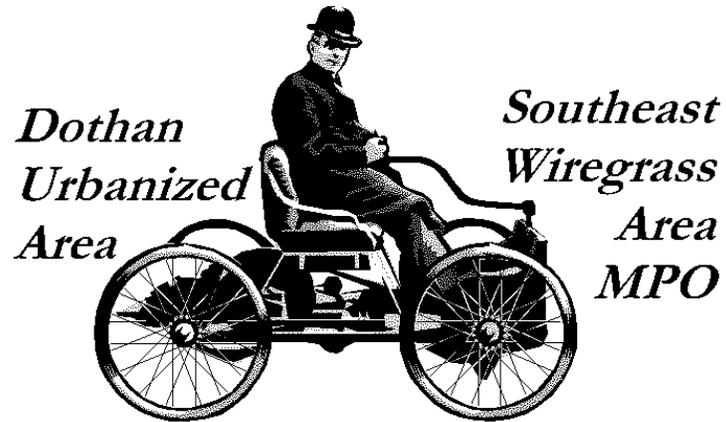


FINAL



FY 2024-2027 Transportation Improvement Program

Effective:

October 1, 2023 - September 30, 2027

Prepared by:

Southeast Wiregrass

Metropolitan Planning Organization

In cooperation with:

Alabama Department of Transportation

Southeast Wiregrass Area Metropolitan Planning Organization

FY 2024-2027

Transportation Improvement Program for the Dothan Urbanized Area

This document is posted on the internet at

www.dothan.org

For additional information regarding this document, please contact:

Southeast Wiregrass Area Metropolitan Planning Organization (MPO)

City of Dothan Department of Planning and Development

P. O. Box 128, Dothan, Alabama 36302

334-615-4410 (tel)

334-615-4419 (fax)

Email: rbfranklin@dothan.org

Date adopted: 08-31-2023

Date amended:

This Transportation Improvement Program was prepared as a cooperative effort of the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Alabama Department of Transportation (ALDOT), and the City of Dothan Department of Planning and Development as a requirement of Title 23 USC 134 and 135 (amended by Infrastructure Investment and Jobs Act, Sections 11201, November 2021). The contents of this document do not necessarily reflect the official views or policies of the U.S. Department of Transportation.

Table of Contents

Table of Contents 2

Southeast Wiregrass Area MPO Policy Committee and Staff 4

Southeast Wiregrass Area MPO Technical Advisory Committee..... 5

Southeast Wiregrass Area MPO Citizens Advisory Committee 5

Adopting Resolution 6

Introduction 7

 Purpose..... 8

 Regulations for the TIP 8

 Scope of the Planning Process..... 9

 Planning Emphasis Areas..... 10

 Performance Measures and System Performance Report/Agreement 14

 Livability Principles and Indicators 16

 Metropolitan Planning Organization Structure..... 18

 TIP Process..... 20

 TIP Amendment Process and Criteria..... 21

 Financial Constraint..... 22

 Project Selection and Prioritization..... 23

 Level of Effort (LVOE) 24

 Public Participation..... 25

 Title VI in the Preparation of the TIP 25

 Air Quality..... 26

 Environmental Mitigation and Climate Change Considerations 27

 Bicycle and Pedestrian Considerations 28

 Freight Planning..... 29

 ALDOT Requirements 29

ALDOT MPO Portal Project Management Tool..... 31

 MPO Portal 32

MPO Portal Project Definitions	31
MPO Portal Project Report Format	36
FY 2020-2023 TIP Planned Project Listings	37
2.4.1 Surface Transportation Attributable Projects	38
2.4.2 Other Surface Transportation Program Projects.....	54
2.4.3 NHS/Interstate Maintenance/ NHS Bridge Projects.....	55
2.4.4 Appalachian Highway System Projects.....	60
2.4.5 Transportation Alternatives	61
2.4.6 Bridge Projects (State and Federal)	63
2.4.7 State Funded Projects	64
2.4.8 Enhancement Projects.....	65
2.4.9 Transit Projects.....	66
2.4.10 System Maintenance Projects	67
2.4.11 Safety Projects.....	68
2.4.12 Other Federal and State Aid Projects	69
2.4.13 Congestion Mitigation and Air Quality Projects.....	72
2.4.14 High Priority and Congressional Earmark Projects.....	73
2.4.15 Carbon reduction CRP Attributable Projects.....	74
2.4.16 Other Carbon reduction CRP Attributable Projects	75
Authorized Projects for FY 2023.....	76
Appendices.....	79
MPO Organizational Chart.....	80
Abbreviations and Acronyms	81
Financial Plan.....	83
Urban Area Financial Constraint Table.....	85
Self-Certification of the Metropolitan Transportation Planning Process.....	86
TIP Memorandum of Understanding	97
Public Involvement.....	106

Southeast Wiregrass Area Metropolitan Planning Organization Policy Committee

Voting Members

Mayor Mark Saliba, **MPO Chairman** - City of Dothan
Mr. John Ferguson - City of Dothan Commission
Mr. David Crutchfield - City of Dothan Commission
Mayor Carole Barfield - City of Ashford
Mayor Ray Marler - Town of Headland
Mayor Billy M. Snell Jr. - Town of Taylor
Mayor Randy Roland - Town of Cowarts
Mayor Jackie Kirkland - Town of Grimes
Mayor Jason Reneau - Town of Kinsey
Mayor Cindy Gary - Town of Midland City
Mayor Thomas L. Skeen - Town of Napier Field
Mayor Bobby Boreland Jr. - Town of Pinckard
Mayor Kimberly Trotter - Town of Rehobeth
Mayor Cindy Blue - Town of Webb
Commissioner Steve McKinnon - Dale County Commission, Chairman
Honorable David Money - Henry County Commission, Chairman
Honorable Toby Seay - Geneva County Commission, Chairman
Commissioner Brandon Shoupe – Houston County Commission, Chairman
Commissioner Doug Sinquefield - Houston County Commission
Mr. Steven Graben - Southeast Region Engineer, Alabama Department of Transportation

Non-voting Members

Mr. Mark Bartlett, P.E. - Federal Highway Administration
Mr. Brad Lindsey, P.E. – State Local Transportation Engineer
Alabama Department of Transportation
Mr. Scott Farmer - Executive Director, Southeast Alabama Regional Planning & Development
Commission
Miss Rhonda King – Region IV Community Planner, Federal Transit Administration

MPO Staff

Mr. Todd McDonald, AICP - Director of Planning and Development, City of Dothan
Mr. Reginald Franklin - Transportation Planner, City of Dothan

**Southeast Wiregrass Area Metropolitan Planning Organization
Technical Advisory Committee**

Kevin Cowper – City Manager, City of Dothan
Randy Morris – Assistant City Manager, City of Dothan
Tommy Wright – Public Works Director, City of Dothan
Bart Barefoot – Assistant Public Works Director, City of Dothan
Noah Murphy - Traffic Engineer, City of Dothan
Todd McDonald - Planning Director, City of Dothan
Barkley Kirkland - County Engineer, Houston County Road and Bridge Department
Tyler Reeder - Assistant County Engineer, Houston County Road and Bridge Department
Matthew Murphy - County Engineer, Dale County Road & Bridge Department
Chris Champion - County Engineer, Henry County Road Department
Chad Granberry – Assistant County Engineer, Henry County Road Department
Justin Barfield - County Engineer, Geneva County Road & Bridge Department
Scott Farmer – Director, Southeast Alabama Regional Planning & Development Commission
Demetrus Crittenden - Manager, Wiregrass Transit Authority
Adam Hartzog - Dothan-Houston County Airport Authority, Inc.
Robert B. Dees, P.E. – Assistant State Local Transportation Engineer – Planning
Alabama Department of Transportation
Sheri Ellis – Assistant Region Engineer, Alabama Department of Transportation
Southeast Region
Josh Kervin – Region Pre-Construction Engineer, Alabama Department of Transportation
Southeast Region
Mark Graham – Local Transportation Engineer, Alabama Department of Transportation
Southeast Region (Troy Area)
David Bush - District 1 Manager, Alabama Department of Transportation
Southeast Region (District 71 Dothan)

**Southeast Wiregrass Area Metropolitan Planning Organization
Citizens Advisory Committee**

To Be Determined

RESOLUTION NO. 08-31-2023-01

**SOUTHEAST WIREGRASS AREA
METROPOLITAN PLANNING ORGANIZATION
ADOPTING THE FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

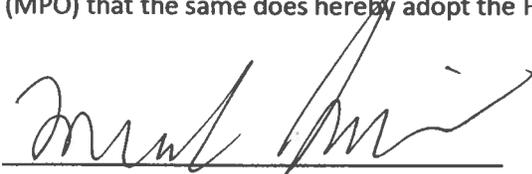
WHEREAS, the Southeast Wiregrass Area Metropolitan Planning Organization (MPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of Title 23 United State Code (USC) 134 and 135 (amended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

WHEREAS, the U. S. Department of Transportation requires all MPOs, as established by the U. S. Bureau of the Census, doing area-wide urban transportation planning that involves more than one Department of Transportation operating administration, to submit a Unified Planning Work Program as a condition for meeting the provisions of 23 Code of Federal Regulations (CFR) 450.308; and

WHEREAS, consistent with the declaration of these provisions, the City of Dothan's Department of Planning and Development, as staff to the MPO, and in cooperation with the Alabama Department of Transportation, has prepared the FY 2024–2027 Transportation Improvement Program for the Southeast Wiregrass Area MPO; now

WHEREAS, pursuant to its duties, functions and responsibilities, the Southeast Wiregrass Area MPO, in session this 31ST day of August 2023, did review and evaluate the aforementioned Transportation Improvement Program, summarized on the attached pages; now

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



Mark Saliba, Chairman, MPO



ATTEST: Reginald Franklin, MPO Staff

Introduction

Purpose

The FY 2024-2027 Transportation Improvement Program (TIP) is a document composed of a prioritized listing of federally funded transportation improvement projects in the Dothan Transportation Study Area. Voted on by members of the Southeast Wiregrass Area Metropolitan Planning Organization, the projects included in the TIP are derived from planned projects in the 2045 Long Range Transportation Plan with the exception of safety, maintenance, and other special projects.

The TIP is a financially constrained (financially balanced), multi-modal implementation plan required by all metropolitan areas, under section 134 of Title 23, United States Code (USC). As a function of the transportation planning process, the TIP is required by the Infrastructure Investment and Jobs (IIJ) Act legislation and projects are not eligible for federal funding unless listed in the TIP.

Regulations for the TIP

The FY 2024-2027 TIP has been developed in accordance with the IIJ Act, as signed into law by President Biden on November 15th, 2021. IIJ Act is the most recent transportation legislation which amends, modifies, and adds to the existing 23 USC 134 and 135. This language establishes planning policy, defines MPO organizational structure, and delineates MPO and State responsibilities in the transportation planning process. Under this code, the law emphasizes not only the need for public involvement by the public and any interested parties, it requires fundamental procedures be developed and followed to ensure direct public access to information and the opportunity for input into the process. The metropolitan planning process promotes consistency between transportation improvement, state, and local planned land use change and economic development patterns.

Maps are included in the TIP in accordance with IIJ Act requirements for visualization techniques to aid in project location and comprehension. Detailed project profile maps are included projects sponsored through the Southeast Wiregrass Area MPO in Section 2.4.1, pages 36 - 54, of this document.

➤ **Consistency with other Plans**

There are general and specific directions under the IIJ Act for requirements of consistency. In revising 23 USC 134, Sec. 1201(a) §134(g)(3) states, “The secretary shall encourage each metropolitan planning organization to consult with officials responsible for other types of planning activities that are affected by transportation in the area...or to coordinate its planning process, to the maximum extent practicable, with such planning activities. Under the metropolitan planning process, transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area...”. TIP specificity is found in 1201(a)§ 134(j)(2) (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 Dothan Area MPO addresses this requirement by including early and ongoing consultation and collaboration with land use management and economic development agencies in the area and the inclusion of planning personnel from the local jurisdictions on the Technical Advisory Committee (TAC). Incorporating these key agencies and individuals in the transportation planning process permits broad acknowledgment of transportation planning and land use development activities at the local and regional level which can present opportunities for cooperation and coordination.

The spirit and intent of the IJ Act 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, Multi-Modal, Transit, Utility, and independent bridge authorities), Congestion Management Plans, Air Quality Conformity Determination, Freight, Bicycle/Pedestrian, Public Participation Process and Environmental Plans.

➤ **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 Southeast Wiregrass Area MPO area is neither in non-attainment status now, nor is it anticipating nonattainment status in the near future. However, in the event of future non-attainment status, Staff members will attend training seminars on NAAQS standards in addition to FHWA, FTA, ADEM, EPA, and ALDOT Air Quality training courses and seminars as they are made available.

Scope of the Planning Process

In the Fixing America's Surface Transportation Act (IJ Act), the Scope of the Planning Process provides MPO's planning factors for consideration in all projects and strategies:

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, housing and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Planning Emphasis Areas

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) identify Planning Emphasis Areas (PEAs) every year to indicate what priorities they want to place emphasis on in the transportation planning process as MPOs and State DOTs develop their respective planning work programs. The following 2021 PEAs and will be applied to various tasks and subtasks in the UPWP:

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

Equity and Justice⁴⁰ in Transportation Planning

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

Executive Order 13985 (Advancing Racial Equity and Support for Underserved Communities) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, Executive Order 14008 and M-21-28 provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

Complete Streets

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision making process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C.

101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies. These can be a useful resource in the State and MPO areas covered by these route analyses.

Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning and Environment Linkages (PEL)

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the

early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community’s transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available here.

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making at the State, MPO, regional, and local levels for all parties.

Planning Emphasis Areas by UPWP Work Task

UPWP Work Task	Planning Emphasis Area (PEAs)		
	IJ ACT Implementation	Models of Regional Planning Cooperation	Ladders of Opportunity
1.0 Administration	X		
2.0 Data Collection and Analysis	X	X	X
3.0 Public Involvement		X	X
4.1 Environmental Mitigation and Streamlining	X	X	
5.0 Transportation Systems	X	X	X
6.0 Special Projects, Corridor Development, and Developments of Regional Impact (DRI)			X

Performance Measures and System Performance Report/Agreement

Pursuant to the MAP-21 Act enacted in 2012 and the IJ Act enacted in 2021, state Departments of Transportation (DOT) and MPOs must apply a transportation performance management approach in carrying out their federally-required transportation planning and programming activities. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

On May 27, 2016, the FHWA and the FTA issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule). This regulation implements the transportation planning and transportation performance management provisions of MAP-21 and the IIJ Act.

In accordance with The Planning Rule and the Alabama Performance Management Agreement between the ALDOT and the Alabama Transportation Planners Association (ATPA), ALDOT and each Alabama MPO must publish a System Performance Report for applicable performance measures in their respective statewide and metropolitan transportation plans and programs. The System Performance Report presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports. This is required for the following.

- In any statewide or metropolitan transportation plan or program amended or adopted after May 27, 2018, for Highway Safety/PM1 measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after October 1, 2018, for transit asset measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after May 20, 2019, for Pavement and Bridge Condition/PM2 and System Performance, Freight, and Congestion Mitigation and Air Quality/PM3 measures; and
- In any statewide or metropolitan transportation plan or program amended or adopted after July 20, 2021, for transit safety measures.

Per the Planning Rule and the Alabama Performance Management Agreement, the System Performance Report for the Southeast Wiregrass Area MPO is included, herein, for the required Highway Safety/PM1, Bridge and Pavement Condition/PM2, and System Performance, Freight/PM3 measures.

FHWA Safety Performance Measures (PM1)	Annual Target - 2022
Number of Fatalities	1,000
Rate of Fatalities (per 100 million Vehicle Miles Traveled)	1.44
Number of Serious Injuries	6,500
Rate of Serious Injuries (per 100 million Vehicle Miles Traveled)	9.82
Number of Non-motorized fatalities and serious injuries	400
FHWA Bridge/Pavement Performance Measures (PM2)	2-Year Target - 2022
% of Pavements of the Interstate System in Good Condition	> 50%
% of Pavements of the Interstate System in Poor Condition	< 5%
% of Pavements of the Non-Interstate NHS in Good Condition	> 25%
% of Pavements of the Non-Interstate NHS in Poor Condition	< 5%
% of NHS bridges in Good condition by deck area	≥25%
% of NHS bridges in Poor condition by deck area	≤3.0%

FHWA System Performance Measures (PM3)		Original 4-Year Target - 2022	
% of Person-Miles Traveled on the Interstate that are Reliable		92.00%	
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable		90.00%	
Truck Travel Time Reliability (TTTR) Index on the Interstate		1.3	
FTA Transit State of Good Repair Performance Measures		Annual Target - 2022	
% of Rolling Stock (Revenue vehicles) meet or exceed Useful Life Benchmark (ULB)			
% of Equipment (over \$50K) meet or exceed Useful Life Benchmark (ULB)			
% of FTA-funded Facilities with condition rating below 3.0 (average) of FTA Average TERM Scale			
FTA Transit Safety Performance Measures		Annual Target 2022	
		Demand Response	Fixed Route
Fatalities			
Rate of Fatalities			
Injuries			
Rate of Injuries			
Safety Events			
Rate of Safety Events			
Mean distance between major mechanical failure			

The federal fund totals on projects in the FY 2024-2027 TIP spend among the required performance measures in the are shown below:

- \$36,550,393 in PM1: FHWA Safety Performance Measure
- \$23,716,471 in PM2: FHWA Bridge/Pavement Performance Measures
- \$21,513,055 in PM3: FHWA System Performance Measures

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.

The Indicators will be used in the development and presentation of data for the following plan documents: Long Range or Regional Plan, Bicycle and Pedestrian Plan, Transportation Improvement Program, Public Participation Plan, Congestion Management Plan (TMAs only), and the Air Quality Conformity Report (as applicable).

All planning tasks must be measured against these Livability Principles and their indicators:

➤ **Provide more transportation choices**

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

Indicator(s)

- Percentage of workforce using transit service:
- Vehicle miles traveled per household:

➤ **Promote equitable, affordable housing**

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

Indicator(s)

- Percentage of household income spent on housing and transportation:
- Transportation costs per household:

➤ **Enhance economic competitiveness**

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

Indicator(s)

- Percentage of housing units within a .5 miles of primary employment centers:

➤ **Support existing communities**

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

Indicator(s)

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

➤ **Coordinate policies and leverage investment**

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

Indicator (s)

- Percentage of transportation projects where more than one federal funding source is utilized:

➤ **Value communities and neighborhoods**

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

Indicator(s)

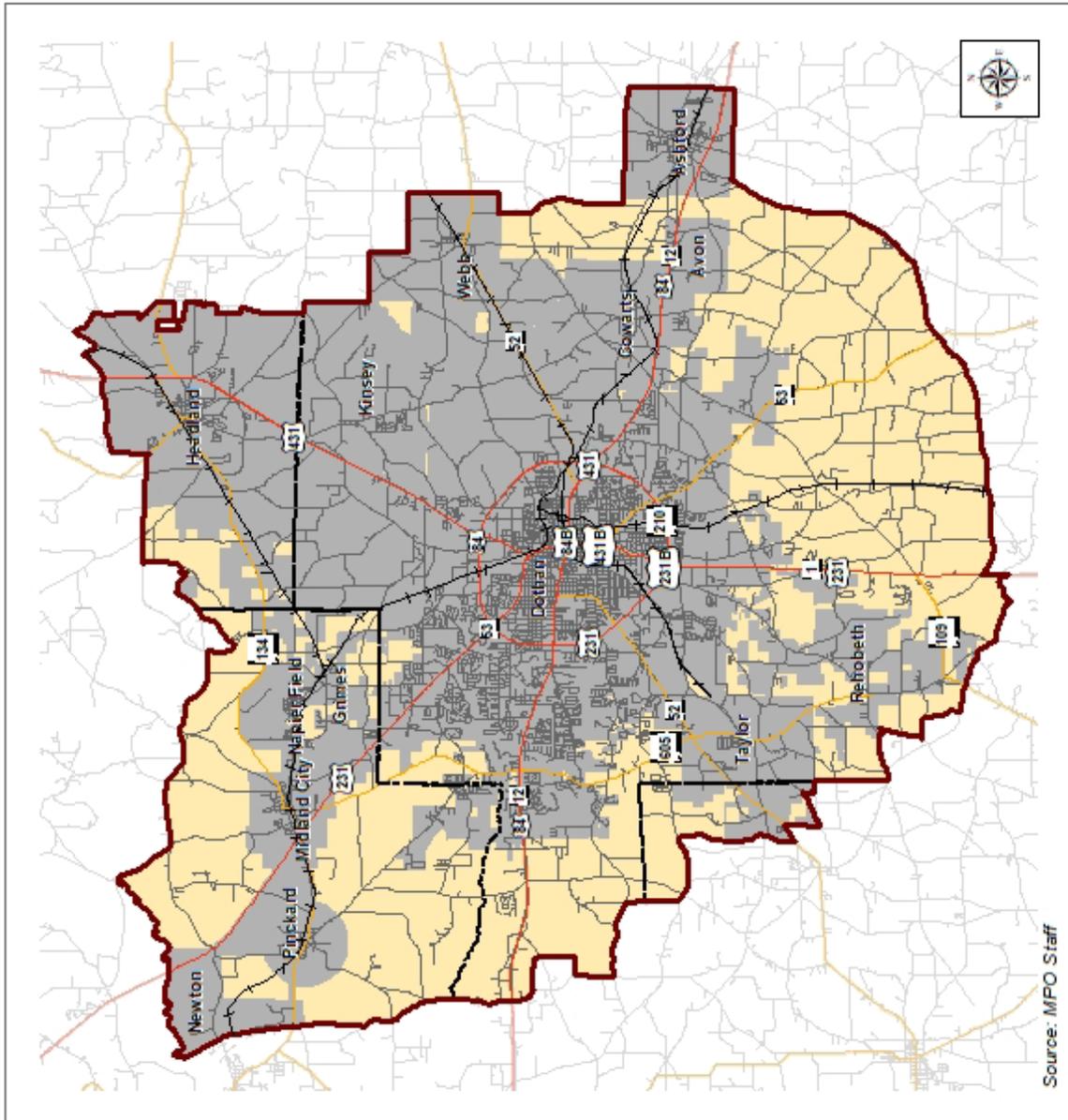
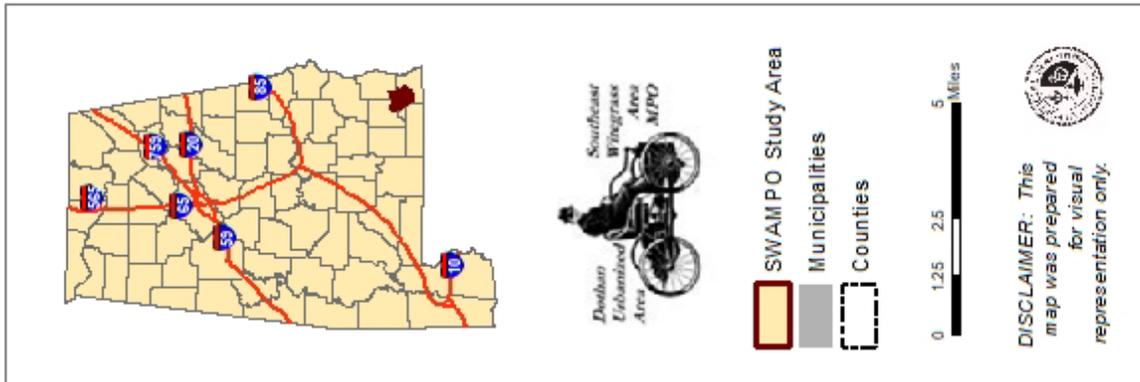
- Percentage of housing located in a walkable distance of retail services and recreational facilities (e.g. community centers, parks):
- Automobile greenhouse gas emissions per household:

Metropolitan Planning Organization Structure

A Metropolitan Planning Organization (MPO) is an organization created to carry out the transportation planning activities of a Metropolitan Planning Area (MPA). Each Urbanized Area in the United States with a population of 50,000 or more is required by the Federal Highway Act of 1962 to establish a Metropolitan Planning Organization [renewed by IIIJ Act, December 2015]. MPOs are responsible for the continuing, cooperative and comprehensive (3-C) transportation planning process for their particular Urbanized Area. The agreement to implement the 3-C process to comply with regulations combining the planning requirements of the Federal Highway Administration and the Federal Transit Administration, and change of MPO membership, was most recently updated in 2009. The Southeast Wiregrass Metropolitan Planning Organization was founded in 1986 to carry out the transportation planning process for the Dothan Urbanized Area.

According to the 2020 United States Census, the Dothan Urbanized Area had a population of 85,861 with a Study Area population of 105,376. The MPO is composed of the following cities and counties within the MPO Study Area:

- | | | |
|--------------------|------------------------|------------------|
| ➤ City of Dothan | ➤ Town of Kinsey | ➤ Town of Taylor |
| ➤ City of Ashford | ➤ Town of Midland | ➤ Town of Webb |
| ➤ City of Headland | City | ➤ Dale County |
| ➤ City of Taylor | ➤ Town of Napier Field | ➤ Geneva County |
| ➤ Town of Cowarts | ➤ Town of Pinckard | ➤ Henry County |
| ➤ Town of Grimes | ➤ Town of Rehobeth | ➤ Houston County |



The Southeast Wiregrass Area Transportation Planning Process is staffed by members of the City of Dothan Department of Planning & Development. They are responsible for administrative support and carrying out the transportation planning process within the Metropolitan Planning Area (MPA). The Southeast Wiregrass Area MPO is composed of three (3) distinctive committees; Policy Committee, Technical Advisory Committee and Citizens Advisory Committee.

The Policy Committee is the policy and decision-making board, which includes voting and non-voting MPO members. Policy Committee members are elected officials and/or appointed representatives from each jurisdiction within the MPO Study area. The Southeast Region Engineer for the Alabama Department of Transportation serves as a voting member on the Policy Committee. Non-voting members on the Policy Board include:

- Planning & Program Management Team Leader – Federal Highway Administration (Alabama Division)
- State Local Transportation Engineer - Alabama Department of Transportation
- Executive Director - Southeast Alabama Regional Planning & Development Commission
- Region IV Community Planner - Federal Transit Administration

The Technical Advisory Committee (TAC) provides technical support to the Policy Committee. TAC members are non-elected officials, who based on their affiliation, have a hand in developing transportation infrastructure and/or operating transportation dependent businesses.

The Citizen Advisory Committee (CAC) was established to provide input into the public involvement process. Each MPO member is charged with appointing one representative (Houston County and the City of Dothan have two).

TIP Process

The development of the TIP is a cooperative process of the member governments of the MPO, the Alabama Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. It takes several months for the TIP to go from the planning phase to its final form each year.

The first step in the TIP process is to review the current TIP to determine if adjustments are necessary to deliver the current projects. Then a preliminary list of projects is developed from the LRTP. The TAC/CAC meets and develops a project priority list and ensures the total costs of the projects are constrained to the amount of available or anticipated funding. Following this, the draft TIP can be created and put before the MPO for review and approval. Once approved in draft form, the TIP is made available for review and comment by the public. At the end of the public comment period, public input is documented and acted upon, if necessary.

Lastly, the TIP is put into final form and put before the MPO once again for review and adoption.

TIP Amendment Process and Criteria

The TIP project amendment process involves formal approval process through amendments and also a system for processing more modest or minor adjustments through administrative modifications.

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 the projects that are included for illustrative purposes only 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.

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:

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

- Result in a revised total project estimate that exceeds the thresholds established between ALDOT and the Planning Partner (not to exceed any federally-funded threshold contained in this MOU).
- Results in a change in the Scope of Work on any federally-funded project that is significant enough to essentially constitute a New Project.
- Level of Effort (LVOE) planned budget changes, exceeding 20 percent of the original budgeted amount per ALDOT region.

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). 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 nonfederal funding, or an MPO TIP placement of the federally-funded, Statewide Program, or federal funds from a statewide line item that do not exceed the thresholds established by 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.

For additional information, please see Appendix 3.6, pp. 95-101.

Financial Constraint

The IJJ Act requires TIPs to be financially constrained. That is, the sum of all project costs cannot exceed the available federal allocation for the MPO plus local match. The MPO can expect to receive federal funds in the sum of:

\$1,956,220 in fiscal year 2024 (As of 6/6/2023, Subject to change)

\$1,956,220 in fiscal year 2025 (Subject to change)

\$1,956,220 in fiscal year 2026 (Subject to change)

\$1,956,220 in fiscal year 2027 (Subject to change)

Federal funds will be combined with a 20 percent match from local funds for an annual total of:

\$2,445,275 in fiscal year 2024 (As of 6/6/2023, Subject to change)

\$2,445,275 in fiscal year 2025 (Subject to change)

\$2,445,275 in fiscal year 2026 (Subject to change)

\$2,445,275 in fiscal year 2027 (Subject to change)

The local governments have agreed to accept financial responsibility for the projects they sponsor in the TIP. This document contains projects sponsored by a number of governmental bodies. All projects sponsored by the local governments are 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.

Financial Constraint makes a further demand, but on a more fundamental level.

Documentation, whether developed from a database or desktop application, intended for use in a planning document such as the TIP, must include the sources or funding programs of all funds, dollar amounts, project identification numbers and termini descriptions, project phases to be funded, and the year of expected expenditure. All funding is done in 'year of expenditure' dollars. The objective, particularly with the TIP and beginning at the project level, is to establish where the money is coming from, what it's being spent on, and over what period of time.

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 travel demand forecast model, which shows where travel demand is expected to increase. The results of the travel demand forecast model are just one of the tools used to develop a list of specific roadway projects needed in the local area. TIP projects are not limited to those from the LRTP's list of specific roadway projects, but the few exceptions to the normal resurfacing and intersection improvement projects must be approved by consensus.

The MPO Technical Advisory / Citizen's Advisory Committee (TAC/CAC), with input from the public and other stakeholders, establishes the 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 TAC/CAC. Again, public involvement is sought and plays a key role in project selection. Finally, the TIP is presented to the MPO Policy Board for review and adoption.

Level of Effort (LVOE)

Projects in the STIP/TIP, referred to as Level of Effort (LVOE) projects, represent grouped projects not considered of appropriate scale to be identified individually. Projects may be grouped by function, work type, and/or geographical area, using the applicable classifications under 23 CFR 771.117 (c) and (d), and/or 40 CFR part 93. LVOE projects are placed in the STIP/TIP according to selected funding programs, with the planned funding amounts for each year. ALDOT, and the affected MPOs, will be required to make a formal amendment to the STIP/TIPs for any adjustment of funding of an LVOE group that exceeds 20 percent of its originally-planned funding to a particular Region. The selected statewide funding programs include:

- Interstate Resurfacing Program (includes lighting, sign & pavement rehabilitation)
- Non-Interstate Resurfacing Program (FM)
- Transportation Alternative Program (TAP)
- Safety Projects (Hazard elimination, roadway and rail, high-speed passenger rail, seatbelt, blood alcohol content, and others)
- Recreational Trails (Funds are transferred to ADECA)
- County Allocation Funds (Off-system bridges and STP non-urban). Only until prior year carry over is full obligated
- 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).

Public Participation

The Southeast Wiregrass Area Metropolitan Planning Organization (MPO) strongly encourages public participation in Transportation Planning activities. All MPO activities and meetings are open to the public. Advertisement of planning activities, such as meeting dates, review/adoption of planning documents, and public involvement sessions, are publicized at least two weeks prior to the meeting date. In continuing open participation, the Technical Advisory Committee (TAC) and Policy Committee review and provide comments on all MPO planning documents. The public is encouraged to contact MPO staff with any questions or concerns. Staff may be contacted via phone, email, and in person to discuss all MPO planning activities and documents.

Title VI in the Preparation of the TIP

The Southeast Wiregrass Area Metropolitan Planning Organization (MPO) is committed to ensuring public participation in the development of all transportation plans and programs. It is the overall goal of the MPO that the transportation planning process be open, accessible, transparent, inclusive, and responsive. As a continuing effort by the MPO to provide public access and the means by which to engage in the planning process, the MPO will be compliant with the Rehabilitation Act of 1973 Section 504 and the Americans with Disabilities Act of 1990 by July of 2016. The MPO is compliant with and follow all Title VI laws, processes, and programs to include the following:

- Civil Rights Act of 1964, 42 USC 2000d, et seq. which prohibits exclusion from participation in any federal program on the basis of race, color, or national origin.
- 23 USC 324 which prohibits discrimination on the basis of sexual orientation, adding to the landmark significance of 2000d. This requirement is found in 23 CFR 450.334(1).
- Rehabilitation Act of 1973, 29 USC 701 Section 504, which prohibits discrimination on the basis of a disability, and in terms of access to the transportation planning process.
- Americans with Disabilities Act of 1990 which prohibits discrimination based solely on disability. ADA encourages the participation of people with disabilities in the development of transportation and paratransit plans and services. In accordance with ADA guidelines, all meetings conducted by the MPO will take place in locations which are accessible by persons with mobility limitations or other impairments.
- Executive Order 12898 or referred to as Environmental Justice, which requires that federal programs, policies and activities affecting human health or the environment will identify and avoid disproportionately high and adverse effects on minority or low-income populations. The intent was to ensure that no racial, ethnic, or socioeconomic group bears a disproportionate share of negative environmental consequences resulting from government programs and policies.

- Limited English Proficiency (LEP) Plan which is required by Title VI of the Civil Rights Act of 1964, Executive Order 13166, and FTA Circular C 4702.1B, October 2012. The Southeast Wiregrass Area MPO has completed a Four Factor Analysis of the Metropolitan Planning Area (MPA) to determine requirements for compliance with the Limited English Proficiency (LEP) provisions. Based on the analysis, the MPO has identified a population within the MPA that may require MPO assistance in participating in the planning process.

In order to further support the public participation goals of the MPO, the public is encouraged to participate in the development of the TIP. Once the draft TIP is approved, it will be subject to a 30-day public comment period before adoption of the final document. Prior to the 30-day comment period, an advertisement will be placed in the local newspapers indicating various public sites where the document can be reviewed. Comment forms will also be available. All MPO meetings are open to the public and individuals may address their concerns to the MPO committees directly at any meetings they attend. The Transportation Planner for the City of Dothan Planning and Development should be contacted to coordinate an address to the MPO committees and to obtain draft and final documents.

The MPO is cooperating with ALDOT and FHWA in becoming compliant with the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990 by July of 2016. Please see the Memorandum of Understanding in Appendix 3.6 (Self-Certification) and the compliance requirement notification letter circulated to all MPOs July 20th 2015.

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 MPO area is neither in non-attainment 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 Greenhouse Gas requirements will have an effect outside the document production requirements that would include the TIP. MPO 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.

Environmental Mitigation and Climate Change Considerations

MPOs are asked to consider the adverse environmental impacts their projects may have on both the human and natural environments. To this end, the IJ Act requires MPOs to discuss: “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, tribal representatives, and wildlife, land management, and regulatory agencies.”

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

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 GHG emissions. In the United States, transportation is the largest source of GHG emissions, after electricity generation. Within the transportation sector, cars and trucks account for a majority of emissions. Opportunities to reduce GHG emissions from transportation include switching to alternative fuels, using more fuel-efficient vehicles, and reducing the total number of miles driven. Each of these options requires a mixture of public and private sector involvement. Transportation planning activities, which influence how transportation systems are built and operated, can contribute to these strategies. In addition to contributing to climate change, transportation will likely also be affected by climate change. Transportation infrastructure is vulnerable to predicted changes in sea level and increases in severe weather and extreme high temperatures. Long-term transportation planning will need to respond to these threats.” (*Introduction to Integrating Climate Change into the Transportation Planning Process - Federal Highway Administration, Final Report, July 2008*)

Some effects are currently being addressed through air quality conformity determination actions in areas that have been designated as NAAQS non-conforming. The MPO area is neither in non-attainment status now, nor is it anticipating non-attainment 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.

Bicycle and Pedestrian Considerations

Successful transportation planning relies on careful consideration of all modes of transportation including pedestrian and bicycle facilities in an effort to preserve and enhance the area's bicycling and pedestrian network and to improve the safety, attractiveness, and overall viability of biking and walking as legitimate transportation alternatives. According to FHWA, the minimum must be considered to accommodate bicycle and pedestrian needs:

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

Freight Planning

Freight is one of many factors that is included in the scope of the planning process. The IJ Act states the planning process “shall provide for consideration of projects and strategies that will...increase the accessibility and mobility of people and for freight...enhance the integration and connectivity of the transportation system, across and between modes, for people and freight...”. The Southeast Wiregrass Area MPO does not have a separate freight plan at this time; however, freight planning is addressed within the 2040 LRTP. MPO staff will also continue to include representatives of the freight industry to the CAC, TAC, and Policy committee meetings as well as seek out training and educational opportunities regarding freight transportation planning.

ALDOT Requirements

ALDOT received a written directive 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.

Safety Planning

Safety Planning was comprehensively addressed in the 2040 Long Range Transportation Plan and will be comprehensively addressed in the 2045 Long Range Transportation Plan. It has also been addressed in the FY 2020 Unified Planning Work Program. MPO Staff will continue to identify facilities, establish efficiency means and performance standards, collect and maintain appropriate data, and create strategies to improve the Dothan Urbanized Area’s intermodal facilities.

The Technical Advisory Committee (TAC) identifies projects that are incorporated in the TIP for improvements. The projects are programmed in Table 2.4.11. Although subject to change, projects are based on funding availability and prioritization.

Regionally Significant Projects

23 CFR 450.104 and 40 CFR 93.101 requires regionally significant projects to be included in the TIP. Under 23 CFR 450.104 and 40 CFR 93.101, a regionally significant project is a project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulation (40 CFR part 93)) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including, as a minimum, all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.

According to 23 CFR 450.324(d), The TIP shall contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with state, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53). For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-federal funds. There are no regionally significant projects in the Southeast Wiregrass MPO planning area.

ALDOT MPO Portal Project Management Tool

MPO Portal

ALDOT utilizes the MPO Portal as a medium for information exchange between it and the Alabama MPOs. The portal is a fully-functional, integrated, computerized information-management and decision-support system, designed specifically for metropolitan planning organizations and state departments of transportation. The main purpose is to provide user-friendly, comprehensive, and efficient tools for managing Transportation Improvement Programs (TIP), while meeting the planning and programming requirements of the IJ Act. MPO Portal reports provide detailed project information such as Project Number, Project Description, Project Type, and Project Cost, among other items.

MPO Portal Project Definitions

2.4.1 Surface Transportation Attributable Projects

Surface Transportation is a Federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads, transit, seaport and airport access, vanpool, bicycle, and pedestrian facilities. This funding was originally established under TEA-21 and reinforced in SAFETEA-LU and the Fast Act and has been continued in the IJ Act. An example would be: projects using funds coded STPOA in TELUS indicates *Surface Transportation Other Area funding for Dothan, AL*.

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 Systems

The National Highway System (NHS) includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The NHS was developed by the Department of Transportation (DOT) in cooperation with the states, local officials, and metropolitan planning organizations (MPOs). Under the FAST Act, 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 the Fast Act. The category will remain in place until all program funds are expended.

2.4.5 Transportation Alternatives Program (TAP) Projects

This program was authorized under the Fast Act (Section 1109) and eliminates the MAP-21 TAP program and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Eligible activities under TAP (truncated) [23 USC 133(h)]:

- Construction, planning, and design of on-road and off-road activities for pedestrians, bicyclists, and other non-motorized forms of transportation
- Construction, planning, and design of infrastructure-related projects (Safe Routes and ADA projects are included here)
- Conversion and use of abandoned railroad corridors
- Construction of turnouts, overlooks, and viewing areas
- Community Improvement activities, such as:
 - Control of outdoor advertising
 - Preservation and rehabilitation of historic transportation facilities
 - Vegetation management in rights-of-way
 - Archaeological activities relating to project impacts mitigation
- Environmental mitigation activity, including pollution prevention and abatement, and mitigation to:
 - Address storm-water management and control, and water pollution prevention and abatement related to highway runoff
 - Reducing wildlife mortality and maintain connectivity among habitats
- Recreational trails program (23 USC 206)
- Safe Routes to School program projects under 1404(f) of SAFETEA-LU
 - Infrastructure-related
 - Non-infrastructure-related
 - Safe Routes to School Coordinator

- Planning, Design, or construction of boulevards and other roadways in the ROW of former Interstate System routes or other divided highways

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

- Safety and educational activities for pedestrians and bicyclists
- Acquisition of scenic easements or historic sites
- Landscaping and scenic beautification
- Historic preservation and rehabilitation, including railroad and canal facilities (Some exceptions - see section 101(a)(29)(E))
- Archaeological planning and research (Under TAP, certain mitigation measures related to project impacts are covered.)
- Establishment of Transportation museums

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 or demand response services in the MPO Urbanized Area or Planning Area and the primary funding provider is the Federal Transit Administration (FTA) with supplemental match funding from local governments and agencies.

2.4.10 System Maintenance Projects

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

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 Improvement Program (CMAQ) provides funding for projects and programs in air quality non-attainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation related emissions. [23 USC 149(a)]

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, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), MAP-21, and the FAST Act. 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 the Fast Act, Congressional Earmark funding remains only because some projects under this category have not been completed.

Authorized Projects

Project authorization occurs when funding has been made available for a project, or a phase of a project so that work may progress toward its completion. Authorized projects are considered to have FHWA approval, with the execution of a project agreement between the agencies. An asterisk next to the project nine-digit ID indicates the project has bicycle and pedestrian improvements.

MPO Portal Project Report Format

Project Report Format

2.4.1 Surface Transportation Attributable Projects

Sponsor: DALE COUNTY													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
107	100058568 TPOA 2314 (252)	PATCH G-TREATMENT SPOT LEVELRESURFACE AND STRIPE CR-87 (PARAMORE ROAD) FROM CR-112 TO SR-134	1.60	CN	A	RESURFACING	2016	10		NA	\$302,798 \$262 \$75,438	\$378,497	
Totals By Sponsor				Federal				\$302,798			ALL Funds	\$378,497	
Sponsor: HOUSTON COUNTY													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
11208	100065465 STPOA 3516 (252)	E-TREATMENT RESURFACE AND STRIPE EDDINS ROAD FROM HODGESVILLE ROAD TO SR-53	2.68	CN	A	RESURFACING	2016	0.000		11	\$379,029 \$6,451 \$88,298	\$473,777	
112	00065466 POA 3516 (253)	RESURFACE MALVERN ROAD FROM GENEVA COUNTY LINE TO CR-203	2.10	CN	A	RESURFACING	2016	0.000		9	\$268,867 \$3,550 \$63,668	\$336,084	
11208	100065856 STPOA 3516 (254)	G-TREATMENT RESURFACE AND TEMPORARY STRIPE ON BLACKMAN ROAD (CR-23) FROM W. SAUNDERS ROAD TO CAMPBELLTON HIGHWAY (CR-203) - HCP 35-398-16	1.61	CN	A	RESURFACING	2016	0.000		NA	\$241,111 \$6,000 \$54,622	\$301,895	
Totals By Sponsor				Federal				\$889,093			ALL Funds	\$1,111,757	

- ① - Project Sponsor, in this case, Dale County & Houston County. Sponsor must be entered into MPO Portal by MPO Staff
- ② - ALDOT Project ID, a nine digit identifying number within CPMS (Comprehensive Project Management System)
- ③ - Funding code and Federal Aid program number, in this case NH-0006 (National Highway 0006)
- ④ - Route and Termini description. Includes Route number and/or street name plus the from and to description for the project
- ⑤ - Project and funding type of the projects listed under the heading – 2.4.1 Surface Transportation Attributable Projects
- ⑥ - Scope of Phase of the projects. RW indicates Right-of-Way Phase, CN is Construction, UT Utility, and so forth
- ⑦ - Project status. "P" indicates Planning. "A" is authorized
- ⑧ - Type of work actually being performed, in the example resurfacing
- ⑨ - Fiscal Year (FY), the year the work is being performed
- ⑩ - Map ID. Assigned to project Maps and inked
- ⑪ - Year opened to traffic. Air Quality Conformity would determine Exempt/Non-exempt status
- ⑫ - Funding Sources and total project costs Year of Expenditure (YOE)

This illustration is for information purposes only.

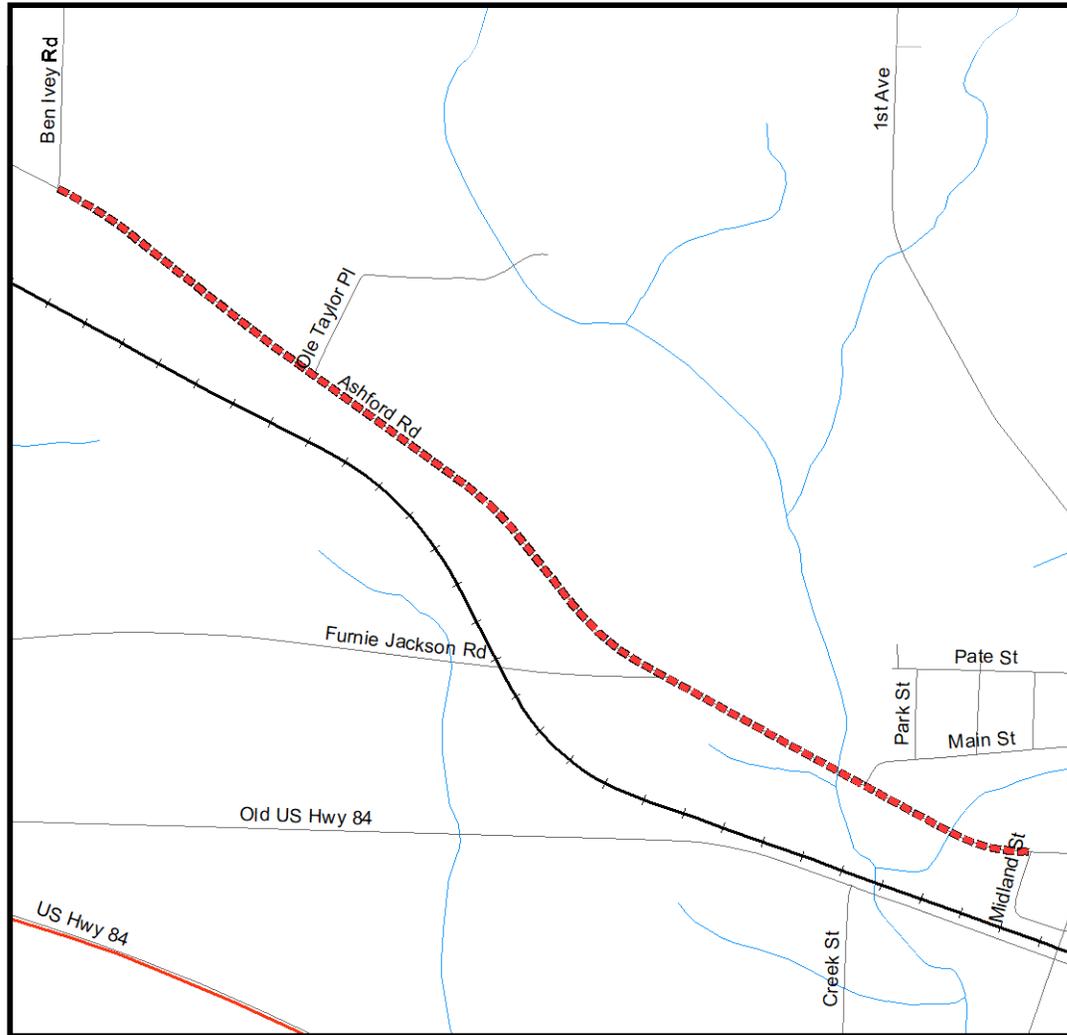
FY 2024-2027 TIP Planned Project Listings

2.4.1 Surface Transportation Attributable Projects

2.4.1 Surface Transportation Attributable Program Projects

Sponsor: CITY OF DOTHAN												
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
11208	100076372 STPSU 3524 ()	RESURFACING ON KINSEY ROAD FROM WEBB ROAD TO SR-210 (US-431)	0.98	CN	P	RESURFACING	2024	0	NA	NA	\$ 321,322 \$ - \$ 80,331	\$ 401,653
11208	100076358 STPSU 3524 ()	RESURFACING ON FLYNN ROAD FROM NAPIER FIELD ROAD TO DENTON ROAD	1.53	CN	P	RESURFACING	2024	0	NA	NA	\$ 810,372 \$ - \$ 202,593	\$ 1,012,965
50113	100077439 STPSU 3525 ()	RESURFACING ON MURPHY MILL ROAD FROM THE DOTHAN CITY LIMITS TO JOHN D. ODOM RD	1.94	CN	P	RESURFACING	2025	0	NA	NA	\$1,363,425 \$ - \$ 340,856	\$ 1,704,281
50116	100077444 STPSU 3525 ()	RESURFACING ON N. CHEROKEE AVE FROM W. MAIN ST TO MONTGOMERY HWY	0.94	CN	P	RESURFACING	2025	0	NA	NA	\$ 601,610 \$ - \$ 150,403	\$ 752,013
11208	100076357 STPSU 3524 ()	RESURFACING ON WEBB ROAD FROM NORTH RANGE STREET TO SR-210 (US-431)	1.11	CN	P	RESURFACING	2026	0	NA	NA	\$ 602,346 \$ - \$ 200,782	\$ 803,128
Totals By Sponsor							Federal	\$	3,699,075		ALL Funds	\$ 4,674,039
Sponsor: GENEVA COUNTY												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
11052	100069712 STPSU 3119 ()	RESURFACING ON CR-68 FROM THE HOUSTON COUNTY LINE TO FORTSON ROAD (THE MPO BOUNDARY)	2.9	CN	P	RESURFACING	2025	0	NA	NA	\$ 212,500 \$ - \$ 212,500	\$ 425,000
Totals By Sponsor							Federal	\$	212,500.00		ALL Funds	\$ 425,000

Sponsor: HOUSTON COUNTY												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
11208	100069715 STPSU 3519 ()	RESURFACING ON ASHFORD ROAD FROM BEN IVEY ROAD TO MIDLAND STREET	1.36	CN	P	RESURFACING	2024	0	NA	NA	\$ 382,590 \$ - \$ 95,648	\$ 478,238
11208	100076362 STPSU 3524 ()	RESURFACING ON ENON ROAD FROM ASHFORD ROAD TO GLEN LAWRENCE ROAD	2.1	CN	P	RESURFACING	2024	0	NA	NA	\$ 588,429 \$ - \$ 147,107	\$ 735,536
50122	100077451 STPSU 3525 ()	RESURFACING ON N. BROADWAY AVE FROM U.S HIGHWAY 84 TO MAIN ST	0.76	CN	P	RESURFACING	2025	0	NA	NA	\$ 447,559 \$ - \$ 111,890	\$ 559,449
11208	100076365 STPSU 3525 ()	RESURFACING ON COUNTRY GARDEN ROAD FROM WEBB TO KINSEY ROAD TO HENRY COUNTY LINE	1.02	CN	P	RESURFACING	2025	0	NA	NA	\$ 166,586 \$ - \$ 41,647	\$ 208,233
50128	100077458 STPSU 3526 ()	RESURFACING ON CAMPBELLTON HWY/CR-203 FROM THE BRIDEG NORTH OF PINEY GROVE RD TO HADDEN DR	3.47	CN	P	RESURFACING	2026	0	NA	NA	\$ 722,586 \$ - \$ 180,647	\$ 903,233
11208	100069709 STPSU 3519 ()	RESURFACING ON OLD WEBB ROAD FROM THE WEBB TOWN LIMITS TO SR-52	2.95	CN	P	RESURFACING	2026	0	NA	NA	\$ 457,358 \$ - \$ 114,340	\$ 571,698
11208	100076367 STPSU 3527 ()	RESURFACING ON HEADLAND AVENUE FROM SR-10 (US-431) TO WESTGATE PARKWAY	2.86	CN	P	RESURFACING	2027	0	NA	NA	\$ 821,837 \$ - \$ 273,946	\$ 1,095,783
11208	100076366 STPSU 3526 ()	RESURFACING ON FORTNER STREET FROM SR-605 TO HONEY SUCKLE ROAD	3.02	CN	P	RESURFACING	2027	0	NA	NA	\$1,135,021 \$ - \$ 283,755	\$ 1,418,776
Totals By Sponsor							Federal	\$	4,721,966	ALL Funds	\$	5,970,944



PROJECT FAMILY ID	11208
PROJECT NUMBER (FANBR)	100069715 STPSU 3519 ()
PROJECT LOCATION	ASHFORD ROAD
PROJECT DESCRIPTION	RESURFACING FROM BEN IVEY ROAD TO MIDLAND STREET
PROJECT LENGTH (MI)	1.36
SCP	CN
STS	P
PROJECT TYPE	RESURFACING
FY	2024
MAP ID	2.4.1-1
PROJECT PRIORITY	NA
CONFORM YEAR	NA
FEDERAL	\$382,590
STATE/LOCAL	\$95,648
OTHER	\$0
ESTIMATED TOTAL COST	\$478,238
PERFORMANCE MEASURE	1
LIVABILITY PRINCIPLE	3
SPONSOR	HOUSTON COUNTY

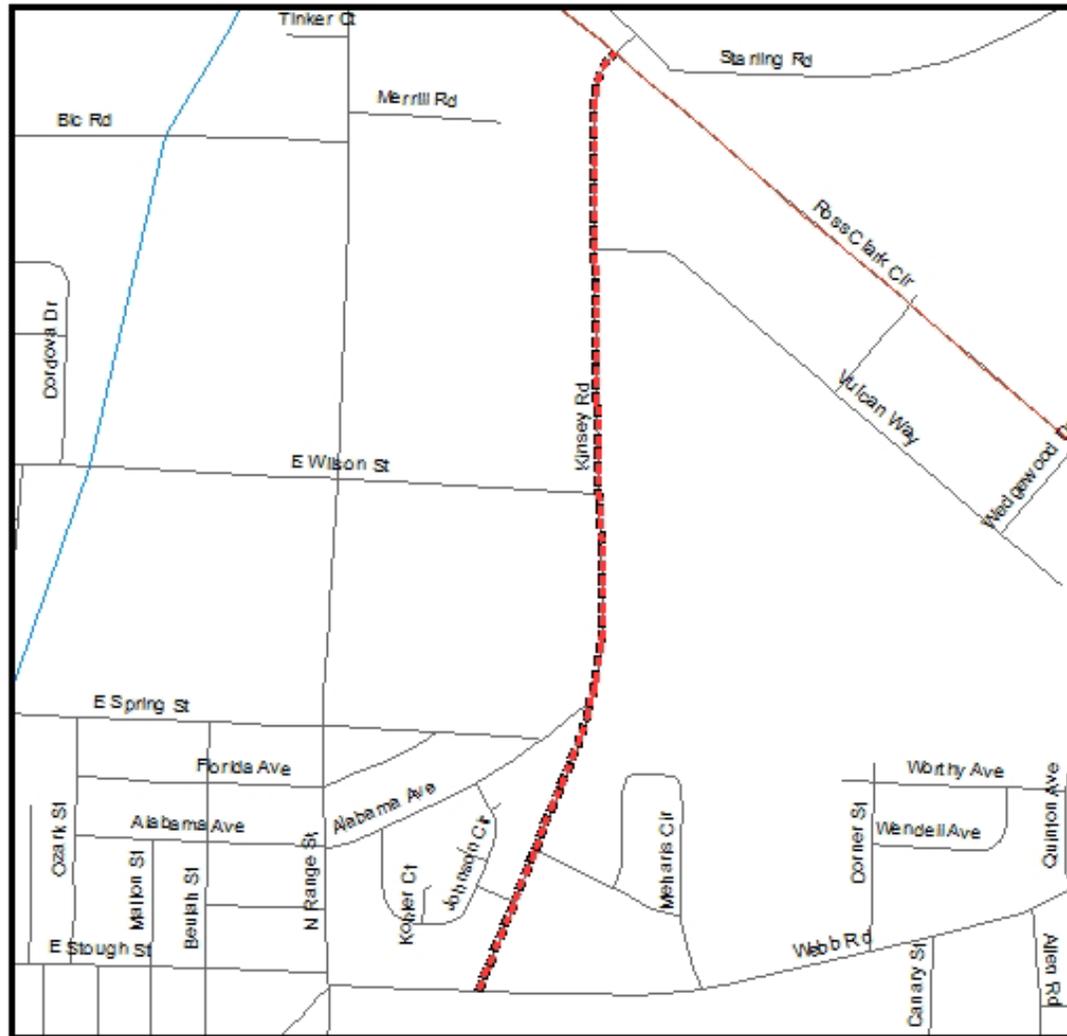
Legend

- - - Project Location
 — Roads
 — Creeks
 SWAMPO Study Area

Source: U.S. Census & Southeast Wiregrass MPO Staff



NOT TO SCALE



PROJECT FAMILY ID	11208
PROJECT NUMBER (FANBR)	100076372 STPSU3524 ()
PROJECT LOCATION	KINSEY ROAD
PROJECT DESCRIPTION	RESURFACING FROM WEBB ROAD TO SR-210 (US-431)
PROJECT LENGTH (MI)	0.98
SCP	CN
STS	P
PROJECT TYPE	RESURFACING
FY	2024
MAP ID	2.4.1-2
PROJECT PRIORITY	NA
CONFORM YEAR	NA
FEDERAL	\$321,322
STATE/LOCAL	\$80,331
OTHER	\$0
ESTIMATED TOTAL COST	\$401,653
PERFORMANCE MEASURE	1
LIVABILITY PRINCIPLE	3, 6
SPONSOR	CITY OF DOTHAN

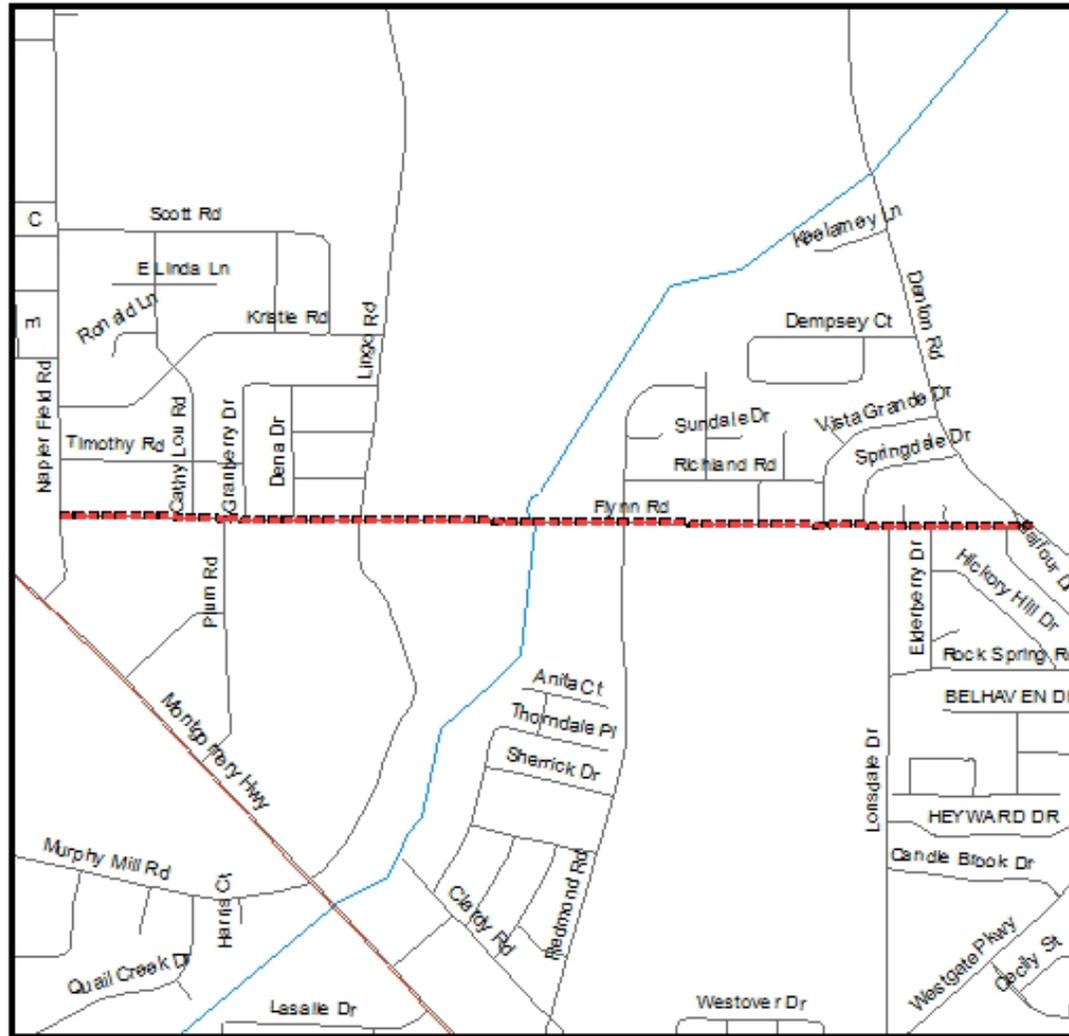
Legend

- - - - - Project Location
 Roads
 — Creeks
 SWAMPO Study Area

Source: U.S. Census & Southeast Wiregrass MPO Staff



NOT TO SCALE



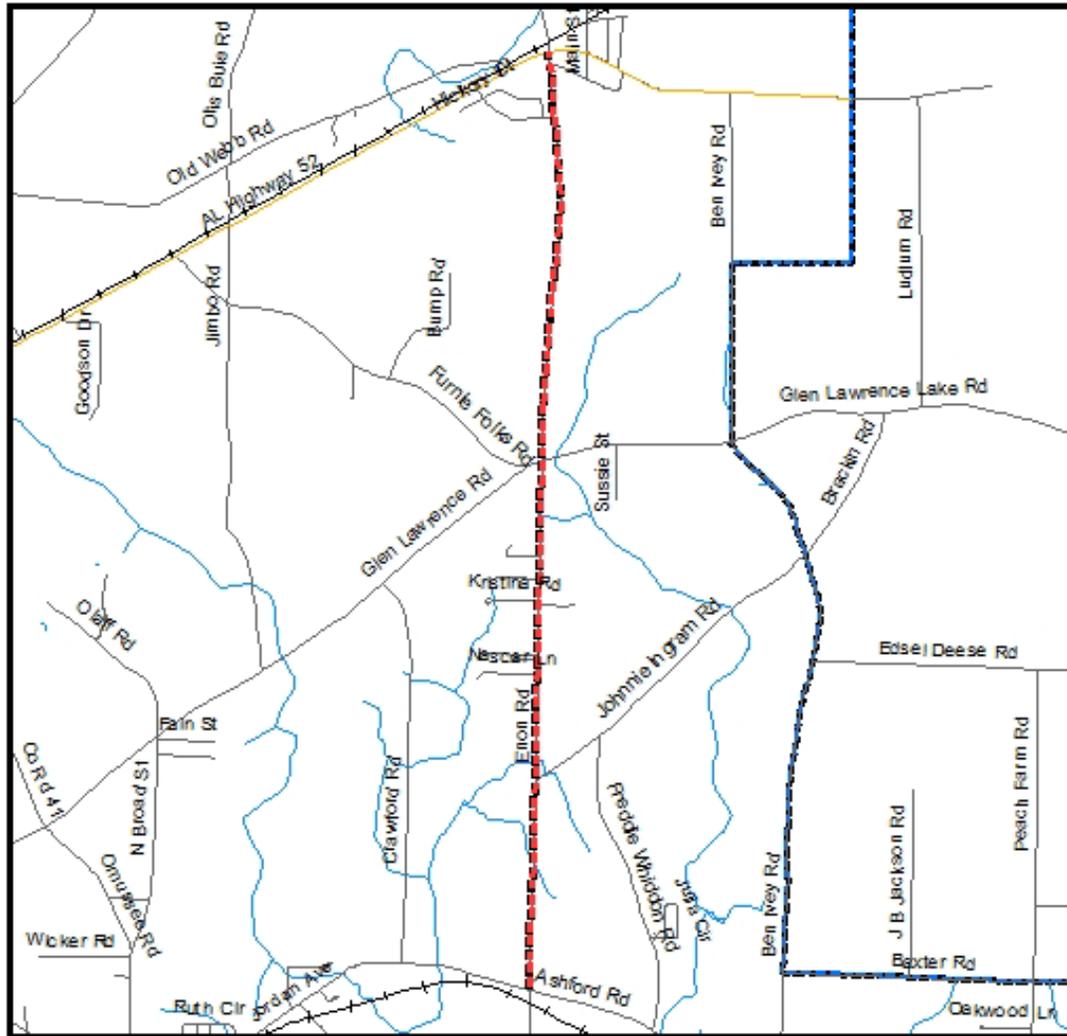
PROJECT FAMILY ID	11208
PROJECT NUMBER (FANBR)	100076358 STPSU3524 ()
PROJECT LOCATION	FLYNN ROAD
PROJECT DESCRIPTION	RESURFACING FROM NAPIER FIELD ROAD TO DENTON ROAD
PROJECT LENGTH (MI)	1.53
SCP	CN
STS	P
PROJECT TYPE	RESURFACING
FY	2024
MAP ID	2.4.1-3
PROJECT PRIORITY	NA
CONFORM YEAR	NA
FEDERAL	\$810,372
STATE/LOCAL	\$202,593
OTHER	\$0
ESTIMATED TOTAL COST	\$1,012,965
PERFORMANCE MEASURE	1
LIVABILITY PRINCIPLE	3, 6
SPONSOR	CITY OF DOTHAN

Legend

- - - - - Project Location
 — Roads
 — Creeks
 SWAMPO Study Area

Source: U.S. Census & Southeast Wiregrass MPO Staff





PROJECT FAMILY ID	11208
PROJECT NUMBER (FANBR)	100076362 STPSU 3524 ()
PROJECT LOCATION	ENON ROAD
PROJECT DESCRIPTION	RESURFACING FROM ASHFORD ROAD TO AL HIGHWAY 52
PROJECT LENGTH (MI)	2.1
SCP	CN
ST S	P
PROJECT TYPE	RESURFACING
FY	2024
MAP ID	2.4.1-4
PROJECT PRIORITY	NA
CONFORM YEAR	NA
FEDERAL	\$588,429
STATE/LOCAL	\$147,107
OTHER	\$0
ESTIMATED TOTAL COST	\$735,536
PERFORMANCE MEASURE	1
LIVABILITY PRINCIPLE	3
SPONSOR	HOUSTON COUNTY

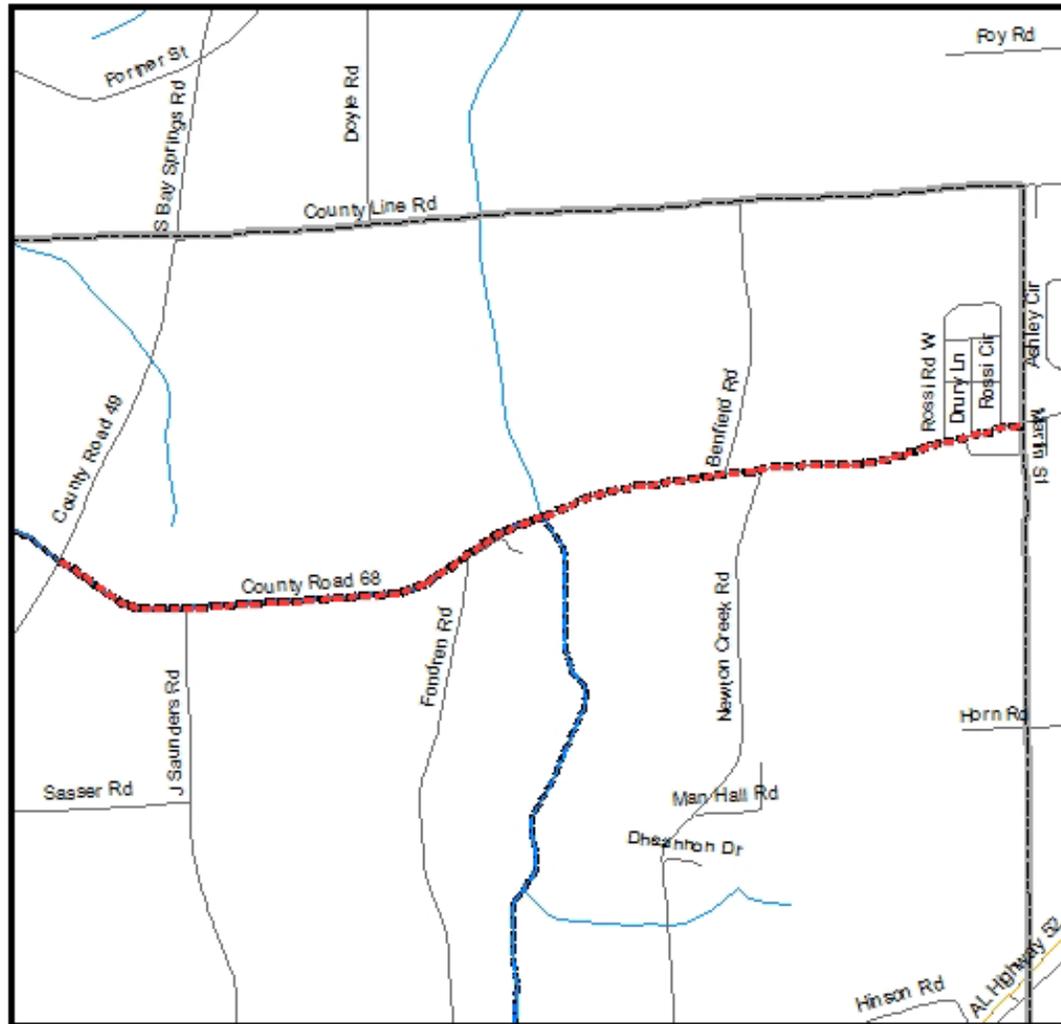
Legend

- - - - - Project Location
 — Roads
 — Creeks
 SWAMPO Study Area

Source: U.S. Census & Southeast Wiregrass MPO Staff



NOT TO SCALE



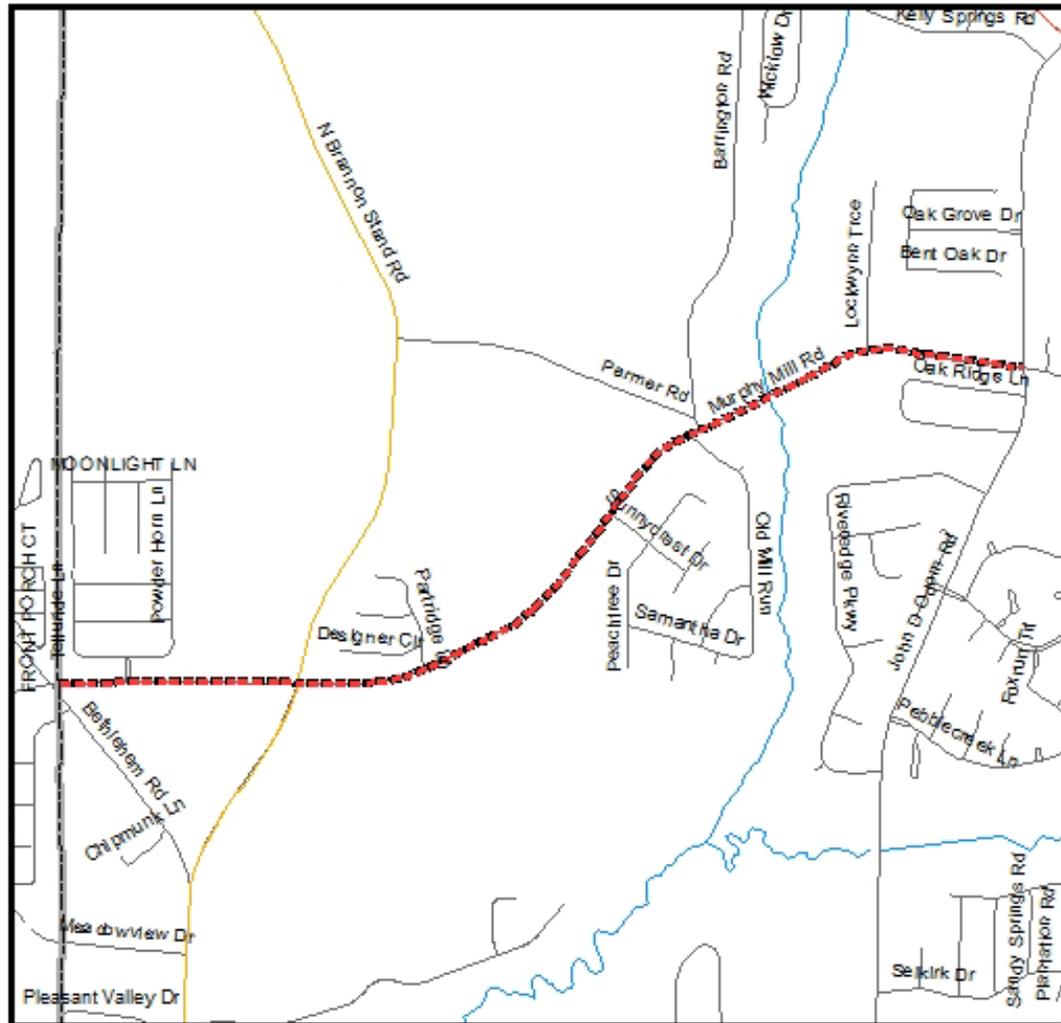
PROJECT FAMILY ID	11052
PROJECT NUMBER (FANBR)	100069712 STPSU3119 ()
PROJECT LOCATION	COUNTY ROAD 68
PROJECT DESCRIPTION	RESURFACING FROM THE HOUSTON COUNTY LINE TO FORTSON ROAD (THE MPO BOUNDARY)
PROJECT LENGTH (MI)	2.9
SCP	CN
ST S	P
PROJECT TYPE	RESURFACING
FY	2025
MAP ID	2.4.1-5
PROJECT PRIORITY	NA
CONFORM YEAR	NA
FEDERAL	\$212,500
STATE/LOCAL	\$212,500
OTHER	\$0
ESTIMATED TOTAL COST	\$425,000
PERFORMANCE MEASURE	1
LIVABILITY PRINCIPLE	3
SPONSOR	GENEVA COUNTY

Legend

Project Location — Roads — Creeks SWAMPO Study Area

Source: U.S. Census & Southeast Wiregrass MPO Staff





PROJECT FAMILY ID	5013
PROJECT NUMBER (FANBR)	100077439 STPSU3525 ()
PROJECT LOCATION	MURPHY MILL ROAD
PROJECT DESCRIPTION	RESURFACING FROM THE DOTHAN CITY LIMITS TO JOHN D. ODOM RD
PROJECT LENGTH (MI)	1.94
SCP	CN
ST S	P
PROJECT TYPE	RESURFACING
FY	2025
MAP ID	2.4.1-6
PROJECT PRIORITY	NA
CONFORM YEAR	NA
FEDERAL	\$1,363,425
STATE/LOCAL	\$340,856
OTHER	\$0
ESTIMATED TOTAL COST	\$1,704,281
PERFORMANCE MEASURE	1
LIVABILITY PRINCIPLE	3, 6
SPONSOR	CITY OF DOTHAN

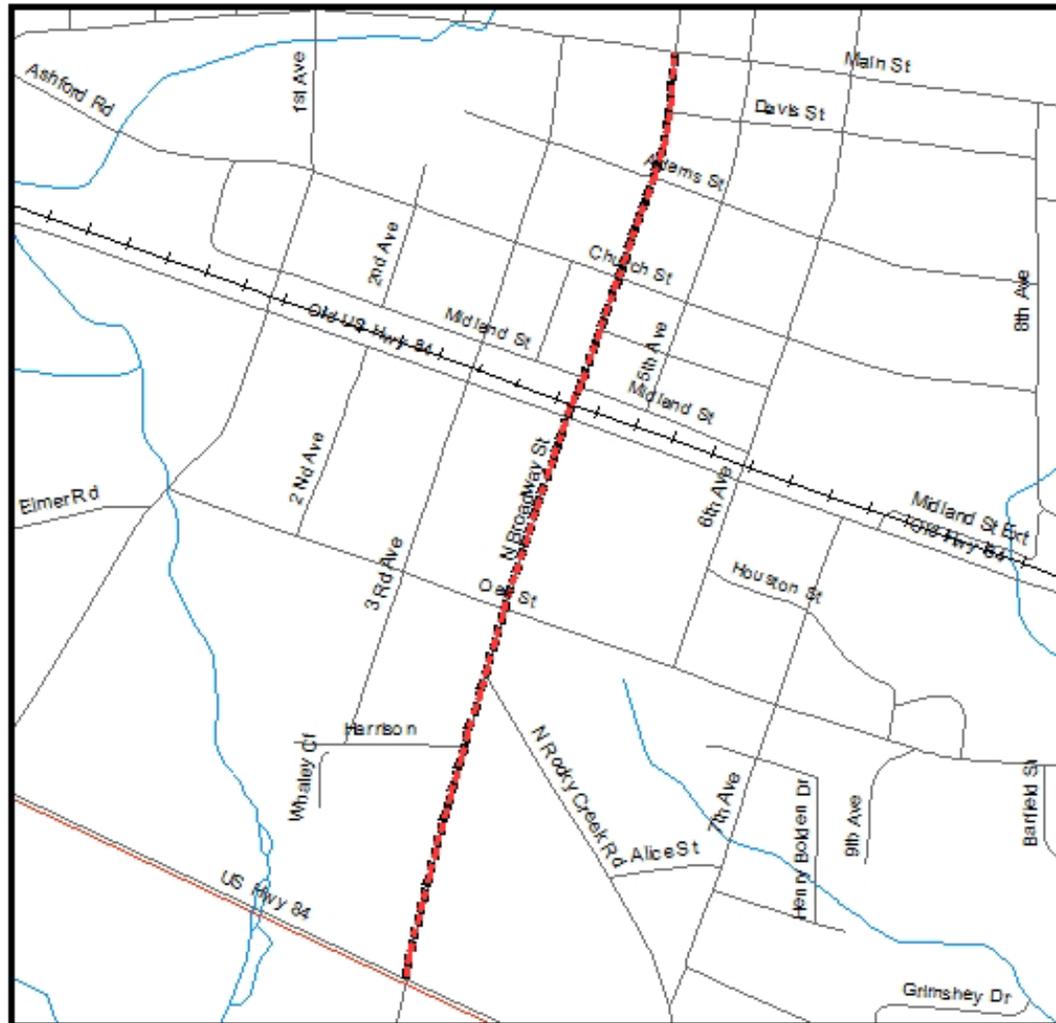
Legend

- - - - Project Location
 — Roads
 — Creeks
 SWAMPO Study Area

Source: U.S. Census & Southeast Wiregrass MPO Staff



NOT TO SCALE



PROJECT FAMILY ID	50122
PROJECT NUMBER (FANBR)	100077451 STPSU3525 ()
PROJECT LOCATION	N. BROADWAY AVENUE
PROJECT DESCRIPTION	RESURFACING FROM U.S HIGHWAY 84 TO MAIN ST
PROJECT LENGTH (MI)	0.76
SCP	CN
ST S	P
PROJECT TYPE	RESURFACING
FY	2025
MAP ID	2.4.1-7
PROJECT PRIORITY	NA
CONFORM YEAR	NA
FEDERAL	\$447,559
STATE/LOCAL	\$111,890
OTHER	\$0
ESTIMATED TOTAL COST	\$559,449
PERFORMANCE MEASURE	1
LIVABILITY PRINCIPLE	3, 4, 6
SPONSOR	HOUSTON COUNTY

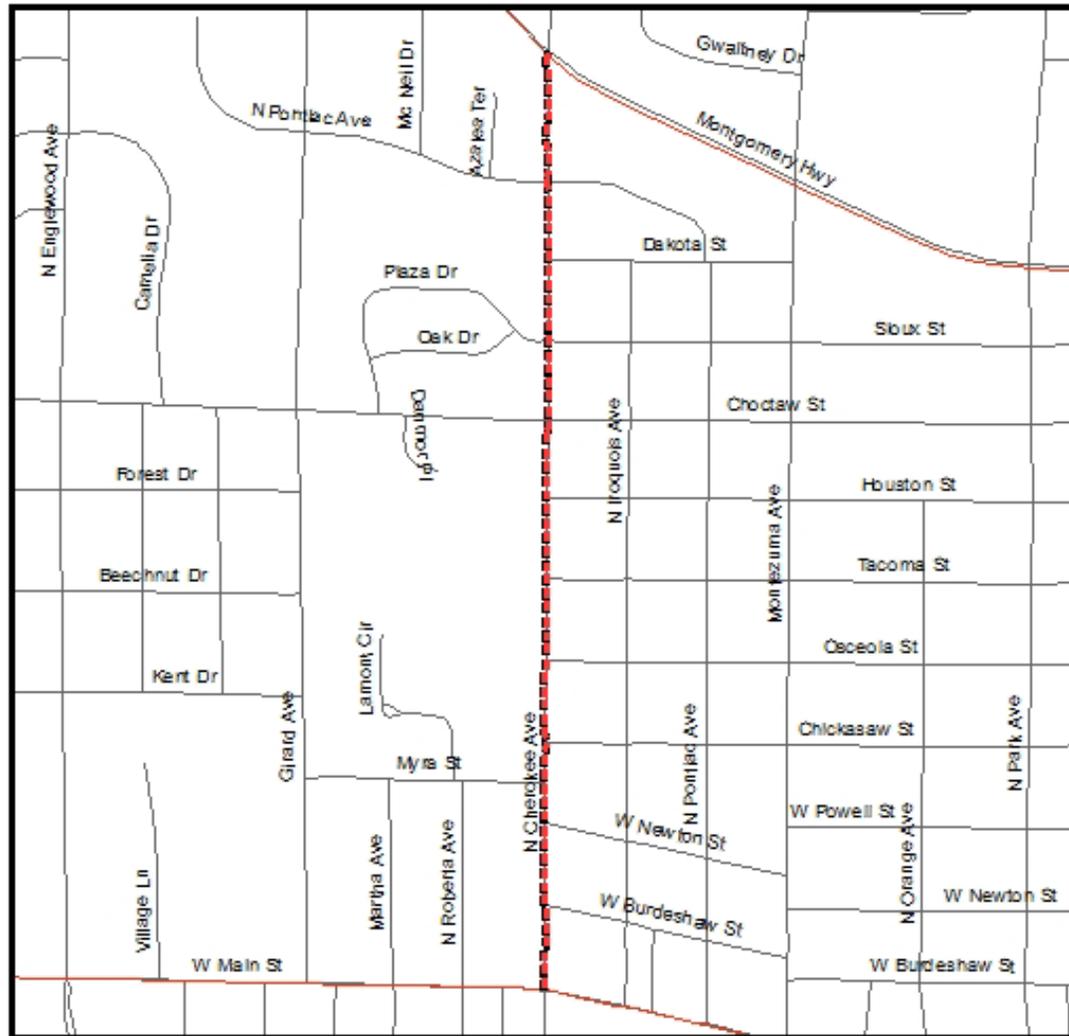
Legend

Project Location — Roads — Creeks SWAMPO Study Area

Source: U.S. Census & Southeast Wiregrass MPO Staff



NOT TO SCALE



PROJECT FAMILY ID	50116
PROJECT NUMBER (FANBR)	100077444 STPSU3525 ()
PROJECT LOCATION	N. CHEROKEE AVENUE
PROJECT DESCRIPTION	RESURFACING FROM W. MAIN ST TO MONTGOMERY HWY
PROJECT LENGTH (MI)	0.94
SCP	CN
ST S	P
PROJECT TYPE	RESURFACING
FY	2025
MAP ID	2.4.1-8
PROJECT PRIORITY	NA
CONFORM YEAR	NA
FEDERAL	\$601,610
STATE/LOCAL	\$150,403
OTHER	\$0
ESTIMATED TOTAL COST	\$752,013
PERFORMANCE MEASURE	1
LIVABILITY PRINCIPLE	3, 6
SPONSOR	CITY OF DOTHAN

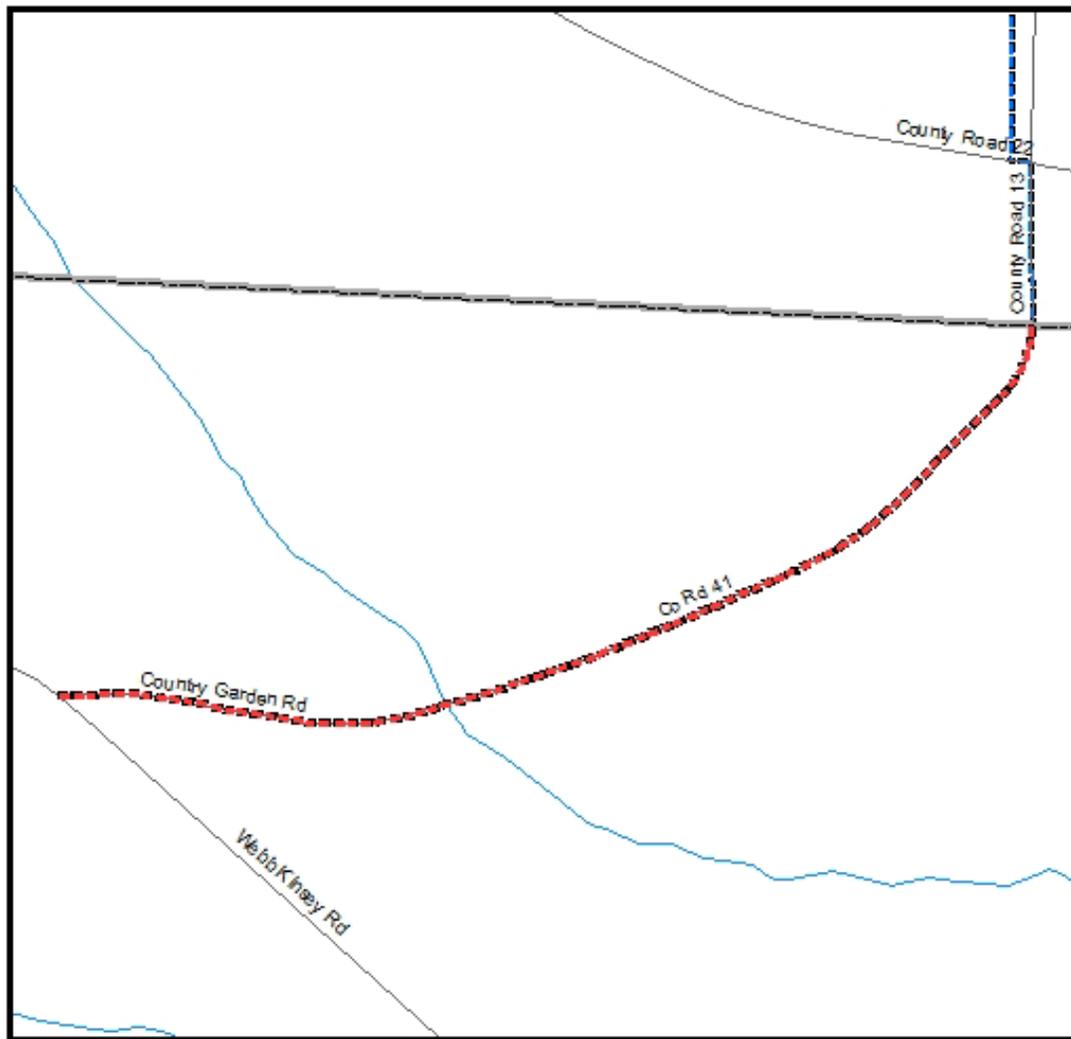
Legend

- - - - Project Location
 — Roads
 — Creeks
 SWAMPO Study Area

Source: U.S. Census & Southeast Wiregrass MPO Staff



NOT TO SCALE



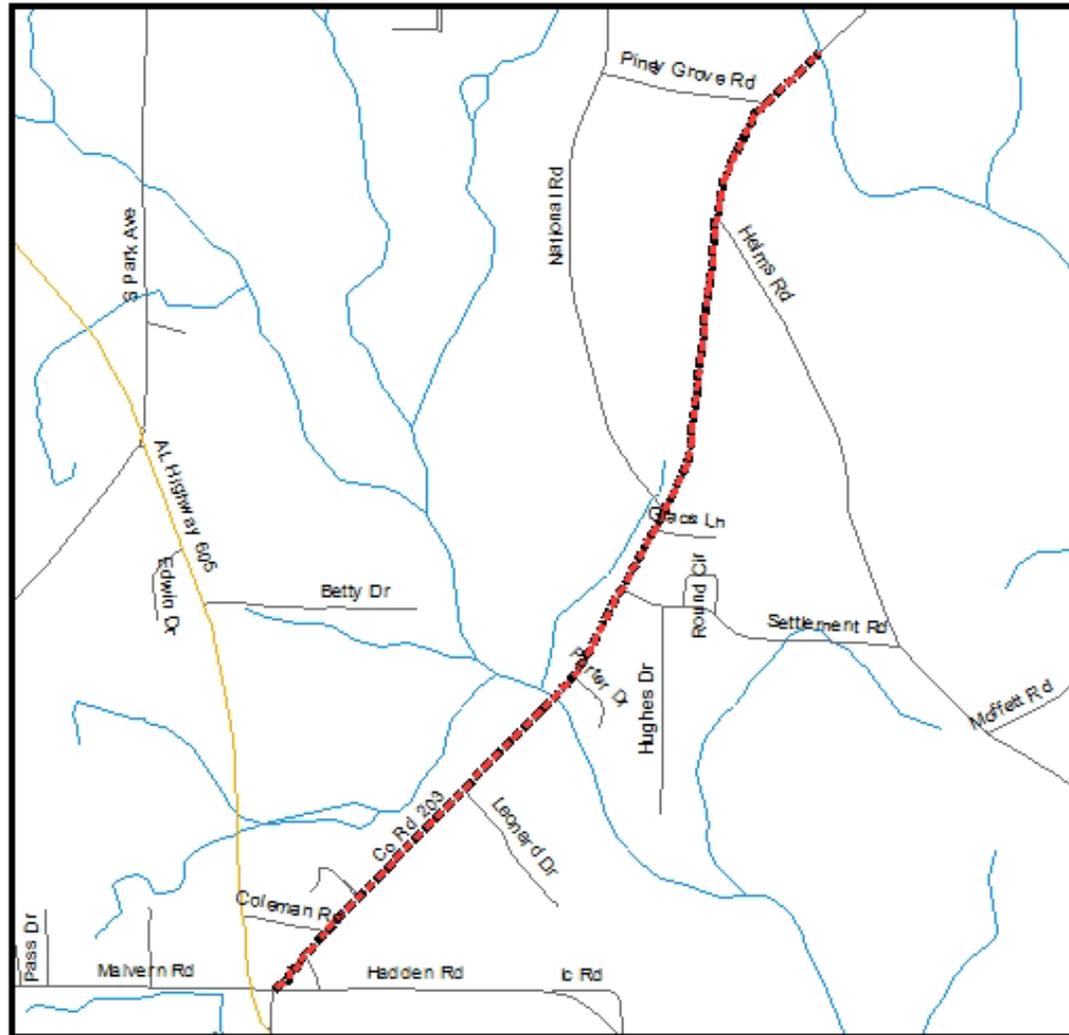
PROJECT FAMILY ID	11208
PROJECT NUMBER (FANBR)	100076365 STPSU 3525 ()
PROJECT LOCATION	COUNTRY GARDEN ROAD
PROJECT DESCRIPTION	RESURFACING FROM WEBB TO KINSEY ROAD TO HENRY COUNTY LINE
PROJECT LENGTH (MI)	1.02
SCP	CN
ST S	P
PROJECT TYPE	RESURFACING
FY	2025
MAP ID	2.4.1-9
PROJECT PRIORITY	NA
CONFORM YEAR	NA
FEDERAL	\$166,586
STATE/LOCAL	\$41,647
OTHER	\$0
ESTIMATED TOTAL COST	\$208,233
PERFORMANCE MEASURE	1
LIVABILITY PRINCIPLE	3
SPONSOR	HOUSTON COUNTY

Legend

- - - - Project Location
 Roads
 — Creeks
 SWAMPO Study Area

Source: U.S. Census & Southeast Wiregrass MPO Staff





PROJECT FAMILY ID	50128
PROJECT NUMBER (FANBR)	100077458 STPSU3526 ()
PROJECT LOCATION	CAMPBELLTON HIGHWAY/CR-203
PROJECT DESCRIPTION	RESURFACING FROM THE BRIDGE NORTH OF PINEY GROVERD TO HADDEN DR
PROJECT LENGTH (MI)	3.47
SCP	CN
ST S	P
PROJECT TYPE	RESURFACING
FY	2026
MAP ID	2.4.1-10
PROJECT PRIORITY	NA
CONFORM YEAR	NA
FEDERAL	\$722,586
STATE/LOCAL	\$180,647
OTHER	\$0
ESTIMATED TOTAL COST	\$903,233
PERFORMANCE MEASURE	1
LIVABILITY PRINCIPLE	3
SPONSOR	HOUSTON COUNTY

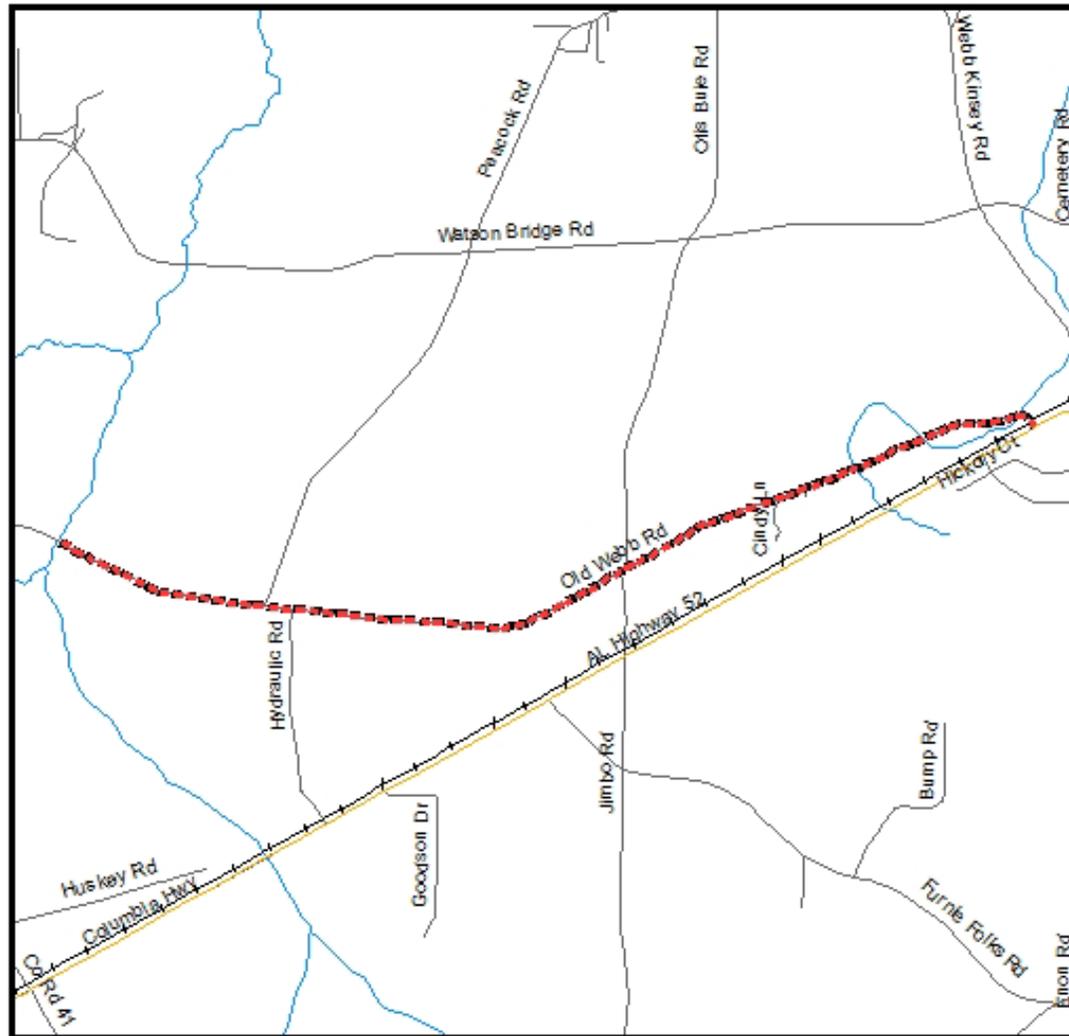
Legend

▬▬▬▬ Project Location
 — Roads
 — Creeks
 SWAMPO Study Area

Source: U.S. Census & Southeast Wiregrass MPO Staff



NOT TO SCALE



PROJECT FAMILY ID	11208
PROJECT NUMBER (FANBR)	100069709 STPSU 3519 ()
PROJECT LOCATION	OLD WEBB ROAD
PROJECT DESCRIPTION	RESURFACING FROM THE WEBB TOWN LIMITS TO SR-52
PROJECT LENGTH (MI)	2.95
SCP	CN
ST S	P
PROJECT TYPE	RESURFACING
FY	2026
MAP ID	2.4.1-11
PROJECT PRIORITY	NA
CONFORM YEAR	NA
FEDERAL	\$457,358
STATE/LOCAL	\$114,340
OTHER	\$0
ESTIMATED TOTAL COST	\$571,698
PERFORMANCE MEASURE	1
LIVABILITY PRINCIPLE	3
SPONSOR	HOUSTON COUNTY

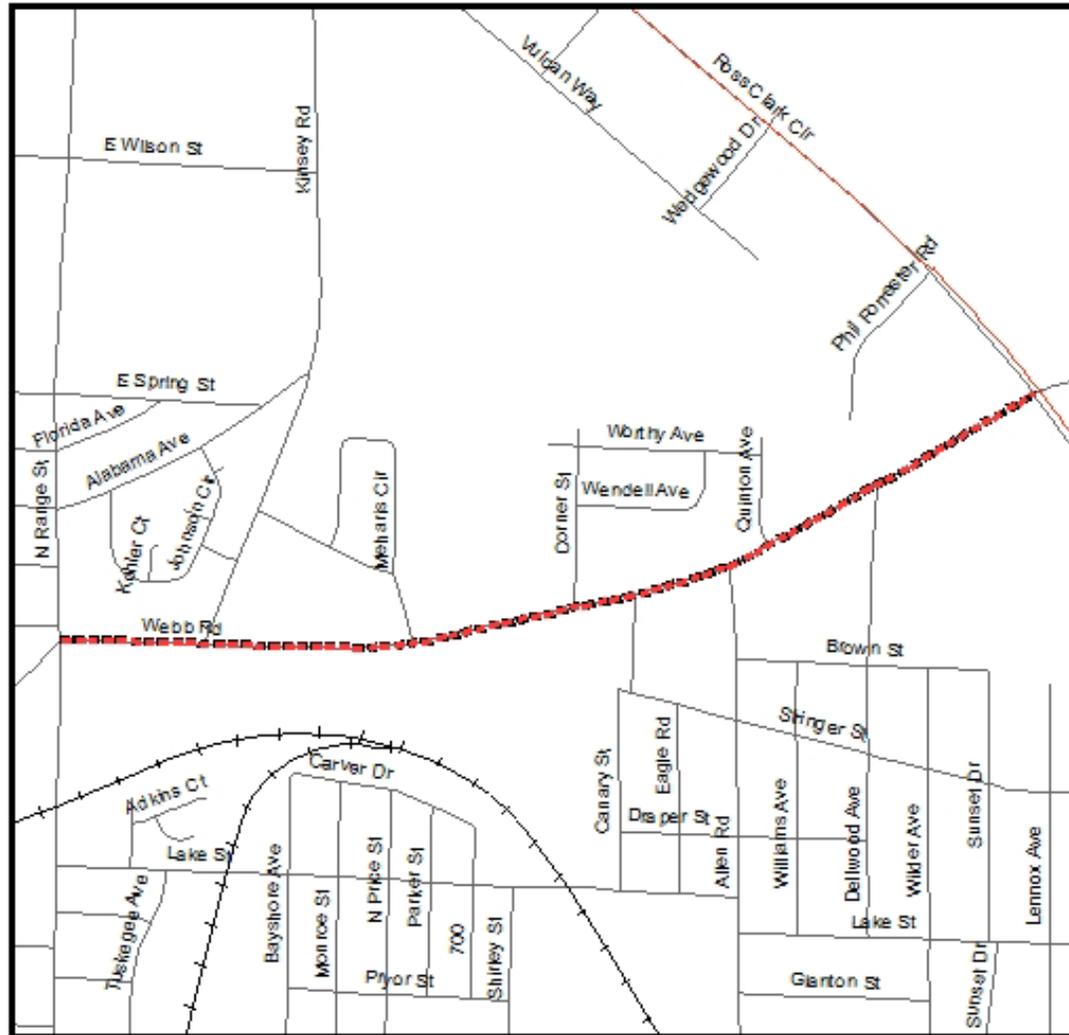
Legend

- - - - Project Location
 — Roads
 — Creeks
 SWAMPO Study Area

Source: U.S. Census & Southeast Wiregrass MPO Staff



NOT TO SCALE



PROJECT FAMILY ID	11208
PROJECT NUMBER (FANBR)	100076357 STPSU 3524 ()
PROJECT LOCATION	WEBB ROAD
PROJECT DESCRIPTION	RESURFACING FROM NORTH RANGE STREET TO SR-210 (US-431)
PROJECT LENGTH (MI)	1.11
SCP	CN
ST S	P
PROJECT TYPE	RESURFACING
FY	2026
MAP ID	2.4.1-12
PROJECT PRIORITY	NA
CONFORM YEAR	NA
FEDERAL	\$602,346
STATE/LOCAL	\$200,782
OTHER	\$0
ESTIMATED TOTAL COST	\$803,128
PERFORMANCE MEASURE	1
LIVABILITY PRINCIPLE	3, 6
SPONSOR	CITY OF DOTHAN

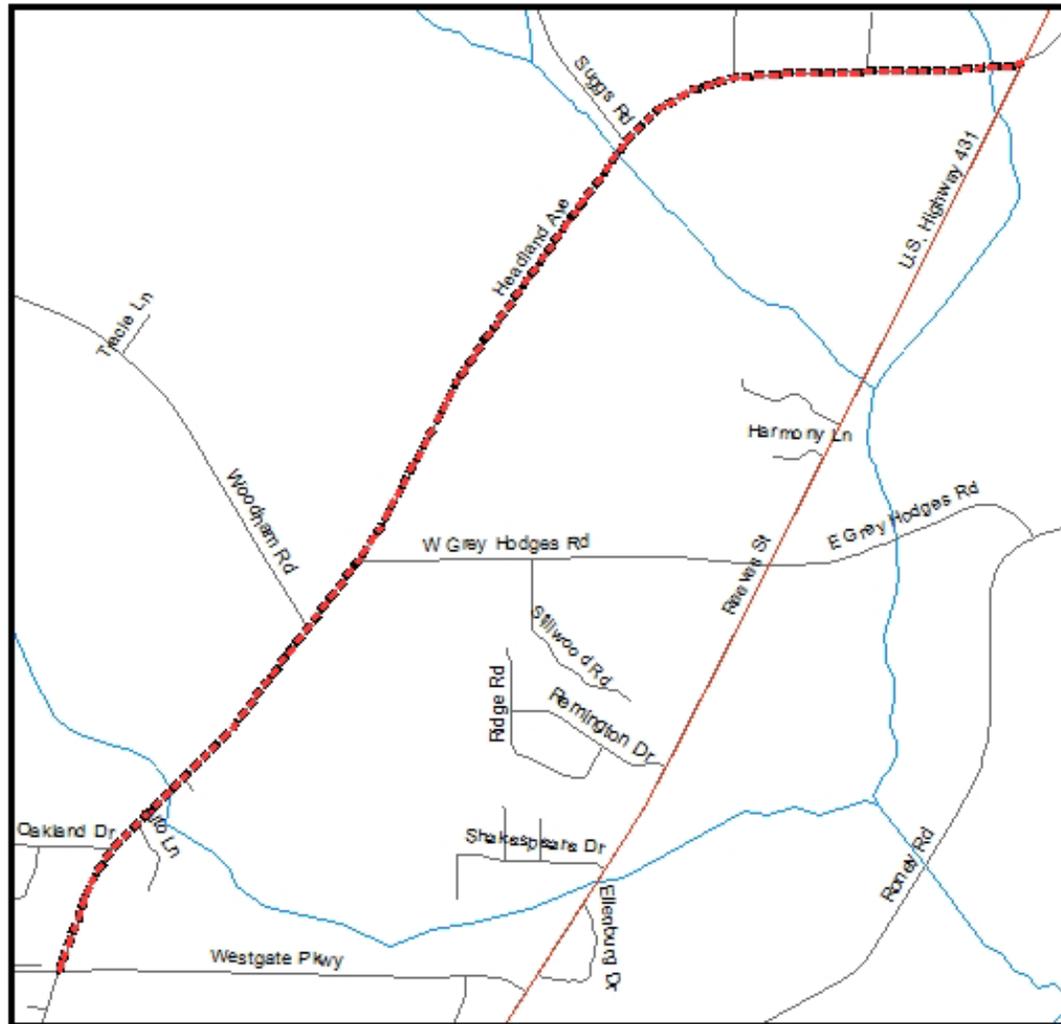
Legend

- - - - Project Location
 — Roads
 — Creeks
 SWAMPO Study Area

Source: U.S. Census & Southeast Wiregrass MPO Staff



NOT TO SCALE



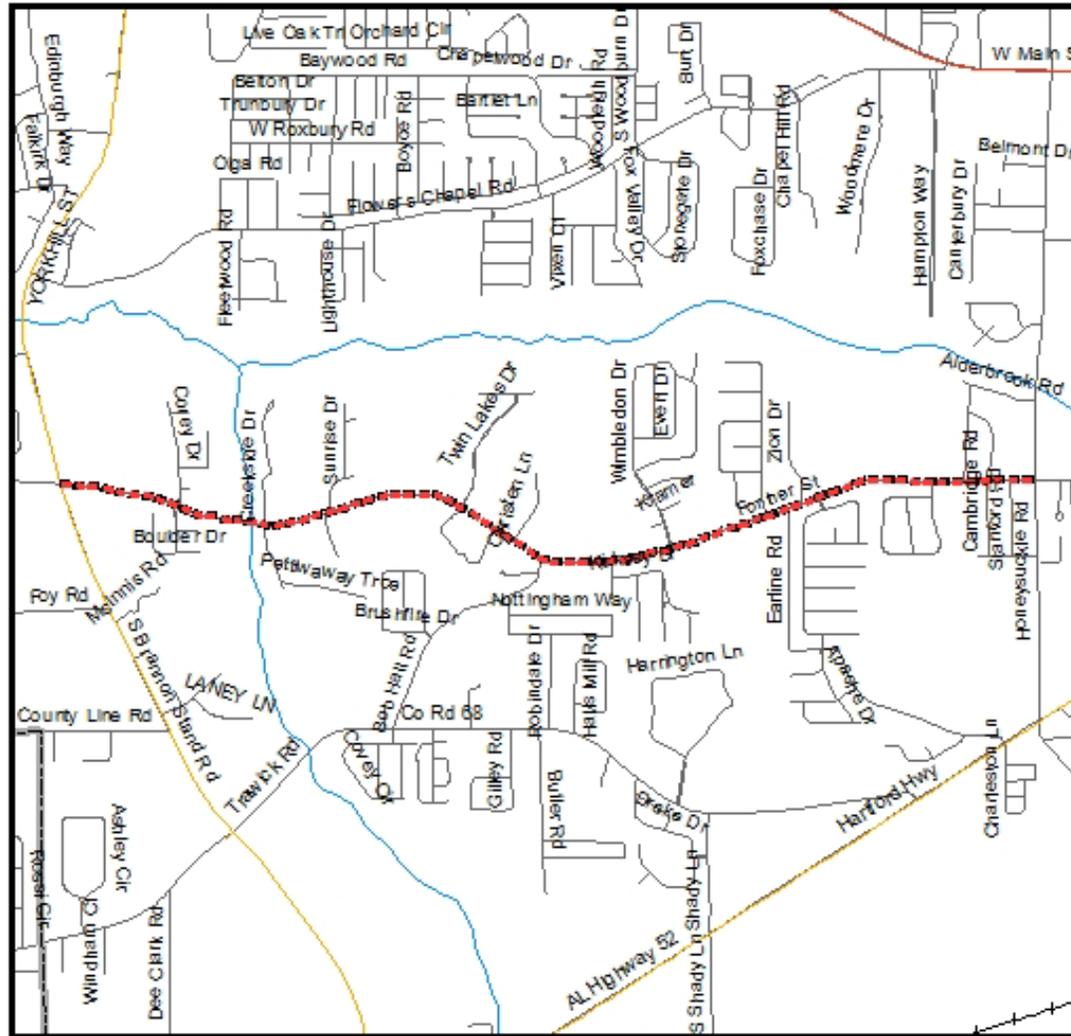
PROJECT FAMILY ID	11208
PROJECT NUMBER (FANBR)	100076367 STPSU 3527 ()
PROJECT LOCATION	HEADLAND AVE
PROJECT DESCRIPTION	RESURFACING FROM SR- 10 (US- 431) TO WESTGATE PARKWAY
PROJECT LENGTH (MI)	2.86
SCP	CN
ST S	P
PROJECT TYPE	RESURFACING
FY	2027
MAP ID	2.4.1-13
PROJECT PRIORITY	NA
CONFORM YEAR	NA
FEDERAL	\$821,837
STATE/LOCAL	\$273,946
OTHER	\$0
ESTIMATED TOTAL COST	\$1,095,783
PERFORMANCE MEASURE	1
LIVABILITY PRINCIPLE	3
SPONSOR	HOUSTON COUNTY

Legend

- - - - - Project Location
 — Roads
 — Creeks
 SWAMPO Study Area

Source: U.S. Census & Southeast Wiregrass MPO Staff





PROJECT FAMILY ID	11208
PROJECT NUMBER (FANBR)	100076366 STPSU 3526 ()
PROJECT LOCATION	FORTNER STREET
PROJECT DESCRIPTION	RESURFACING FROM SR-605 TO HONEY SUCKLE ROAD
PROJECT LENGTH (MI)	3.02
SCP	CN
ST S	P
PROJECT TYPE	RESURFACING
FY	2027
MAP ID	2.4.1-14
PROJECT PRIORITY	NA
CONFORM YEAR	NA
FEDERAL	\$1,135,021
STATE/LOCAL	\$283,755
OTHER	\$0
ESTIMATED TOTAL COST	\$1,418,776
PERFORMANCE MEASURE	1
LIVABILITY PRINCIPLE	3
SPONSOR	HOUSTON COUNTY

Legend

- - - - Project Location
- Roads
- Creeks
- SWAMPO Study Area

Source: U.S. Census & Southeast Wiregrass MPO Staff



NOT TO SCALE

2.4.2 Other Surface Transportation Program Projects

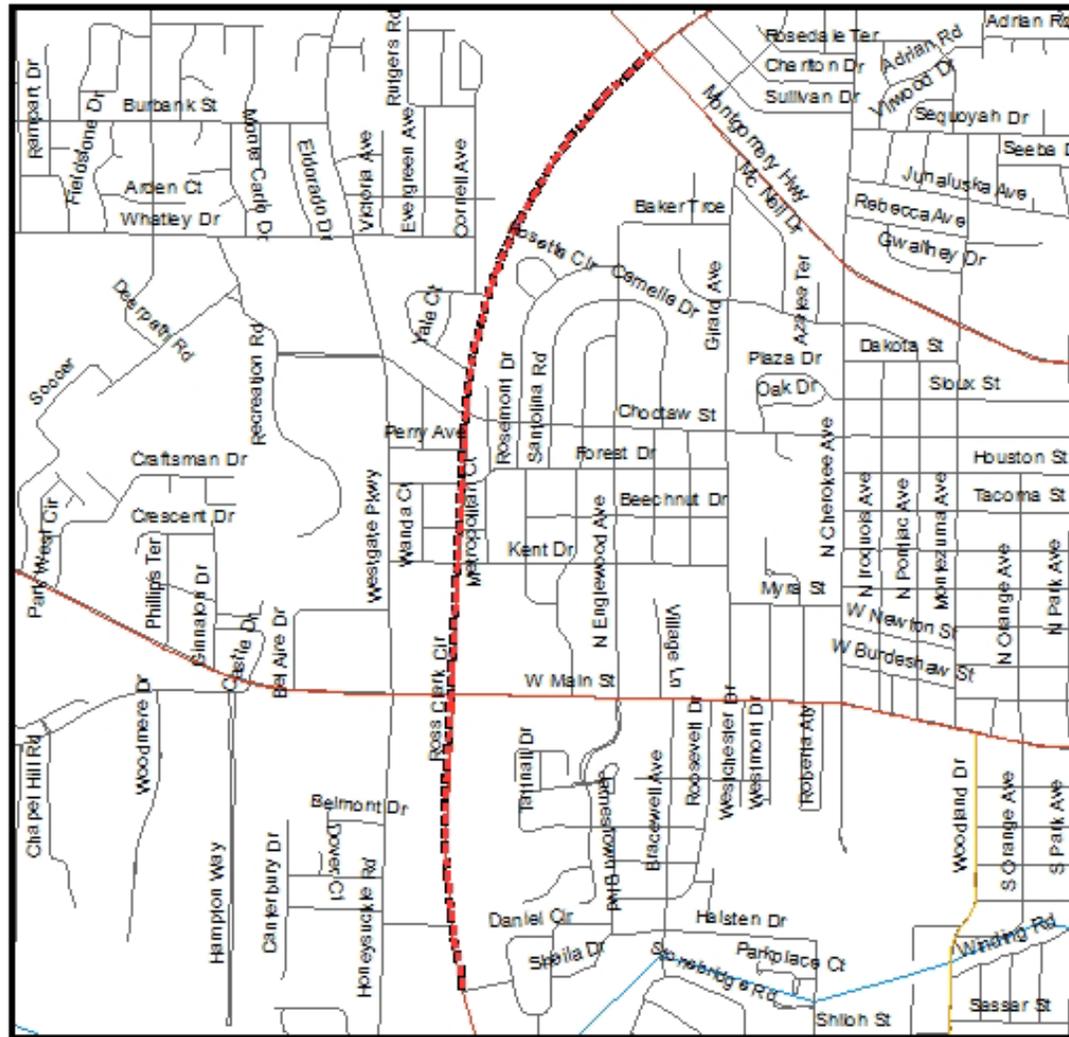
2.4.2 Other Surface Transportation Program Projects

Sponsor:													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
No Records Found													
Totals By Sponsor							Federal				\$0	ALL Funds	\$0

2.4.3 NHS/Interstate Maintenance/ NHS Bridge Projects

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
230	100062175 NHF 0210 ()	ADDING LANES ON SR-210 (ROSS CLARK CIRCLE) FROM US-231 SOUTH TO BAUMAN DRIVE	2.68	PE	P	ADDITIONAL ROADWAY LANES	2024	0	EXEMPT	NA	\$ 979,296 \$ 244,824 \$ -	\$1,224,120
230	100069326 NHF 0210 ()	PEDESTRIAN BRIDGE SIDEWALKS AND LIGHTING ON SR-210 (ROSS CLARK CIRCLE) FROM FORTNER STREET TO NORTH	3.49	CN	P	PEDESTRIAN OVERPASS	2024	0	EXEMPT	NA	\$ 3,268,894 \$ 817,223 \$ -	\$4,086,117
43016	100073746 NH 0012 (581)	RESURFACE AND FLANE SR-12 (US-84) in DOTHAN FROM ENGLEWOOD AVENUE TO SR-210 (ROSS CLARK CIRCLE)	4.02	FM	P	PREVENTATIVE MAINTENANCE LEVEL 2	2024	0	EXEMPT	NA	\$ 2,203,416 \$ 550,854 \$ -	\$2,754,270
48375	100075907 NH 0001 ()	INTERSECTION MODIFICATIONS AT SR-1 (US-231) AND SR-210 (ROSS CLARK CIRCLE)	0.20	UT	P	INTERSECTION IMPROVEMENTS	2024	0	EXEMPT	NA	\$ 161,600 \$ 40,400 \$ -	\$202,000
230	100038196 NHF 0210 ()	ADDING LANES ON SR-210 (ROSS CLARK CIRCLE) FROM US-231 SOUTH TO BAUMAN DRIVE	2.70	RW	P	ADDITIONAL ROADWAY LANES	2025	0		NA	\$ 3,745,226 \$ 936,306 \$ -	\$4,681,532
48375	100075244 NH 0001 ()	INTERSECTION MODIFICATIONS AT SR-1 (US-231) AND SR-210 (ROSS CLARK CIRCLE)	0.20	CN	P	INTERSECTION IMPROVEMENTS	2025	0	EXEMPT	NA	\$ 4,038,780 \$ 1,009,695 \$ -	\$5,048,475
230	100038197 NHF 0210 ()	ADDING LANES ON SR-210 (ROSS CLARK CIRCLE) FROM US-231 SOUTH TO BAUMAN DRIVE	2.70	UT	P	ADDITIONAL ROADWAY LANES	2026	0		NA	\$ 1,918,950 \$ 479,737 \$ -	\$2,398,687
230	100038198 NHF 0210 ()	ADDING LANES ON SR-210 (ROSS CLARK CIRCLE) FROM US-231 SOUTH TO BAUMAN DRIVE	2.70	CN	P	ADDITIONAL ROADWAY LANES	2027	0		NA	\$14,869,583 \$ 3,717,396 \$ -	\$18,586,979
Totals By Sponsor							Federal \$		31,185,745		ALL Funds	\$38,982,180



PROJECT FAMILY ID	230			
PROJECT NUMBER (FANBR)	100062175 NHF 0210 ()	100038196 NHF 0210 ()	100038197 NHF 0210 ()	100038198 NHF 0210 ()
PROJECT LOCATION	SR-210 ROSS CLARK CIRCLE			
PROJECT DESCRIPTION	ADDING LANES FROM US-231 SOUTH TO BAUMAN DRIVE			
PROJECT LENGTH (MI)	2.7			
ST S	P			
PROJECT TYPE	ADDITIONAL ROADWAY LANES			
MAP ID	24.3-1			
PROJECT PRIORITY	EXEMPT			
CONFORM YEAR	NA			
FY	2024	2025	2026	2027
SCP	PE	RV	UT	CN
FEDERAL	\$979,296	\$3,745,226	\$1,918,950	\$14,869,583
STAT/BLOCAL	\$244,824	\$936,306	\$479,737	\$3,717,396
OTHER	\$0	\$0	\$0	\$0
ESTIMATED TOTAL COST	\$1,224,120	\$4,681,532	\$2,398,687	\$18,586,979
PERFORMANCE MEASURE	1,2,3			
LIVABILITY PRINCIPLE	1,2,3,4,6			
SPONSOR	ALDOT			

Legend

- - - - Project Location
 — Roads
 — Creeks
 SWAMPO Study Area

Source: U.S. Census & Southeast Wiregrass MPO Staff



NOT TO SCALE



PROJECT FAMILY ID	43016
PROJECT NUMBER (FANBR)	100073746 NH0012 (581)
PROJECT LOCATION	SR-12/U.S. 84 W. MAIN STREET
PROJECT DESCRIPTION	RESURFACE AND PAVE FROM ENGLEWOOD AVENUE TO SR-210 (ROSS CLARK CIRCLE)
PROJECT LENGTH (MI)	4.02
SCP	FM
STS	P
PROJECT TYPE	PREVENTATIVE MAINTENANCE LEVEL 2
FY	2024
MAP ID	2.4.3-2
PROJECT PRIORITY	EXEMPT
CONFORM YEAR	NA
FEDERAL	\$2,203,416
STATE/LOCAL	\$550,854
OTHER	\$0
ESTIMATED TOTAL COST	\$2,754,270
PERFORMANCE MEASURE	1,2
LIVABILITY PRINCIPLE	1,2,3,4,6
SPONSOR	ALDOT

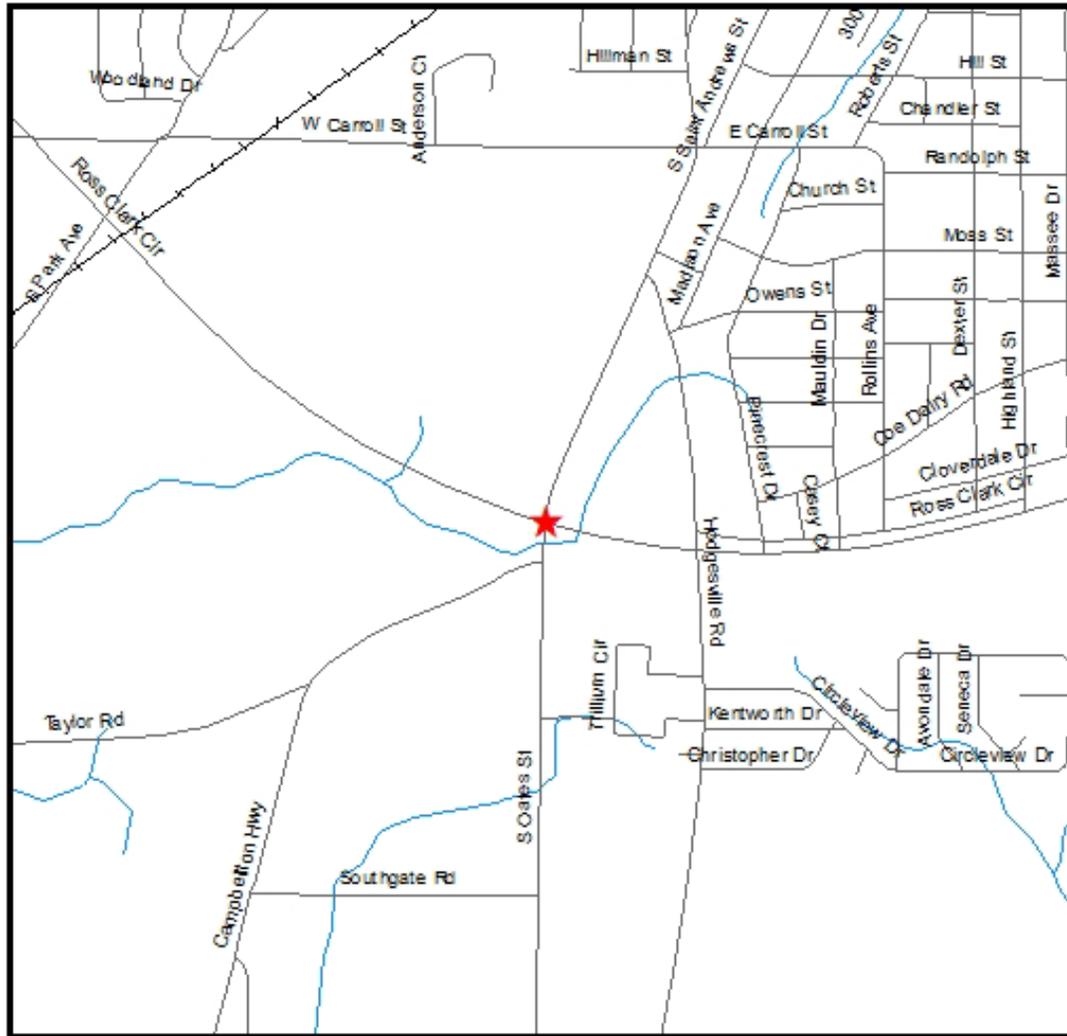
Legend

----- Project Location
 Roads
 Creeks
 SWAMPO Study Area

Source: U.S. Census & Southeast Wiregrass MPO Staff



NOT TO SCALE



PROJECT FAMILY ID	48375	
PROJECT NUMBER (FA NBR)	100075907 NH0001 ()	100075244 NH0001 ()
PROJECT LOCATION	SR-1 S. OATES STREET/SR-210 ROSS CLARK CR	
PROJECT DESCRIPTION	INTERSECTION MODIFICATIONS	
PROJECT LENGTH (MI)	0.20	
ST S	P	
PROJECT TYPE	INTERSECTION IMPROVEMENTS	
MAP ID	2.4.3-3	
PROJECT PRIORITY	EXEMPT	
CONFORM YEAR	NA	
FY	2024	2025
SCP	UT	CN
FEDERAL	\$161,600	\$4,038,780
STATE/LOCAL	\$40,400	\$1,009,695
OTHER	\$0	\$0
ESTIMATED TOTAL COST	\$202,000	\$5,048,475
PERFORMANCE MEASURE	1	
LIVABILITY PRINCIPLE	3,6	
SPONSOR	ALDOT	

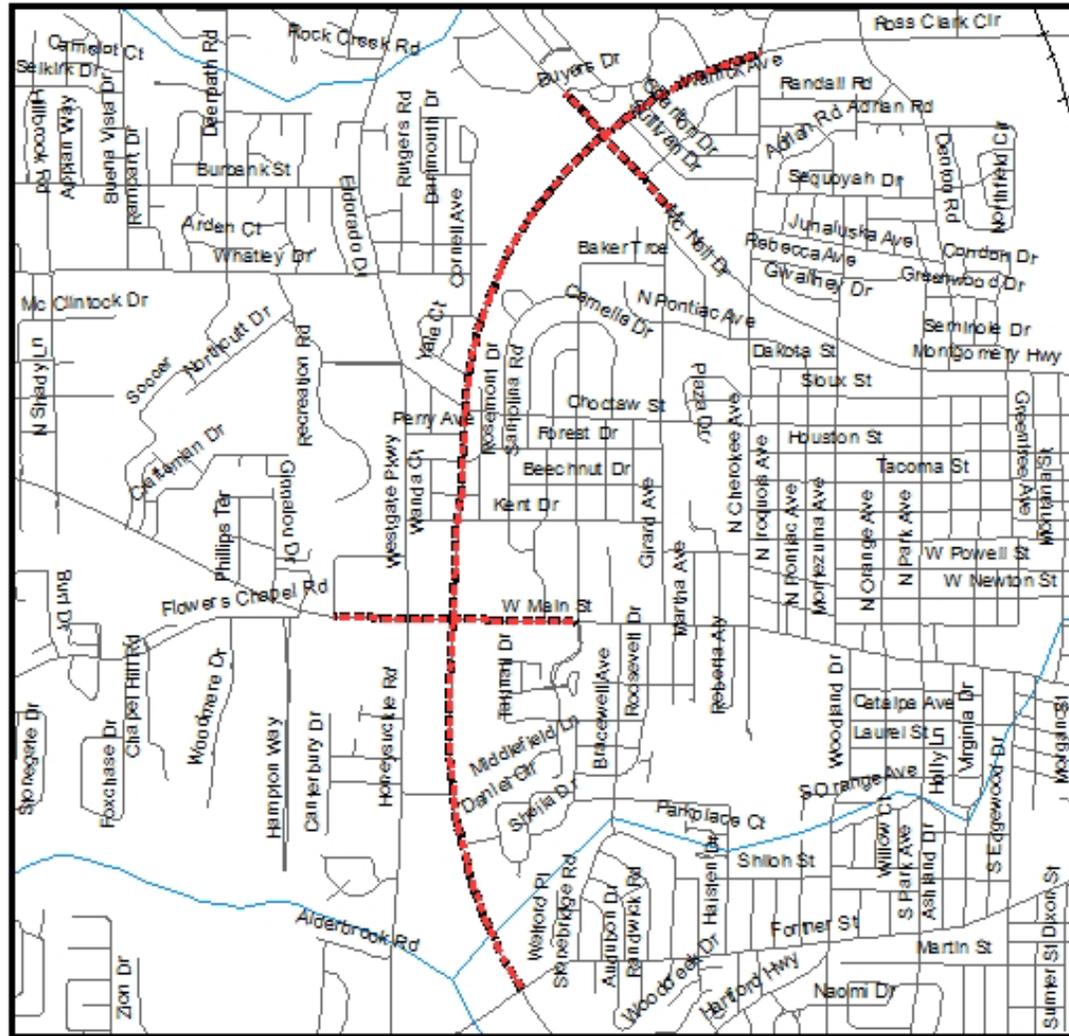
Legend

- ★ Project Location
- Roads
- Creeks
- SWAMPO Study Area

Source: U.S. Census & Southeast Wiregrass MPO Staff



NOT TO SCALE



PROJECT FAMILY ID	230
PROJECT NUMBER (FANBR)	100089326 NHF 0210 ()
PROJECT LOCATION	SR-210 ROSS CLARK CIRCLE
PROJECT DESCRIPTION	PEDESTRIAN BRIDGE SIDEWALKS AND LIGHTING FROM FORTNER STREET TO NORTH CHEROKEE AVENUE ON SR-53 (US-231) FROM GRAND AVENUE TO BUYERS DRIVE AND ON SR-12 (US-84) FROM BEL AIRE DRIVE TO NORTH ENGLEWOOD AVENUE (PHASE 5)
PROJECT LENGTH (MI)	3.49
SCP	CN
ST S	P
PROJECT TYPE	PEDESTRIAN OVERPASS
FY	2024
MAP ID	2.4.3.4
PROJECT PRIORITY	EXEMPT
CONFORM YEAR	NA
FEDERAL	\$3,288,894.00
STATE/LOCAL	\$817,223.00
OTHER	\$0.00
ESTIMATED TOTAL COST	\$4,086,117.00
PERFORMANCE MEASURE	1
LIVABILITY PRINCIPLE	1,2,3,4,6
SPONSOR	ALDOT

Legend

- - - - - Project Location
- Roads
- Creeks
- SWAMPO Study Area

Source: U.S. Census & Southeast Wiregrass MPO Staff



NOT TO SCALE

2.4.4 Appalachian Projects

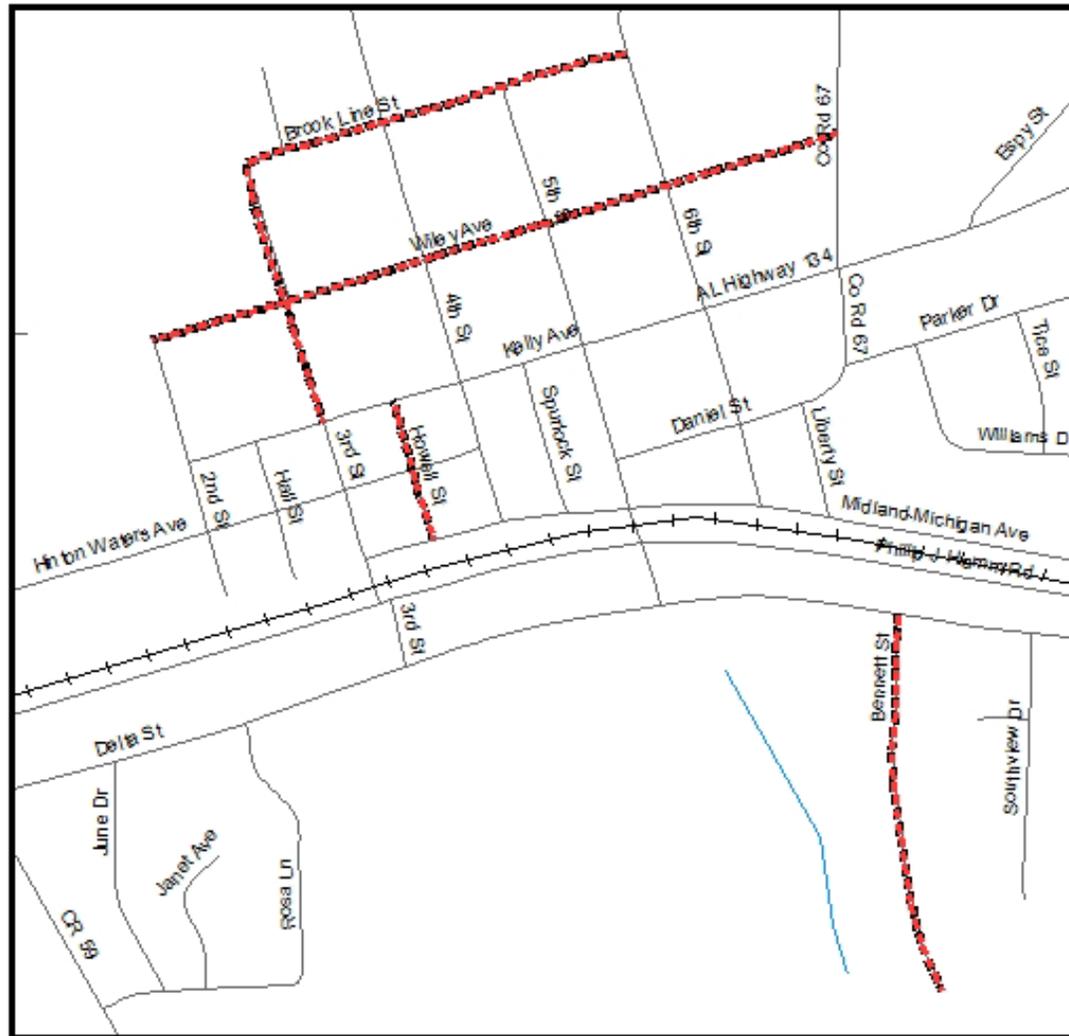
2.4.4 Appalachian Highway System Projects

Sponsor													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
No Records Found													
Totals By Sponsor							Federal				\$0	ALL Funds	\$0

2.4.5 Transportation Alternatives

2.4.5 Transportation Alternatives

Sponsor: TOWN OF MIDLAND 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
49062	100075867 TAPSU TA23 (927)	SIDEWALK IMPROVEMENTS ALONG BENNETT STREET HOWELL STREET WILEY AVENUE 3RD STREET AND BROOKLINE IN THE CITY OF MIDLAND CITY	0.00	CN	P	SIDEWALK	2024	0		NA	\$ 499,180 \$ - \$ 124,795	\$ 623,975
Totals By Sponsor							Federal	\$	499,180		ALL Funds	\$ 623,975



PROJECT ID	49062
PROJECT FAMILY ID	
PROJECT NUMBER (FANBR)	100075887 TAPSU TA23 (927)
PROJECT LOCATION	VARIOUS STREET IN THE TOWN OF MDLAND CITY
PROJECT DESCRIPTION	SIDEWALK IMPROVEMENTS ALONG BENNETT STREET HOWELL STREET WILEY AVENUE 3RD STREET AND BROOKLINE IN THE CITY OF MDLAND CITY
PROJECT LENGTH (MILES)	0.00
SCP	CN
ST S	P
PROJECT TYPE	SIDEWALK
FY	2024
MAP ID	2.4.5-2
PROJECT PRIORITY	NA
CONFORM YEAR	NA
FEDERAL	\$499,180
STATE/LOCAL	\$124,795
OTHER	\$0
ESTIMATED TOTAL COST	\$623,975
PERFORMANCE MEASURES	N/A
LIVABILITY PRINCIPLES	1,3,4,6
SPONSOR	TOWN OF MDLAND CITY

Legend

- - - - Project Location
 Roads
 Creeks
 SWAMPO Study Area

Source: U.S. Census & Southeast Wiregrass MPO Staff



NOT TO SCALE

2.4.6 Bridge Projects (State and Federal)

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
No Records Found												
Totals By Sponsor							Federal \$		-		ALL Funds \$	-

2.4.7 State Funded Projects

2.4.7 State Funded Projects

Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
No Records Found												
Totals By Sponsor							Federal \$	-			ALL Funds \$	-

2.4.8 Enhancement Projects

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		
No Records Found														
Totals By Sponsor				Federal								ALL Funds	\$	-

2.4.9 Transit Projects

2.4.9 Transit Projects

Sponsor: SOUTHEAST ALABAMA REGIONAL PLANNING & DEVELOPMENT COMMISSION (SEARPDC)												
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
N/A	N/A	SECTION 5307 SEARPDC WIREGRASS TRANSIT OPERATING ASSISTANCE	0	TR	P	UNCLASSIFIED	2024	0		N/A	\$ 555,069	\$1,110,138
											\$ 555,069	
N/A	N/A	SECTION 5307 SEARPDC WIREGRASS TRANSIT PREVENTATIVE MAINTENANCE	0	TR	P	UNCLASSIFIED	2024	0		N/A	\$ 230,000	\$ 287,500
											\$ 57,500	
N/A	N/A	SECTION 5307 SEARPDC WIREGRASS TRANSIT SUPPORT EQUIPEMNT/ FACILITIES - ADMIN FACILITY REHAB	0	TR	P	UNCLASSIFIED	2024	0		N/A	\$ 975,000	\$1,218,750
											\$ 243,750	
N/A	N/A	SECTION 5307 SEARPDC WIREGRASS TRANSIT SUPPORT EQUIPEMNT/ FACILITIES - PARKING LOT REHAB	0	TR	P	UNCLASSIFIED	2024	0		N/A	\$ 61,436	\$ 76,795
											\$ 15,359	
Totals By Sponsor							Federal	\$	1,821,505	ALL Funds	\$2,693,183	

2.4.10 System Maintenance Projects

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

No Records Found

Totals By Sponsor	Federal \$	-	ALL Funds \$	-
--------------------------	-------------------	---	---------------------	---

2.4.11 Safety Projects

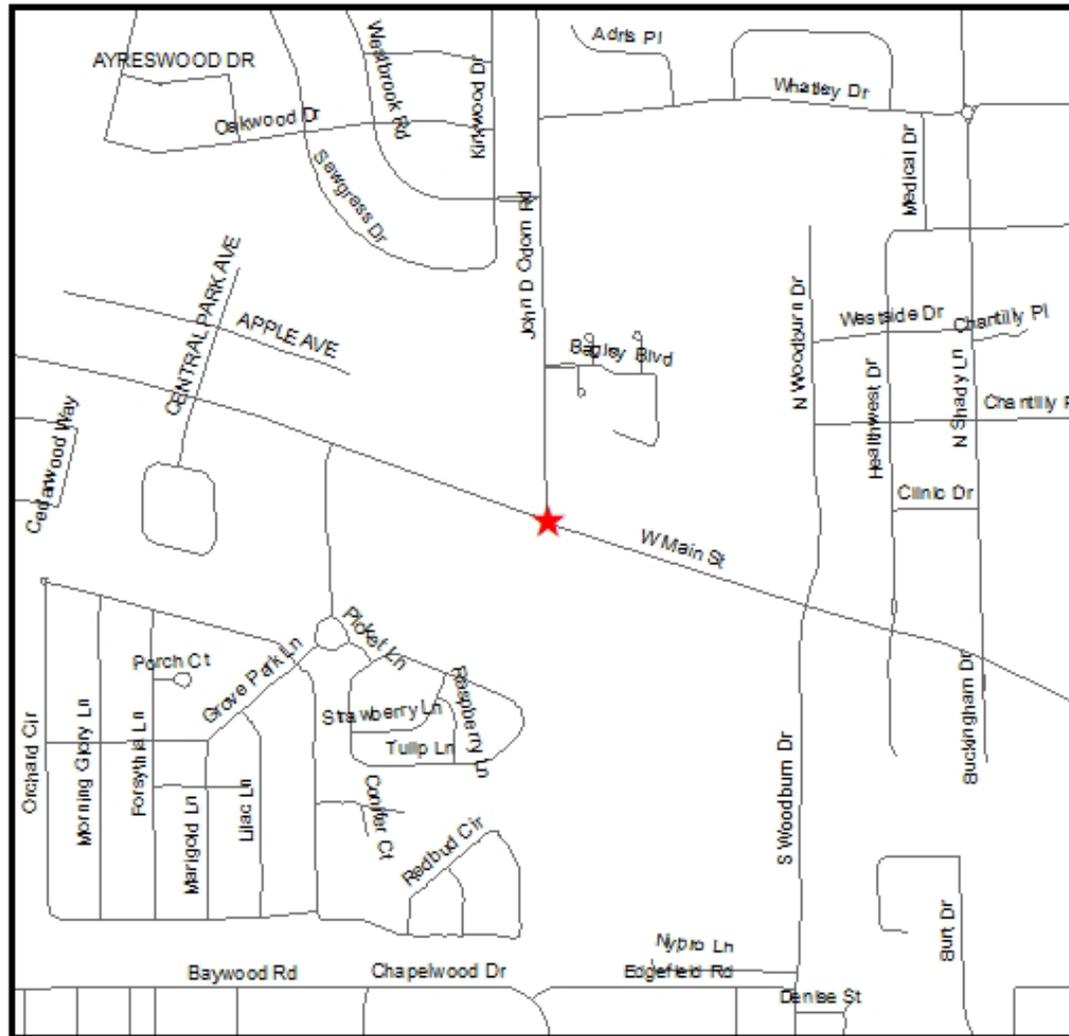
2.4.11 Safety Projects

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
No Records Found												
Totals By Sponsor							Federal \$	-	ALL Funds \$		-	

2.4.12 Other Federal and State Aid Projects

2.4.12 Other Federal and State Aid Projects

Sponsor: ALDOT													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
49098	100076546 ATRP2-35-2023-181 ()	INTERSECTION IMPROVEMENTS AT SR-12 (US-84) AND JOHN D. ODOM ROAD	0	CN	P	INTERSECTION IMPROVEMENTS	2024	0		NA	\$ - \$1,980,000 \$ -	\$ 1,980,000	
45672	100071922 CRPAA 0210 ()	INSTALLATION OF I.T.S DEVICES TO PROVIDE ADVANCED CORRIDOR MANAGEMENT TSMO ALONG SECTIONS OF SR-210 (US-231) IN HOUSTON COUNTY	0	CN	P	INTELLIGENT TECHNOLOGY SYSTEMS	2025	0		NA	\$2,783,075 \$ 695,769 \$ -	\$ 3,478,843	
Totals By Sponsor							Federal	\$	2,783,075		ALL Funds	\$	5,458,843



PROJECT FAMILY ID	49098
PROJECT NUMBER (FANBR)	100076546 A TRP2-35-2023-181 ()
PROJECT LOCATION	SR-12 (US-84) W. MAIN ST & JOHN D. ODOM ROAD
PROJECT DESCRIPTION	INTERSECTION IMPROVEMENTS
PROJECT LENGTH (MILES)	0
SCP	CN
ST S	P
PROJECT TYPE	INTERSECTION IMPROVEMENTS
FY	2024
MAP ID	2.4.12-1
PROJECT PRIORITY	
CONFORM YEAR	NA
FEDERAL	\$0
STATE/LOCAL	\$1,980,000
OTHER	\$0
ESTIMATED TOTAL COST	\$1,980,000
PERFORMANCE MEASURES	1
LIVABILITY PRINCIPLES	3,4,6
SPONSOR	ALDOT

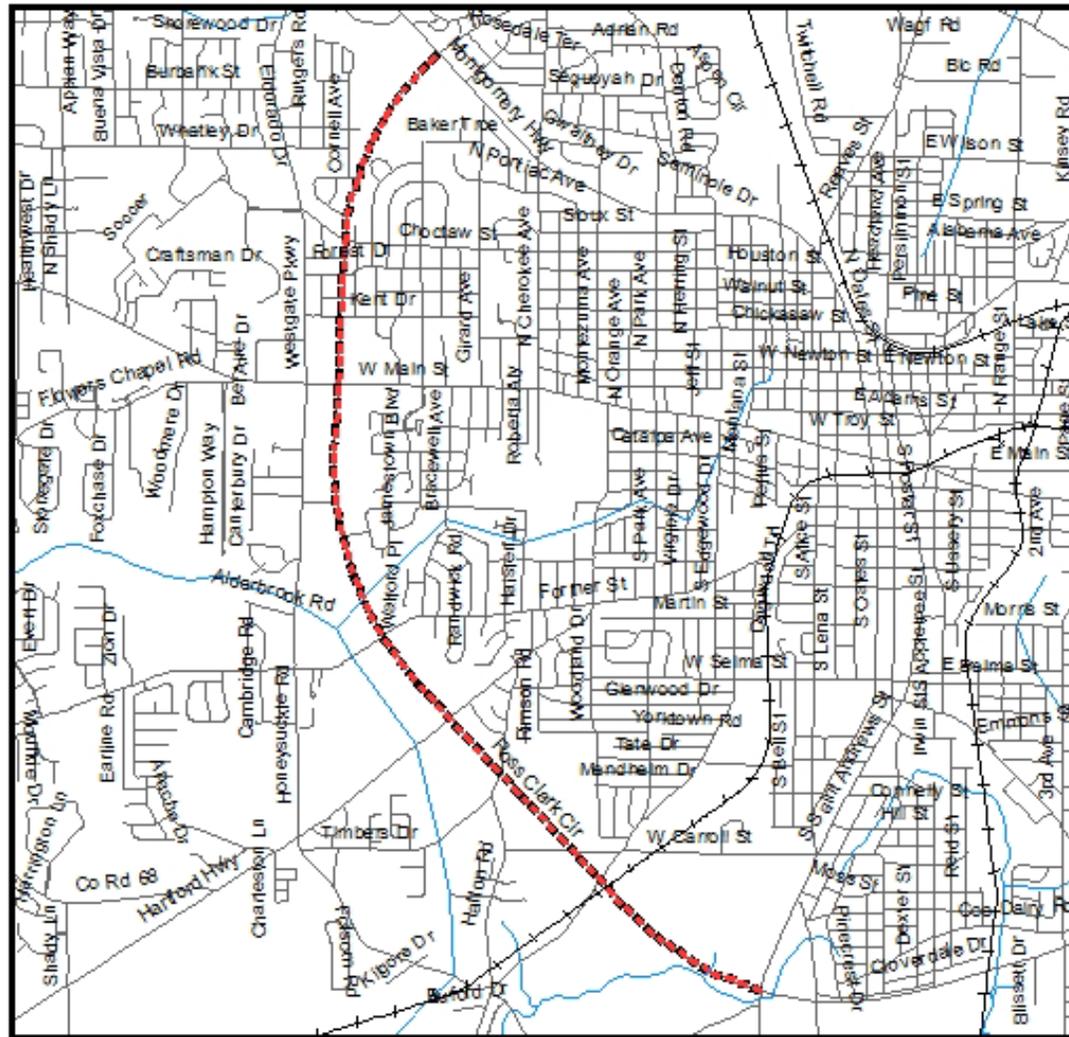
Legend

- ★ Project Location
- Roads
- Creeks
- SWAMPPO Study Area

Source: U.S. Census & Southeast Wiregrass MPO Staff



NOT TO SCALE



PROJECT FAMILY ID	45672
PROJECT NUMBER (FANBR)	100071922 CRPAA 0210 ()
PROJECT LOCATION	SR-210 (US-231) ROSS CLARK CIRCLE
PROJECT DESCRIPTION	INSTALLATION OF I.T.S DEVICES TO PROVIDE ADVANCED CORRIDOR MANAGEMENT TSMO ALONG VARIOUS SECTIONS IN HOUSTON COUNTY
PROJECT LENGTH (MILES)	0
SCP	CN
ST S	P
PROJECT TYPE	INTELLIGENT TECHNOLOGY SYSTEMS
FY	2025
MAP ID	2.4.12-2
PROJECT PRIORITY	
CONFORM YEAR	NA
FEDERAL	\$2,783,075
STATE/LOCAL	\$695,769
OTHER	\$0
ESTIMATED TOTAL COST	\$3,478,843
PERFORMANCE MEASURES	N/A
LIVABILITY PRINCIPLES	3,6
SPONSOR	ALDOT

Legend

- - - - Project Location
- Roads
- Creeks
- SWAMPO Study Area

Source: U.S. Census & Southeast Wiregrass MPO Staff



2.4.13 Congestion Mitigation and Air Quality Projects

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
No Records Found												
Totals By Sponsor							Federal \$		-		ALL Funds \$	-

2.4.14 High Priority and Congressional Earmark Projects

2.4.14 High Priority and Congressional Earmark Projects

Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
No Records Found												
Totals By Sponsor							Federal \$	-			ALL Funds \$	-

2.4.15 Carbon Reduction CRP Attributable Projects

2.4.15 Carbon Reduction CRP Attributable Projects

Sponsor:														
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost		
No Records Found														
Totals By Sponsor							Federal \$		-		ALL Funds \$	-		

2.4.16 Other Carbon Reduction CRP Attributable Projects

2.4.16 Other Carbon Reduction CRP Attributable Projects

Sponsor:														
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost		
No Records Found														
Totals By Sponsor							Federal \$		-		ALL Funds \$	-		

Authorized Projects for FY 2023

2.4.1. Surface Trans STP attributable projects

Sponsor: HOUSTON COUNTY													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
11208	100065706 STPSU 3516 (255)	RESURFACING ON SOUTH BROADWAY STREET (CR-55) FROM THE SOUTH CITY LIMIT OF ASHFORD TO SR-12(US-84)	0.54	CN	A	RESURFACING	2023	0		NA	\$ 127,927 \$ 42,463 \$ -	\$ 170,391	
11208	100069711 STPSU 3519 (258)	RESURFACING ON TAYLOR ROAD FROM SR-605 TO HOMERUN RIDGE LANE	3.91	CN	A	RESURFACING	2023	0	EXEMPT	NA	\$ 986,637 \$ 383,830 \$ -	\$ 1,370,467	
11208	100069713 STPSU 3519 (259)	RESURFACING ON CAMPBELLTON HIGHWAY (CR-203) FROM THE LIMESTONE CREEK BRIDGE TO TAYLOR ROAD	2.80	CN	A	RESURFACING	2023	0	EXEMPT	NA	\$ 612,302 \$ 330,468 \$ -	\$ 942,770	
Totals By Sponsor							Federal	\$	1,726,866		ALL Funds	\$ 2,483,628	

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	
43016	100073738 STPAA 0053 (599)	RESURFACING AND MILLING ON SR-53 FROM HOOD STREET IN COTTONWOOD TO SR-210 (ROSS CLARK CIRCLE)	11.69	FM	A	PREVENTATIVE MAINTENANCE LEVEL 2	2023	0		NA	\$ 3,424,753 \$ 856,188 \$ -	\$4,280,941	
Totals By Sponsor							Federal	\$	3,424,753		ALL Funds	\$4,280,941	

Sponsor: CITY OF DOTHAN													
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	
48903	100075917 STPAA NR23 (915)	REGIONAL TRAFFIC OPERATIONS PROGRAM (RTOP) TSMO FOR SIGNALIZED INTERSECTIONS IN THE CITY OF DOTHAN.	0.00	SP	A	INTELLIGENT TECHNOLOGY SYSTEMS	2023	0		NA	\$ 320,000 \$ 80,000 \$ -	\$400,000	
Totals By Sponsor							Federal	\$	320,000		ALL Funds	\$400,000	

2.4.5. Transportation Alternatives

Sponsor: CITY OF DOTHAN													
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	
49060	100075864	SR-12 (US-84) (EAST MAIN STREET)	0.00	CN	A	SIDEWALK	2023	0		NA	\$ 725,385	\$ 906,731	
	TAPSU TA23 (924)	IMPROVEMENTS PHASE III NEW SIDEWALKS FROM PLANT STREET TO SE HEALTH EMERGENCY ROOM ENTRANCE									\$ -		
											\$ 181,346		
49060	100076081	SR-12 (US-84) (EAST MAIN STREET)	0.00	PE	A	SIDEWALK	2023	0		NA	\$ 74,615	\$ 74,615	
	TAPSU TA23 (924)	IMPROVEMENTS PHASE III NEW SIDEWALKS FROM PLANT STREET TO SE HEALTH EMERGENCY ROOM ENTRANCE									\$ -		
											\$ -		
Totals By Sponsor							Federal	\$	800,000		ALL Funds	\$	981,346

Sponsor: TOWN OF MIDLAND 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	
49062	100076083	SIDEWALK IMPROVEMENTS ALONG BENNETT STREET HOWELL STREET WILEY AVENUE	0.00	PE	A	SIDEWALK	2023	0		NA	\$ 43,440	\$ 43,440	
	TAPSU TA23 (927)	3RD STREET AND BROOKLINE IN THE TOWN OF MIDLAND CITY									\$ -		
											\$ -		
Totals By Sponsor							Federal	\$	43,440		ALL Funds	\$	43,440

2.4.7. State Funded Projects

Sponsor: HOUSTON COUNTY												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
49015	100076029 IAR-035-000-012 ()	CONSTRUCTION OF NEW RIGHT AND LEFT TURN LANES OFF HODGESVILLE ROAD AND A NEW INDUSTRIAL ACCESS ROAD TO BENEFIT PROJECT PALM IN HOUSTON COUNTY	0.00	CN	A	TURN LANES	2023	0		NA	\$ -	\$1,906,500.00
											\$ 1,906,500.00	
											\$ -	
Totals By Sponsor							Federal	\$	-		ALL Funds	\$1,906,500.00

2.4.11 Safety Projects

Sponsor: CITY OF DOTHAN													
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	
50004	100077299 HSIP 0210 (511)	ACCESS MANAGEMENT ALONG SR-210 (ROSS CLARK CIRLCE) FROM KELLY DRIVE TO MEDICAL PARK BOULEVARD	0.70	PE	A	SAFETY IMPROVEMENTS	2023	0		NA	\$ 229,500 \$ 25,500 \$ -	\$ 255,000	
Totals By Sponsor											Federal \$	-	ALL Funds \$ 255,000

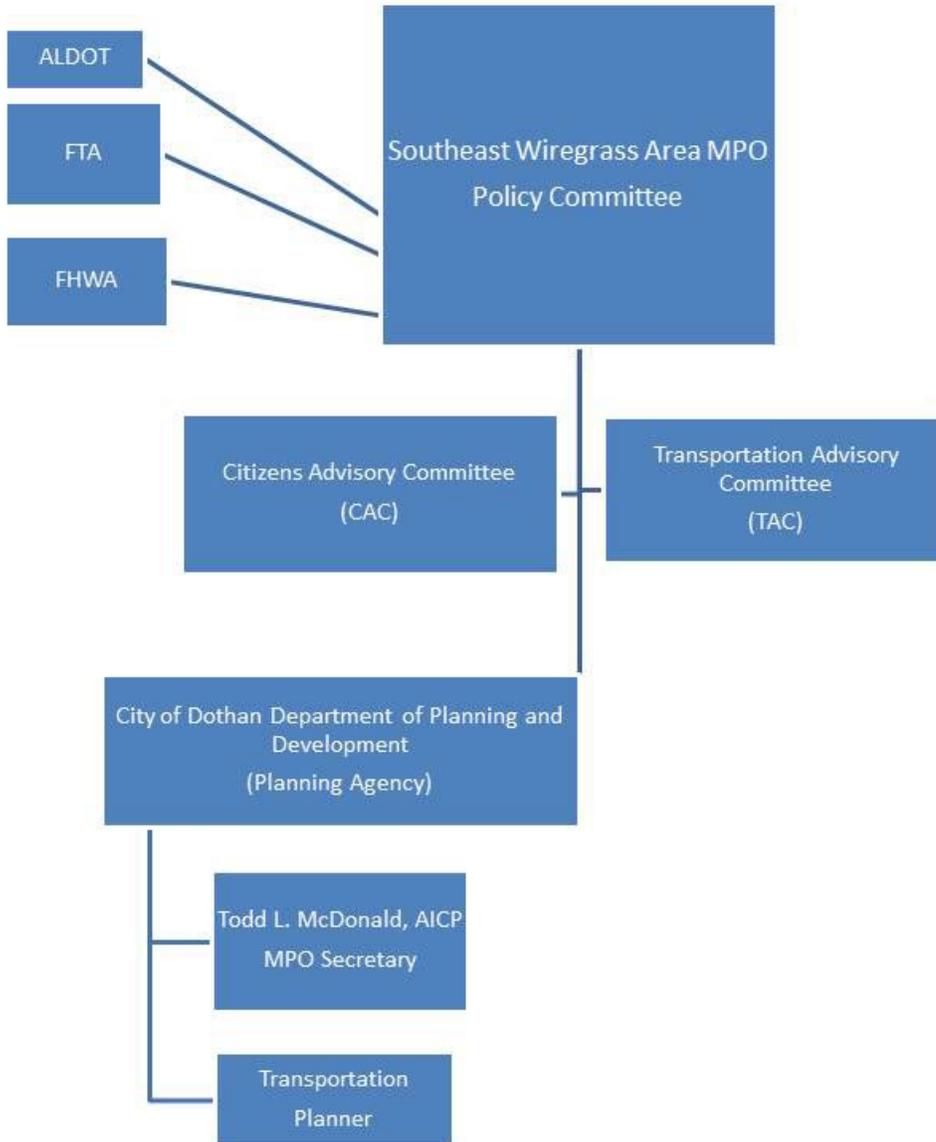
2.4.12. Other Federal and State Aid Projects

Sponsor: TOWN OF MIDLAND 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	
47928	100074668 RALG-23-2022-341 ()	RESURFACING ON HINTON WATERS AVENUE FROM CR-59 TO 4TH STREET AND RESURFACING ON 4TH STREET FROM SR-134 TO MIDLAND-MICHIGAN AVENUE	0.56	CN	A	RESURFACING	2023	0		NA	\$ - \$ 250,000 \$ -	\$ 250,000	
Totals By Sponsor											Federal \$	-	ALL Funds \$ 250,000

Sponsor: CITY OF DOTHAN													
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	
49098	100076136 ATRP2-35-2023-181 ()	INTERSECTION IMPROVEMENTS AT SR-12 (US-84) AND JOHN D. ODOM ROAD	0.00	PE	A	INTERSECTION IMPROVEMENTS	2023	0		NA	\$ - \$ 20,000 \$ -	\$ 20,000	
Totals By Sponsor											Federal \$	-	ALL Funds \$ 20,000

3.0 Appendices

MPO Organizational Chart



Abbreviations and Acronyms

3-C	Comprehensive, Cooperative, and Continuing
ADA	Americans with Disabilities Act
ADEM	Alabama Department of Environmental Management
ALDOT	Alabama Department of Transportation
APA	American Planning Association
ATPA	Alabama Transportation Planning Association
AQ	Air Quality
BPAC	Bicycle and Pedestrian Advisory Committee
CAC	Citizens Advisory Committee
CAD	Computer Aided Design
CFR	Code of Federal Regulations
COOP	Continuity of Operations Plan
DBE	Disadvantaged Business Enterprise
DOT	Department of Transportation
DRI	Developments of Regional Impact
FAS	Federal Aid System
EPA	Environmental Protection Agency
ESRI	Environmental Scientific Research Institute
ETS	Environmental Technical Section
FAS	Federal Aid System
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information System
GHG	Greenhouse Gases
HES	Hazard Elimination System
IIJA	Infrastructure Investment and Jobs Act
ITS	Intelligent Transportation System
LRTP	Long Range Transportation Plan
MPA	Metropolitan Planning Area

MPO	Metropolitan Planning Organization
MOVES	Motor Vehicle Emission Simulator
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act of 1969
NHS	National Highway System
O ₃	Ground level ozone is an air pollutant resulting from chemical reactions between nitrogen and certain volatile organic compounds (VOCs) emitted through fossil fuel exhaust and other sources.
PL	Planning Funds
PM _{2.5}	Pollution in the form of tiny particles or droplets in the air that are two and one half microns or less in width
PPP	Public Participation Plan (or Process depending on use)
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy <i>for</i> Users
SATO	Safe and Accessible Transportation Options
SEARP&DC	Southeast Alabama Regional Planning and Development Commission
SIP	Statewide Implementation Plan
SPR	State Planning and Research
STIP	Statewide Transportation Improvement Program
TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program
TAZ	Traffic Analysis Zone
TEA-21	Transportation Equity Act for the 21st Century
TDP	Transit Development Plan
TIP	Transportation Improvement Program
TSM	Transportation System Management
UPWP	Unified Planning Work Program
USC	United States Code
UPWP	Unified Planning Work Program

ALDOT SPREADSHEET FOR ALL TIP Fiscal Years 2024 Through 2027 - Financial Plan Southeast Wiregrass Area Metropolitan Planning Organization

	2024	2025	2026	2027
Surface Transportation Attributable Projects				
Carryover From Previous Year (Federal Funds Only)	\$1,038,643	\$892,150	\$223,276	\$230,620
Apportionment (Federal Funds Only)	\$1,956,220	\$1,956,220	\$1,956,220	\$1,956,220
Funds Available to the MPO for Programming (Federal Funds Only)	\$2,994,863	\$2,848,370	\$2,179,496	\$2,186,840
Estimated Cost of Planned Projects (Federal Funds Only)	\$2,102,713	\$2,625,094	\$1,948,876	\$1,956,858
Balance Forward (Federal Funds Only)	\$892,150	\$223,276	\$230,620	\$229,982
Other Surface Transportation Program Projects (includes Bridge projects not on NH System)				
Funds Available for Programming (Federal Funds Only)	\$1	\$1	\$1	\$1
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
National Highway Performance Program (APD, IM, Bridge projects on NH System)				
Funds Available for Programming (Federal Funds Only)	\$1	\$1	\$1	\$1
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$6,613,206	\$7,784,006	\$1,918,950	\$14,869,583
Percentage Programmed in the Dothan Area (Federal Funds Only)	661320600%	778400600%	191895000%	1486958300%
Appalachian Highway System Projects				
State Funds Available for Programming (Total Funds)	\$1	\$1	\$1	\$1
MPO Area Estimated Cost of Planned Projects (Total Funds)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Total Funds)	0%	0%	0%	0%
Transportation Alternatives (Tables 5 & 8)				
Funds Available for Programming (Federal Funds Only)	\$1	\$1	\$1	\$1
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$1,224,565	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	122456500%	0%	0%	0%
State Funded Projects (Tables 7 & 10)				
Funds Available for Programming (State Funds Only)	\$1	\$1	\$1	\$1
MPO Area Estimated Cost of Planned Projects (Total Funds)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Total Funds)	0%	0%	0%	0%
Transit Projects				
Funds Available for Programming (Federal Funds Only)	\$1	\$1	\$1	\$1
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$1,821,505	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%

Safety Projects including Railroad (Table 11)

Funds Available for Programming (Federal Funds Only)	\$1	\$1	\$1	\$1
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%

Covid Relief Funds (Table 12)

Funds Available for Programming (Federal Funds Only)	\$1	\$1	\$1	\$1
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%

Carbon Reduction Funds (Table 12)

Funds Available for Programming (Federal Funds Only)	\$1	\$1	\$1	\$1
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%

Rebuild Alabama Funds (Table 12)

Funds Available for Programming (State Funds Only)	\$1	\$1	\$1	\$1
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%

ATRIP II Funds (Table 12)

Funds Available for Programming (State Funds Only)	\$1	\$1	\$1	\$1
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%

Congestion Mitigation and Air Quality Projects - Birmingham Area Only

Carryover From Previous Year (Federal Funds Only)
Apportionment (Federal Funds Only)
Funds Available for Programming (Federal Funds Only)
Estimated Cost of Planned Projects (Federal Funds Only)
Balance Forward (Federal Funds Only)

See most recent AQ Funds Report

High Priority and Congressional Earmark Projects (Money still available)

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

Funds Available for Programming (Federal Funds Only)	\$1	\$1	\$1	\$1
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%

**SOUTHEAST WIREGRASS AREA MPO
FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
FINANCIAL CONSTRAINT TABLE
AS OF 2023-08-02**

FY-2024

STATE ID	PROJECT LOCATION	PROJECT DESCRIPTION	MILE S	SCOPE	TOTAL \$	FEDERAL \$	STATE/ LOCAL \$	START DATE	SPONSOR	STATUS	DATE ADDED
100069715	ASHFORD ROAD	RESURFACING FROM BEN IVEY RD TO MIDLAND ST	1.36	CN	\$478,238	\$382,590	\$95,648	8/30/2024	HOUSTON COUNTY	PLANNED	
100076372	KINSEY ROAD	RESURFACING FROM WEBB RD TO S.R. 210 (ROSS CLARK CIR)	0.98	CN	\$401,653	\$321,322	\$80,331	N/A	CITY OF DOTHAN	PLANNED	9/13/2022
100076358	FLYNN ROAD	RESURFACING FROM NAPIER FIELD RD TO DENTON RD	1.60	CN	\$1,012,965	\$810,372	\$202,593	N/A	CITY OF DOTHAN	PLANNED	9/13/2022
100076362	ENON ROAD	RESURFACING FROM ASHFORD RD TO TO AL HIGHWAY 52	3.74	CN	\$735,536	\$588,429	\$147,107	N/A	HOUSTON COUNTY	PLANNED	9/13/2022
FY-23 CARRY OVER FUNDS AVAILABLE FOR PROGRAMMING IN FY-24						\$1,038,643					
TOTAL FUNDS REQUIRED FOR NEW FY-23 PROJECTS						\$2,628,391	\$2,102,713				
FY-24 ALDOT ALLOCATED FUNDS						\$1,956,220					
FEDERAL FUNDS AVAILABLE FOR PROGRAMMING IN FY-24						\$892,150					
FY SPECIAL ALLOCATION (CARBON FUNDS)						\$230,681					

FY-2025

STATE ID	PROJECT LOCATION	PROJECT DESCRIPTION	MILE S	SCOPE	TOTAL \$	FEDERAL \$	STATE/ LOCAL \$	START DATE	SPONSOR	STATUS	DATE ADDED
100069712	COUNTY ROAD 68	RESURFACING FROM GENEVA/HOUSTON COUNTY LINE TO MPO BOUNDARY	2.9	CN	\$425,000	\$212,500	\$212,500	11/3/2023	GENEVA COUNTY	PLANNED	
100077439	MURPHY MILL RD	RESURFACING FROM CITY LIMITS TO JOHN D ODOM RD	1.94	CN	\$1,704,281	\$1,363,425	\$340,856	N/A	CITY OF DOTHAN	PLANNED	
100077451	N. BROADWAY AVE	RESURFACING FROM U.S. HIGHWAY 84 TO MAIN ST	0.76	CN	\$559,449	\$447,559	\$111,890	N/A	HOUSTON COUNTY	PLANNED	
100077444	N. CHEROKEE AVE	RESURFACING FROM W. MAIN ST TO MONTGOMERY HWY	0.94	CN	\$752,013	\$601,610	\$150,403	N/A	CITY OF DOTHAN	PLANNED	
FY-24 CARRY OVER FUNDS AVAILABLE FOR PROGRAMMING IN FY-25						\$892,150					
TOTAL FUNDS REQUIRED FOR NEW FY-25 PROJECTS						\$3,440,743	\$2,625,094				
FY-25 ALDOT ALLOCATED FUNDS						\$1,956,220					
FEDERAL FUNDS AVAILABLE FOR PROGRAMMING IN FY-25						\$223,276					
FY SPECIAL ALLOCATION (CARBON FUNDS)						\$230,681					

FY-2026

STATE ID	PROJECT LOCATION	PROJECT DESCRIPTION	MILE S	SCOPE	TOTAL \$	FEDERAL \$	STATE/ LOCAL \$	START DATE	SPONSOR	STATUS	DATE ADDED
100076365	COUNTRY GARDEN ROAD	RESURFACING FROM WEBB TO KINSEY RD TO HENRY COUNTY LINE	1.02	CN	\$208,233	\$166,586	\$41,647	N/A	HOUSTON COUNTY	PLANNED	9/13/2022
100069713	CAMPBELLTON HWY/CR 203	RESURFACING FROM BRIDGE NORTH OF PINEY GROVE RD TO HADDEN DR	3.47	CN	\$903,233	\$722,586	\$180,647	8/1/2026	HOUSTON COUNTY	PLANNED	9/13/2022
100069709	OLD WEBB RD	RESURFACING FROM WEBB TOWN LIMITS TO AL HWY 52	2.95	CN	\$571,698	\$457,358	\$114,340	11/30/2027	HOUSTON COUNTY	PLANNED	9/13/2022
100076357	WEBB ROAD	RESURFACING FROM N. RANGE ST TO S.R. 210 (ROSS CLARK CIR)	1.11	CN	\$803,128	\$602,346	\$200,782	N/A	CITY OF DOTHAN	PLANNED	9/13/2022
FY-25 CARRY OVER FUNDS AVAILABLE FOR PROGRAMMING IN FY-26						\$223,276					
TOTAL FUNDS REQUIRED FOR NEW FY-26 PROJECTS						\$2,278,058	\$1,948,876				
FY-26 ALDOT ALLOCATED FUNDS						\$1,956,220					
FEDERAL FUNDS AVAILABLE FOR PROGRAMMING IN FY-26						\$230,620					
FY SPECIAL ALLOCATION (CARBON FUNDS)						\$230,681					

FY-2027

STATE ID	PROJECT LOCATION	PROJECT DESCRIPTION	MILE S	SCOPE	TOTAL \$	FEDERAL \$	STATE/ LOCAL \$	START DATE	SPONSOR	STATUS	DATE ADDED
100076361	HEADLAND AVENUE	RESURFACING FROM WESTGATE PKWY TO U.S. HIGHWAY 431	2.86	CN	\$1,095,783	\$821,837	\$273,946	N/A	HOUSTON COUNTY	PLANNED	9/13/2022
100076366	FORTNER STREET	RESURFACING FROM AL HIGHWAY 605 TO HONEYSUCKLE RD	3.02	CN	\$1,418,776	\$1,135,021	\$283,755	N/A	HOUSTON COUNTY	PLANNED	9/13/2022
FY-26 CARRY OVER FUNDS AVAILABLE FOR PROGRAMMING IN FY-27						\$230,620					
TOTAL FUNDS REQUIRED FOR NEW FY-27 PROJECTS						\$2,514,559	\$1,956,858				
FY-27 ALDOT ALLOCATED FUNDS						\$1,956,220					
FEDERAL FUNDS AVAILABLE FOR PROGRAMMING IN FY-27						\$229,982					
FY SPECIAL ALLOCATION (CARBON FUNDS)						\$230,681					

SELF-CERTIFICATION OF THE METROPOLITAN
TRANSPORTATION PLANNING PROCESS

TABLE OF CONTENTS

Section	Page
1.1 PURPOSE	1-2
1.2 AUTHORITY.....	1-2
1.3 SCOPE	1-2
1.4 REFERENCES	1-2
1.5 FEDERAL CERTIFICATION REQUIREMENTS.....	1-3
1.6 CERTIFICATION PROCESS & QUESTIONS.....	1-3

1.1 PURPOSE

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

1.2 AUTHORITY

- Infrastructure Investment and Jobs Act <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>
- 23 U.S.C. (United States Code) 134 (k)(5)
- 49 U.S.C. 5303 (k)(5)
- 23 C.F.R. (Code of Federal Regulations) 450.334

1.3 SCOPE

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

1.4 REFERENCES

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

1.5 Self-CERTIFICATION REQUIREMENTS

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

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

1.6 Certification PROCESS & Questions

When the new STIP and TIPs are developed, ALDOT should contact each of the MPOs to schedule the certification review. The meeting should be scheduled so that ALDOT can provide **preliminary results of the certification**. At the meeting, ALDOT and the MPO will review all the planning requirements mandated by the 10 areas of law referenced in Section 1.5 and the questions outlined in this section.

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

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

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the largest incorporated city, and in accordance with procedures set forth in state and local law? [23 U.S.C. 134 (d)(1)(A) and (B); 49 U.S.C. 5303 (d); 23 C.F.R. 450.310 (b)] **Answer: Yes**

2. For Transportation Management Areas (TMAs) only, does the MPO policy board include local elected officials, officials that administer or operate major modes of transportation, and appropriate state officials? [23 U.S.C. 134 (d)(2)(A), (B), & (C); 49 U.S.C. 5303 (d); 23 C.F.R. 450.310 (d)] **Answer: The Dothan Metropolitan Planning Organization is not a TMA.**
3. Does the MPO have up to date agreements such as the transportation planning agreement that creates the MPO, the financial agreement, and, if applicable, a transportation planning agreement between the MPOs, State, and public transportation operators where more than one MPO has been designated to serve an urbanized area? [23 C.F.R. 450.314] **Answer: Yes**
4. Does the MPO boundary encompass the existing urbanized area and contiguous area expected to become urbanized within 20-year forecast period? [23 U.S.C. 134 (e)(2); 49 U.S.C. 5303 (e); 23 C.F.R. 450.312 (a)] **Answer: Yes**
5. Did ALDOT send a copy of the boundary map to FHWA and FTA? [23 C.F.R. 450.312 (j)] **Answer: 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)] **Answer: N/A. There isn't another MPO within 50 miles of the Dothan Transportation Study Area.**
7. Does the MPO planning process provide for consideration of the 10 planning factors? [23 U.S.C. 134 (h); 23 C.F.R. 450.306 (b)] **Answer: Yes**
8. Did the Long-Range Transportation Plan (LRTP) have at least a 20-year horizon at the time of adoption of the last major update? [23 U.S.C. 134 (i)(2)(A); 23 C.F.R. 450.324 (a)] **Answer: 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)? **Answer: Yes**
 - Identify projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan.
 - Identify major transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities) that function as an integrated metropolitan transportation system, giving emphasis to facilities that serve national and regional transportation functions.

- Include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 USC 134(h)(2).
 - Include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 USC 134(h)(2).
 - Include discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.
 - Include a financial plan that showed the public and private revenue sources that could reasonably be expected.
 - Include discussion of operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.
 - Include discussion of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to national disasters.
 - Indicate as appropriate proposed transportation and transit enhancement activities.
10. Did the LRTP address the following minimum required areas in accordance with 23 C.F.R. 450.324 (f)? **Answer: Yes**
- Identify projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan;
 - Identify existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors);
 - Include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 C.F.R. 450.306(d).
 - Include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 C.F.R. 450.306(d)
 - Include operational and management strategies to improve the performance of

- existing transportation facilities;
- In TMA areas, consider the results of the congestion management process;
 - Include an assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs;
 - Describe the proposed improvements in sufficient detail to develop cost estimates;
 - Discuss types of potential environmental mitigation activities and potential areas to carry out these activities;
 - Include pedestrian walkway and bicycle transportation facilities;
 - Include transportation and transit enhancement activities;
 - Include a financial plan that demonstrates how the adopted transportation plan can be implemented;
 - Include design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding sources, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity regulations (40 C.F.R. part 93, subpart A).
11. Has the LRTP been reviewed and updated at least 5 years since the date of the last MPO Board action? If the MPO planning area is in nonattainment and maintenance areas, has the LRTP been reviewed and updated at least 4 years since the last board action? [23 U.S.C. 134 (i)(1); 23 C.F.R. 450.324 (c)] **Answer: Yes**
12. Has the MPO sent all updates/amendments of the LRTP to FHWA and FTA via the ALDOT's Local Transportation Bureau? [23 C.F.R. 450.324 (c)] **Answer: Yes**
13. Was the TIP developed in cooperation with the State and local transit operators? [23 U.S.C. 134 (j)(1)(A); 49 U.S.C. 5303 (a); 23 C.F.R. 450.326 (a)] **Answer: Yes**
14. Was the TIP updated at least every 4 years and approved by the MPO and the Governor? [23 U.S.C.134 (j)(1)(D); 23 C.F.R. 450.326 (a)] **Answer: Yes**
15. Was the TIP financially constrained and did it include only revenues that could be reasonably expected? [23 U.S.C. 134 (j)(2)(B); 49 U.S.C. 5303 (j); 23 C.F.R. 450.326 (h)] **Answer: Yes**
16. Did the TIP contain a priority list of federally supported projects to be supported over the next four years? [23 U.S.C. 134 (j)(2)(A); 49 U.S.C. 5303 (j); 23 C.F.R. 450.326 (a)] **Answer: Yes**
17. Did the TIP contain all regionally significant projects, as defined by 23 C.F.R. 450.104? [23 U.S.C. 134 (j)(3)(B); 49 U.S.C. 5303 (j)(2); 23 C.F.R. 450.326 (d)] **Answer: Yes**

18. Was the TIP consistent with the LRTP? [23 U.S.C. 134 (j)(3)(C); 49 U.S.C. 5303 (j)(1); and 23 C.F.R. 450.326 (i)] **Answer: Yes**
19. Does the TIP identify the criteria and process for prioritizing implementation of transportation plan elements (including inter-modal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs? [23 C.F.R. 450.326 (n) (1)] **Answer: Yes**
20. Did the TIP include a listing of projects for which Federal funds have been obligated in the preceding year, or was this list otherwise made available for public review? [23 U.S.C. 134 (j)(7)(B); 49 U.S.C. 5304 (j)(7); 23 C.F.R. 450.326 (b) and (n)] **Answer: Yes**
21. When developing the LRTP and TIP, did the MPO provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the proposed plan and program? [23 U.S.C. 134 (i)(6)(A) and (j)(4)] **Answer: Yes, the document was available on the City of Dothan website for public review.**
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)] **Answer: 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)] **Answer: Yes**
24. Did the UPWP document planning activities to be funded with through Title 23 U.S.C. and the Federal Transit Act? [23 C.F.R. 450.308 (b)] **Answer: Yes**
25. Were the transportation plans and programs of the MPO based on a continuing, comprehensive, and cooperative process? [23 U.S.C. 134 (c)(3), 49 U.S.C. 5303 (c)(3)] **Answer: 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)] **Answer: No, the Dothan Transportation Study Area is not considered a TMA.**
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)] **Answer: Yes**

28. Has the MPO recently reviewed its Public Participation Plan? [23 C.F.R. 450.316 (a)(1)(x)]
Answer: Yes, The Public Participation MPO reviews its public participation plan yearly.

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)] **Answer: Yes**

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

1. How does the MPO coordinate the development of the Transportation Plan with SIP development? **Answer: The Dothan Transportation Study Area is not classified as an air quality nonattainment and maintenance area.**
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? **Answer: The Dothan Transportation Study Area is not classified as an air quality nonattainment and maintenance area, therefore there are not any activities in the UPWP addressing air quality.**
3. Does the metropolitan planning process include a Congestion Management Process that meets the requirements of 23 C.F.R. Part 450.322? What assurances are there that the Transportation Plan incorporates travel demand and operational management strategies, and that necessary demand reduction and operational management commitments are made for new SOV projects? **Answer: The Dothan Transportation Study Area is not classified as an air quality nonattainment and maintenance area; therefore a congestion management process is not required.**
4. How does the MPO ensure that the TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities? **Answer: The MPO keeps up with all projects in the Study Area by funding category. There have not been any regionally significant projects.**

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

1. Does the MPO have a signed Title VI policy statement expressing commitment to non-discrimination? [23 C.F.R. 200.9 (a)(1)] **Answer: The MPO complete a Title VI questionnaire every year and submits it to ALDOT.**
2. Does the MPO take action to correct any deficiencies found by ALDOT within a reasonable time period, not to exceed 90 days, in order to implement Title VI compliance? [23 C.F.R. 200.9 (a)(3)] **Answer: There have not been any deficiencies**

reported to the MPO. Should there be a deficiency to report, the MPO will do in timely manner, not to exceed 90 days.

3. Does the MPO have a staff person assigned to handle Title VI and ADA related issues? This does not need to be a full-time equivalent position, but there should be at least someone at the MPO for whom Title VI and ADA is an extra duty area. [23 C.F.R. 200.9 (b)(1); 49 C.F.R. 27.13] **Answer: The MPO staff consists of the Planning & Development Director and the transportation planner for the City of Dothan. A vast majority of the planning activities are handled by Reginald Franklin, City of Dothan Transportation Planner. The City of Dothan Director of Planning and Development is Todd McDonald, AICP and his MPO duties are on an as needed basis.**
4. Does the MPO have a procedure in place for the prompt processing and disposition of Title VI and Title VIII complaints, and does this procedure comply with ALDOT's procedure? [23 C.F.R. 200.9 (b)(3)] **Answer: The MPO does not have any procedures in place for complaints but staff has an open-door policy and will take the necessary steps to ensure compliance.**
5. Does the MPO collect statistical data (race, color, national origin, sex, age, disability) of participants in, and beneficiaries of the programs and activities of the MPO? [23 C.F.R. 200.9 (b)(4)] **Answer: The MPO mainly uses Census Data for the collection of statistical data.**
6. Does the MPO conduct an annual review of their program areas (for example: public involvement) to determine their level of effectiveness in satisfying the requirements of Title VI? [23 C.F.R. 200.9 (b)(6)] **Answer: Yes, the MPO keeps a record of all sign-in sheets for public meetings.**
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? **Answer: Yes**
8. Does the MPO have a signed Non Discrimination Agreement, including Title VI Assurances, with the State? **Answer: 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? **Answer: Yes**
10. Does the MPO hold its meetings in locations that are ADA accessible? [49 C.F.R. 27.7 (5)] **Answer: 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)] **Answer: 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] **Answer: The MPO has not received any complaints of ADA non-compliance. However, complaints are a made in the future they will be filed for records.**

13. Have all the local governments included within the MPO's study area boundary completed an ADA Transition Plan? Please provide a table indicating the status of the transition plans and copy of the completed transition plans. **Answer: ADA Self-evaluation for curbs and sidewalks have been done for each municipality. The City of Dothan is in the process of completing their ADA Transition Plan.**

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

1. Does the MPO have an ALDOT approved DBE plan? **Answer: The MPO does not have an approved DBE Plan but they refer to ALDOT policy and procedures. Currently there are not any DBE's in the Dothan Transportation Study Area**
2. Does the MPO track DBE participation? **Answer: There are not any DBEs in the Dothan Transportation Study Area. If there are some in the future the MPO will track their participation in the transportation planning process.**
3. Does the MPO report actual payments to DBEs? **Answer: The MPO have not reported any payments to DBEs.**
4. Does the MPO include the DBE policy statement in its boilerplate contract language for consultants and sub-consultants? **Answer: The MPO chooses from ALDOT's pre-approved list of contractors for all projects.**

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

1. Has the MPO implemented an equal employment opportunity program? **Answer: The MPO chooses from ALDOT's pre-approved list of contractors for all projects.**

450.334 Self-certifications and Federal certifications.

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

METROPOLITAN TRANSPORTATION PLANNING SELF-CERTIFICATION

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

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

Southeast Wiregrass Area MPO
Metropolitan Planning Organization


Signature

Mayor Mark Saliba, City of Dothan
Printed Name

Chairman
Title

04/12/23
Date

Alabama
State Department of Transportation


Signature

John R. Cooper
Printed Name

Transportation Director
Title

4/19/2023
Date

MEMORANDUM OF UNDERSTANDING

Alabama Department of Transportation

Statewide Procedures for FY 2024 - 2027 STIP/TIP

I. PURPOSE

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

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

II. DEFINITIONS¹

- A. **Administrative Modification¹** means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).
- B. **Amendment¹** means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, redemonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving "non-exempt" projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.
- C. **Betterment** consists of surface treatments/corrections to existing roadway [preferably within Alabama Department of Transportation (ALDOT) right-of-way], to maintain and bring the infrastructure to current design standards for that classification of highway. This may involve providing full depth base repair, widening shoulders, increasing lane-widths, correcting super-elevation, as well as providing drainage improvements and guide rail upgrades.

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

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

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

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

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

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

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

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

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

IV. TIP/STIP ADMINISTRATION

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

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

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

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

A. TIP support documentation

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

B. Air Quality Conformity

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

C. Revisions: Amendments and Administrative Modification²

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

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

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

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

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

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

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

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

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

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

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

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

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

V. LEVEL OF EFFORT FUNDING CATEGORIES

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

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

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

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

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

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

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

VI. FINANCIAL CONSTRAINTS³

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

VII. FINANCIAL REPORTING

A. STIP Reporting

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

B. MPO TIP REPORTING

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

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

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

VIII. PERFORMANCE MEASURES SECTION

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

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

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

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

Mark D. Bartlett

Division Administrator
Federal Highway Administration

02-13-2023

Date

Yvette H. Taylor

Regional Administrator
Federal Transit Administration

03-15-2023

Date

John R. Cooper

Transportation Director
Alabama Department of Transportation

02-02-2023

Date

Ad Content Proof

Note: Ad size does not reflect actual ad

L2295 Public Review Notice

The Southeast Wiregrass Area Metropolitan Planning Organization (MPO) is in the process of approving the FY 2024 Unified Planning Work Program (UPWP) and the Final Draft FY 2024-2027 Transportation Improvement Program (TIP). As required, the documents must have a 30-day review and comment period to get public input on the plan. The public review period begins on Saturday, August 19th, 2023 and ends on Monday, September 18th, 2023.

The UPWP organizes the transportation planning activities by work task for the Southeast Wiregrass Area Metropolitan Planning Organization (MPO). The UPWP also outlines budget allocations for each work task in the upcoming Fiscal Year.

The Transportation Improvement Program (TIP) is a document composed of a prioritized listing of federally funded transportation improvement projects in the Dothan Transportation Study Area. Voted on by members of the Southeast Wiregrass Area Metropolitan Planning Organization, the projects included in the TIP are derived from planned projects in the current 2045 Long Range Transportation Plan with the exception of safety, maintenance, and other special projects.

The Final Draft FY 2024 UPWP and Final Draft FY 2024-2027 TIP documents and comment forms can be downloaded from our website at www.dothan.org in the Transportation Planning section.

Additional information about this document can be obtained from the City of Dothan Planning and Development Office, Room 305, Dothan Civic Center, from 8:00 a.m. to 5:00 p.m. or by contacting Todd McDonald, (334) 615-4410 or Reginald Franklin, (334) 615-4414.

Comments can be emailed to rfranklin@dothan.org or sent by mail to:

City of Dothan
Southeast Wiregrass Area MPO
P.O. Box 2128
Dothan, AL 36302-2128

Comment Form



Southeast Wiregrass Metropolitan Planning Organization

Project: **Draft FY 2024-2027 Transportation Improvement Program**

Comment Period: **Sat, Aug. 19th, 2023 - Mon, Sept. 18th, 2023**

Date: _____ Name: _____

Address: _____

Phone: _____ Email: _____

Comments: _____

Please Return or mail your comments to:
The City of Dothan
Southeast Wiregrass Area MPO
P.O. Box 2128
126 N. Saint Andrews Street Rm. 305
Dothan, AL 36303
Phone: (334) 615-4410
Fax: (334) 615-4419
Or e-mail your comments to rbfranklin@dothan.org