

GADSDEN ETOWAH METROPOLITAN PLANNING ORGANIZATION

FINAL FY 2016-2019

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)



Prepared by the
Gadsden Etowah Metropolitan Planning Organization

Adopted: November 12, 2015

FY 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PREPARED FOR THE GADSDEN ETOWAH METROPOLITAN PLANNING ORGANIZATION (GEMPO)
BY THE TRANSPORTATION PLANNING SECTION OF THE CITY OF GADSDEN PLANNING DEPARTMENT

This document is posted on <http://www.gadsdenmpo.net>

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GEMPO Committee Members:

Bicycle, Pedestrian and Greenways Advisory Committee (BPGAC)

Voting Members

Heidi Darbo	Chairperson, City of Gadsden Representative
Ed Whatley	Vice-Chairperson, City of Gadsden Representative
Charles Shaw	City of Attalla Representative
Paul Gore	City of Attalla Representative
Steve Garrison	Etowah County Representative
Larry Lawson	Etowah County Representative
Don Richey	City of Glencoe Representative
Mike Barber	City of Glencoe Representative
Roger Silvey	City of Hokes Bluff Representative
Joe Battles	City of Southside Representative
Liz Bright	City of Rainbow City Representative
Larry Keenum	City of Rainbow City Representative
Vacant	City of Hokes Bluff Representative
Vacant	City of Reece City Representative
Vacant	City of Reece City Representative
Vacant	City of Southside Representative

*Four (4) voting members required for a quorum.

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Myra Whitt	Chairperson, City of Hokes Bluff Representative
Preston Nix	Vice-Chairperson, City of Attalla Representative
Richard Bradfield	City of Attalla Representative
Nell Minton	Etowah County Representative
Barry Hill	City of Glencoe Representative
Larry Sandlin	City of Hokes Bluff Representative
Ina Black	City of Rainbow City Representative
Anita Bedwell	City of Rainbow City Representative
Vacant	Etowah County Representative
Vacant	City of Gadsden Representative
Vacant	City of Gadsden Representative
Vacant	City of Glencoe Representative
Vacant	City of Reece City Representative
Vacant	City of Reece City Representative
Vacant	City of Southside Representative
Vacant	City of Southside Representative

*Four (4) voting members required for a quorum.

Technical Coordinating Committee (TCC) Voting Members

Meinrad Tabengwa	Chairman, Transportation Planner, City of Gadsden
Nick Hall	Director of Planning, City of Gadsden
Terry John Calhoun	Chairman, Gadsden / Etowah MPO
Heath Williamson	Engineer, City of Gadsden
Tim Graves	Engineer, Etowah County
Rodney Ellis	Pre-Construction Engineer, ALDOT North Region
Cody Adams	District Manager, ALDOT North Region, Guntersville Area
Jason Nicholson	Engineer, City of Attalla
Kevin Ashley	Engineer, City of Rainbow City
Lora Weaver	Transportation Director, Etowah County

*Six (6) voting members required for a quorum

Technical Coordinating Committee (TCC) Non-Voting Members

Rebecca Crane	Jones, Blair, Waldrup & Tucker, Inc.
Houston Jenkins, Jr.	Jones, Blair, Waldrup & Tucker, Inc.
Jeff Gray	GIS Analyst, City of Gadsden
Dr. Emmanuel Oranika	Metropolitan Transportation Planning Administrator, ALDOT
Doug Peterson	Volkert & Associates
Joe Meads	Sain Associates
Mike McCain	Gadsden / Etowah Industrial Development Authority
Nicole Spivey	Community Planner, FHWA Alabama Division

Gadsden – Etowah Area Metropolitan Planning Organization (GEMPO)

Voting Members

Terry John Calhoun	Chairman, Mayor, City of Rainbow City
Larry Means	Vice-Chairman, Mayor, City of Attalla
Johnny L. Harris	Region Engineer, North Region, ALDOT
Larry Payne	Commissioner, Etowah County
Sherman Guyton	Mayor, City of Gadsden
Heath Williamson	Engineer, City of Gadsden
Nick Hall	City Planner, City of Gadsden
Meinrad Tabengwa	Transportation Planner, City of Gadsden
Charles Gilchrist	Mayor, City of Glencoe
Jeff Cheatwood	Mayor, City of Hokes Bluff
Wally Burns	Mayor, City of Southside
Larry Sitz	Mayor, City of Reece City

*Seven (7) voting members required for a quorum

Gadsden – Etowah Area Metropolitan Planning Organization (GEMPO)

Non-Voting Members

Mark Bartlett	FHWA - Alabama Division Administrator
Robert J. Jilla	Bureau Chief, Transportation Planning and Modal Programs
Andres Ramirez	Community Coordinator, FTA

RESOLUTION: 0915-09

**Gadsden / Etowah Urbanized Area
Metropolitan Planning Organization (GEMPO)
Adopting the Draft FY 2016-2019 Transportation Improvement Program (TIP)**

WHEREAS the Gadsden/Etowah Area Metropolitan Planning Organization (GEMPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134, 135; (amended by MAP-21 Sections 1201 and 1202, July 2012); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR PARTS 51 AND 93; and,

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

WHEREAS consistent with the declaration of these provisions, Transportation Division of the City of Gadsden Planning Department, as staff to the GEMPO and in cooperation with the Alabama Department of Transportation, has prepared the Draft FY 2016-2019 Transportation Improvement Program (TIP); now

THEREFORE, BE IT RESOLVED by the Gadsden/Etowah Metropolitan Planning Organization (GEMPO) that the same does hereby adopt the Draft FY 2016-2019 Transportation Improvement Program (TIP);

ADOPTED, on this 24th day of September, 2015.



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

ATTEST:



Meinrad Tabengwa, GEMPO Transportation Planner

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1.0 Introduction

1.1 Purpose

The Transportation Improvement Program (TIP) is a prioritized list of funded transportation projects for the Gadsden/Etowah Metropolitan Planning Organization (GEMPO). The projects included in the FY 2016-2019 TIP originate from the GEMPO 2040 Long Range Transportation Plan (LRTP) with the exception of safety, system maintenance, transportation enhancement, and state-funded projects. The TIP is a four-year document that is amended as detailed in Section 1.8 of this document. The Alabama Department of Transportation (ALDOT) is responsible for the federal and state roads in Alabama and controls the federal transportation dollars allotted to the state, which comprise the vast majority of available transportation funding. Through the 3-C Planning Process (Continuing, Cooperative, and Comprehensive), local governments set the priority of their Metropolitan Planning Organization (MPO) projects. The LRTP establishes the transportation programs that are needed to meet travel demand by the study year and the planning area. Based on funding availability and project priority, LRTP projects are programmed into the TIP and submitted to the Alabama Department of Transportation (ALDOT), where they are listed into the State Transportation Improvement Program (STIP). The TIP project selection is based on priorities and procedures established by GEMPO member governments and the availability of funds through the Surface Transportation Attributable program. The GEMPO comprises the following member governments: the City of Attalla, the City of Gadsden, the City of Glencoe, the City of Hokes Bluff, the City of Rainbow City, the City of Reece City, the City of Southside, and the Etowah County Commission County. The GEMPO is assisted in the local transportation process by the Alabama Department of Transportation (ALDOT) and the Federal Highway Administration (FHWA).

1.2 MPO History

Congressional approval of the Federal-Aid Highway Act on October 23, 1962, was the beginning of the transportation planning process. This legislation requires that in urbanized areas (defined as areas with a population of 50,000 or more), programs for Federal-Aid Highway projects approved after July 1, 1965 must be based on a continuing, comprehensive, and cooperative (3-C) planning process carried out by states and local communities.

On July 15, 1964, a cooperative agreement between the Alabama Department of Transportation (ALDOT) and the governing bodies of the local area was executed. The responsible agency for the local area was the Etowah Regional Transportation Committee, which met for the first time on July 27, 1964. The coordinator for this committee was the Director of Planning and Engineering of the City of Gadsden.

A new agreement was signed November 17, 1994. The Gadsden/Etowah Area Metropolitan Planning Organization (MPO) study area consists of the portion of Etowah

County that includes the municipalities of Attalla, Gadsden, Glencoe, Hokes Bluff, Rainbow City, Reece City, Southside, and a small portion of Northern Calhoun County. In addition, the municipalities of Ohatchee (Calhoun County) and Steele (St. Clair County) are invited to participate as non-voting members. The City of Gadsden Transportation serves as the Coordinator of the Gadsden/Etowah Area MPO. Subsequent updates to the 1994 agreement were carried out in 2007 and 2015.

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

1.3 Laws and Regulations

The laws that require Metropolitan Planning Organizations (MPOs) to develop TIPs are found in Section 134 of Title 23 of the United States Code and Section 5303 of Title 49 of the United States Code. The rules that govern metropolitan planning organizations are published in the Code of Federal Regulations (CFRs) as Title 23, Chapter 1, Part 450, Subpart C. TIP development is specifically referenced in Sections 450.326 through 450.332. The regulations reflect the changes resulting from the passage of the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Pub. L. 112-141, July 6, 2012).

All Federal Highway Funds are controlled by the state. The local governments have agreed to accept financial responsibility for the projects they sponsor on the local TIP. This includes providing local matching funds for such projects.

All projects in the TIP are prioritized by fiscal year. Because ALDOT controls the federal and state funding, they determine the bulk of the projects on the TIP. Local projects are funded through the Surface Transportation – Other Area Program (STPOA), also known as the Surface Transportation Attributable Project funding category. ALDOT calculates funding levels for this program for each of the MPOs in the state based on each area's urban area population (as defined by the 2010 Census). However, the local governments determine the priority of the projects funded through the STPOA program.

1.3.1 MAP-21 Regulations for the TIP

This FY2016-2019 Transportation Improvement Program (TIP) has been developed in accordance with the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Pub. L. 112-141, July 6, 2012). MAP-21 is the current federal transportation funding legislation and establishes that the metropolitan planning process be a cooperative, continuous, and comprehensive (referred to as 3-C) framework for making transportation investment decisions in metropolitan areas.

Furthermore, MPOs are encouraged to consult or coordinate with planning officials responsible for other types of planning activities affected by transportation, including

planned growth, economic development, environmental protection, airport operations and freight movement [MAP-21, 1201 (a) §134(g)(3)(A)].

The metropolitan planning process promotes consistency between transportation improvements and state and local planned growth and economic development patterns [6001(h)]. Also, safety and security of the transportation system are separate planning factors that are to be considered during the metropolitan planning process [1201(a) §134(h)(B) and (C)]. Maps of local projects are included in the TIP in accordance with MAP-21 project visualization requirements to aid in project comprehension.

1.3.2 Consistency with Other Plans

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

The GEMPO addresses this requirement by including planning and economic development personnel from the state and local level on the Technical Coordinating Committee (TCC). Incorporating these key individuals in the transportation planning process allows for broad acknowledgement of transportation planning and land use development activities at the local and regional level which can afford opportunities for cooperation and coordination.

The spirit and intent of MAP-21 are clear. In accordance with Public Law 112-141 policy provisions and subsequent agency interpretation, the TIP should acknowledge consistency with other plans that include transportation and land use components: Regional, Long Range, municipal and county Comprehensive and Master Plans (Airport, Seaport, Multimodal, Transit, Utility, and independent bridge authorities), Congestion Management Plans, Air Quality Conformity Determination, Freight, Bicycle/Pedestrian, Public Participation Process, and Environmental Plans.

1.3.3 Conformity Determination

Conformity Determination refers to the requirement of non-attainment areas (as defined by Environmental Protection Agency (EPA) tolerance limits on ground-level and atmospheric pollutant concentrations) and those re-designated to attainment after 1990

to show that federally supported highway and transit projects will not cause new air quality violations, worsen existing violations or delay the timely attainment of the relevant National Ambient Air Quality Standards (NAAQS). The GEMPO area is neither in non-attainment status now, nor is it anticipating non-attainment status in the near future. However, in the event of future non-attainment status, the additional planning and support funding needed would add substantially to MPO budgetary constraints.

1.4 Planning Requirements

1.4.1 Planning Factors

As specified in SAFETEA-LU and carried forward in MAP-21, Metropolitan Planning Organizations (MPO) shall provide for consideration of projects and tasks that meet the objectives of the eight planning factors. All projects considered for inclusion into the TIP are reviewed by GEMPO staff for consistency with the following provisions:

- 1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.*
- 2. Increase the safety of the transportation system for motorized and non-motorized users.*
- 3. Increase the security of the transportation system for motorized and non-motorized users.*
- 4. Increase the accessibility and mobility options available to people and for freight.*
- 5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.*
- 6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.*
- 7. Promote efficient system management and operation.*
- 8. Emphasize the preservation of the existing transportation system.*

1.4.2 Planning Emphasis Areas

The FHWA and FTA Offices of Planning have jointly issued Planning Emphasis Areas (PEAs), which are planning topical areas to be emphasized in state and MPO planning work programs. In March 2015, a joint FHWA/FTA letter to MPOs and state DOTs encouraged the reiteration and continued emphasis of these planning emphasis areas in their respective planning work programs for FY 2016.

1.4.2.1 MAP-21 Implementation

Transition to Performance Based Planning and Programming. The development and implementation of a performance based approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.

1.4.2.2 Models of Regional Planning Cooperation

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

1.4.2.3 Ladders of Opportunity

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

1.5 Livability Principles and Indicators

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

All planning tasks must be measured against these Livability Principles:

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

As a measure of sustainability of these principles, the GEMPO will provide the following Livability Indicators in Appendix 3.3:

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

1.6 Bicycle and Pedestrian Considerations

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

All federally funded projects in the TIP will consider bicycle and pedestrian facilities unless exceptional circumstances exist. ALDOT received a written directive from FHWA – Alabama Division, 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.

1.7 TIP Process

1.7.1 Development Process

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

The first step in the TIP development process is a review of the previous TIP to determine if adjustments are necessary for the implementation of the current projects. A preliminary list of projects is then compiled from the current LRTP. Transportation

planners and/or traffic engineers from the participating municipalities agree on project priorities and ensure the total cost of projects are constrained to the amount of available or anticipated funding.

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

1.7.2 TIP Amendment Process

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

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

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

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

- The change adds a new individual project
- The change adversely impacts fiscal constraint
- The change results in major scope changes
- The change deletes an individually listed project from the TIP
- The change results in a cost increase of 20 percent or \$1,000,000, whichever is less

A change that does not meet any of these criteria may be processed as an *administrative modification* (see above), subject to approval of this procedure by the

GEMPO Policy Committee. Once approved, the MPO may proceed, requiring only signature of the chairperson and attestation.

Further information can be found in a copy of the Memorandum of Understanding located on page 30 in Appendix 3.6.

1.8 Public Involvement Process

Title 23 USC 134, MAP-21 Section 1201(a), §134(j)(3)(D), (7)(A) and (B), and 23 CFR 450.324 et al require that MPOs provide ample opportunity to review and comment during the development of the TIP. Section 450.316(b) establishes the outline for MPO public participation programs. The GEMPO Public Participation Plan is contained on page in Appendix 3.6 of this document.

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

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

The Gadsden Times (Daily publication)
The Messenger Newspaper (Weekly publication)
The Reporter Newspaper (monthly publication).

Notices were also placed on the GEMPO website at www.gadsdenmpo.net. The public comment period for this document commenced on September 1, 2015 and ended on September 30, 2015. The draft TIP was also discussed during the September 2015 GEMPO committee meetings which are open to the public. This afforded ample opportunity for public comment and review of the document prior to GEMPO adoption. A public meeting was held on September 17, 2015 from 4:00 p.m. to 6:00 p.m. The only people attending were the GEMPO staff. No written comments were received. These procedures comply with the associated federal requirements. The documentation of the activities for the TIP public involvement process are shown at Appendix 3.7.

Copies of the Draft FY 2016-2019 Transportation Improvement Program are made available for public review at the following locations:

- Gadsden City Hall
- Attalla City Hall
- Gadsden Etowah County Chamber of Commerce
- Senior Activity Center
- Etowah County Courthouse
- Gadsden Public Library

1.9 Title VI Acts and Programs

Title VI of the Civil Rights Act of 1964, as amended, prohibits discrimination on the basis of race, color, or national origin in programs and services funded, in whole or part, by financial assistance from the United States Government. GEMPO extends this prohibition to individuals on the basis of disability, religion, and gender. Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act (ADA) (1990) prohibit discrimination on the basis of disability.

All services and programs operated or sponsored by the GEMPO are subject to the requirements and obligations of Title VI, Section 504 and the ADA. GEMPO will be in compliance with ADA and Section 504 in July 2016 in accordance with ALDOT's letter of July 20th, 2015. The MPO is in compliance with all other Title VI programs, processes, and procedures listed at the bottom of this page.

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

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

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

- *Americans with Disabilities Act of 1990 (ADA)*
- *Section 504 of the Rehabilitation Act of 1973*
- *Civil Rights Act of 1964, 42 USC 2000d*
- *Title 23 U.S.C. Section 324 (Prohibition of discrimination on the basis of sex)*
- *Executive Order 12898 Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations, 1994*
- *Executive Order 13166 which requires Improving Access to Services for Persons With Limited English Proficiency (LEP)*

- Title 42 U.S.C. Section 6101-6107 *Age Discrimination Act of 1975* (Older American Act)
- Title 49 U.S.C. Section 5332 Nondiscrimination
- 49 C.F.R. 26 Disadvantaged Business Enterprise
- 23 C.F.R. 230 Equal Employment Opportunity

1.10 Environmental Requirements

1.10.1 MAP-21

Moving Ahead for Progress in the 21st Century (MAP-21) is the new transportation legislation package, in effect at the time of writing. The bill was passed by Congress and signed into law by President Obama in July 2012. The bill replaces the extensions to SAFETEA-LU legislation that were in place during the previous long range plan update. At the same time, MAP-21 reinforces SAFETEA-LU's provisions for environmental mitigation, and in some ways increases funding avenues for environmental mitigation activities on all types of projects. While streamlining the environmental review process, MAP-21 reiterates the need, as SAFETEA-LU did, for a discussion in the planning process that addresses: "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. This discussion shall be developed in consultation with federal, state, and tribal wildlife, land management, and regulatory agencies."

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

1.10.2 Climate Change

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

"According to the FHWA report '*Integrating Climate Change into the Transportation Planning Process*,' there is general scientific consensus that the earth is experiencing a long-term warming trend and that human-induced increases in atmospheric greenhouse gases (GHGs) may be the predominant cause. The combustion of fossil fuels is by far the biggest source of GHS emissions. In the United States, transportation is the largest source of GHG emissions, after electricity generation. Within the transportation sector, cars and trucks account for a majority of emissions."

Opportunities to reduce GHG emissions from transportation include switching to alternative fuels, using more fuel efficient vehicles, and reducing the total number of miles driven. Each of these options requires a mixture of public and private sector involvement. Transportation planning activities, which influence how transportation systems are built and operated, can contribute to these strategies.

In addition to contributing to climate change, transportation will likely also be affected by climate change. Transportation infrastructure is vulnerable to predicted changes in sea level and increases in severe weather and extreme high temperatures. Long-term transportation planning will need to respond to these threats.

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

Some effects are currently being addressed through Air Quality Conformity Determination actions in areas that have been designated as NAAQS non-conforming. The GEMPO area is neither in non-attainment status now, nor is it anticipating nonattainment status in the near future. Therefore, no climate change measures are present in the TIP at this time. However, as time goes by this may change either by an increase in ground-level and atmospheric pollutant concentrations or by a tightening of EPA tolerance limits.

1.10.3 Air Quality

The Environmental Protection Agency (EPA) establishes tolerance limits on ground-level and atmospheric pollutant concentrations through enactment of the National Ambient Air Quality Standards (NAAQS). An MPO that has been determined to be in violation of NAAQS is said to be in 'non-attainment' status. The GEMPO area is neither in nonattainment status nor is it anticipating non-attainment status in the near future. Therefore, no air quality mitigation measures are present in the TIP at this time at the project level. However, those MPOs in attainment have tasks established in the UPWP for training in NAAQS monitoring and possible outreach activities. Anticipated additional Climate Change and Green House Gas requirements will have an effect outside the document production requirements that would include the TIP.

GEMPO staff will continue to monitor FHWA and EPA bulletins and advisories on Climate Change, as well as the developing House and Senate legislation likely to become the next transportation bill.

1.11 Level of Effort (LVOE)

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

plan. 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. The selected funding programs include:

- Transportation Alternatives Projects
- Safety Projects such as hazard elimination roadway and rail, high speed rail, seat belt, blood alcohol content, etc.
- Transportation and Community and System Preservation
- Recreational Trails
- Federal Aid Resurfacing Program
- GARVEE Bond Projects
- County Allocated Funds such as, off system bridge, optional bridge, and STP non-urban
- Federal Transit Sections 5310 Enhanced Mobility of Seniors and Individuals with Disabilities grant program
- Federal Transit Sections 5311 Formula grants for rural areas

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.

1.12 Financial Constraint

MAP-21 requires TIPs to be financially constrained. That is, the sum of all project costs cannot exceed the available federal allocation for the MPO plus local match. The GEMPO can expect to receive federal funds as follows:

\$1,350,720 in fiscal year 2016

\$1,350,720 in fiscal year 2017

\$1,350,720 in fiscal year 2018

\$1,350,720 in fiscal year 2019

Federal funds combined with a 20 percent local match will result in annual total of:

\$1,688,400 in fiscal year 2016

\$1,688,400 in fiscal year 2017

\$1,688,400 in fiscal year 2018

\$1,688,400 in fiscal year 2019

The local governments have agreed to accept financial responsibility for the projects they sponsor in the TIP. This document contains projects sponsored by various GEMPO members. All projects sponsored by the participating governments and ALDOT are used to determine whether cost constraints have been met. In order for projects to be

included in the local TIP, they must also be in the State Transportation Improvement Program (STIP). Once ALDOT has approved the local TIP, it is assumed that federal matching funds will be available for the projects. The expenditure of all Federal Highway Funds is controlled by the State.

1.13 Project Selection and Prioritization

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

The list of TIP projects is then incorporated into the draft TIP and presented for review by the CAC, Bicycle-Pedestrian and Greenways Advisory Committee (BPGAC), and TCC. Again, public involvement is sought and plays a crucial role in project selection. Finally, the TIP is presented to the MPO Policy Board for review and adoption.

2.0 ALDOT Project Management Portal

2.1 MPO Portal and Portal Project Category Descriptions

The ALDOT MPO Portal is an internet based system used by the Alabama Department of Transportation (ALDOT) and the Alabama MPOs to develop and manage the local TIPs and the State Transportation Improvement Program (STIP). This successor to TELUS, which was used in previous TIPs, allows the MPOs to download projects that appear in ALDOT's main database for inclusion in the TIP document. The MPOs have the option to add local information for each project that is retained in the database. Because the system is web-based, ALDOT and MPO staff can make changes from any computer with an internet connection. ALDOT and the MPOs use the preformatted reports to produce sections of the STIP and TIPs.

2.4 Portal Category Descriptions

[The numbering convention reflects the existing numbering in the Portal application. Thus, 2.4.1 is the Appalachian Highway, 2.4.2 Bridge Projects, etc. This listing has changed and the document categories should be consistent with the project categories seen in the Portal.]

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

2.4.1 Surface Transportation Attributable Projects

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

2.4.2 Other Surface Transportation Program Projects

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

2.4.3 National Highway System (NHS) / Interstate Maintenance / NHS Bridge Projects

The National Highway System (NHS) includes the Interstate Highway System as well as other roads important to the national economy, defense, and mobility. The NHS was developed by the Department of Transportation (DOT) in cooperation with the states,

local officials, and metropolitan planning organizations (MPOs). Under MAP-21, this category now includes Interstate Maintenance activities.

2.4.4 Appalachian Highway System Projects

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

2.4.5 Transportation Alternatives Program (TAP)

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

Eligible activities for funding under the TA program include but are not limited to:

- Construction, planning, and design of on-road and off-road amenities for pedestrians, bicyclists, and other non-motorized forms of transportation
- Construction, planning, and design of infrastructure-related projects (Safe Routes and ADA projects are included here)
- Conversion and use of abandoned railroad corridors
- Recreational trails program (23 USC 206)
- Safe Routes to School program projects under 1404(f) of SAFETEA-LU

2.4.6 Bridge Projects (State and Federal)

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

2.4.7 State Funded Projects

These are typically smaller projects or phases of larger projects for which there is no Federal funding available, a county or municipality is participating with the state to proceed on a project rather than wait on Federal assistance (funds either not available or cannot be used on a certain project type), or in which the state simply chooses to do

certain projects or project types with state funds. Existing project examples would include a resurfacing, patching, and striping project within a municipal city limit, a training program on non-reimbursable state grant, DBE training extended beyond Federal funding limits, or industrial access. There are a variety of scenarios in which this type of project would be done.

2.4.8 Enhancement Projects

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

- Safety and educational activities for pedestrians and bicyclists
- Acquisition of scenic easements or historic sites
- Landscaping and scenic beautification
- Archaeological planning and research (Under TAP, certain mitigation measures related to project impacts are covered.)
- Establishment of Transportation museums

2.4.9 Transit Projects

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

2.4.10 System Maintenance Projects

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

2.4.11 Safety Projects

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

2.4.12 Other Federal and State Aid Projects

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

2.4.13 Congestion Mitigation and Air Quality Projects

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program is for the support of Surface Transportation Projects and other related efforts in non-attainment areas that contribute to air quality improvements and provide congestion relief.

2.4.14 High Priority and Congressional Earmark Projects

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

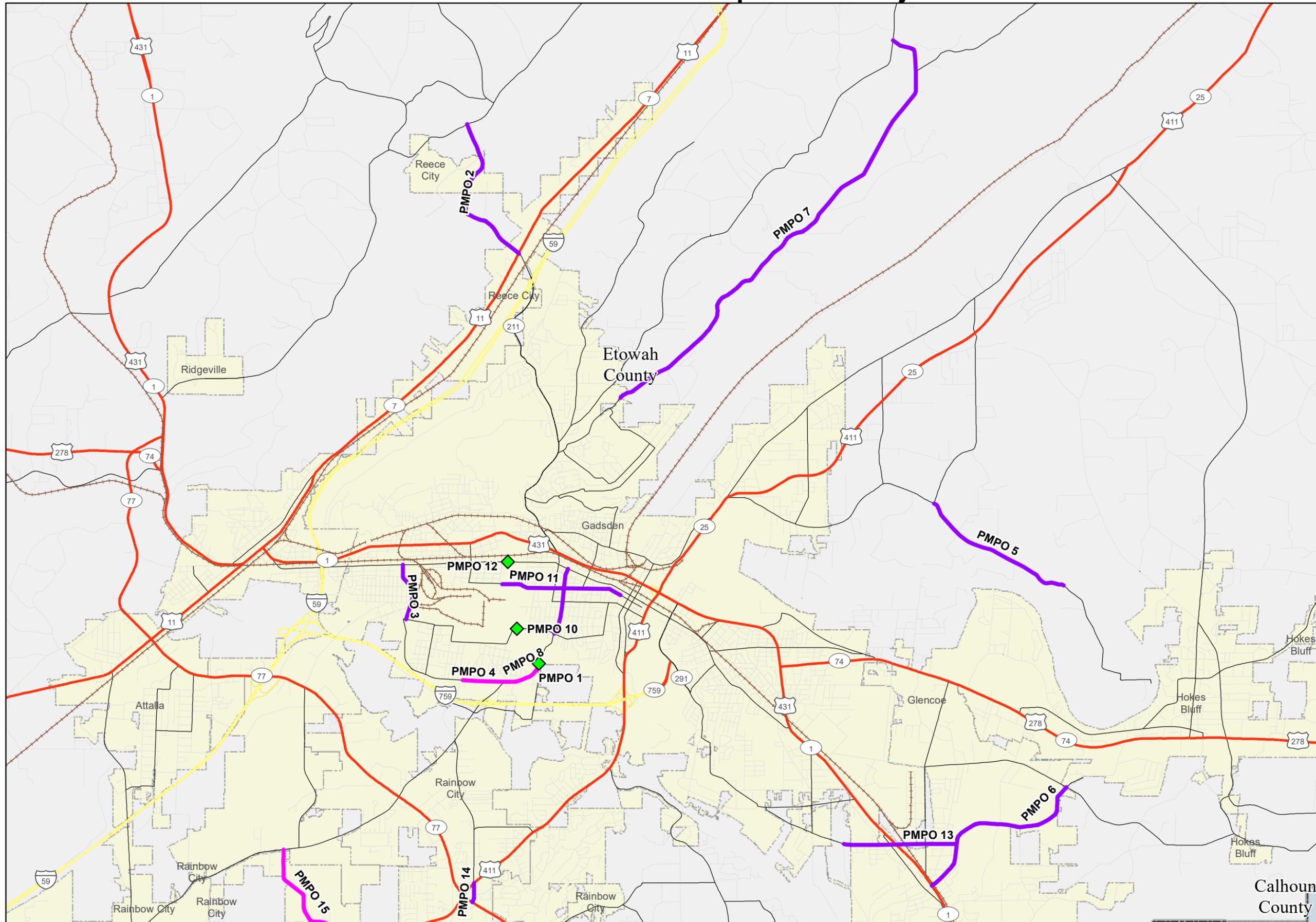
2.4.1 Surface Transportation Attributable Projects

TIP	Sponsor: CITY OF GADSDEN												
MAP ID	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
PMPO 3	38966	100063363 STPOA 2815 ()	RESURFACING VANDELL BOULEVARD FROM HICKORY STREET TO FORREST AVENUE IN THE CITY OF GADSDEN	0.80	CN	P	RESURFACING	2016	0.000	EXEMPT	NA	\$553,885 \$0 \$138,471	\$692,356
PMPO 8	39948	100064625 STPOA 2815 ()	RECONSTRUCTION OF SOUTH 11TH STREET FROM BLACK CREEK PARKWAY TO THE BRIDGE AT BLACK CREEK	0.00	CN	P	PAVEMENT REHABILITATION	2017	0.000	EXEMPT	NA	\$381,517 \$0 \$95,379	\$476,897
PMPO 8	39948	100064626 STPOA 2815 ()	RECONSTRUCTION OF SOUTH 11TH STREET FROM BLACK CREEK PARKWAY TO THE BRIDGE AT BLACK CREEK	0.00	PE	P	PAVEMENT REHABILITATION	2016	0.000	EXEMPT	NA	\$66,660 \$0 \$16,665	\$83,325
PMPO 9	39950	100064630 STPOA 2815 ()	RESURFACE AND TRAFFIC STRIPE ON SOUTH 11TH STREET FROM RANDALL STREET TO FORREST AVENUE IN THE CITY OF GADSDEN	0.00	PE	P	RESURFACING	2017	0.000	EXEMPT	NA	\$72,631 \$0 \$18,158	\$90,789
PMPO 9	39950	100064631 STPOA 2815 ()	RESURFACE AND TRAFFIC STRIPE OF SOUTH 11TH STREET FROM RANDALL STREET TO FORREST AVENUE IN THE CITY OF GADSDEN	0.00	CN	P	RESURFACING	2018	0.000	EXEMPT	NA	\$419,469 \$0 \$104,867	\$524,337
PMPO 10	39952	100064636 STPOA 2815 ()	BRIDGE REPLACEMENT ON HICKORY STREET OVER BLACK CREEK IN THE CITY OF GADSDEN BIN# 003666	0.00	PE	P	BRIDGE REPLACEMENT	2018	0.000	EXEMPT	NA	\$247,272 \$0 \$61,818	\$309,090
PMPO 10	39952	100064638 STPOA 2815 ()	BRIDGE REPLACEMENT ON HICKORY STREET OVER BLACK CREEK IN THE CITY OF GADSDEN BIN# 003666	0.00	CN	P	BRIDGE REPLACEMENT	2019	0.000	EXEMPT	NA	\$1,415,221 \$0 \$353,805	\$1,769,027
PMPO 11	39954	100064639 STPOA 2815 ()	RESURFACING AND TRAFFIC STRIPE ON CHESTNUT STREET FROM 5TH STREET TO BLACK CREEK IN THE CITY OF GADSDEN	0.00	PE	P	RESURFACING	2018	0.000	EXEMPT	NA	\$51,103 \$0 \$12,776	\$63,879
PMPO 11	39954	100064640 STPOA 2815 ()	RESURFACING AND TRAFFIC STRIPE ON CHESTNUT STREET FROM 5TH STREET TO BLACK CREEK IN THE CITY OF GADSDEN	0.00	CN	P	RESURFACING	2019	0.000	EXEMPT	NA	\$287,332 \$0 \$71,833	\$359,164
PMPO 12	39957	100064645 STPOA 2815 ()	BRIDGE REPLACEMENT ON FORREST AVENUE OVER BLACK CREEK IN THE CITY OF GADSDEN BIN# 000741	0.00	PE	P	BRIDGE REPLACEMENT	2019	0.000	EXEMPT	NA	\$187,309 \$0 \$46,827	\$234,136
PMPO 4	27934	100048747 STPOA 8121 (601)	WIDEN AND RESURFACE SOUTH 11TH STREET FROM CR-203 (BLACK CREEK PARKWAY) TO NEAR PIEDMONT AVENUE	0.56	CN	P	WIDENING AND RESURFACING (RDWY)	2016	0.000		NA	\$442,322 \$0 \$110,580	\$552,902
Totals By Sponsor							Federal	\$4,124,721		ALL Funds		\$5,155,901	
Sponsor: CITY OF GLENCOE													
MAP ID	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
PMPO 6	39760	100064387 STPOA 2815 ()	RESURFACING NORTH COLLEGE STREET FROM SR-1 (US-431) TO RABBITTOWN ROAD IN THE CITY OF GLENCOE	0.00	PE	P	RESURFACING	2017	0.000	EXEMPT	NA	\$50,597 \$0 \$12,649	\$63,246

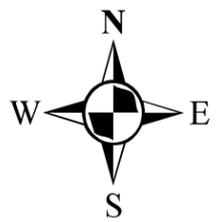
2.4.1 Surface Transportation Attributable Projects

PMPO 13	39765	100064393 STPOA 2815 ()	RESURFACING AIR DEPOT ROAD FROM SALLY SPRINGS TO NORTH COLLEGE STREET IN THE CITY OF GLENCOE	0.00	PE	P	RESURFACING	2018	0.000	EXEMPT	NA	\$30,497 \$0 \$7,624	\$38,121
PMPO 13	39765	100064394 STPOA 2815 ()	RESURFACING AIR DEPOT ROAD FROM SALLY SPRINGS TO NORTH COLLEGE STREET IN THE CITY OF GLENCOE	0.00	CN	P	RESURFACING	2019	0.000	EXEMPT	NA	\$303,290 \$0 \$75,823	\$379,113
PMPO 6	39760	100064395 STPOA 2815 ()	RESURFACING NORTH COLLEGE STREET FROM SR-1 (US-431) TO RABBITTOWN ROAD IN THE CITY OF GLENCOE	0.00	CN	P	RESURFACING	2018	0.000	EXEMPT	NA	\$510,489 \$0 \$127,622	\$638,111
Totals By Sponsor				Federal				\$894,873		ALL Funds \$1,118,591			
Sponsor: ETOWAH 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
PMPO 5	10960	100050715 STPOA 2814 ()	RESURFACE CR-330 (TIDMORE BEND ROAD) FROM CR-345 (WHITE CHAPEL RD) TO COOSA RIVER	4.17	CN	P	RESURFACING	2017	0.000		NA	\$614,274 \$0 \$153,569	\$767,843
PMPO 7	10960	100056668 STPOA 2814 ()	RESURFACE CR-290 (LAY SPRINGS ROAD AND MOON ROAD) FROM GADSDEN CITY LIMITS TO CR-291 (TABOR ROAD)	6.70	CN	P	RESURFACING	2016	0.000		NA	\$924,352 \$0 \$231,088	\$1,155,440
Totals By Sponsor				Federal				\$1,538,626		ALL Funds \$1,923,283			
Sponsor: RAINBOW CITY													
Project Family ID	Project Number (FANBR)	Project Description		Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
PMPO 15	39107	100063550 STPOA 2815 ()	ADDITIONAL LANES ON LUMLEY ROAD FROM STEELE STATION ROAD TO SR-25 (US-411)IN RAINBOW CITY	2.40	PE	P	ADDITIONAL ROADWAY LANES	2016	0.000	EXEMPT	NA	\$242,400 \$0 \$60,600	\$303,000
PMPO 14	39143	100063620 STPOA 2815 ()	RESURFACING CHURCH STREET FROM SR-77 TO SR-25 (US-411)IN RAINBOW CITY	0.25	PE	P	RESURFACING	2016	0.000	EXEMPT	NA	\$20,200 \$0 \$5,050	\$25,250
PMPO 14	39143	100063621 STPOA 2815 ()	RESURFACING CHURCH STREET FROM SR-77 TO SR-25 (US-411)IN RAINBOW CITY	0.25	CN	P	RESURFACING	2016	0.000	EXEMPT	NA	\$101,000 \$0 \$25,250	\$126,250
Totals By Sponsor				Federal				\$363,600		ALL Funds \$454,500			

2.4.1 Surface Transportation Projects



- Legend**
- ◆ Bridge Replacement
 - Resurfacing
 - Widening/Re...
 - Railroad
 - Freeway
 - Highway
 - Major Arterial
 - Minor Road
 - Local
 - Ramp
 - Municipal Boundaries



2.4.2 Other Surface Transportation Program Projects

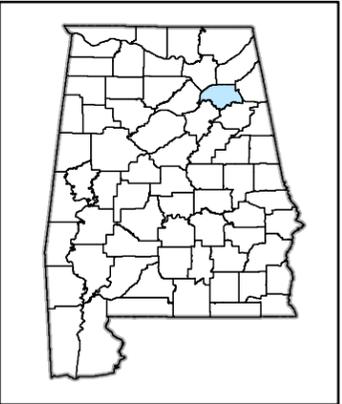
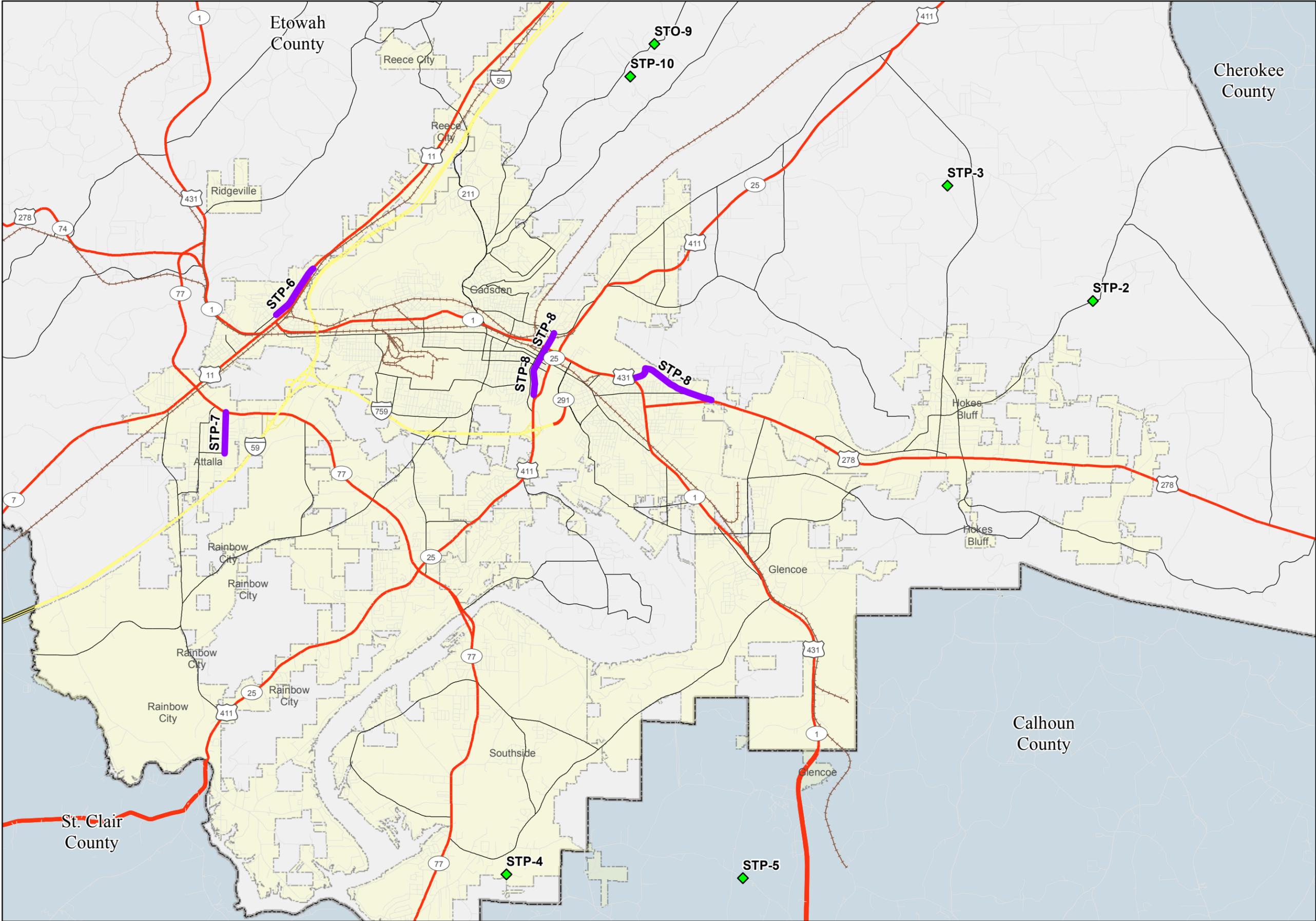
TIP

Sponsor: ALDOT															
Map ID	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		
STO-1	37395	100061454 STPAA NR13 ()	CURB AND RAMP INSTALLATION ONLY ON STATE ROUTES AT VARIOUS LOCATIONS IN ETOWAH COUNTY	0.00	CN	P	SIDEWALK	2018	0.000	EXEMPT	NA	\$34,946 \$8,737 \$0	\$43,683		
STP-2	34944	100061380 ACBR61380 ATRP (014)	BRIDGE AND APPROACHES ON (CR-71) CENTRE ROAD OVER DRY CREEK BIN # 2479	0.00	CN	P	BRIDGE REPLACEMENT	2016	0.000	EXEMPT	NA	\$800,000 \$0 \$200,000	\$1,000,000		
STP-3	34944	100061377 ACBRZ61377 ATRP (016)	BRIDGE AND APPROACHES REPLACEMENT ON COATS BEND CIRCLE OVER UNNAMED TRIBUTARY TO COOSA RIVER BIN # 561	0.00	CN	P	BRIDGE REPLACEMENT	2016	0.000	EXEMPT	NA	\$360,000 \$0 \$90,000	\$450,000		
STP-4	34944	100061381 ACBRZ61381 ATRP (014)	BRIDGE AND APPROACHES ON (CR-637) MOUNTAIN PASS ROAD OVER GREENS CREEK BIN # 10648	0.00	CN	P	BRIDGE REPLACEMENT	2016	0.000	EXEMPT	NA	\$400,000 \$0 \$100,000	\$500,000		
Totals By Sponsor								Federal				\$1,594,946		ALL Funds \$1,993,683	
Sponsor: CALHOUN COUNTY COMMISSION															
Map ID	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		
STP-5	34944	100059417 ACBRZ59417 ATRP (010)	BRIDGE REPLACEMENT CR-533 (GILBERT'S FERRY ROAD) BIN# 3358	0.00	CN	P	BRIDGE REPLACEMENT	2016	0.000		NA	\$679,520 \$0 \$169,880	\$849,400		
Totals By Sponsor								Federal				\$679,520		ALL Funds \$849,400	
Sponsor: CITY OF ATTALLA															
Map ID	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		
STP-6	34944	100061198 ACNU61198 ATRP (008)	RESURFACE 4TH STREET FROM 6TH AVE TO SR-7 (US-11) IN THE CITY OF ATTALLA	1.11	CN	P	RESURFACING	2016	0.000		NA	\$558,007 \$0 \$139,502	\$697,508		
STP-7	34944	100061199 ACOA61199 ATRP (013)	RESURFACE BURKE AVENUE FROM LEE STREET TO SR-77 IN THE CITY OF ATTALLA	0.00	CN	P	RESURFACING	2016	0.000		NA	\$281,004 \$0 \$70,251	\$351,255		
Totals By Sponsor								Federal				\$839,011		ALL Funds \$1,048,763	

2.4.2 Other Surface Transportation Program Projects

Sponsor: CITY OF GADSDEN													
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	
STP-8	34944	100061200 ACOA61200 ATRP (003)	RESURFACING OF 3RD STREET FROM JUST NORTH OF SR-25 (US-411) TO TUSCALOOSA AVNUE AND GOODYEAR AVENUE FROM JUST NORTH OF SR-1 (US-431) TO JUST WEST OF SR-74 (US-278)	0.00	CN	P	RESURFACING	2016	0.000		NA	\$961,810 \$0 \$240,453	\$1,202,263
Totals By Sponsor				Federal				\$961,810		ALL Funds \$1,202,263			
Sponsor: ETOWAH 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	
STO-9	34944	100061374 ACBRZ61374 ATRP (010)	BRIDGE AND APPROACHES ON (CR-304) MEANS ROAD OVER BLACK CREEK BIN # 563	0.00	CN	P	BRIDGE REPLACEMENT	2016	0.000		NA	\$480,000 \$0 \$120,000	\$600,000
STP-10	34944	100061376 ACBRZ61376 ATRP (012)	BRIDGE AND APPROACHES ON (CR-568) YATES ROAD OVER BLACK CREEK BIN # 8921	0.00	CN	P	BRIDGE REPLACEMENT	2016	0.000		NA	\$800,000 \$0 \$200,000	\$1,000,000
Totals By Sponsor				Federal				\$1,280,000		ALL Funds \$1,600,000			

2.4.2 Other Surface Transportation Projects



Legend

- ◆ Bridge Replacement
- ◆ ADA Sidewalk Improvements
- Resurfacing
- Railroad
- Freeway
- Highway
- Major Arterial
- Minor Road
- Local
- Ramp
- Municipal Boundaries

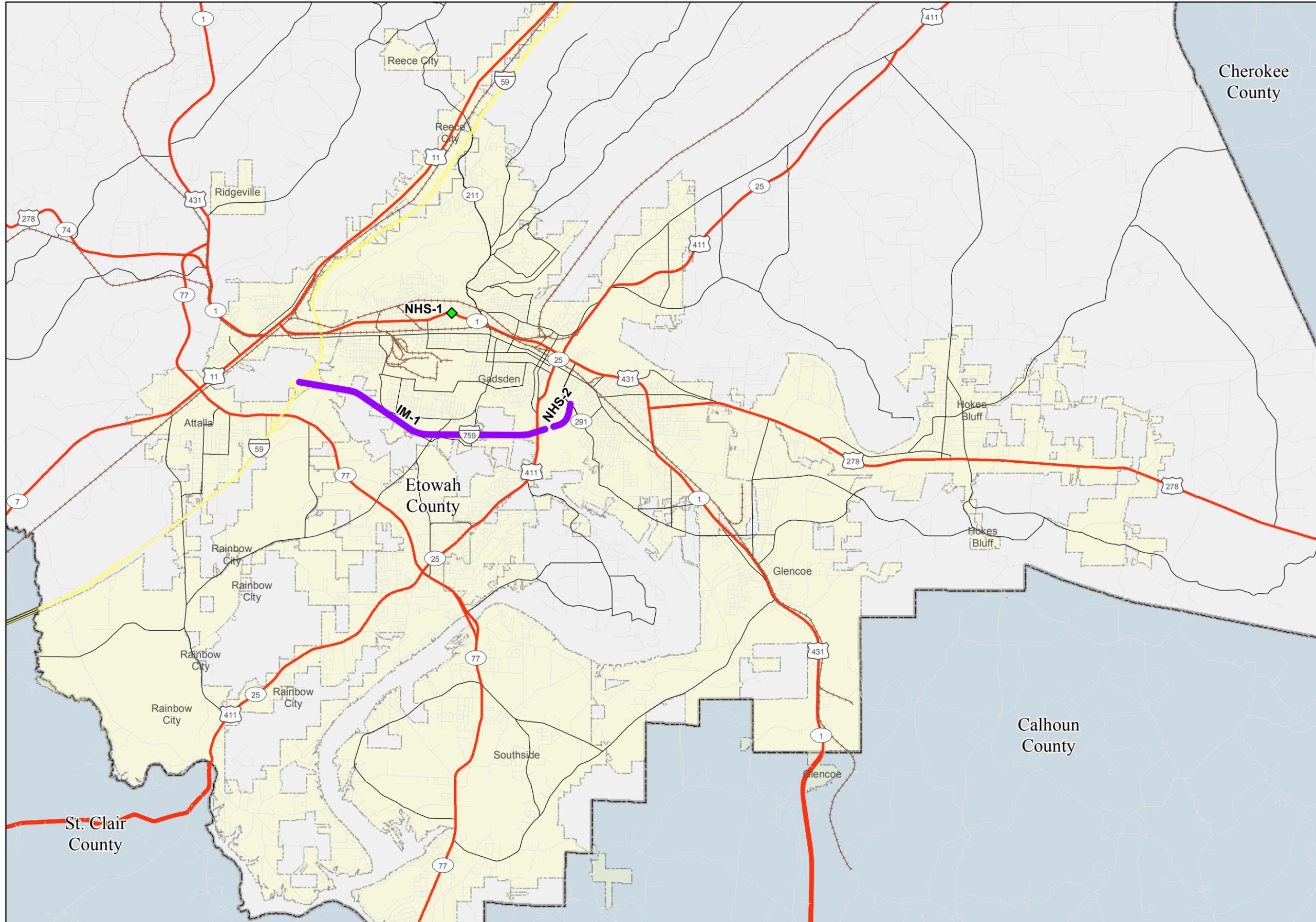


Note:
 STO-1 1000614454 STPAA NR 13
 CURB AND RAMP INSTALLATION
 ONLY ON STATE ROUTES AT
 VARIOUS LOCATIONS IN
 ETOWAH COUNTY

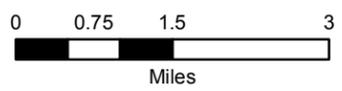
2.4.3 NHS / Interstate Maintenance / NHS Bridge Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
21427	100038045 BRF 0001 (565)	REPLACEMENT DUAL BRIDGES ON SR-1 (US-431) OVER BLACK CREEK, BIN 005430 AND BIN 008648 GRADE, DRAIN, WIDENING, RESURFACING, BRIDGE, PEDESTRIAN BRIDGE, AND BRIDGE REMOVAL	0.01	CN	P	BRIDGE REPLACEMENT	2016	0.000		NA	\$7,963,047 \$1,990,762 \$0	\$9,953,809
21427	100064484 BRF 0001 (565)	REPLACE BRIDGE SR-1 (US-431) BIN # 5430 STR#1-28-11.9A AND BIN # 8648 STR#1-28-11.9B OVER BLACK CREEK.	0.10	UT	P	BRIDGE REPLACEMENT	2016	0.000	EXEMPT	NA	\$462,580 \$115,645 \$0	\$578,225
33375	100056197 IM 1759 ()	RESURFACING I-759 FROM I-59 INTERCHANGE (MP. 0.000) TO THE WEST END OF THE COOSA RIVER BRIDGE (MP. 4.740) AT SR-25 (US-411)	4.74	CN	P	RESURFACING	2016	0.000	EXEMPT	NA	\$8,508,240 \$945,360 \$0	\$9,453,600
39042	100064333 NH 0759 ()	RESURFACE SR-759 FROM THE END OF I-759 (MP. 4.935) SR-291 (MP. 5.407)	0.47	FM	P	RESURFACING	2016	0.000	EXEMPT	NA	\$218,160 \$54,540 \$0	\$272,700
Totals By Sponsor						Federal		\$17,152,027			ALL Funds	\$20,258,334

2.4.3 NHS / Interstate Maintenance / NHS Bridge Projects



- Legend**
- ◆ Bridge Replacement
 - ◆ ADA Sidewalk Improvements
 - Resurfacing
 - Railroad
 - Freeway
 - Highway
 - Major Arterial
 - Minor Road
 - Local
 - Ramp
 - Municipal Boundaries



2.4.4 Appalachian Highway System Projects

Sponsor:

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

2.4.5 Transportation Alternatives

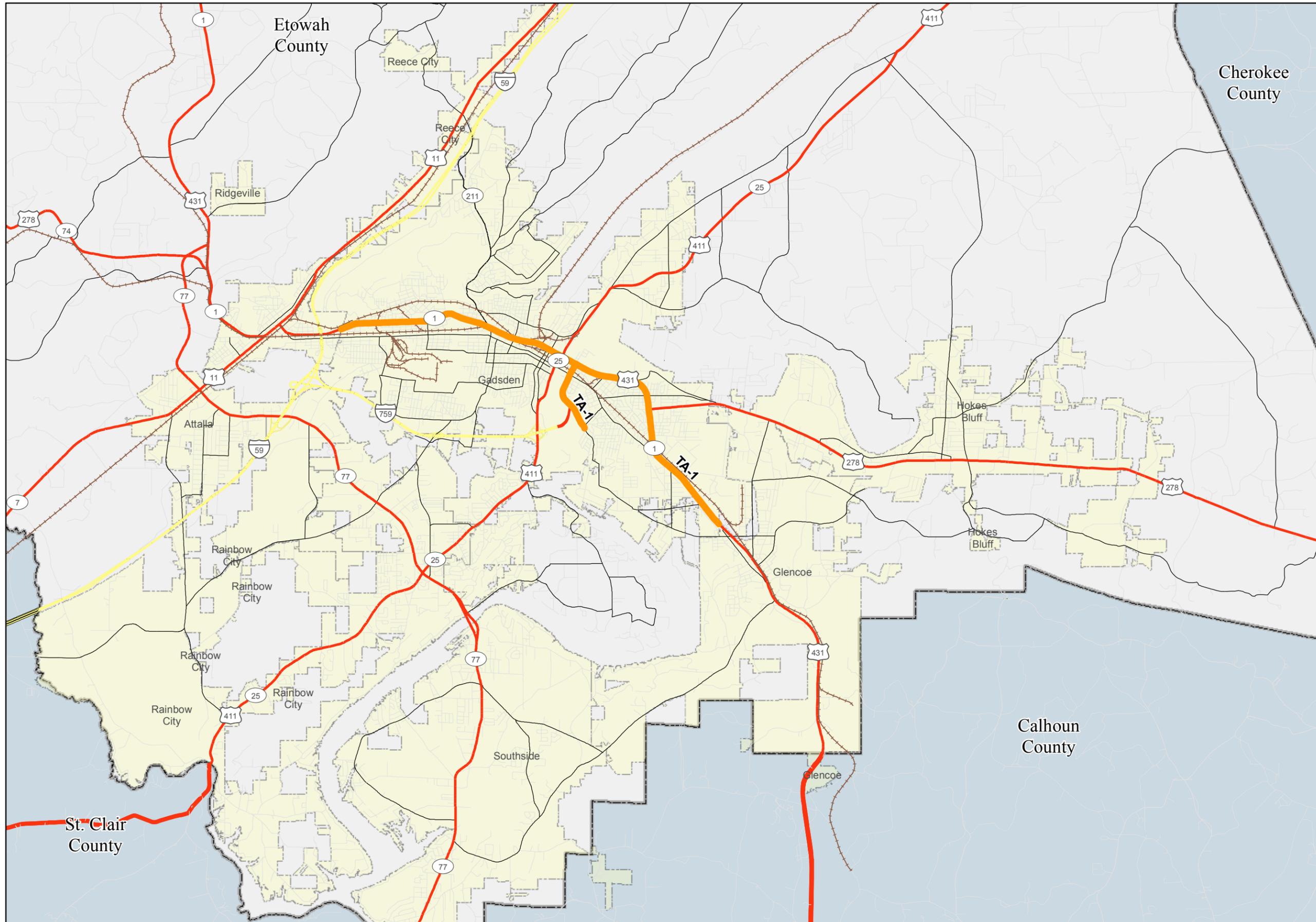
TIP

Map ID

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
38253	100062567 TAPAA TA14 (921)	ADA COMPLIANT SIDEWALK IMPROVEMENTS ON SR-1 (US-431 MEIGHAN BOULEVARD) AND SR-291 IN THE CITY LIMITS OF GADSDEN.	0.00	CN	P	SIDEWALK	2016	0.000	EXEMPT	NA	\$400,000 \$0 \$100,000	\$500,000
Totals By Sponsor						Federal		\$400,000			ALL Funds	\$500,000

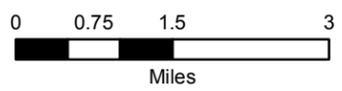
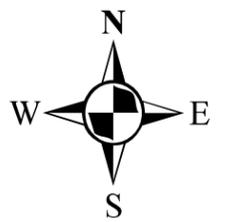
TA-1

2.4.5 Transportation Alternatives



Legend

- ◆ Bridge Replacement
- ◆ ADA Sidewalk Improvements
- ▬ ADA Sidewalk
- ▬ Resurfacing
- - - Railroad
- ▬ Freeway
- ▬ Highway
- ▬ Major Arterial
- ▬ Minor Road
- ▬ Local
- ▬ Ramp
- Municipal Boundaries



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

2.4.9 Transit Projects

Sponsor: CITY OF GADSDEN													
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	
39734	100064354 FTA9 TR16 ()	SECTION 5307 APPORTIONMENT YEAR 2015 TRANSIT CITY OF GADSDEN PREVENTATIVE MAINTENANCE	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$72,000 \$0 \$18,000	\$90,000	
39736	100064356 FTA9 TR16 ()	SECTION 5307 CITY OF GADSDEN TRANSIT OPERATING ASSISTANCE (APPORTIONMENT FY 2015)	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$378,500 \$0 \$378,500	\$757,000	
39737	100064357 FTA9 TR17 ()	SECTION 5307 APPORTIONMENT YEAR 2016 TRANSIT CITY OF GADSDEN PREVENTATIVE MAINTENANCE	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	NA	\$74,400 \$0 \$18,600	\$93,000	
39739	100064359 FTA9 TR17 ()	SECTION 5307 APPORTIONMENT YEAR 2016 CITY OF GADSDEN TRANSIT OPERATING ASSISTANCE	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	NA	\$390,000 \$0 \$390,000	\$780,000	
39740	100064360 FTA9 TR18 ()	SECTION 5307 APPORTIONMENT YEAR 2017 TRANSIT CITY OF GADSDEN PREVENTATIVE MAINTENANCE	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	NA	\$76,800 \$0 \$19,200	\$96,000	
39742	100064362 FTA9 TR18 ()	SECTION 5307 APPORTIONMENT YEAR 2017 CITY OF GADSDEN TRANSIT OPERATING ASSISTANCE	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	NA	\$395,000 \$0 \$395,000	\$790,000	
39743	100064363 FTA9 TR19 ()	SECTION 5307 APPORTIONMENT YEAR 2018 TRANSIT CITY OF GADSDEN PREVENTATIVE MAINTENANCE	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT	NA	\$78,400 \$0 \$19,600	\$98,000	
39745	100064365 FTA9 TR19 ()	SECTION 5307 APPORTIONMENT YEAR 2018 CITY OF GADSDEN TRANSIT OPERATING	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT	NA	\$398,000 \$0 \$398,000	\$796,000	
39735	100064355 FTA9C TR16 ()	SECTION 5307 APPORTIONMENT YEAR 2015 (PROGRAMMED FISCAL YEAR 2016) CITY OF GADSDEN TRANSIT CAPITAL OTHER	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$196,000 \$0 \$49,000	\$245,000	
39738	100064358 FTA9C TR17 ()	SECTION 5307 APPORTIONMENT YEAR 2016 CITY OF GADSDEN CAPITAL OTHER	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	NA	\$200,000 \$0 \$50,000	\$250,000	
39741	100064361 FTA9C TR18 ()	SECTION 5307 APPORTIONMENT YEAR 2017 CITY OF GADSDEN CAPITAL OTHER	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	NA	\$212,000 \$0 \$53,000	\$265,000	
39744	100064364 FTA9C TR19 ()	SECTION 5307 APPORTIONMENT YEAR 2018 CITY OF GADSDEN CAPITAL OTHER	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT	NA	\$220,000 \$0 \$55,000	\$275,000	
39850	100064514 FTA9C TR17 ()	SECTION 5307 APPORTIONMENT YEAR 2015 (PROGRAMMED FISCAL YEAR 2016) - CITY OF GADSDEN TRANSIT SUPPORT FACILITIES / EQUIPMENT	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$8,000 \$0 \$2,000	\$10,000	
39851	100064515 FTA9C TR18 ()	SECTION 5307 APPORTIONMENT YEAR 2016 (PROGRAMMED FISCAL YEAR 2017) - CITY OF GADSDEN TRANSIT SUPPORT FACILITIES / EQUIPMENT	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	NA	\$8,000 \$0 \$2,000	\$10,000	

2.4.9 Transit Projects

39852	100064516 FTA9C TR19 ()	SECTION 5307 APPORTIONMENT YEAR 2017 (PROGRAMMED FISCAL YEAR 2018) - CITY OF GADSDEN TRANSIT SUPPORT FACILITIES / EQUIPMENT	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	NA	\$8,000 \$0 \$2,000	\$10,000
39853	100064517 FTA9C TR20 ()	SECTION 5307 APPORTIONMENT YEAR 2018 (PROGRAMMED FISCAL YEAR 2019) - CITY OF GADSDEN TRANSIT SUPPORT FACILITIES / EQUIPMENT	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT	NA	\$8,000 \$0 \$2,000	\$10,000
Totals By Sponsor						Federal		\$2,723,100			ALL Funds	\$4,575,000
Sponsor: ETOWAH 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
39312	100063856 RPTO TR16 ()	SECTION 5311 TRANSIT ETOWAH CO COMM OPERATING FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$48,400 \$0 \$48,400	\$96,800
39313	100063857 RPTO TR16 ()	SECTION 5311 TRANSIT ETOWAH CO COMM ADMINISTRATION FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$63,536 \$0 \$15,884	\$79,420
39545	100064095 RPTO TR17 ()	SECTION 5311 TRANSIT ETOWAH CO COMM OPERATING FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	NA	\$48,500 \$0 \$48,500	\$97,000
39546	100064096 RPTO TR18 ()	SECTION 5311 TRANSIT ETOWAH CO COMM OPERATING FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	NA	\$48,500 \$0 \$48,500	\$97,000
39547	100064097 RPTO TR19 ()	SECTION 5311 TRANSIT ETOWAH CO COMM OPERATING FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT	NA	\$48,500 \$0 \$48,500	\$97,000
39548	100064098 RPTO TR17 ()	SECTION 5311 TRANSIT ETOWAH CO COMM ADMINISTRATION FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	NA	\$64,000 \$0 \$16,000	\$80,000
39549	100064099 RPTO TR18 ()	SECTION 5311 TRANSIT ETOWAH CO COMM ADMINISTRATION FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	NA	\$64,000 \$0 \$16,000	\$80,000
39550	100064100 RPTO TR19 ()	SECTION 5311 TRANSIT ETOWAH CO COMM ADMINISTRATION FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT	NA	\$64,000 \$0 \$16,000	\$80,000
39314	100063858 RPTOC TR16 ()	SECTION 5311 TRANSIT ETOWAH CO COMM CAPITAL ROLLING STOCK FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$104,000 \$0 \$26,000	\$130,000
39315	100063859 RPTOC TR16 ()	SECTION 5311 TRANSIT ETOWAH CO COMM CAPITAL SUPPORT EQUIP/FAC FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0.000	EXEMPT	NA	\$4,000 \$0 \$1,000	\$5,000
39551	100064101 RPTOC TR17 ()	SECTION 5311 TRANSIT ETOWAH CO COMM CAPITAL BUSES ROLLING STOCK FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	NA	\$104,000 \$0 \$26,000	\$130,000

2.4.9 Transit Projects

39552	100064102 RPTOC TR18 ()	SECTION 5311 TRANSIT ETOWAH CO COMM CAPITAL BUSES ROLLING STOCK FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	NA	\$104,000 \$0 \$26,000	\$130,000
39553	100064103 RPTOC TR19 ()	SECTION 5311 TRANSIT ETOWAH CO COMM CAPITAL BUSES ROLLING STOCK FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT	NA	\$104,000 \$0 \$26,000	\$130,000
39554	100064104 RPTOC TR17 ()	SECTION 5311 TRANSIT ETOWAH CO COMM CAPITAL SUPPORT EQUIP/FAC FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0.000	EXEMPT	NA	\$4,000 \$0 \$1,000	\$5,000
39555	100064105 RPTOC TR18 ()	SECTION 5311 TRANSIT ETOWAH CO COMM CAPITAL SUPPORT EQUIP/FAC FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0.000	EXEMPT	NA	\$4,000 \$0 \$1,000	\$5,000
39556	100064106 RPTOC TR19 ()	SECTION 5311 TRANSIT ETOWAH CO COMM CAPITAL SUPPORT EQUIP/FAC FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0.000	EXEMPT	NA	\$4,000 \$0 \$1,000	\$5,000
Totals By Sponsor						Federal		\$881,436			ALL Funds	\$1,247,220

2.4.10 System Maintenance Projects

Sponsor:

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

2.4.11 Safety Projects

Sponsor:

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

2.4.12 Other Federal and State Aid 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

2.4.13 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

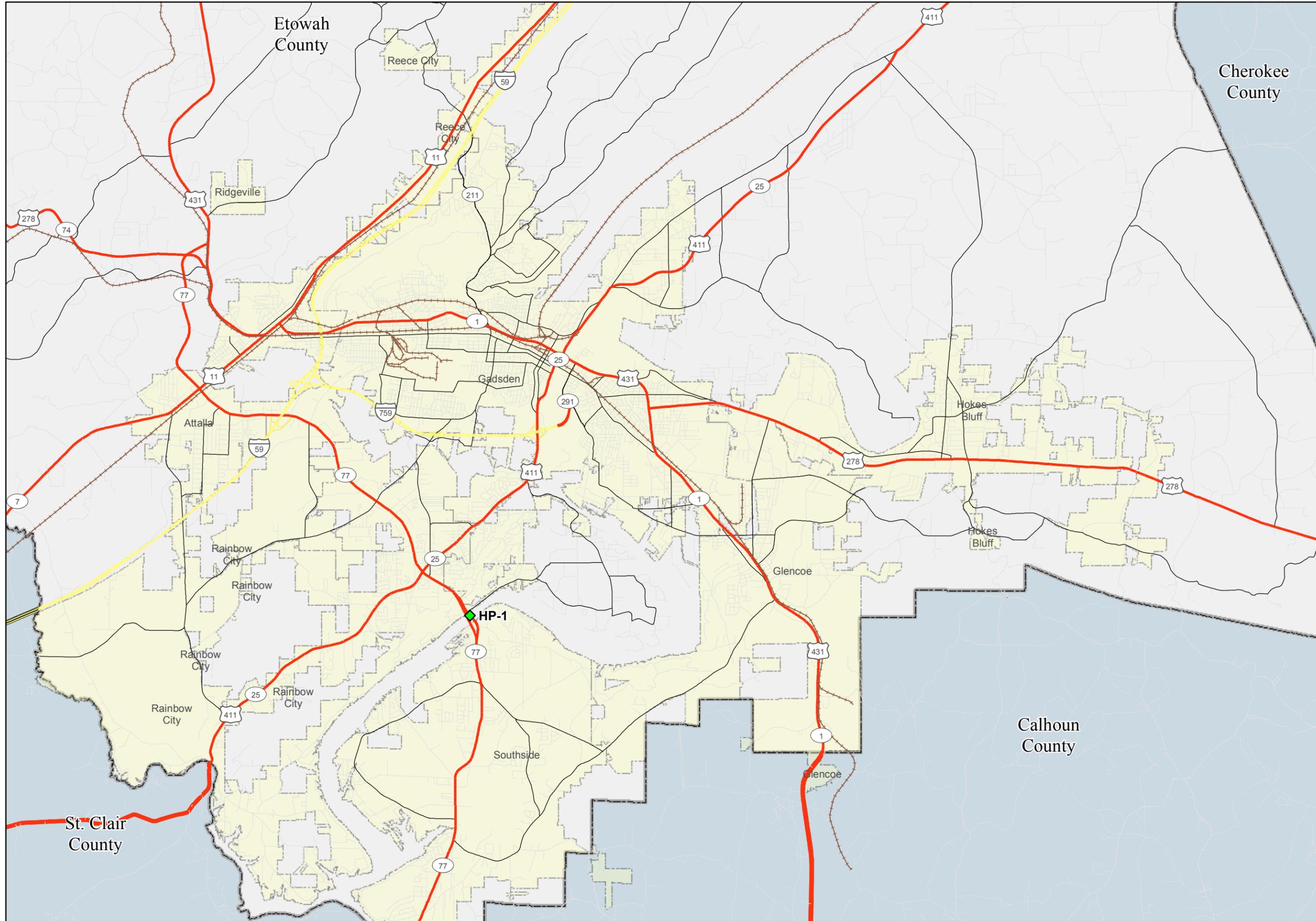
2.4.14 High Priority and Congressional Earmark Projects

TIP
Map ID

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
28887	100059992 DEF A181 ()	REPLACE BRIDGE, BIN 002035, SR-77 (NORTH BOUND) OVER COOSA RIVER. (SUFF=56.8, STATUS=FO)	0.60	PE	P	BRIDGE REPLACEMENT	2017	0.000		NA	\$784,692 \$0 \$0	\$784,692
Totals By Sponsor						Federal		\$784,692			ALL Funds	\$784,692

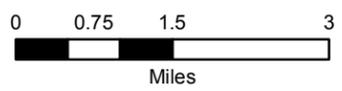
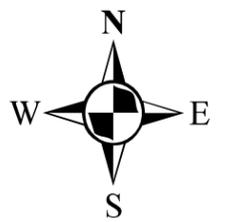
HP-1

2.4.14 High Priority and Congressional Earmark Projects



Legend

- ◆ Bridge Replacement
- ◆ ADA Sidewalk Improvements
- ADA Sidewalk
- Resurfacing
- Railroad
- Freeway
- Highway
- Major Arterial
- Minor Road
- Local
- Ramp
- Municipal Boundaries



Authorized Projects in FY 2015

2.4.1 Surface Transportation Attributable Projects

Sponsor: CITY OF GADSDEN													
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	
26702	100046965 STPOA 8121 (600)	REPLACE BRIDGE ON CR-203 (SOUTH 11TH STREET) AT BLACK CREEK, BIN #002249	0.00	CN	A	BRIDGE REPLACEMENT	2015	0.000		NA	\$1,021,586 \$255,397 \$0	\$1,276,983	
26702	100046965 STPOA 8121 (600)	REPLACE BRIDGE ON CR-203 (SOUTH 11TH STREET) AT BLACK CREEK, BIN #002249	0.00	CN	A	BRIDGE REPLACEMENT	2015	0.000		NA	\$636,025 \$159,006 \$0	\$795,031	
38966	100063362 STPOA 2815 (250)	RESURFACING VANDELL BOULEVARD FROM HICKORY STREET TO FORREST AVENUE IN THE CITY OF GADSDEN	0.80	PE	A	RESURFACING	2015	0.000	EXEMPT	NA	\$32,110 \$0 \$0	\$32,110	
Totals By Sponsor							Federal				\$1,689,720	ALL Funds	\$2,104,123
Sponsor: ETOWAH 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	
10960	100056669 STPOA 2813 (252)	RESURFACE AND TRAFFIC STRIPE BRUTON GAP RD (CR-212) FROM SR-7 (US-11) TO DUCK SPRINGS RD (CR-211).	2.20	CN	A	RESURFACING	2015	0.000		NA	\$758,117 \$189,529 \$0	\$947,647	
10960	100056669 STPOA 2813 (252)	RESURFACE AND TRAFFIC STRIPE BRUTON GAP RD (CR-212) FROM SR-7 (US-11) TO DUCK SPRINGS RD (CR-211).	2.20	CN	A	RESURFACING	2015	0.000		NA	\$0 \$0 \$147,182	\$147,182	
Totals By Sponsor							Federal				\$758,117	ALL Funds	\$1,094,828
Sponsor: RAINBOW CITY													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
38040	100008479 STPOA- ACOA8479 ATRP (007)	WIDEN CR-162 (STEELE STATION ROAD) FROM SR-77 TO CR-203 (SUTTON BRIDGE ROAD)	1.09	CN	A	GRADE, DRAIN, BASE AND PAVE	2015	0.000		NA	\$523,175 \$130,794 \$0	\$653,969	
Totals By Sponsor							Federal				\$523,175	ALL Funds	\$653,969

2.4.2 Other Surface Transportation Program Projects

Sponsor: ALDOT													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
39042	100060910 STPAA 0025 (543)	RESURFACING SR-25 (US-411) FROM NORTH OF APPALACHIAN ROAD TO .3 MILES NORTH OF CR-20	5.70	FM	A	RESURFACING	2015	0.000		NA	\$872,226 \$218,056 \$0	\$1,090,282	
Totals By Sponsor							Federal				\$872,226	ALL Funds \$1,090,282	
Sponsor: CITY OF GADSDEN													
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	
34944	100059384 ACBRZ59384 ATRP (003)	BRIDGE REPLACEMENT ON TUSCALOOSA AVENUE OVER BLACK CREEK IN THE CITY OF GADSDEN BIN # 2271	0.00	CN	A	BRIDGE REPLACEMENT	2015	0.000		NA	\$812,607 \$203,152 \$0	\$1,015,758	
Totals By Sponsor							Federal				\$812,607	ALL Funds \$1,015,758	
Sponsor: CITY OF GLENCOE													
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	
34944	100058617 ACBRZ58617 ATRP (004)	BRIDGE REPLACEMENT ON PINEVIEW AVENUE OVER LITTLE COVE CREEK .10 MILE EAST OF SR-1(US-431)	0.00	CN	A	BRIDGE REPLACEMENT	2015	0.000		NA	\$497,823 \$0 \$214,061	\$711,884	
Totals By Sponsor							Federal				\$497,823	ALL Funds \$711,884	
Sponsor: CITY OF HOKES BLUFF													
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	
1919	100059385 ACBRZ59385 ATRP (003)	BRIDGE REPLACEMENT ON CADDEL CIRCLE OVER BIG COVE CREEK (BIN# 3811)	0.00	CN	A	BRIDGE REPLACEMENT	2015	0.000		NA	\$689,007 \$172,252 \$0	\$861,259	
Totals By Sponsor							Federal				\$689,007	ALL Funds \$861,259	
Sponsor: ETOWAH 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	
34944	100058641 ACBRZ58641 ATRP (003)	BRIDGE REPLACEMENT ON CR-209 (WESSON GAP ROAD) OVER LITTLE WILLS CREEK IN ETOWAH COUNTY (BIN 119)	0.00	CN	A	BRIDGE REPLACEMENT	2015	0.000		NA	\$2,021,327 \$0 \$505,332	\$2,526,659	
Totals By Sponsor							Federal				\$2,021,327	ALL Funds \$2,526,659	

2.4.2 Other Surface Transportation Program Projects

Sponsor: RAINBOW CITY												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
38040	100008479 STPOA- ACOA8479 ATRP (007)	WIDEN CR-162 (STEELE STATION ROAD) FROM SR-77 TO CR-203 (SUTTON BRIDGE ROAD)	1.09	CN	A	GRADE, DRAIN, BASE AND PAVE	2015	0.000		NA	\$4,553,878 \$1,220,062 \$0	\$5,773,940
Totals By Sponsor						Federal		\$4,553,878			ALL Funds	\$5,773,940

2.4.3 NHS / Interstate Maintenance / NHS Bridge Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
39042	100060864 NH 0077 (518)	RESURFACE SR-77 FROM PINEDALE DRIVE TO NORTH OF STEELE STATION ROAD IN RAINBOW CITY INCLUDING ALL 4 - LEGS OF INTERSECTION AT SR-25 (US-411) AND SR-77	3.55	FM	A	RESURFACING	2015	0.000	EXEMPT	NA	\$1,691,586 \$422,897 \$0	\$2,114,483
Totals By Sponsor						Federal		\$1,691,586			ALL Funds	\$2,114,483

2.4.7 State Funded Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
39471	100064018 ST-028-999-009 ()	FULL DEPTH RECLAMATION AND RESUFACING ON JENKINS MOUNTAIN ROAD AND AARON WAY STREET IN THE CITY OF HOKES BLUFF	1.50	CN	A	RESURFACING	2015	0.000	EXEMPT	NA	\$0 \$88,386 \$0	\$88,386
Totals By Sponsor						Federal		\$0			ALL Funds	\$88,386

2.4.9 Transit 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	
38943	100063326 JARC TR15 ()	SECTION 5316 JARC NEW CENTURIONS OPERATING URBAN OTHER FY 2015	0.00	TR	A	UNCLASSIFIED	2015	0.000	EXEMPT	NA	\$27,372 \$0 \$0	\$27,372	
36203	100059828 NFIGC TR15 ()	SECTION 5317 NF NE AL MRDD AUTHORITY 2015 URBAN CAPITAL:ITS	0.00	TR	A	UNCLASSIFIED	2015	0.000		NA	\$980 \$0 \$0	\$980	
38844	100063202 NFIGC TR15 ()	SECTION 5317 NF NE AL MR/DD AUTHORITY CAPITAL ITS FY 2015 RURAL	0.00	TR	A	UNCLASSIFIED	2015	0.000	EXEMPT	NA	\$980 \$0 \$0	\$980	
36202	100059827 NFIGR TR15 ()	SECTION 5317 NF NE AL MRDD AUTHORITY FY 2015 URBAN	0.00	TR	A	UNCLASSIFIED	2015	0.000		NA	\$25,117 \$0 \$0	\$25,117	
36204	100059829 NFIGR TR15 ()	SECTION 5317 NF NE AL MR/DD AUTHORITY OPERATING FY 2015 RURAL	0.00	TR	A	UNCLASSIFIED	2015	0.000		NA	\$24,237 \$0 \$0	\$24,237	
Totals By Sponsor						Federal		\$78,686			ALL Funds	\$78,686	
Sponsor: ETOWAH 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	
33961	100057001 RPTO TR15 ()	SECTION 5311 TRANSIT ETOWAH COUNTY OPERATING ASSISTANCE FY 2015	0.00	TR	A	UNCLASSIFIED	2015	0.000		NA	\$96,800 \$0 \$0	\$96,800	
33962	100057002 RPTO TR15 ()	SECTION 5311 TRANSIT ETOWAH COUNTY ADMINISTRATION ASSISTANCE FY 2015	0.00	TR	A	UNCLASSIFIED	2015	0.000		NA	\$79,420 \$0 \$0	\$79,420	
Totals By Sponsor						Federal		\$176,220			ALL Funds	\$176,220	

2.4.11 Safety Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
39211	100063737 HSIP 2815 (251)	ROUNDAABOUT FEASIBILITY STUDY IN NORTH REGION - GUNTERSVILLE AREA: SR-77 NB AT FOWLERS FERRY RD NORTH, SR-77 NB AT LAKESHORE DRIVE/WHORTON BEND RD IN ETOWAH CO (SOUTHSIDE), AND SR-2(US-72) AT SR-79 IN JACKSON CO (SCOTTSBORO)	0.00	SP	A	UNCLASSIFIED	2015	0.000	EXEMPT	NA	\$90,000 \$0 \$0	\$90,000
36589	100060212 RHCH RR13 (917)	RAILROAD CROSSING IMPROVEMENT AT N. 12TH STREET REF#1262 (XIII-R) ATN (DOT#353-818W) IN CITY OF GADSDEN	0.00	CN	A	RR XING SIGNAL-SIGN-PAVE MARK	2015	0.000		NA	\$250,505 \$0 \$0	\$250,505
Totals By Sponsor						Federal		\$340,505			ALL Funds	\$340,505

2.4.14 High Priority and Congressional Earmark Projects

Sponsor: CITY OF GADSDEN												
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
34717	100057933 DE A190 (900)	LIGHTING ON CR-164 (AIRPORT ROAD) AT IRA GRAY DRIVE	0.00	CN	A	LIGHTING	2015	0.000		NA	\$396,160 \$55,093 \$36,131	\$487,384
Totals By Sponsor						Federal		\$396,160			ALL Funds	\$487,384

3.0 Appendices

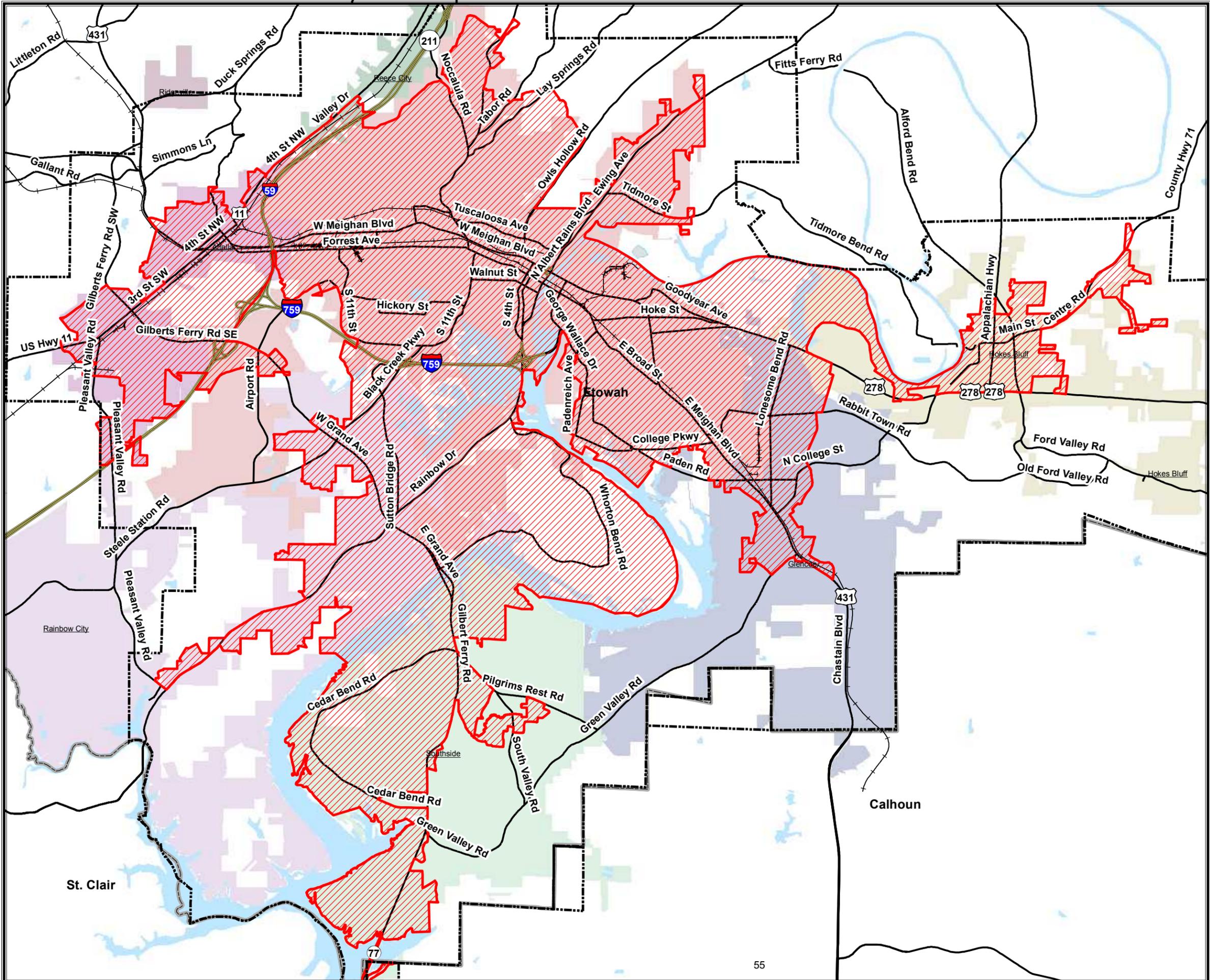
3.1 Abbreviations and Acronyms

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

3.1 Abbreviations and Acroymns (continued)

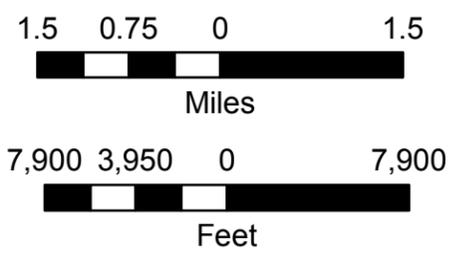
PPP	Public Participation Plan
ROW	Right of Way
RPO	Rural Planning Organization
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act; A Legacy for Users
Section 504	Rehabilitation Act of 1973 – protects qualified individuals from discrimination based on the disability
Section 5303	Federal Transit Administration funding program for technical studies
Section 5307	Federal Transit Administration funding program for urban area transit capital and operation expenses, see Section 5339
Section 5309	Federal Transit Administration funding program for capital transit improvements
Section 5310	Federal Transit Administration funding program for elderly and disabled transit capital assistance
Section 5311	Federal Transit Administration funding program for rural area transit capital and operating expenses
Section 5339	Federal Transit Administration funding program for new Americans with Disabilities Act transit assistance, also known as New Freedoms
SIB	State Infrastructure Bank
SHSP	Strategic Highway Safety Plan
SPR	State Planning and Research funds
STAA	Surface Transportation Any Area funding category, represents funds that may be used anywhere in the state, ALDOT has the authority to allocate these funds
STIP	State Transportation Improvement Program
STOA	Surface Transportation Other Area funding category, represents funds that are used in Urban Areas with populations less than 200,000
STP	Surface Transportation Program
TAP	Transportation Alternative Program
TAZ	Transportation Analysis Zone
TCC	Technical Coordinating Committee
TCM	Transportation Control Measures
TDM	Transportation Demand Management
TEA-21	Transportation Equity Act of the 21 st Century
TELUS	Transportation, Economic, and Land Use System – web based software used to manage and integrate the TIP and STIP processes and databases
TIP	Transportation Improvement Plan
Title VI	Title VI of the Civil Rights Act of 1964, 42 USC 2000d
TR	Transit Project
UPWP	Unified Planning Work Program
UT	Utility Construction
VMT	Vehicle Miles of Travel

3.2 - GEMPO Urbanized and Study Area Map



**Gadsden-Etowah
MPO**
2010 Urbanized Census Boundary

- Legend**
- 2010 Urbanized Census Boundary
 - Gadsden-Etowah Urban Area
 - Primary Roads
 - Secondary Roads
 - Altoona
 - Attalla
 - Boaz
 - Gadsden
 - Glencoe
 - Hokes Bluff
 - Rainbow City
 - Reece City
 - Ridgeville
 - Sardis City
 - Southside
 - Walnut Grove



Date: 6/22/2012

Source: MPO Staff

Based on US 2010 Census Data

3.3 Livability Principles and Indicators

1) Provision of diverse transportation choices

Develop and implement safer, dependable, efficient, and economical transportation choices.

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

Indicators

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

2) Promotion of equitable and affordable housing

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

Indicators

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

3) Enhance economic competitiveness

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

Indicators

- Working Population Etowah County in private non-farm employment (2011): 28,470.
- Percent of change from previous year (2010) Etowah County, non-farm employment: (- 3.4%).
- Median household income 2007-2011: \$37,772.
- Number of firms operating in Etowah County in 2007: 9,147.

4) Support existing communities

Target federal funding toward existing communities through such strategies as transit-oriented, mixed-use development to enhance community revitalization, improve the efficiency of public works investments.

Indicators

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

5) Coordinate policies and leverage investment

Align federal policies and funding with local strategies in order to remove barriers to collaboration.

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

Indicators

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

6) Value communities and neighborhoods

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

Indicators

- Federal funding for Safe Routes to School in the current FY 2012-2015 TIP: \$162,806.
- Number of public recreational facilities within the City of Gadsden [parks, gymnasiums, picnic areas, concert/meeting venues, sports complexes, theatres]: 19.
- Percentage of Federal system preservation dollars (resurfacing) in the FY 2012-2015 TIP: 34.2%.

3.4 Financial Documentation

Appendix 3.4.1 Financially Constrained Data Sheet

9/22/2015

URBAN AREA FUNDING AVAILABILITY REPORT

Page 1 of 2

URBAN AREA		GADSDEN		FEDERAL FUNDING ONLY			
PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized	
100008479	WIDEN CR-162 (STEELE STATION ROAD) FROM SR-77 TO CR-203 (SUTTON BRIDGE ROAD)	CN	\$523,175	08/28/2015	Authorized	7/30/2015	
100046965	REPLACE BRIDGE ON CR-203 (SOUTH 11TH STREET) AT BLACK CREEK, BIN #002249	CN	\$1,657,611	08/28/2015	Authorized	7/29/2015	
100056669	RESURFACE AND TRAFFIC STRIPE BRUTON GAP RD (CR-212) FROM SR-7 (US-11) TO DUCK SPR	CN	\$758,117	01/30/2015	Authorized	1/6/2015	
100063362	RESURFACING VANDELL BOULEVARD FROM HICKORY STREET TO FORREST AVENUE IN THE CI	PE	\$32,110	05/01/2015	Authorized	4/9/2015	
TOTALS FOR FISCAL YEAR		2015					
Prior FY Carryover	\$3,149,150	Authorized Projects	\$2,971,013	Unobligated Balance	\$1,528,857		
FY Apportionment	\$1,350,720	Planned Projects	\$0	Remaining Balance	\$1,528,857		
FY Special Allocation	\$0	Total Project Funds	\$2,971,013				
Total Funds	\$4,499,870						

100048747	WIDEN AND RESURFACE SOUTH 11TH STREET FROM CR-203 (BLACK CREEK PARKWAY) TO NE/	CN	\$442,322	03/25/2016	Planned	
100056668	RESURFACE CR-290 (LAY SPRINGS ROAD AND MOON ROAD) FROM GADSDEN CITY LIMITS TO C	CN	\$924,352	02/26/2016	Planned	
100063363	RESURFACING VANDELL BOULEVARD FROM HICKORY STREET TO FORREST AVENUE IN THE CI	CN	\$553,885	04/29/2016	Planned	
100063550	ADDITIONAL LANES ON LUMLEY ROAD FROM STEELE STATION ROAD TO SR-25 (US-411)IN RAIL	PE	\$242,400	01/01/2016	Planned	
100063620	RESURFACING CHURCH STREET FROM SR-77 TO SR-25 (US-411)IN RAINBOW CITY	PE	\$20,200	01/01/2016	Planned	
100063621	RESURFACING CHURCH STREET FROM SR-77 TO SR-25 (US-411)IN RAINBOW CITY	CN	\$101,000	09/30/2016	Planned	
100064626	RECONSTRUCTION OF SOUTH 11TH STREET FROM BLACK CREEK PARKWAY TO THE BRIDGE A	PE	\$66,660	01/01/2016	Planned	
TOTALS FOR FISCAL YEAR		2016				
Prior FY Carryover	\$1,528,857	Authorized Projects	\$0	Unobligated Balance	\$2,879,577	
FY Apportionment	\$1,350,720	Planned Projects	\$2,350,818	Remaining Balance	\$528,759	
FY Special Allocation	\$0	Total Project Funds	\$2,350,818			
Total Funds	\$2,879,577					

100050715	RESURFACE CR-330 (TIDMORE BEND ROAD) FROM CR-345 (WHITE CHAPEL RD) TO COOSA RIV/	CN	\$614,274	05/26/2017	Planned	
100064387	RESURFACING NORTH COLLEGE STREET FROM SR-1 (US-431) TO RABBITTOWN ROAD IN THE C	PE	\$50,597	11/01/2016	Planned	
100064625	RECONSTRUCTION OF SOUTH 11TH STREET FROM BLACK CREEK PARKWAY TO THE BRIDGE A	CN	\$381,517	04/28/2017	Planned	
100064630	RESURFACE AND TRAFFIC STRIPE ON SOUTH 11TH STREET FROM RANDALL STREET TO FORR	PE	\$72,631	04/01/2017	Planned	
TOTALS FOR FISCAL YEAR		2017				
Prior FY Carryover	\$528,759	Authorized Projects	\$0	Unobligated Balance	\$1,879,479	
FY Apportionment	\$1,350,720	Planned Projects	\$1,119,020	Remaining Balance	\$760,459	
FY Special Allocation	\$0	Total Project Funds	\$1,119,020			
Total Funds	\$1,879,479					

100064393	RESURFACING AIR DEPOT ROAD FROM SALLY SPRINGS TO NORTH COLLEGE STREET IN THE C	PE	\$30,497	09/01/2018	Planned	
100064395	RESURFACING NORTH COLLEGE STREET FROM SR-1 (US-431) TO RABBITTOWN ROAD IN THE C	CN	\$510,489	06/29/2018	Planned	
100064631	RESURFACE AND TRAFFIC STRIPE OF SOUTH 11TH STREET FROM RANDALL STREET TO FORRI	CN	\$419,469	02/23/2018	Planned	
100064636	BRIDGE REPLACEMENT ON HICKORY STREET OVER BLACK CREEK IN THE CITY OF GADSDEN	PE	\$247,272	02/01/2018	Planned	
100064639	RESURFACING AND TRAFFIC STRIPE ON CHESTNUT STREET FROM 5TH STREET TO BLACK CRI	PE	\$51,103	07/01/2018	Planned	
TOTALS FOR FISCAL YEAR		2018				
Prior FY Carryover	\$760,459	Authorized Projects	\$0	Unobligated Balance	\$2,111,179	
FY Apportionment	\$1,350,720	Planned Projects	\$1,258,830	Remaining Balance	\$852,349	
FY Special Allocation	\$0	Total Project Funds	\$1,258,830			
Total Funds	\$2,111,179					

100064394	RESURFACING AIR DEPOT ROAD FROM SALLY SPRINGS TO NORTH COLLEGE STREET IN THE C	CN	\$303,290	07/26/2019	Planned	
100064638	BRIDGE REPLACEMENT ON HICKORY STREET OVER BLACK CREEK IN THE CITY OF GADSDEN I	CN	\$1,415,221	01/25/2019	Planned	
100064640	RESURFACING AND TRAFFIC STRIPE ON CHESTNUT STREET FROM 5TH STREET TO BLACK CRI	CN	\$287,332	02/22/2019	Planned	

Appendix 3.4.1 Financially Constrained Data Sheet

9/22/2015

URBAN AREA FUNDING AVAILABILITY REPORT
FEDERAL FUNDING ONLY

Page 2 of 2

URBAN AREA	FEDERAL FUNDING ONLY					
PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
GADSDEN						
100064645	BRIDGE REPLACEMENT ON FORREST AVENUE OVER BLACK CREEK IN THE CITY OF GADSDEN	PE	\$187,309	03/01/2019	Planned	

TOTALS FOR FISCAL YEAR 2019

Prior FY Carryover	\$852,349	Authorized Projects	\$0	Unobligated Balance	\$2,203,069
FY Apportionment	\$1,350,720	Planned Projects	\$2,193,152	Remaining Balance	\$9,917
FY Special Allocation	\$0	Total Project Funds	\$2,193,152		
Total Funds	\$2,203,069				

ALDOT SPREADSHEET FOR ALL TIP Fiscal Years 2016 Through 2019 - Financial Plan GEMPO

	2016	2017	2018	2019
Surface Transportation Attributable Projects				
Carryover From Previous Year (Federal Funds Only)	\$1,528,857	\$528,759	\$760,459	\$852,349
Apportionment (Federal Funds Only)	\$1,350,720	\$1,350,720	\$1,350,720	\$1,350,720
Funds Available to the MPO for Programming (Federal Funds Only)	\$2,879,577	\$1,879,479	\$2,111,179	\$2,203,069
Estimated Cost of Planned Projects (Federal Funds Only)	\$2,350,818	\$1,119,020	\$1,258,830	\$2,193,152
Balance Forward (Federal Funds Only)	\$528,759	\$760,459	\$852,349	\$9,917
Other Surface Transportation Program Projects (includes Bridge projects not on NH System)				
Funds Available for Programming Statewide (Federal Funds Only)	\$111,298,342	\$111,298,342	\$111,298,342	\$111,298,342
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$6,950,322	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	6%	0%	0%	0%
National Highway Performance Program (APD, IM, Bridge projects on NH System)				
Funds Available for Programming Statewide (Federal Funds Only)	\$425,075,248	\$425,075,248	\$425,075,248	\$425,075,248
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$17,348,461			\$0
Percentage Programmed in the Tuscaloosa Area (Federal Funds Only)	4%	0%	0%	0%
State Funded Projects				
State Funds Available for Programming Statewide (Total Funds)	\$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%
Transportation Alternatives Program (TAP) (formerly TE)				
Projects in this category are funded through annual grant applications and will not be known until late each year.				
Funds Available for Programming Statewide (Federal Funds Only)	\$15,278,816	\$15,278,816	\$15,278,816	\$15,278,816
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$400,000	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	3%	0%	0%	0%
Transit Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$32,000,000	\$32,000,000	\$32,000,000	\$32,000,000
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$874,436	\$892,900	\$912,300	\$924,900
Percentage Programmed in the MPO Area (Federal Funds Only)	3%	3%	3%	3%
System Maintenance Projects				
State Funds Available for Programming Statewide (Total Funds)	\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000
MPO Area Estimated Cost of Planned Projects (Total Funds)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Total Funds)	0%	0%	0%	0%

ALDOT SPREADSHEET FOR ALL TIP Fiscal Years 2016 Through 2019 - Financial Plan GEMPO

	2016	2017	2018	2019
Safety Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$64,958,603	\$64,958,603	\$64,958,603	\$64,958,603
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)			\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
Other Federal and State Aid Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$20,051,181	\$20,051,181	\$20,051,181	\$20,051,181
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)	\$10,902,559	\$10,902,559	\$10,902,559	\$10,902,559
Apportionment (Federal Funds Only)	\$0	\$0	\$0	\$0
Funds Available for Programming (Federal Funds Only)	\$0	\$0	\$0	\$0
Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Balance Forward (Federal Funds Only)	\$0	\$0	\$0	\$0
High Priority and Congressional Earmark Projects (Discontinued but money still available via carryover)				
<small>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.</small>				
Funds Available for Programming Statewide (Federal Funds Only)	\$33,501,939	\$33,501,939	\$33,501,939	\$33,501,939
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$784,692	\$0	\$0

**Appendix 3.4.3 Urbanized Area Funding Availability
City of Gadsden Transit – Section 5307
Fiscal Years 2016 – 2019 (TIP Years)**

Fiscal Year 2016

Description	ALDOT CPMS #	Total Cost	Federal Cost	Local Cost	FTA Apportionment Year
Section 5307 Apportionment Year 2015 (Programmed Fiscal Year 2016) – City of Gadsden Transit Operating Assistance	100064356	\$747,000	\$373,500	\$373,500	2015
Section 5307 Apportionment Year 2015 (Programmed Fiscal Year 2016) – City of Gadsden Transit Capital Other	100064355	\$245,000	\$196,000	\$49,000	2015
Section 5307 Apportionment Year 2015 (Programmed Fiscal Year 2016) – City of Gadsden Transit Support Facilities / Equipment		\$10,000	\$8,000	\$2,000	2015
Section 5307 Apportionment Year 2015 (Programmed Fiscal Year 2016) – City of Gadsden Transit Preventive Maintenance	100064354	\$90,000	\$72,000	\$18,000	2015

Fiscal Year 2017

Description	ALDOT CPMS #	Total Cost	Federal Cost	Local Cost	FTA Apportionment Year
Section 5307 Apportionment Year 2016 (Programmed Fiscal Year 2017) – City of Gadsden Transit Operating Assistance	100064359	\$770,000	\$385,000	\$385,000	2016
Section 5307 Apportionment Year 2016 (Programmed Fiscal Year 2017) – City of Gadsden Transit Capital Other	100064358	\$250,000	\$200,000	\$50,000	2016
Section 5307 Apportionment Year 2016 (Programmed Fiscal Year 2017) – City of Gadsden Transit Support Facilities / Equipment		\$10,000	\$8,000	\$2,000	2016
Section 5307 Apportionment Year 2016 (Programmed Fiscal Year 2017) – City of Gadsden Transit Preventive Maintenance	100064357	\$93,000	\$74,400	\$18,600	2016

Appendix 3.4.3 Urbanized Area Funding Availability

Fiscal Year 2018

Description	ALDOT CPMS #	Total Cost	Federal Cost	Local Cost	FTA Apportionment Year
Section 5307 Apportionment Year 2017 (Programmed Fiscal Year 2018) – City of Gadsden Transit Operating Assistance	100064362	\$780,000	\$390,000	\$390,000	2017
Section 5307 Apportionment Year 2017 (Programmed Fiscal Year 2018) – City of Gadsden Transit Capital Other	100064361	\$265,000	\$212,000	\$53,000	2017
Section 5307 Apportionment Year 2017 (Programmed Fiscal Year 2018) – City of Gadsden Transit Support Facilities / Equipment		\$10,000	\$8,000	\$2,000	2017
Section 5307 Apportionment Year 2017 (Programmed Fiscal Year 2018) – City of Gadsden Transit Preventive Maintenance	100064360	\$96,000	\$76,800	\$19,200	2017

Fiscal Year 2019

Description	ALDOT CPMS #	Total Cost	Federal Cost	Local Cost	FTA Apportionment Year
Section 5307 Apportionment Year 2018 (Programmed Fiscal Year 2019) – City of Gadsden Transit Operating Assistance	100064365	\$786,000	\$393,000	\$393,000	2018
Section 5307 Apportionment Year 2018 (Programmed Fiscal Year 2019) – City of Gadsden Transit Capital Other	100064364	\$275,000	\$220,000	\$55,000	2018
Section 5307 Apportionment Year 2018 (Programmed Fiscal Year 2019) – City of Gadsden Transit Support Facilities / Equipment		\$10,000	\$8,000	\$2,000	2018
Section 5307 Apportionment Year 2018 (Programmed Fiscal Year 2019) – City of Gadsden Transit Preventive Maintenance	100064363	\$98,000	\$78,400	\$19,600	2018

3.5 GEMPO Transportation Planning Process Agreement

**AN AGREEMENT CONCERNING A
TRANSPORTATION PLANNING PROCESS
FOR THE GADSDEN URBANIZED AREA**

BETWEEN

THE COUNTY OF

ETOWAH

AND

**THE MUNICIPALITIES OF GADSDEN, ATTALLA, GLENCOE,
SOUTHSIDE, REECE CITY, RAINBOW CITY, AND HOKES BLUFF**

AND THE

EAST ALABAMA REGIONAL PLANNING AND DEVELOPMENT

COMMISSION

AND THE

STATE OF ALABAMA

Sec. 1-1

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

hereinafter referred to as COUNTY;

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

hereinafter referred to as CITIES;

the East Alabama Regional Planning and Development Commission,

hereinafter referred to as COMMISSION;

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

hereinafter referred to as STATE.

Sec. 1-2

- (a) WHEREAS, section 134 of Title 23 of the United States Code and Chapter 53 Title 49 of the United States Code requires that each urbanized area, as a condition of the receipt of Federal capital or operating assistance, have a continuing, cooperative and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals that lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods; and
- (b) WHEREAS, the Federal Transit Administration and Federal Highway Administration have issued on July 6, 2012, new regulations concerning the metropolitan transportation planning process.

Sec. 1-3

NOW, THEREFORE, it is hereby agreed as follows:

- (a) The parties to this Agreement resolve to support a continuing process for the Gadsden

Urbanized Area, hereinafter referred to as the "3C PROCESS;" and

- (b) FURTHERMORE, it is understood by the parties to this Agreement that an unwillingness to participate in the "3C PROCESS" may result in the Secretary of Transportation refusing to approve Federal Aid funds for surface transportation within the Gadsden Urbanized Area.
- (c) IT IS agreed and further understood by the parties of this Agreement that by execution of this Agreement upon and on behalf of the state, the Governor designates the following as the Metropolitan Planning Organization (MPO) for the Gadsden Urbanized Area:
 - (1) The mayor of each of the municipalities within the transportation planning study area. These municipalities are:
 - City of Gadsden City of Reese City
 - City of Attalla City of Rainbow City
 - City of Glencoe City of Hokes Bluff
 - City of Southside
 - (2) The President of the Etowah County Commission
 - (3) Director of Engineering, City of Gadsden
 - (4) Director of Planning, City of Gadsden
 - (5) Transportation Planner, City of Gadsden
 - (6) North Region Engineer, State of Alabama Department of Transportation
 - (7) Transportation Planning Engineer, State of Alabama Department of Transportation
(non-voting)
 - (8) Division Administrator, Federal Highway Administration (non-voting)
 - (9) Executive Director, East Alabama Regional Planning and Development
Commission (non-voting)
 - (10) Mayor, City of Ohatchee (non-voting)
 - (11) The Chamber of Commerce, Gadsden and Etowah County (non-voting)

- (d) IT IS agreed that any change in the voting membership of the MPO will be at the request of the MPO and with written approval of the Director of the Alabama Department of Transportation. Written approval of the Director of the Alabama Department of Transportation constitutes designation of MPO membership by the Governor of Alabama as required under Federal regulations when this Agreement is signed by the Governor. The MPO may add non-voting members to the MPO, as it deems appropriate.
- (e) IT IS agreed that overall direction of the "3C PROCESS" will be a function of the MPO as identified herein.

Sec. 1-4

- (a) The responsibilities of the MPO will be as follows:
 - (1) Organize and elect a Chairman, Vice-Chairman and establish its rules of procedure and by-laws.
 - (2) Appoint members to the Technical Coordinating Committee, Citizens' Advisory Committees, Bicycle, Pedestrian and Greenways Advisory Committee
 - (3) Take official action on Technical Coordinating Committee, Citizens' Advisory Committees and Bicycle, Pedestrian and Greenways Advisory Committee recommendations and other matters pertaining to furthering the planning process.
 - (4) Set the transportation study area and Federal Aid urban area boundaries.
 - (5) Adopt transportation goals and objectives to guide the Gadsden Urbanized Area metropolitan planning process.
 - (6) Annually endorse the Unified Planning Work Program (UPWP) which documents the transportation related planning activities to be performed with planning assistance provided under FTA and FHWA Planning funds for Moving Ahead for Progress in the 21st Century Act (MAP-21) and other funding sources.
 - (7) Review and endorse the Transportation Plan to confirm its validity and its consistency

with current transportation; and land use conditions as required by the State and Federal regulations.

- (8) Adopt a Transportation Improvement Program (TIP) that is updated as required by the State and Federal regulations.
 - (9) Adopt and submit plans and recommendations to participating agencies and local governments.
- (b) IT IS further agreed that a representative of the Transportation Technical Coordinating Committee, to be appointed by the MPO, will have the following responsibilities:
- (1) Make recommendations to the MPO regarding the documents and materials necessary for the MPO endorsements.
 - (2) Make recommendations to the MPO regarding the elements of the metropolitan planning process necessary to meet the requirement for certification.
- (c) IT IS further agreed that a representative of the Transportation Citizens' Advisory Committee, to be appointed by the MPO, will have the following responsibilities:
- (1) Make recommendations to the MPO regarding the documents and materials necessary for the MPO endorsements.
 - (2) Make recommendations to the MPO regarding the elements of the metropolitan planning process necessary to meet the requirements for certification.
- (d) IT IS further agreed that a representative of the Transportation Bicycle, Pedestrian and Greenways Advisory Committee, to be appointed by the MPO, will have the following responsibilities:
- (1) Make recommendations to the MPO regarding the documents and materials necessary for the MPO endorsements.
 - (2) Make recommendations to the MPO regarding the elements of the metropolitan planning process necessary to meet the requirements for certification.

Sec. 1-5

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

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

- (c) IT IS further agreed that the City of Gadsden will have the following duties and responsibilities:
- (1) Administration of the study process by the execution of necessary contracts and the provision of financial support necessary for the implementation of the UPWP.
 - (2) Arrange meetings, set agenda and serve as Secretary for the MPO, Transportation Citizens' Advisory Committee, and Transportation Technical Advisory Committee.
 - (3) Coordinate the development of the documents and material necessary for the MPO endorsements.
 - (4) Conduct the elements of the metropolitan planning process necessary to meet the requirements for certification.
 - (5) Coordinate the implementation of the planning tasks outlined in the UPWP.

Sec. 1-6

- (a) IT IS further agreed that the STATE will have the following responsibilities:
- (1) Dissemination of information and provision of planning assistance regarding metropolitan planning guidelines
 - (2) Modeling assistance and necessary technical assistance related to the metropolitan planning guidelines

Sec. 1-7

- (a) IT IS recognized by the parties to this Agreement that the COMMISSION performs the functions required by the Office of Management and Budget Circular 2 CFR Chapter I, Chapter II, Part 200 et al. (Uniform Administration Requirements, Cost Principles, and Audit Requirements for Federal Awards).
- (b) IT IS envisioned that the membership of the MPO, as set by this Agreement, and the Board of Directors of the COMMISSION will continually overlap to insure coordination of the "3C PROCESS" and regional plans.
- (c) IT IS further envisioned that the Executive Director of the COMMISSION, as a non-voting member of the MPO, will review proposed programs and projects of the "3C PROCESS" and comment on their relationship to regional planning.
- (d) IT IS agreed that the base data, statistics, and projections developed by the COMMISSION for regional comprehensive planning will be available to the City of Gadsden for determining socio-economic and land use data within the Gadsden metropolitan study area.

Sec. 1-8

- (a) IT IS agreed that the Agreement executed between the County of Etowah, the municipalities of Gadsden, Attalla, Glencoe, Southside, Reece City, Rainbow City, Hokes Bluff, East Alabama Regional Planning and Development Commission, and the State of Alabama acting by and through the Alabama Department of Transportation Planning entered into on April 14, 2010, is hereby made null and void.
- (b) IT IS agreed that this Agreement may be terminated by any party which provides the remaining parties written notice sixty (60) days in advance of the termination date. Such notice will be provided by registered mail and the termination date will be determined as that date sixty (60) days from date of delivery.
- (c) IT IS further agreed that this Agreement will remain in full force and effect upon succeeding

State Administrations providing a succeeding State Administration does not advise the COUNTY, the CITIES, and the COMMISSION, by letter within thirty (30) days after assuming office that this Agreement has been discontinued.

- (d) The COUNTY, the CITIES, and the COMMISSION will be responsible at all times for the maintenance of all of the work performed under this Agreement and especially, the COUNTY, the CITIES, and the COMMISSION will protect, defend, indemnify and hold harmless the State of Alabama, the Alabama Department of Transportation, the officials, officers, employees and agents of each from and against any and all actions, damages, claims, loss, liabilities, attorney's fees or expense whatsoever or any amount paid in compromise thereof arising out of or connected with the performed work under this Agreement and from and against those at anytime arising out of or connected with performed work under this Agreement.
- (e) By entering into this Agreement, the COUNTY, the CITIES, and the COMMISSION are not agents of the STATE, its officers, employees, agents or assigns. The COUNTY, the CITIES, and the COMMISSION are independent entities from the STATE and nothing in this Agreement creates an agency relationship between the parties.
- (f) By signing this contract, the contracting parties affirm, for the duration of the Agreement, that they will not violate Federal immigration law or knowingly employ, hire for employment, or continue to employ an unauthorized alien within the State of Alabama. Furthermore, a contracting party found to be in violation of this provision shall be deemed in breach of the Agreement and shall be responsible for all damages resulting therefrom.
- (g) Nothing shall be construed under the terms of this Agreement by the COUNTY, the CITIES, the COMMISSION, or the STATE that will cause any conflict with Title 23, Section 15 (1) of the Laws of the State of Alabama (7/24th Law).

IN WITNESS WHEREOF, the parties hereto have executed this Agreement by those persons duly authorized to execute same, to be effective upon its execution by the Governor of Alabama and countersigned by the Secretary of State.

ATTEST:

Karen J. Bate
Clerk

ETOWAH COUNTY COMMISSION

[Signature]
President

ATTEST:

Ginny Shaver
Clerk

CITY OF GADSDEN

[Signature]
Mayor

ATTEST:

Ginny Shaver
Clerk

CITY OF GADSDEN

[Signature]
Director of Engineering

ATTEST:

Ginny Shaver
Clerk

CITY OF GADSDEN

[Signature]
Director of Planning

ATTEST:

Ginny Shaver
Clerk

CITY OF GADSDEN

[Signature]
Transportation Planner

ATTEST:

Sharon Jones
Clerk

CITY OF ATTALLA

[Signature]
Mayor

ATTEST:

Jasline Blackberry
Clerk

CITY OF GLENCOE

[Signature]
Mayor

ATTEST:

Cynthia B. Borne
Clerk

CITY OF SOUTHSIDE

[Signature]
Mayor

ATTEST:

Linda Barksdale
Clerk

CITY OF REECE CITY

[Signature]
Mayor

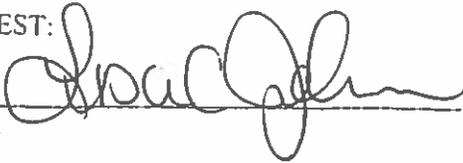
ATTEST:

Barbara J. Wister
Clerk

CITY OF RAINBOW CITY

[Signature]
Mayor

ATTEST:

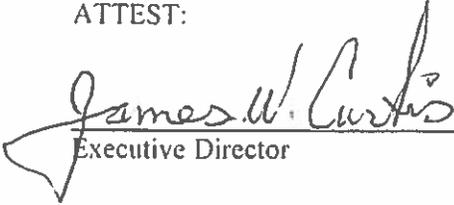


Clerk

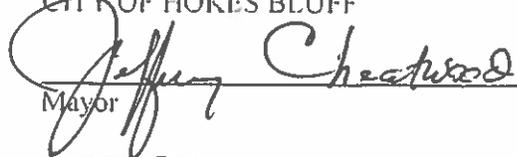
ATTEST:

Secretary

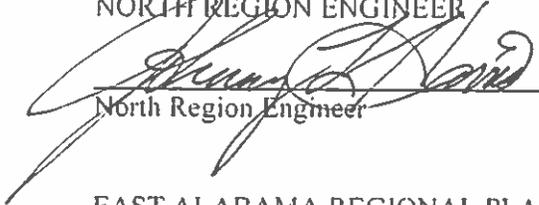
ATTEST:


Executive Director

CITY OF HOKES BLUFF


Mayor

NORTH REGION ENGINEER


North Region Engineer

EAST ALABAMA REGIONAL PLANNING
AND DEVELOPMENT COMMISSION


Chairman

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

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

RECOMMENDED FOR APPROVAL:

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

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

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

John R. Cooper
Transportation Director, John R. Cooper

The foregoing agreement is hereby executed in the name of the State of Alabama and signed by the
Governor on this 10th day of July, 20 15.

Robert Bentley
GOVERNOR OF ALABAMA, ROBERT BENTLEY 

RESOLUTION NO. 15-04

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

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

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

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

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

ATTESTED:


Barbara T. Wester, City Clerk/Treasurer


Terry John Calhoun, Mayor

RESOLUTION 0-020-2015

CITY OF SOUTHSIDE
COUNTY OF ETOWAH
STATE OF ALABAMA

Authorizing Agreement for Transportation
Planning Process for the Gadsden Urbanized Area

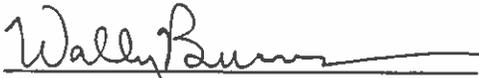
WHEREAS, Section 134 of Title 23 and Sections 1604(1), 1607(a) and 1607(c) of Title 49 of the United States Code require that each urbanized area, as a condition of the receipt of federal capital or operating assistance, have a continuing, cooperative and comprehensive transportation planning process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

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

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

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

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


Wally Burns, Mayor

ATTEST:


Cynthia B. Osborne, City Clerk

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


Cynthia B. Osborne, City Clerk

State of Alabama }
County of Etowah }
City of Hokes Bluff }

RESOLUTION NO. HB20150526A

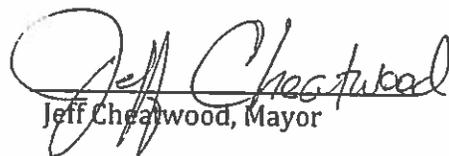
WHEREAS, Section 134 of Title 23 and Sections 1604(I), 1607(a) and 1607 (c) of Title 49 of the United States Code require that each urbanized are, as a condition of the receipt of federal capital or operating assistance, have a continuing, cooperative and comprehensive transportation planning process("3-C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

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

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

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

Passed and adopted this 26th day of May 2015.


Jeff Cheatwood, Mayor

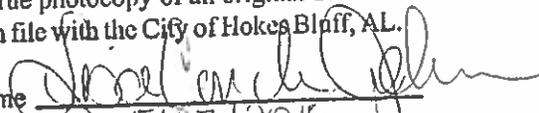
ATTEST:


Lisa C. Johnson, CMC
City Clerk/Treasurer

CERTIFIED

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

Name _____
Date _____


5/27/2015

Resolution No. 4904

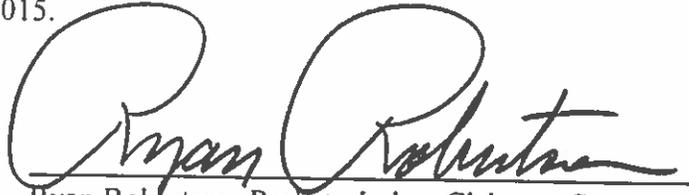
WHEREAS, Section 134 of Title 23 and Sections 1604(1), 1607(a) and 1607(c) of Title 49 of the United States Code require that each urbanized area, as a condition of the receipt of federal capital or operating assistance, have a continuing, cooperative and comprehensive transportation planning process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

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

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

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

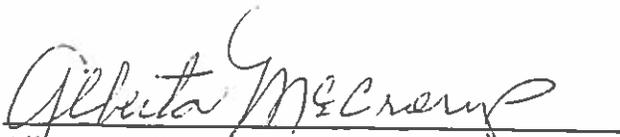
Passed and adopted this 27th day of May, 2015.



Ryan Robertson, Probate Judge, Cleburne County
Chairman

ATTEST:

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



Alberta McCrory, Mayor, Town of Hobson City
Secretary

City of Attalla



LARRY MEANS
MAYOR
SHARON JONES
CITY CLERK
RICHARD RHEA
CITY ATTORNEY
JOE W. HEREFORD
DIRECTOR OF PUBLIC SAFETY

COUNCIL MEMBERS
KENNETH SCISSUM
DISTRICT 1
KENNETH DIXON
DISTRICT 2
TERRY McCLAIN
DISTRICT 3
VIRGINIA SMITH
DISTRICT 4
BOB CROSS
DISTRICT 5
MAYOR PRO-TEM

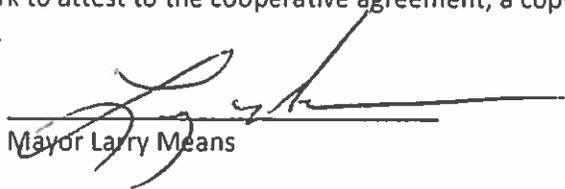
RESOLUTION NO. (15)5573

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

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

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

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


Mayor Larry Means

ATTEST:


Sharon Jones, City Clerk

I, Sharon Jones, certify that the Attalla City Council of Attalla, Alabama duly adopted this resolution At a meeting held on the 1st day of June, 2015.


Sharon Jones, City Clerk

STATE OF ALABAMA
COUNTY OF ETOWAH

RESOLUTION

**Authorizing Agreement for Transportation Planning Process
for the Gadsden Urbanized Area**

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

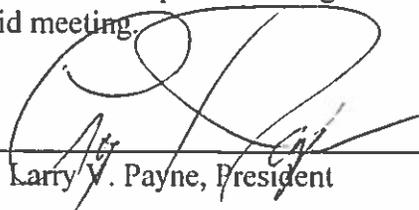
Whereas, on July 6, 2012, the Federal Transit Administration and the Federal Highway Administration issued new regulations concerning the metropolitan process; and

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

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

ADOPTED this 2nd day of June, 2015.

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



Larry V. Payne, President

ATTEST:



Karen L. Bates
County Clerk

RESOLUTION 327- A

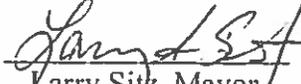
Whereas, Section 134 of Title 23 and Sections 1604(I), 1607(a) and 1607 (c) of Title 49 of the United States Code require that each urbanized area, as a condition of the receipt of federal capital or operating assistance, have a continuing, cooperative and comprehensive transportation planning process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

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

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

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

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


Larry Sitz, Mayor

ATTEST:


Linda Barksdale, Town Clerk

2015/186

RESOLUTION NO. R-176-15

Authorizing Agreement for Transportation Planning Process for the Gadsden Urbanized Area

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

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

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

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

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

Iva Nelson
Iva Nelson, City Clerk

I hereby certify that this is a true and correct copy of Resolution R-176-15

Witness my hand and seal of the City of Gadsden this 17th day of June, 2015,
Jimmy Shaver, Acting
City Clerk
City of Gadsden

RESOLUTION NO. 15 - 002

**Authorizing Agreement for Transportation
Planning Process for the Gadsden Urbanized Area**

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

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

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

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

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


Charles Gilchrist, Mayor


Tashia Blackerby, City Clerk

3.6 Certifications-TIP/STIP MOU

Appendix 3.6.1
MPO SELF-CERTIFICATION

In accordance with 23 CFR 450.334, the STATE DEPARTMENT OF TRANSPORTATION, and the Gadsden Etowah Metropolitan Planning Organization for the Gadsden urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 USC 134, 49 U.S.C. Section 5303, and 23 CFR Part 450.
- (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 CFR Part 93.
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21.
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity.
- (5) Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users (Pub. L. 109-59) and 49 CFR Part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects.
- (6) 23 CFR 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 CFR Parts 27, 27, and 38.~~ *JJC*
- (8) 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 CFR 23, regarding prohibition of discrimination based on gender.
- ~~(10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR Part 27 regarding discrimination against individuals with disabilities.~~ *JJC*

Gadsden Etowah
Metropolitan Planning Organization

Terry John Calhoun
Signature

Terry John Calhoun
Printed Name

Chairman
Title

7-22-15
Date

Alabama
State Department of Transportation

John R. Cooper
Signature

John R. Cooper
Printed Name

Transportation Director
Title

7-22-2015
Date

Appendix 3.6.2
Certification Questions
Statewide and Metropolitan Planning Organization
Transportation Planning Process

A. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and subparts A, B, and C of this part;

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the largest incorporated city, and in accordance with procedures set forth in state and local law? [23 U.S.C. 134 (d)(1)(A) and (B); 49 U.S.C. 5303 (c); 23 C.F.R. 450.310 (b)] Yes
2. For Transportation Management Areas (TMAs) only, does the MPO policy board include local elected officials, officials that administer or operate major modes of transportation, and appropriate state officials? [23 U.S.C. 134 (d)(2)(A), (B), & (C); 49 U.S.C. 5303 (c); 23 C.F.R. 450.310 (d)] Yes
3. Does the MPO have up-to-date agreements, such as the transportation planning agreement that creates the MPO, the financial agreement, and, if applicable, a transportation planning agreement between the MPOs, State, and public transportation operators where more than one MPO has been designated to serve an urbanized area? [23 C.F.R. 450.310 (b); 23 C.F.R. 450.314 (a) and (d)] Yes
4. Does the MPO boundary encompass the existing urbanized area and contiguous area expected to become urbanized within 20-year forecast period? [23 U.S.C. 134 (e)(2); 49 U.S.C. 5303 (d); 23 C.F.R. 450.312 (a)] Yes
5. Did the Department send a copy of the boundary map to FHWA and FTA? [23 C.F.R. 450.312 (j)] Yes
6. For projects located within the boundaries of more than one MPO, does the MPO coordinate the planning of these projects with the other MPO(s)? [23 U.S.C. 134 (g)(2)] Yes
7. Does the MPO planning process provide for consideration of the 8 planning factors? [23 U.S.C. 134 (h); 23 C.F.R. 450.306 (a)] Yes
8. Did the Long Range Transportation Plan (LRTP) have at least a 20 year horizon at the time of adoption of the last major update? [23 U.S.C. 134 (i)(2)(A); 23 C.F.R. 450.322 (a)] Yes
9. Did the LRTP address the following areas in accordance with 23 U.S.C. 134 (i)(2), 49 U.S.C. 5303 (f)?
 - Identify major transportation facilities that function as an integrated metropolitan transportation system, giving emphasis to facilities that serve national and regional transportation functions. Yes

- Include discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. Yes
- Include a financial plan that showed the public and private revenue sources that could reasonably be expected. Yes
- Include discussion of operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods. Yes
- Include discussion of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs. Yes
- Indicate as appropriate proposed transportation and transit enhancement activities. Yes

10. Did the LRTP address the following minimum required areas in accordance with 23 C.F.R. 450.322 (f)?

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

- Include transportation and transit enhancement activities; Yes
 - Include a financial plan that demonstrates how the adopted transportation plan can be implemented Yes
11. Has the LRTP been reviewed and updated at least 5 years since the date of the last MPO Board action? [23 U.S.C. 134 (i)(1); 23 C.F.R. 450.322 (c)] Yes
 12. Has the MPO sent all updates/amendments of the LRTP to FHWA and FTA via the ALDOT's Bureau of Transportation & Modal Programs? [23 C.F.R. 450.322 (c)] Yes
 13. Was the TIP developed in cooperation with the State and local transit operators? [23 U.S.C. 134 (j)(1)(A); 49 U.S.C. 5304 (a); 23 C.F.R. 450.324 (a)] Yes
 14. Was the TIP updated at least every 4 years and approved by the MPO and the Governor? [23 U.S.C. 134 (j)(1)(D); 23 C.F.R. 450.324 (a)] Yes
 15. Was the TIP financially constrained and did it include only revenues that could be reasonably expected? [23 U.S.C. 134 (j)(2)(B); 49 U.S.C. 5304 (a); 23 C.F.R. 450.324 (h)] Yes
 16. Did the TIP contain a priority list of federally supported projects to be supported over the next four years? [23 U.S.C. 134 (j)(2)(A); 49 U.S.C. 5304 (b); 23 C.F.R. 450.324 (a)] Yes
 17. Did the TIP contain all regionally significant projects, as defined by 23 C.F.R. 450.104? [23 U.S.C. 134 (j)(3)(B); 49 U.S.C. 5304 (c)(6); 23 C.F.R. 450.324 (d)] Yes
 18. Was the TIP consistent with the LRTP? [23 U.S.C. 134 (j)(3)(C); 49 U.S.C. 5304 (c)(2); and 23 C.F.R. 450.324 (g)] Yes
 19. Does the TIP identify the criteria and process for prioritizing implementation of transportation plan elements (including inter-modal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs? [23 C.F.R. 450.324 (l) (1)] Yes
 20. Did the TIP include a listing of projects for which Federal funds have been obligated in the preceding year, or was this list otherwise made available for public review? [23 U.S.C. 134 (j)(7)(B); 49 U.S.C. 5304 (c)(5); 23 C.F.R. 450.324 (l)(2)] Yes
 21. When developing the LRTP and TIP, did the MPO provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the proposed plan and program? [23 U.S.C. 134 (h)(5)(A)] Yes

22. Is the LRTP and TIP of the MPO published or otherwise readily available for public review? [23 U.S.C. 134 (i)(6) and (j)(7)(A)] Yes
23. Did the UPWP identify work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate who will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds? [23 C.F.R. 450.308 (c)] Yes
24. Did the UPWP document planning activities to be funded with through Title 23 U.S.C. and the Federal Transit Act? [23 C.F.R. 450.308 (c)] Yes
25. Were the transportation plans and programs of the MPO based on a continuing, comprehensive, and cooperative process? [23 U.S.C. 134 (c)(3), 49 U.S.C. 5303 (a)(3)] Yes
26. If located in a Transportation Management Area, does the MPO have an up to date congestion management process? [23 U.S.C. 134 (k)(3)] N/A
27. Does the MPO have a documented Public Participation Plan that defines a process for members of the public to have reasonable opportunity to participate in the planning process? [23 C.F.R. 450.316 (a)] Yes
28. Has the MPO recently reviewed its Public Participation Plan? [23 C.F.R. 450.316 (a)(1)(x)] Yes
29. When the Public Participation Plan was adopted, was it made available for public review for at least 45 days? [23 C.F.R. 450.316(a)(3)] Yes

B. 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 CFR Part 450.320? 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?

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

1. Does the MPO have a signed Title VI policy statement expressing commitment to non-discrimination? [23 CFR 200.9 (a)(1)] Yes
2. Does the MPO take action to correct any deficiencies found by the Department within a reasonable time period, not to exceed 90 days, in order to implement Title VI compliance? [23 CFR 200.9 (a)(3)] Yes
3. Does the MPO have a staff person assigned to handle Title VI and ADA related issues? This does not need to be a full time equivalent position, but there should be at least someone at the MPO for whom Title VI and ADA is an extra duty area. [23 CFR 200.9 (b)(1); 49 C.F.R. 27.13] Yes
4. Does the MPO have a procedure in place for the prompt processing and disposition of Title VI and Title VIII complaints, and does this procedure comply with the Department's procedure? [23 C.F.R. 200.9 (b)(3)] Yes
5. Does the MPO collect statistical data (race, color, national origin, sex, age, disability) of participants in, and beneficiaries of the programs and activities of the MPO? [23 CFR 200.9 (b)(4)] Yes
6. Does the MPO conduct an annual review of their program areas (for example: public involvement) to determine their level of effectiveness in satisfying the requirements of Title VI? [23 CFR 200.9 (b)(6)] Yes
7. Has the MPO participated in any recent Title VI training, either offered by the state, organized by the MPO, or some other form of training, in the past year? Yes
8. Does the MPO have a signed Non Discrimination Agreement, including Title VI Assurances, with the State? Yes
9. Do the MPO's contracts and bids include the appropriate language as shown in the appendices of the Non Discrimination Agreement with the State? Yes
10. Does the MPO hold its meetings in locations that are ADA accessible? [49 C.F.R. 27.7 (5)] Yes
11. Does the MPO take appropriate steps to ensure its communications are available to persons with impaired vision and hearing? [49 C.F.R. 27.7 (6)(c)] Yes
12. Does the MPO keep on file for 1 year all complaints of ADA non-compliance received and for 5 years a record of all complaints in summary form? [49 C.F.R. 27.121] Yes

13. Have all the local governments (city and county) included within the MPO's study area boundary completed an ADA Transition Plan? Please provide a table indicating the status of the transition plans (e.g. date of completion, status of plan implementation). 'Process is underway.'

D. Section 1101(b) of SAFETEA-LU regarding the involvement of disadvantaged business enterprises in FHWA and FTA planning projects (49 CFR Part 26)

(Note): MPOs that are part of municipal or county governments may have some of these processes handled by the host agency.

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

E. 23 C.F.R. Part 230 regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.

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

Appendix 3.6.3
MEMORANDUM OF UNDERSTANDING

Alabama Department of Transportation
Statewide Procedures for FY 2016 - 2019 TIP/STIP
Revisions

Purpose

This Memorandum of Understanding (MOU) establishes a set of procedures to be used in the State of Alabama for processing revisions to the Metropolitan Planning Organization (MPO) FY 2016-2019 Transportation Improvement Programs (TIPs), and the Alabama Department of Transportation's Statewide Transportation Improvement Program (STIP). The STIP is the aggregation of the MPO TIPs, ALDOT statewide programs, and the Statewide Interstate Management (IM) Program.

Definitions

- *Administrative Modification* means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas). [23 CFR 450.104]
- *Amendment* means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes.) Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving "non-exempt" projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process. [23 CFR 450.104]
- *Betterment* consists of surface treatments/corrections to existing roadway [preferably within Alabama Department of Transportation (ALDOT) right-of-way], to maintain and bring the infrastructure to current design standards for that classification of highway. This may involve full depth base repair, shoulder-widening, increased lane-widths, correction super-elevation, as well as drainage improvements and guide rail upgrades.
- *Change in Scope* is a substantial alteration to the original intent or function of a

- programmed project; (e.g., change project termini or the number of through-traffic lanes).
- *Cooperating Agencies* include ALDOT, Metropolitan Planning Organizations (MPOs), and Rural Planning Organizations (RPOs), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and transit agencies.
 - *Financially Constrained (Fiscal Constraint)* means that the metropolitan transportation plan, TIP, and STIP include sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. For the TIP and the STIP, financial constraint/fiscal constraint applies to each program year. Additionally, projects in air quality nonattainment and maintenance areas can be included in the first two years of the TIP and STIP only if funds are “available” or “committed.” [23 CFR 450.104]
 - *Fiscal Constraint Chart (FCC)* is an Excel spreadsheet, or a chart generated by the Comprehensive Project Management System (CPMS), that depicts the transfer of funds from one source of funding to a donee project, or multiple projects, that net out to zero.
 - *Interstate Maintenance (IM) Program* is the ALDOT four-year listing of statewide interstate maintenance (non-capacity-adding) projects.
 - *Level of Effort (LVOE)* is the term used to describe certain grouped projects in the TIPs and STIP that are not considered of appropriate scale to be identified individually. Projects may be grouped by function, work type, or geographical area, using the applicable classifications under 23 CFR 771.117(c) and (d), and/or 40 CFR part 93. In air quality nonattainment and maintenance areas, project classifications must be consistent with the *exempt* project classifications, contained in the transportation conformity regulations (40 CFR part 93). These projects are placed in the TIPs and STIP according to selected funding programs, with their anticipated fiscal year apportionments within the plan.
 - *New Project* is a project that is *not* programmed in the current TIP/STIP, and does not have previous obligations from a prior TIP/STIP.
 - *Obligated projects* means strategies and projects funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53 for which the supporting federal funds were authorized and committed by the State or designated recipient in the preceding program year, and authorized by the FHWA or awarded as a grant by the FTA.
 - *Planning Partner* may refer to one of the following: ALDOT, FHWA, MPOs, RPOs, or other federal or state agencies.
 - *Project Selection* means the procedures followed by MPOs, States, and public transportation operators to advance projects from the first four years of an approved TIP and/or STIP to implementation, in accordance with agreed upon procedures. [23 CFR 450.104]
 - *Public Participation Plan (PPP)* is a documented, broad-based public involvement process that describes how the Planning Partner will involve and engage the public, the under-served, and interested parties in the transportation planning process, and ensure that the concerns of stakeholders are identified and addressed in the development of transportation plans and programs.

Note: The Alabama MPO Public Participation Plans may be found on the individual MPO websites. A complete listing of MPO websites may be found on the following ALDOT site: <http://cpmsweb2.dot.state.al.us/TransPlan/Default.aspx>.

- *Revision* means a change to a long-range statewide or metropolitan transportation plan, TIP, or STIP that occurs between scheduled periodic updates. *A major revision is an “amendment,” while a minor revision is an “administrative modification.”* [23 CFR 450.104]
- *Statewide-managed Program (Statewide Program)* includes those transportation improvements or projects that are managed in the STIP, including project selection, at the ALDOT Central Office level, with possible regional Planning Partner solicitation and input. Examples include, but are not limited to HSIP, RRX, and TAP projects.
- *Statewide Transportation Improvement Program (STIP)* means a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53. [23 CFR 450.104]
- *Transportation Improvement Program (TIP)* means a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. [23 CFR 450.104]

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

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

TIP/STIP Administration

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

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

The federal Statewide and Metropolitan Planning regulations contained in 23 CFR 450 et al, govern the provisions of the STIP and of individual MPO TIPs, parts related to STIP and TIP

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

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

In addition, TIP revisions must be consistent with the Long Range Transportation Plan of the individual MPO, and must correspond to the adopted provisions of the MPO 2013 Public Participation Plans. A reasonable opportunity for public review and comment shall be provided for significant revisions to the TIPs and STIP.

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

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

Revisions: Amendments and Administrative Modifications

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

An Amendment is a major STIP/TIP revision that:

- Affects air quality conformity, regardless of the cost of the project or the funding source.
- Adds a new project, or deletes a project, that utilizes federal funds from a statewide line item, exceeds the thresholds listed below, and excludes those federally-funded statewide program projects.
- Adds a new project phase(s), or increases a current project phase, or deletes a project phase(s), or decreases a current project phase that utilizes federal funds, where the

revision exceeds the following thresholds:

- ❖ \$5 million or 10 percent, whichever is greater, for ALDOT federally-funded projects and Transportation Management Area (TMA) attributable projects.
- ❖ The lesser amount of \$1 million or 50 percent, of project cost 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.*

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

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

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

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

phase or line item.

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

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

Level of Effort Funding Categories

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

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

- Transportation Alternative Program (TAP)
- Safety Projects [Hazard elimination, roadway and rail, high-speed passenger rail, seatbelt, blood alcohol content, and others.]
- Recreational Trails [Funds are transferred to ADECA.]
- Federal-Aid Resurfacing Program for each ALDOT Region
- County Allocation Funds [Off-system bridges and STP non-urban.]
- Federal Transit Programs: 5307 (urbanized), 5311 (non-urban), 5310 (Elderly and Disabilities), and 5339 (Buses and Bus Facilities)

Addition or deletion of individual LVOE projects are considered an administrative modification, and do not require any further MPO action prior to authorization, subject to the dollar thresholds established in the sections above. ALDOT will 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.

Financial Constraint

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

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

STIP/TIP Financial Reporting

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

- The total percent of STIP/TIP construction projects advanced each year
- The total percent of STIP/TIP construction projects advanced each year per urbanized area

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

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

The procedures set forth in this document will serve as the basis from which ALDOT addresses federally-funded, Statewide Program TIP revisions. This Memorandum of Understanding will begin October 1, 2015, and remain in effect until September 30, 2019, unless revised or terminated.

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

Mark D. Bartlett
Division Administrator
Federal Highway Administration

5-19-2015
Date:

Yvette M. Taylor
Regional Administrator
Federal Transit Administration

5-11-15
Date:

John G. Casper
Director
Alabama Department of Transportation

5/19/15
Date:

3.+ Public Involvement

The Gadsden Times

CLASSIFIED ADVERTISING

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Fax: 256-549-2121

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Caller:		Insertions:	3	Balance:	\$ 476.02
Taken By:	A053	Columns:	1	Lines:	73
Taken On:	12:00:00 AM				

PUBLIC NOTICE

Draft FY2016-2019 Transportation Improvement Program (TIP)
The Gadsden/Etowah Area Metropolitan Planning Organization (GEMPO) announces the availability of the Draft FY2016-2019 Transportation Improvement Program (TIP) for public review and comment.

A public "Open House" to discuss and review the Draft TIP will be held on Thursday, September 17, 2015 at 4:00 p.m. in the ALCO Room, Senior Activity Building, 623 Broad Street, Gadsden, Alabama 35901.

Copies of the Draft TIP can be reviewed at the following location: Gadsden Transportation Services, 1699 Chestnut Street, Gadsden, Alabama. The office will be open Monday to Friday from 8:00 a.m. to 12:00 noon and from 1:00 p.m. to 4:30 p.m. If you have any questions, please call the Transportation Services office at (256) 549-4519. The Draft TIP can also be reviewed at www.gadsdenmpo.net.

Persons with disabilities who may need special accommodations to review the Gadsden/Etowah Area Draft TIP or to attend the public meeting should contact the City of Gadsden Transportation Services office listed above at least two (2) days prior to the meeting.

The Draft TIP consists of a listing of projects where some phase of work is expected to be initiated during the period October 1, 2015 through September 30, 2019. Phases of project work include preliminary engineering (PE), right-of-way (RW), utility relocation (UT) and construction (CN).

The TIP is financially constrained in that the proposed expenditures do

not exceed the anticipated Federal aid revenues.

The MPO office will be accepting comments on the document from September 1, 2015 through September 30, 2015. All comments should be set to FY2016 TIP, Gadsden Transportation Services, 1699 Chestnut Street, Gadsden, AL 35901, Fax: 256-549-4519.

Email:

miabengwa@cityofgadsden.com
All comments should be received by 4:30 p.m. on September 30, 2015.

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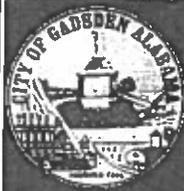
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FY 2016 TIP, Gadsden Transportation Services,
1699 Chestnut Street, Gadsden, AL 35901.
Fax: 256-549-4519**

Email: mtabengwa@cityofgadsden.com

All comments should be received by 4:30 p.m. on September 30, 2015.



Gadsden / Etowah Area Metropolitan Planning Organization (GEMPO)

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Fax: 256-549-4519

Email: mtabengwa@cityofgadsden.com

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Gadsden / Etowah
Draft 2016-2019 TIP Public Meeting
September 17, 2015

<u>Name</u>	<u>Representing</u>
1. <u>Meinrad Tabengwa</u>	<u>City of Gadsden</u>
2. <u>Kathy Ellzey</u>	<u>City of Gadsden</u>
3. _____	_____
4. _____	_____
5. _____	_____
6. _____	_____
7. _____	_____
8. _____	_____
9. _____	_____
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11. _____	_____
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16. _____	_____
17. _____	_____