requests and passed by MPO Policy Board Resolutions, and from the 2045 Long Range Transportation Plan (LRTP). The TIP identifies transportation projects that are needed to meet current and future travel demand in the planning area.

1.2 – MPO History, Organization, and Management

The Eastern Shore MPO was formed in the summer of 2012 after the 2010 Census established the population of the Eastern Shore Urbanized Area at 57,383. The Eastern Shore Urbanized Area encompasses parts of the City of Spanish Fort, the City of Daphne, the City of Fairhope, the City of Loxley, and Baldwin County.

The MPO is comprised of the MPO Policy Board, the Technical Advisory Committee (TAC), the Citizen Advisory Committee (CAC), and the Bicycle and Pedestrian Advisory Committee (BPAC). In September 2012, the Eastern Shore MPO passed a FY13 UPWP and began formal planning operations. The Policy Board selected the Baldwin County Highway Department to manage the MPO.

MPO staff developed a Planning Area boundary which includes the Urbanized Area plus the adjacent geographic area likely to become Urbanized within the next 25 years. The land area of the ESMPO Planning Area is approximately 311 square miles. The MPO planning area and the MPO urban area are shown in Map 1.2 on the following page and in Appendix A. More information about the history, organization, and management of the ESMPO is available on Sections 1.1 through 1.5 of the 2045 LRTP.

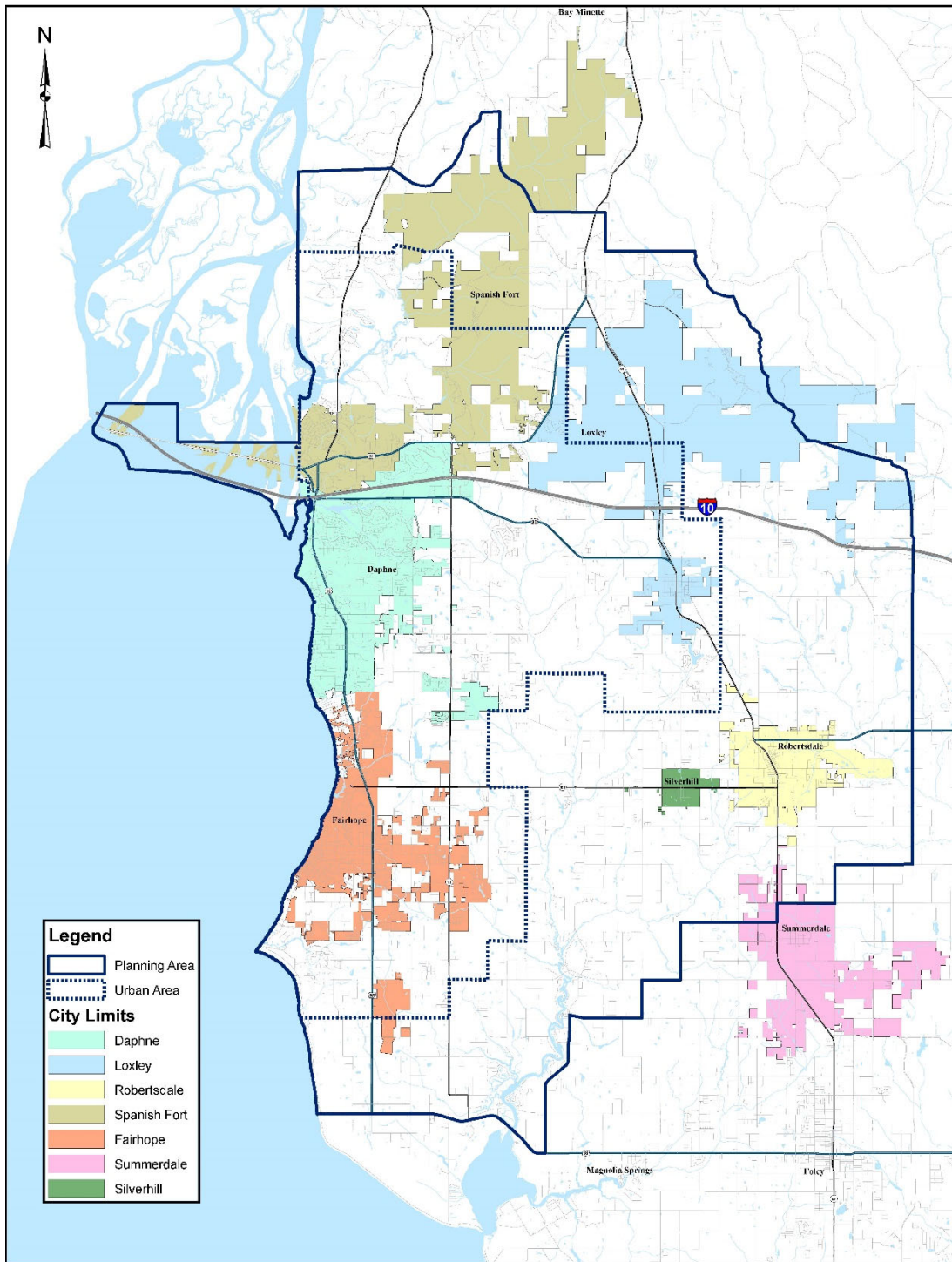
1.3 – Regulations and Laws

The FY 2024 through 2027 Transportation Improvement Program has been developed in accordance with Public Law 117-58, the Infrastructure Investment and Jobs Act (IIJA), as adopted by Congress in November 2021. IIJA establishes that the metropolitan planning process be a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. The development of a TIP is specifically addressed in 23 USC 450.326.

Map 1 – Planning Area



Eastern Shore Metropolitan Planning Area



Source: MPO Staff

1.4 – Consistency with Other Plans

The TIP is consistent with the ESMPO 2045 Long Range Transportation Plan. The projects included in TIP are taken directly from the LRTP. The LRTP covers a 25 year planning horizon, while the TIP encompasses only the next four years. The TIP is often viewed as the MPO's short-range plan.

The State Transportation Improvement Program (STIP) is a statewide listing of prioritized transportation projects prepared by the Alabama Department of Transportation (ALDOT). The STIP is consistent with the statewide long-range transportation plan and the long-range transportation plans and TIPs developed by the fourteen (14) Alabama MPOs. Projects from the Metropolitan Planning Organizations TIPs are included in the State Transportation Improvement Program (STIP).

1.5 – Scope of the Planning Process

Planning factors are retained in IJJA as the Scope of the Planning Process. The eight (8) factors listed remain the same and must be considered as part of the planning process for all metropolitan areas. These factors are consulted throughout the development of projects and strategies that are included in the Eastern Shore TIP. The factors shall:

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

1.6 – Planning Emphasis Areas (PEAs)

- **IJJA Implementation** - Transition to Performance Based Planning and Programming: IJJA includes a mandate for performance based planning and programming within the transportation planning process. Currently, the Unified Planning Work Program (UPWP), includes the Livability Principles and Indicators performance measures, which were developed by the Federal Highway Administration (FHWA) prior to MAP-21 being signed into law, as the first in a new series of legislated performance measures. The Eastern Shore MPO will fully implement the FAST Act performance management

approach as performance based planning and programming measures are developed and published. In addition, safety performance measures are mandated in IIJA.

- **Models of Regional Planning Coordination** - Promote Cooperation and Coordination Across MPO Boundaries and Across State Boundaries Where Appropriate to Ensure a Regional Approach to Transportation Planning: The Eastern Shore MPO will work with transportation officials, staff, and stakeholders to promote regional cooperation and coordination, as the transportation planning process is intended to be regional in scope, transportation systems transcend political boundaries. Furthermore, the Transportation Improvement Program (TIP) and the Long Range Transportation Plan acknowledges consistency with other plans that include transportation elements. Both documents include regionally significant projects that are modeled in the MPO's transportation network.
- **Ladders of Opportunity** - Access to Essential Services - As a Part of the Transportation Planning Process, Identify Transportation Connectivity Gaps in Access to Essential Services: The entirety of the Eastern Shore MPO's Metropolitan Planning Area is serviced by Baldwin Rural Area Transportation System (BRATS), which is a demand response public transit system. In a demand response system, local citizens may schedule trips to and from any location in the service area, from Monday-Friday for a small fee. Therefore, the Eastern Shore MPO area has no gaps in access to essential services, such as housing, employment, health care, schools, and recreation during the work week.

Livability Principles and Indicators

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

All planning tasks must be measured against these Livability Principles:

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

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

1. Percentage of LRTP projects that contain bicycle and pedestrian elements, excluding transit projects
2. Percentage of transportation investment from the Long Range Transportation Plan (LRTP) dedicated to enhancing accessibility of existing transportation facilities
3. Percentage of household income spent on housing and transportation

4. Percentage of Workforce Commuting to Work by Bike
5. Percentage of Workforce Walking to Work
6. Percentage of Workforce Utilizing Public Transit
7. Percentage of jobs and housing located within one-half (1/2) mile of transit service
8. Percent of workforce living within twenty-four (24) miles or less from primary job

1.7 – Performance Measures

ALDOT’s Performance Measures

Background

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

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

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

TIP Linkage to Performance-Based Planning Documents and Targets:

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

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

ALDOT Performance Measures & Targets

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		6500	
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% or more	
% of Pavements of the Interstate System in Poor Condition		5% or less	
% of Pavements of the Non-Interstate NHS in Good Condition		25% or more	
% of Pavements of the Non-Interstate NHS in Poor Condition		5% or less	
% of NHS bridges in Good condition by deck area		25% measured in deck area or more	
% of NHS bridges in Poor condition by deck area		3% measured in deck area or less	
FHWA System Performance Measures (PM3)		Original 4-Year Target - 2022	
% of Person-Miles Traveled on the Interstate that are Reliable		92%	
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable		90%	
Truck Travel Time Reliability (TTTR) Index on the Interstate		1.30	
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	N/A
Rate of Fatalities		0	N/A
Injuries		4	N/A
Rate of Injuries		.000001	N/A
Safety Events		4	N/A
Rate of Safety Events		.000001	N/A
Mean distance between major mechanical failure		76,759	N/A

Performance-Based Plans Descriptions:

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

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

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

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

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

Transportation Asset Management Plan (TAMP) (PM2)

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

System Performance Measures (PM3)

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

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

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

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

Transit Asset Management (TAM)

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

2.0 TIP DEVELOPMENT PROCESS

2.1 – TIP Development Process

In September 2023, the MPO Advisory Committees and Policy Board, along with the staff of the Metropolitan Planning Organization, reviewed the proposed projects for the Final FY 2024 to 2027 TIP. Projects for the Final TIP were identified using the MPO Visionary Project List paired with local knowledge. Projects were prioritized in the TIP based on need and the availability of local match. The document was published to the public for comment for 30 days. Three Public Meeting were held to allow questions and comments regarding the Final TIP document with total of 28 attendees. 11 comments were received. The MPO Policy Board adopted the Draft FY 2024-2027 TIP at their July 2023 Policy Board meeting. Following a second 30-day public comment period, the Final FY 2023-2027 Transportation Improvement Program was presented to the MPO Policy Board for adoption. The Policy Board adopted the Final FY 2023-2027 TIP in September 2023.

2.2 – TIP Amendment and Modification Process

The TIP will be amended periodically to adjust funding, time frames, scopes, or other factors relevant to the projects. New projects will be added if appropriate, and if funding is available. Other projects may be deleted if funding is not available.

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

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

The initial submission and approval process of the Statewide Transportation Improvement Program (STIP) will establish federal funding for Level of Effort (LVOE) project groups. Subsequent placement of individual projects in the STIP that are LVOE, will be considered Administrative Modifications. An Amendment through resolution is required when the entire LVOE category increases by 20%.

For more information about TIP Amendments, please review the Memorandum of Understanding included in Appendix B, p. 50.

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

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

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

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

For more information about Administrative Modifications to the TIP, please review the Memorandum of Understanding included in Appendix B, p. 52.

2.3 – Public Participation Process

In order to facilitate public participation, the Eastern Shore Metropolitan Planning Organization held a public review of the Draft FY 2024 to 2027 TIP from June 6, 2023, to July 6, 2023. The review period was advertised in the Baldwin Times through Gulf Coast Newspapers throughout Baldwin County on June 2, 2023, and June 16, 2023. The Eastern Shore Metropolitan Planning Organization also held two public meetings regarding the Draft TIP on June 20, 2023, and June 22, 2022. Information on the public meetings were included in all legal ads, news releases, and posted on the ESMPO website. A second public review for the Final TIP was advertised and held from August 15, 2023 to September 14, 2023. The Eastern Shore Metropolitan Planning Organization also held three public meetings regarding the Final TIP on August 22, 2023, August 24, 2023, and September 14, 2023.

Copies of the Draft and Final FY 2024-2027 TIP were made available at the following locations both public review periods:

- **Daphne City Hall, Clerk's Office**
- **Daphne Public Library**
- **Eastern Shore Chamber of Commerce, Fairhope**
- **Fairhope City Hall, Clerk's Office**
- **Fairhope Public Library**
- **Baldwin County Fairhope Satellite Courthouse, Commission Office**
- **Loxley Town Hall, Clerk's Office**
- **Loxley Public Library**
- **Alabama DOT, Division Engineer, Mobile**
- **BRATS Hub and Headquarters, Robertsdale**
- **Baldwin County Central Annex II, Highway Department, Robertsdale**
- **Central Baldwin Chamber of Commerce, Robertsdale**
- **Baldwin County Central Annex Commission Office, Robertsdale**
- **Robertsdale Public Library**
- **Spanish Fort City Hall, Clerk's Office**
- **Silverhill Town Hall, Silverhill**

For more information regarding the Public Participation activities related to the FY 2024-2027 TIP, please review the MPO's 2020 Public Participation Plan, available on the MPO website (<http://easternshorempo.org/planning-documents/other/>).

This document is available electronically on the MPO website at the following link (<https://www.easternshorempo.org/wp-content/uploads/2020/08/Final-2020-Public-Participation-Plan-Adopted-July-2020.pdf>)

2.4 – Title VI in Preparation of the TIP

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

1. An Open Process – To have an open process that encourages early and continued public participation. All MPO and committee meetings are open to the public.
2. Easy Information Access – To provide complete and timely information regarding plans, programs, procedures, policies, and technical data produced or used during the planning process, to the general public and the media. All MPO meeting announcements, documents, maps, and plans can be viewed at www.easternshorempo.org.
3. Notice of Activities – To provide timely and adequate public notice of hearings, meetings, reviews, and availability of documents.
4. Public Input and Organizational Response – To demonstrate consideration and recognition of public input and comments, and to provide appropriate responses to public input.
5. An Inclusive Process – To encourage participation in the planning process by traditionally under-represented segments of the community; low-income groups, minorities, persons with disabilities, and the elderly; and to consider the needs of these groups when developing programs, projects, or plans.

Additionally, the Eastern Shore MPO is compliant with provisions of the Rehabilitation Act of 1973 (Section 504) and the Americans with Disabilities Act of 1990. The MPO will continue to be compliant with the following Title VI laws, processes, procedures, and programs:

- Civil Rights Act of 1964, 42 USC 2000d, et seq., which prohibits exclusion from participation in any federal program on the basis of race, color, or national origin.
- 23 USC 324, which prohibits discrimination on the basis of sexual orientation, adding to the landmark significance of 2000d. This requirement is found in 23 CFR 450.334(1).
- Rehabilitation Act of 1973, 29 USC 701 Section 504, which prohibits discrimination on the basis of a disability, and in terms of access to the transportation planning process.
- Americans with Disabilities Act of 1990, which prohibits discrimination based solely on disability.
- ADA encourages the participation of people with disabilities in the development of transportation and paratransit plans and services. In accordance with ADA guidelines, all meetings conducted by the MPO, will take place in locations which are accessible by persons with mobility limitations or other impairments.
- Language Assistance Plan (LAP), which is required by Title VI of the Civil Rights Act of 1964, Executive Order 13166, and FTA Circular C 4702.1B, October 2012. The Eastern Shore MPO has completed a Four Factor Analysis of the Eastern Shore Metropolitan

Planning Area to determine requirements for compliance with the Limited English Proficiency (LEP) provisions.

- Environmental Justice, Executive Order 12898, which requires recipients of federal funds to consider the both minority and low-income population in the planning process.
- Based on analysis, the MPO has identified a population within the MPA that may require MPO assistance in participating in the planning process. A Language Assistance Plan has been developed and is documented in the 2020 Public Participation Plan, which can be accessed at the following on the MPO website, www.easternshorempo.org.

In order to further support the public participation goals of the ESMPO, the public was encouraged to participate in the development of the LRTP. The 2045 LRTP process included two series of public involvement meetings, designed to obtain input from the public concerning the long-range transportation planning process in the Eastern Shore Metropolitan Planning Area. This process culminated in a set of public involvement meetings that were held to present the draft 2045 LRTP, and receive comments from the public. In addition, once the draft LRTP was approved, it was subject to a 30-day public comment period. Also, all ESMPO meetings are open to the public. At these meetings, the ESMPO committees review and approve the draft and final LRTP documents. Interested individuals may also review and comment upon these documents in tandem with the MPO committees. Individuals may address their concerns to the MPO committees directly at any meetings they attend. The MPO Coordinator at the Eastern Shore MPO should be contacted to coordinate and address the MPO committees and to obtain unapproved draft and final documents.

2.5 – Environmental Mitigation

MPOs are asked to consider the adverse environmental impacts their projects may have on both the human and natural environments. To this end, IIJA requires MPOs to discuss the,

“... 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.” - P.L. 112-141 §134(i)(2)(D)(i) and (ii)

23 USC 134(i)(2)(D). To satisfy this requirement the ESMPO will, to the extent practicable, place emphasis on the environmental impact of Federally-funded transportation projects in the region. In addition, the ESMPO will continue to develop and maintain relationships with state and local governments and agencies with the goal of incorporating their environmental mitigation knowledge and expertise in the development of the TIP.

2.5.1 – Climate Change

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).

2.6 – Air Quality Planning

The Environmental Protection Agency (EPA) establishes tolerance limits on ground-level and atmospheric pollutant concentrations through enactment of the National Ambient Air Quality Standards (NAAQS). An MPO that has been determined to be in violation of NAAQS is said to be in ‘non-attainment’ status. The ESMPO area is currently in attainment status. As a result, no project-level air quality mitigation measures have been incorporated into the present TIP.

However, ALDOT has requested MPOs in attainment to nevertheless establish tasks in the UPWP for training in NAAQS monitoring and possible outreach activities. ESMPO staff will continue to monitor FHWA and EPA bulletins and advisories on Climate Change, as well as the developing House, Senate and Administration versions of the forthcoming transportation legislation.

2.7 – Bicycle and Pedestrian Considerations

FHWA Requirements

According to FHWA, MPOs must consider at a minimum, accommodating bicycle and pedestrian needs as identified below:

- 23 United States Code 217 states that “Bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each metropolitan planning organization and State.”
- FHWA guidance on this issue states that “due consideration” of bicycle and pedestrian needs should include, at a minimum, a presumption that bicyclists and pedestrians will be accommodated in the design of new and improved transportation facilities. In the planning, design, and operation of transportation facilities, bicyclists and pedestrians should be included as a matter of routine, and the decision not to accommodate them should be the exception rather than the rule. Furthermore, according to the IIJA, bicycle transportation facilities, and

intermodal facilities that support intercity transportation is encouraged. There must be exceptional circumstances for denying bicycle and pedestrian access either by prohibition or by designing highways that are incompatible with safe, convenient walking and bicycling.”

Exceptional circumstances are defined below:

- If bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, an effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right-of-way or within the same transportation corridor.
- If the cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project. This twenty percent figure should be used in an advisory rather than an absolute sense.
- Where sparsely of population or other factors indicate an absence of existing and future need. For example, the Portland Pedestrian Guide requires “all construction of new public streets” to include sidewalk improvements on both sides, unless the street is a cul-de-sac with four or fewer dwellings, or the street has severe topographic or natural resource constraints.

ALDOT Requirements

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

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

2.8 – Safety Planning

IIJA requires that each statewide and metropolitan planning process shall provide for consideration of projects and strategies that will increase the safety and security of the transportation system for motorized and non-motorized users. As updated in the IIJA under Section 5329 of Title 49, grant monies may be apportioned to address and fix highway safety concerns in the MPO. These are considered in MPO Advisory and Policy board meetings for inclusion in the TIP. The Eastern Shore MPO’s Safety Planning efforts are documented annually in the UPWP. The MPO’s Safety Planning objective in the FY2024 UPWP is to incorporate transportation safety and security measures into the local transportation planning process and identifies the following proposed steps:

- Develop maps and reports concerning safety issues as provided by ALDOT and member government law enforcement.

- Identify bicycle and pedestrian movement to improve safety.
- Perform sidewalk/crosswalk/signal assessments as appropriate.

2.9 – Freight Planning

The efficient movement of goods, is vital to our communities' quality of life, their economy, and to local industries that rely significantly on freight, including manufacturers, distributors, retailers, and agriculture.

Therefore, planning and programming projects for the efficient transport of goods is considered in the selection of projects for inclusion into the Transportation Improvement Program.

2.10 – Regionally Significant Projects

From 23 CFR 450.104, a regionally significant project means a project (other than projects that may be grouped in the STIP/TIP pursuant to §450.216 and §450.324) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including, as a minimum, all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.

From 40 CFR 93.101, a regionally significant project means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or transportation terminals, as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

At this time, the Eastern Shore Metropolitan Planning Organization does not have any regionally significant projects planned or programmed for the 2024-2027 TIP timeframe that is not included in the project listings.

2.11 – Level of Effort (LVOE)

Projects in the STIP/TIP, referred to as Level of Effort (LVOE) projects, represent grouped projects not considered of appropriate scale to be identified individually. Projects may be grouped by function, work type, and/or geographical area, using the applicable classifications under 23 CFR 771.117 (c) and (d), and/or 40 CFR part 93.

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

- Interstate Resurfacing Program (includes lighting, sign & pavement rehabilitation)
- Non-Interstate Resurfacing Program (FM)
- Transportation Alternative Program (TAP)
- Safety Projects [Highway Safety Improvement Program, roadway, signal and rail-crossing, ect]
- Recreational Trails [Administered by ADECA.]
- County Allocation Funds [Off-system bridges and STP non-urban.] until prior year carryover is fully obligated.
- Federal Transit Programs: 5311 (non-urban), 5310 (Elderly and Disabilities), and 5339 (Buses and Bus Facilities)
- Electric Vehicles [Administered by ADECA]

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 maintain a matrix listing, on the STIP website, of LVOE projects for each of the five ALDOT Regions. The MPOs will be notified as soon as any specific projects within their urban areas, are identified and selected, and will have ten (10) days to decline the project. Additionally, the MPOs will be notified as soon as any specific projects are modified or deleted within their urban areas, and will have ten (10) days to decline the project deletion or change.

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

Level of Effort resurfacing shall be programmed annually for the five (5) ALDOT Regions, and shown as line items in each category for each Region. Projects or project lists will be added as soon as available, and MPOs will be notified of all changes that occur in the list.

For more information about Level of Effort (LVOE), please review the Memorandum of Understanding included in Appendix B, p. 47.

2.12 – Financial Constraint

23 CFR §450.324(i) requires that the TIP be financially constrained. Therefore, the sum of all project costs in a given TIP year cannot exceed the available funding for that year. It should be noted that the available funding for a particular year comprises the sum of (1) the FY apportioned funds and (2) any available accrued funds.

The financial constraint requirement makes a further fundamental demand with regard to documentation. Projects in a TIP must include the sources or funding programs of all funds, dollar amounts, project identification numbers, termini descriptions, project phases to be funded, and the year of expected expenditure. In addition, all funding must be done in 'year of expenditure' dollars. The objective is to establish, at the project level, where funds are coming

from, what they are spent on, and over what period of time. If current funding levels are maintained, the ESMPO will receive federal funds in the sum of:

\$5,498,550 Carry-over from FY2020-2023
\$1,632,046 in fiscal year 2024
\$1,632,046 in fiscal year 2025
\$1,632,046 in fiscal year 2026
\$1,632,046 in fiscal year 2027

Federal funds received by the MPO will be combined with a twenty percent match from local governments. The local governments have agreed to accept financial responsibility for the projects they sponsor in the TIP. This document contains projects sponsored by a number of governmental bodies. All projects sponsored by the local governments are included in the financial constraint analysis. In order for projects to be included in a State Transportation Improvement Program (STIP), they must first be in an approved MPO TIP. Once ALDOT has approved an ESMPO TIP, it is assumed that federal matching funds will be available for the projects. The expenditure of all Federal Highway Funds is controlled by the state.

2.13 – Project Selection and Prioritization

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

Public Participation Plan - Public involvement is a key component of both the transportation planning process and the project selection and prioritization process. To that end, the PPP outlines the process for providing citizens, public officials, transportation stakeholders, and other interested parties full and open participation in the metropolitan transportation planning process. The PPP details the methods and practices employed by the MPO to specifically involve and engage the public in the project selection and prioritization process as a part of the overall transportation planning process by:

- Providing adequate notice of public participation activities and time for public review and comment at key decision points including, but not limited to, a reasonable opportunity to comment on the proposed transportation plan;
- Providing timely notice and reasonable access to information about transportation issues and processes;
- Employing visualization techniques to describe metropolitan transportation planning documents;
- Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the social media and the internet;
- Holding transportation planning meetings at convenient and accessible locations and times;
- Demonstrating explicit consideration and response to public input received during the development of metropolitan transportation planning documents;

- Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
- Coordinating the statewide transportation planning public involvement and consultation processes with other planning entities and officials;
- Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

Long Range Transportation Plan - The project selection and prioritization process begins with the LRTP, which is developed with input from the public and transportation stakeholders to develop a program of projects necessary to improve the local transportation network over the plan horizon. The process entails identifying the projected transportation demand of persons and goods in the metropolitan planning area over a 25-year horizon based on economic, demographic, environmental protection, growth management and land use activities. Accurate identification of the needs and deficiencies of the MPO's transportation network is achieved through involvement of the public, input from the local governments, and other stakeholders.

Transportation Improvement Plan - The PPP and LRTP processes culminate in the development of the TIP where local governments coordinate with the public and transportation stakeholders to set the priority of the LRTP's program of projects based on funding availability agreement between the MPO member governments. Establishing TIP project priorities is a dynamic process which considers specific local factors such as traffic volume, traffic patterns, safety, demographics, development patterns and land use to identify project need. Due to the limited amount of funds received by the ESMPO, MPO staff and Policy Board members rely heavily on input from the MPO's three advisory committees, Technical Advisory Committee (TAC), Citizen Advisory Committee (CAC), and Bicycle and Pedestrian Advisory Committee (BPAC), when setting project priorities.

2.14 Complete Streets

IJA requires that each statewide and metropolitan planning process shall develop and implement policies that ensure streets are safe for people of all ages and abilities, balance the needs of different modes. Some municipalities within the MPA have adopted some version of a complete streets policy; the MPO will adopt the Complete Streets concept and incorporate needed improvements, as appropriate, in all proposed projects.

3.0 MPO PORTAL PROJECTS

3.1 – CPMS Web Portal

ALDOT utilizes the Comprehensive Project Management System (CPMS) as a medium for information exchange between the Department and Alabama's MPOs. CPMS is a computerized information-management and decision-support system designed for metropolitan planning organizations and state departments of transportation. The main purpose of CPMS is to provide tools for managing the Transportation Improvement Program (TIP), while meeting the planning and programming requirements of current transportation legislation. ALDOT specifically employs Web CPMS which is a web-based version of the program. Using the Web Portal

platform, MPOs can interface with available project information. CPMS reports project information such as Project Number, Project Description, Project Type and Project Cost among other items.

3.2 – MPO Portal Project Categories

Surface Transportation Attributable Projects

Surface Transportation is a federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads, transit, seaport and airport access, vanpooling, bicycle facilities, and pedestrian facilities. This funding was originally established under TEA-21 and reinforced in FAST Act.

Other Surface Transportation Program Projects

These types of funds may be used for capacity, bridge work, intersection, and other operational improvements. In addition, there are at least 37 different codes for fund sourcing under the category Other Surface Transportation funding. In TELUS, for example, coding of STPAA indicates Surface Transportation Program Any Area.

Others might be ACFP (Advanced Construction Primary Program), CESR (Rural Secondary), or DHP8 (Surface Transportation Innovative Projects).

National Highway | Interstate Maintenance | NHS Bridge Projects

The National Highway Performance Program (NHPP) provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal Aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

Appalachian Highway System Projects

TEA-21 provided funding under Section 1117 for highway corridor projects in 13 states to promote economic development. Most of the ADHS (92%+) is part of the National Highway System. Funding codes associated with the ADHS are APDV (Appalachian Development), CX54J (APD Corridor X 2003), and ACAP (Advance Construction Appalachian Development).

Transportation Alternatives

FAST Act includes the Surface Transportation Block Grant (STBG) program to provide for a variety of transportation alternatives (TA), including many that were previously eligible activities under separately funded programs. This replaces the TAP funding from MAP-21, and pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them into a single funding source.

Bridge Projects (State and Federal)

Bridge projects include new facility construction, existing bridge repair, and/or bridge 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. This project category is currently sensitive to public scrutiny after structural failures in the states of Washington and California. Typical funding codes are: ACBR (Advance Construction Bridge), BRDF (Bridge Replacement Discretionary Fund), and BRPL (Bridge Replacement).

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. Existing project examples would include resurfacing, patching, and striping projects within municipal city limits, a training program on non-reimbursable state grant, DBE training extended beyond Federal funding limits, or industrial access. There are a variety of scenarios in which this type of project would be done. Some common funding program identification codes would be STAT (State Program), STATC (State Program – Contract Construction), or STATS (State Program – Special Aid).

Enhancement Projects

This category was eliminated in MAP-21, with many of the activities covered under Enhancement now covered under the Transportation Alternatives (TAP) program (see 2.2.5). The Enhancement Projects category remains in place, however, because there is still funding available under this program, but the category will be taken down once funding is exhausted.

Transit Projects

Local transit operators provide projects to MPOs in priority order and they in turn use these to develop a Four- or Five-Year Transit Development Plan (TDP). Transit projects are required for the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). This type of project is typically for fixed-route services in the MPO Planning Area and the primary funding provider is FTA (Federal Transit Administration) with supplemental soft-match funding from local governments. For informational purposes, Transportation Disadvantaged (TD) projects with their fund sources are usually included in major planning documents. Common coding examples would be FTA09 (Federal Transit Administration Section 5307 for FY2009), JARC (Job Access and Reverse Commute), and RPTO (Federal Transit Administration Section 5311).

System Maintenance Projects

Roadway and bridge maintenance is provided according to system specifications, facility-life maintenance scheduling, and available funding. Projects are usually assigned a ‘99’ code designation. Projects include 99004 (Shoulder Repair), 99005 (Bridge Painting), 99006 (Traffic Signal Upgrading), 99054 (Roadway Mowing), and simply MAIN (Maintenance Projects).

Safety Projects

SAFETEA-LU restructured the original TEA-21 Highway Safety Improvement Program (HSIP) to provide more comprehensive funding to states for specific types of projects. This approach was continued under the FAST Act as amended by the IIJA. The program requires a state to develop a Statewide Highway Safety Plan ‘correct or improve a hazardous road location or feature, or address a highway safety problem’ to become eligible for funding. Eligible types of projects include:

1. Safety-conscious planning;
2. Improvement in the collection and analysis of crash data;

3. Planning, integrated interoperable emergency communications equipment, operational activities, or traffic enforcement activities (including police assistance) relating to work-zone safety;
4. The addition or retrofitting of structures or other measures to eliminate or reduce accidents involving vehicles and wildlife;
5. Construction and operational improvements on high-risk rural roads;
6. Improvements for safety of the disabled;
7. Installation and maintenance of signs at pedestrian-bicycle crossings and in school zones.

Sample coding for safety projects would be HESS (Hazard Elimination Program), STPSA (Any Hazard), and BELT (Safety Incentive Seat Belt Apportionment).

Other Federal and State Aid Projects

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

Congestion Mitigation and Air Quality Projects

The Congestion Mitigation and Air Quality (CMAQ) program is continued in IIJA to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

High Priority and Congressional Earmark Projects

High Priority funding is project-specific funding provided by TEA-21 and extended by SAFETEA-LU and the Fast Act. High Priority Projects (HPP) may be advanced under an Advanced Construction provision in 23 USC 117 without additional funding until HPP funds become available. Congressional Earmarks are legislative actions providing funding for a specific purpose or project outside the normal funding allocation process. High Priority coding could be AHPP (Advanced Construction High Priority Corridor) or HPPP (High Priority Project Program). Earmark funding may carry any number of codes, but some attached to Alabama projects are: FTA3C (Capital New Starts/Fed Earmark) and TCSPE (Transportation Communications System Earmarked Grant).

Carbon Reduction Attributable Projects

The Carbon Reduction Program (CRP) was enacted as part of the IIJA to provide funding to the State and local governments a wide range of projects designed to reduce carbon emissions. The purpose of the CRP is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce carbon emissions. Eligible projects include but not limited to on-and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation and projects that support the deployment of alternative fuel vehicles.

Other Carbon Reduction Program Projects

State may transfer up to 50% of CRP funds made available each fiscal year to any other apportionment of the State, including National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement (CMAQ) Program, National Highway Freight Program and Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program.

Authorized Projects

Authorized Projects are differentiated from Planned Projects by having completed the planning process and having an established funding contract in place. Authorized Projects are Planned Projects that have FHWA approval to proceed.

3.3 – CPMS Project Report Format

CPMS can be used to generate reports showing all programmed projects in the TIP. The following diagram is provided to help guide the reader through the CPMS reports.

Diagram 3.3
CPMS MPO Portal Report Format

[on next page]

Diagram 3.3
CPMS Project Report Format

5 2.4.2 Other Surface Transportation Program Projects

Sponsor: ALDOT 1													
Project Family ID	Project Number (FANBR) 2	Project Description	Project Length (miles)	SCP 6	STS 7	Project Type 8	FY 11	Map ID 9	Project Priority	Conform Year	Federal State Other	Estimated Total Cost 12	
22886	100044781 STPAA 3 0181 ()	SR-181 ADDITIONAL LANES FROM SR-42 (US-98) TO CR-32 4	3.63	RW	P	GRADE, DRAIN, BASE AND PAVE	2022	0.000		NA 10	\$4,132,827 \$1,033,207 \$0	\$5,166,034	
22886	100044782 STPAA 0181 ()	SR-181 ADDITIONAL LANES FROM SR-42 (US-98) TO CR-32	3.63	UT	P	GRADE, DRAIN, BASE AND PAVE	2023	0.000		4	\$2,721,946 \$680,487 \$0	\$3,402,433	
Totals By Sponsor						Federal		\$6,854,773			ALL Funds	\$8,568,467	

- 1. Project Sponsor** - in this case, Alabama Department of Transportation.
- 2. ALDOT Project ID** - a nine digit identifying number from within CPMS (Comprehensive Project Management System).
- 3. Funding Code and Federal Aid Program Number** - in this case STPAA.
- 4. Route and Termini Description** - route number is SR-181 plus the *from* and *to* description for the project.
- 5. Project Category** – Other Surface Transportation Program Projects.
- 6. Project Scope or Phase** - RW indicates Right-of-Way Phase, CN is Construction Phase, UT is Utility Phase, and so forth.
- 7. Project Status** - 'P' indicates Planning, 'A' is Authorized.
- 8. Work Being Performed** - type of work actually being performed, in this example Grade, Drain, Base and Pave.
- 9. Map ID** - assigned to project maps and linked.
- 10. Year Open to Traffic** – the year the project will open to traffic. Air Quality Conformity would determine Exempt/Non-exempt status.
- 11. FY or Fiscal Year** - the year the work will be performed.
- 12. Funding Sources** - and total project costs Year of Expenditure (YOE).

3.4 – Project Listings

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	
50080	100077395 STPSU-STPAA 0031 ()	CORRIDOR STUDY ON SR-3 (US-31) FROM SR-181 TO SR-59	6.30	SP	P	CORRIDOR STUDY	2024	0.000	EXEMPT	NA	\$141,400 \$0 \$35,350	\$176,750	
50082	100077401 STPSU 0181 ()	INSTALLATION OF TRAFFIC SIGNAL AT SR-181 AND CORTE ROAD/AUSTIN ROAD	0.10	PE	P	SIGNALIZATION	2025	0.000	EXEMPT	NA	\$81,608 \$10,201 \$10,201	\$102,010	
50082	100077402 STPSU 0181 ()	INSTALLATION OF TRAFFIC SIGNAL AT SR-181 AND CORTE ROAD/AUSTIN ROAD	0.10	CN	P	SIGNALIZATION	2026	0.000	EXEMPT	NA	\$618,181 \$77,273 \$77,273	\$772,726	
Totals By Sponsor				Federal				\$841,189		ALL Funds \$1,051,486			
Sponsor: BALDWIN COUNTY COMMISSION													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
43591	100070860 STPSU 0219 (252)	WIDENING RESURFACING AND INTERSECTION IMPROVEMENTS ON CR-64 FROM SR-181 TO MONTELUCCIA WAY	1.86	UT	P	WIDENING AND RESURFACING (RDWY)	2025	0.000	EXEMPT	NA	\$1,270,680 \$0 \$0	\$1,270,680	
48140	100074885 STPSU 0222 ()	PLEASANT ROAD EXTENSION FROM SR-181 TO RIGSBY ROAD	0.48	CN	P	GRADE, DRAIN, BASE AND PAVE	2025	0.000	EXEMPT	NA	\$930,162 \$0 \$413,415	\$1,343,577	
43591	100073407 STPSU 0219 (252)	WIDENING RESURFACING AND INTERSECTION IMPROVEMENTS ON CR-64 FROM SR-181 TO MONTELUCCIA WAY	1.86	CN	P	WIDENING AND RESURFACING (RDWY)	2027	0.000	EXEMPT	NA	\$4,200,000 \$0 \$1,803,958	\$6,003,958	
Totals By Sponsor				Federal				\$6,400,842		ALL Funds \$8,618,215			
Sponsor: CITY OF DAPHNE													
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	
44771	100070862 STPSU 0220 ()	RESURFACING ON CR-64 FROM SR-42 (US-98) TO CR-13 AND INTERSECTION IMPROVEMENTS ON CR-64 AT POLLARD ROAD	0.75	CN	P	RESURFACING	2025	0.000	EXEMPT	NA	\$1,722,059 \$0 \$430,515	\$2,152,574	
50082	100077401 STPSU 0181 ()	INSTALLATION OF TRAFFIC SIGNAL AT SR-181 AND CORTE ROAD/AUSTIN ROAD	0.10	PE	P	SIGNALIZATION	2025	0.000	EXEMPT	NA	\$81,608 \$10,201 \$10,201	\$102,010	
50082	100077402 STPSU 0181 ()	INSTALLATION OF TRAFFIC SIGNAL AT SR-181 AND CORTE ROAD/AUSTIN ROAD	0.10	CN	P	SIGNALIZATION	2026	0.000	EXEMPT	NA	\$618,181 \$77,273 \$77,273	\$772,726	
Totals By Sponsor				Federal				\$2,421,848		ALL Funds \$3,027,310			

1. Surface Trans STP attributable projects

Sponsor: CITY OF FAIRHOPE

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
44775	100070870 STPSU 0220 ()	ROUNDAABOUT AT NORTH SECTION STREET/SCENIC 98 (VETERANS DRIVE)/ MAIN STREET	0.00	CN	P	INTERSECTION IMPROVEMENTS	2024	0.000	EXEMPT	NA	\$1,282,542 \$0 \$320,635	\$1,603,177
49661	100076864 CRPES 0223 ()	SIDEWALK ALONG PARKER ROAD FROM CR-98 TO SR-42 (US-98)	0.38	PE	P	SIDEWALK	2024	0.000	EXEMPT	NA	\$32,320 \$0 \$8,080	\$40,400
49661	100076865 CRPES 0223 ()	SIDEWALK ALONG PARKER ROAD FROM CR-98 TO SR-42 (US-98)	0.38	CN	P	SIDEWALK	2024	0.000	EXEMPT	NA	\$202,000 \$0 \$141,400	\$343,400
Totals By Sponsor				Federal				\$1,516,862			ALL Funds	\$1,986,977

Sponsor: CITY OF LOXLEY

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
50083	100077403 CRPES 0227 ()	SIDEWALK AND STREET LIGHTING IMPROVEMENTS ON EAST RELHAM DRIVE/FIRST AVENUE FROM SR-59 TO ELLSION STREET	0.22	PE	P	LIGHTING	2027	0.000	EXEMPT	NA	\$49,949 \$0 \$12,487	\$62,436
50083	100077404 CRPES 0227 ()	SIDEWALK AND STREET LIGHTING IMPROVEMENTS ON EAST RELHAM DRIVE/FIRST AVENUE FROM SR-59 TO ELLSION STREET	0.22	CN	P	LIGHTING	2027	0.000	EXEMPT	NA	\$258,070 \$0 \$64,517	\$322,587
Totals By Sponsor				Federal				\$308,019			ALL Funds	\$385,023

Sponsor: CITY OF SPANISH FORT

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
50081	100077396 CRPES 0225 ()	INTERSECTION IMPROVEMENTS INCLUDING RIGHT TURN LANE AND SIDEWALK/BOARDWALK ON JIMMY FAULKNER DRIVE AT PLAZA DE TORSOS DRIVE	0.06	PE	P	TURN LANES	2025	0.000	EXEMPT	NA	\$81,608 \$0 \$20,402	\$102,010
50081	100077398 CRPES 0225 ()	INTERSECTION IMPROVEMENTS INCLUDING RIGHT TURN LANE AND SIDEWALK/BOARDWALK ON JIMMY FAULKNER DRIVE AT PLAZA DE TORSOS DRIVE	0.06	CN	P	TURN LANES	2026	0.000	EXEMPT	NA	\$370,908 \$0 \$92,727	\$463,635
Totals By Sponsor				Federal				\$452,516			ALL Funds	\$565,645

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
22886	100044786 STPAA 0181 (503)	ADDITIONAL LANES ON SR-181 FROM CR-32 TO SR-104	5.03	UT	P	ADDITIONAL ROADWAY LANES	2024	0.000	EXEMPT	NA	\$1,310,436 \$327,609 \$0	\$1,638,045
43970	100069814 STPAA MR19 (904)	INTERSECTION IMPROVEMENTS ON SR-16 (US-90)/SR-42(US-98) AT SR-3(US-31) AND REALIGNMENT OF SPANISH MAIN STREET	0.24	RW	P	INTERSECTION IMPROVEMENTS	2024	0.000	EXEMPT	NA	\$1,261,212 \$315,303 \$0	\$1,576,515
43970	100069815 STPAA MR19 (904)	INTERSECTION IMPROVEMENTS ON SR-16 (US-90)/SR-42(US-98) AT SR-3(US-31) AND REALIGNMENT OF SPANISH MAIN STREET	0.24	UT	P	INTERSECTION IMPROVEMENTS	2024	0.000	EXEMPT	NA	\$336,323 \$84,081 \$0	\$420,404
43970	100069816 STPAA MR19 (904)	INTERSECTION IMPROVEMENTS ON SR-16 (US-90)/SR-42(US-98) AT SR-3(US-31) AND REALIGNMENT OF SPANISH MAIN STREET	0.24	CN	P	INTERSECTION IMPROVEMENTS	2024	0.000	EXEMPT	NA	\$1,261,212 \$315,303 \$0	\$1,576,515
44259	100070136 STPAA 0016 ()	CAUSEWAY ACCESS MANAGEMENT AND SIGNALIZATION ON SR-16 (US-90/98) FROM WEST OF THE BANKHEAD TUNNEL TO THE US-98 BYPASS IN SPANISH FORT	6.90	PE	P	INTERSECTION IMPROVEMENTS	2024	0.000	EXEMPT	NA	\$294,283 \$73,571 \$0	\$367,854
43008	100077135 STPAA 0042 (546)	RESURFACING ON SR-42 (US-98) FROM 0.46 MILE SOUTH OF CR-32 TO CR-11 IN BARNWELL	3.04	FM	P	PREVENTATIVE MAINTENANCE LEVEL 2	2024	0.000	EXEMPT	NA	\$863,323 \$215,831 \$0	\$1,079,154
50080	100077395 STPSU-STPAA 0031 ()	CORRIDOR STUDY ON SR-3 (US-31) FROM SR-181 TO SR-59	6.30	SP	P	CORRIDOR STUDY	2024	0.000	EXEMPT	NA	\$141,400 \$35,350 \$0	\$176,750
22886	100044781 STPAA 0181 ()	ADDITIONAL LANES ON SR-181 FROM SR-42 (US-98) TO CR-32	3.63	RW	P	ADDITIONAL ROADWAY LANES	2025	0.000		NA	\$4,258,056 \$1,064,514 \$0	\$5,322,570
22886	100044782 STPAA 0181 ()	ADDITIONAL LANES ON SR-181 FROM SR-42 (US-98) TO CR-32	3.63	UT	P	ADDITIONAL ROADWAY LANES	2025	0.000		4	\$2,776,657 \$694,164 \$0	\$3,470,822
22886	100044783 STPAA 0181 (502)	ADDITIONAL LANES ON SR-181 FROM SR-42 (US-98) TO CR-32	3.63	CN	P	ADDITIONAL ROADWAY LANES	2026	0.000	EXEMPT	NA	\$19,970,463 \$4,992,616 \$0	\$24,963,079
Totals By Sponsor						Federal		\$32,473,365			ALL Funds	\$40,591,707

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	
33130	100055816 NH I010 (352)	WIDENING ON I-10 FROM 0.5 MILE EAST OF THE EAST END OF BAYWAY BRIDGE TO 0.5 MILE WEST OF SR-181	3.07	CN	P	ADDITIONAL ROADWAY LANES	2024	0.000		NA	\$26,285,321 \$6,571,330 \$0	\$32,856,651	
Totals By Sponsor						Federal		\$26,285,321			ALL Funds	\$32,856,651	

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	

No Records Found

5. Transportation Alternatives

Sponsor: CITY OF FAIRHOPE

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
48859	100075869 TAPAA TA23 (929)	SIDEWALKS ON BLUE ISLAND AVENUE AND FAIRWOOD BOULEVARD IN THE CITY OF FAIRHOPE	0.00	CN	P	SIDEWALK	2024	0.000	EXEMPT	NA	\$799,274 \$0 \$199,818	\$999,092
Totals By Sponsor						Federal		\$799,274			ALL Funds	\$999,092

2.4.6 Bridge Projects (State and Federal)

Sponsor:

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

2.4.7 State Funded Projects

Sponsor:

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

2.4.8 Enhancement Projects

Sponsor:

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

9. Transit Projects

Sponsor: BALDWIN COUNTY COMMISSION												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
44399	100070358 FTA9C TR19 ()	SECTION 5307 TRANSIT - CAPITAL ROLLING STOCK FY 2020	0.00	TR	P	UNCLASSIFIED	2024	0.000	EXEMPT	NA	\$46,400 \$0 \$11,600	\$58,000
44400	100070359 FTA9 TR20 ()	SECTION 5307 TRANSIT - OPERATING ASSISTANCE FY 2020	0.00	TR	P	UNCLASSIFIED	2024	0.000	EXEMPT	NA	\$38,821 \$0 \$0	\$38,821
Totals By Sponsor						Federal		\$85,221		ALL Funds \$96,821		
Sponsor: CITY OF DAPHNE												
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
44398	100070357 FTA9 TR20 ()	SECTION 5307 TRANSIT - DAPHNE TRANSIT STOP	0.00	TR	P	UNCLASSIFIED	2024	0.000	EXEMPT	NA	\$160,000 \$0 \$0	\$160,000
Totals By Sponsor						Federal		\$160,000		ALL Funds \$160,000		
Sponsor: CITY OF SPANISH FORT												
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
44397	100070356 FTA9 TR20 ()	SECTION 5307 TRANSIT - SPANISH FORT TRANSIT HUB	0.00	TR	P	UNCLASSIFIED	2024	0.000	EXEMPT	NA	\$376,000 \$0 \$0	\$376,000
Totals By Sponsor						Federal		\$376,000		ALL Funds \$376,000		
Sponsor: TBD												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
46031	100072393 FTA9C TR21 ()	LOXLEY SECTION 5307 TRANSIT HUB-CAPITAL SUPPORT/FACILITIES FY 2021	0.00	TR	P	UNCLASSIFIED	2024	0.000		NA	\$783,200 \$0 \$195,800	\$979,000
49774	100076996 FTA9 TR24 ()	LEVEL OF EFFORT-SECTION 5307-DAPHNE-FAIRHOPE-(APPORTIONMENT FY 2022)	0.00	TR	P	UNCLASSIFIED	2024	0.000		NA	\$909,749 \$227,437 \$0	\$1,137,186
49856	100077079 FTA9 TR25 ()	LEVEL OF EFFORT-SECTION 5307-DAPHNE/FAIRHOPE(APPORTIONMENT FY 2023)	0.00	TR	P	UNCLASSIFIED	2025	0.000		NA	\$927,441 \$231,860 \$0	\$1,159,301
49857	100077080 FTA9 TR26 ()	LEVEL OF EFFORT-SECTION 5307-DAPHNE/FAIRHOPE(APPORTIONMENT FY 2024-EST)	0.00	TR	P	UNCLASSIFIED	2026	0.000		NA	\$927,441 \$231,860 \$0	\$1,159,301
49859	100077082 FTA9 TR27 ()	LEVEL OF EFFORT-SECTION 5307-DAPHNE/FAIRHOPE (APPORTIONMENT FY 2025-EST)	0.00	TR	P	UNCLASSIFIED	2027	0.000		NA	\$927,441 \$231,860 \$0	\$1,159,301
Totals By Sponsor						Federal		\$4,475,272		ALL Funds \$5,594,090		

FY2024-2027 5307 Urban Area Transit Funds						
Project #	FY24	MPO	Local	Total	Sponsor	
100077115	BRATS Bus/Van	\$ 424,000.00	\$ 106,000.00	\$ 530,000.00	BCC	
100077116	BRATS Preventative Maintenance	\$ 40,000.00	\$ 10,000.00	\$ 50,000.00	BCC	
100077117	BRATS Software	\$ 32,000.00	\$ 8,000.00	\$ 40,000.00	BCC	
100077118	BRATS Operating	\$ 300,000.00	\$ 300,000.00	\$ 600,000.00	BCC	
Total		\$ 796,000.00	\$ 424,000.00	\$ 1,220,000.00		

2.4.10 System Maintenance Projects

Sponsor:

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

11. Safety Projects

Sponsor: ALDOT

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
47261	100073893 HSIP 0003 (642)	WIDENING FOR CENTER TURN LANE ADDITION ON SR-3 (US-31) FROM OLD HWY 31 TO 0.265 MILES EAST OF COLEMAN LANE	0.81	CN	P	SAFETY IMPROVEMENTS	2024	0.000	EXEMPT	NA	\$2,363,378 \$262,598 \$0	\$2,625,975
49071	100076104 HSIP 0223 (250)	INTERSECTION IMPROVEMENTS (R-CUT) AT CR-64 AND BALDWIN BEACH EXPRESS	0.00	CN	P	INTERSECTION IMPROVEMENTS	2024	0.000	EXEMPT	NA	\$1,350,000 \$178,130 \$0	\$1,528,130
Totals By Sponsor				Federal		\$3,713,378		ALL Funds		\$4,154,105		

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
5011	100073597 NHDB I010 ()	I-10 BAYWAY FROM MOBILE COUNTY LINE TO EAST OF THE EASTERN SHORE INTERCHANGE AT EXIT 35 SR-42 (US-98)	6.09	CN	P	BRIDGE	2024	0.000	EXEMPT	NA	\$0 \$907,338,146 \$0	\$907,338,146
5011	100062415 NHP3 I010 ()	I-10 BAYWAY WIDENING FROM MOBILE COUNTY LINE TO EAST OF SR-16 (US-90) AT SPANISH FORT	7.59	UT	P	GRADE, DRAIN, BASE, PAVE AND BRG	2025	0.000		NA	\$918,401 \$229,600 \$0	\$1,148,001
45467	100071700 CRPAA I010 ()	ADVANCED CORRIDOR MANAGEMENT (TSMO) ON I-10 FROM THE MOBILE COUNTY LINE TO 2.00 MILES EAST OF EXIT 49 (BBE)	23.10	CN	P	INTELLIGENT TECHNOLOGY SYSTEMS	2025	0.000	EXEMPT	NA	\$2,473,552 \$274,839 \$0	\$2,748,391
Totals By Sponsor						Federal		\$3,391,953			ALL Funds	\$911,234,539
Sponsor: BALDWIN COUNTY COMMISSION												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
49151	100075537 DEMO A207 ()	EASTERN SHORE TRAIL EXPANSION ALONG SR-42 (US-98) FROM THE EAST SIDE OF THE FISH RIVER BRIDGE TO PLEASANT VIEW LANE	0.00	CN	P	UNCLASSIFIED	2024	0.000	EXEMPT	NA	\$578,781 \$0 \$144,695	\$723,476
Totals By Sponsor						Federal		\$578,781			ALL Funds	\$723,476
Sponsor: CITY OF DAPHNE												
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
47743	100075156 ATRP2-02-2022-171 ()	WIDENING RESURFACING AND ADDING A CENTER LEFT TURN LANE ON SR-16 (US-90) FROM MT. AID BAPTIST CHURCH TO SR-181	0.00	CN	P	WIDENING AND RESURFACING (RDWY)	2024	0.000	EXEMPT	NA	\$0 \$1,930,000 \$0	\$1,930,000
47743	100075221 ATRP2-02-2022-171 ()	WIDENING RESURFACING AND ADDING A CENTER LEFT TURN LANE ON SR-16 (US-90) FROM MT. AID BAPTIST CHURCH TO SR-181	0.00	RW	P	WIDENING AND RESURFACING (RDWY)	2024	0.000	EXEMPT	NA	\$0 \$50,000 \$0	\$50,000
Totals By Sponsor						Federal		\$0			ALL Funds	\$1,980,000

12. Other Federal and State Aid Projects

Sponsor: CITY OF ROBERTSDALE

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
48577	100075535 DEMO A208 ()	ACCESS IMPROVEMENTS TO ROBERTSDALE HIGH SCHOOL AND FAIRGROUND ROAD ADJACENT TO SR-59 TO INCLUDE WIDENING FOR RIGHT TURN LANES SIGNAL UPGRADES AND ACCESS MANAGEMENT	0.00	CN	P	GRADE, DRAIN, BASE AND PAVE	2024	0.000	EXEMPT	NA	\$709,970 \$0 \$177,493	\$887,463

Totals By Sponsor		Federal	\$709,970	ALL Funds	\$887,463
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Sponsor: CITY OF SPANISH FORT

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
47735	100074972 ATRP2-02-2022-461 ()	WIDENING ON SR-225 FROM 2 LANES TO 3 LANES FROM OAKRIDGE DRIVE TO GENERAL CANBY BOULEVARD	0.00	CN	P	TURN LANES	2024	0.000	EXEMPT	NA	\$0 \$803,780 \$0	\$803,780

Totals By Sponsor		Federal	\$0	ALL Funds	\$803,780
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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

3.5 – Annual List of Obligated Projects

Annual Listing of Obligated Projects

Sponsor: ALDOT

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
INFRA	12	INFRA I010 (354)	100075798	PE	0.000	10/01/2022	BRIDGE	\$45,000,000	\$45,000,000	\$513,031	\$44,486,969
Project Description: I-10 BAYWAY FROM MOBILE COUNTY LINE TO EAST OF THE EASTERN SHORE INTERCHANGE AT EXIT 35 SR-42 (US-98)											
NH	3	NH I010(352)	100070392	PE	3.068	09/01/2022	ADDITIONAL ROADWAY LANES	\$400,000	\$400,000	\$294,273	\$105,727
Project Description: WIDENING ON I-10 FROM 0.5 MILE EAST OF THE EAST END OF BAYWAY BRIDGE TO 0.5 MILE WEST OF SR-181											
SAF	11	STPAA-HSIP 0181(509)	100070195	FM	1.690	01/28/2022	PREVENTATIVE MAINTENANCE LEVEL 1 W/ SAFETY WIDEN	\$636,245	\$37,652	\$37,988	(\$336)
Project Description: RESURFACING AND 2 SAFETY WIDENING ON SR-181 FROM QUAIL CREEK DRIVE TO MOSLEY ROAD											
SAF1	11	STPAA-HSIP 0181(509)	100070195	FM	1.690	01/28/2022	PREVENTATIVE MAINTENANCE LEVEL 1 W/ SAFETY WIDEN	\$636,245	\$29,848	\$7,378	\$22,470
Project Description: RESURFACING AND 2 SAFETY WIDENING ON SR-181 FROM QUAIL CREEK DRIVE TO MOSLEY ROAD											
ST	2	STPAA-HSIP 0181(509)	100070195	FM	1.690	01/28/2022	PREVENTATIVE MAINTENANCE LEVEL 1 W/ SAFETY WIDEN	\$565,551	\$514,105	\$514,105	\$0
Project Description: RESURFACING AND 2 SAFETY WIDENING ON SR-181 FROM QUAIL CREEK DRIVE TO MOSLEY ROAD											
ST1	2	STPAA-HSIP 0181(509)	100070195	FM	1.690	01/28/2022	PREVENTATIVE MAINTENANCE LEVEL 1 W/ SAFETY WIDEN	\$565,551	\$247,389	\$247,389	\$0
Project Description: RESURFACING AND 2 SAFETY WIDENING ON SR-181 FROM QUAIL CREEK DRIVE TO MOSLEY ROAD											
ST2	2	STPAA-HSIP 0181(509)	100070195	FM	1.690	01/28/2022	PREVENTATIVE MAINTENANCE LEVEL 1 W/ SAFETY WIDEN	\$565,551	\$100,000	\$69,444	\$30,556
Project Description: RESURFACING AND 2 SAFETY WIDENING ON SR-181 FROM QUAIL CREEK DRIVE TO MOSLEY ROAD											
SAF	11	HSIP 0220 (250)	100070638	UT	0.100	10/01/2022	SAFETY IMPROVEMENTS	\$67,496	\$67,496	\$0	\$67,496
Project Description: INTERSECTION REALIGNMENT AND INSTALLATION OF TURN LANES AT CR-31 (OLD HIGHWAY 31) AND SR-3 (US-31)											
RAA2	12	ATRP2-02-2022-324 ()	100074452	PE	0.000	04/01/2022	INTERSECTION IMPROVEMENTS	\$0	\$0	\$0	\$0
Project Description: INTERSECTION IMPROVEMENTS INCLUDING TRAFFIC SIGNALS AT SR-3 (US-31) AND BEDROCK BOULEVARD / FLORA DRIVE											
99994	10	99-409-022-181-201 ()	100074940	MP	0.000	06/01/2022	DRAINAGE CORRECTION	\$0	\$0	\$0	\$0
Project Description: DRAINAGE STUDY ON SR-181 NEAR CR-34 (TWIN BEAHE ROAD)											
99995	10	99-509-020-719-201 ()	100075771	MC	0.000	09/15/2022	UNCLASSIFIED	\$0	\$0	\$0	\$0
Project Description: FLY CREEK CULVERT REPAIR ON SR-42 (US-98) BIN 9719											
Sponsor: BALDWIN COUNTY COMMISSION											
Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
SAF	11	STPSU-HSIP 0219(251)	100069295	UT	0.250	08/01/2022	GRADE, DRAIN, BASE AND PAVE	\$167,045	\$167,045	\$0	\$167,045
Project Description: CONSTRUCTION OF ROUNDABOUT AT THE INTERSECTION OF CR-13 AND CR-44											

Annual Listing of Obligated Projects

AAES	1	STPSU-HSIP 0219(251)	100069297	CN	0.250	12/02/2022	GRADE, DRAIN, BASE AND PAVE	\$2,550,574	\$841,967	\$3,065	\$838,901
Project Description: CONSTRUCTION OF ROUNDABOUT AT THE INTERSECTION OF CR-13 AND CR-44											
SAF	11	STPSU-HSIP 0219(251)	100069297	CN	0.250	12/02/2022	GRADE, DRAIN, BASE AND PAVE	\$2,869,396	\$1,443,485	\$550,177	\$893,308
Project Description: CONSTRUCTION OF ROUNDABOUT AT THE INTERSECTION OF CR-13 AND CR-44											
DBOA	2	STPSU 0219 (252)	100070859	RW	1.860	10/01/2022	WIDENING AND RESURFACING (RDWY)	\$885,392	\$53,736	\$0	\$53,736
Project Description: WIDENING RESURFACING AND INTERSECTION IMPROVEMENTS ON CR-64 FROM SR-181 TO MONTELUCIA WAY											
USES	1	STPSU 0219 (252)	100070859	RW	1.860	10/01/2022	WIDENING AND RESURFACING (RDWY)	\$885,392	\$831,655	\$0	\$831,655
Project Description: WIDENING RESURFACING AND INTERSECTION IMPROVEMENTS ON CR-64 FROM SR-181 TO MONTELUCIA WAY											
FT9C8	9	FT9C8 TR22()	100074978	TR	0.000	04/01/2022	UNCLASSIFIED	\$196,502	\$259,609	\$0	\$259,609
Project Description: SECTION 5307 TRANSIT CARES ACT BALDWIN CO COMM CAPITAL ROLLING STOCK (3 TRANSIT VANS)											
HP3	12	SPR-PART3 PLLL(023)	100075608	HP	0.000	10/01/2022	UNCLASSIFIED	\$13,965	\$13,965	\$7,446	\$6,519
Project Description: METROPOLITAN PLANNING ORANGE BEACH/LILLIAN FY-2023											
HP3	12	SPR-PART3 PLES(023)	100075612	HP	0.000	10/01/2022	UNCLASSIFIED	\$249,175	\$249,175	\$65,713	\$183,462
Project Description: METROPOLITAN PLANNING EASTERN SHORE FY-2023											
Sponsor: CITY OF DAPHNE											
Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
STTEE	8	TAPOA TA22 (930)	100074106	CN	0.000	12/15/2022	SIDEWALK	\$424,457	\$263,186	\$264	\$262,922
Project Description: SIDEWALK IMPROVEMENTS ON SR-42 (US-98) BETWEEN YACHT CLUB DRIVE AND MAIN STREET IN DAPHNE											
STTEL	8	TAPOA TA22 (930)	100074106	CN	0.000	12/15/2022	SIDEWALK	\$424,457	\$140,036	\$0	\$140,036
Project Description: SIDEWALK IMPROVEMENTS ON SR-42 (US-98) BETWEEN YACHT CLUB DRIVE AND MAIN STREET IN DAPHNE											
TA	5	TAPOA TA22 (930)	100074106	CN	0.000	12/15/2022	SIDEWALK	\$424,457	\$21,234	\$4,416	\$16,818
Project Description: SIDEWALK IMPROVEMENTS ON SR-42 (US-98) BETWEEN YACHT CLUB DRIVE AND MAIN STREET IN DAPHNE											
RAA2	12	ATRP2-02- 2022-171 ()	100074462	PE	0.000	09/01/2022	WIDENING AND RESURFACING (RDWY)	\$0	\$0	\$0	\$0
Project Description: WIDENING RESURFACING AND ADDING A CENTER LEFT TURN LANE ON SR-16 (US-90) FROM MT. AID BAPTIST CHURCH TO SR-181											
Sponsor: CITY OF FAIRHOPE											
Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
USES	1	STPOA 0220 (252)	100070858	CN	0.000	01/15/2022	TURN LANES	\$532,084	\$495,849	\$4,077	\$491,772
Project Description: TURN LANE CONSTRUCTION AND TRAFFIC SIGNAL UPGRADE ON CR-30 (GAYFER AVENUE) AT SR-42 (US-98) IN THE CITY OF FAIRHOPE											
USES1	1	STPOA 0220 (252)	100070858	CN	0.000	01/15/2022	TURN LANES	\$532,084	\$36,236	\$0	\$36,236

Annual Listing of Obligated Projects

Project Description: TURN LANE CONSTRUCTION AND TRAFFIC SIGNAL UPGRADE ON CR-30 (GAYFER AVENUE) AT SR-42 (US-98) IN THE CITY OF FAIRHOPE

USES	1	STPSU 0220 (256)	100070869	PE	0.000	05/01/2022	INTERSECTION IMPROVEMENTS	\$110,171	\$110,171	\$81,229	\$28,942
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Project Description: ROUNDABOUT AT NORTH SECTION STREET/SCENIC 98 (VETERANS DRIVE)/ MAIN STREET

FTA9C	9	FTA9C TR23()	100075819	TR	0.000	10/01/2022	UNCLASSIFIED	\$544,767	\$544,767	\$0	\$544,767
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Project Description: SECTION 5307 TRANSIT BALDWIN CO COMM CAPITAL CONSTRUCTION (FAIRHOPE SHELTER)

Sponsor: CITY OF SPANISH FORT

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
RAA2	12	ATRP2-02-2022-461 ()	100074454	PE	0.000	04/01/2022	TURN LANES	\$0	\$0	\$0	\$0

Project Description: WIDENING ON SR-225 FROM 2 LANES TO 3 LANES FROM OAKRIDGE DRIVE TO GENERAL CANBY BOULEVARD

Sponsor: TBD

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
TA	5	TAPNU TA21 (909)	100072669	CN	0.000	08/15/2022	SIDEWALK	\$227,920	\$6,727	\$0	\$6,727

Project Description: SIDEWALKS ON MAGNOLIA STREET FROM JUST SOUTH OF SR-16 (US-90) TO WEST RELHAM DRIVE

TA1	5	TAPNU TA21 (909)	100072669	CN	0.000	08/15/2022	SIDEWALK	\$227,920	\$221,193	\$0	\$221,193
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Project Description: SIDEWALKS ON MAGNOLIA STREET FROM JUST SOUTH OF SR-16 (US-90) TO WEST RELHAM DRIVE

IARA	7	IAR-002-000-008 ()	100072755	CN	0.325	11/15/2021	RESURFACING	\$0	\$0	\$0	\$0
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Project Description: WIDENING AND RESURFACING ON INDUSTRIAL PARK DRIVE FROM SR-59 TO CR-49 AND INTERSECTION IMPROVEMENTS INCLUDING TURN LANES AT THE INTERSECTION OF CR-49 AND INDUSTRIAL PARK DRIVE.

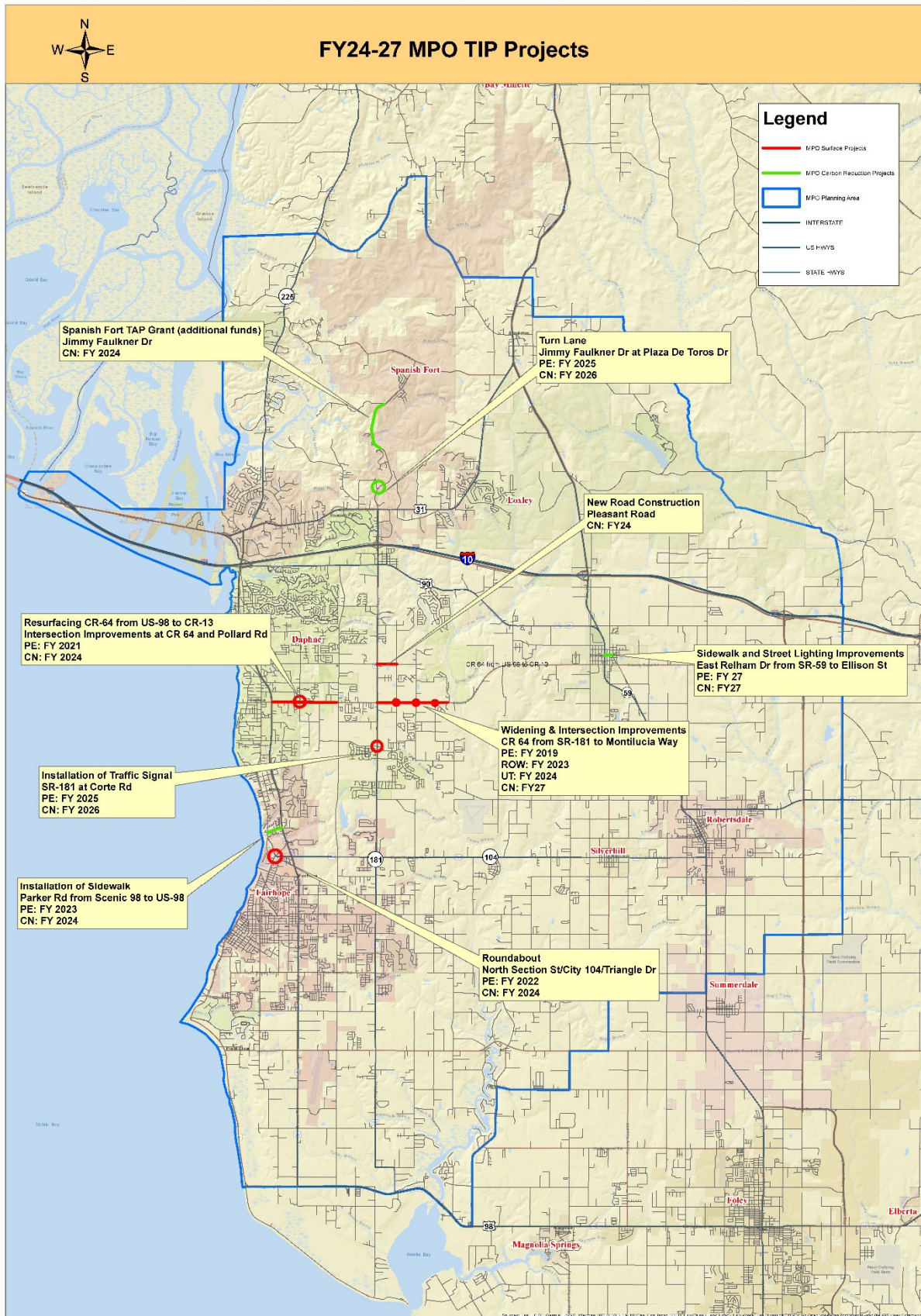
RAA2	12	ATRP2-02-2022-324 ()	100074965	CN	0.000	08/26/2022	INTERSECTION IMPROVEMENTS	\$0	\$0	\$0	\$0
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Project Description: INTERSECTION IMPROVEMENTS INCLUDING TRAFFIC SIGNALS AT SR-3 (US-31) AND BEDROCK BOULEVARD / FLORA DRIVE

FTA9C	9	FTA9C TR23()	100075820	TR	0.000	10/01/2022	UNCLASSIFIED	\$101,622	\$101,622	\$12,180	\$89,442
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Project Description: SECTION 5307 TRANSIT BALDWIN CO COMM CAPITAL CONSTRUCTION (LOXLEY SHELTER)

Map 2 – TIP Projects



Source: MPO Staff

APPENDIX A

ALDOT TIP FUNDING AND URBAN AVAILABILITY FUNDING REPORT

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

	2024	2025	2026	2027
Surface Transportation Attributable Projects				
Carryover From Previous Year (Federal Funds Only)				
Apportionment (Federal Funds Only)				
Funds Available to the MPO for Programming (Federal Funds Only)				
Estimated Cost of Planned Projects (Federal Funds Only)				
Balance Forward (Federal Funds Only)				
Other Surface Transportation Program Projects (includes Bridge projects not on NH System)				
Funds Available for Programming (Federal Funds Only)	\$125,476,363	\$125,476,363	\$125,476,363	\$125,476,363
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
National Highway Performance Program (APD, IM, Bridge projects on NH System)				
Funds Available for Programming (Federal Funds Only)	\$473,464,897	\$473,464,897	\$473,464,897	\$473,464,897
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the Tuscaloosa Area (Federal Funds Only)	0%	0%	0%	0%
Appalachian Highway System Projects				
State Funds Available for Programming (Total Funds)	\$37,652	\$37,652	\$37,652	\$37,652
MPO Area Estimated Cost of Planned Projects (Total Funds)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Total Funds)	0%	0%	0%	0%
Transportation Alternatives (Tables 5 & 8)				
Funds Available for Programming (Federal Funds Only)	\$15,903,966	\$15,903,966	\$15,903,966	\$15,903,966
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
State Funded Projects (Tables 7 & 10)				
Funds Available for Programming (State Funds Only)	\$25,500,000	\$25,500,000	\$25,500,000	\$25,500,000
MPO Area Estimated Cost of Planned Projects (Total Funds)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Total Funds)	0%	0%	0%	0%
Transit Projects				
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%

See most recent Urban Funds Report

Appendix A (Continued) – ALDOT TIP FUNDING

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

	2024	2025	2026	2027
Safety Projects including Railroad (Table 11)				
Funds Available for Programming (Federal Funds Only)	\$52,036,074	\$52,036,074	\$52,036,074	\$52,036,074
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
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)	\$196,303	\$196,303	\$196,303	\$196,303
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)	TBD	TBD	TBD	TBD
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)	TBD	TBD	TBD	TBD
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)	\$100,412	\$100,412	\$100,412	\$100,412
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%

See most recent AQ Funds Report

Appendix A – Urban Area Availability Funding Report

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URBAN AREA FUNDING AVAILABILITY REPORT

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URBAN AREA EASTERN SHORE

FEDERAL FUNDING ONLY

URBAN AREA FUNDING TYPE Surface Trans MPO

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

TOTALS FOR FISCAL YEAR 2013

Prior FY Carryover	\$0	Authorized Projects	\$0	Unobligated Balance	\$1,153,475
FY Apportionment	\$1,207,212	Planned Projects	\$0	Remaining Balance	\$1,153,475
FY Special Allocation	(\$53,736)	Total Project Funds	\$0		
Total Funds	\$1,153,475				

8/4/2023

TOTALS FOR FISCAL YEAR 2014

Prior FY Carryover	\$1,153,475	Authorized Projects	\$0	Unobligated Balance	\$2,361,297
FY Apportionment	\$1,207,822	Planned Projects	\$0	Remaining Balance	\$2,361,297
FY Special Allocation	\$0	Total Project Funds	\$0		
Total Funds	\$2,361,297				

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TOTALS FOR FISCAL YEAR 2015

Prior FY Carryover	\$2,361,297	Authorized Projects	\$0	Unobligated Balance	\$3,569,119
FY Apportionment	\$1,207,822	Planned Projects	\$0	Remaining Balance	\$3,569,119
FY Special Allocation	\$0	Total Project Funds	\$0		
Total Funds	\$3,569,119				

100064478	ADAPTIVE SIGNAL INSTALLATION ALONG SR-42 (US-98) IN BALDWIN COUNTY (28 INTERSECTIONS)	PE	\$239,883	12/01/2015	Completed	10/30/2015
100064487	ADAPTIVE SIGNAL INSTALLATION ALONG SR-42 (US-98) IN BALDWIN COUNTY (28 INTERSECTIONS)	CN	\$2,693,950	09/30/2016	Completed	7/29/2016
100064567	FOUR SIGNS DIRECTING I-10 MOTORISTS TO THE STATE VETERANS CEMETERY	CN	\$25,383	12/15/2015	Completed	11/18/2015
100064569	WIDENING AND RESURFACING ON CR-13 FROM SR-104 TO CR-48 AND FROM CR-64/CR-13 ROUNDABOUT TO OTTAWA DR.	PE	\$5,735	03/01/2016	Completed	1/28/2016
100064571	RESURFACING SCENIC 98 FROM NELSON DRIVE TO CR-1	PE	\$5,134	03/01/2016	Completed	2/16/2016
100064572	RESURFACING SCENIC 98 FROM NELSON DRIVE TO CR-1	CN	\$852,349	09/30/2016	Completed	9/6/2016
100064573	INTERSECTION IMPROVEMENTS TURNING LANES ON CR-13 AT SEHOY BLVD AND LONGUE VUE BLVD	PE	\$40,492	02/01/2016	Completed	12/16/2015
100065307	INTERSECTION IMPROVEMENTS - TURNING LANE ON SR-104 AT HIGBEE ROAD	PE	\$28,652	05/01/2016	Completed	4/12/2016
100065308	INTERSECTION IMPROVEMENTS - TURNING LANE ON SR-104 AT HIGBEE ROAD	CN	\$343,955	09/15/2016	Completed	9/9/2016

Appendix A (continued) – Urban Area Availability Funding Report

8/4/2023

URBAN AREA FUNDING AVAILABILITY REPORT

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URBAN AREA EASTERN SHORE

FEDERAL FUNDING ONLY

URBAN AREA FUNDING TYPE Surface Trans MPO

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
100065663	CONSTRUCT SIDEWALK ON GAYFER ROAD EXTENSION (CR-30) FROM BISHOP ROAD TO MEADOWBROOK DRIVE	PE	\$341	11/01/2016	Completed	9/22/2016
		TOTALS FOR FISCAL YEAR		2016		
	Prior FY Carryover	\$3,569,119	Authorized Projects	\$4,235,875	Unobligated Balance	\$588,979
	FY Apportionment	\$1,255,735	Planned Projects	\$0	Remaining Balance	\$588,979
	FY Special Allocation	\$0	Total Project Funds	\$4,235,875		
	Total Funds	\$4,824,854				
100061157	INTERSECTION IMPROVEMENTS - ROUNDABOUT AT CR-13 AND CR-30	CN	\$52,932	04/28/2017	Authorized	3/29/2017
100064570	WIDENING AND RESURFACING ON CR-13 FROM CR-48 TO SR-104 EXCEPTION AT NEW ROUNDABOUT AT CR-30 AND RESURFACING FROM NORTH OF CR-64/13 ROUNDABOUT TO OTTAWA DRIVE	CN	\$372,997	02/24/2017	Completed	1/26/2017
100064574	INTERSECTION IMPROVEMENTS TURNING LANES ON CR-13 AT SEHOY BLVD AND LONGUE VUE BLVD	CN	\$680,304	04/28/2017	Completed	4/6/2017
100065665	CONSTRUCT SIDEWALK ON GAYFER ROAD EXTENSION (CR-30) FROM BISHOP ROAD TO MEADOWBROOK DRIVE	CN	\$81,520	09/15/2017	Completed	8/7/2017
100065671	ADAPTIVE SIGNAL INSTALLATION ALONG SR-42 (US-98) IN BALDWIN COUNTY (28 INTERSECTIONS)	UT	\$271,586	01/01/2017	Completed	12/6/2016
100066432	INTERSECTION IMPROVEMENTS TURNING LANES ON CR-13 AT SEHOY BLVD AND LONGUE VUE BLVD	UT	\$11,408	04/01/2017	Completed	4/6/2017
		TOTALS FOR FISCAL YEAR		2017		
	Prior FY Carryover	\$588,979	Authorized Projects	\$1,470,748	Unobligated Balance	\$421,909
	FY Apportionment	\$1,303,678	Planned Projects	\$0	Remaining Balance	\$421,909
	FY Special Allocation	\$0	Total Project Funds	\$1,470,748		
	Total Funds	\$1,892,657				
100067311	BIKE/PEDESTRIAN PATH ALONG JIMMY FAULKNER DRIVE FROM PLAZA DE TOROS DRIVE TO TANAGER LANE IN SPANISH FORT	CN	\$101,493	10/15/2018	Completed	9/13/2018
		TOTALS FOR FISCAL YEAR		2018		
	Prior FY Carryover	\$421,909	Authorized Projects	\$101,493	Unobligated Balance	\$1,680,393
	FY Apportionment	\$1,359,977	Planned Projects	\$0	Remaining Balance	\$1,680,393
	FY Special Allocation	\$0	Total Project Funds	\$101,493		
	Total Funds	\$1,781,886				
100069294	CONSTRUCTION OF ROUNDABOUT AT THE INTERSECTION OF CR-13 AND CR-44	PE	\$50,000	06/01/2019	Authorized	5/7/2019

Appendix A (continued) – Urban Area Availability Funding Report

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URBAN AREA FUNDING AVAILABILITY REPORT

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URBAN AREA		EASTERN SHORE		FEDERAL FUNDING ONLY						
URBAN AREA FUNDING TYPE		Surface Trans MPO								
PROJECT NO	PROJECT DESCRIPTION			SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized		
100069347	WIDENING, RESURFACING AND INTERSECTION IMPROVEMENTS ON CR-64 FROM SR-181 TO MONTELUCCIA WAY			PE	\$428,000	08/01/2019	Authorized	6/14/2019		
				TOTALS FOR FISCAL YEAR		2019				
Prior FY Carryover		\$1,680,393	Authorized Projects	\$478,000		Unobligated Balance	\$2,619,753			
FY Apportionment		\$1,417,360	Planned Projects	\$0		Remaining Balance	\$2,619,753			
FY Special Allocation		\$0	Total Project Funds	\$478,000						
Total Funds		\$3,097,753								
100067784	INTERSECTION RELOCATION AND TRAFFIC SIGNAL INSTALLATION ON SR-16 (US-90) AT SR-59 IN LOXLEY			CN	\$223,674	05/29/2020	Authorized	4/16/2020		
100069345	TRAFFIC SIGNAL INSTALLATION AT THE INTERSECTION OF SR-42 (US-98) AND CR-34			CN	\$391,962	12/15/2019	Authorized	11/20/2019		
100070857	TURN LANE CONSTRUCTION AND TRAFFIC SIGNAL UPGRADE ON CR-30 (GAYFER AVENUE) AT SR-42 (US-98) IN THE CITY OF FAIRHOPE			PE	\$115,200	08/01/2020	Authorized	7/1/2020		
				TOTALS FOR FISCAL YEAR		2020				
Prior FY Carryover		\$2,619,753	Authorized Projects	\$730,836		Unobligated Balance	\$3,360,791			
FY Apportionment		\$1,471,874	Planned Projects	\$0		Remaining Balance	\$3,360,791			
FY Special Allocation		\$0	Total Project Funds	\$730,836						
Total Funds		\$4,091,627								
100070861	RESURFACING ON CR-64 FROM SR-42 (US-98) TO CR-13 AND INTERSECTION IMPROVEMENTS ON CR-64 AT POLLARD ROAD			PE	\$60,000	09/01/2021	Authorized	9/1/2021		
100071523	ACCESS MANAGEMENT ON SR-42 (US-98) FROM CR-64 TO VAN AVENUE IN THE CITY OF DAPHNE			PE	\$180,000	03/01/2021	Authorized	2/5/2021		
				TOTALS FOR FISCAL YEAR		2021				
Prior FY Carryover		\$3,360,791	Authorized Projects	\$240,000		Unobligated Balance	\$4,582,336			
FY Apportionment		\$1,461,545	Planned Projects	\$0		Remaining Balance	\$4,582,336			
FY Special Allocation		\$0	Total Project Funds	\$240,000						
Total Funds		\$4,822,336								
100069297	CONSTRUCTION OF ROUNDABOUT AT THE INTERSECTION OF CR-13 AND CR-44			CN	\$841,967	12/02/2022	Authorized	9/21/2022		
100070858	TURN LANE CONSTRUCTION AND TRAFFIC SIGNAL UPGRADE ON CR-30 (GAYFER AVENUE) AT SR-42 (US-98) IN THE CITY OF FAIRHOPE			CN	\$532,084	01/15/2022	Authorized	1/3/2022		
100070859	WIDENING, RESURFACING AND INTERSECTION IMPROVEMENTS ON CR-64 FROM SR-181 TO MONTELUCCIA WAY			RW	\$831,655	10/01/2022	Authorized	9/14/2022		

Appendix A (continued) – Urban Area Availability Funding Report

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URBAN AREA FUNDING AVAILABILITY REPORT

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URBAN AREA EASTERN SHORE

FEDERAL FUNDING ONLY

URBAN AREA FUNDING TYPE Surface Trans MPO

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
100070869	ROUNDBOUT AT NORTH SECTION STREET/SCENIC 98 (VETERANS DRIVE)/ MAIN STREET	PE	\$110,171	05/01/2022	Authorized	4/20/2022
		TOTALS FOR FISCAL YEAR		2022		
Prior FY Carryover		\$4,582,336	Authorized Projects	\$2,315,878	Unobligated Balance	\$3,866,503
FY Apportionment		\$1,600,045	Planned Projects	\$0	Remaining Balance	\$3,866,503
FY Special Allocation		\$0	Total Project Funds	\$2,315,878		
Total Funds		\$6,182,381				
100070862	RESURFACING ON CR-64 FROM SR-42 (US-98) TO CR-13 AND INTERSECTION IMPROVEMENTS ON CR-64 AT POLLARD ROAD	CN	\$1,022,059	08/15/2023	Planned	
100071524	ACCESS MANAGEMENT ON SR-42 (US-98) FROM CR-64 TO VAN AVENUE IN THE CITY OF DAPHNE	CN	\$1,797,506	08/15/2023	Planned	
100074885	PLEASANT ROAD EXTENSION FROM SR-181 TO RIGSBY ROAD	CN	\$930,162	08/15/2023	Planned	
		TOTALS FOR FISCAL YEAR		2023		
Prior FY Carryover		\$3,866,503	Authorized Projects	\$0	Unobligated Balance	\$5,498,549
FY Apportionment		\$1,632,046	Planned Projects	\$3,749,727	Remaining Balance	\$1,748,822
FY Special Allocation		\$0	Total Project Funds	\$3,749,727		
Total Funds		\$5,498,549				
100070870	ROUNDBOUT AT NORTH SECTION STREET/SCENIC 98 (VETERANS DRIVE)/ MAIN STREET	CN	\$1,282,542	10/15/2023	Planned	
		TOTALS FOR FISCAL YEAR		2024		
Prior FY Carryover		\$1,748,822	Authorized Projects	\$0	Unobligated Balance	\$3,380,868
FY Apportionment		\$1,632,046	Planned Projects	\$1,282,542	Remaining Balance	\$2,098,326
FY Special Allocation		\$0	Total Project Funds	\$1,282,542		
Total Funds		\$3,380,868				
100070860	WIDENING, RESURFACING AND INTERSECTION IMPROVEMENTS ON CR-64 FROM SR-181 TO MONTELUCCIA WAY	UT	\$1,296,168	10/01/2024	Planned	
		TOTALS FOR FISCAL YEAR		2025		
Prior FY Carryover		\$2,098,326	Authorized Projects	\$0	Unobligated Balance	\$3,730,372
FY Apportionment		\$1,632,046	Planned Projects	\$1,296,168	Remaining Balance	\$2,434,204
FY Special Allocation		\$0	Total Project Funds	\$1,296,168		
Total Funds		\$3,730,372				

Appendix A (continued) – Urban Area Availability Funding Report

8/4/2023

URBAN AREA FUNDING AVAILABILITY REPORT

Page 5 of 5

URBAN AREA EASTERN SHORE

FEDERAL FUNDING ONLY

URBAN AREA FUNDING TYPE Surface Trans MPO

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

TOTALS FOR FISCAL YEAR 2026

Prior FY Carryover	\$2,434,204	Authorized Projects	\$0	Unobligated Balance	\$4,066,250
FY Apportionment	\$1,632,046	Planned Projects	\$0	Remaining Balance	\$4,066,250
FY Special Allocation	\$0	Total Project Funds	\$0		
Total Funds	\$4,066,250				

100073407	WIDENING, RESURFACING AND INTERSECTION IMPROVEMENTS ON CR-64 FROM SR-181 TO MONTELUCCIA WAY	CN	\$4,370,539	11/06/2026	Planned	
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TOTALS FOR FISCAL YEAR 2027

Prior FY Carryover	\$4,066,250	Authorized Projects	\$0	Unobligated Balance	\$5,698,296
FY Apportionment	\$1,632,046	Planned Projects	\$4,370,539	Remaining Balance	\$1,327,757
FY Special Allocation	\$0	Total Project Funds	\$4,370,539		
Total Funds	\$5,698,296				

APPENDIX B

CERTIFICATION-TIP/STIP MOU

Certification Questions Statewide and Metropolitan Planning Organization Transportation Planning Process

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? - **Yes** [23 U.S.C. 134 (d)(1)(A) and (B); 49 U.S.C. 5303 (d); 23 C.F.R. 450.310 (b)]
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? - **N/A** [23 U.S.C. 134 (d)(2)(A), (B), & (C); 49 U.S.C. 5303 (d); 23 C.F.R. 450.310 (d)]
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? - **Yes** [23 C.F.R. 450.314]
4. Does the MPO boundary encompass the existing urbanized area and contiguous area expected to become urbanized within 20-year forecast period? - **Yes** [23 U.S.C. 134 (e)(2); 49 U.S.C. 5303 (e); 23 C.F.R. 450.312 (a)]
5. Did ALDOT send a copy of the boundary map to FHWA and FTA? - **Yes** [23 C.F.R. 450.312 (j)]
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)? - **N/A** [23 U.S.C. 134 (g)(2)]
7. Does the MPO planning process provide for consideration of the 10 planning factors? - **Yes** [23 U.S.C. 134 (h); 23 C.F.R. 450.306 (b)]
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? **-Yes** [23 U.S.C. 134 (i)(1); 23 C.F.R. 450.324 (c)]
 12. Has the MPO sent all updates/amendments of the LRTP to FHWA and FTA via the ALDOT's Local Transportation Bureau? **-Yes** [23 C.F.R. 450.324 (c)]
 13. Was the TIP developed in cooperation with the State and local transit operators? **-Yes** [23 U.S.C. 134 (j)(1)(A); 49 U.S.C. 5303 (a); 23 C.F.R. 450.326 (a)]
 14. Was the TIP updated at least every 4 years and approved by the MPO and the Governor? **-Yes** [23 U.S.C. 134 (j)(1)(D); 23 C.F.R. 450.326 (a)]
 15. Was the TIP financially constrained and did it include only revenues that could be reasonably expected? **-Yes** [23 U.S.C. 134 (j)(2)(B); 49 U.S.C. 5303 (j); 23 C.F.R. 450.326 (h)]
 16. Did the TIP contain a priority list of federally supported projects to be supported over the next four years? **-Yes** [23 U.S.C. 134 (j)(2)(A); 49 U.S.C. 5303 (j); 23 C.F.R. 450.326 (a)]
 17. Did the TIP contain all regionally significant projects, as defined by 23 C.F.R. 450.104? **-Yes** [23 U.S.C. 134 (j)(3)(B); 49 U.S.C. 5303 (j)(2); 23 C.F.R. 450.326 (d)]
 18. Was the TIP consistent with the LRTP? **-Yes** [23 U.S.C. 134 (j)(3)(C); 49 U.S.C. 5303 (j)(1); and 23 C.F.R. 450.326 (i)]

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? **-Yes** [23 C.F.R. 450.326 (n) (1)]
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? **-Yes** [23 U.S.C. 134 (j)(7)(B); 49 U.S.C. 5304 (j)(7); 23 C.F.R. 450.326 (b) and (n)]
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? **-Yes** [23 U.S.C. 134 (i)(6)(A) and (j)(4)]
22. Is the LRTP and TIP of the MPO published or otherwise readily available for public review? **-Yes** [23 U.S.C. 134 (i)(6) and (j)(7)(A)]
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? **-Yes** [23 C.F.R. 450.308 (c)]
24. Did the UPWP document planning activities to be funded with through Title 23 U.S.C. and the Federal Transit Act? **-Yes** [23 C.F.R. 450.308 (b)]
25. Were the transportation plans and programs of the MPO based on a continuing, comprehensive, and cooperative process? **-Yes** [23 U.S.C. 134 (c)(3), 49 U.S.C. 5303 (c)(3)]
26. If located in a Transportation Management Area, does the MPO have an up to date congestion management process? **-N/A** [23 U.S.C. 134 (k)(3)]
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? **-Yes** [23 C.F.R. 450.316 (a)]
28. Has the MPO recently reviewed its Public Participation Plan? **-Yes** [23 C.F.R. 450.316 (a)(1)(x)]
29. When the Public Participation Plan was adopted, was it made available for public review for at least 45 days? **-Yes** [23 C.F.R. 450.316(a)(3)]

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

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

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

1. Does the MPO have a signed Title VI policy statement expressing commitment to non-discrimination? - **Yes** [23 C.F.R. 200.9 (a)(1)]
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? **-Yes** [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. **-Yes** [23 C.F.R. 200.9 (b)(1); 49 C.F.R. 27.13]
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? **-Yes** [23 C.F.R. 200.9 (b)(3)]
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? **-Yes** [23 C.F.R. 200.9 (b)(4)]
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? **-Yes** [23 C.F.R. 200.9 (b)(6)]
7. Has the MPO participated in any recent Title VI training, either offered by the state, organized by the MPO, or some other form of training, in the past year? **-No**
8. Does the MPO have a signed Non Discrimination Agreement, including Title VI Assurances, with the State? **-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? **-Yes** [49 C.F.R. 27.7 (5)]
11. Does the MPO take appropriate steps to ensure its communications are available to persons with impaired vision and hearing? **-Yes** [49 C.F.R. 27.7 (6)(c)]
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? **-Yes. None received to-date.** [49 C.F.R. 27.121]
13. Have all the local governments included within the MPO's study area boundary completed an ADA Transition Plan? **-Yes. Table attached.** Please provide a table indicating the status of the transition plans and copy of the completed transition plans.

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

1. Does the MPO have an ALDOT approved DBE plan? **– Under the Baldwin County Commission.**
2. Does the MPO track DBE participation? **Tracked by the Baldwin County Commission.**
3. Does the MPO report actual payments to DBEs? **Reported by Baldwin County Commission.**
4. Does the MPO include the DBE policy statement in its boilerplate contract language for consultants and sub-consultants? **– Handled by Baldwin County Commission or Sponsoring Member Government.**

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

5. Has the MPO implemented an equal employment opportunity program? **– Under the Baldwin County Commission**

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.

MPO: Eastern Shore

	Local Government	ADA Coordinator or Local Contact (Position, Address, Phone, email)	Self Evaluation Status/ Updates	Status of Transition Plan	Plan Completion Date	Description	Certification Notes	Location of Plan	Website Address	Evaluation Date/Status
1	Baldwin County	Ron Cink County Administrator 312 Courthouse Square Bay Minette, AL 251 580-2550 ada.coordinator@baldwincoun tyal.gov	Baldwin County has evaluated all facilities in Public Right of Way and has begun making improvements based on the Highway Maintenance Schedule	Approved by the Baldwin County Commission	7/19/16, Amended 9/1/2018	Self evaluation and transition plan to include all facilities in public ROW	Plan includes schedule to remove all barriers	BCC Commission Offices, BCC Website	baldwincounyal.gov	02/27/2023: All barriers identified in the Plan have been addressed.
2	City of Fairhope	Richard Johnson 555 S. Section Street Fairhope, AL 36533 251-928-9003 Richard.Johnson@fairhopeal.gov	City of Fairhope has evaluated all facilities in Public Right of Way and has begun making improvements based on the schedule provided	Approved by the City of Fairhope	11/28/2016	Self evaluation and transition plan to include all facilities in public ROW	Plan includes schedule to remove all barriers	Clerks office, City Website	cofairhope.com	02/27/2023 Actively addressing barriers found in analysis.
3	City of Daphne	William Eringman P.O. Box 400 Daphne, AL 36526 251-621-3182 werringman@daphneal.com	City of Daphne has evaluated all facilities in Public Right of Way and has begun making improvements based on the schedule provided	Approved by the City of Daphne	5/1/2016	Self evaluation and transition plan to include all facilities in public ROW	Plan includes schedule to remove all barriers	Public Works, City Hall, City Website	daphneal.com	02/27/2023 Actively addressing barriers found in analysis.
4	City of Spanish Fort	Rebecca Gaynes 7361 Spanish Fort Boulevard Spanish Fort, AL 36527 251-626-4884 buildingofficial@cityofspanishfort.com	City of Spanish Fort has evaluated all facilities in Public Right of Way and has begun making improvements based on the schedule provided	Approved by the City of Spanish Fort	7/18/2016	Self evaluation and transition plan to include all facilities in public ROW	Plan includes schedule to remove all barriers	Clerks office, City Website	cityofspanishfort.com	02/27/2023 Actively addressing barriers found in analysis.
5	City of Loxley	Robert Davis P.O.Box 9 Loxley, AL 36551 251-964-5162 rdavis@townofloxley.org	City of Loxley has evaluated all facilities in Public Right of Way and has begun making improvements based on the schedule provided	Approved by the Town of Loxley	7/20/2016	Self evaluation and transition plan to include all facilities in public ROW	Plan includes schedule to remove all barriers	City Hall	townofloxley.org	02/27/2023 Actively addressing barriers found in analysis.

Appendix B (Continued) – MPO Self-Certification

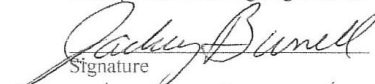
METROPOLITAN TRANSPORTATION PLANNING SELF-CERTIFICATION

The Alabama Department of Transportation and the Eastern Shore Metropolitan Planning Organization for the Daphne-Fairhope 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.

Eastern Shore MPO

Metropolitan Planning Organization


Signature

Jack Burrell
Printed Name

Chairman
Title

5/17/2023
Date

Alabama

State Department of Transportation


Signature

John R. Cooper
Printed Name

Transportation Director
Title

Date

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 Modification¹** 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. **Amendment¹** 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.


Division Administrator
Federal Highway Administration

02-13-2023
Date


Regional Administrator
Federal Transit Administration

03-15-2023
Date


Transportation Director
Alabama Department of Transportation

02-02-2023
Date

APPENDIX C

TERMS AND ACRONYMS

3-C	Comprehensive, Cooperative, and Continuing
ADA	Americans with Disabilities Act
ADEM	Alabama Department of Environmental Management
ALDOT	Alabama Department of Transportation
APA	American Planning Association
AQ	Air Quality
BPAC	Bicycle and Pedestrian Advisory Committee
CAC	Citizen Advisory Committee
CAD	Computer Aided Design
CFR	Code of Federal Regulations
COOP	Continuity of Operations Plan
DBE	Disadvantaged Business Enterprise
DRI	Developments of Regional Impact
DOT	Department of Transportation
EPA	Environmental Protection Agency
ESRI	Environmental Scientific Research Institute
ETS	Environmental Technical Section
FAS	Federal Aid System
FAST Act	Fixing America's Surface Transportation Act
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information System
GHG	Greenhouse Gases
ITS	Intelligent Transportation System
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization

MOVES	Motor Vehicle Emission Simulator
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act of 1969
NHS	National Highway System
O₃	Ozone
PL	Planning Funds
PM 2.5	Particulate Matter 2.5 - Pollution in the form of tiny particles or droplets in the air that are two and one half microns or less in width.
PPP	Public Participation Plan (or Process depending on use)
ROD	Record of Decision
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy of Users
SIP	Statewide Implementation Plan
SPR	State Planning and Research
STIP	Statewide Transportation Improvement Program
TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program
TAZ	Traffic Analysis Zone
TEA-21	Transportation Equity Act for the 21st Century
TDP	Transit Development Plan
TIP	Transportation Improvement Program
TSM	Transportation System Management
UPWP	Unified Planning Work Program
USC	United States Code

APPENDIX D

LIVABILITY INDICATORS

1. Percentage of LRTP projects that contain bicycle and pedestrian elements, excluding transit projects.

- Approximately 30%

2. Percentage of transportation investment from the Long Range Transportation Plan (LRTP) dedicated to enhancing accessibility of existing transportation facilities.

- Approximately 50%

3. Percentage of household income spent on housing and transportation.

Transportation Costs as a Percentage of Income*					
	ESMPO	Average AL MPOs	Lake-Sumter (FL) MPO	Midland-Odessa (TX) MPO	Fargo-Moorhead (ND) MPO
Minimum:	28.8%	27.0%	26.9%	24.2%	22.2%
Average:	31.1%	33.4%	30.3%	29.6%	28.4%
Maximum:	34.5%	45.9%	39.8%	38.4%	37.2%

*Household Transportation Costs are calculated as the sum of Auto Ownership Costs, Auto Use Costs, and Public Transit Costs. Dividing these costs by the representative income illustrates the Cost Burden placed on a Typical Household by Transportation Costs.

Housing Costs as a Percentage of Income*					
	ESMPO	Average AL MPOs	Lake-Sumter (FL) MPO	Midland-Odessa (TX) MPO	Fargo-Moorhead (ND) MPO
Minimum:	11.4%	8.1%	8.2%	6.8%	10.7%
Average:	25.1%	22.7%	19.0%	18.5%	23.1%
Maximum:	36.9%	48.7%	49.1%	39.2%	55.8%

*Housing Costs factored as a percent of income has widely been utilized as a measure of affordability. Traditionally, a home is considered affordable when the costs consume no more than 30% of household income.

Housing + Transp. Costs as a Percentage of Income*					
	ESMPO	Average AL MPOs	Lake-Sumter (FL) MPO	Midland-Odessa (TX) MPO	Fargo-Moorhead (ND) MPO
Minimum:	45.3%	37.5%	35.7%	32.0%	33.8%
Average:	56.2%	56.1%	49.3%	48.1%	51.5%
Maximum:	66.8%	84.6%	80.7%	71.3%	88.0%

*H+T has been developed as a more complete measure of affordability beyond the standard method of assessing only Housing Costs. By taking into account both the cost of housing as well as the cost of transportation associated with the location of the home, H+T provides the true cost of housing decisions. Dividing these costs by the representative income illustrates the Cost Burden placed on a Typical Household by combined H+T expenses.

(Data derived from the Center for Neighborhood Technology, Housing + Transportation Affordability Index, available at <http://htaindex.cnt.org/>)

4. Percentage of Workforce Commuting to Work by Bike

Percentage of Workforce Commuting to Work by Bike *	
	Percent Workforce:
Percent by Bike:	0.64%
Percent Males by Bike:	0.37%
Percent Females by Bike:	0.27%

*Data collected from the American Communities Survey at the census tract level. Percentages include data from all census tracts that intersect the MPO Planning Area.

(Data derived from the U.S. Census Bureau's American Community Survey, available at <http://factfinder2.census.gov/>)

5. Percentage of Workforce Walking to Work

Percentage of Workforce Walking to Work*	
	Percent Workforce:
Percent Walking:	0.84%
Percent Males Walking:	0.32%
Percent Females Walking:	0.52%

*Data collected from the American Communities Survey at the census tract level. Percentages include data from all census tracts that intersect the MPO Planning Area.

(Data derived from the U.S. Census Bureau's American Community Survey, available at <http://factfinder2.census.gov/>)

6. Percentage of Workforce Utilizing Public Transit

Percentage of Workforce Commuting to Work on Public Transit*	
	Percent Workforce:
Percent Walking:	0.26%
Percent Males Walking:	0.03%
Percent Females Walking:	0.24%

*Data collected from the American Communities Survey at the census tract level. Percentages include data from all census tracts that intersect the MPO Planning Area.

(Data derived from the U.S. Census Bureau's American Community Survey, available at <http://factfinder2.census.gov/>)

7. Percentage of jobs and housing located within one-half (1/2) mile of transit service.

Percentage Jobs and Housing within One-half (1/2) Mile of Transit Service		
	For Work Trips*	For Day Trips**
Housing:	100.0%	100.0%
Jobs:	100.0%	100.0%

*Represent the number of jobs or homes in a census block within one-half mile of a transit route that operates on a schedule that would allow a passenger to arrive at work by 8 AM and depart from work after 5 PM.

**The Baldwin Rural Area Transit Service (BRATS) operates a demand response system that can provide rides from any home or business in the planning area to any other home or business in the planning area during any business day. However, these rides must be scheduled in advance and are limited to only one or two pick-up or drop-off times in a given day. These demand response routes do not offer sufficient flexibility to service individuals desiring to commute to work.

(Data provided by Baldwin Rural Area Transportation System administrative offices)

8. Percent of workforce living within twenty-four (24) miles or less from primary job.

Percentage of Workforce with 24 Miles of Primary Job	
	Percent Workforce:
Less than 10 Miles:	34.1%
10 to 24 Miles:	49.9%
Total within 24 Miles:	84.0%

(Data derived from the U.S. Census Bureau's On the Map Application, available at <http://lehdmap.ces.census.gov>)

APPENDIX E

PUBLIC NOTICES AND MEETING MINUTES

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION

FOR IMMEDIATE RELEASE:

June 2, 2023

CONTACT:

Sarah Hart Sislak, MPO Coordinator
(251) 990-4643

PUBLIC NOTICE

Eastern Shore Metropolitan Planning Organization

REQUEST FOR PUBLIC COMMENTS REGARDING THE PROPOSED DRAFT FISCAL YEAR 2024 UNIFIED PLANNING WORK PROGRAM (UPWP) AND DRAFT FISCAL YEAR 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Eastern Shore Metropolitan Planning Organization (ESMPO) has prepared the Draft FY 2024 UPWP and Draft FY 2024-2027 TIP for review by the MPO Policy Board in July 2023.

The UPWP is the planning and administrative budget of the MPO and details the federally funded transportation planning activities to be undertaken in the Eastern Shore Urbanized Area in FY 2024 by the Alabama Department of Transportation (ALDOT) and the Eastern Shore MPO.

The TIP is the four-year transportation plan which includes projects to be authorized during FY 2024-2027.

The Draft FY 2024 UPWP and Draft FY 2024-2027 TIP will be available for review at the locations listed below from June 6th through July 6th. The document may also be viewed on the ESMPO website, www.easternshorempo.org.

The MPO would like input from the public and welcomes written comments during this time. Comment forms will be available at each of the following locations:

Daphne

City Hall, Clerk's Office
Public Library

Fairhope

Baldwin County Fairhope Satellite Courthouse, Commission Office
Eastern Shore Chamber of Commerce
City Hall, Clerk's Office
Public Library

Loxley

Town Hall, Clerk's Office
Public Library

Spanish Fort

City Hall, Clerk's Office and Public Library

Robertsdale

BRATS Hub and Headquarters

Baldwin County Central Annex II, Highway Department

Central Baldwin Chamber of Commerce

Baldwin County Central Annex, Commission Office

Robertsdale Public Library

Silverhill

Town Hall

Mobile

Alabama DOT, Division Engineer's Office

Written comments may be submitted as follows:

U.S. Mail or Hand Delivery:

Eastern Shore Metropolitan Planning Organization

c/o P.O Box 220

Silverhill, Alabama 36576

Email:

coordinator@easternshorempo.org

MPO Staff will be hosting two Public Meetings regarding the Draft FY24-27 TIP document:

Daphne

City Hall, Council Chambers

June 20, 2023; 3-4:45 PM

Loxley

City Hall, Council Chambers

June 22, 2023; 5-7 PM

Additional information regarding these documents may be obtained by contacting the MPO Coordinator, Sarah Hart Sislak, at (251) 990-4643 or shart@baldwincountyal.gov or by visiting our website at www.easternshorempo.org.

Public participation is solicited without regard to race, color, national origin, sex, age, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or those requiring language translation services should contact the Eastern Shore MPO at 251-990-4643.

Asistencia de idiomas está disponible poniéndose en contacto con personal de la MPO en coordinator@easternshorempo.org

Appendix E (Continued) – Public Notice for Final FY24-27 TIP

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION

FOR IMMEDIATE RELEASE:

August 9, 2023

CONTACT:

Sarah Hart Sislak, MPO Coordinator
(251) 990-4643

PUBLIC NOTICE

Eastern Shore Metropolitan Planning Organization

REQUEST FOR PUBLIC COMMENTS REGARDING THE PROPOSED FINAL FISCAL YEAR 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Eastern Shore Metropolitan Planning Organization (ESMPO) has prepared the Final FY 2024-2027 TIP for review by the MPO Policy Board in September 2023.

The TIP is the four-year transportation plan which includes projects to be authorized during FY 2024-2027.

The Final FY 2024-2027 TIP will be available for review at the locations listed below from August 15th through August 29th. The document may also be viewed on the ESMPO website, www.easternshorempo.org.

The MPO would like input from the public and welcomes written comments during this time. Comment forms will be available at each of the following locations:

Daphne

City Hall, Clerk's Office
Public Library

Fairhope

Baldwin County Fairhope Satellite Courthouse, Commission Office
Eastern Shore Chamber of Commerce
City Hall, Clerk's Office
Public Library

Loxley

City Hall, Clerk's Office
Public Library

Spanish Fort

City Hall, Clerk's Office and Public Library

Robertsdale

BRATS Hub and Headquarters
Baldwin County Central Annex II, Highway Department
Central Baldwin Chamber of Commerce
Baldwin County Central Annex, Commission Office
Robertsdale Public Library

Silverhill
Town Hall

Mobile
Alabama DOT, Division Engineer's Office

Written comments may be submitted as follows:

U.S. Mail or Hand Delivery:
Eastern Shore Metropolitan Planning Organization
c/o P.O Box 220
Silverhill, Alabama 36576

Email:
coordinator@easternshorempo.org

MPO Staff will be hosting two Public Meetings regarding the Final FY24-27 TIP document:

Spanish Fort
City Hall, Council Chambers
August 22, 2023; 3-5 PM

Fairhope
Baldwin County Fairhope Satellite Courthouse, Conference Room, 2nd Floor
August 24, 2023; 5-7 PM

Additional information regarding these documents may be obtained by contacting the MPO Coordinator, Sarah Hart Sislak, at (251) 990-4643 or shart@baldwincountyal.gov or by visiting our website at www.easternshorempo.org.

Public participation is solicited without regard to race, color, national origin, sex, age, religion, or disability. Persons who require special accommodations under the Americans with Disabilities Act or those requiring language translation services should contact the Eastern Shore MPO at 251-990-4643.

Asistencia de idiomas está disponible poniéndose en contacto con personal de la MPO en coordinator@easternshorempo.org

Appendix E (Continued) – Public Notice for Final FY24-27 TIP

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION

FOR IMMEDIATE RELEASE:

August 28, 2023

CONTACT:

Sarah Hart Sislak, MPO Coordinator
(251) 990-4643

PUBLIC NOTICE

Eastern Shore Metropolitan Planning Organization

FINAL FISCAL YEAR 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PUBLIC COMMENT PERIOD EXTENDED

The Eastern Shore Metropolitan Planning Organization (ESMPO) has prepared the Final FY 2024-2027 TIP for review by the MPO Policy Board in September 2023.

The TIP is the four-year transportation plan which includes projects to be authorized during FY 2024-2027.

The Final FY 2024-2027 TIP will be available for review at the locations listed below through September 14, 2023. The document may also be viewed on the ESMPO website, easternshorempo.org.

The MPO would like input from the public and welcomes written comments during this time. Comment forms will be available at each of the following locations:

Daphne

City Hall, Clerk's Office
Public Library

Fairhope

Baldwin County Fairhope Satellite Courthouse, Commission Office
Eastern Shore Chamber of Commerce
City Hall, Clerk's Office
Public Library

Loxley

City Hall, Clerk's Office
Public Library

Spanish Fort

City Hall, Clerk's Office and Public Library

Robertsdale

BRATS Hub and Headquarters
Baldwin County Central Annex II, Highway Department
Central Baldwin Chamber of Commerce
Baldwin County Central Annex, Commission Office
Robertsdale Public Library

Silverhill

Town Hall

Mobile

Alabama DOT, Region Engineer's Office

Written comments may be submitted as follows:

U.S. Mail or Hand Delivery:

Eastern Shore Metropolitan Planning Organization
c/o P.O Box 220
Silverhill, Alabama 36576

Email:

coordinator@easternshorempo.org

MPO Staff will host an additional Public Meeting regarding the Final FY24-27 TIP document:

Public Meeting

September 14th, 2023; 4-6 PM

Fairhope Civic Center, *Council Chambers*

Additional information regarding these documents may be obtained by contacting the MPO Coordinator, Sarah Hart Sislak, at (251) 990-4643 or shart@baldwincountyal.gov or by visiting our website at www.easternshorempo.org.

Public participation is solicited without regard to race, color, national origin, sex, age, religion, or disability. Persons who require special accommodations under the Americans with Disabilities Act or those requiring language translation services should contact the Eastern Shore MPO at 251-990-4643.

Asistencia de idiomas está disponible poniéndose en contacto con personal de la MPO en coordinator@easternshorempo.org

APPENDIX F

ALABAMA PERFORMANCE MANAGEMENT AGREEMENT

21-03416

UT-100071964

SPR-PART3-PLS(022)

Daphne

JOINT AGREEMENT

BETWEEN

THE EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION,

THE BALDWIN REGIONAL AREA TRANSIT SYSTEM,

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 Eastern Shore Metropolitan Planning Organization, hereinafter referred to as MPO, and the Baldwin Regional Area Transit System, 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 reviewed 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: Sarah Hart Sisk

Title: MPO Coordinator

MPO: Eastern Shore

BY: Jacky Bunell

Title: Chairman

ATTEST:

By: Sarah Hart Sisk

Title: MPO Coordinator

TRANSIT AGENCY: BRATS

BY: Anna Simpson

Title: Director

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

By: William F. Patty ^(ICR)
William F. Patty
Chief Counsel, Legal Bureau

RECOMMENDED FOR APPROVAL:

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

Edward N. Austin
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 27th day of
December, 2021.

Kay Ivey
Kay Ivey
Governor, State of Alabama

EASTERN SHORE METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 2022-01

**Authorizing Policy Board Chairperson to Execute
Performance Measures Agreement**

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

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

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

WHEREAS, the Alabama Department of Transportation (ALDOT) and the Federal Highway Administration (FHWA) have requested MPO's execute an agreement regarding Performance Measures related activities; now

THEREFORE, BE IT RESOLVED that the Eastern Shore Metropolitan Planning Organization hereby authorizes the Chairperson to sign and execute the Performance Measures Agreement on behalf of the ESMPO Policy Board.

The foregoing resolution was adopted and approved on the 27th day of October 2021, by the Eastern Shore Metropolitan Planning Organization Policy Board.

 Date: 10/27/21
Jack Burrell, Chairperson

ATTEST:

 Date: 10/27/21

STD CONTRACT EXHIBITS

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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.

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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

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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

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- 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

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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.

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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.

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- 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.

STD CONTRACT EXHIBITS

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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.

21-03416

ALABAMA DEPARTMENT OF TRANSPORTATION
LOCAL TRANSPORTATION BUREAU
ROUTING SLIP

Telephone: 334-242-6028

Fax: 334-353-6550

DATE: December 10, 2021

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

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

RE: Eastern Shore MPO Joint Agreement

ACTION TO BE TAKEN:

☐ Execute and Return
☐ Signature/Approval

Clay
CPL

Director's Signature
Chief Engineer's Signature

REMARKS:



Eastern Shore MPO Joint Agreement:

SPR-PART3-PLES(022) UT- 100071964

This is an MPO project number used to track non-project agreements related to the MPOs program in the **City of Daphne**

* Please sign & Forward to the Director's & the Governor's Office for Signatures.

* After the Governor's signature, please return to Local Transportation (Attn: Nancy Koontz) for Distribution.



APPENDIX G

PUBLIC COMMENTS

Final FY24-27 TIP Comment Form

The Transportation Improvement Program (TIP) is the four-year transportation plan which includes projects to be authorized during FY 2024-2027.

Name *

Ron Mattingly

Address *

541 Boulder Creek Ave Fairhope Al

Phone #

Email *

rmatting@aol.com

Interest in the Eastern Shore MPO?

☒ Property Owner☐ Business Owner☐ Public Official☐ Other:

Please provide comments concerning the Final FY24-27 TIP *

This comment is regarding ADDITIONAL LANES ON SR-181 FROM CR-32 TO SR-104, ST-002-181-012. The current plans for expanding SR-181 south of CR-104 as proposed in the 2024-2027 STIP will encroach on my neighborhood in the Stone Creek Subdivision in Fairhope. Based on the plans that have been made available, expanding the road eastward (as is currently proposed) will bring SR-181 into this subdivision. Not only will this increase noise and exhaust pollution in the neighborhood, but will also require ALDOT to purchase and demolish a home in our development, our entryway, and our cul de sac, which we use as a gathering point for many outdoor events. Additionally, many homes will now have backyards uncomfortably (and unsafely) close to the busy highway, not to mention the home and property values of everyone in the neighborhood will suffer due to the closer proximity to the road. These consequences are likely due to the fact that the study conducted to support the expansion of the road was completed nearly 20 years ago when our neighborhood had not been fully developed and the impact would not have been this severe. Please consider the very personal and specific impact to this community and reevaluate the direction and path of the roadway to spare this neighborhood, especially given that westward expansion would take the road through the large vacant lot across the road from our neighborhood.

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Google Forms

Final FY24-27 TIP Comment Form

The Transportation Improvement Program (TIP) is the four-year transportation plan which includes projects to be authorized during FY 2024-2027.

Name *

Greg Carithers

Address *

476 Boulder Creek Avenue, Fairhope, AL 36532

Phone #

251-490-7001

Email *

gvcarithers@gmail.com

Interest in the Eastern Shore MPO?

☒ Property Owner☐ Business Owner☐ Public Official☐ Other:

Please provide comments concerning the Final FY24-27 TIP *

This comment is regarding ADDITIONAL LANES ON SR-181 FROM CR-32 TO SR-104, Project ID (ST-002-181-012). The current plans for expanding SR-181 South of CR-104 as proposed in the 2024-2027 STIP will encroach on my neighborhood in the Stone Creek Subdivision in Fairhope. Based on the plans that have been made available, expanding the road Eastward (as is currently proposed) will bring SR-181 into this subdivision. The current ALDOT plans will encroach into our Stone Creek neighborhood, remove our entryway fountain, claim the home of one neighbor, eliminate a cul-de-sac, bring all of Wentworth Avenue significantly closer to the road, and increase noise pollution in our neighborhood. These consequences are likely due to the fact that the environmental study conducted to support the expansion of the road was completed nearly 20 years ago, when our neighborhood had not been fully developed and the impact would not have been this severe.

We request ALDOT change current plans and move SR-181 highway, utility easement and Cowpen Creek bridge, Westward in front of the Stone Creek subdivision. The SR-181 highway could be shifted West, to the vacant former dirt pit across the street which is currently up for sale. Please reconsider the current SR-181 plan in front of the Stone Creek subdivision and relocate SR-181 to the West.

Thank You,

Greg Carithers

President of Stone Creek POA

.....

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Final FY24-27 TIP Comment Form

The Transportation Improvement Program (TIP) is the four-year transportation plan which includes projects to be authorized during FY 2024-2027.

Name *

Carlie

Address *

225 Stone Creek Blvd

Phone #

Email *

Cbronzino@gmail.com

Interest in the Eastern Shore MPO?

☒ Property Owner☐ Business Owner☐ Public Official☐ Other:

Please provide comments concerning the Final FY24-27 TIP *

This comment is regarding ADDITIONAL LANES ON SR-181 FROM CR-32 TO SR-104, ST-002-181-012. The current plans for expanding SR-181 south of CR-104 as proposed in the 2024-2027 STIP will encroach on my neighborhood in the Stone Creek Subdivision in Fairhope. Based on the plans that have been made available, expanding the road eastward (as is currently proposed) will bring SR-181 into this subdivision. Not only will this increase noise and exhaust pollution in the neighborhood, but will also require ALDOT to purchase and demolish a home in our development, our entryway, and our cul de sac, which we use as a gathering point for many outdoor events. Additionally, many homes will now have backyards uncomfortably (and unsafely) close to the busy highway, not to mention the home and property values of everyone in the neighborhood will suffer due to the closer proximity to the road. These consequences are likely due to the fact that the study conducted to support the expansion of the road was completed nearly 20 years ago when our neighborhood had not been fully developed and the impact would not have been this severe. Please consider the very personal and specific impact to this community and reevaluate the direction and path of the roadway to spare this neighborhood, especially given that westward expansion would take the road through the large vacant lot across the road from our neighborhood.

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Final FY24-27 TIP Comment Form

The Transportation Improvement Program (TIP) is the four-year transportation plan which includes projects to be authorized during FY 2024-2027.

Name *

Justin Jennings

Address *

487 Boulder Creek Ave, Fairhope, AL 36532

Phone #

2515103039

Email *

justin.s.jennings@gmail.com

Interest in the Eastern Shore MPO?

☒ Property Owner☐ Business Owner☐ Public Official☐ Other:

Please provide comments concerning the Final FY24-27 TIP *

This comment is regarding ADDITIONAL LANES ON SR-181 FROM CR-32 TO SR-104, ST-002-181-012. The current plans for expanding SR-181 south of CR-104 as proposed in the 2024-2027 STIP will encroach on my neighborhood in the Stone Creek Subdivision in Fairhope. Based on the plans that have been made available, expanding the road eastward (as is currently proposed) will bring SR-181 into this subdivision. Not only will this increase noise and exhaust pollution in the neighborhood, but will also require ALDOT to purchase and demolish a home in our development, our entryway, and our cul de sac, which we use as a gathering point for many outdoor events. Additionally, many homes will now have backyards uncomfortably (and unsafely) close to the busy highway, not to mention the home and property values of everyone in the neighborhood will suffer due to the closer proximity to the road. These consequences are likely due to the fact that the study conducted to support the expansion of the road was completed nearly 20 years ago when our neighborhood had not been fully developed and the impact would not have been this severe. Please consider the very personal and specific impact to this community and reevaluate the direction and path of the roadway to spare this neighborhood, especially given that westward expansion would take the road through the large vacant lot across the road from our neighborhood.

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Final FY24-27 TIP Comment Form

The Transportation Improvement Program (TIP) is the four-year transportation plan which includes projects to be authorized during FY 2024-2027.

Name *

Andy Kaiser

Address *

240 Wentworth Street, Fairhope, AL

Phone #

2514015553

Email *

andyk@bellsouth.net

Interest in the Eastern Shore MPO?

☒ Property Owner☐ Business Owner☐ Public Official☐ Other:

Please provide comments concerning the Final FY24-27 TIP *

STONE CREEK

"This comment is regarding ADDITIONAL LANES ON SR-181 FROM CR-32 TO SR-104, ST-002-181-012. The current plans for expanding SR-181 south of CR-104 as proposed in the 2024-2027 STIP will encroach on my neighborhood in the Stone Creek Subdivision in Fairhope. Based on the plans that have been made available, expanding the road eastward (as is currently proposed) will bring SR-181 into this subdivision. Not only will this increase noise and exhaust pollution in the neighborhood, but will also require ALDOT to purchase and demolish a home in our development, our entryway, and our cul de sac, which we use as a gathering point for many outdoor events. Additionally, many homes will now have backyards uncomfortably (and unsafely) close to the busy highway, not to mention the home and property values of everyone in the neighborhood will suffer due to the closer proximity to the road. These consequences are likely due to the fact that the study conducted to support the expansion of the road was completed nearly 20 years ago when our neighborhood had not been fully developed and the impact would not have been this severe. Please consider the very personal and specific impact to this community and reevaluate the direction and path of the roadway to spare this neighborhood, especially given that westward expansion would take the road through the large vacant lot across the road from our neighborhood."

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Final FY24-27 TIP Comment Form

The Transportation Improvement Program (TIP) is the four-year transportation plan which includes projects to be authorized during FY 2024-2027.

Name *

Mike & Ginger Finesilver

Address *

236 Wentworth St, Fairhope AL

Phone #

303-883-0850

Email *

ginger@mikefinesilver.com

Interest in the Eastern Shore MPO?

☒ Property Owner☐ Business Owner☐ Public Official☐ Other:

Please provide comments concerning the Final FY24-27 TIP *

This comment is regarding ADDITIONAL LANES ON SR-181 FROM CR-32 TO SR-104, ST-002-181-012. The current plans for expanding SR-181 south of CR-104 as proposed in the 2024-2027 STIP will encroach on my neighborhood in the Stone Creek Subdivision in Fairhope. Based on the plans that have been made available, expanding the road eastward (as is currently proposed) will bring SR-181 into this subdivision. Not only will this increase noise and exhaust pollution in the neighborhood, but will also require ALDOT to purchase and demolish at least one home in our development, our entryway, retention pond and our cul de sac, which we use as a gathering point for many outdoor events. Additionally, many homes will now have backyards uncomfortably (and unsafely) close to the busy highway, not to mention the home and property values of everyone in the neighborhood will suffer due to the closer proximity to the road. These consequences are likely due to the fact that the study conducted to support the expansion of the road was completed nearly 20 years ago when our neighborhood had not been fully developed and the impact would not have been this severe. Please note that the property directly across SR-181 to the west, owned by Floyd Childress is currently on the market for sale. Our neighborhood would appreciate your consideration with the very personal and specific impact to this community and reevaluate the direction and path of the roadway to spare this neighborhood, especially given that westward expansion would take the road through the large vacant lot across the road from our neighborhood.

Thank you for your consideration

Mike and Ginger Finesilver
236 Wentworth Street
Fairhope, AL., 36532

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Google Forms

Final FY24-27 TIP Comment Form

The Transportation Improvement Program (TIP) is the four-year transportation plan which includes projects to be authorized during FY 2024-2027.

Name *

Jen thomas

Address *

544 Boulder creek ave

Phone #

Email *

Jac801@jagmail.southalabama.edu

Interest in the Eastern Shore MPO?

☒ Property Owner

☐ Business Owner

☐ Public Official

☐ Other:

Please provide comments concerning the Final FY24-27 TIP *

The expansion would not solve any issues for mandatory evacuation as even if completed would only lead to stagnant traffic as approached I10 and I65! Furthermore, the environmental impact study was conducted many years ago prior to homes being built.

Fairhope has allowed too much expansion and growth and this City is losing what it was once known for!

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Final FY24-27 TIP Comment Form

The Transportation Improvement Program (TIP) is the four-year transportation plan which includes projects to be authorized during FY 2024-2027.

Name *

Rhett Walker

Address *

448 Olde Lodge Blvd

Phone #

251-510-36988

Email *

rhettwalker@gmail.com

Interest in the Eastern Shore MPO?

☒ Property Owner☐ Business Owner☐ Public Official☐ Other:

Please provide comments concerning the Final FY24-27 TIP *

This comment is regarding ADDITIONAL LANES ON SR-181 FROM CR-32 TO SR-104, ST-002-181-012. The current plans for expanding SR-181 south of CR-104 as proposed in the 2024-2027 STIP will encroach on my neighborhood in the Stone Creek Subdivision in Fairhope. Based on the plans that have been made available, expanding the road eastward (as is currently proposed) will bring SR-181 into this subdivision. Not only will this increase noise and exhaust pollution in the neighborhood, but will also require ALDOT to purchase and demolish a home in our development, our entryway, and our cul de sac, which we use as a gathering point for many outdoor events. Additionally, many homes will now have backyards uncomfortably (and unsafely) close to the busy highway, not to mention the home and property values of everyone in the neighborhood will suffer due to the closer proximity to the road. These consequences are likely due to the fact that the study conducted to support the expansion of the road was completed nearly 20 years ago when our neighborhood had not been fully developed and the impact would not have been this severe. Please consider the very personal and specific impact to this community and reevaluate the direction and path of the roadway to spare this neighborhood, especially given that westward expansion would take the road through the large vacant lot across the road from our neighborhood.

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Final FY24-27 TIP Comment Form

The Transportation Improvement Program (TIP) is the four-year transportation plan which includes projects to be authorized during FY 2024-2027.

Name *

Jim Howard

Address *

208 Stone Creek Blvd, Fairhope, AL 36532

Phone #

7034027554

Email *

Jim_howard10@comcast.net

Interest in the Eastern Shore MPO?

☒ Property Owner☐ Business Owner☐ Public Official☐ Other:

Please provide comments concerning the Final FY24-27 TIP *

"This comment is regarding ADDITIONAL LANES ON SR-181 FROM CR-32 TO SR-104, Project ID (ST-002-181-012). The current plans for expanding SR-181 South of CR-104 as proposed in the 2024-2027 STIP will encroach on my neighborhood in the Stone Creek Subdivision in Fairhope. Based on the plans that have been made available, expanding the road Eastward (as is currently proposed) will bring SR-181 into this subdivision. The current ALDOT plans will encroach into our Stone Creek neighborhood, remove our entryway fountain, claim the home of one neighbor, eliminate a cul-de-sac, bring all of Wentworth Avenue significantly closer to the road, and increase noise pollution in our neighborhood. These consequences are likely due to the fact that the environmental study conducted to support the expansion of the road was completed nearly 20 years ago, when our neighborhood had not been fully developed and the impact would not have been this severe.

We request ALDOT change current plans and move SR-181 highway, utility easement and Cowpen Creek bridge, Westward in front of the Stone Creek subdivision. The SR-181 highway could be shifted West, to the vacant former dirt pit across the street which is currently up for sale. Please reconsider the current SR-181 plan in front of the Stone Creek subdivision and relocate SR-181 to the West.

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Final FY24-27 TIP Comment Form

The Transportation Improvement Program (TIP) is the four-year transportation plan which includes projects to be authorized during FY 2024-2027.

Name *

William Ericson

Address *

444 Olde Lodge Blvd, Fairhope, AL 36532

Phone #

925-324-5569

Email *

sparkye57@yahoo.com

Interest in the Eastern Shore MPO?

☒ Property Owner☐ Business Owner☐ Public Official☐ Other:

Please provide comments concerning the Final FY24-27 TIP *

This comment is regarding ADDITIONAL LANES ON SR-181 FROM CR-32 TO SR-104, ST-002-181-012. The current plans for expanding SR-181 south of CR-104 as proposed in the 2024-2027 STIP will encroach on my neighborhood in the Stone Creek Subdivision in Fairhope. Based on the plans that have been made available, expanding the road eastward (as is currently proposed) will bring SR-181 into this subdivision. Not only will this increase noise and exhaust pollution in the neighborhood, but will also require ALDOT to purchase and demolish a home in our development, our entryway, and our cul de sac, which we use as a gathering point for many outdoor events. Additionally, many homes will now have backyards uncomfortably (and unsafely) close to the busy highway, not to mention the home and property values of everyone in the neighborhood will suffer due to the closer proximity to the road. These consequences are likely due to the fact that the study conducted to support the expansion of the road was completed nearly 20 years ago when our neighborhood had not been fully developed and the impact would not have been this severe. Please consider the very personal and specific impact to this community and reevaluate the direction and path of the roadway to spare this neighborhood, especially given that westward expansion would take the road through the large vacant lot across the road from our neighborhood.

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Final FY24-27 TIP Comment Form

The Transportation Improvement Program (TIP) is the four-year transportation plan which includes projects to be authorized during FY 2024-2027.

Name *

Bill Mills

Address *

237 Wentworth St., Fairhope

Phone #

225 572 6523

Email *

mills1696@gmail.com

Interest in the Eastern Shore MPO?

☒ Property Owner☐ Business Owner☐ Public Official☐ Other:

Please provide comments concerning the Final FY24-27 TIP *

ADDITIONAL LANES ON (SR-181 FROM CR-32 TO SR-104) and project ID (ST-002-181-012) My name is Bill Mills and I live at 227 Wentworth St Fairhope with my family. My home is on the west side of the street. My interest is twofold. One as a property owner the second as a member of the Stonecreek Neighborhood. First, when building my home 8 years ago, I was concerned about the development of land west of me to Hwy 181. I performed due diligence and found through the planning commission, the woods behind my home were designated a buffer area as well as wetland. There is approximately 300' feet of woods from my property line to the road. I have invested nearly 6 figures in my backyard with a pool, adding a sunroom and outdoor kitchen. The current proposal to build the additional lanes to the east of the current roadway, removing over half of those woods along with the traffic noise will have a significant detrimental impact on my property, the value and our quality of life. Second, the negative impact on my neighborhood. The current plans for expanding SR-181 south of CR-104 as proposed in the 2024-2027 STIP will encroach on my neighborhood in the Stone Creek Subdivision in Fairhope. Based on the plans that have been made available, expanding the road eastward (as is currently proposed) will bring SR-181 into this subdivision. Not only will this increase noise and exhaust pollution in the neighborhood but will also require ALDOT to purchase and demolish a home in our development, our entryway, and our cul de sac, which we use as a gathering point for many outdoor events. Additionally, as I outlined above, my home and many others will now have backyards negatively impacted by a busy highway, not to mention the home and property values of everyone in the neighborhood will suffer due to the closer proximity to the road. These consequences are likely due to the fact that the study conducted to support the expansion of the road was completed nearly 20 years ago before this neighborhood had been developed. The current 4 lane construction of Highway 181 is not in a straight line. It diverts east and west in several locations. It is not out of the question to move the additional lanes and new bridge to the west of the existing lanes south of Twin Beach. Please consider the very personal and specific impact to this community and reevaluate the direction and path of the roadway to spare this neighborhood, especially given that westward expansion would take the road through the large vacant lot across the road from our neighborhood. Thank you.

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