

Mobile Area Transportation Study (MATS)
Metropolitan Planning Organization (MPO)

FINAL

Fiscal Years 2024 - 2027

Transportation Improvement Program (TIP)



Prepared by the
South Alabama Regional Planning Commission (SARPC)
Mobile, Alabama
In cooperation with
The WAVE Transit System
The Alabama Department of Transportation
The U.S. Department of Transportation

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Fiscal Years 2024 – 2027
Transportation Improvement Program (TIP)

Prepared for the Mobile Area Transportation Study (MATS)
Metropolitan Planning Organization (MPO) by the South Alabama Regional Planning
Commission (SARPC)



This document is posted at
<http://www.mobilempo.org/>

For further information, please contact
Mr. Tom Piper, Transportation Planning Director
South Alabama Regional Planning Commission (SARPC)
110 Beauregard St., Ste 207
Mobile, AL 36602
Phone: (251) 706-4622
Email: tpiper@sarpc.org

This document 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 Local Governments as a requirement of amended Title 23, USC 134, 135, and subsequent modifications under the Infrastructure Investment and Jobs Act, Sections 11201, November, 15, 2021. The public involvement/comment period for the draft Transportation Improvement Program (TIP) will also satisfy the WAVE's public participation requirements for the POP (Section 5307 Funds). The contents of this document do not necessarily reflect the views or policies of the U.S Department of Transportation.

Mobile Area Transportation Study, MPO Members

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Mobile County Commissioner - Hon. Connie Hudson (**MPO Vice Chairperson**)
Mobile County Engineer - Mr. Bryan Kegley
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Councilman, City of Prichard – Hon. George E. McCall, Jr.
Mayor, City of Chickasaw - Hon. Barry Broadhead
Mayor, City of Saraland - Hon. Howard Rubenstein
Mayor, City of Satsuma - Hon. Mark Barlow
Mayor, Town of Creola - Hon. Don Nelson
Mayor, City of Bayou La Batre – Hon. Henry Barnes, Sr.
Mayor, City of Semmes – Hon. Brandon Van Hook
General Manager, the Wave Transit System – Mr. Damon Dash
Southwest Region Engineer, ALDOT - Mr. Matt Ericksen
Member, SARPC - Mr. Rob Middleton
Bureau Chief, Local Transportation, ALDOT (Non-voting) – Brad Lindsey P.E.
Division Administrator, FHWA (Non-voting) - Mr. Mark Bartlett
Program Analyst, FTA (Non-voting) – Ms. Rhonda King
Gateway Director, Maritime Administration (Non-voting)– Mr. Bruce Lambert
Executive Director, SARPC (Non-voting) - Mr. John F. “Rickey” Rhodes

Mobile Area Transportation Study

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Alabama State Docks - Mr. Doug Otto
ALDOT Southwest Region Planning - Mr. Edwin Perry
At Large - Mr. John Blanton
Citizen - Mr. John Murphy
Citizen - Vacant
Citizen - Vacant
City of Bayou La Batre – Mr. Frank Williams
City of Chickasaw - Mr. Link Fillingim
City of Mobile - Mr. Nick Amberger (TCC/CAC Vice Chairperson)
City of Mobile - Ms. Shayla Beaco
City of Mobile - Ms. Mary Beth Bergin
City of Mobile - Mr. James DeLapp
City of Mobile - Ms. Jennifer White
City of Prichard - Mr. Essie Johnson
City of Prichard - Mr. Fernando Billups
City of Prichard - Mr. James Jacobs
City of Saraland - Mr. Newton Cromer
City of Saraland - Ms. Shilo Miller
City of Satsuma - vacant
City of Semmes – Mr. Jason Franklin
Freight - Mr. Brian Harold
At-Large - Mr. Jeff Zoghby

Mobile Airport Authority - Mr. Chris Curry
Mobile Area Chamber of Commerce - Ms. Nancy Hewston
Mobile Bay Keeper - Mr. Cade Kistler
Mobile County - Mr. Ricky Mitchell
Mobile County - Ms. Kim Sanderson
Mobile County - Ms. Rhonda Gullede
Mobile County Health Dept. - Dr. Kevin Michaels
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Partners for Environmental Progress - Ms. Jennifer Denson
Private Transit Provider - Vacant
SARPC - Mr. John F. "Rickey" Rhodes (TCC/CAC Chairperson)
The Wave Transit System - Mr. Jamon Mosley

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Butch Ladner, City of Mobile Traffic Engineering
Jennifer Green, City of Mobile
Bill Finch, Cyclist
Fred Rendfrey, Downtown Mobile Alliance
Carol Hunter, Downtown Mobile Alliance (BPAC Vice-Chairperson)
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Catherine Clark, Mobile County Engineering
Ashley Dukes, Midtown Mobile Movement
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Meredith Driskin, Mobile Baykeeper
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Mark Berte, Alabama Coastal Foundation/ Livable Communities Coalition
Allison Reese, City of Satsuma
Linda St. John, the Village of Springhill

The South Alabama Regional Planning Commission houses the Mobile Metropolitan Planning Organization. The MPO Program is known as the Mobile Area Transportation Study (MATs). This document and all documents produced by the Transportation Planning Department of the South Alabama Regional Planning Commission can be found at: www.mobilempo.org

RESOLUTION 23-020

**South Alabama Regional Planning Commission
Adopting the Metropolitan Planning Organization (MPO)
Fiscal Years 2024-2027 Transportation Improvement Program**

WHEREAS, the Mobile Area Transportation Study (MATs) Metropolitan Planning Organization (MPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (amended by The Infrastructure Investment Jobs Act (IIJA) Sections 1201 and 1202, December, 2015); 42 USC 2000d, 7401; 49 USC 5303, 5304; 23 CFR Parts 450 and 500; 40 CFR Parts 51 and 93; and,

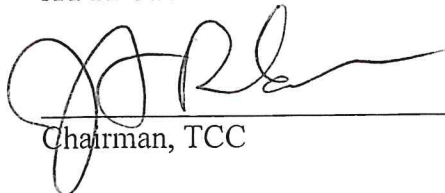
WHEREAS, the U.S. Department of Transportation requires all urbanized areas, as established by the U.S. Bureau of the Census, doing area-wide urban transportation planning that involves more than one Department of Transportation operating administration, to submit a **FY 2024-2027 Transportation Improvement Program** as a condition for meeting the provisions of Title 23, U.S. Code, Section 134 and 135; and,

WHEREAS, consistent with the declaration of these provisions, the Mobile Area Transportation Study (MATs) Metropolitan Planning Organization (MPO), in cooperation with the Alabama Department of Transportation, has prepared a **FY 2024-2027 Transportation Improvement Program**; and,


WHEREAS, pursuant to its duties, functions, and responsibilities, the Mobile Metropolitan Planning Organization, in session this 9th day of August, 2023, did review and evaluate the aforementioned Transportation Improvement Program; now,

THEREFORE, BE IT RESOLVED by the Mobile MPO that the same does hereby endorse and adopt said **FY 2024-2027 Transportation Improvement Program**.

ATTEST:



Chairman, TCC



Chairman, MPO

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1.0 INTRODUCTION

1.1 Purpose

The Metropolitan Planning Organization (MPO) of the Mobile Area Transportation Study (MATs) is responsible for adopting an annual Transportation Improvement Program (TIP). The TIP is an important element of a continuing, cooperative, and comprehensive (3-C) transportation planning process.” The TIP presents a four year program for improvements in the various transportation systems located within the study area as identified in the Long Range Transportation Plan (LRTP), the twenty-five year plan for the MATs area. The LRTP establishes the transportation programs that are needed to meet travel demand by the study year and study area. LRTP projects that become funded are moved into the TIP and submitted to the Alabama Department of Transportation (ALDOT), where they are programmed into the State Transportation Improvement Program (STIP). TIP project selection is based on priorities established by MPO member governments and the availability of funds through the Surface Transportation Attributable program. Most often, projects in the TIP are derived from the LRTP. The TIP guides ALDOT in its annual allocation of funds for transportation improvements and becomes a part of the STIP. ALDOT is responsible for the federal and state roads in Alabama, and ALDOT controls the federal transportation dollars allotted to the state which comprise the vast majority of available transportation funding. Through the 3-C planning process, local governments, through the MPO, set the priority of its local projects. The member governments that comprise the MPO are Mobile County and the Cities of Mobile, Prichard, Chickasaw, Satsuma, Saraland, Semmes, Creola, and Bayou La Batre.

The TIP is prepared under the direction of the MPO by the Transportation Planning Department of the South Alabama Regional Planning Commission (SARPC). The Commission is assisted by the Federal Highway Administration (FHWA) and ALDOT. Additionally, SARPC actively solicits the participation of citizens, affected public agencies, private transportation providers, and other interested individuals during development of the TIP. The TIP also contains the Federal Transit Administration (FTA) Public Transportation project funding for the Mobile, Alabama Urbanized Area. Funding levels have been reviewed and approved by the Technical Coordinating Committee (TCC)

/ Citizens Advisory Committee (CAC) and the MPO Policy Committee. In addition, the MPO Policy Committee formally reviews and approves Transportation Alternatives Program (TAP) applications sponsored by jurisdictions within the study area. Funded TAP projects are listed in the TIP. For informational purposes only, railroad crossing improvement projects scheduled under the State Safety Program are included in the TIP along with other selected projects scheduled for funding by the state. The TIP is a four-year document that is revised each fiscal year; the new TIP is the FY2024 – FY2027 TIP.

1.2 MPO History

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 (most recently renewed by the IIJA) to establish a Metropolitan Planning Organization. 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 and begin the Mobile Area Transportation Study was signed by the Alabama Highway Department (later known as Alabama Department of Transportation) and the South Alabama Regional Planning Commission on July 19th, 1965. The agreement was updated on several occasions to comply with regulations combining the planning requirements of

the Federal Highway Administration and the Urban Mass Transportation Administration and to change the MPO membership. The most recent update of the 3-C Transportation Planning Process Agreement was on March 6th, 2015.

Urbanized Areas are designated decennially by the United States Census Bureau and are a reflection of urban growth based on population density, not political boundaries. For this reason, MPOs are responsible for the transportation planning process in Urbanized Areas and not single political entities. The goal of the Federal Highway Act of 1962 is to ensure that the transportation planning process and resulting transportation network are cohesive and functional for urban areas that have grown together. In other words, transportation planning needs to be regional in scope because transportation systems cut across governmental boundaries.

In addition to the Urbanized Area, MPOs also have Study Areas. Study Areas serve a dual purpose: (1) they represent the geographic area in which MPO monies can be spent, and (2) they define the area that is expected to become urbanized over the next 20 years. Study Areas are established by individual MPOs, but require the approval of the Governor. The Mobile MPO Study Area takes up roughly two thirds of Mobile County, Alabama.

1.3 IIJA Regulations for the TIP

The FY 2024-FY 2027 TIP has been developed in accordance with the Infrastructure Investment and Jobs Act (IIJA) signed into law on November 15, 2021. The IIJA (also Public Law 117-58) is the current federal transportation funding legislation and establishes that the metropolitan planning process be a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Furthermore, MPOs are encouraged to consult or coordinate with planning officials responsible for other types of planning activities affected by transportation, including planned growth, economic development, environmental protection, airport operations, and freight movement. The metropolitan planning process promotes consistency between transportation improvements and state and local planned growth and economic development patterns. Also, safety and security of the transportation system are separate planning factors that are to be considered during the metropolitan planning process. Maps of local projects are included in the TIP in accordance with visualization requirements to aid in project comprehension. Section 3.2 in the appendices displays the Mobile Area Transportation Study (MATS) Planning Area as noted by the MATS boundary line. The tables in Section 2 indicate transportation project funding proposed for the MATS planning area from FY 2024 to FY 2027.

The IIJA continues the FAST Act/MAP-21 approach to formula program funding, authorizing a lump sum total instead of individual authorizations for each program. The IIJA continues most of the metropolitan planning requirements that were in effect under the FAST Act/MAP-21.

1.3.1 Consistency with Other Plans

There are general and specific directions under the IIJA for the consistency requirement. Metropolitan planning organizations are encouraged to consult with officials responsible for other types of planning activities, including economic development, environmental protection, airport operations, and freight movements, in order to coordinate its planning process with other planning activities. Under the metropolitan planning process, transportation plans, and TIPs shall be developed with due consideration of other related

planning activities. In regard to the TIP, each project shall be consistent with the long-range transportation plan. The MPO addresses this requirement by including planning and economic development personnel from the state and local level on the Technical Coordinating/Citizens Advisory Committee (TCC/CAC). In addition, the MPO consults with agencies and officials responsible for other planning activities within the Study Area that are affected by transportation when developing the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP). This includes federal, state, and local agencies responsible for:

- Economic growth and development
- Environmental protection
- Airport operations
- Freight movement
- Land use management
- Natural resources
- Conservation
- Historic preservation
- Human service transportation providers

A contact list of these officials and agencies has been developed and is maintained. These agencies are invited to attend all MPO TCC/CAC and Policy Committee meetings so as to be involved in the transportation planning process continuously. In addition, a request to these agencies is made to compare the draft LRTP and TIP with their plans, maps, and inventories. Incorporating these key individuals in the transportation planning process allows for broad acknowledgment of transportation planning and land use development activities at the local and regional level which can afford opportunities for cooperation and coordination. In accordance with Public Law 117-58 policy provisions and subsequent agency interpretation, the TIP should acknowledge consistency with other plans that include transportation and land use components: Regional, Long Range, municipal and county Comprehensive and Master Plans (Airport, Seaport, Multimodal, Transit, Utility, and independent bridge authorities), Congestion Management Plans, Air Quality Conformity Determination, Freight, Bicycle/Pedestrian, Public Participation Process, and Environmental Plans.

1.3.2 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 Maintenance Areas 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 Mobile Area MPO area is neither in non-attainment status now, nor is it anticipating non-attainment status in the near future. However, in the event of future non-attainment status, Staff members 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, including Mobile 6 training. MPO staff monitors pollutant levels as released by Alabama Department of Environmental Management (ADEM), and reports Air Quality conformity/non-conformity status to the MPO and Advisory Committees on a regular basis and as an MPO meeting agenda information item.

1.4 Scope of the Planning Process

The MPO uses the planning factors to establish goals for the LRTP and to prioritize

projects in the LRTP and TIP. There are ten planning factors taken into consideration in the development of this Unified Planning Work Program (UPWP). These planning factors help promote priority themes for consideration in Statewide and Metropolitan planning work programs proposed for Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funding in FY 2023. FHWA PL funds and FTA 5303 planning funds have been consolidated into the PL funding category.

The process for developing these products is continuing, cooperative, and comprehensive (3Cs), involving regular update cycles, informal partnerships and formal review processes with metropolitan area stakeholders, and integration of multiple modes and functionalities at all levels of planning. In addition to these core products, many of the processes, plans, and partnerships of the MPO support the planning factors. The FAST Act Planning Factors, retained in the IIIJA, are found under 23 U.S. Code § 134 (h) 1 A-H. The planning factors to be considered by the transportation planning process of the Mobile Area Transportation Study (MATS) are:

- A. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- B. Increase the safety of the transportation system for motorized and non-motorized users
- C. Increase the security of the transportation system for motorized and non-motorized users
- D. Increase the accessibility and mobility of people and for freight
- E. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- F. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- G. Promote efficient system management and operations
- H. Emphasize the preservation of the existing transportation system
- I. Improve the resiliency and reliability of the transportation system, and reduce (or mitigate) the storm water impacts on surface transportation
- J. Enhance travel and tourism

1.5 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, the Federal Transit Administration, and the South Alabama Regional Planning Commission. 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 previous years' TIP to determine if adjustments are necessary to deliver the current projects. Then, a preliminary list of projects are developed from the LRTP. The TCC/CAC meets and develops a project priority list and ensures the total costs of 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 public comment and review. 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.

1.6 TIP Amendment Process and Criteria

The amendment process involves both a formal approval process and also a system for processing more modest or minor adjustments to TIP projects. The Federal Highway Administration (FHWA) - Alabama Division and the Alabama Department of Transportation (ALDOT) has agreed that a formal TIP amendment is required for a *highway-oriented* project when one or more of the following criteria are met:

- The change adds a new individual project
- The change adversely impacts fiscal constraint
- The change results in major scope changes
- The change deletes an individually listed project from the TIP
- The change results in a cost increase of \$5 Million for ALDOT federally funded projects and Transportation Management Area (TMA) attributable projects, \$1 million for ALDOT federally funded projects and \$750,000 for county highway and bridge program.

A change that does not meet any of these criteria may be processed as an *administrative modification* (see below), subject to approval of this procedure by the MPO policy board. Regulations include a provision for an administrative modification which includes the following definition:

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 non-attainment and maintenance areas). – [23 CFR 450.104](#).

Also, [Memorandum of Understanding in this document, p. 96](#).

1.7 Public Participation Process

Public participation is essential to the development of the TIP. The public is encouraged to participate in all advertised meetings and hearings. The MPO conducts all meetings in accordance with the provisions of the Alabama Open Meetings Act, passed into law on October 1, 2005. The following public participation efforts have been developed to seek out a combination of outreach, inclusion, and engagement of the public in the transportation planning process. The Mobile Metropolitan Planning Organization (MPO), in an effort to develop and implement a continuing, cooperative, and comprehensive transportation planning process, will continually pursue innovative and effective public involvement procedures.

As a FTA 5307 recipient, the WAVE Transit must follow a public participation plan. The FTA allows the WAVE to rely on a locally adopted public participation plan for the submittal of their projects in lieu of a separate Program of Projects (POP) if the grantee has coordinated with the MPO and ensured that the public is aware that the MPO's plan is being used to satisfy the POP public participation requirements. To comply with the requirement, it is specifically stated in the TIP and legal notices that "The public involvement/comment period for the draft Transportation Improvement Program (TIP) will also satisfy the WAVE's public participation requirements for the POP (Section

5307 Funds).

1. Meetings

All MPO meetings are held in accordance with the Alabama Open Meetings Act No. 2005-40, *The Sunshine Law*, and all material to be brought before the MPO is available for public inspection and review on request. Fees will be charged for photocopies.

2. Staff Availability

MPO staff is provided by South Alabama Regional Planning Commission (SARPC), located at 110 Beauregard Street, Mobile, (251) 433-6541, FAX 433-6009. Personnel are available during the office hours of 8:00 A.M. to 4:30 P.M. Monday through Friday to respond to questions regarding the Mobile Area Transportation Study, either by telephone or in person. Staff is available to make presentations to the public upon request.

3. Public Notice

Prior to MPO consideration for approval, the development process and the draft of Transportation Improvement Program (TIP), and any updates, will be advertised for public review, comment, and/or input in a Mobile County general circulation newspaper. This notification procedure will also apply to any new or substantially revised federal transportation project proposed for implementation in the study area and anticipated to have significant impact (examples include most TIP modifications). The notice will briefly describe the proposed action, when public hearings/meetings will be held, when the MPO will meet to consider the action, and where more detailed information can be reviewed or obtained (see paragraph 4, Availability of Documents for Public Review). The intent of this procedure is to provide a means for involvement and input from all interested parties at the earliest possible time prior to MPO decisions or action. Therefore, public notice of the proposed meeting or action will be made as soon as possible, but no less than two weeks prior to the date the MPO is scheduled to act on the proposal. The same newspaper notice or press release (or a more user-friendly version of the same) will be posted in senior citizen centers, Community Action Service Centers, and public housing offices within the study area.

4. Availability of Documents for Public Review

Availability of Documents for Public Review The public notices described above will specify that a more detailed explanation of the proposed action can be obtained from the SARPC Transportation Planning staff and will include the office mailing address and phone number. When entire documents are involved (i.e., TIP or LRTP, etc.), the notice will also state that hard copy of documents can be reviewed at the SARPC office, the Wave Transit System office, all local libraries, SAIL Centers in the Urban Area and/or public housing offices. The project documentation available at each site will include commentforms with instructions on how to contact SARPC for additional information and where to submit written comments. In addition, the documents will contain a checklist where the public can place a check thatthey have reviewed the document without having to leave their name. The documents will also be made available on the Mobile MPO's Website. In the event of circumstances (such as major storm events or quarantine) that hinder the dissemination of hard copy of documents to any or all of the locations listed above, a notice of where the documents may be found will be posted online and through news media.

5. Traditionally Underserved Consideration

The Metropolitan Planning Organization (MPO) seeks out and considers the needs of those traditionally underserved by the existing transportation systems, by first identifying those areas that have high populations of low income and minorities based on census block data. These areas are targeted and canvassed with public notices, copies of documents for review, and comment forms at places frequented by the public, such as libraries, town halls, public housing board offices, public transit facilities, and other similar locations. All MPO committee meetings are open to the public and invitations are posted at the public housing board offices, community service centers, senior citizen activity centers, town halls, and libraries. In addition, the MPO staff is available to do presentations on the Transportation Planning Process for advocacy groups in low income and minority populated areas.

6. Planning Agency Consultation Process

To the extent practicable, the MPO will consult with agencies and officials responsible for other planning activities within the Study Area that are affected by transportation when developing the Transportation Improvement Program (TIP). This includes federal, state and local agencies responsible for:

- Economic growth and development
- Environmental protection
- Airport operations
- Freight movement
- Land use management
- Natural resources
- Conservation
- Historic preservation
- Human service transportation providers

A contact list of these officials and agencies has been developed and is maintained. These agencies are invited to attend all Metropolitan Planning Organization (MPO) Technical Coordinating/Citizens Advisory Committee (TCC/CAC) and Policy Committee meetings so as to be involved in the transportation planning process continuously. In addition, a request to these agencies will be made to compare the draft Transportation Improvement Program (TIP) with their plans, maps, and inventories. The MPO will document what agencies and officials were contacted, the responses received, and the results of the comparison of plans, maps and inventories, and how this information might affect the TIP.

7. Visualization

Provisions of the IIA require that the MPO's Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) include visualization techniques to describe projects. To meet this requirement, the LRTP and TIP include maps of the road projects that are identified as part of the Mobile Area Transportation Study. The MPO also utilizes visualization tools such as large paper maps and poster boards and PowerPoint presentations in the various presentations to the community. All documents developed by the MPO are posted on the internet at <http://www.mobilempo.org>.

Interactive maps of all projects listed in the TIP (with the exception of Transit Projects) are available on the web at <http://www.mobilempo.org/maps.html>.

8. Other Means for Information Dissemination

MPO staff will utilize other available media (including public service announcements, billboards, and signs on public transportation vehicles) to encourage early and continuous involvement of citizens in the planning process and in the promotion of ongoing programs. Summary copies of most elements of the Long Range Plan are available free of charge from the SARPC office. The Mobile MPO also maintains a home page at <http://www.mobilempo.org>. Information on the MATS program, including the long range street plan and bicycle plan, is posted on the website, and additional information can be obtained by contacting the MPO staff through email at transportation@sarpc.org. MPO staff will maintain mailing lists, including areas of interest if available. Upon request, notification of document availability, public hearings or meetings, or pending MPO action will be mailed to individuals who have indicated interest in related matters and have provided a current mailing address within the study area. Community involvement efforts will be used to help establish new contacts to add to the mailing list.

9. Resolution of Public Input

All comments received on draft plans or proposals, whether submitted in writing or orally to MPO staff independently or at public meetings or hearings, will be documented and made available to the MPO prior to any action being taken on the proposal. All relevant comments and their responses will be included in the final plan/proposal adopted by the MPO. All responses to public comments will be made in a timely manner.

10. Accommodation of Physically Challenged

Access to meetings or information will be available to physically challenged persons by notifying the MPO staff at least 48 hours prior to the meeting date or date the information is desired so that adequate time is available to complete any special arrangements necessary to accommodate the individual's physical challenge.

11. Revised Proposals

Should any draft plans or proposals be substantially modified after being advertised for public comment, either due to such comment or otherwise, the public notice cycle will be repeated and the new proposal will be made available for public comment.

12. Public Involvement through Other Community Development Programs

The South Alabama Regional Planning Commission (SARPC) and the MPO staff will continue to increase communication and expand public awareness through their involvement in several community improvement initiatives and organizations (e.g., Mobile United, Mobile Area Chamber of Commerce, and Mobile County Community Development Partnership). These programs are all consensus-building efforts made up of concerned citizens targeting all types of social awareness and community development, including infrastructure in general and transportation in particular. Representatives of each of these organizations, in turn, will continue to serve on the MATS Technical Coordinating/Citizen Advisory Committee and have direct input to the MPO decision-making process. MPO staff has both policy and implementation involvement in the Alabama Coastal foundation, which is the community visioning initiative undertaken by area citizens in 1993. Inherent in the process is the concept that public involvement should drive plan development, and the program therefore provides an excellent opportunity for broad community representation in the transportation planning process. MPO staff will continue to assist in the establishment and implementation of the organization's goals and methodologies for transportation

strategies in the region. The products and goals of all of these community-based efforts will continue to be integrated into MPO plans and decisions.

13. Meeting Time and Location

The MPO committees have a standard meeting location, day, and time at the SARPC board room in the G.M.&O Building on a Wednesday. However, the MPO board does not have a standard meeting date due to possibly unforeseen conflicts; generally, the meetings are once a quarter. Once meeting times are set, a notice is sent out to all members, there are public announcements in area papers, and it is advertised on our website, on social media and the Mobile MPO weekly newsletter.

14. Review and Revision of Procedures

The Public Participation Plan (PPP), as prescribed in the Infrastructure Investment and Jobs Act, or “IIJA”, mandates the involvement of the public in transportation planning efforts of the MPO. The continuing regulatory provisions under 23 CFR 450 stress that the most effective public participation process is one in which the public has access to information and the ability to act on that information before decisions are finalized, in a variety of ways and in such a manner as to allow for effective influence over the outcome of project decisions.

The MPO staff will review the Public Participation Plan with respect to changes in local, state, and federal legislation and in terms of their effectiveness in ensuring that the process provides full and open access to the public. This review will be completed annually for the prior fiscal year. The current procedures will be assessed with respect to their success in meeting the performance requirements specified in the appropriate regulations pertaining to metropolitan system planning, project development, and/or certification reviews. The review will include the number of comments/responses received, citizen attendance at meetings, the number of citizens who actually review the documents distributed throughout the region, and the amount spent on public notices and advertisements. The results of this review will be summarized in a written report and presented to the MPO upon completion. If the MPO determines that the Public Participation Plan is inadequate, additional involvement techniques will be developed and utilized; this may include alternate or new media resources. Should the MPO determine that it is necessary to revise these procedures; a 45-day notification/comment period will be given prior to MPO adoption of the proposed modifications.

1.7.1 Title VI

The Mobile 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 has established the following public participation goals for all documents and programs:

- (1) An Open Process – To have an open process that encourages early and continued public participation. All MPO and committee meetings are open to the public.
- (2) Easy Information Access – To provide complete and timely information regarding plans, programs, procedures, policies and technical data produced or used during the planning process to the general public and the media. All MPO meeting announcements, documents, maps, and plans can be viewed the SARPC office and

at <http://www.mobilempo.org>.

- (3) Notice of Activities – To provide timely and adequate public notice of hearings, meetings, reviews, and availability of documents.
- (4) Public Input and Organizational Response – To demonstrate consideration and recognition of public input and comments and to provide appropriate responses to public input.
- (5) An Inclusive Process – To encourage participation in the planning process by traditionally under represented segments of the community; low-income groups, minorities, persons with disabilities, and the elderly; and to consider the needs of these groups when developing programs, projects, or plans.

Additionally, the Mobile Area MPO is and will be 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 Mobile Area MPO has completed a Four Factor Analysis of the Mobile Area 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. A Limited English Proficiency (LEP) Plan has been developed and can be accessed at <http://www.mobilempo.org>

In order to further support the public participation goals of the Mobile Area MPO, the public is encouraged to participate in the development of the TIP. The 2024-2027 TIP process will include public involvement meetings designed to obtain input from the public concerning the TIP process in the Mobile Area Metropolitan Planning Area (MPA). In addition, once the draft TIP is approved, it will be subject to a 30-day public comment period before adoption of the final document. A summary of the public outreach activities and results are included in the Appendices. All Mobile Area MPO meetings are open to the public. At these meetings, the MPO committees review and approve the draft and final TIP documents. Interested individuals may also review and comment upon these documents in tandem with the MPO committees. Individuals may address their concerns to the MPO committees directly at any meetings they attend. The Transportation Planner at the Mobile Area MPO should be contacted to coordinate an address to the MPO committees and to obtain draft and final documents.

Detailed public participation procedures are outlined in the 2021 Public Participation Plan (PPP) which can be found at <http://www.mobilempo.org>.

1.7.2 Environmental Justice

The MPO makes a point to seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services. This is of primary concern when considering adverse community impacts at the project level. All projects are reviewed by the MPO for possible community impacts prior to inclusion in the TIP. The MPO places transportation meeting notices in areas where low-income and minority households are known to exist in an effort to inform those persons of upcoming transportation meetings and inform them of the opportunity to be involved in the transportation planning process. Such meetings are subject to the provisions of the Alabama Open Meetings Act.

1.7.3 Americans with Disabilities Act (ADA)

The MPO seeks to comply with all applicable provisions of 42 USC 126 and 28 CFR 35 (et seq.). Access to meetings by persons with disabilities is encouraged through selection of venues with wheelchair ramps and hand-railings, distribution of timely meeting notices, and support of Americans with Disabilities Act (ADA) amenities on all roadway and pedestrian improvements. The MPO further encourages an active role in TIP development and the transportation planning process by those with disabilities by including members from advocacy groups for the disabled on the Citizen Advisory Committee (CAC).

1.8 ENVIRONMENTAL MITIGATION

MPOs are asked to consider the adverse environmental impacts their projects may have on both the human and natural environments. To this end, the IJIA 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.” -23USC 134(i)(2)(D)(i)

“This discussion shall be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies.” -23USC 134(i)(2)(D)(ii)

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 in the development of the TIP and other planning documents.

1.8.1 Climate Change

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

“According to the FHWA report *Integrating Climate Change into the Transportation Planning Process*, there is general scientific consensus that the earth is experiencing a long-term warming trend and that human-induced increases in atmospheric greenhouse gases (GHGs) may be the predominant cause. The combustion of fossil fuels is by far the biggest source of 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. At present the Mobile Area Transportation Study (MATS) area is in attainment for ground-level ozone (O₃), and therefore, no air quality conformity measures are present in the TIP at this time. However, as time goes by this may change either by an increase in ground-level and atmospheric pollutant concentrations or by a tightening of EPA tolerance limits.

1.9 Air Quality

Air Quality 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 Mobile Area MPO area is currently in attainment status. If Mobile were to be designated non-attainment status for ozone, the proposed projects of this plan would be subject to an air quality model and emissions budget which may result in Vehicle Miles Traveled (VMT) restrictions. Currently, the three monitors that fall within the Mobile, AL *air shed* have numbers that fall below 75ppb for ground-level ozone (O₃).

1.10 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. In nonattainment and maintenance areas, project classification must be consistent with the exempt project classifications contained in the EPA transportation conformity regulations (40 CFR part 93).

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

- Interstate Resurfacing Program (includes lighting, sign & pavement rehabilitation)
- 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)
- Non-Interstate Resurfacing Program (FM)
- County Allocation Funds [Off-system bridges and STP non-urban.]
- Federal Transit Programs: 5307 (urbanized), 5311 (non-urban), 5310 (Elderly and Disabilities), and 5339 (Buses and Bus Facilities)

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

Level of Effort (LVOE) holds funds that are not dedicated to specific projects, and may

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

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

1.11 Financial Constraint

The TIP is required 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 is expecting to receive federal attributable funds in the sum of:

\$9,277,063 in fiscal year 2024
\$9,277,063 in fiscal year 2025
\$9,277,063 in fiscal year 2026
\$9,277,063 in fiscal year 2027

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

\$11,596,329 in fiscal year 2024
\$11,596,329 in fiscal year 2025
\$11,596,329 in fiscal year 2026
\$11,596,329 in fiscal year 2027

For the Mobile Urban Area 5310 Funds, SARPC is expected to receive federal funds in the sum of:

\$449,472 in fiscal year 2024
\$449,472 in fiscal year 2025
\$449,472 in fiscal year 2026
\$449,472 in fiscal year 2027

Ninety percent of 5310 Federal funds combined with a 20 percent match from local funds for an annual total of:

\$505,656 in fiscal year 2024
\$505,656 in fiscal year 2025
\$505,656 in fiscal year 2026
\$505,656 in fiscal year 2027

For the MPO Urban Carbon Reduction Funds, SARPC is expected to receive federal funds in the sum of:

\$1,115,849 in fiscal year 2024
\$1,115,849 in fiscal year 2025
\$1,115,849 in fiscal year 2026

The total amount for Carbon Reduction Funds including match from local funds are the following:

\$1,394,811 in fiscal year 2024

\$1, 394,811 in fiscal year 2025

\$1, 394,811 in fiscal year 2026

For the MPO Urban Transportation Alternative Program Funds, SARPC is expected to receive federal funds in the sum of:

\$542,666 in fiscal year 2024

\$542,666 in fiscal year 2025

\$542,666 in fiscal year 2026

\$542,666 in fiscal year 2027

The total amount for Transportation Alternative Program Funds including match from local funds are the following:

\$678,333 in fiscal year 2024

\$678,333 in fiscal year 2025

\$678,333 in fiscal year 2026

\$678,333 in fiscal year 2027

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 funds will be available for the projects as long as the local match is available. 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.

1.12 Project Selection and Prioritization

TIP project selection begins in the development of the 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 one of the tools used to develop a list of specific roadway projects needed in the local area. TIP projects are limited to those from the LRTP's list of specific roadway projects, with a few exceptions such as resurfacing and intersection improvement projects. 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 TCC/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. With the exception of the STP Attributable Funds, project selection and prioritization for the Mobile TIP are recommended by the Alabama Department of Transportation (ALDOT) and voted on by the Mobile MPO. The MPO TCC/CAC, with input from ALDOT, the public, and other stakeholders, establishes the project selection and prioritization based on available funding and degree of local need.

The STP Attributable Funds are federal funds that are spent at the discretion of the Mobile MPO and cannot be spent on a per capita basis. Because projects with this funding source are fiscally constrained, the project has an inherent priority based on where it sits in the locally derived schedule of funds. The need for the project has been identified in the LRTP, and as projects enter the system, they are entered by the project sponsor that has the responsibility of budgeting for the 20 percent match of the project. Although a recommended timeline is made in the LRTP process, *when* a project is to be undertaken is not the responsibility of the MPO; only the project sponsor can determine that. For that reason, once a project enters the 4-year TIP, the priority of that project is set by the year it enters the TIP.

1.12.1 Project Ranking Methodology

The Mobile MPO has a prioritization process for ranking Attributable projects. There is a five member TIP Prioritization Committee made up of members of the Technical Coordinating/Citizens Advisory Committee (TCC/CAC) that uses the methodology that follows to rank Attributable projects.

The methodology below includes some factors that are both objective and subjective. The objective factors can be quantified are: Project Status, Existing Level of Service, Future Level of Service, Hurricane Evacuation, Project Cost Sharing, Age of facility or time period since last maintenance, and Functional Classification. The subjective factors are to be ranked by the TIP Priority Committee and presented to the TAC/CAC. These factors are not based on numbers per se, but on a projects evaluation that could have varying results concerning the project's potential and hazards associated with it. The subjective factors are: Safety and Efficiency, Environmental/Social Impacts, Economic Development and/or Regional Significance, Condition of facility, Economic Vitality. The total possible points a project can achieve is 100 points, 51 points for the objective factors and 49 points for the subjective factors.

TOTAL OVERALL POINTS =100

OBJECTIVE FACTORS TOTAL POSSIBLE POINTS=51 POINTS

1. Project Status =10
- 2A. Level of Service (Existing CMP) =10
- 2B. Level of Service (2040 Needs Assessment) =7
3. Hurricane Evacuation =7
4. Project Cost Sharing =10
5. Functional Classification =7

SUBJECTIVE FACTORS TOTAL POSSIBLE POINTS=49 POINTS

1. Safety and Efficiency/Capacity =12
2. Environmental/Social Impacts =7
3. Economic Development and/or Regional Significance =12
4. Condition of Facility =11

5. Economic Vitality =7

Objective Factors

1. Project Status

- Project Scheduled for Construction in the first four years of the Transportation Improvement Program (TIP): 10 points
- Right-of-Way scheduled in the first four years of the TIP: 6 points
- Project Development and Environmental Study (PD&E), Completed, underway, or scheduled in the first four years of the TIP: 2 points
- No Project Phases scheduled: 0 points

2. Level of Service

A. Existing Level of Service based on Volume to Capacity (V/C) ratio

- Level of Service E or F: 10 points
- Level of Service D: 6 points
- Level of Service C: 2 point
- Level of Service A or B: 0 points

B. Future Level of Service in 2035 Based on published 2035 Long Range Transportation Plan

- Level of Service A, B, or C: 7 points
- Level of Service D: 4 points
- Level of Service E: 1 point
- Level of Service F: 0 points

3. Hurricane Evacuation

- Hurricane Evacuation Route: 7 points
- Not a Hurricane Evacuation Route: 0 points

4. Project Cost Sharing

- 50 percent or more of project cost is provided as matching funds and is included in local government funded Five Year Capital Improvements Program: 10 points
- 21 percent to less than 50 percent of project cost is provided as matching funds and is included in local government funded Five Year Capital Improvements Program: 6 points
- 0 to 20 percent of project cost is provided as matching funds and is included in local government funded Five Year Capital Improvements Program: 2 point

5. Functional Classification

- Facility is a Principal Arterial: 7 points
- Facility is a Minor Arterial: 4 point
- Facility is a Collector: 1 point

Subjective Factors

1. Safety and Efficiency / Capacity

- Project eliminates (or controls) three or more hazards/conflicts and/or significantly increases the capacity efficiency of the facility: 12 points
- Project eliminates (or controls) two hazards/conflicts and/or

- moderately increases the capacity efficiency of the facility: 7 points
- Project eliminates (or controls) one hazard/conflict and/or provides minimal increase of the capacity efficiency of the facility: 2 point

2. Project Environmental/Social Impacts

- Project appears to have no social and community impacts (Environmental Justice) or environmental impacts (Section 4-F), and appears it will be an efficient transportation decision making review: 7 points
- Project has moderate impacts: 4 points
- Project has substantial impacts: 1 point
- Project has impacts of potential dispute: 0 points

3. Economic Development and/or Regional Significance

- Project provides regional connection to facilitate freight movement and/or a direct connection to long term regional employment center (airports, industrial parks, tourist centers, military installations, and major economic activity centers): 12 points
- Project provides regional connection to facilitate freight movement and/or indirect connection to long term employment centers: 7 points
- Project does not directly facilitate regional economic development or freight movement, but is significant to a localized area: 2 points

4. Condition of Facility (This is based on the condition of the road/facility.)

- The facility is or is nearing impassible condition, or facility is unusable: 11 points
- The facility shows signs of wear, patches attempted, facility is deteriorating: 6 points
- The facility needs work, perhaps drainage or other underlying problem needing repair: 2 points

5. Economic Vitality

- Majority of businesses adjacent to the facility are closed or developing facility will promote growth: 7 points
- Majority of businesses adjacent to the facility are open: 4 points
- There are no businesses adjacent to facility: 1 point

Through this prioritization process, Attributable Projects will have a quantifiable prioritization and ranking, however the order in which these projects are implemented are still at the discretion of the Mobile MPO. It is the responsibility of a project sponsor to submit a project to the TCC/CAC to be recommended to the MPO to approve, and have the minimum required 20 percent match.

1.13 Safety Planning

Safety Planning has been comprehensively addressed in the 2040 Long Range Transportation Plan in conjunction with the Congestion Management Process. The MPO staff, working with the Technical Coordinating/Citizen's Advisory Committees and the Bicycle/Pedestrian Advisory Committee will continue to identify facilities, establish efficiency measures and performance standards, collect and maintain relevant data, evaluate facility performance, and establish strategies for the improvement of intermodal

facilities in the MATS Study Area. Through the transportation planning process several projects have been identified that have been incorporated in this TIP for improvements. The improvements have been prioritized based upon need and the availability of federal funds within the next four years. These projects are subject to change based upon the latest data findings of the MPO, as well as any changes to the federal funding structure during the next five years.

1.14 Regionally Significant Projects

The Transportation Improvement Program (TIP) is required to include all regionally significant projects that are funded with federal and/or non-federal funds. All regionally significant projects that will be fully or partially funded with FHWA, FTA, and state funds are included in the project listings in Chapter 2. The Mobile Area Metropolitan Planning Organization (MPO) has met the requirements of 23 CFR 450.104 and 324(d) in identifying regionally significant projects.

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

From 450.324(d): (quote) 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.

Local projects of regional significance that are not otherwise reported are listed in a spreadsheet in section 2.4.17 of this document.

1.15 Bicycle and Pedestrian Facilities ALDOT Requirements

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

217 in implementing improvements using federal funds to state routes under ALDOT jurisdiction.

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

In a letter to the Director of the Alabama Department of Transportation, the Federal Highway Administration indicated that further consideration should be given to bicycle and pedestrian facilities in Transportation Improvement Programs and the Long Range Transportation Plans. The letter stated that:

“23 United States Cod 217 states that “Bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each metropolitan planning organization and State.”

The Federal Highway Administration guidance on this issue states that “Due consideration” of bicycle and pedestrian needs should include, at a minimum, a presumption that bicyclists and pedestrians will be accommodated in the design of new and improved transportation facilities. In the planning, design and operation of transportation facilities, bicyclists and pedestrians should be included as a matter of routine, and the decision not to accommodate them should be the exception rather than the rule. These must be exceptional circumstances for denying bicycle and pedestrian access either by prohibition or by designing highways that are incompatible with safe, convenient walking and bicycling.”

Exceptional circumstances are defined as:

- 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.
- 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 absolute sense.
- Where scarcity 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.

In order to comply with these requirements, the updated MPO LRTPs must, at a minimum:

- Consider the context of the project setting. In other words, MPOs should consider whether the general project area likely includes features such as neighborhoods, shopping, schools, transit, or other facilities likely associated with the needs of bicyclists or pedestrians;

- Consider any evidence of existing, informal bicycle-pedestrian activities. An example could be a worn, dirt path along an existing road;
- Consider any reference to bicycle or pedestrian needs in the planning process for the project area;
- Consider public, agency, or other comments requesting such facilities;
- Include maps and other appropriate documentation; e.g., project listing tables, identifying specific bicycle-pedestrian projects proposed in the LRTP. The maps and documentation should be consistent with the treatment of traditional *highway* projects in the LRTP; and
- Include a policy statement that bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist.

In addition to this letter from FHWA, the USDOT announced a new *Complete Streets* policy that would put planning for bicycling and pedestrians on equal footing with highways and transit. Then Secretary LaHood stated that “this is the end of favoring motorized transportation at the expense of non-motorized. We are integrating the needs of bicyclists in federally-funded road projects. We are discouraging transportation investments that negatively affect cyclists and pedestrians. And we are encouraging investments that go beyond the minimum requirements and provide facilities for bicyclists and pedestrians of all ages and abilities.”

The USDOT formulated key recommendations:

- Treat walking and bicycling as equals with other transportation modes.
- Ensure convenient access for people of all ages and abilities.
- Go beyond minimum design standards.
- Collect data on walking and biking trips.
- Set a mode share target for walking and bicycling.
- Protect sidewalks and shared-use paths the same way roadways are protected.
- Improve non-motorized facilities during maintenance projects.

Additional information can be found in Complete Streets - Section 1.21

1.16 Congestion Management Process

As a designated TMA, the Mobile MPO is required to develop and maintain a comprehensive congestion management process. The CMP details a series of strategies to alleviate traffic congestion, including Transportation System Management and Operations (TSMO) and Travel Demand Management (TDM) strategies. Several key corridors are listed for improvement in the CMP as part of the TSMO strategy and various alternative modes of transportation are encouraged as part of the TDM strategy.

1.17 Performance Measures

With the passage of the Moving Ahead for Progress in the 21st Century Act (MAP-21), Fixing America's Transportation (FAST) Act, and following with the IIJA in November of 2021, the United States Department of Transportation has elected to move towards a performance-based planning process. This process refers to the application of performance management principles to achieve desired outcomes for transportation facilities.

In compliance with the Joint Planning Rule from FWHA (23 CFR 450 and 771) and FTA (49 CFR 613), under the MAP-21, FAST ACT, and the Infrastructure Investment and Jobs Act (IIJA) State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) are to implement a performance-based approach to planning and programming activities. This includes setting data-driven performance targets for transportation performance measures. This approach supports the national goals for the federal-aid highway and public transportation programs. The seven goals are as follows: 1) Improving Safety, 2) Maintaining an Infrastructure Asset System in a State of Good Repair, 3) Reducing Traffic Congestion, 4) Improving the Efficiency of the Surface System, 5) Freight Movement and Economic Vitality, 6) Protecting the Environment, and 7) Reducing Project Delivery Delays.

In Alabama, the performance based planning process manifests itself in several forms. 23 CFR Part 490 requires the DOT and the MPOs to establish performance targets related to safety, pavement condition, bridge condition, highway reliability, freight movement, traffic congestion, and emissions reduction. 49 CFR Part 625 requires the same for transit asset management. Separately, it is recommended that performance-based planning be worked into documents such as the Transportation Asset Management Plan (TAMP), Transit Asset Management Plan (TAM), Strategic Highway Safety Plan (SHSP), Highway Safety Improvement Program (HSIP), Statewide Freight Plan, Congestion Mitigation and Air Quality (CMAQ) Performance Plan, and the Congestion Management Plan.

The Safety Performance Measures (PM1), Bridge/Pavement Measures (PM2), the System Performance Measures (PM3), and the FTA's Transit Asset Management (TAM) Targets have been adopted by ALDOT and the MPOs. Some targets are required to be set on an annual basis while others are set on two (2)-year and four (4)-year cycles.

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

23 CFR 450.326 mandates that a Metropolitan Planning Organization (MPO) include performance-based planning in its Transportation Improvement Program (TIP). More specifically, the TIP should include a description of each measure and target, a systems performance report, and the performance management agreement signed by each Metropolitan Planning Organization (MPO).

Description of Performance Measures and Targets

FHWA Safety Performance Measures (PM1)		Annual Target - 2022	
Number of Fatalities		1000	
Rate of Fatalities (per 100 million Vehicle Miles Traveled)		1.400	
Number of Serious Injuries		6500	
Rate of Serious Injuries (per 100 million Vehicle Miles Traveled)		9.82	
Number of Non-motorized fatalities and serious injuries		4	
FHWA Bridge/Pavement Performance Measures (PM2)		Original 4-Year Target - 2022	
% of Pavements of the Interstate System in Good Condition		50% or more	
% of Pavements of the Interstate System in Poor Condition		5% or less	
% of Pavements of the Non-Interstate NHS in Good Condition		25% or more	
% of Pavements of the Non-Interstate NHS in Poor Condition		5% or more	
% of NHS bridges in Good condition by deck area		25% or more measured in deck area	
% of NHS bridges in Poor condition by deck area		3% or less measured in deck area	
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		1.30	
FTA Transit State of Good Repair Performance Measures		Annual Target - 2022	
% of Rolling Stock (Revenue vehicles) meet or exceed Useful Life Benchmark (ULB)		49%	
% of Equipment (over \$50K) meet or exceed Useful Life Benchmark (ULB)		9%	
% of FTA-funded Facilities with condition rating below 3.0 (average) of FTA Average TERM Scale		0%	
FTA Transit Safety Performance Measures		Demand Response	Fixed Route
Fatalities		0	0
Rate of Fatalities		0.0%	0.0%
Injuries		0	0
Rate of Injuries		0.0%	0.0%
Safety Events		0	0
Rate of Safety Events		0.0%	0.0%
Mean distance between major mechanical failure		32,066	22,995

Every project in the TIP was evaluated to determine which Performance Measure (PM) and Livability Indicator (LI) contributed to meeting PM/LP goals and targets. The Transit Asset Management as well as the Public Transportation Agency Safety Plan target were also taken into consideration on Transit projects.

Systems Performance Report

The Systems Performance Report provides a measure of how the TIP supports the performance-based planning process. This report will evaluate the progress made towards the achievement of performance targets.

In lieu of developing their own targets, the MPO elected to adopt the state's performance measure targets as referenced in the table above. No other targets have been established to date by the MPO.

The MPO will support the above-mentioned targets and state plans through the Transportation Improvement Program. The MPO will address new targets as they are adopted by the State or developed by the MPO per the Alabama Performance Management Agreement. Projects not in the TIP are added by resolution, at a meeting of the MPO, and in accordance with agreements and bylaws that the MPO has in place with state and member governments. Such projects will be evaluated to determine alignment with the performance targets.

1.18 Livability Principles and Indicators

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

All planning tasks must be measured against these Livability Principles:

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

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

- 1) Percent of jobs and housing located within one-half (1/2) mile of transit service
(Also percentage of non-regional principal 1 projects within a Justice 40 Area)
- 2) Percent of household income spent on housing and transportation
(Also percentage of non-regional principal 2 projects within a Justice 40 Area)
- 3) Percent of workforce living within a thirty (30) minute or less commute from primary job centers
- 4) Percent of non-transit (5310, etc.) transportation projects dedicated to enhancing accessibility of existing transportation systems
- 5) Percent of non-transit (5310, etc.) transportation projects where more than one federal funding source is utilized
- 6) Percent of housing located in walkable neighborhoods with mixed use destinations located nearby

1.19 Planning Emphasis Areas

In addition to the general planning factors and Livability Principles and Indicators discussed previously, the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Alabama Department of Transportation (ALDOT) require a set of Planning Emphasis Areas (PEAs) for Alabama MPOs. These PEAs prioritize key tasks and policies for implementation by MPOs in their Unified Planning Work Programs. The fulfillment of these tasks and policies helps to implement the provisions of the IIJA. The Planning Emphasis Areas below were provided for the FY2023 UPWP:

- Tackling the Climate Crisis- Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

1.19.1 IIJA Implementation

The development and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.

This PEAs emphasizes the transition that all MPOs must make to performance based planning and programming. The IIJA requires the development of performance measures on the national, state, and MPO level. MPOs must create systems of planning and programming that direct local efforts to achieving established performance measures. The MPO will address this through 2050 Long Range Transportation Plan, which will be completed in FY 2025. The guidance from the plan will then be implemented through the MPO's planning and programming operations.

1.19.2 Models of Regional Planning Cooperation

The MPO must promote cooperation and coordination across MPO and state boundaries where appropriate to ensure a regional approach to transportation planning. It is important for the MPO to foster strong working relationships with its regional partners in pursuit of seamless, mutually beneficial transportation planning and policies. The MPO will continue to be a transportation planning leader in the region and will work to coordinate transportation needs among its planning partners. This activity will be a common thread throughout the tasks and responsibilities proposed in this UPWP. Specifically, the nature of the relationships between local planning partners will be better defined through the update of the MPO Memorandum of Understanding.

The Mobile MPO is geographically confined to what is expected to be urban in the next 25 years, however several planning elements promote cooperation and coordination across MPO boundaries and across state boundaries. Air Quality has no boundaries and since Mobile potentially could be in the air shed with Mississippi and Florida, all planning tasks pertaining to air quality apply to this Planning Emphasis Area, With the exception of the Congestion Management Process (intersection and midblock travel time related activities), all planning tasks under strive to promote cooperation and

coordination across MPO boundaries and across state boundaries.

1.19.3 Ladders of Opportunity

The MPO must, as part of the planning process, identify transportation connectivity gaps in access to essential services. These essential services include housing, employment, health care, schools/education, and recreation. Identification of these deficiencies could be done through the creation of performance measures used to specifically measure such gaps. To identify gaps, Data Collection and Analysis and all of its elements are needed. The elderly and disadvantaged gaps are identified to some extent through the *Human Services Coordinated Transportation Plan*, and will take another step forward through the development of the Environmental Justice tasks of the MPO, which is incorporated into the *Envision 2045 Long Range Transportation Plan (LRTP)*, as well as the *2050 LRTP*. The *2050 LRTP* will continue to identify gaps in the transportation system and its elements, but specifically highway facilities, transit, and bicycle and pedestrian planning.

1.20 Freight Planning

The efficient movement of freight through the region plays an important role in the quality of life and economic vitality of the area. Therefore, planning for the effective transport of goods is a key component of the region's long-range transportation plan. Currently, the urban area has excellent linkages between the Mobile International Airport and the national highway system via I-10/I-65/I-165 which facilitate the movement of freight. The Alabama State Docks are connected to a main line of the Norfolk Southern Railroad along the Mobile River. The various modes of transportation that are either available or are being investigated in the region are airports, air cargo, train freight, and truck freight. Each is an important component of an efficient intermodal freight transportation system.

1.21 Complete Streets

There have been a couple of municipalities that have adopted or considered some version of a complete streets policy within the MPA, as well as completing some projects. The City of Mobile and the City of Chickasaw have adopted a complete streets policy and has been actively including bike lanes and constructing other pedestrian infrastructure as well as improving transit in the metro area. The MPO serves as a means to coordinate implementation of Complete Streets throughout the region. The Complete Streets policy applies to all users of the regional transportation system including: commuters; school children, buses, parents and staff; emergency services; people living with disabilities; utility and maintenance vehicles; cyclists; motorcycles; strollers; cars; pedestrians; transit users and the transit dependent; freight and trucking.

1.22 Conclusion

In conclusion and on behalf of the Mobile Area Metropolitan Planning Organization, the South Alabama Regional Planning Commission would like to thank Mobile County, the Cities of Mobile, Prichard, Chickasaw, Satsuma, Saraland, Semmes, Creola, and Bayou La Batre, The Wave Transit System, and the Alabama Department of Transportation (ALDOT) for their assistance in the development of the FY 2024-2027 Transportation Improvement Program.

2.0 PORTAL PROJECTS

2.1 The Portal

ALDOT utilizes the online Portal as a medium for information exchange Alabama's 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 of the Portal is to provide user- friendly, comprehensive, and efficient tools for managing Transportation Improvement Programs (TIP), while meeting the planning and programming requirements of the IJJA. ALDOT specifically employs the Portal which is a web-based version of its desktop and network-based platforms. Using the Portal platform, MPOs can use web browsers as an interface to available project information. The Portal reports detail project information such as Project Number, Project Description, Project Type, and Project Cost, among other items.

2.2 Funding Category Descriptions

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

Appalachian Highway System Projects

The U.S. Congress authorized the construction of the Appalachian Development Highway System (ADHS) in the Appalachian Development Act of 1965. The ADHS was designed to generate economic development in previously isolated areas, supplement the interstate system, connect Appalachia to the interstate system, and provide access to areas within the Region as well as to markets in the rest of the nation (Appalachian Regional Commission website). The category will remain in place until all program funds are expended. There are no ADHS projects in the Mobile MPO Study Area.

Bridge Projects (State and Federal)

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

Carbon Reduction (CRP) Attributable Projects

The IJJA provided MPOs designated Carbon Reduction funds to be used on projects designed to reduce transportation emissions. The projects in this category will use the MPO's attributable CRP funding (Funding code **CRPMB**)

Congestion Mitigation and Air Quality Projects (CMAQ)

These funds may be used for transportation projects and programs that are likely to contribute to the attainment of national ambient air quality standards per the Intermodal Surface Transportation Act of 1991, and continued by the subsequent Federal transportation funding bills. As an attainment area, the Mobile MPO **does not** qualify for this funding as of the adoption of this TIP.

Enhancement Projects

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

- Safety and educational activities for pedestrians and bicyclists

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

High Priority and Congressional Earmark Projects

High Priority funding is project-specific funding provided by the Transportation Equity Act for the 21st Century (TEA-21) and extended by the IIJA. 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 IIJA Congressional Earmark funding remains only because some projects under this category have not been completed.

National Highway Systems Projects

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

Other Carbon Reduction Program Projects

State DOT's were also provided Carbon Reduction funds to be used anywhere in the state. (Funding code **CRPAA**)

Other Federal and State Aid Projects

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

Other Surface Transportation Program Projects

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

Safety Improvement Program Projects

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

State Funded Projects

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

Surface Transportation Attributable Projects

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

System Maintenance Projects

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

Transit Projects

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

Transportation Alternatives Program (TAP) Projects

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

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

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

- Infrastructure-related
 - Non-infrastructure-related
 - Safe Routes to School Coordinator
- Planning, Design, or construction of boulevards and other roadways in the ROW of former Interstate System routes or other divided highways

2.3 Portal Project Report Format

Sponsor: CITY OF MOBILE		Family ID - Grouping Projects and phases	2.4.1 Surface Trans STP attributable projects				Project Type					
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
20506	100052457	STPMB ROAD WIDENING OF SPANISH TRAIL RD FROM i-10 TO GOVERNMENT BLVD 7533 (601)	1.10	PE	A	ROAD WIDENING	2022	NA		\$160,000 \$0 \$0	\$160,000	
20506	100052458	STPMB ROAD WIDENING OF SPANISH TRAIL RD FROM i-10 TO GOVERNMENT BLVD 7533 ()	1.10	RW	P	ROAD WIDENING	2024	NA		\$216,320 \$0 \$54,080	\$270,400	
20506	100052459	STPMB ROAD WIDENING OF SPANISH TRAIL RD FROM i-10 TO GOVERNMENT BLVD 7533 ()	1.10	UT	P	ROAD WIDENING	2025	NA		\$224,613 \$0 \$0	\$224,613	
20506	100052460	STPMB ROAD WIDENING OF SPANISH TRAIL RD FROM i-10 TO GOVERNMENT BLVD 7533 ()	1.10	CN	P	ROAD WIDENING	2028	NA		\$6,380,000 \$0 \$1,595,000	\$7,975,000	

Totals By Sponsor	Federal	\$396,010.40	ALL Funds	\$495,013
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Project ID - 9 Digits

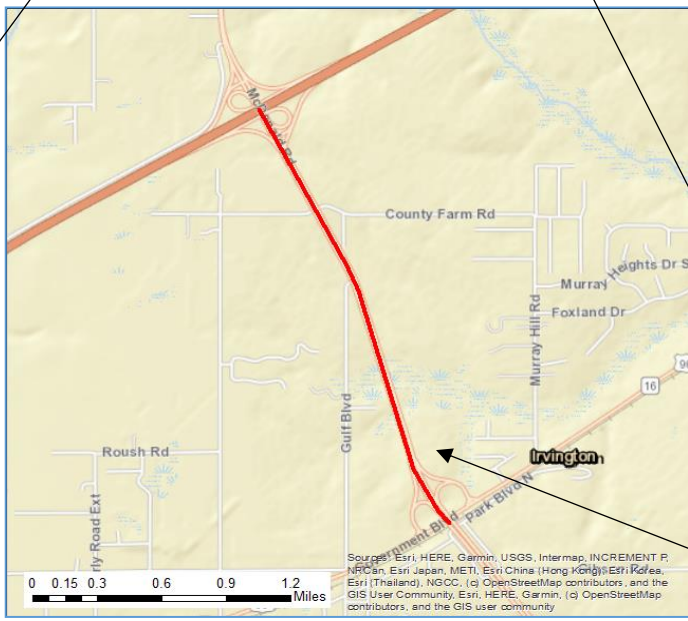
Funding code and Federal Aid Number

Prior Years Cost: \$160,000
 Current TIP Cost: \$495,013
 Future Years Cost: \$7,975,000
 Total Project Cost: \$8,630,013
 Performance Measure: PM2, PM3
 Livability Principal: L1, L4, L5

***Additional

Route and termini decription

Scope of Work
 PE = Preliminary Engineering
 RW = Right of Way
 UT = Utilities
 TR = Transit



Year Opened to traffic - Conformity Determination would determine Exempt/Non-Exempt Status

Fiscal Year work will be performed

Past and Future Year Costs are struck through as they are outside of the current TIP

Map(s) of Project(s)

*2.4.9 Transit section will differ slightly

**2.4.17 Regional Significant Projects section will differ slightly

*** This includes how each project contributes to meeting Performance Measure targets and other metrics.

Federal and ALL Funds Totals only include current TIP funding

Funding Timeline Legend

Past -

Current -

Future -

2.4 Project Listings

(by project type as listed in the Portal)

2.4 Project Listings

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

- 2.4.1 Surface Transportation Attributable Projects
- 2.4.2 Other Surface Transportation Program Projects
- 2.4.3 National Highway System Projects
- 2.4.4 Appalachian Highway System Projects
- 2.4.5 Transportation Alternatives Projects
- 2.4.6 Bridge Projects (State and Federal)
- 2.4.7 State Funded Projects
- 2.4.8 Enhancement Projects
- 2.4.9 Transit Projects
- 2.4.10 System Maintenance Projects
- 2.4.11 Safety Projects
- 2.4.12 Other Federal and State Aid Projects
- 2.4.13 Congestion Mitigation and Air Quality
- 2.4.14 High Priority and Congressional Earmarks Projects
- 2.4.15 Carbon Reduction Attributable Projects
- 2.4.16 Other Carbon Reduction Program Projects
- 2.4.17 Local Projects of Regional Significance

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

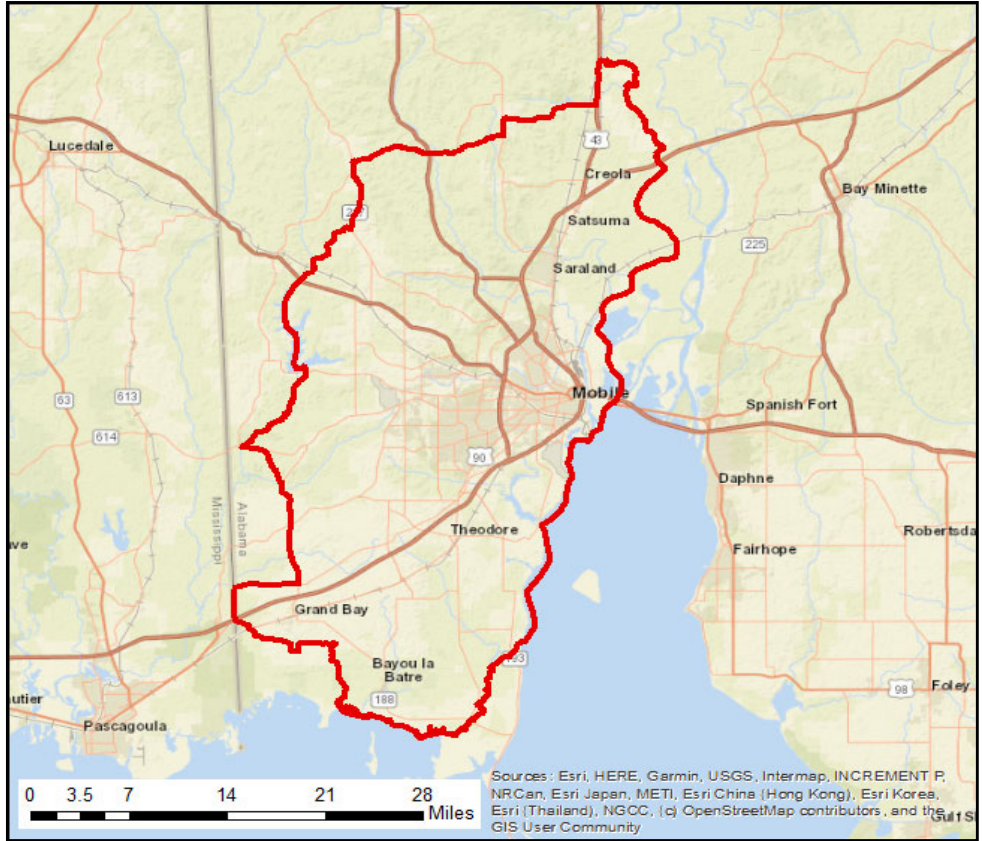
2.4.1 Surface Trans STP Attributable Projects

Sponsor: ALDOT

Family 49280

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
49280	100076374 CRPMB 4924 ()	ALDOT RTOP TRAFFIC MANAGEMENT CENTER (TMC) UPGRADES PAN-TILT-ZOOM (PTZ) CAMERA EXPANSION	0.00	SP	P	INTELLIGENT TECHNOLOGY SYSTEMS	2024		NA	\$225,151 \$0 \$56,288	\$281,439

Prior Years Cost: \$0
Current TIP Cost: \$281,439
Future Years Cost: \$0
Total Project Cost: \$281,439
Performance Measure: 1, 3
Livability Principal: 1, 2, 3, 4

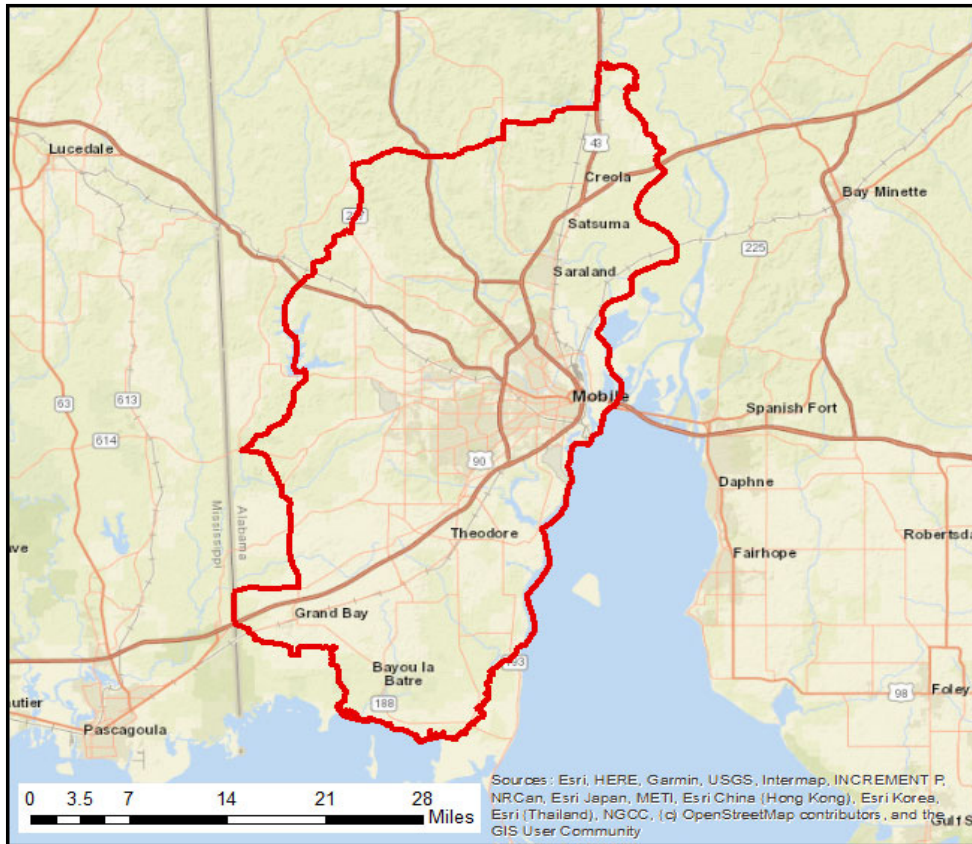


2.4.1 Surface Trans STP Attributable Projects

Family 49281

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
49281	100076375 CRPMB I010 ()	INTERSTATE INTELLIGENT TRANSPORTATION SYSTEM (ITS) EXPANSION ON I-10 AND I-65	0.00	PE	P	INTELLIGENT TECHNOLOGY SYSTEMS	2025		NA	\$120,000 \$0 \$30,000	\$150,000
49281	100076380 CRPMB I010 ()	INTERSTATE INTELLIGENT TRANSPORTATION SYSTEM (ITS) EXPANSION ON I-10 AND I-65	0.00	CN	P	INTELLIGENT TECHNOLOGY SYSTEMS	2026		NA	\$1,389,461 \$0 \$347,365	\$1,736,826

Prior Years Cost: \$0
Current TIP Cost: \$1,886,826
Future Years Cost: \$0
Total Project Cost: \$1,886,826
Performance Measure: 1, 3
Livability Principal: 1, 2, 3, 4

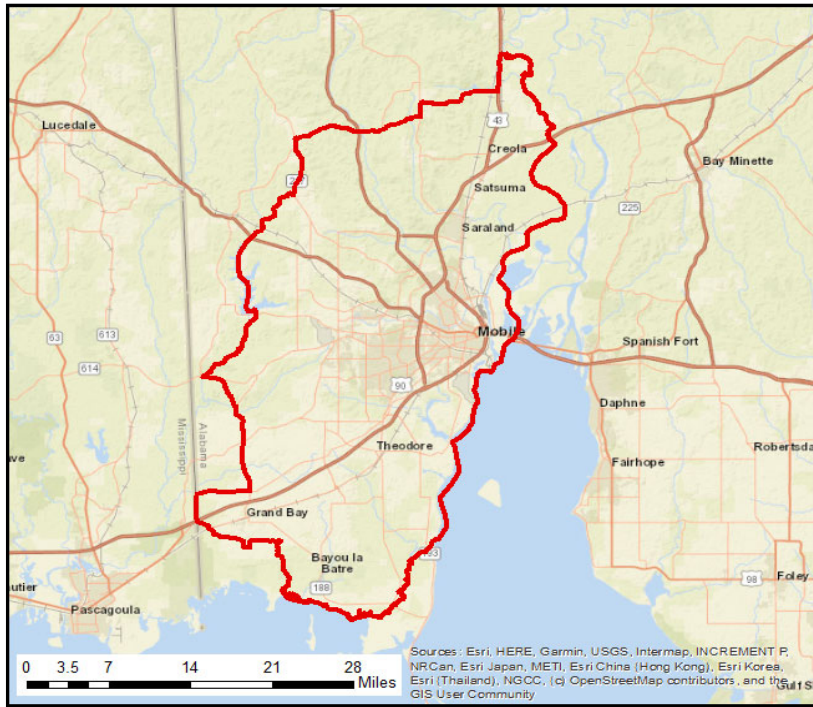


2.4.1 Surface Trans STP Attributable Projects

Family 49281

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
51083	100078270 STPMB 4924 ()	TRAFFIC MANAGEMENT AND SIGNAL OPERATIONS FOR ALL TRAFFIC SIGNALS IN THE MOBILE MPO URBAN AREA CALENDAR YEAR 2024	0.00	SP	P	SIGNALIZATION	2024		NA	\$500,000 \$38,235 \$86,765	\$625,000
51083	100078271 STPMB 4925 ()	TRAFFIC MANAGEMENT AND SIGNAL OPERATIONS FOR ALL TRAFFIC SIGNALS IN THE MOBILE MPO URBAN AREA CALENDAR YEAR 2025	0.00	SP	P	SIGNALIZATION	2024		NA	\$500,000 \$38,235 \$86,765	\$625,000
51083	100078272 STPMB 4926 ()	TRAFFIC MANAGEMENT AND SIGNAL OPERATIONS FOR ALL TRAFFIC SIGNALS IN THE MOBILE MPO URBAN AREA CALENDAR YEAR 2026	0.00	SP	P	SIGNALIZATION	2025		NA	\$500,000 \$38,235 \$86,765	\$625,000
51083	100078273 STPMB 4927 ()	TRAFFIC MANAGEMENT AND SIGNAL OPERATIONS FOR ALL TRAFFIC SIGNALS IN THE MOBILE MPO URBAN AREA CALENDAR YEAR 2027	0.00	SP	P	SIGNALIZATION	2026		NA	\$500,000 \$38,235 \$86,765	\$625,000
51083	100078274 STPMB 4928 ()	TRAFFIC MANAGEMENT AND SIGNAL OPERATIONS FOR ALL TRAFFIC SIGNALS IN THE MOBILE MPO URBAN AREA CALENDAR YEAR 2028	0.00	SP	P	SIGNALIZATION	2027		NA	\$500,000 \$38,235 \$86,765	\$625,000

Prior Years Cost: \$0
Current TIP Cost: \$3,125,000
Future Years Cost: \$0
Total Project Cost: \$3,125,000
Performance Measure: 1, 3
Livability Principal: 1, 2, 3, 4



Totals By Sponsor	Federal	\$4,234,612	ALL Funds	\$5,293,265
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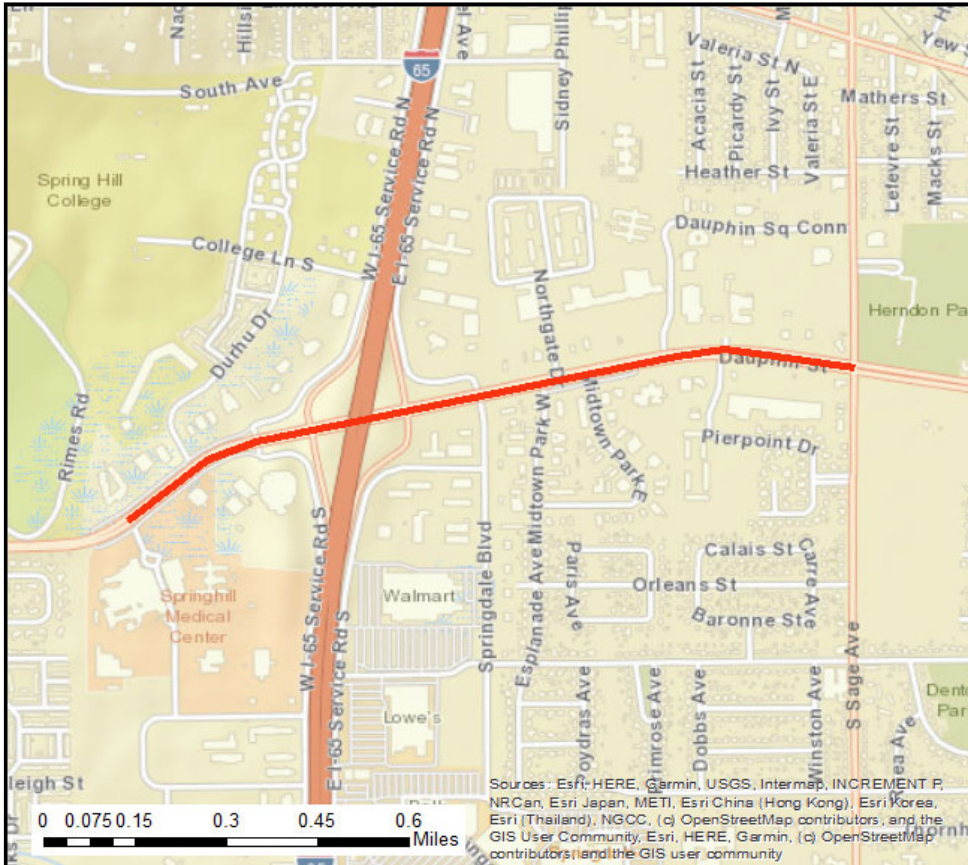
2.4.1 Surface Trans STP Attributable Projects

Sponsor: CITY OF MOBILE

Family 30607

Project	Project	Project Description	Project	SCP	STS	Project Type	FY	Project	Conform	Federal	Estimated
30607	100052457 STPMB	DAUPHIN STREET IMPROVEMENTS FROM	1.10	PE	A	INTERSECTION	2012		NA	\$160,000	\$160,000
30607	100052458 STPMB	DAUPHIN STREET IMPROVEMENTS FROM	1.10	RW	P	INTERSECTION	2024		NA	\$216,320	\$270,400
30607	100052459 STPMB	DAUPHIN STREET IMPROVEMENTS FROM	1.10	UT	P	INTERSECTION	2024		NA	\$247,074	\$247,074
30607	100052460 STPMB	DAUPHIN STREET IMPROVEMENTS FROM	1.10	CN	P	INTERSECTION	2024		NA	\$7,018,000	\$8,772,500

Prior Years Cost: \$160,000
 Current TIP Cost: \$9,289,974
 Future Years Cost: \$0
 Total Project Cost: \$9,449,974
 Performance Measure: 1
 Livability Principal: 3, 4, 6



2.4.1 Surface Trans STP Attributable Projects

Family 43014											
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
43014	100066705 STPMB 4918 ()	INTERSECTION IMPROVEMENTS - CONGESTION MANAGEMENT PROCESS - DAUPHIN STREET FROM SAGE AVENUE TO	0.00	CN	P	INTERSECTION IMPROVEMENTS	2024		NA	\$500,000 \$0 \$125,000	\$625,000

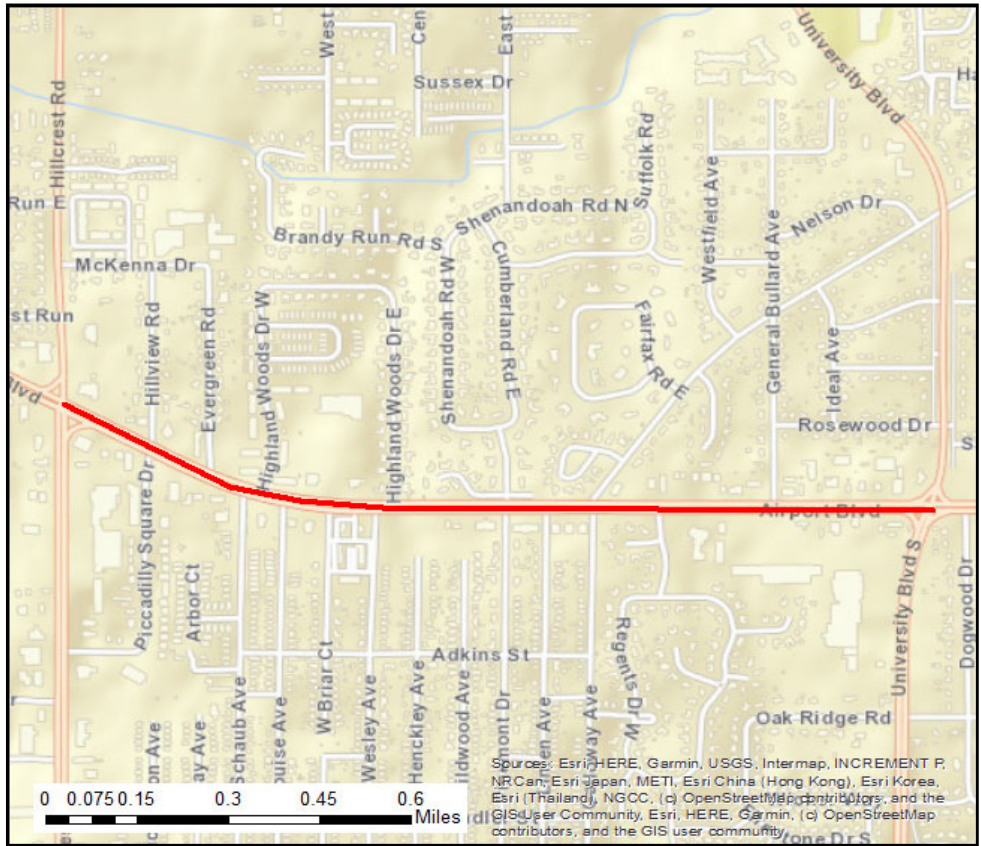
Prior Years Cost: \$0
 Current TIP Cost: \$625,000
 Future Years Cost: \$0
 Total Project Cost: \$625,000
 Performance Measure: 1, 3
 Livability Principal: 1, 2, 3



2.4.1 Surface Trans STP Attributable Projects

Family 43014											
Project	Project	Project Description	Project	SCP	STS	Project Type	FY	Project	Conform	Federal	Estimated
43014	100066707 STPMB 4918 ()	INTERSECTION IMPROVEMENTS - CONGESTION MANAGEMENT PROCESS - AIRPORT BLVD FROM UNIVERSITY BLVD TO	0.00	CN	P	INTERSECTION IMPROVEMENTS	2024		NA	\$500,000 \$0 \$125,000	\$625,000

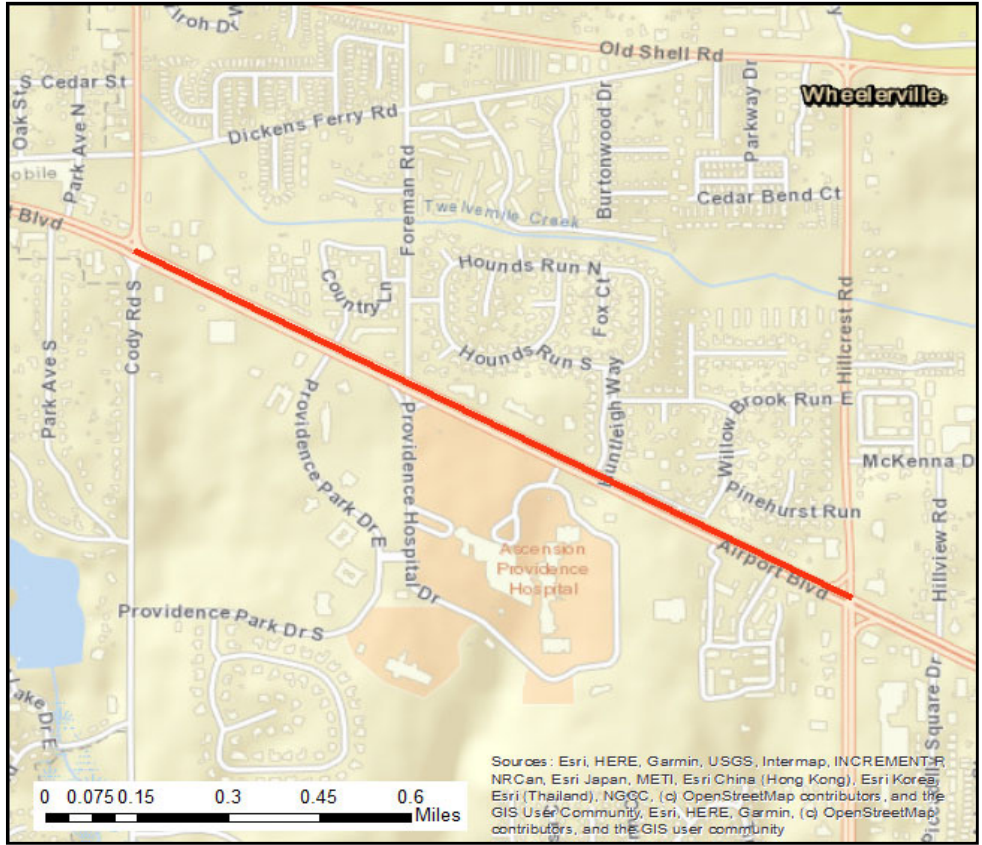
Prior Years Cost: \$0
 Current TIP Cost: \$625,000
 Future Years Cost: \$0
 Total Project Cost: \$625,000
 Performance Measure: 1
 Livability Principal: 1, 2, 3



2.4.1 Surface Trans STP Attributable Projects

Family 45793												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
45793	100071555 STPMB 4920 ()	INTERSECTION IMPROVEMENTS - CONGESTION MANAGEMENT PROCESS - ON CR-56 (AIRPORT BOULEVARD) FROM CODY	1.20	CN	P	INTERSECTION IMPROVEMENTS	2024	EXEMPT	NA	\$500,000 \$0 \$0	\$500,000	

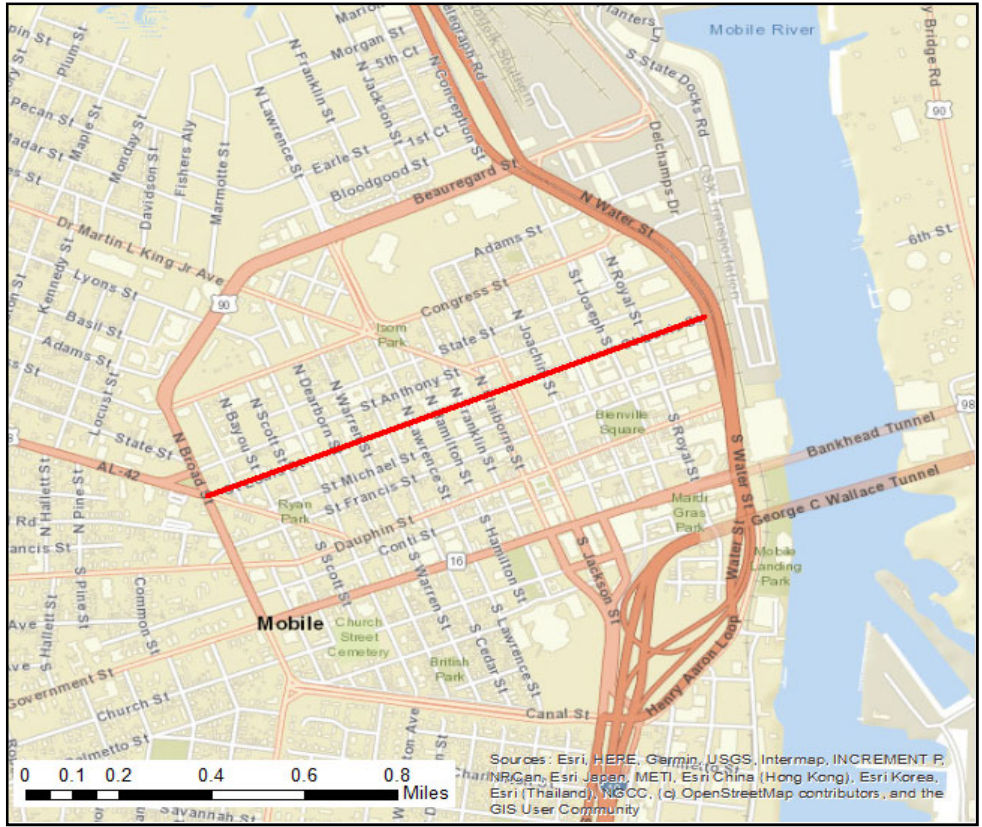
Prior Years Cost: \$0
 Current TIP Cost: \$500,000
 Future Years Cost: \$0
 Total Project Cost: \$500,000
 Performance Measure: 1, 3
 Livability Principal: 1, 2, 3



2.4.1 Surface Trans STP Attributable Projects

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	Family N/A		Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
				SCP	STS						
N/A	100078621	STPMB Resurfacing Restoration, and Rehabilitation of St. Louis Street from N. Broad Street to Water Street in the City of Mobile	1.20	CN	P	IMPROVEMENTS	2024	EXEMPT	NA	\$4,158,950 \$0 \$1,039,738	\$5,198,688

Prior Years Cost: \$0
Current TIP Cost: \$5,198,688
Future Years Cost: \$0
Total Project Cost: \$5,198,688
Performance Measure: N/A
Livability Principal: 3, 5

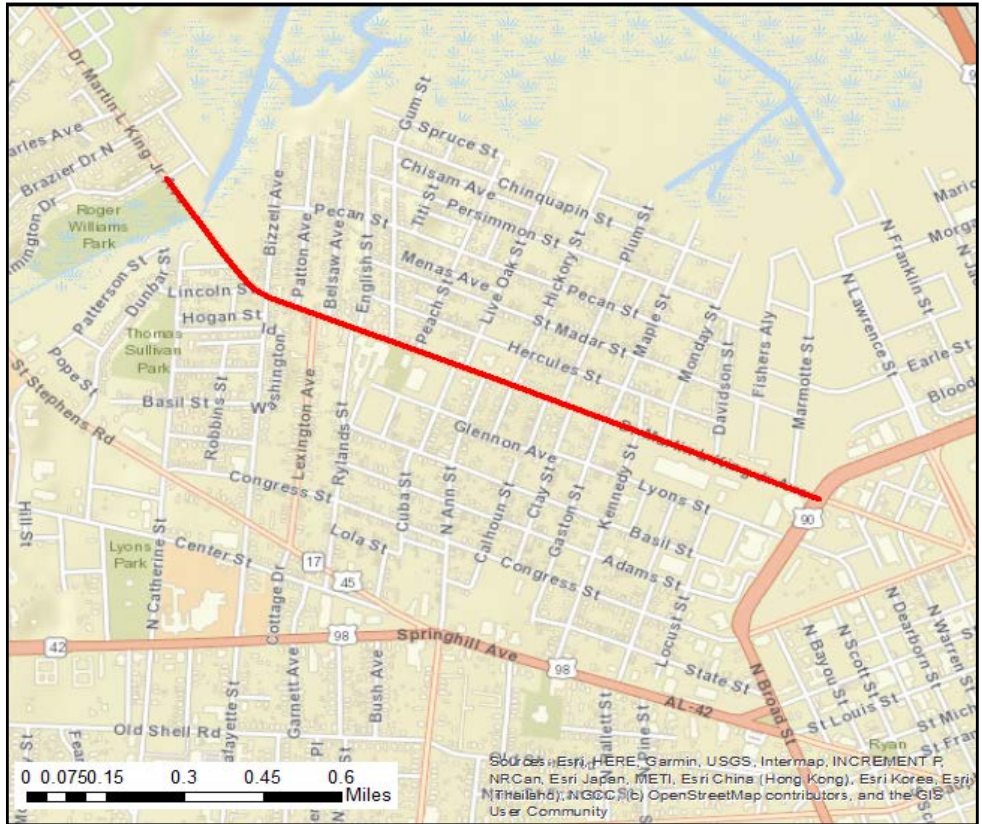


2.4.1 Surface Trans STP Attributable Projects

Family 41552

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
41552	100066565	STPMB One Mobile - Complete Street Initiative Tiger Grant (Supplemental Funding for Dr. MLK Jr Avenue from Broad St to Butchers Lane)	1.4	CN	P	IMPROVEMENTS	2024	EXEMPT	NA	\$6,660,000 \$0 \$1,665,000	\$8,325,000

Prior Years Cost: \$0
Current TIP Cost: \$8,325,000
Future Years Cost: \$0
Total Project Cost: \$8,325,000
Performance Measure: N/A
Livability Principal: 3, 5

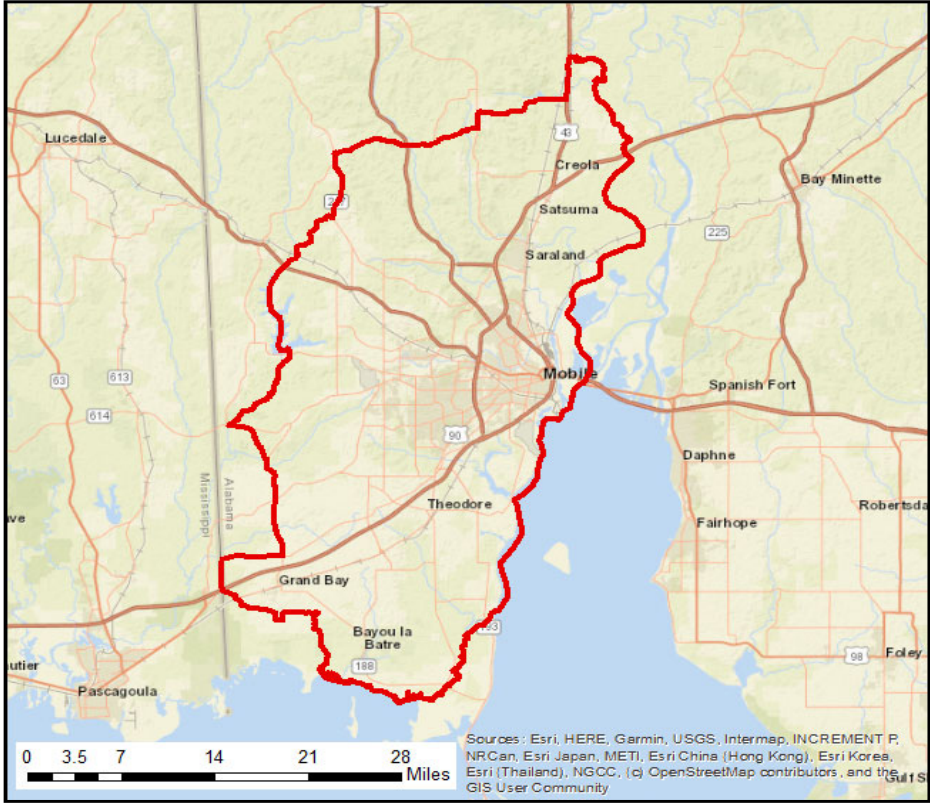


Totals By Sponsor	Federal	\$8,831,979	ALL Funds	\$11,039,974
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2.4.1 Surface Trans STP Attributable Projects

Sponsor: City of Mobile/Mobile County												
Family 49283												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
49283	100076377 CRPMB-STPMB NR23 ()	TRAFFIC SIGNAL UPGRADES FOR THE CITY OF MOBILE AND MOBILE COUNTY (PTZ CAMERAS REPLACEMENT OF CABINETS	0.00	PE	P	INTELLIGENT TECHNOLOGY SYSTEMS	2023		NA	\$6,659 \$0 \$1,665	\$8,324	
49283	100076377 CRPMB-STPMB NR23 ()	TRAFFIC SIGNAL UPGRADES FOR THE CITY OF MOBILE AND MOBILE COUNTY (PTZ CAMERAS REPLACEMENT OF CABINETS	0.00	PE	P	INTELLIGENT TECHNOLOGY SYSTEMS	2023		NA	\$25,344 \$0 \$6,335	\$31,676	
49283	100076381 CRPMB-STPMB NR23 ()	TRAFFIC SIGNAL UPGRADES IN MORE THAN 69 LOCATIONS FOR THE CITY OF MOBILE AND MOBILE COUNTY; INFORMATION ABOUT SPECIFIC LOCATIONS WILL BE PROVIDED UPON REQUEST	0.00	CN	P	INTELLIGENT TECHNOLOGY SYSTEMS	2024		NA	\$489,241 \$0 \$122,310	\$611,552	
49283	100076381 CRPMB-STPMB NR23 ()	TRAFFIC SIGNAL UPGRADES IN MORE THAN 69 LOCATIONS FOR THE CITY OF MOBILE AND MOBILE COUNTY; INFORMATION ABOUT SPECIFIC LOCATIONS WILL BE PROVIDED	0.00	CN	P	INTELLIGENT TECHNOLOGY SYSTEMS	2024		NA	\$128,560 \$0 \$32,140	\$160,700	

Prior Years Cost: \$0
Current TIP Cost: \$812,252
Future Years Cost: \$0
Total Project Cost: \$812,252
Performance Measure: 1, 3
Livability Principal: 1, 2, 3, 4



Totals By Sponsor	Federal	\$ 617,801	ALL Funds	\$772,252
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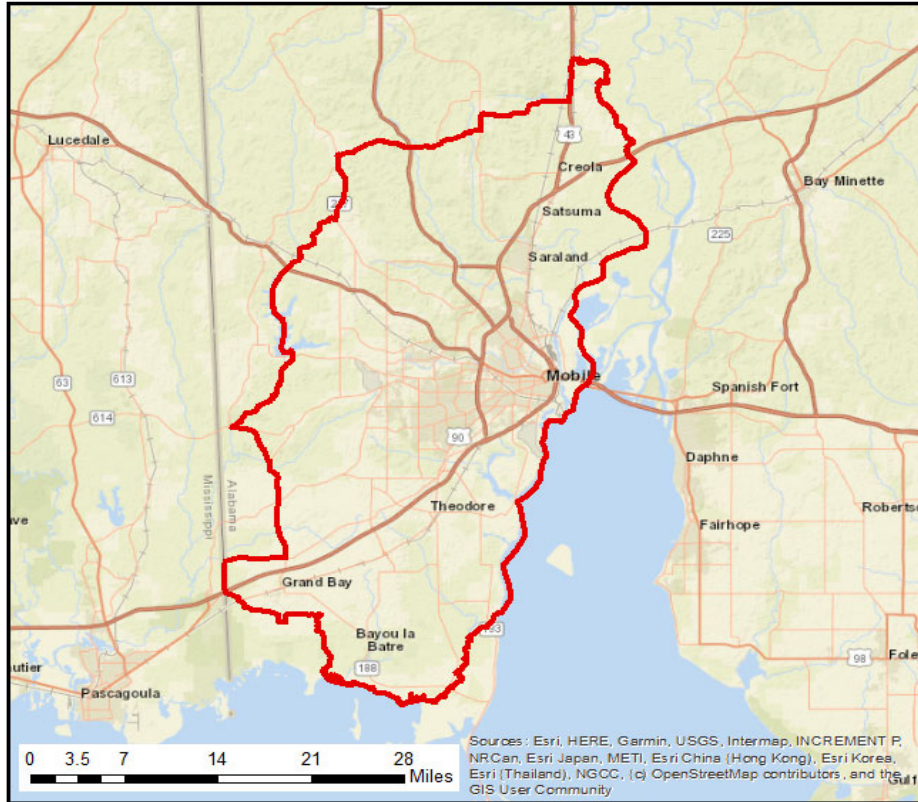
2.4.1 Surface Trans STP Attributable Projects

Sponsor: MOBILE AREA CHAMBER OF COMMERCE

Family 49665

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
49665	100076868 CRPMB 4924 ()	MICRO TRANSIT RIDESHARE PILOT PROGRAM FY 2024 - FY 2025; MOBILE AREA CHAMBER OF COMMERCE	0.00	SP	P	UNCLASSIFIED	2024	0	NA	\$450,000 \$0 \$0	\$450,000

Prior Years Cost: \$0
Current TIP Cost: \$450,000
Future Years Cost: \$0
Total Project Cost: \$450,000
Performance Measure: 1, 3
Livability Principal: 1, 2, 3, 4, 5



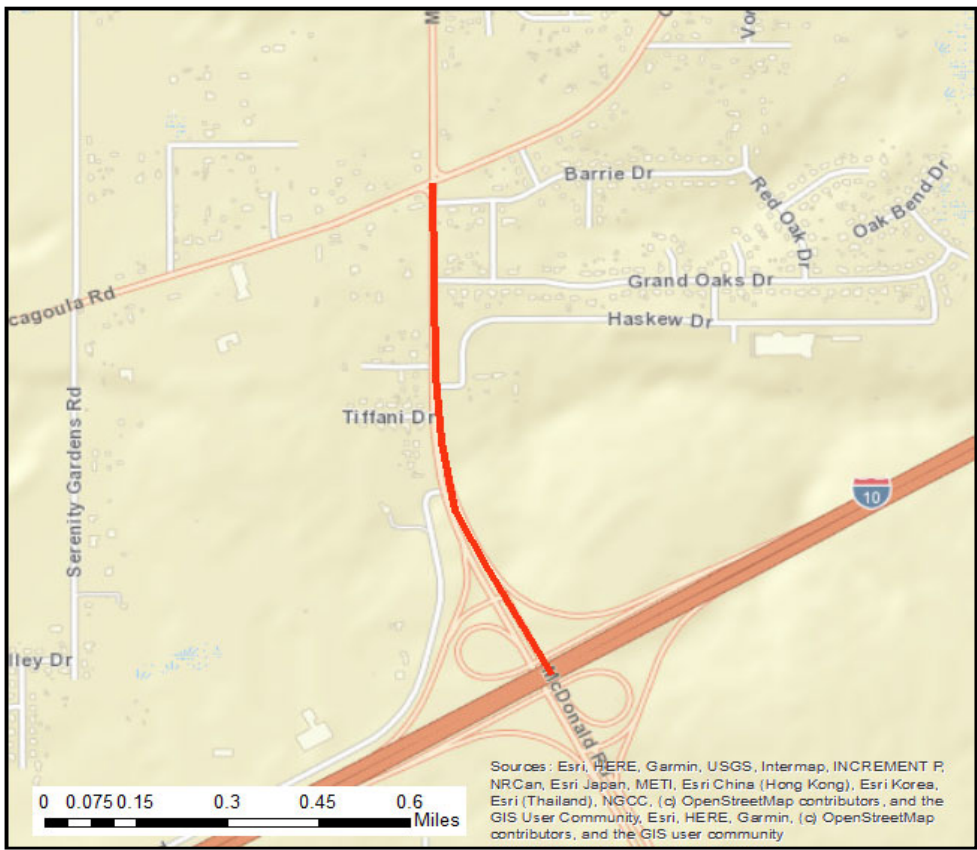
Totals By Sponsor	Federal	\$450,000	ALL Funds	\$450,000
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2.4.1 Surface Trans STP Attributable Projects

Sponsor: MOBILE COUNTY

Family 30597												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
30597	100052447 (600)	MCDONALD ROAD (CR-39) ADDITIONAL LANES FROM NORTH OF I-10 TO OLD PASCAGOULA ROAD.	0.50	PE	A	GRADE, DRAIN, BASE AND PAVE	2010		NA	\$208,000 \$52,000 \$0	\$260,000	
30597	100052448 (600)	MCDONALD ROAD (CR-39) ADDITIONAL LANES FROM NORTH OF I-10 TO OLD PASCAGOULA ROAD.	0.50	RW	A	GRADE, DRAIN, BASE AND PAVE	2018		NA	\$936,000 \$0 \$0	\$936,000	
30597	100052450 (600)	MCDONALD ROAD (CR-39) ADDITIONAL LANES FROM NORTH OF I-10 TO OLD PASCAGOULA ROAD.	0.50	CN	P	GRADE, DRAIN, BASE AND PAVE	2025		NA	\$7,400,000 \$0 \$1,850,000	\$9,250,000	

Prior Years Cost: \$1,196,000
Current TIP Cost: \$9,250,000
Future Years Cost: \$0
Total Project Cost: \$10,446,000
Performance Measure: N/A
Livability Principal: 3, 5

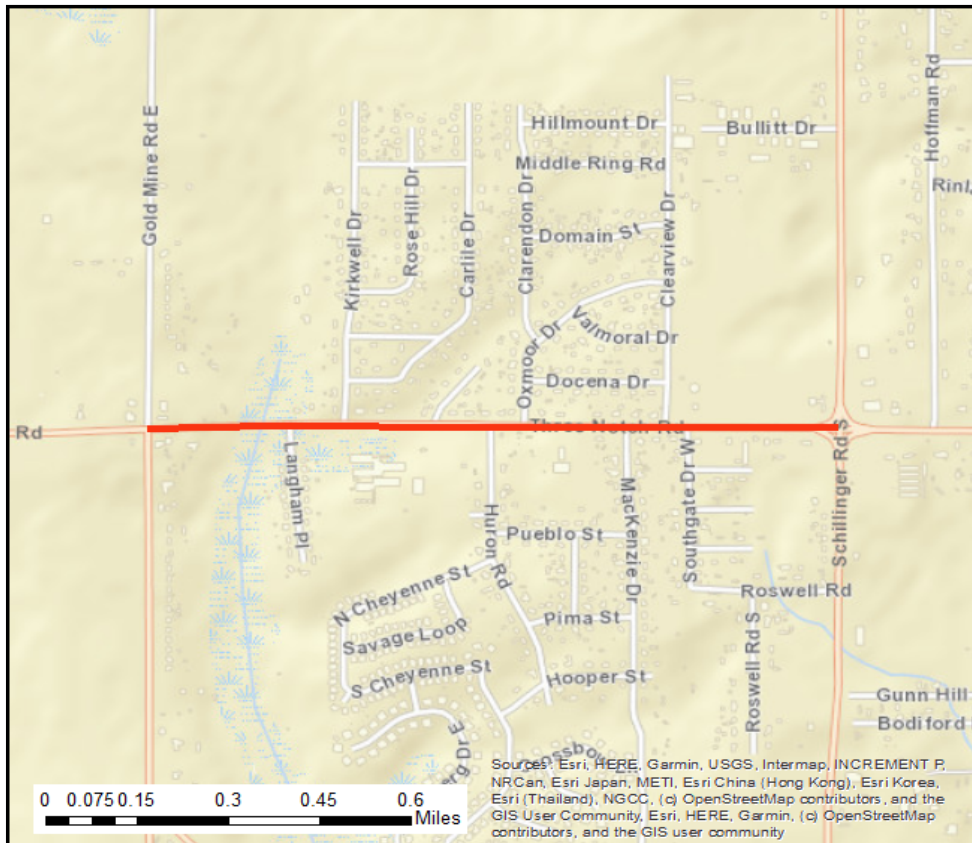


2.4.1 Surface Trans STP Attributable Projects

Family 30611

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
30611	100052461 4919 (250)	STPMB THREE NOTCH ROAD (CR-32) ADDITIONAL LANES FROM SCHILLINGER ROAD TO MCDONALD ROAD.	1.00	PE	A	ADDITIONAL ROADWAY LANES	2019		NA	\$224,000 \$0 \$0	\$224,000
30611	100052462 4919 (250)	STPMB THREE NOTCH ROAD (CR-32) ADDITIONAL LANES FROM SCHILLINGER ROAD TO MCDONALD ROAD.	1.00	RW	P	ADDITIONAL ROADWAY LANES	2025		NA	\$885,676 \$0 \$221,419	\$1,107,095
30611	100052463 4919 (250)	STPMB THREE NOTCH ROAD (CR-32) ADDITIONAL LANES FROM SCHILLINGER ROAD TO MCDONALD ROAD.	1.00	UT	P	ADDITIONAL ROADWAY LANES	2026		NA	\$435,547 \$0 \$0	\$435,547
30611	100052464 4919 ()	STPMB THREE NOTCH ROAD (CR-32) ADDITIONAL LANES FROM SCHILLINGER ROAD TO MCDONALD ROAD.	1.00	CN	P	ADDITIONAL ROADWAY LANES	2028		NA	\$4,791,024 \$0 \$1,197,755	\$5,988,777

Prior Years Cost: \$224,000
Current TIP Cost: \$1,542,642
Future Years Cost: \$5,988,777
Total Project Cost: \$7,755,419
Performance Measure: N/A
Livability Principal: 3, 5

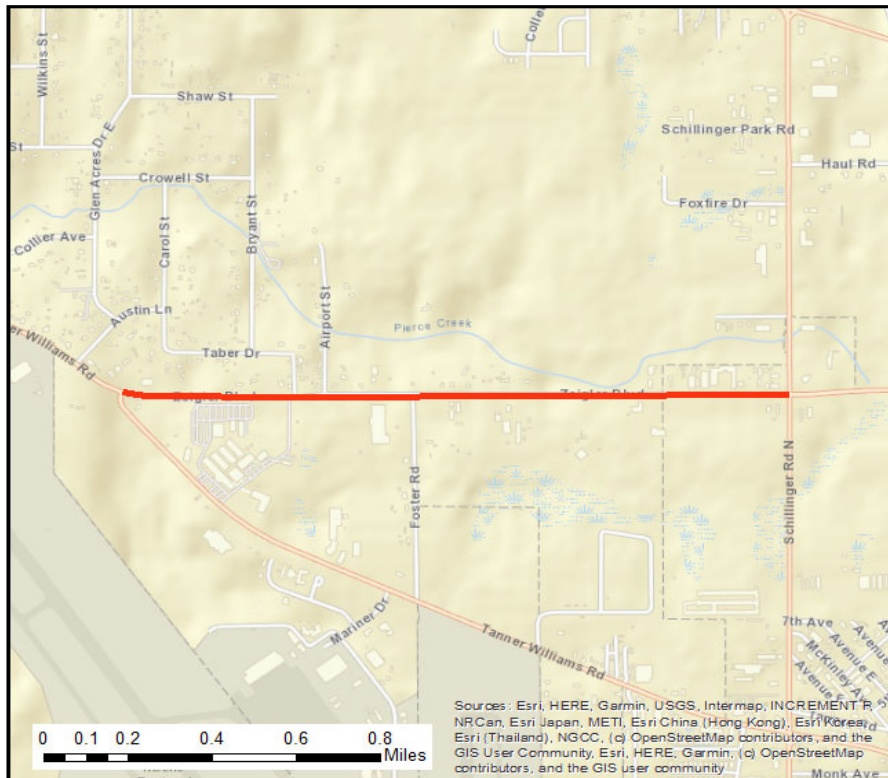


2.4.1 Surface Trans STP Attributable Projects

Family 33171

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
33171	100055880	STPMB ADDITIONAL LANES ON CR-656 (ZEIGLER BLVD) FROM CR-70 (TANNER WILLIAMS RD) TO CR-31 (SCHILLINGER RD)	1.40	PE	A	ADDITIONAL ROADWAY LANES	2012		NA	\$24,000 \$0 \$0	\$24,000
33171	100055880	STPMB ADDITIONAL LANES ON CR-656 (ZEIGLER BLVD) FROM CR-70 (TANNER WILLIAMS RD) TO CR-31 (SCHILLINGER RD)	1.40	PE	A	ADDITIONAL ROADWAY LANES	2012		NA	\$312,000 \$0 \$0	\$312,000
33171	100055881	STPMB ADDITIONAL LANES ON CR-656 (ZEIGLER BLVD) FROM CR-70 (TANNER WILLIAMS RD) TO CR-31 (SCHILLINGER RD)	1.40	RW	A	ADDITIONAL ROADWAY LANES	2021		NA	\$460,125 \$0 \$0	\$460,125
33171	100055881	STPMB ADDITIONAL LANES ON CR-656 (ZEIGLER BLVD) FROM CR-70 (TANNER WILLIAMS RD) TO CR-31 (SCHILLINGER RD)	1.40	RW	A	ADDITIONAL ROADWAY LANES	2021		NA	\$274,754 \$0 \$0	\$274,754
33171	100055882	STPMB ADDITIONAL LANES ON CR-656 (ZEIGLER BLVD) FROM CR-70 (TANNER WILLIAMS RD) TO CR-31 (SCHILLINGER RD)	1.40	UT	P	ADDITIONAL ROADWAY LANES	2025		NA	\$1,095,002 \$0 \$0	\$1,095,002
33171	100055883	STPMB ADDITIONAL LANES ON CR-656 (ZEIGLER BLVD) FROM CR-70 (TANNER WILLIAMS RD) TO CR-31 (SCHILLINGER RD)	1.40	CN	P	ADDITIONAL ROADWAY LANES	2026		NA	\$4,488,440 \$0 \$1,122,110	\$5,610,550

Prior Years Cost: \$1,070,876
Current TIP Cost: \$6,705,552
Future Years Cost: \$0
Total Project Cost: \$7,776,428
Performance Measure: 1
Livability Principal: 1, 2, 3, 4, 6

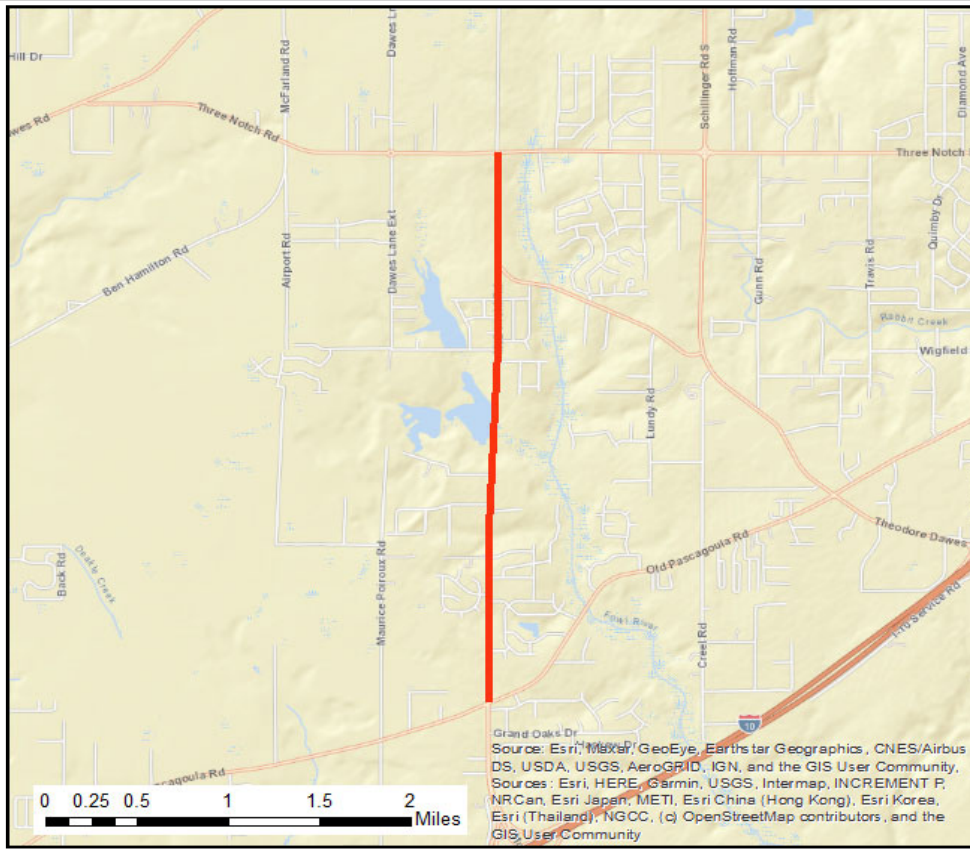


2.4.1 Surface Trans STP Attributable Projects

Family 36172

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
36172	100059788	STPMB ADDITIONAL LANES ON CR-39 (MCDONALD RD) FROM CR-28 (OLD PASCAGOULA ROAD) TO CR-32 (THREE NOTCH KRONER ROAD)	3.80	PE	A	ADDITIONAL ROADWAY LANES	2018		NA	\$2,000,000 \$0 \$0	\$2,000,000
36172	100059789	STPMB ADDITIONAL LANES ON CR-39 (MCDONALD RD) FROM CR-28 (OLD PASCAGOULA ROAD) TO CR-32 (THREE NOTCH KRONER ROAD)	3.80	RW	P	ADDITIONAL ROADWAY LANES	2027		NA	\$7,027,680 \$0 \$1,756,920	\$8,784,600
36172	100059790	STPMB ADDITIONAL LANES ON CR-39 (MCDONALD RD) FROM CR-28 (OLD PASCAGOULA ROAD) TO CR-32 (THREE NOTCH KRONER ROAD)	3.80	UT	P	ADDITIONAL ROADWAY LANES	2028		NA	\$2,555,520 \$0 \$638,880	\$3,194,400
36172	100059791	STPMB ADDITIONAL LANES ON CR-39 (MCDONALD RD) FROM CR-28 (OLD PASCAGOULA ROAD) TO CR-32 (THREE NOTCH KRONER ROAD) AND CR-32 (THREE NOTCH KRONER ROAD)	3.80	CN	P	ADDITIONAL ROADWAY LANES	2029		NA	\$10,480,000 \$0 \$2,620,000	\$13,100,000

Prior Years Cost: \$2,000,000
Current TIP Cost: \$8,784,600
Future Years Cost: \$16,294,400
Total Project Cost: \$27,079,000
Performance Measure: 1
Livability Principal: 3

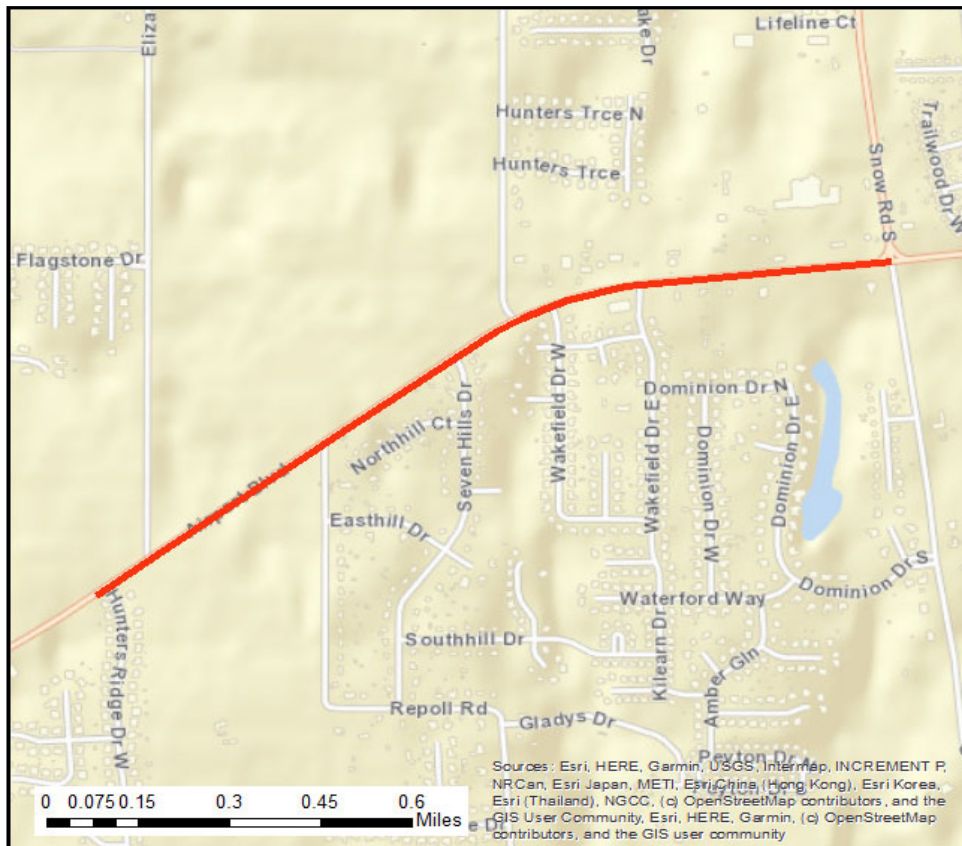


2.4.1 Surface Trans STP Attributable Projects

Family 42953

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
42953	100068532	ADDITIONAL LANES WITH REALIGNMENT ON STPMB 4918 (251) AIRPORT BLVD. (CR-56) FROM 0.28 MILE WEST OF ELIZA JORDAN ROAD TO SNOW	1.46	PE	A	ADDITIONAL ROADWAY LANES	2019		NA	\$1,040,000 \$0 \$0	\$1,040,000
42953	100068533	ADDITIONAL LANES WITH REALIGNMENT ON STPMB 4918 () AIRPORT BLVD. (CR-56) FROM 0.28 MILE WEST OF ELIZA JORDAN ROAD TO SNOW	1.46	RW	P	ADDITIONAL ROADWAY LANES	2024	M-1	Mar-Sept	\$1,320,000 \$0 \$330,000	\$1,650,000
42953	100068534	ADDITIONAL LANES WITH REALIGNMENT ON STPMB 4918 () AIRPORT BLVD. (CR-56) FROM 0.28 MILE WEST OF ELIZA JORDAN ROAD TO SNOW	1.46	UT	P	ADDITIONAL ROADWAY LANES	2026		NA	\$1,064,800 \$0 \$0	\$1,064,800
42953	100068535	ADDITIONAL LANES WITH REALIGNMENT ON STPMB 4918 () AIRPORT BLVD. (CR-56) FROM 0.28 MILE WEST OF ELIZA JORDAN ROAD TO SNOW ROAD (CR-25)	1.46	CN	P	ADDITIONAL ROADWAY LANES	2027		NA	\$10,541,520 \$0 \$2,635,380	\$13,176,900

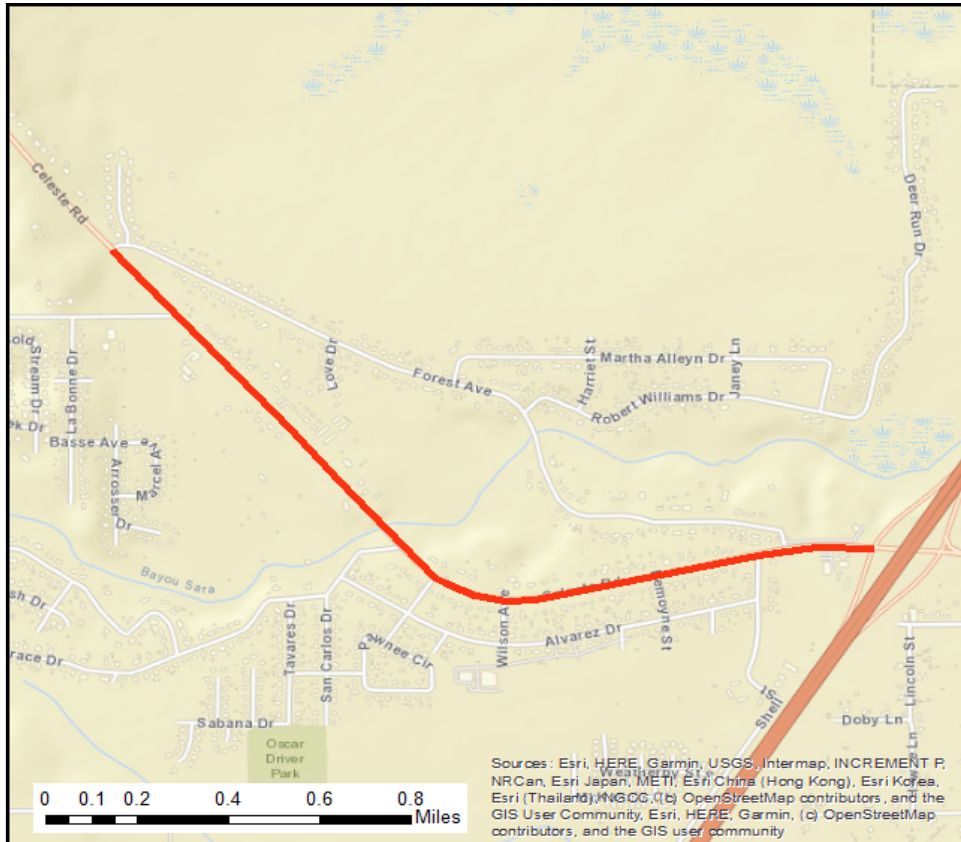
Prior Years Cost: \$1,040,000
Current TIP Cost: \$15,891,700
Future Years Cost: \$0
Total Project Cost: \$16,931,700
Performance Measure: 2, 3
Livability Principal: 1, 3



2.4.1 Surface Trans STP Attributable Projects

Family 43714												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
43714	100069498 STPMB 4919 (251)	ADDITIONAL LANES ON CR-41 (CELESTE ROAD) FROM FOREST AVENUE TO JUST WEST OF I-65	1.60	PE	A	ADDITIONAL ROADWAY LANES	2019		NA	\$1,090,800 \$0 \$0	\$1,090,800	
43714	100069499 STPMB 4919 (251)	ADDITIONAL LANES ON CR-41 (CELESTE ROAD) FROM FOREST AVENUE TO JUST WEST OF I-65	1.60	RW	P	ADDITIONAL ROADWAY LANES	2024	EXEMPT	NA	\$1,600,000 \$0 \$400,000	\$2,000,000	
43714	100069500 STPMB 4919 (251)	ADDITIONAL LANES ON CR-41 (CELESTE ROAD) FROM FOREST AVENUE TO JUST WEST OF I-65	1.60	UT	P	ADDITIONAL ROADWAY LANES	2025	EXEMPT	NA	\$800,000 \$0 \$0	\$800,000	
43714	100069501 STPMB 4923 (251)	ADDITIONAL LANES ON CR-41 (CELESTE ROAD) FROM FOREST AVENUE TO JUST WEST OF I-65	1.60	CN	P	ADDITIONAL ROADWAY LANES	2026	EXEMPT	NA	\$10,909,200 \$0 \$2,727,300	\$13,636,500	

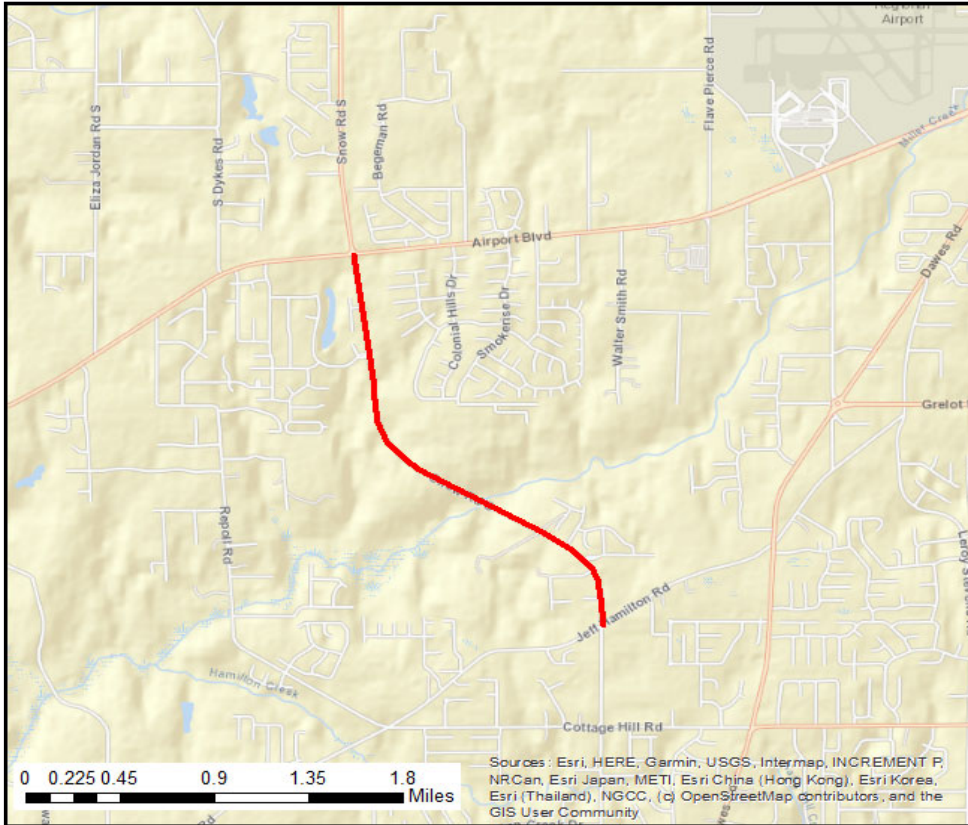
Prior Years Cost: \$1,090,800
Current TIP Cost: \$16,436,500
Future Years Cost: \$0
Total Project Cost: \$17,527,300
Performance Measure: 1



2.4.1 Surface Trans STP Attributable Projects

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	Family 50418			FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
				SCP	STS	Project Type					
50418	100077791 STPMB 4924 ()	RESURFACING RESTORATION AND REHABILITATION OF SNOW ROAD SOUTH FROM JEFF HAMILTON RD. TO AIRPORT BLVD.	2.10	PE	P	RESURFACING	2024	NA	\$301,080 \$0 \$75,270	\$376,350	
50418	100077792 STPMB 4924 ()	RESURFACING RESTORATION AND REHABILITATION OF SNOW ROAD SOUTH FROM JEFF HAMILTON RD. TO AIRPORT BLVD.	2.10	CN	P	RESURFACING	2025	NA	\$1,959,200 \$0 \$489,800	\$2,449,000	

Prior Years Cost: \$0
Current TIP Cost: \$2,825,350
Future Years Cost: \$0
Total Project Cost: \$2,825,350
Performance Measure: N/A
Livability Principal: 3, 5

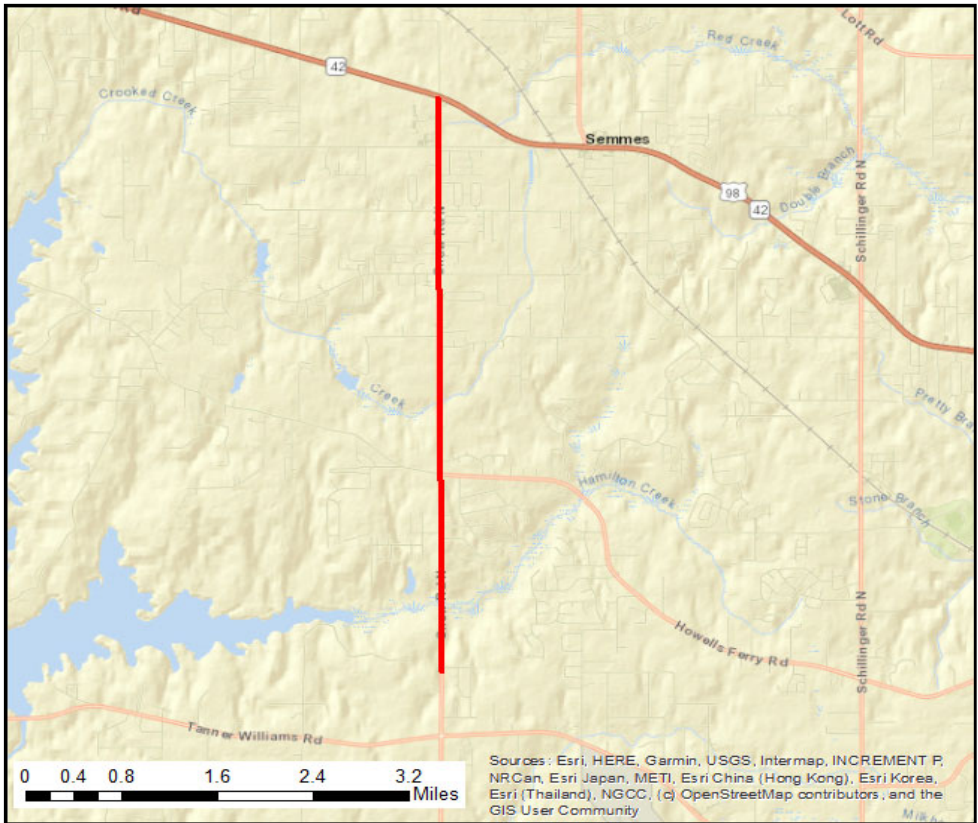


2.4.1 Surface Trans STP Attributable Projects

Family 50419

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
50419	100077793 STPMB 4924 ()	RESURFACING RESTORATION AND REHABILITATION OF SNOW RD. NORTH FROM TANNER WILLIAMS RD. TO US-98	5.05	PE	P	RESURFACING	2024		NA	\$707,040 \$0 \$176,760	\$883,800
50419	100077794 STPMB 4924 ()	RESURFACING RESTORATION AND REHABILITATION OF SNOW RD. NORTH FROM TANNER WILLIAMS RD. TO US-98	5.05	CN	P	RESURFACING	2028		NA	\$4,713,600 \$0 \$1,178,400	\$7,842,252

Prior Years Cost: \$0
Current TIP Cost: \$883,800
Future Years Cost: \$7,842,252
Total Project Cost: \$8,726,052
Performance Measure: N/A
Livability Principal: 3, 5

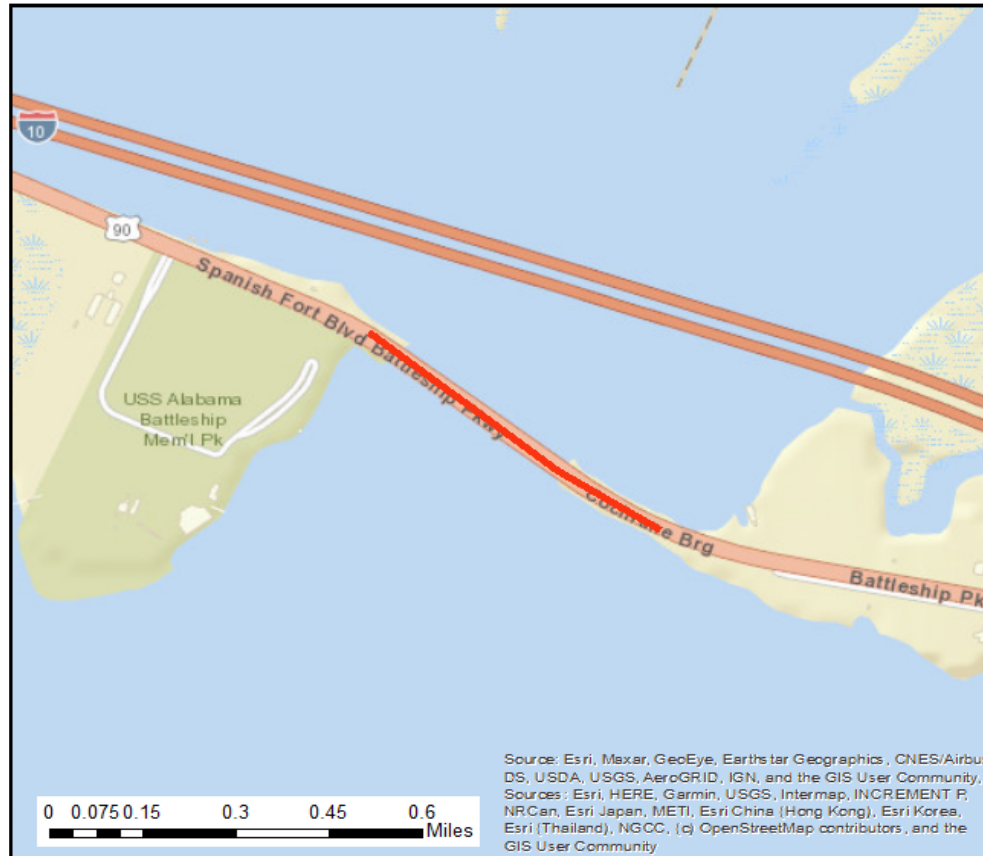


Totals By Sponsor	Federal	\$ 49,856,115	ALL Funds	\$62,320,144
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2.4.2 Other Surface Transportation Program Projects

Sponsor: ALDOT											
Family 28484											
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
28484	100064691 BR 0016 (522)	REPLACE BRIDGE BIN 008714 SR-16 (US-90) WESTBOUND OVER TENSAW-SPANISH RIVER.	0.65	PE	A	BRIDGE REPLACEMENT	2017		NA	\$154,400 \$38,600 \$0	\$193,000
28484	100064691 BR 0016 (522)	REPLACE BRIDGE BIN 008714 SR-16 (US-90) WESTBOUND OVER TENSAW-SPANISH RIVER.	0.65	PE	A	BRIDGE REPLACEMENT	2017		NA	\$413,600 \$103,400 \$0	\$517,000
28484	100064691 BR 0016 (522)	REPLACE BRIDGE BIN 008714 SR-16 (US-90) WESTBOUND OVER TENSAW-SPANISH RIVER.	0.65	PE	A	BRIDGE REPLACEMENT	2017		NA	\$400,000 \$100,000 \$0	\$500,000
28484	100049566 BR 0016 (522)	REPLACE BRIDGE BIN 008714 SR-16 (US-90) WESTBOUND OVER TENSAW-SPANISH RIVER. (SUFF=49.7 STATUS=SD)	0.65	CN	P	BRIDGE REPLACEMENT	2024		NA	\$36,330,105 \$9,082,526 \$0	\$45,412,631

Prior Years Cost: \$1,210,000
Current TIP Cost: \$45,412,631
Future Years Cost: \$0
Total Project Cost: \$46,622,631
Performance Measure: 2, 3
Livability Principal: 6

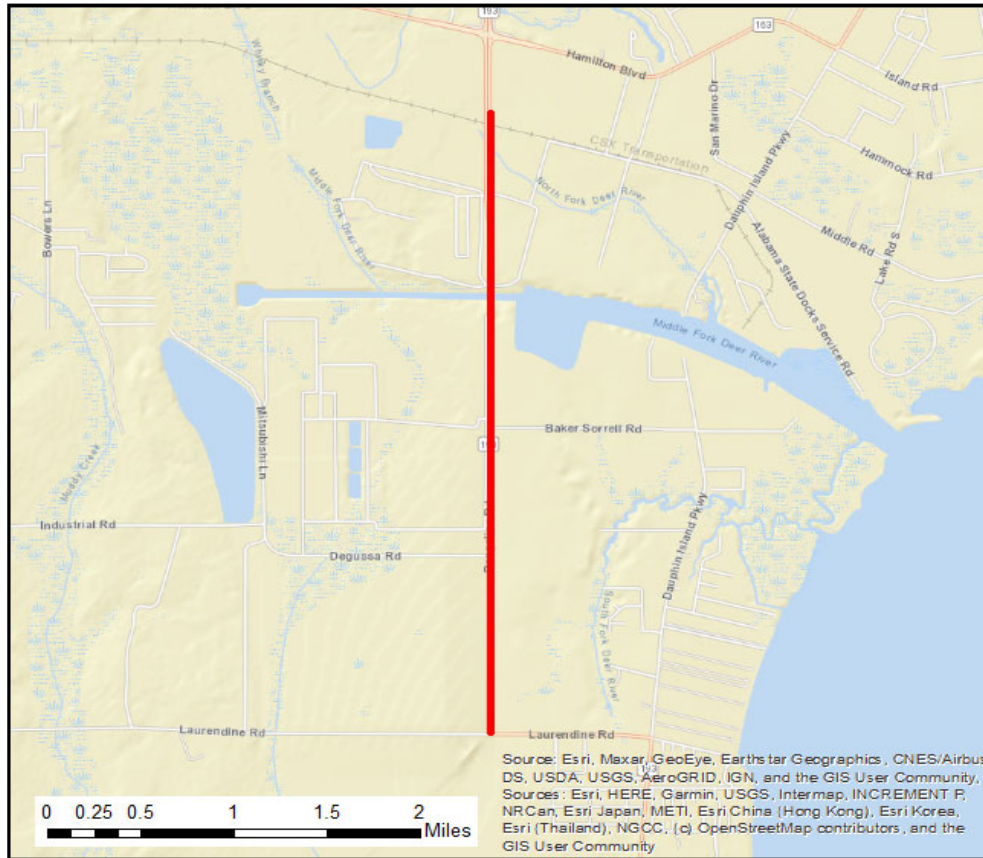


2.4.2 Other Surface Transportation Program Projects

Family 43008

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
43008	100069459 STPAA 0193 (508)	RESURFACING ON SR-193 FROM LAURENDINE ROAD TO JUST NORTH OF CSX RAILROAD	3.06	FM	P	PREVENTATIVE MAINTENANCE LEVEL 1	2024	EXEMPT	NA	\$1,346,837 \$336,709 \$0	\$1,683,547

Prior Years Cost: \$0
Current TIP Cost: \$1,683,547
Future Years Cost: \$0
Total Project Cost: \$1,683,547
Performance Measure: 2
Livability Principal: N/A



2.4.2 Other Surface Transportation Program Projects

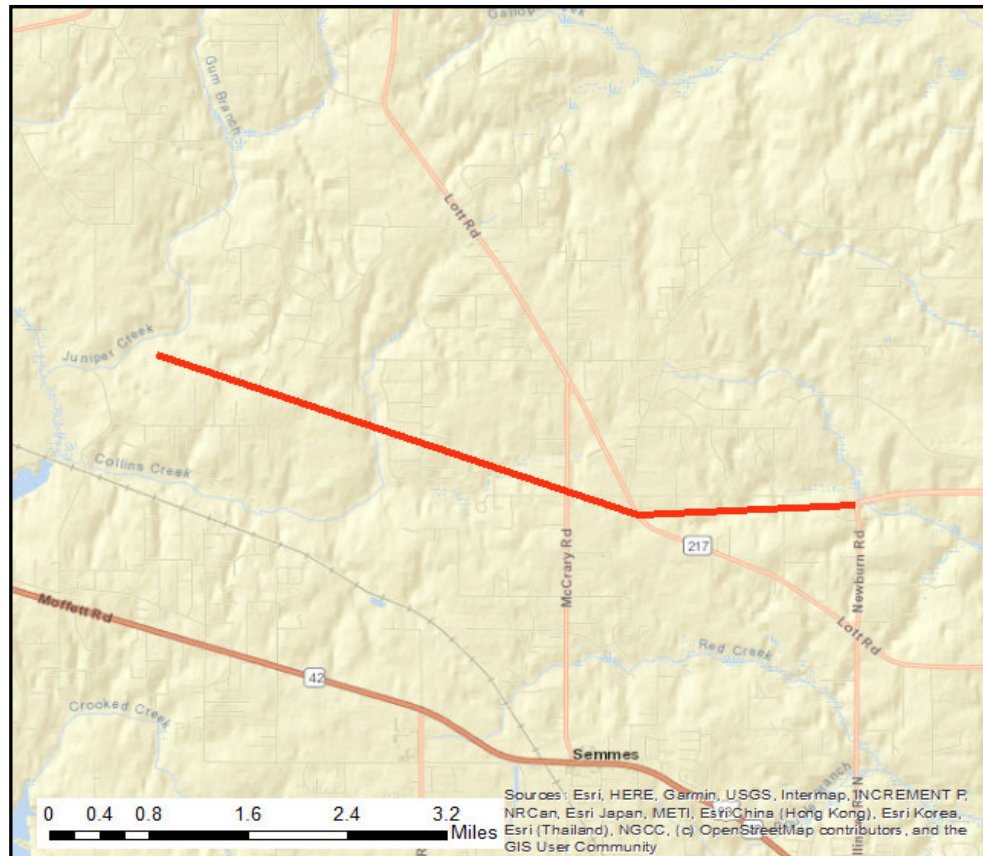
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	Family 22349		Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
				SCP	STS						
22349	100043116 STPAAF PE04 (900)	SR-158 EXTENSION FROM SCHILLINGER RD TO US-98 0.5 MI. E OF CR-576	6.32	PE	A	GRADE, DRAIN, BASE, PAVE AND BRG	2003	0	NA	\$1,976,000 \$494,000 \$0	\$2,470,000
22349	100043116 STPAAF PE04 (900)	SR-158 EXTENSION FROM SCHILLINGER RD TO US-98 0.5 MI. E OF CR-576	6.32	PE	A	GRADE, DRAIN, BASE, PAVE AND BRG	2003	0	NA	\$5,136,148 \$1,284,037 \$0	\$6,420,185
22349	100043116 STPAAF PE04 (900)	SR-158 EXTENSION FROM SCHILLINGER RD TO US-98 0.5 MI. E OF CR-576	6.32	PE	A	GRADE, DRAIN, BASE, PAVE AND BRG	2003	0	NA	\$1,341,120 \$335,280 \$0	\$1,676,400
22349	100043116 STPAAF PE04 (900)	SR-158 EXTENSION FROM SCHILLINGER RD TO US-98 0.5 MI. E OF CR-576	6.32	PE	A	GRADE, DRAIN, BASE, PAVE AND BRG	2003	0	NA	\$342,000 \$78,000 \$0	\$300,000
22349	100042207 RECAF RW06 (901)	SR-158 EXTENSION FROM US-98 0.5 MI E OF CR-576 TO SCHILLINGER RD	4.35	RW	A	GRADE, DRAIN AND BRIDGE	2006	0	NA	\$8,400 \$2,100 \$0	\$10,500
22349	100042207 RECAF RW06 (901)	SR-158 EXTENSION FROM US-98 0.5 MI E OF CR-576 TO SCHILLINGER RD	4.35	RW	A	GRADE, DRAIN AND BRIDGE	2006	0	NA	\$92,000 \$23,000 \$0	\$115,000

Continued on Next Page

2.4.2 Other Surface Transportation Program Projects

22349	100060155 NHF 0158 (503)	SR-158 EXTENSION ADDITIONAL LANES FROM LOTT ROAD (SR-217) TO CONNECT TO SCHILLINGER ROAD; GRADE DRAIN BASE PAVE AND BRIDGE (WB OFF RAMP AND EB ON RAMP OVER SEABURY CREEK TRIBUTARY WB SEABURY CREEK AND WB RODGERS RD)	0.95	CN	P	GRADE, DRAIN, BASE, PAVE AND BRG	2024	0	NA	\$10,630,621 \$2,657,655 \$0	\$13,288,276
22349	100060482 NHF 0158 (504)	SR-158 EXTENSION ADDITIONAL LANES FROM 0.5 MILE EAST OF GLENWOOD ROAD TO WEST OF LOTT ROAD (SR-217). BASE PAVE AND BRIDGE (WEST BOUND MCCRARY ROAD WEST BOUND COLLINS CREEK AND WEST BOUND COLLINS CREEK TRIBUTARY).	3.13	CN	P	BASE, PAVE AND BRIDGE	2024	0	NA	\$14,611,635 \$3,652,909 \$0	\$18,264,544

Prior Years Cost: \$11,082,085
Current TIP Cost: \$31,552,820
Future Years Cost: \$0
Total Project Cost: \$42,634,905
Performance Measure: 1, 2, 3
Livability Principal: 1, 3, 4, 5

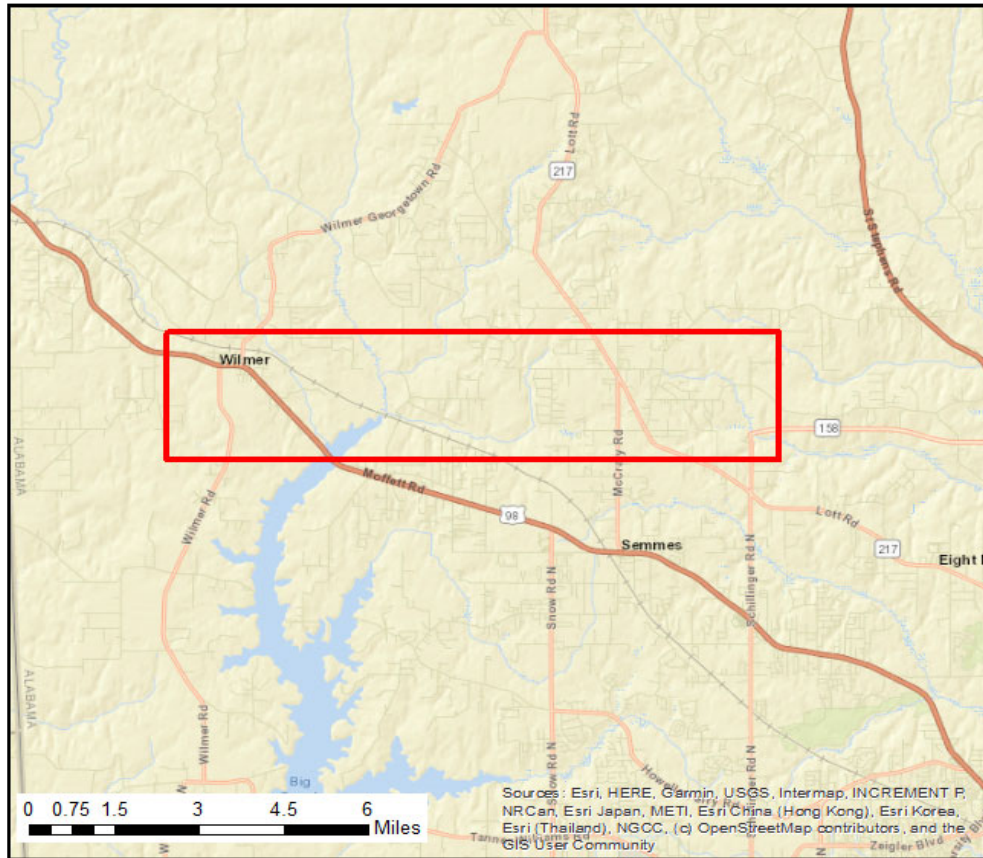


2.4.2 Other Surface Transportation Program Projects

Family 47134

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
47134	100077357 STPAA NR24 (920)	GOPHER TORTOISE MITIGATION MONITORING AND MAINTENANCE FOR US-98/SR-158 PROJECT SITES FY-2024 AND FY-2027	0	SP	P	UNCLASSIFIED	2024		NA	\$242,400 \$60,600 \$0	\$303,000

Prior Years Cost: \$0
 Current TIP Cost: \$303,000
 Future Years Cost: \$0
 Total Project Cost: \$303,000
 Performance Measure: N/A
 Livability Principal: N/A



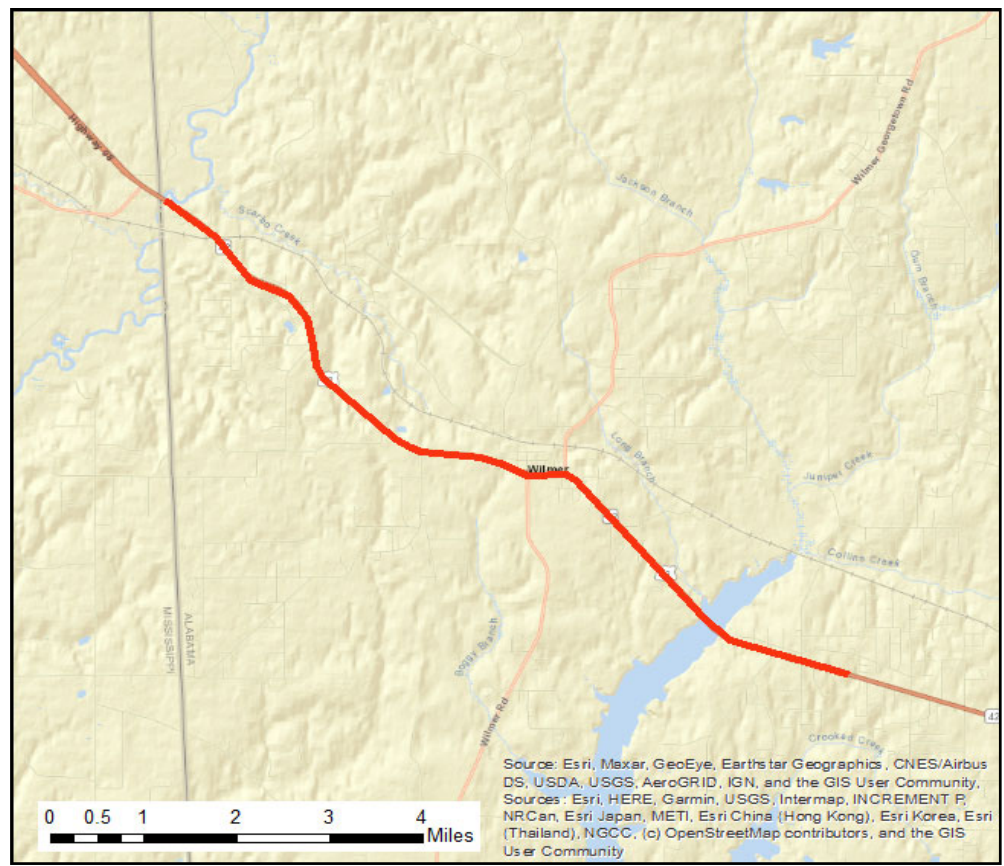
Totals By Sponsor	Federal	\$63,161,598	ALL Funds	\$78,951,998
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2.4.3 NHS / Interstate Maintenance / NHS Bridge Projects

Sponsor: ALDOT

Family ID 1356												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
1356	100004326	NHF US-98 FR MISS LINE TO SNOW RD W OF SEMMES	10.81	PE	A	GRADE, DRAIN, BASE, PAVE AND BRG	2000	0	NA	\$720,000 \$180,000 \$0	\$900,000	
1356	100004326	NHF US-98 FR MISS LINE TO SNOW RD W OF SEMMES	10.81	PE	A	GRADE, DRAIN, BASE, PAVE AND BRG	2000	0	NA	\$1,920,000 \$480,000 \$0	\$2,400,000	
1356	100004326	NHF US-98 FR MISS LINE TO SNOW RD W OF SEMMES	10.81	PE	A	GRADE, DRAIN, BASE, PAVE AND BRG	2000	0	NA	\$1,306,400 \$326,600 \$0	\$1,633,000	
1356	100060485	NH SR-42 (US-98) WESTBOUND LANES FROM 2.6 EAST OF MISSISSIPPI LINE TO 0.5 MILES EAST OF GLENWOOD ROAD. BASE AND PAVE.	4.70	CN	P	BASE AND PAVE	2025	EXEMPT	NA	\$14,444,616 \$3,611,154 \$0	\$18,055,770	

Prior Years Cost: \$4,933,000
Current TIP Cost: \$18,055,770
Future Years Cost: \$0
Total Project Cost: \$22,988,770
Performance Measure: 1, 2 3
Livability Principal: N/A

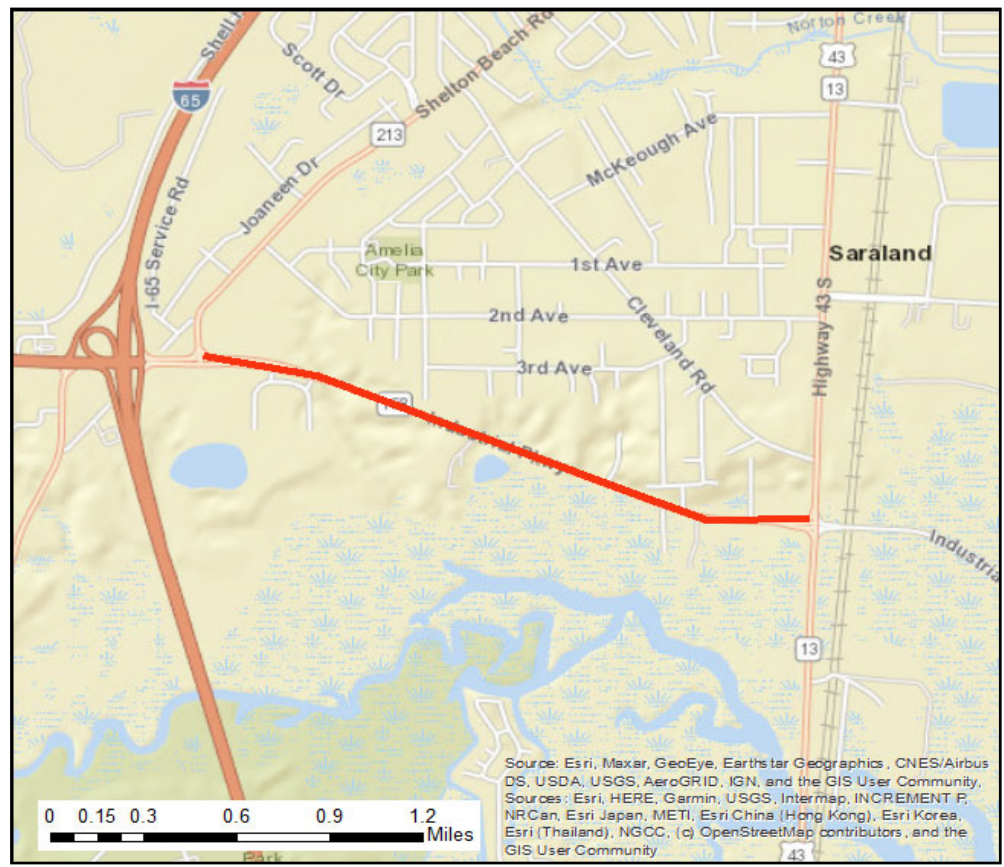


2.4.3 NHS / Interstate Maintenance / NHS Bridge Projects

Family ID 2098

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
2098	100009308 7571 ()	NHF ADDITIONAL LANES ON SR-158 0.42 MILES EAST OF I-65 TO SR-13 (US-43)	2.02	UT	P	ADDITIONAL ROADWAY LANES	2025	0	NA	\$60,248 \$15,062 \$0	\$75,309
2098	100009302 7571 (602)	NHF ADDITIONAL LANES ON SR-158 0.42 MILES EAST OF I-65 TO SR-13 (US-43)	2.02	CN	P	ADDITIONAL ROADWAY LANES	2025		NA	\$9,052,686 \$2,263,171 \$0	\$11,315,857

Prior Years Cost: \$0
 Current TIP Cost: \$11,391,166
 Future Years Cost: \$0
 Total Project Cost: \$11,391,166
 Performance Measure: 1, 2, 3
 Livability Principal: 1, 3, 4

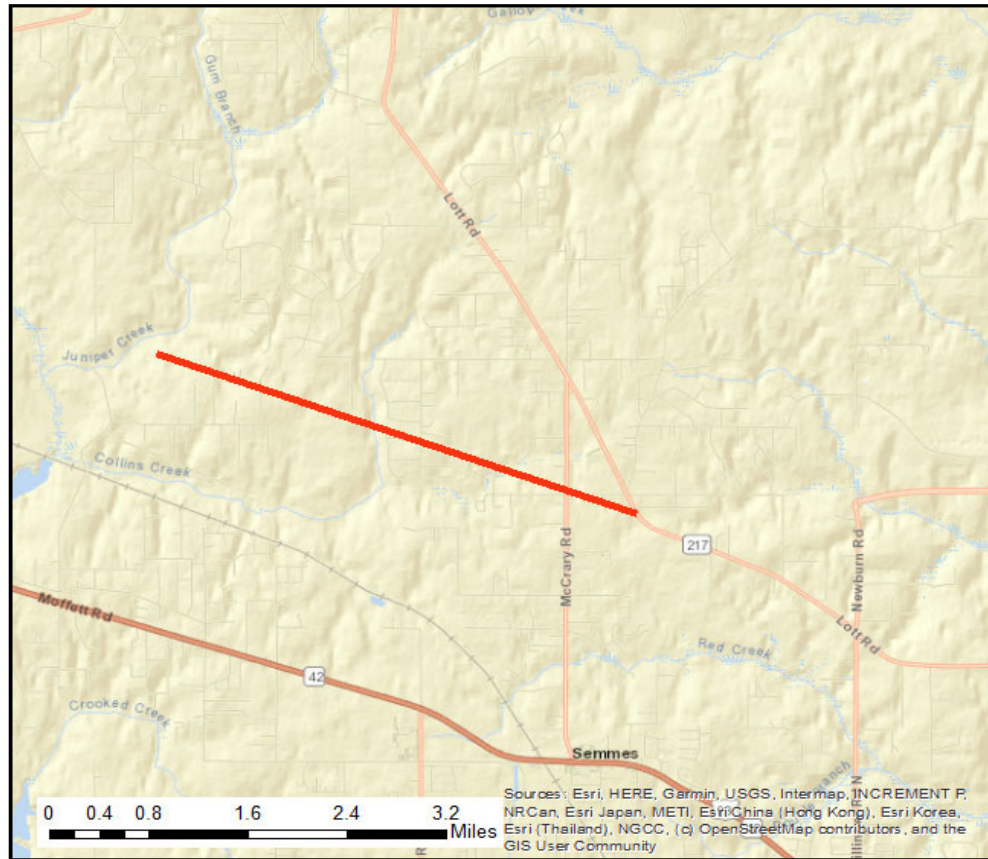


2.4.3 NHS / Interstate Maintenance / NHS Bridge Projects

Family ID 22349											
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
22349	100043116 STPAAF PE04 (900)	SR-158 EXTENSION FROM SCHILLINGER RD TO US-98 0.5 MI. E OF CR-576	6.32	PE	A	GRADE, DRAIN, BASE, PAVE AND BRG	2003	0	NA	\$640,000 \$160,000 \$0	\$800,000
22349	100067136 NHF 0158 (502)	SR-158 EXTENSION FROM EAST OF LOTT ROAD (SR-217) TO SCHILLINGER ROAD GRADE DRAIN BASE PAVE AND BRIDGE	1.22	UT	A	GRADE, DRAIN, BASE, PAVE AND BRG	2018	0	NA	\$237,884 \$50,474 \$0	\$297,355
22349	100067717 NH 0158 (508)	SR-158 EXTENSION FROM 0.5 MILE EAST OF GLENWOOD ROAD TO WEST OF LOTT ROAD (SR-217). GRADE DRAIN BASE PAVE AND BRIDGE (EB COLLINS CREEK EB MCCRARY ROAD AND EB COLLINS CREEK TRIBUTARY)	2.71	UT	A	GRADE, DRAIN, BASE, PAVE AND BRG	2018	0	NA	\$167,740 \$41,935 \$0	\$209,675
22349	100067717 NH 0158 (508)	SR-158 EXTENSION FROM 0.5 MILE EAST OF GLENWOOD ROAD TO WEST OF LOTT ROAD (SR-217). GRADE DRAIN BASE PAVE AND BRIDGE (EB COLLINS CREEK EB MCCRARY ROAD AND EB COLLINS CREEK TRIBUTARY)	2.71	UT	A	GRADE, DRAIN, BASE, PAVE AND BRG	2018	0	NA	\$334,400 \$83,600 \$0	\$418,000
22349	100060152 NHF 0158 (502)	SR-158 EXTENSION FROM EAST OF LOTT ROAD (SR-217) TO SCHILLINGER ROAD. GRADE DRAIN BASE PAVE AND BRIDGE (EB SEABURY CREEK EB ROGERS ROAD AND SCHILLINGER ROAD INTERSECTION)	1.22	CN	A	GRADE, DRAIN, BASE, PAVE AND BRG	2018	0	NA	\$17,694,934 \$4,423,734 \$0	\$22,118,668
22349	100060153 NH 0158 (508)	SR-158 EXTENSION FROM 0.5 MILE EAST OF GLENWOOD ROAD TO WEST OF LOTT ROAD (SR-217). GRADE DRAIN BASE PAVE AND BRIDGE (EB COLLINS CREEK EB MCCRARY ROAD AND EB COLLINS CREEK TRIBUTARY) (UTILITY WORK)	2.71	CN	A	GRADE, DRAIN, BASE, PAVE AND BRG	2018	18	NA	\$40,000 \$10,000 \$0	\$50,000
22349	100060153 NH 0158 (508)	SR-158 EXTENSION FROM 0.5 MILE EAST OF GLENWOOD ROAD TO WEST OF LOTT ROAD (SR-217). GRADE DRAIN BASE PAVE AND BRIDGE (EB COLLINS CREEK EB MCCRARY ROAD AND EB COLLINS CREEK TRIBUTARY) (UTILITY WORK)	2.71	CN	A	GRADE, DRAIN, BASE, PAVE AND BRG	2018	18	NA	\$158,277 \$39,569 \$0	\$197,847
22349	100068084 NHF 0158 (505)	SR-158 EXTENSION LOTT ROAD OVERPASS AND JUG HANDLE. GRADE DRAIN BASE PAVE AND BRIDGE (EB SEABURY CREEK TRIBUTARY AND PARTIAL LOTT ROAD)	2.77	UT	A	GRADE, DRAIN, BASE, PAVE AND BRG	2020	0	NA	\$275,000 \$68,773 \$0	\$343,863
22349	100060482 NHF 0158 (504)	SR-158 EXTENSION ADDITIONAL LANES FROM 0.5 MILE EAST OF GLENWOOD ROAD TO WEST OF LOTT ROAD (SR-217). BASE PAVE AND BRIDGE (WEST BOUND MCCRARY ROAD WEST BOUND COLLINS CREEK AND WEST BOUND COLLINS CREEK TRIBUTARY).	3.13	CN	P	BASE, PAVE AND BRIDGE	2024		NA	\$14,611,635 \$3,652,909 \$0	\$18,264,544
22349	100060484 NHF 0158 (507)	SR-158 EXTENSION LOTT ROAD (SR-217) INTERCHANGE. GRADE DRAIN BASE PAVE AND BRIDGE (WB LOTT RD)	0.01	CN	P	GRADE, DRAIN, BASE, PAVE AND BRG	2026		NA	\$10,531,909 \$2,632,977 \$0	\$13,164,886

2.4.3 NHS / Interstate Maintenance / NHS Bridge Projects

Prior Years Cost: \$24,435,408
Current TIP Cost: \$31,429,430
Future Years Cost: \$0
Total Project Cost: \$55,864,838
Performance Measure: 1, 2, 3
Livability Principal: 1, 3, 4, 5

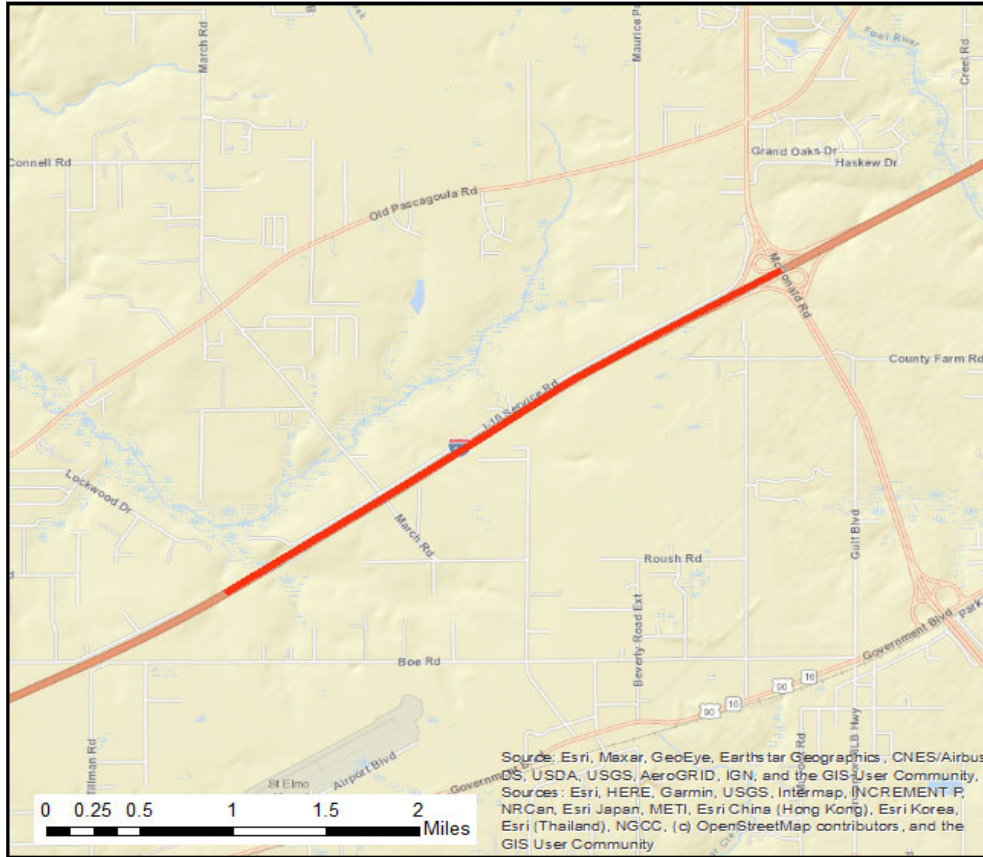


2.4.3 NHS / Interstate Maintenance / NHS Bridge Projects

Family ID 22462

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
22462	100056483 NHF I010 ()	I-10 ADD MEDIAN LANES PAVED SHOULDERS BARRIER RAIL AND DRAINAGE FROM 1 MILE WEST OF MARCH RD TO CR-39 (MCDONALD	3.00	PE	P	ADDITIONAL ROADWAY LANES	2024		NA	\$424,200 \$106,050 \$0	\$530,250
22462	100040267 NH I010 ()	I-10 ADD MEDIAN LANES PAVED SHOULDERS BARRIER RAIL AND DRAINAGE FROM 1 MILE WEST OF MARCH RD TO CR-39 (MCDONALD	3.00	CN	P	ADDITIONAL ROADWAY LANES	2026		NA	\$18,949,296 \$4,737,324 \$0	\$23,686,620

Prior Years Cost: \$0
Current TIP Cost: \$24,216,870
Future Years Cost: \$0
Total Project Cost: \$24,216,870
Performance Measure: 1, 2, 3
Livability Principal: 1, 3

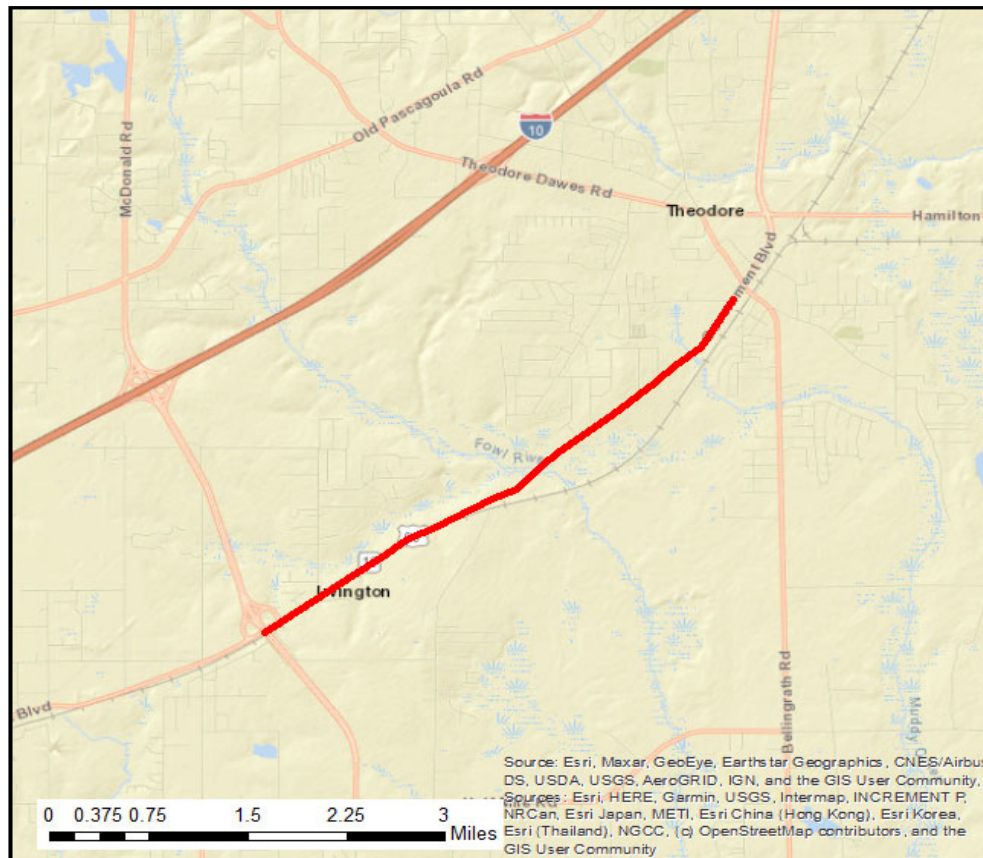


2.4.3 NHS / Interstate Maintenance / NHS Bridge Projects

Family ID 23202

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
23202	100041555 0016 ()	NHF WIDENING SR-16(US-90) FROM RELOCATED CR-39 (MCDONALD RD) TO 4 LANE SOUTH OF THEODORE (0.24 MILE S OF CR-340 SWEDETOWN RD)	4.54	PE	P	ADDITIONAL ROADWAY LANES	2025		NA	\$554,277 \$138,569 \$0	\$692,847
23202	100041556 0016 ()	NHF WIDENING SR-16(US-90) FROM RELOCATED CR-39 (MCDONALD RD) TO 4 LANE SOUTH OF THEODORE (0.24 MILE S OF CR-340 SWEDETOWN RD)	4.54	RW	P	ADDITIONAL ROADWAY LANES	2029	0	NA	\$2,841,453 \$740,363 \$0	\$3,551,816
23202	100041557 0016 ()	NHF WIDENING SR-16(US-90) FROM RELOCATED CR-39 (MCDONALD RD) TO 4 LANE SOUTH OF THEODORE (0.24 MILE S OF CR-340 SWEDETOWN RD)	4.54	UT	P	ADDITIONAL ROADWAY LANES	2030	0	NA	\$515,403 \$128,851 \$0	\$644,254
23202	100041558 0016 ()	NHF WIDENING SR-16(US-90) FROM RELOCATED CR-39 (MCDONALD RD) TO 4 LANE SOUTH OF THEODORE (0.24 MILE S OF CR-340 SWEDETOWN RD)	3.40	CN	P	ADDITIONAL ROADWAY LANES	2031	0	NA	\$8,473,625 \$2,118,406 \$0	\$10,592,031

Prior Years Cost: \$0
Current TIP Cost: \$692,847
Future Years Cost: \$14,788,101
Total Project Cost: \$15,480,948
Performance Measure: 1, 2, 3
Livability Principal: 1, 3

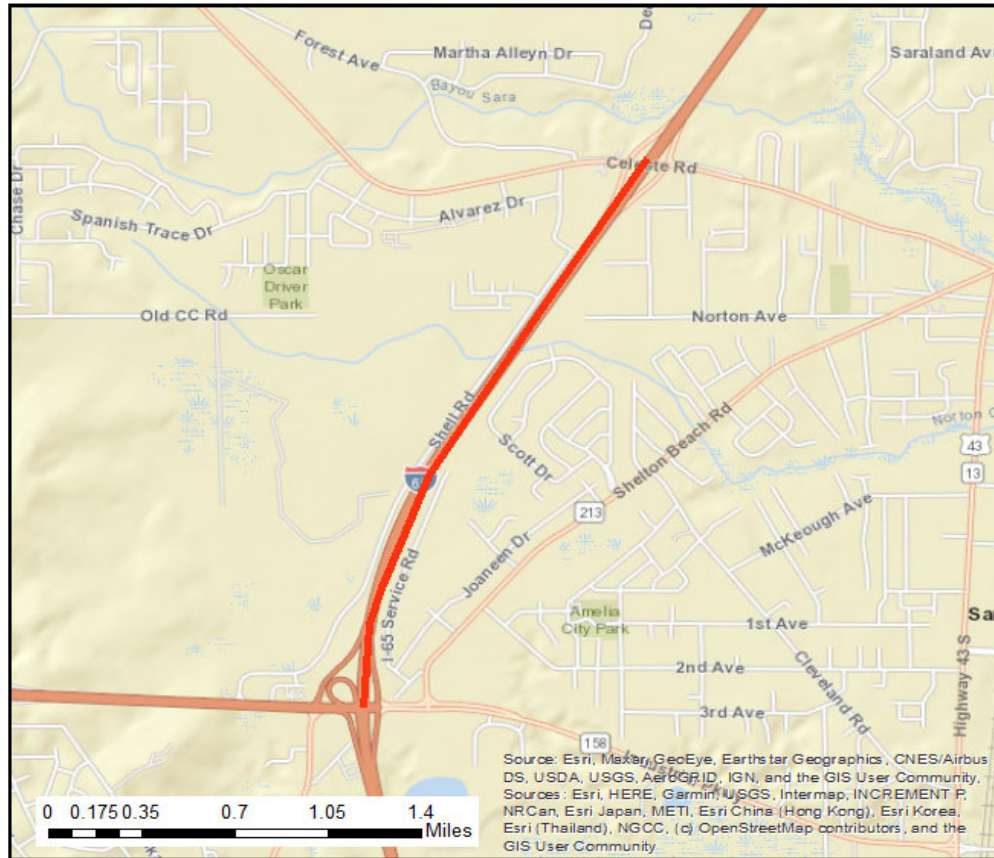


2.4.3 NHS / Interstate Maintenance / NHS Bridge Projects

Family ID 24164

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
24164	100074235 NH 1065 (536)	ADDITIONAL LANES AND BRIDGE REPLACEMENT ON I-65 FROM SR-158 TO CR-41 (CELESTE RD) (BIN 009267009268)	2.16	PE	A	ADDITIONAL ROADWAY LANES	2022	0	NA	\$300,000 \$75,000 \$0	\$375,000
24164	100074236 NH 1065 (536)	ADDITIONAL LANES AND BRIDGE REPLACEMENT ON I-65 FROM SR-158 TO CR-41 (CELESTE RD) (BIN 009267009268)	2.16	CN	P	ADDITIONAL ROADWAY LANES	2024	EXEMPT	NA	\$14,305,882 \$3,576,471 \$0	\$17,882,353

Prior Years Cost: \$375,000
Current TIP Cost: \$17,882,353
Future Years Cost: \$0
Total Project Cost: \$18,257,353
Performance Measure: 1, 2, 3
Livability Principal: 1, 3, 4

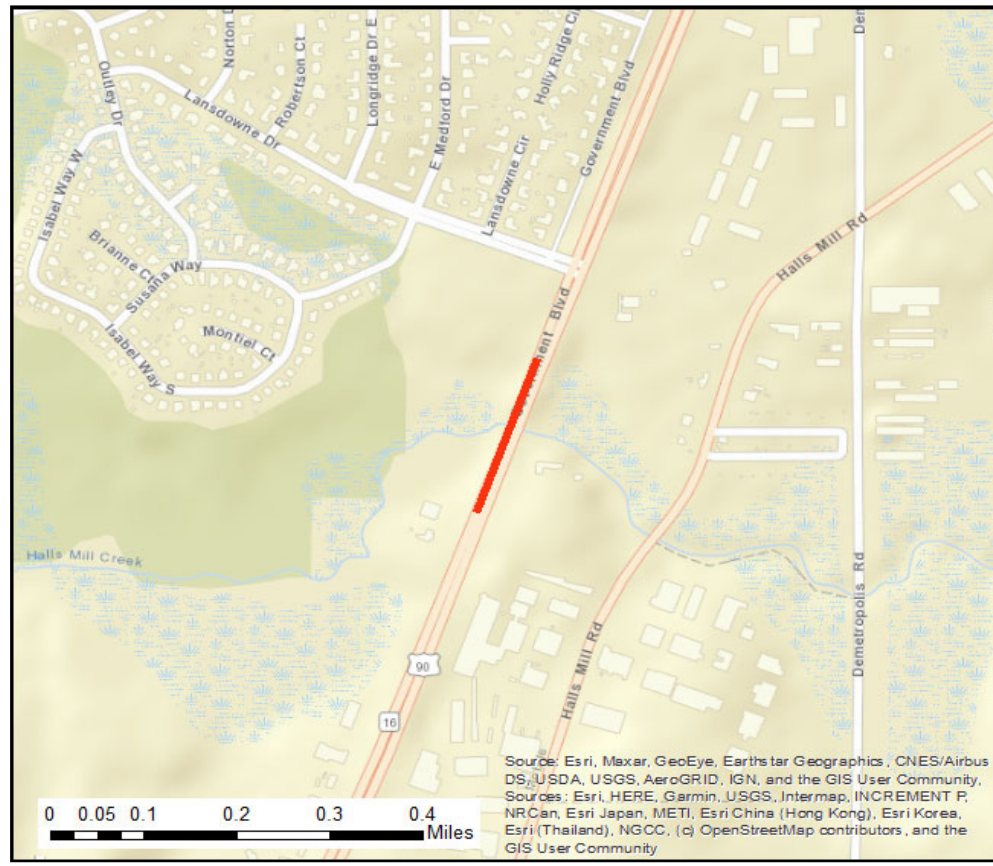


2.4.3 NHS / Interstate Maintenance / NHS Bridge Projects

Family ID 42951

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
42951	100068521 BR 0016 (531)	BRIDGE REPLACEMENT (BIN 003691) ON SR-16 (US-90) OVER HALLS MILL CREEK	0.80	PE	A	BRIDGE REPLACEMENT	2021	0	NA	\$334,472 \$83,648 \$0	\$418,090
42951	100068521 BR 0016 (531)	BRIDGE REPLACEMENT (BIN 003691) ON SR-16 (US-90) OVER HALLS MILL CREEK	0.80	PE	A	BRIDGE REPLACEMENT	2021	0	NA	\$400,000 \$100,000 \$0	\$500,000
42951	100078301 BR 0016 (531)	BRIDGE REPLACEMENT (BIN 003691) ON SR-16 (US-90) OVER HALLS	0.31	RW	P	BRIDGE REPLACEMENT	2025		NA	\$202,000 \$50,500 \$0	\$252,500
42951	100068522 BR 0016 ()	BRIDGE REPLACEMENT (BIN 003691) ON SR-16 (US-90) OVER HALLS MILL CREEK	0.80	CN	P	BRIDGE REPLACEMENT	2026		NA	\$7,376,291 \$1,844,073 \$0	\$9,220,364
42951	100068523 BR 0016 (531)	BRIDGE REPLACEMENT (BIN 003691) ON SR-16 (US-90) OVER HALLS MILL CREEK	0.60	UT	P	BRIDGE REPLACEMENT	2026		NA	\$21,443 \$5,361 \$0	\$26,803

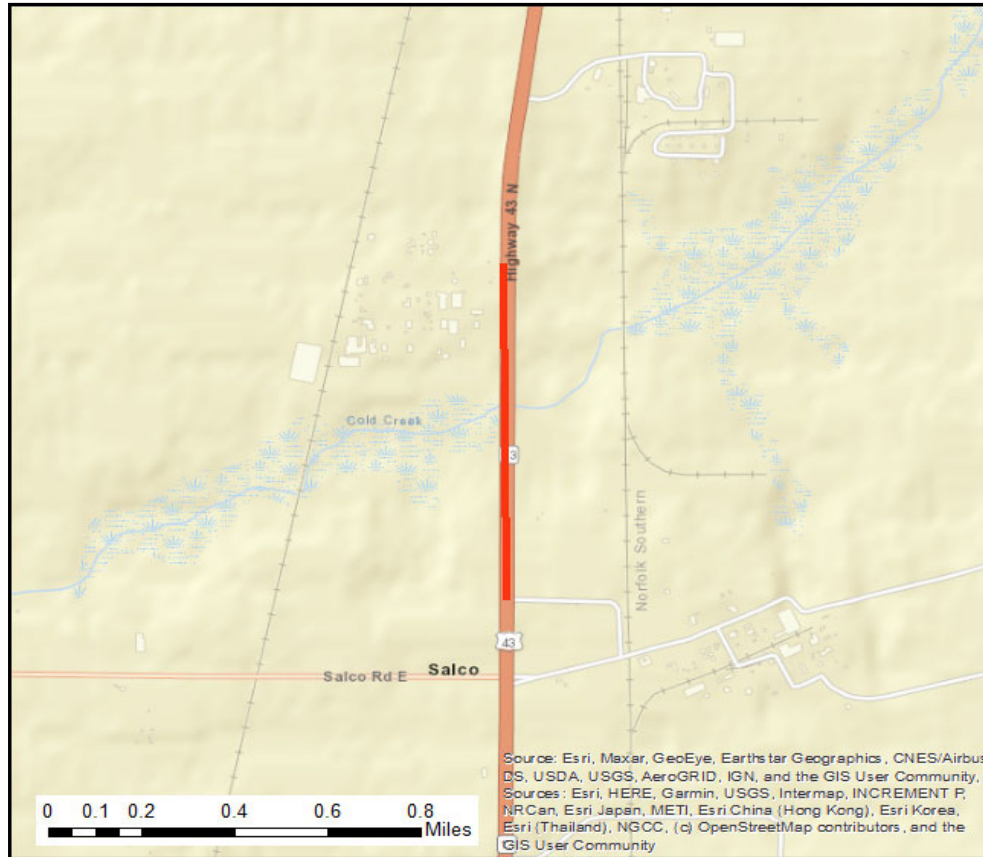
Prior Years Cost: \$918,090
Current TIP Cost: \$9,499,667
Future Years Cost: \$0
Total Project Cost: \$10,417,757
Performance Measure: 2
Livability Principal: 1



2.4.3 NHS / Interstate Maintenance / NHS Bridge Projects

Family ID 42952												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
42952	100068526 BR 0013 (614)	BRIDGE REPLACEMENT (BIN 005712 AND BIN 005856) ON SR-13 (US-43) OVER COLD CREEK	0.10	PE	A	BRIDGE REPLACEMENT	2020	0	NA	\$404,000 \$401,000 \$0	\$505,000	
42952	100068528 BR 0013 (614)	BRIDGE REPLACEMENT (BIN 005712 AND BIN 005856) ON SR-13 (US-43) OVER COLD CREEK	0.10	CN	P	BRIDGE REPLACEMENT	2025		NA	\$5,623,158 \$1,405,790 \$0	\$7,028,948	

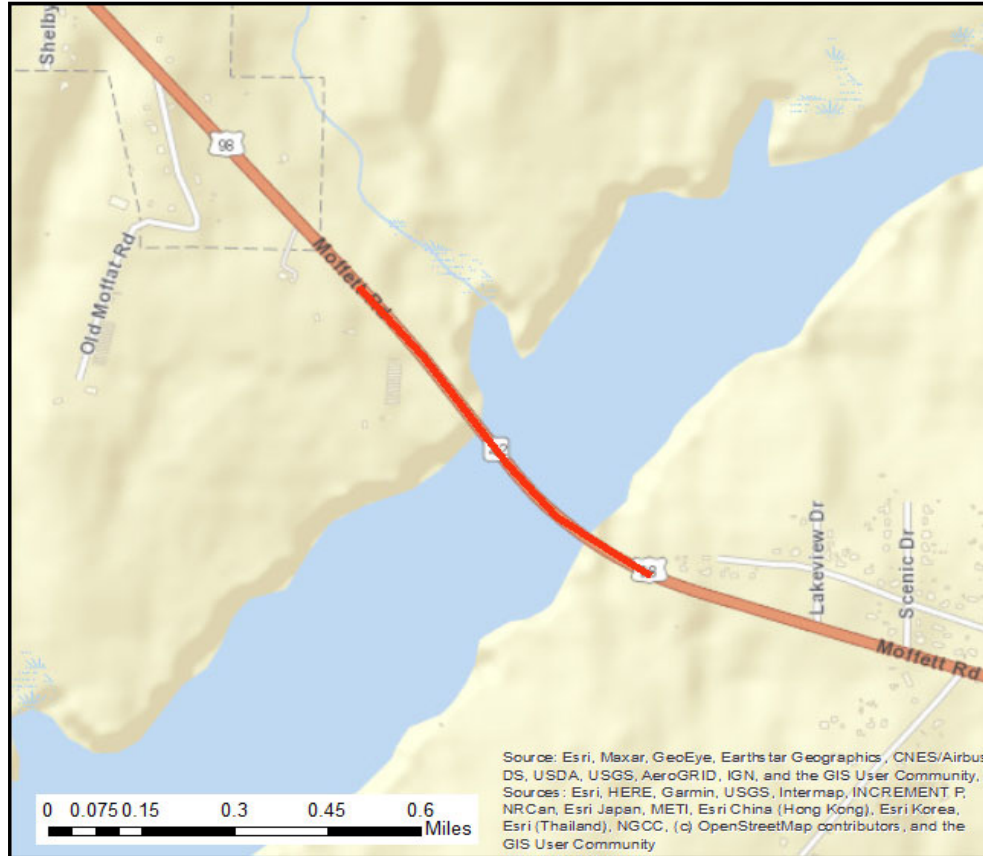
Prior Years Cost: \$505,000
Current TIP Cost: \$7,028,948
Future Years Cost: \$0
Total Project Cost: \$7,533,948
Performance Measure: 2
Livability Principal: 1



2.4.3 NHS / Interstate Maintenance / NHS Bridge Projects

Family ID 48901												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
48901	100075915 NH 0042 (545)	EXTEND WESTBOUND BRIDGE ON SR-42 (US-98) OVER BIG CREEK (BIN 018684)	0.00	PE	A	BRIDGE	2023	0	NA	\$440,000 \$110,000 \$0	\$550,000	
48901	100060481 NH 0042 ()	EXTEND WESTBOUND BRIDGE ON SR-42 (US-98) OVER BIG CREEK (BIN 018684)	0.01	CN	P	BRIDGE	2024		NA	\$10,020,347 \$2,505,087 \$0	\$12,525,434	

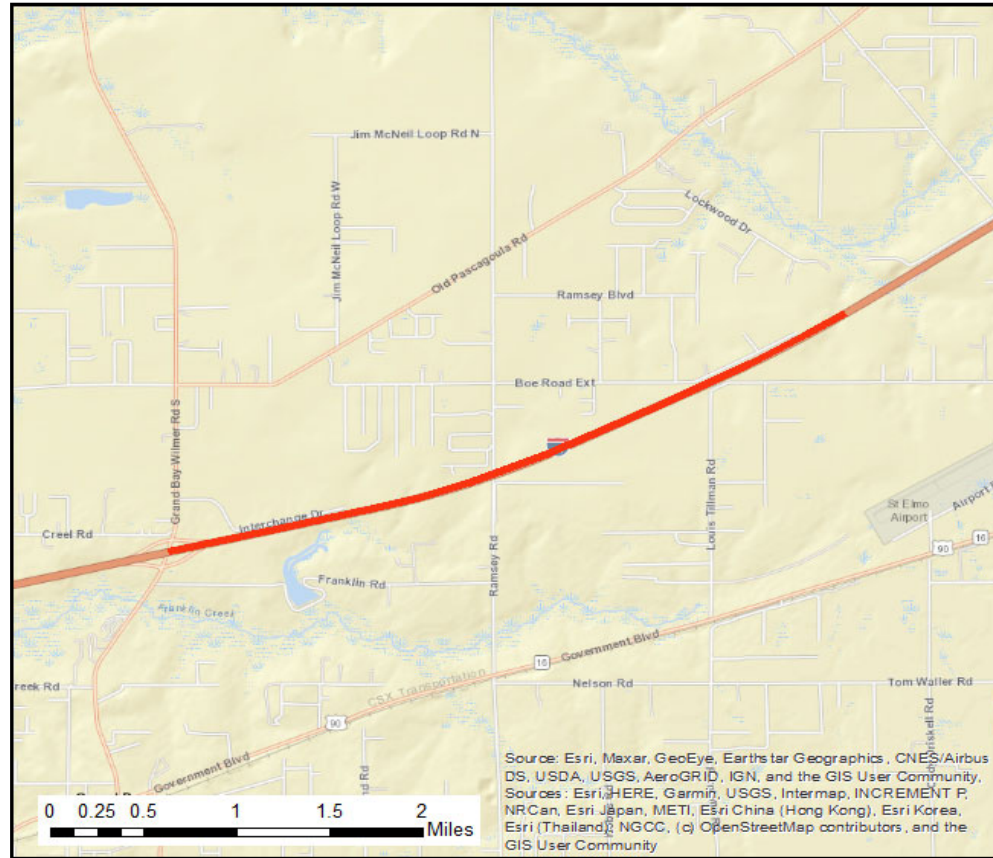
Prior Years Cost: \$550,000
Current TIP Cost: \$12,525,434
Future Years Cost: \$0
Total Project Cost: \$13,075,434
Performance Measure: 1, 2
Livability Principal: N/A



2.4.3 NHS / Interstate Maintenance / NHS Bridge Projects

Family ID 49018											
Project	Project	Project Description	Project	SCP	STS	Project Type	FY	Project	Conform	Federal	Estimated
49018	100076032 NH I010 ()	ADDITIONAL MEDIAN LANES ON I-10 FROM SR- 4.00 188 TO 1 MILE WEST OF MARCH ROAD AND INTERCHANGE MODIFICATION AT SR-188 (EXIT 4)	PE	P	ADDITIONAL ROADWAY LANES	2026	EXEMPT	NA		\$572,847 \$143,212 \$0	\$716,059
49018	100076033 NH I010 ()	ADDITIONAL MEDIAN LANES ON I-10 FROM SR- 4.00 188 TO 1 MILE WEST OF MARCH ROAD AND INTERCHANGE MODIFICATION AT SR-188 (EXIT 4)	CN	P	ADDITIONAL ROADWAY LANES	2028	0	NA		\$26,485,453 \$6,621,363 \$0	\$33,106,817

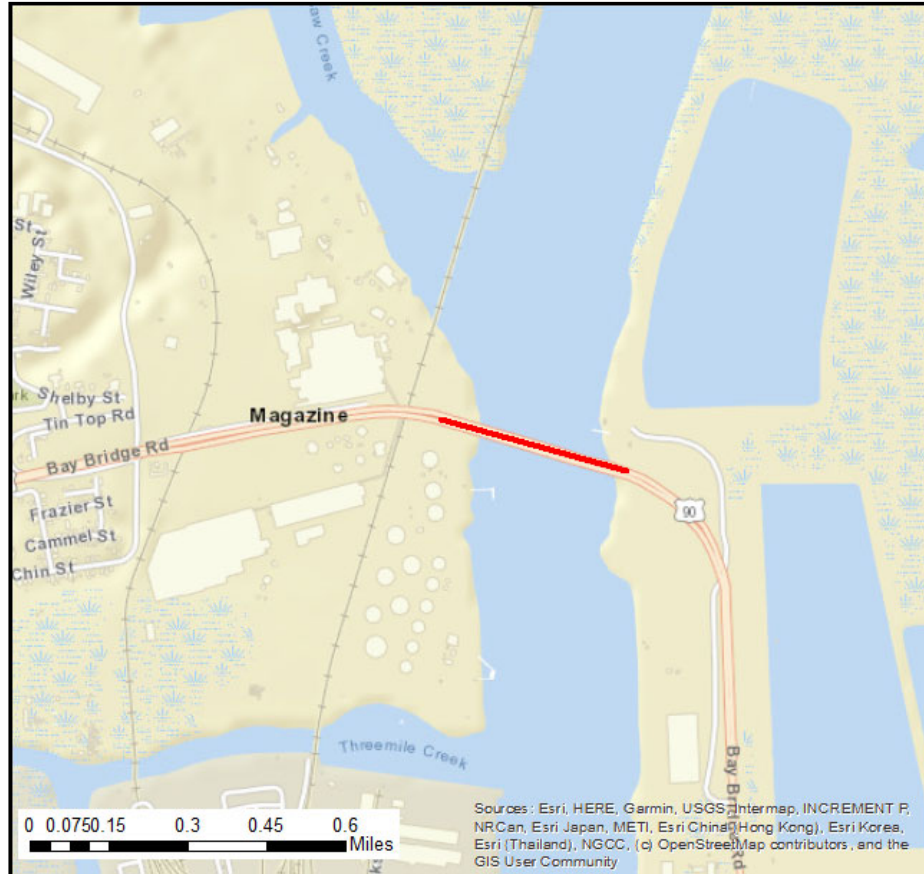
Prior Years Cost: \$0
Current TIP Cost: \$716,059
Future Years Cost: \$33,106,817
Total Project Cost: \$33,822,876
Performance Measure: 1, 2, 3
Livability Principal: 1, 3



2.4.3 NHS / Interstate Maintenance / NHS Bridge Projects

Family ID 50231												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
50231	100077568 BR 0016 (538)	CABLE CONNECTION REPAIRS ON SR-16 (US-90) ON THE COCHRANE / AFRICATOWN BRIDGE BOOT (BIN 15430)	0.30	PE	P	BRIDGE REPAIR	2024		NA	\$40,000 \$10,000 \$0	\$50,000	
50231	100077569 BR 0016 ()	CABLE CONNECTION REPAIRS ON SR-16 (US-90) ON THE COCHRANE / AFRICATOWN BRIDGE BOOT (BIN 15430)	0.30	CN	P	BRIDGE REPAIR	2025		NA	\$3,232,000 \$808,000 \$0	\$4,040,000	

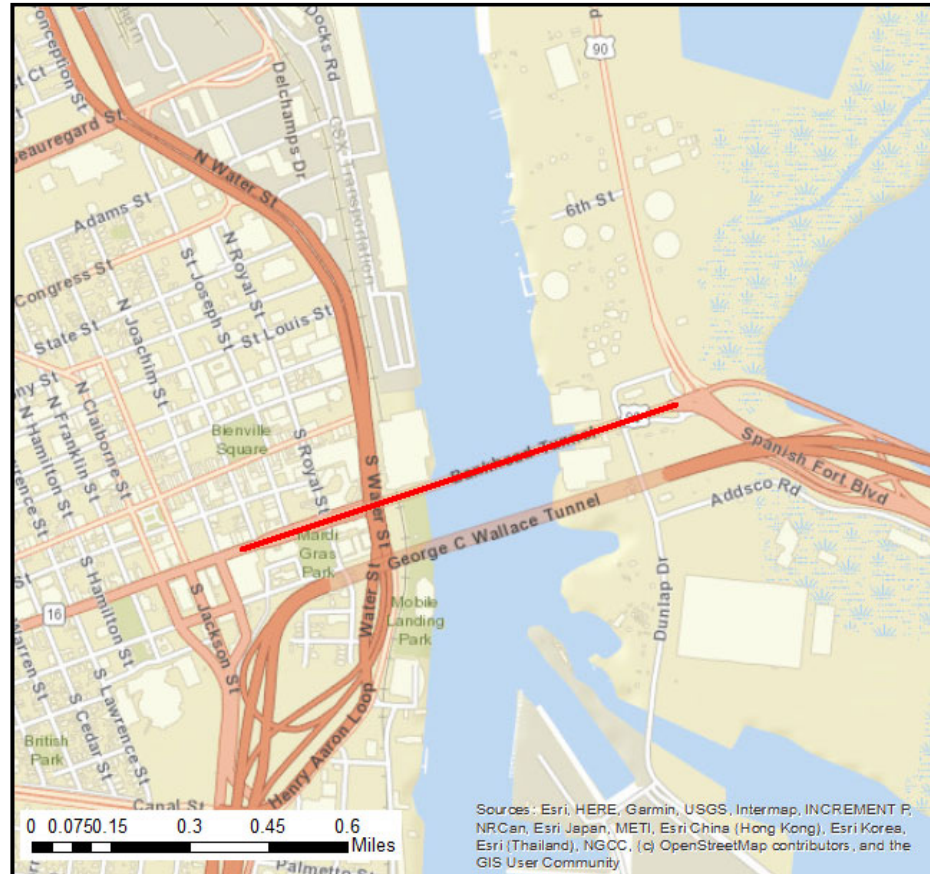
Prior Years Cost: \$0
Current TIP Cost: \$4,090,000
Future Years Cost: \$0
Total Project Cost: \$4,090,000
Performance Measure: N/A
Livability Principal: 3,5



2.4.3 NHS / Interstate Maintenance / NHS Bridge Projects

Family ID 50807												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
50807	100078266 NH 0042 ()	BANKHEAD TUNNEL LIGHTING REPLACEMENT ON SR-42 (US-98)	1.00	PE	P	LIGHTING	2024		NA	\$120,000 \$30,000 \$0	\$150,000	
50807	100078267 NH 0042 ()	BANKHEAD TUNNEL LIGHTING REPLACEMENT ON SR-42 (US-98)	1.00	CN	P	LIGHTING	2025		NA	\$808,000 \$202,000 \$0	\$1,010,000	

Prior Years Cost: \$0
 Current TIP Cost: \$1,160,000
 Future Years Cost: \$0
 Total Project Cost: \$1,160,000
 Performance Measure: N/A
 Livability Principal: 3,5



Totals By Sponsor	Federal	\$110,688,642	ALL Funds	\$138,360,802
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2.4.4 Appalachian Highway System Projects

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

2.4.5 Transportation Alternatives

Sponsor: CHICKASAW

Family ID 48010

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
48010	100074751 TAPMB TA22 (936)	CONSTRUCTION OF ADA HANDICAP RAMPS AND SIDEWALK IMPROVEMENTS ALONG SOUTHWEST BLVD. FIFTH ST. YEEND AVE. GRANT ST. AND LEE ST. IN THE CITY OF CHICKASAW	0.00	CN	P	SIDEWALK	2024	EXEMPT	NA	\$263,750 \$0 \$65,938	\$329,688

Prior Years Cost: \$0
Current TIP Cost: \$329,688
Future Years Cost: \$0
Total Project Cost: \$329,688
Performance Measure: 1
Livability Principal: 1, 2, 4, 6

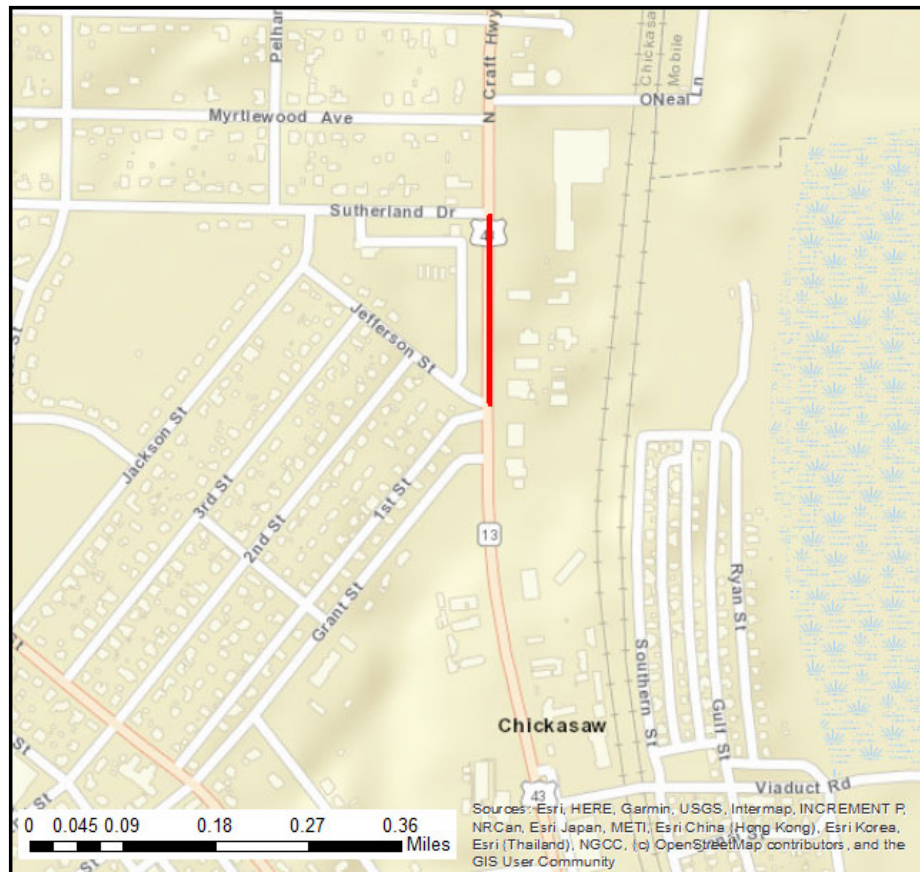


2.4.5 Transportation Alternatives

Family ID 50824

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
50824	100078286 TAPMB TA24 (944)	SIDEWALK IMPROVEMENTS ALONG SR-13 (US-43/ N.CRAFT HWAY) AT JEFFERSON STREET AND SUTHERLAND DRIVE AND JACKSON STREET IN THE CITY OF CHICKASAW.	1.00	PE	P	SIDEWALK	2024		NA	\$32,456 \$0 \$8,114	\$40,570
50824	100078288 TAPMB TA24 (944)	SIDEWALK IMPROVEMENTS ALONG SR-13 (US-43/ N.CRAFT HWAY) AT JEFFERSON STREET AND SUTHERLAND DRIVE AND JACKSON STREET IN THE CITY OF CHICKASAW.	1.00	CN	P	SIDEWALK	2024		NA	\$367,400 \$0 \$91,850	\$459,250

Prior Years Cost: \$0
Current TIP Cost: \$499,820
Future Years Cost: \$0
Total Project Cost: \$499,820
Performance Measure: 1
Livability Principal: 1, 2, 4, 6



Totals By Sponsor	Federal	\$ 663,606.40	ALL Funds \$ 829,508
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2.4.5 Transportation Alternatives

Sponsor: CITY OF MOBILE

Family ID 48000

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
48000	100074741 TAPMB TA22 (937)	THREE MILE CREEK TRAIL EXTENSION STARTING AT THE JAPANESE GARDENS PARKING LOT ON ZEIGLER BOULEVARD AND TRAVEL EAST TO END AT THE FIRST RAILROAD TRAIN TRESTLE BRIDGE IN THE CITY OF MOBILE	0.00	CN	P	UNCLASSIFIED	2024	EXEMPT	NA	\$400,000 \$0 \$100,000	\$500,000

Prior Years Cost: \$0
Current TIP Cost: \$500,000
Future Years Cost: \$0
Total Project Cost: \$500,000
Performance Measure: 1
Livability Principal: 1, 2, 4, 5, 6

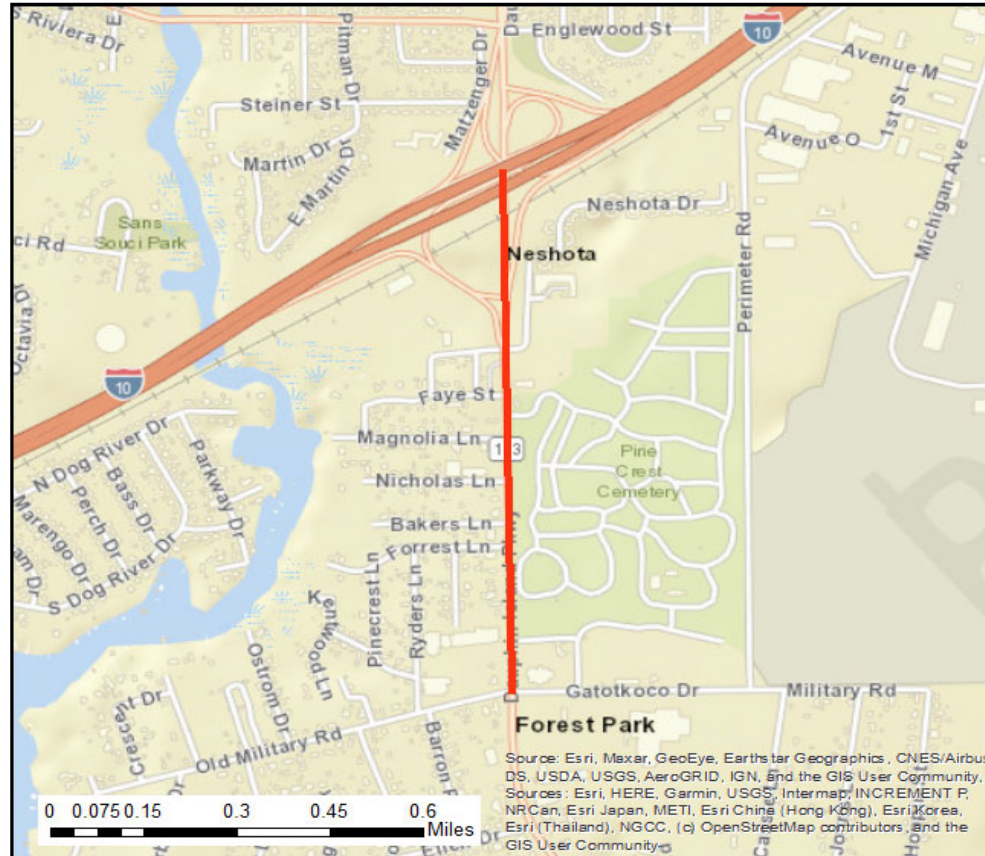


2.4.5 Transportation Alternatives

Family ID 42076

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
42076	100067315 TAPAA TA17 (938)	SIDEWALKS ON DAUPHIN ISLAND PARKWAY BETWEEN THE I-10 INTERCHANGE AND OLD MILITARY ROAD IN MOBILE	0.00	CN	P	SIDEWALK	2024		NA	\$138,530 \$0 \$34,632	\$173,162

Prior Years Cost: \$0
Current TIP Cost: \$173,162
Future Years Cost: \$0
Total Project Cost: \$173,162
Performance Measure: 1
Livability Principal: 1, 2, 4, 6

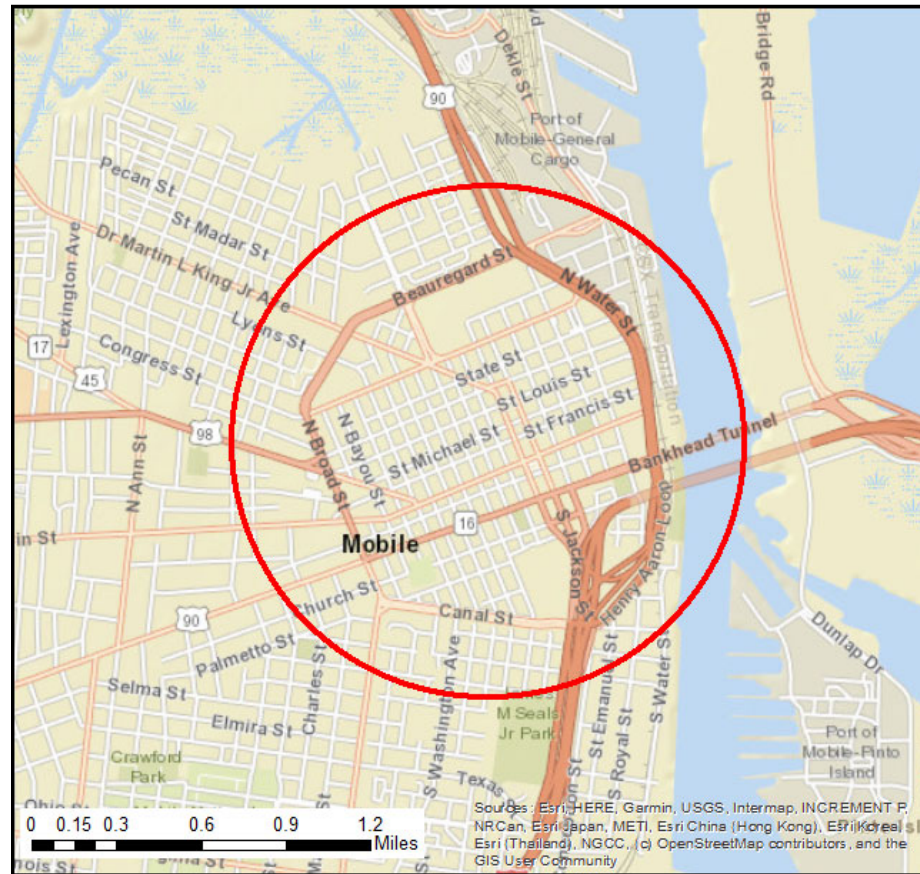


2.4.5 Transportation Alternatives

Family ID 50821

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
50821	100078281 TAPMB TA24 (945)	CITY OF MOBILE - ADA COMPLIANT CURB RAMPS IN DOWNTOWN MOBILE	0.00	PE	P	SIDEWALK	2024		NA	\$115,401 \$0 \$28,850	\$144,251
50821	100078282 TAPMB TA24 (945)	CITY OF MOBILE - ADA COMPLIANT CURB RAMPS IN DOWNTOWN MOBILE	0.00	CN	P	SIDEWALK	2024		NA	\$884,741 \$0 \$221,185	\$1,105,926

Prior Years Cost: \$0
Current TIP Cost: \$1,250,177
Future Years Cost: \$0
Total Project Cost: \$1,250,177
Performance Measure: 1
Livability Principal: 1, 2, 4, 6



Totals By Sponsor	Federal	\$ 1,400,142	ALL Funds \$ 1,750,177
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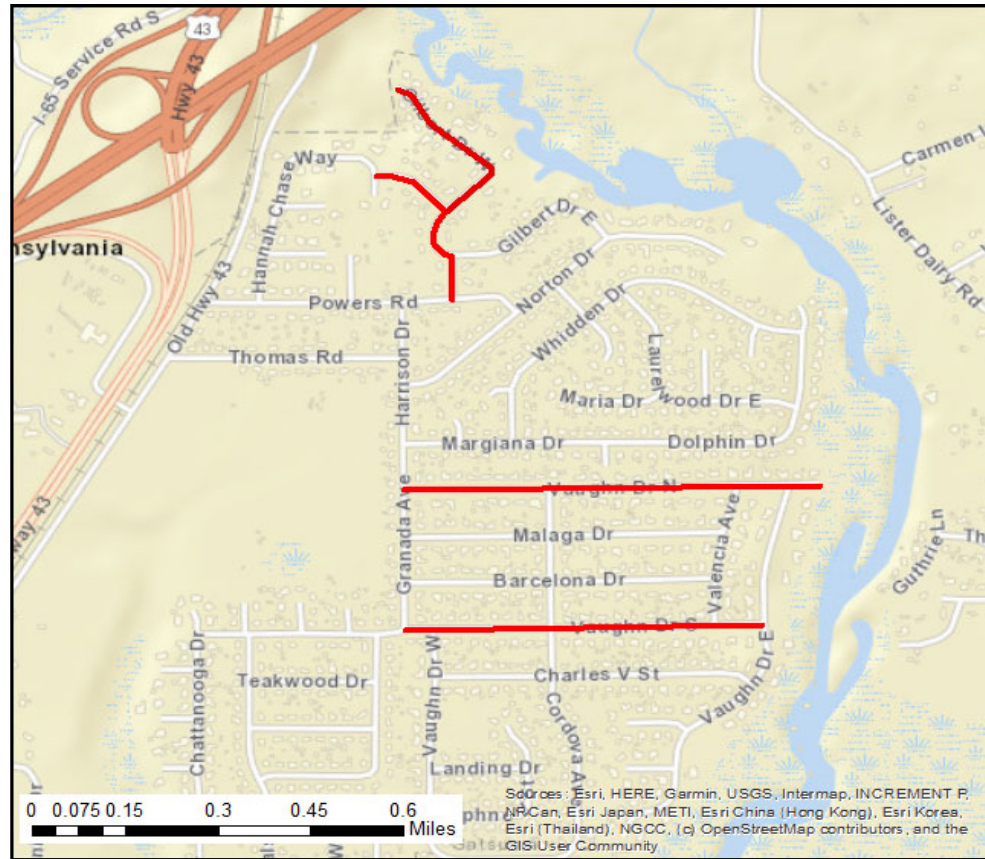
2.4.5 Transportation Alternatives

Sponsor: CITY OF SATSUMA

Family ID 49666

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
49666	100076869	ADA SIDEWALK IMPROVEMENTS ALONG VAUGHN DRIVE W VAUGHN DRIVE S CREEK CIRCLE GLIBERT DRIVE W JEANETTE DRIVE	0.00	CN	P	SIDEWALK	2024	EXEMPT	NA	\$403,720 \$0 \$100,930	\$504,650

Prior Years Cost: \$0
 Current TIP Cost: \$504,650
 Future Years Cost: \$0
 Total Project Cost: \$504,650
 Performance Measure: 1
 Livability Principal: 6



Totals By Sponsor	Federal	\$403,720	ALL Funds \$504,650
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2.4.5 Transportation Alternatives

Sponsor: CITY OF SARALAND

Family ID 47495

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
47495	100074156 TAPAA TA22 (920)	SIDEWALKS ALONG SABANA STREET TAVARES DRIVE AZTEC STREET AND SAN CARLOS DRIVE	0.00	CN	P	SIDEWALK	2024	EXEMPT	NA	\$640,000 \$0 \$160,000	\$800,000

Prior Years Cost: \$0
Current TIP Cost: \$800,000
Future Years Cost: \$0
Total Project Cost: \$800,000
Performance Measure: 1
Livability Principal: 1, 2, 4, 6

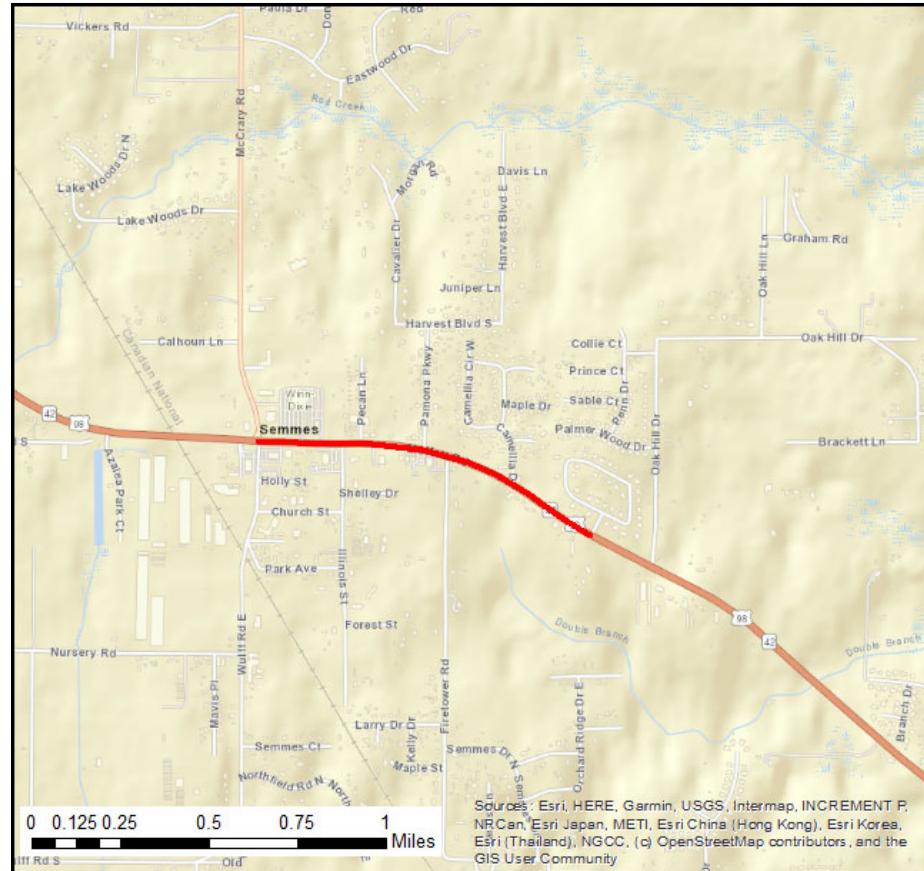


Totals By Sponsor	Federal	\$640,000	ALL Funds \$800,000
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2.4.5 Transportation Alternatives

Sponsor: CITY OF SEMMES											
Family ID 50823											
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
50823	100078284 TAPMB TA24 (946)	SIDEWALK IMPROVEMENTS ALONG SR-42 (US-98/MOFFETT ROAD) FROM MCCRARY ROAD TO KENSINGTON PLACE - CITY OF SEMMES	1.00	PE	P	SIDEWALK	2024		NA	\$36,640 \$0 \$9,160	\$45,800
50823	100078285 TAPMB TA24 (946)	SIDEWALK IMPROVEMENTS ALONG SR-42 (US-98/MOFFETT ROAD) FROM MCCRARY ROAD TO KENSINGTON PLACE - CITY OF SEMMES	1.00	CN	P	SIDEWALK	2024		NA	\$421,560 \$0 \$105,390	\$526,950

Prior Years Cost: \$0
Current TIP Cost: \$572,750
Future Years Cost: \$0
Total Project Cost: \$572,750
Performance Measure: 1
Livability Principal: 1, 2, 4, 6



Totals By Sponsor	Federal	\$ 458,200	ALL Funds \$ 572,750
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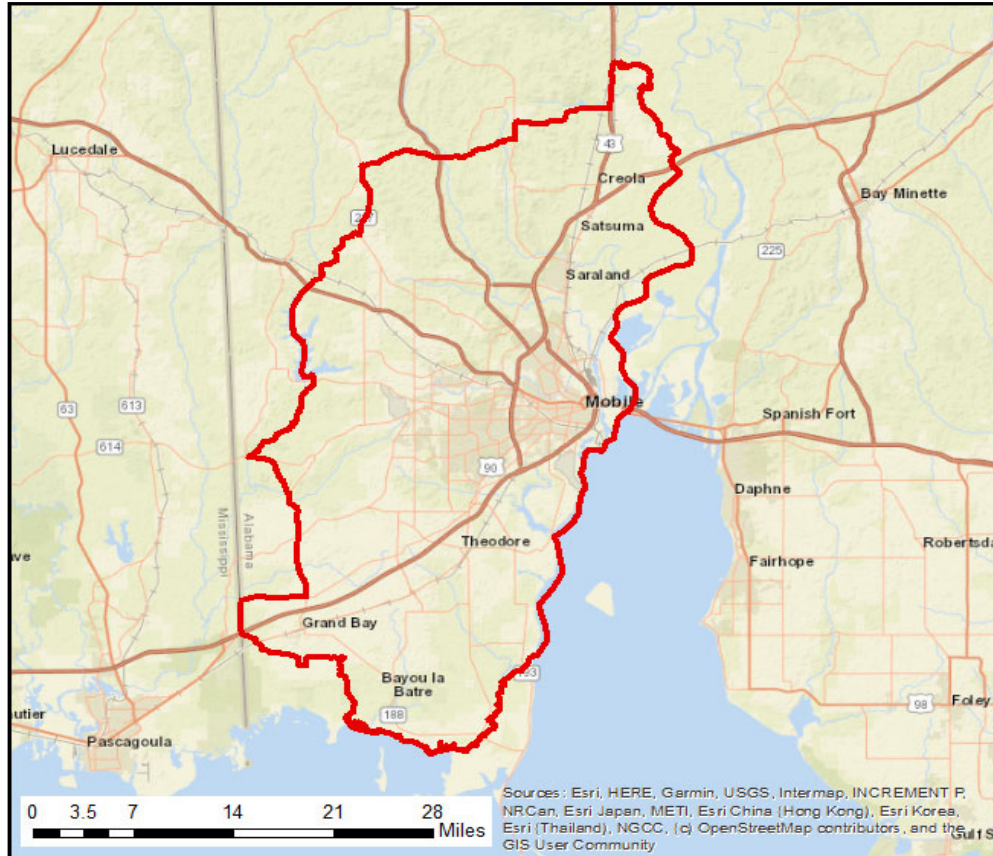
2.4.5 Transportation Alternatives

Sponsor: MOBILE COUNTY

Family ID 48050

Project	Project	Project Description	Project	SCP	STS	Project Type	FY	Project	Conform	Federal	Estimated
48050	100074793	CONSTRUCTION OF 159 ADA COMPLIANT	0.00	CN	P	UNCLASSIFIED	2024	EXEMPT	NA	\$400,000	\$500,000
	TAPMB TA22	CURB RAMPS IN DISTRICT 1 AND DISTRICT 2								\$0	
	(934)	THROUGHOUT MOBILE COUNTY								\$100,000	

Prior Years Cost: \$0
Current TIP Cost: \$500,000
Future Years Cost: \$0
Total Project Cost: \$500,000
Performance Measure: 1
Livability Principal: 6

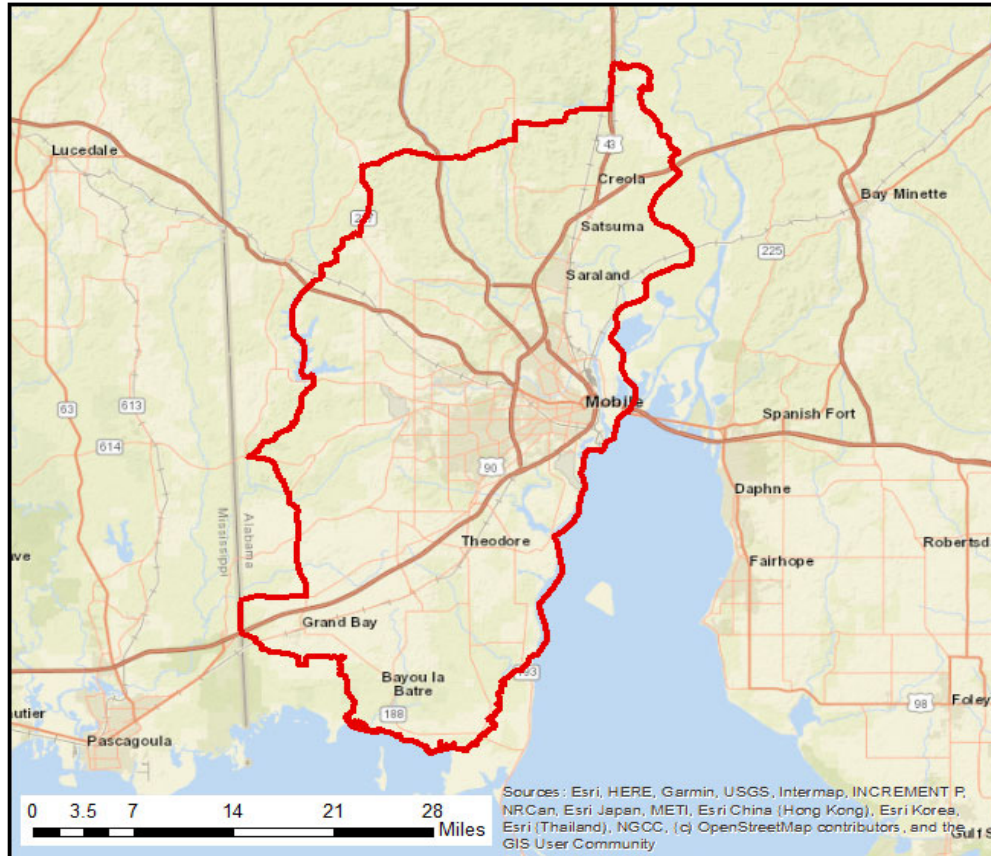


2.4.5 Transportation Alternatives

Family ID 11701

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
11701	100072733 TAPMB TA21 (934)	80 ADA COMPLIANT CURB RAMPS LOCATED TROUGHOUT CHESTERFIELD PLACE BROWNING PLACE SUMMERLAKE HUNTERS	0.00	CN	P	SIDEWALK	2024	EXEMPT	NA	\$600,000 \$0 \$150,000	\$750,000

Prior Years Cost: \$0
Current TIP Cost: \$750,000
Future Years Cost: \$0
Total Project Cost: \$750,000
Performance Measure: 1
Livability Principal: 6

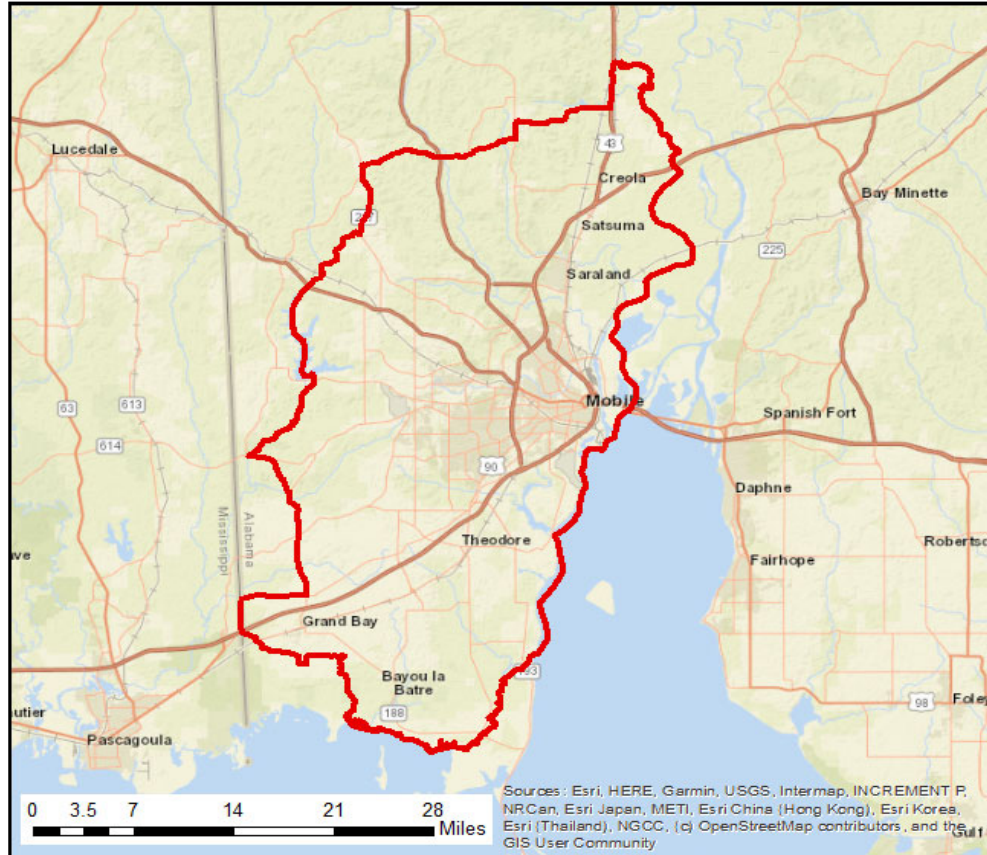


2.4.5 Transportation Alternatives

Family ID 46341

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
46341	100072735 TAPMB TA21 (935)	78 ADA CURB RAMPS LOCATED TROUGHOUT PECAN POINTE BROOKLYNS WAY TORRINGTON PLACE RAPHAEL COURT	0.00	CN	P	SIDEWALK	2024	EXEMPT	NA	\$600,000 \$0 \$150,000	\$750,000

Prior Years Cost: \$0
Current TIP Cost: \$750,000
Future Years Cost: \$0
Total Project Cost: \$750,000
Performance Measure: 1
Livability Principal: 1, 6



Totals By Sponsor	Federal	\$1,600,000	ALL Funds	\$2,000,000
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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	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

Sponsor: ALDOT											
Family ID 44234											
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
44234	100070109 ST-049-016-011 ()	BICYCLE AND PEDESTRIAN SHARED USE PATHS ALONG SR-16 (US-90/AFRICATOWN BOULEVARD) FROM I-165 TO SERVICE ROAD ON EAST SIDE OF AFRICATOWN BRIDGE.	2.70	CN	P	SIDEWALK	2024	EXEMPT	NA	\$0 \$7,000,000 \$0	\$7,000,000

Prior Years Cost: \$0
 Current TIP Cost: \$7,000,000
 Future Years Cost: \$0
 Total Project Cost: \$7,000,000
 Performance Measure: 1, 2, 3
 Livability Principal: 1, 2, 3, 4, 5, 6

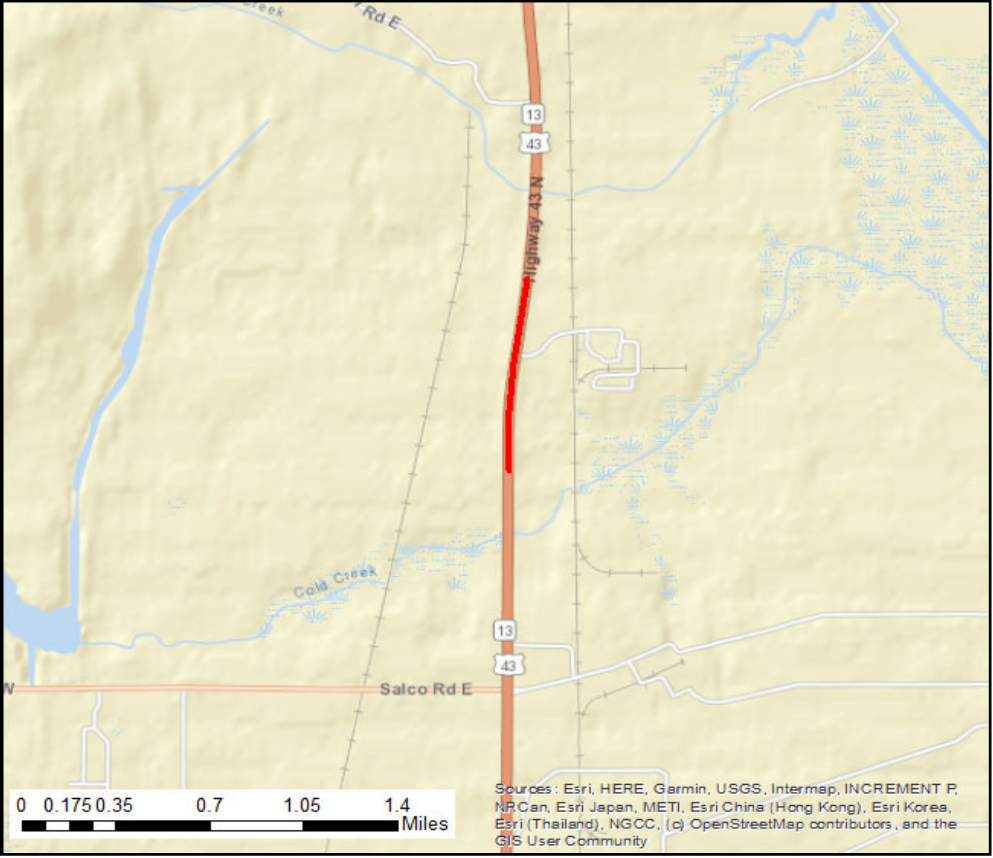
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Totals By Sponsor	Federal	\$0	ALL Funds \$7,000,000
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2.4.7 State Funded Projects

Sponsor: MOBILE COUNTY											
Family ID 44234											
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
49629	100076815 IAR-049-000-006 ()	INDUSTRIAL ACCESS TRANSPORTATION IMPROVEMENTS ON SR-13 (US-43) TO BENEFIT CANFOR SOUTHERN PINE INC.	0.00	CN	P	INTERSECTION IMPROVEMENTS	2024		NA	\$0 \$1,029,600 \$0	\$1,029,600

Prior Years Cost: \$0
 Current TIP Cost: \$1,029,600
 Future Years Cost: \$0
 Total Project Cost: \$1,029,600
 Performance Measure: 1, 2, 3
 Livability Principal: 3, 4



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Totals By Sponsor	Federal	\$0	ALL Funds \$1,029,600
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2.4.8 Enhancement Projects

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

2.4.9 Transit Projects

Sponsor: SOUTH ALABAMA REGIONAL PLANNING COMMISSION													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost		
N/A	100076783	Level of Effort Section 5310 capital Apportionment Year 2023	0.00	TR	P	UNCLASSIFIED	2023		2023	\$449,472 \$0 \$121,239	\$570,711		
N/A	N/A	Level of Effort Section 5310 capital Apportionment Year 2024	0.00	TR	P	UNCLASSIFIED	2024		2024	\$449,472 \$0 \$121,239	\$570,711		
N/A	N/A	Level of Effort Section 5310 capital Apportionment Year 2025	0.00	TR	P	UNCLASSIFIED	2025		2025	\$449,472 \$0 \$121,239	\$570,711		
N/A	N/A	Level of Effort Section 5310 capital Apportionment Year 2026	0.00	TR	P	UNCLASSIFIED	2026		2026	\$449,472 \$0 \$121,239	\$570,711		
N/A	N/A	Level of Effort Section 5310 capital Apportionment Year 2027	0.00	TR	P	UNCLASSIFIED	2027		2026	\$449,472 \$0 \$121,239	\$570,711		
PM:N/A			LP: 1, 3										
Totals By Sponsor			Federal								\$2,247,360		ALL Funds \$2,853,555
Sponsor: THE WAVE TRANSIT SYSTEM													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost		
44067	100069921 FTA9C TR23 ()	SECTION 5307 REHAB/REPLACEMENT OF CAPITAL ROLLING STOCK APPORTIONMENT FY 2023	0.00	TR	P	UNCLASSIFIED	2023		2023	\$500,000 \$0 \$125,000	\$625,000		
PM: Transit State of Good Repair, Mean Distance			LP: 1, 3										
N/A	N/A	SECTION 5307 MOBILE TRANSIT OPERATING ASISTANCE APPORTIONMENT FY 2024	0.00	TR	P	UNCLASSIFIED	2024		2024	\$2,400,000 \$0 \$2,400,000	\$4,800,000		
PM: N/A			LP: 1, 3										
N/A	N/A	SECTION 5307 REHAB/REPLACEMENT OF CAPITAL ROLLING STOCK APPORTIONMENT FY 2024	0.00	TR	P	UNCLASSIFIED	2024		2024	\$300,000 \$0 \$75,000	\$375,000		
PM: Transit State of Good Repair, Mean Distance			LP: 1, 3										
N/A	N/A	SECTION 5307 REHAB/RENOVATION OF MISCELLANEOUS EQUIPMENT APPORTIONMENT FY 2024	0.00	TR	P	UNCLASSIFIED	2024		2024	\$41,000 \$0 \$10,250	\$51,250		
PM: Mean Distance			LP: 1, 3										
N/A	N/A	SECTION 5307 TRANSIT CAPITAL ACQUISITION/REHAB/RENOV SAFETY SECURITY APPORTIONMENT FY 2024	0.00	TR	P	UNCLASSIFIED	2024		2024	\$75,000 \$0 \$18,750	\$93,750		
PM: N/A			LP: 1, 3										

2.4.9 Transit Projects

N/A	N/A	SECTION 5307 TRANSIT CAPITAL PREVENTITIVE MAINTENANCE NON FIXED ROUTE ADA SERVICE AUDIT SERVICES APPORTIONMENT FY 2024	0.00	TR	P	UNCLASSIFIED	2024	2024	\$1,250,000 \$0 \$312,500	\$1,562,500
PM: Mean Distance			LP: 1, 3							
N/A	N/A	SECTION 5307 TRANSIT CAPITAL MOBILE BUS ASSOCIATED TRANSIT IMPROVEMENTS APPORTIONMENT FY 2024	0.00	TR	P	UNCLASSIFIED	2024	2024	\$50,000 \$0 \$12,500	\$62,500
PM: Transit State of Good Repair, Mean Distance			LP: 1, 3							
N/A	N/A	SECTION 5339 BUS AND BUS FACILITIES APPORTIONMENT FY 2024 -CAPITAL ROLLING STOCK	0.00	TR	P	UNCLASSIFIED	2024	2024	\$332,153 \$0 \$82,217	\$415,191
PM: Transit State of Good Repair, Mean Distance			LP: 1, 3							
N/A	N/A	SECTION 5307 MOBILE TRANSIT OPERATING ASISTANCE APPORTIONMENT FY 2025	0.00	TR	P	UNCLASSIFIED	2025	2025	\$2,475,000 \$0 \$2,475,000	\$4,900,000
PM: N/A			LP: 1, 3							
N/A	N/A	SECTION 5307 REHAB/REPLACEMENT OF CAPITAL ROLLING STOCK APPORTIONMENT FY 2025	0.00	TR	P	UNCLASSIFIED	2025	2025	\$325,000 \$0 \$81,250	\$406,250
PM: Transit State of Good Repair, Mean Distance			LP: 1, 3							
N/A	N/A	SECTION 5307 REHAB/RENOVATION OF MISCELLANEOUS EQUIPMENT APPORTIONMENT FY 2025	0.00	TR	P	UNCLASSIFIED	2025	2025	\$41,000 \$0 \$10,250	\$51,250
PM: Mean Distance			LP: 1, 3							
N/A	N/A	SECTION 5307 TRANSIT CAPITAL ACQUISITION/REHAB/RENOV SAFETY SECURITY APPORTIONMENT FY 2025	0.00	TR	P	UNCLASSIFIED	2025	2025	\$50,000 \$0 \$12,500	\$62,500
PM: N/A			LP: 1, 3							
N/A	N/A	SECTION 5307 TRANSIT CAPITAL PREVENTITIVE MAINTENANCE NON FIXED ROUTE ADA SERVICE AUDIT SERVICES APPORTIONMENT FY 2025	0.00	TR	P	UNCLASSIFIED	2025	2025	\$1,250,000 \$0 \$318,750	\$1,593,750
PM: Mean Distance			LP: 1, 3							
N/A	N/A	SECTION 5307 TRANSIT CAPITAL MOBILE BUS ASSOCIATED TRANSIT IMPROVEMENTS APPORTIONMENT FY 2025	0.00	TR	P	UNCLASSIFIED	2025	2025	\$41,000 \$0 \$10,250	\$51,250
PM: Transit State of Good Repair, Mean Distance			LP: 1, 3							
N/A	N/A	SECTION 5339 BUS AND BUS FACILITIES APPORTIONMENT FY 2025 -CAPITAL ROLLING STOCK	0.00	TR	P	UNCLASSIFIED	2025	2025	\$335,474 \$0 \$83,869	\$419,343
PM: Transit State of Good Repair, Mean Distance			LP: 1, 3							
N/A	N/A	SECTION 5307 MOBILE TRANSIT OPERATING ASISTANCE APPORTIONMENT FY 2026	0.00	TR	P	UNCLASSIFIED	2026	2026	\$2,475,000 \$0 \$2,475,000	\$4,950,000
PM: N/A			LP: 1, 3							
N/A	N/A	SECTION 5307 REHAB/REPLACEMENT OF CAPITAL ROLLING STOCK APPORTIONMENT FY 2026	0.00	TR	P	UNCLASSIFIED	2026	2026	\$250,000 \$0 \$62,500	\$312,500

2.4.9 Transit Projects

PM: Transit State of Good Repair, Mean Distance			LP: 1, 3							
N/A	N/A	SECTION 5307 REHAB/RENOVATION OF MISCELLANEOUS EQUIPMENT APPORTIONMENT FY 2026	0.00	TR	P	UNCLASSIFIED	2026	2026	\$45,000 \$0 \$11,250	\$56,250
PM: Mean Distance			LP: 1, 3							
N/A	N/A	SECTION 5307 TRANSIT CAPITAL ACQUISITION/REHAB/RENOV SAFETY SECURITY APPORTIONMENT FY 2026	0.00	TR	P	UNCLASSIFIED	2026	2026	\$75,000 \$0 \$18,750	\$93,750
PM: N/A			LP: 1, 3							
N/A	N/A	SECTION 5307 TRANSIT CAPITAL PREVENTITIVE MAINTENANCE NON FIXED ROUTE ADA SERVICE AUDIT SERVICES APPORTIONMENT FY 2026	0.00	TR	P	UNCLASSIFIED	2026	2026	\$1,300,000 \$0 \$325,000	\$1,625,000
PM: Mean Distance			LP: 1, 3							
N/A	N/A	SECTION 5307 TRANSIT CAPITAL MOBILE BUS ASSOCIATED TRANSIT IMPROVEMENTS APPORTIONMENT FY 2026	0.00	TR	P	UNCLASSIFIED	2026	2026	\$75,000 \$0 \$18,750	\$93,750
PM: Transit State of Good Repair, Mean Distance			LP: 1, 3							
N/A	N/A	SECTION 5339 BUS AND BUS FACILITIES APPORTIONMENT FY 2026 -CAPITAL ROLLING STOCK	0.00	TR	P	UNCLASSIFIED	2026	2026	\$338,829 \$0 \$84,707	\$423,536
PM: Transit State of Good Repair, Mean Distance			LP: 1, 3							
N/A	N/A	SECTION 5307 MOBILE TRANSIT OPERATING ASISTANCE APPORTIONMENT FY 2027	0.00	TR	P	UNCLASSIFIED	2027	2027	\$2,525,000 \$0 \$2,525,000	\$5,050,000
PM: N/A			LP: 1, 3							
N/A	N/A	SECTION 5307 REHAB/REPLACEMENT OF CAPITAL ROLLING STOCK APPORTIONMENT FY 2027	0.00	TR	P	UNCLASSIFIED	2027	2027	\$200,000 \$0 \$50,000	\$250,000
PM: Transit State of Good Repair, Mean Distance			LP: 1, 3							
N/A	N/A	SECTION 5307 REHAB/RENOVATION OF MISCELLANEOUS EQUIPMENT APPORTIONMENT FY 2027	0.00	TR	P	UNCLASSIFIED	2027	2027	\$50,000 \$0 \$12,500	\$62,500
PM: Mean Distance			LP: 1, 3							
N/A	N/A	SECTION 5307 TRANSIT CAPITAL ACQUISITION/REHAB/RENOV SAFETY SECURITY APPORTIONMENT FY 2027	0.00	TR	P	UNCLASSIFIED	2027	2027	\$100,000 \$0 \$25,000	\$125,000
PM: N/A			LP: 1, 3							
N/A	N/A	SECTION 5307 TRANSIT CAPITAL PREVENTITIVE MAINTENANCE NON FIXED ROUTE ADA SERVICE AUDIT SERVICES APPORTIONMENT FY 2027	0.00	TR	P	UNCLASSIFIED	2027	2027	\$1,350,000 \$0 \$337,500	\$1,687,500
PM: Mean Distance			LP: 1, 3							
N/A	N/A	SECTION 5307 TRANSIT CAPITAL MOBILE BUS ASSOCIATED TRANSIT IMPROVEMENTS APPORTIONMENT FY 2027	0.00	TR	P	UNCLASSIFIED	2027	2027	\$75,000 \$0 \$18,750	\$93,750
PM: Transit State of Good Repair, Mean Distance			LP: 1, 3							

2.4.9 Transit Projects

N/A	N/A	SECTION 5339 BUS AND BUS FACILITIES	0.00	TR	P	UNCLASSIFIED	2027	2027	\$342,217	\$427,771
		APPORTIONMENT FY 2027 -CAPITAL ROLLING							\$0	
		STOCK							\$85,554	
PM: Transit State of Good Repair, Mean Distance			LP: 1, 3							
Totals By Sponsor	Federal		\$ 18,866,673						ALL Funds \$	30,095,841

2.4.10 System Maintenance Projects

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

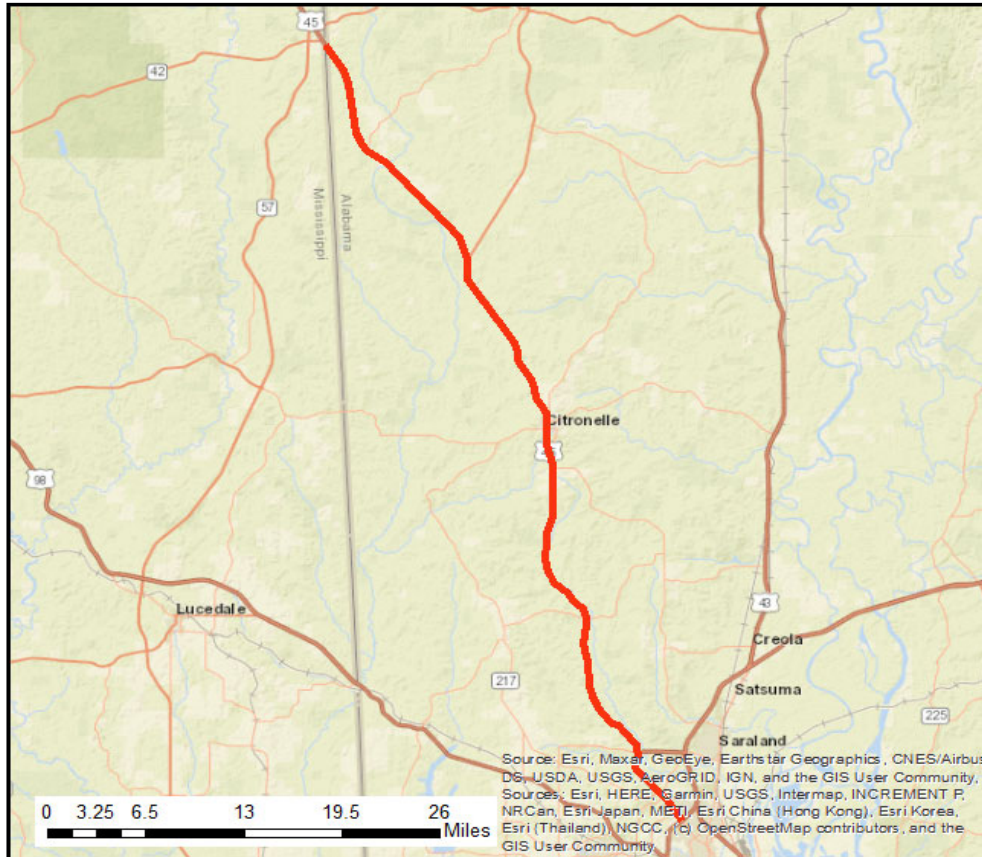
2.4.11 Safety Projects

Sponsor: ALDOT

Family ID 47232

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
47232	100073814 HSIP 0017 (585)	ADD LEFT TURN BYPASS LANES ON SR-17 (US-45) AT PINE STREET SMITHTOWN ROAD AND OAK GROVE ROAD IN MOBILE COUNTY AND ON SR-57 (US-45) AT CR-1 (MAIN STREET) IN WASHINGTON COUNTY	54.81	PE	A	SAFETY IMPROVEMENTS	2021	EXEMPT	NA	\$180,000 \$20,000 \$0	\$200,000
47232	100073895 HSIP 0017 ()	ADD LEFT TURN BYPASS LANES ON SR-17 (US-45) AT PINE STREET SMITHTOWN ROAD AND OAK GROVE ROAD IN MOBILE COUNTY AND ON SR-57 (US-45) AT CR-1 (MAIN STREET) IN WASHINGTON COUNTY	31.50	CN	P	SAFETY IMPROVEMENTS	2024	EXEMPT	NA	\$1,565,373 \$173,930 \$0	\$1,739,303

Prior Years Cost: \$200,000
Current TIP Cost: \$1,939,303
Future Years Cost: \$0
Total Project Cost: \$2,139,303
Performance Measure: 1, 2, 3
Livability Principal: 3, 4

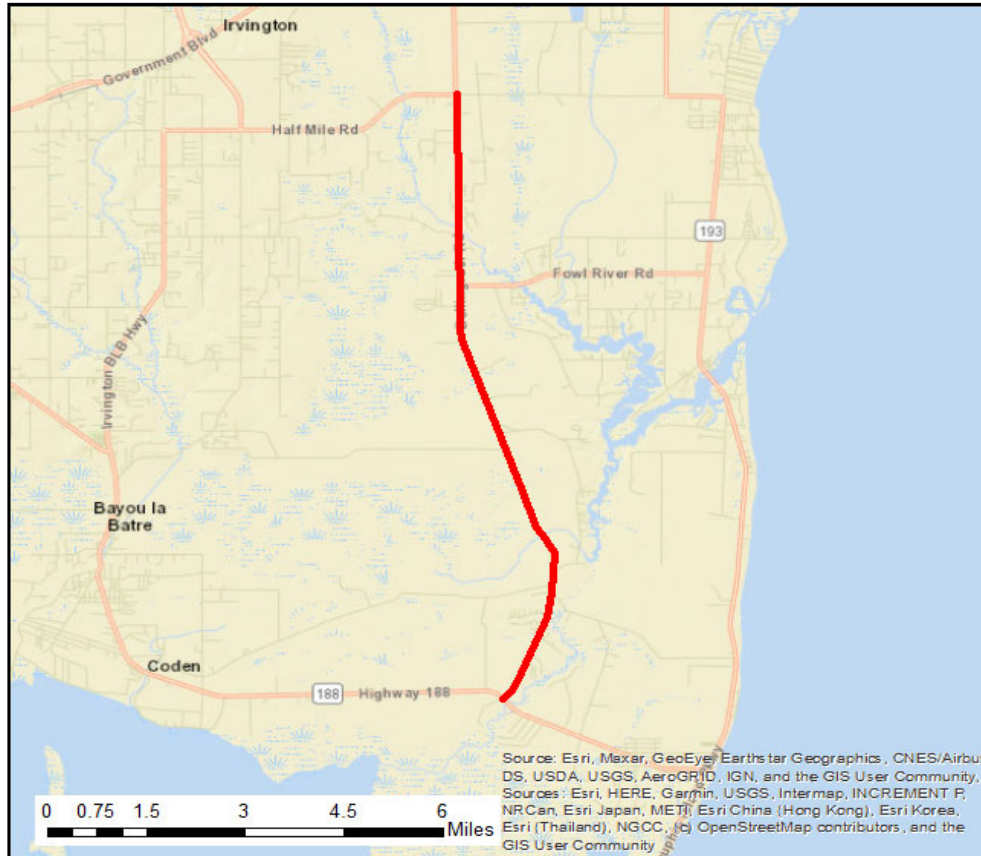


Totals By Sponsor	Federal	\$1,565,373	ALL Funds	\$1,739,303
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2.4.11 Safety Projects

Sponsor: MOBILE COUNTY											
Family ID 11701											
Project	Project	Project Description	Project	SCP	STS	Project Type	FY	Project	Conform	Federal	Estimated
11701	100074650	SAFETY IMPROVEMENTS (2 WIDENING	9.00	CN	A	SAFETY	2022	EXEMPT	NA	\$635,549	\$635,549
	HRRR 4922	STRIPING RUMBLE STRIPS RAISED				IMPROVEMENTS				\$0	
	(250)	PAVEMENT MARKERS) ON CR-59								\$0	
11701	100075939	SAFETY IMPROVEMENTS (2 SAFETY	0.00	CN	P	PREVENTATIVE MAINT	2024	EXEMPT	NA	\$489,196	\$543,552
	HRRR 4923 ()	WIDENING RUMBLE STRIPS AND PAVEMENT				MINOR REHAB W/				\$0	
		MARKERS) ON BELLINGRATH ROAD FROM				SAFETY WIDENING				\$54,355	

Prior Years Cost: \$635,549
Current TIP Cost: \$543,552
Future Years Cost: \$0
Total Project Cost: \$1,179,101
Performance Measure: 1
Livability Principal: 1, 2, 3, 4, 5, 6

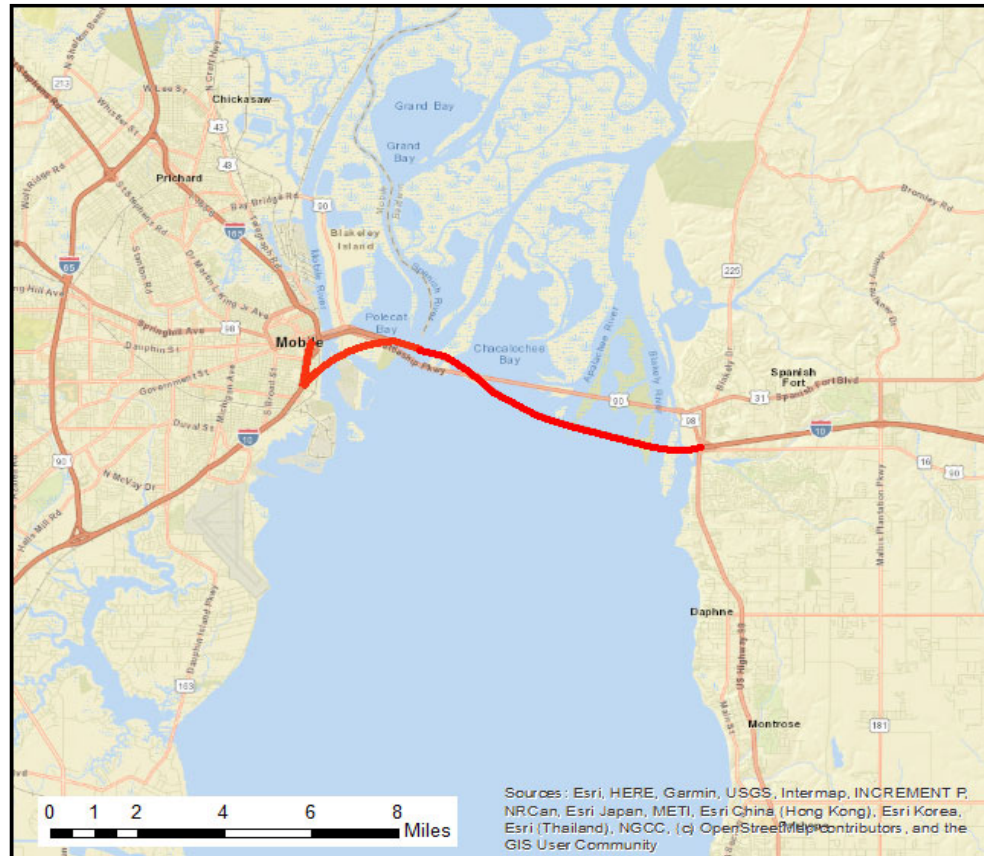


Totals By Sponsor	Federal	\$489,196	ALL Funds \$543,552
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2.4.12 Other Federal and State Aid Projects

Sponsor: ALDOT											
Family ID 5011											
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
5011	100075797 INFRA I010 (353)	I-10 MOBILE RIVER BRIDGE AND BAYWAY FROM BROAD STREET (EXIT 24) TO BALDWIN COUNTY	4.41	PE	A	GRADE, DRAIN, BASE, PAVE AND BRG	2022	EXEMPT	NA	\$80,000,000 \$0 \$0	\$80,000,000
5011	100073596 NHDB I010 ()	I-10 MOBILE RIVER BRIDGE AND BAYWAY FROM BROAD STREET (EXIT 24) TO BALDWIN COUNTY	4.41	CN	P	GRADE, DRAIN, BASE, PAVE AND BRG	2024	EXEMPT	NA	\$655,490,000 \$125,000,000 \$911,050,000	\$1,691,540,000

Prior Years Cost: \$80,000,000
Current TIP Cost: \$1,691,540,000
Future Years Cost: \$0
Total Project Cost: \$1,771,540,000
Performance Measure: 1, 2, 3
Livability Principal: 1, 2, 3, 4, 5, 6



2.4.12 Other Federal and State Aid Projects

Family ID 47372

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
47372	100073892 RACR-069-000-042 ()	SOUTHWEST REGION - MOBILE AREA CONCRETE PAVEMENT PROJECTS (READY MIX)	0.00	PE	A	UNCLASSIFIED	2022	EXEMPT	NA	\$0 \$250,000 \$0	\$250,000
47372	100074079 RACR-049-013-012 ()	CONCRETE PAVEMENT AT SR-13 (US-43) AND JACKSON RD INTERSECTION IN SATSUMA (READY MIX)	0.40	CN	A	UNCLASSIFIED	2022	EXEMPT	NA	\$0 \$822,179 \$0	\$822,179
47372	100074080 RACR-049-017-005 ()	INTERSECTION IMPROVEMENTS INCLUDING CONSTRUCTING CONCRETE PAVEMENT AT SR-17 (US-45) AND WEST I-65 SERVICE ROAD	0.12	CN	P	UNCLASSIFIED	2024	EXEMPT	NA	\$0 \$765,075 \$0	\$765,075

Prior Years Cost: \$1,072,179
Current TIP Cost: \$765,075
Future Years Cost: \$0
Total Project Cost: \$1,837,254
Performance Measure: 1, 2, 3
Livability Principal: 1, 3, 4

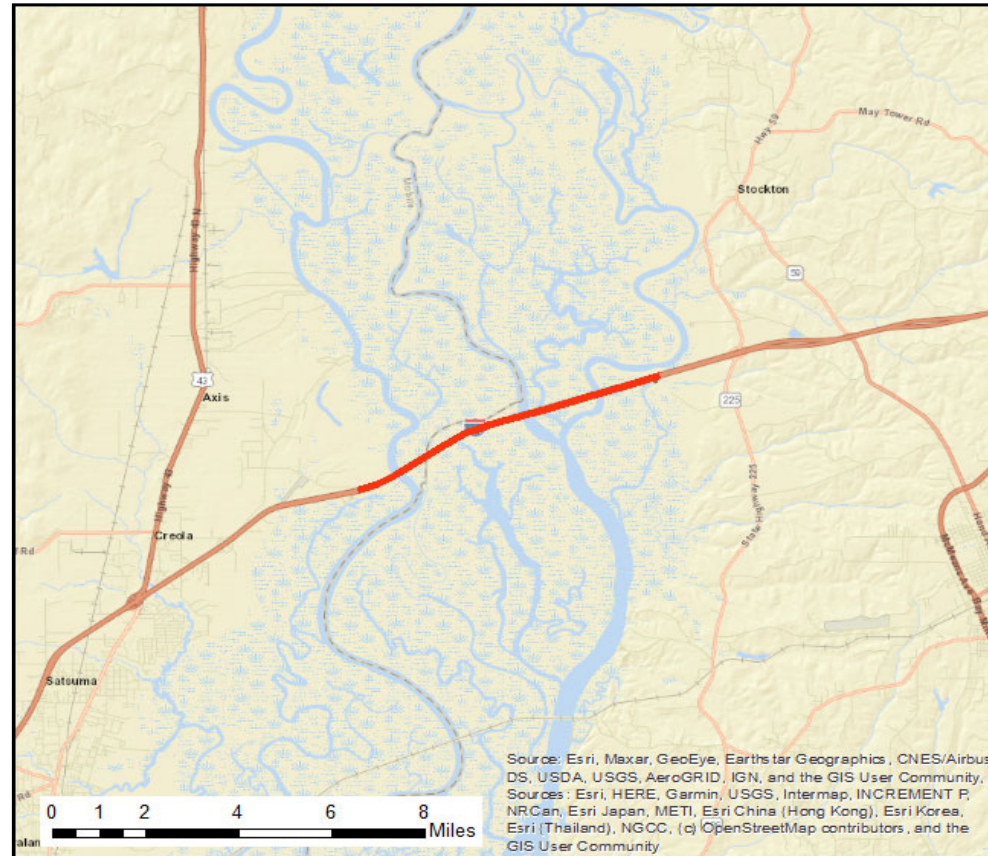


2.4.12 Other Federal and State Aid Projects

Family ID 45466

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
45466	100071697 CRPAA I065 ()	CCTV CAMERA DEPLOYMENT (TSMO) ON I-65 FROM THE WEST END OF THE DELTA BRIDGE TO THE EAST END OF DELTA BRIDGE	8.00	PE	P	INTELLIGENT TECHNOLOGY SYSTEMS	2024	EXEMPT	NA	\$125,029 \$13,892 \$0	\$138,921
45466	100071698 CRPAA I065 ()	CCTV CAMERA DEPLOYMENT (TSMO) ON I-65 FROM THE WEST END OF THE DELTA BRIDGE TO THE EAST END OF DELTA BRIDGE	8.00	CN	P	INTELLIGENT TECHNOLOGY SYSTEMS	2025	EXEMPT	NA	\$1,262,789 \$140,310 \$0	\$1,403,098

Prior Years Cost: \$0
Current TIP Cost: \$1,403,098
Future Years Cost: \$0
Total Project Cost: \$1,403,098
Performance Measure: 1, 3
Livability Principal: 1



2.4.12 Other Federal and State Aid Projects

Family ID 49084

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
49084	100076122 ATRP2-49-2023-442 ()	WIDENING ON SR-158 FROM 2 LANES TO 4 LANES FROM THE EXISTING 4 LANE SECTION EASTERLY FOR 1500 FT (CONTINUATION OF FY 2020 ATRIP-II PROJECT)	0.00	PE	A	WIDENING AND RESURFACING (RDWY)	2023		NA	\$0 \$150,000 \$0	\$150,000
49084	100076622 ATRP2-49-2023-442 ()	WIDENING ON SR-158 FROM 2 LANES TO 4 LANES FROM THE EXISTING 4 LANE SECTION EASTERLY FOR 1500 FT (CONTINUATION OF FY 2020 ATRIP-II PROJECT)	0.00	CN	P	WIDENING AND RESURFACING (RDWY)	2024		NA	\$0 \$1,850,000 \$0	\$1,850,000

Prior Years Cost: \$150,000
Current TIP Cost: \$1,850,000
Future Years Cost: \$0
Total Project Cost: \$2,000,000
Performance Measure: 1, 2, 3
Livability Principal: 1, 3, 4

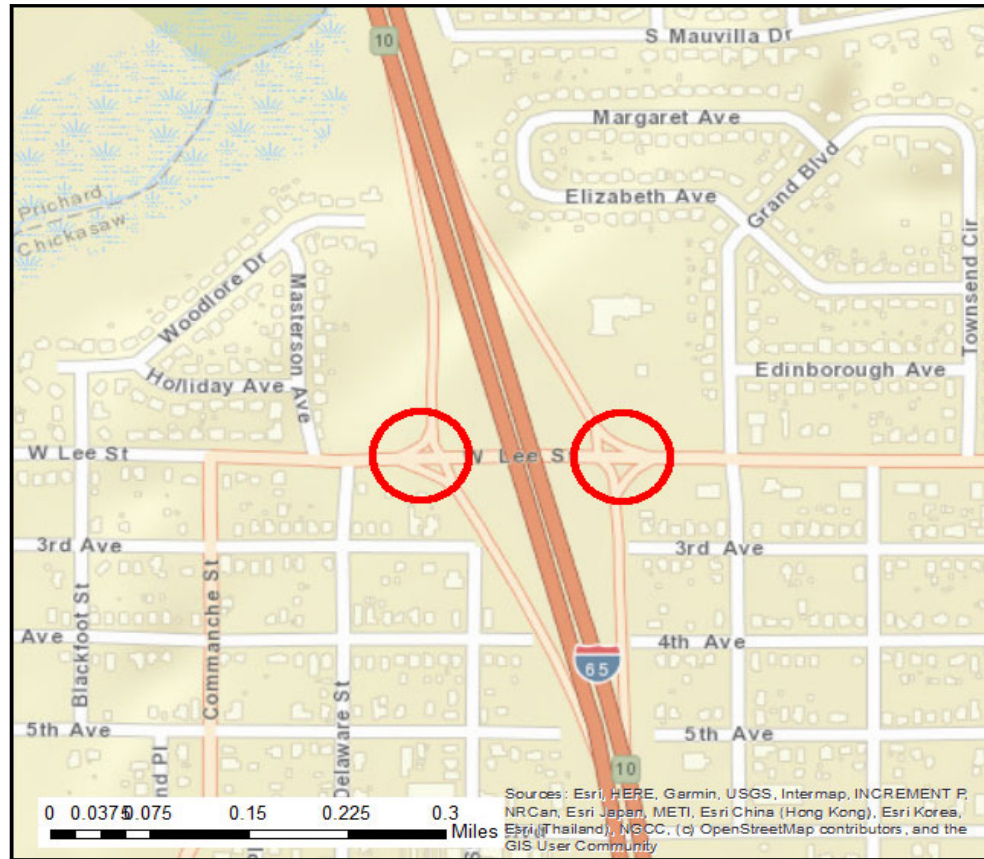


2.4.12 Other Federal and State Aid Projects

Family ID 49095

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
49095	100076133 ATRP2-49-2023-141 ()	ROUNDBOUT AT I-65 AND WEST LEE STREET (EXIT 10) NORTH BOUND RAMP AND SOUTH BOUND RAMP	0.00	PE	A	SAFETY IMPROVEMENTS	2023		NA	\$0 \$289,279 \$0	\$289,279
49095	100076623 ATRP2-49-2023-141 ()	ROUNDBOUT AT I-65 AND WEST LEE STREET (EXIT 10) NORTH BOUND RAMP AND SOUTH BOUND RAMP	0.00	CN	P	SAFETY IMPROVEMENTS	2025		NA	\$0 \$1,710,721 \$0	\$1,710,721

Prior Years Cost: \$289,279
Current TIP Cost: \$1,710,721
Future Years Cost: \$0
Total Project Cost: \$2,000,000
Performance Measure: 1, 2, 3
Livability Principal: 1, 3, 4



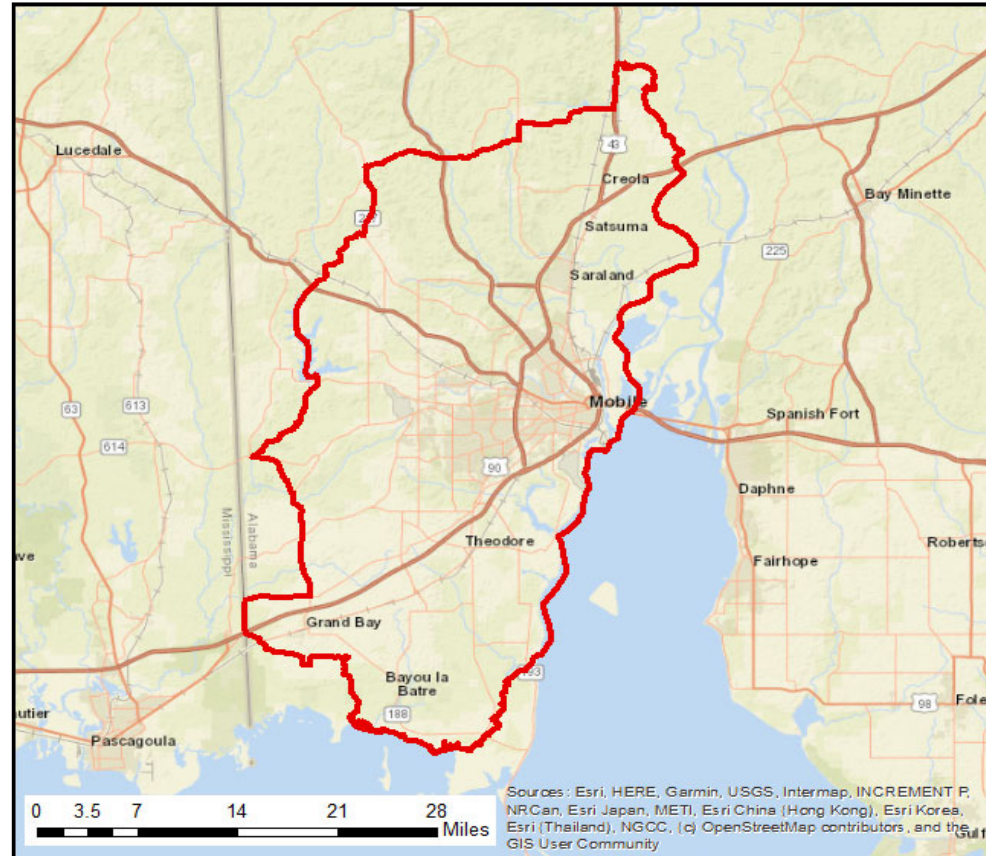
Totals By Sponsor	Federal	\$656,877,817	ALL Funds	\$1,697,407,815
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2.4.12 Other Federal and State Aid Projects

Authorized

<u>Family ID 49282</u>											
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
49282	100076376	REGIONWIDE TRANSPORTATION CRPMB-STPMB- OPERATIONS PROGRAM (RTOP) CRPAA NR23 () CONGESTION MANAGEMENT	0.00	SP	P	INTELLIGENT TECHNOLOGY SYSTEMS	2023		NA	\$320,320 \$80,080 \$0	\$400,400

Prior Years Cost: \$0
Current TIP Cost: \$400,400
Future Years Cost: \$0
Total Project Cost: \$400,400
Performance Measure: 1, 3
Livability Principal: 1, 2, 3, 4, 5



2.4.12 Other Federal and State Aid Projects

Sponsor: Alabama Port Authority											
Family ID 48575											
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
48575	100075533	PORT OF MOBILE IMPROVEMENTS FOR MONTGOMERY ICTF	NA	SP	P	UNCLASSIFIED	2024	NA	NA	\$81,608,000	\$81,608,000

Prior Years Cost: \$0
Current TIP Cost: \$81,608,000
Future Years Cost: \$0
Total Project Cost: \$81,608,000
Performance Measure: N/A
Livability Principal: N/A

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Totals By Sponsor	Federal	\$0	ALL Funds	\$81,608,000
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2.4.13 Congestion Mitigation and Air Quality Projects

Sponsor:											
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	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

Sponsor:

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

Totals By Sponsor	Federal	\$ -								ALL Funds \$ -	
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2.4.15 Carbon Reduction Attributable Projects

Sponsor:											
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	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 Program Projects

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

2.4.17 Local Projects of Regional Significance

Sponsor: Alabama Port Authority												
<u>Family ID 47232</u>												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
NA	100075533	Port of Mobile Improvement for Montgomery Intermodal Container Transfer Facility (ICTF) connecting containerized cargo shippers to the Port of Mobile using the CSX Mainline	NA	PE RW UT CN	A	UNCLASSIFIED	2022	NA	NA	\$14,910,000	\$14,910,000	
Totals By Sponsor		Federal	\$0								ALL Funds	\$14,910,000
Sponsor: Mobile County												
<u>Family ID 47232</u>												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
NA	NA	Mobile Aeroplex at Brookley Major Improvements	NA	PE RW UT CN	A	UNCLASSIFIED	2022	NA	NA	\$5,000,000	\$5,000,000	
Totals By Sponsor		Federal	\$0								ALL Funds	\$5,000,000

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2.4.18 AUTHORIZED PROJECTS

Annual Listing of Obligated Projects

Sponsor: ALDOT

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
NH	3	NH 0042(509)	100073973	UT	8.645	11/01/2021	BASE AND PAVE	\$156,119	\$160,000	\$159,047	\$954
Project Description: SR-42 (US-98) FROM MISSISSIPPI LINE TO 0.5 MILE EAST OF GLENWOOD ROAD.											
NHA	3	NH 0042(509)	100073973	UT	8.645	11/01/2021	BASE AND PAVE	\$156,119	\$0	\$0	\$0
Project Description: SR-42 (US-98) FROM MISSISSIPPI LINE TO 0.5 MILE EAST OF GLENWOOD ROAD.											
NH	3	NH 0042(509)	100040584	CN	8.654	11/05/2021	BASE AND PAVE	\$30,746,674	\$27,000,000	\$27,516,993	(\$516,994)
Project Description: SR-42 (US-98) EASTBOUND LANES FROM MISSISSIPPI LINE TO 0.5 MILE EAST OF GLENWOOD ROAD TO INCLUDE THE WESTBOUND LANES TO STATION											
NHA	3	NH 0042(509)	100040584	CN	8.654	11/05/2021	BASE AND PAVE	\$30,746,674	\$0	\$0	\$0
Project Description: SR-42 (US-98) EASTBOUND LANES FROM MISSISSIPPI LINE TO 0.5 MILE EAST OF GLENWOOD ROAD TO INCLUDE THE WESTBOUND LANES TO STATION											
ST	2	NH 0042(509)	100040584	CN	8.654	11/05/2021	BASE AND PAVE	\$30,746,674	\$216,784	\$282,739	(\$65,954)
Project Description: SR-42 (US-98) EASTBOUND LANES FROM MISSISSIPPI LINE TO 0.5 MILE EAST OF GLENWOOD ROAD TO INCLUDE THE WESTBOUND LANES TO STATION											
NH	3	BP-NH 0042(517)	100052812	CN	0.01	11/05/2021	BRIDGE	\$9,231,411	\$9,368,327	\$8,717,442	\$650,884
Project Description: CONSTRUCT BRIDGE ON GLENWOOD ROAD OVER SR-42 (US-98) GRADE DRAIN BASE AND PAVE BRIDGE AND RETAINING WALLS											
NHA	3	BP-NH 0042(517)	100052812	CN	0.01	11/05/2021	BRIDGE	\$9,231,411	\$0	\$0	\$0
Project Description: CONSTRUCT BRIDGE ON GLENWOOD ROAD OVER SR-42 (US-98) GRADE DRAIN BASE AND PAVE BRIDGE AND RETAINING WALLS											
INFRA	12	INFRAF I010(353)	100075797	PE	4.41	10/01/2022	GRADE, DRAIN, BASE, PAVE AND BRG	\$80,000,000	\$80,000,000	\$50,368,861	\$29,631,139
Project Description: I-10 MOBILE RIVER BRIDGE AND BAYWAY FROM BROAD STREET (EXIT 24) TO BALDWIN COUNTY											
SAF	11	HRRR 4922(250)	100074650	CN	9	09/15/2022	SAFETY IMPROVEMENTS	\$635,548	\$635,549	\$0	\$635,548
Project Description: SAFETY IMPROVEMENTS (2 WIDENING STRIPING RUMBLE STRIPS RAISED PAVEMENT MARKERS) ON CR-59 (BELLINGRATH ROAD) FROM SR-188 TO HALF MILE / LAURENDINE ROAD											
NH	3	NH I065(536)	100074235	PE	2.16	09/01/2022	ADDITIONAL ROADWAY LANES	\$300,000	\$300,000	\$505,563	(\$205,563)
Project Description: ADDITIONAL LANES AND BRIDGE REPLACEMENT ON I-65 FROM SR-158 TO CR-41 (CELESTE RD) (BIN 009267009268)											
NH	3	RP-NH 0017(582)	100070125	FM	4.34	01/28/2022	PREVENTATIVE MAINTENANCE LEVEL 2	\$1,689,919	\$1,444,786	\$1,444,786	\$0
Project Description: RESURFACING ON SR-17 (US-45) FROM SPRINGHILL AVE. TO I-65											
NH1	3	RP-NH 0017(582)	100070125	FM	4.34	01/28/2022	PREVENTATIVE MAINTENANCE LEVEL 2	\$1,689,919	\$315,214	\$206,850	\$108,364
Project Description: RESURFACING ON SR-17 (US-45) FROM SPRINGHILL AVE. TO I-65											
RP80	12	RP-NH 0017(582)	100070125	FM	4.34	01/28/2022	PREVENTATIVE MAINTENANCE LEVEL 2	\$1,689,919	\$221,152	\$221,152	\$0
Project Description: RESURFACING ON SR-17 (US-45) FROM SPRINGHILL AVE. TO I-65											
NH	3	NH 0013(623)	100073277	FM	0.84	01/28/2022	PREVENTATIVE MAINTENANCE	\$562,408	\$351,070	\$339,255	\$11,816
Project Description: RESURFACING ON SR-13 (US-43) FROM JARVIS ROAD TO SHORT STREET											
Z37D	12	NH 0013(623)	100073277	FM	0.84	01/28/2022	PREVENTATIVE MAINTENANCE	\$562,408	\$223,153	\$95,005	\$128,148
Project Description: RESURFACING ON SR-13 (US-43) FROM JARVIS ROAD TO SHORT STREET											

Annual Listing of Obligated Projects

NH	3	NH 0042(541)	100071916	FM	5.813	01/28/2022	PREVENTATIVE MAINTENANCE	\$2,998,085	\$3,200,000	\$3,049,956	\$150,044
Project Description: RESURFACING ON SR-42 (US-98) FROM SNOW ROAD TO MAGNOLIA GROVE PARKWAY											
NHA	3	NH 0042(541)	100071916	FM	5.813	01/28/2022	PREVENTATIVE MAINTENANCE	\$2,998,085	\$0	\$0	\$0
Project Description: RESURFACING ON SR-42 (US-98) FROM SNOW ROAD TO MAGNOLIA GROVE PARKWAY											
SAF	11	STPAA-HSIP MR22(900)	100071917	FM	6.598	12/03/2021	PREVENTATIVE MAINTENANCE LEVEL 2 W/ SAFETY WIDEN	\$3,884,992	\$600,000	\$600,000	\$0
Project Description: RESURFACING 2 SAFETY WIDENING AND STEEL BLOCKOUT REPLACEMENT ON I-65 SERVICE ROADS FROM SR-16 (US-90) TO SR-17 (US-45)											
SAF1	11	STPAA-HSIP MR22(900)	100071917	FM	6.598	12/03/2021	PREVENTATIVE MAINTENANCE LEVEL 2 W/ SAFETY WIDEN	\$3,884,992	\$204,675	\$184,675	\$20,000
Project Description: RESURFACING 2 SAFETY WIDENING AND STEEL BLOCKOUT REPLACEMENT ON I-65 SERVICE ROADS FROM SR-16 (US-90) TO SR-17 (US-45)											
ST	2	STPAA-HSIP MR22(900)	100071917	FM	6.598	12/03/2021	PREVENTATIVE MAINTENANCE LEVEL 2 W/ SAFETY WIDEN	\$3,453,326	\$2,973,573	\$2,973,573	\$0
Project Description: RESURFACING 2 SAFETY WIDENING AND STEEL BLOCKOUT REPLACEMENT ON I-65 SERVICE ROADS FROM SR-16 (US-90) TO SR-17 (US-45)											
ST1	2	STPAA-HSIP MR22(900)	100071917	FM	6.598	12/03/2021	PREVENTATIVE MAINTENANCE LEVEL 2 W/ SAFETY WIDEN	\$3,453,326	\$1,000,000	\$929,943	\$70,057
Project Description: RESURFACING 2 SAFETY WIDENING AND STEEL BLOCKOUT REPLACEMENT ON I-65 SERVICE ROADS FROM SR-16 (US-90) TO SR-17 (US-45)											
REC	12	NH-HSIP 0013(621)	100069458	FM	4.501	11/03/2023	PREVENTATIVE MAINTENANCE LEVEL 2	\$3,848,647	\$3,285,254	\$1,157	\$3,284,096
Project Description: RESURFACING STEEL BLOCKOUT REPLACEMENT AND SIGNAL BACKPLATES ON SR-13 (US-43) FROM SR-158 TO PLATEAU AVENUE											
SAF	11	NH-HSIP 0013(621)	100069458	FM	4.501	11/03/2023	PREVENTATIVE MAINTENANCE LEVEL 2	\$4,329,728	\$40,989	\$2,673	\$38,316
Project Description: RESURFACING STEEL BLOCKOUT REPLACEMENT AND SIGNAL BACKPLATES ON SR-13 (US-43) FROM SR-158 TO PLATEAU AVENUE											
NH	3	NH-HSIP 0042(542)	100073476	FM	0.853	12/02/2022	PREVENTATIVE MAINTENANCE LEVEL 2	\$819,167	\$868,627	\$808,847	\$59,780
Project Description: RESURFACING AND SIGNAL BACKPLATES ON SR-42 (US-98) FROM BROAD STREET TO THE WEST END OF BANKHEAD TUNNEL/S. ROYAL STREET (MP 27.433)											
SAF	11	NH-HSIP 0042(542)	100073476	FM	0.853	12/02/2022	PREVENTATIVE MAINTENANCE LEVEL 2	\$921,563	\$14,567	\$183	\$14,384
Project Description: RESURFACING AND SIGNAL BACKPLATES ON SR-42 (US-98) FROM BROAD STREET TO THE WEST END OF BANKHEAD TUNNEL/S. ROYAL STREET (MP 27.433)											
NH	3	NH-HSIP 0016(532)	100073558	FM	2.08	12/02/2022	PREVENTATIVE MAINTENANCE LEVEL 2	\$1,293,925	\$1,288,542	\$1,226,721	\$61,821
Project Description: RESURFACING AND SIGNAL BACKPLATES ON SR-16 (US-90) FROM SR-163 TO BROAD STREET											
SAF	11	NH-HSIP 0016(532)	100073558	FM	2.08	12/02/2022	PREVENTATIVE MAINTENANCE LEVEL 2	\$1,455,666	\$26,723	\$26,723	\$0
Project Description: RESURFACING AND SIGNAL BACKPLATES ON SR-16 (US-90) FROM SR-163 TO BROAD STREET											
SAF	11	STPAA-HSIP 0217(504)	100075358	FM	12.28	12/08/2023	PREVENTATIVE MAINTENANCE LEVEL 2	\$4,371,062	\$23,793	\$17,292	\$6,501
Project Description: RESURFACING AND SIGNAL BACKPLATES ON SR-217 FROM SR-17 (US-45) TO LAKEVIEW RIDGE LANE											
ST	2	STPAA-HSIP 0217(504)	100075358	FM	12.28	12/08/2023	PREVENTATIVE MAINTENANCE LEVEL 2	\$3,885,389	\$3,705,035	\$66,892	\$3,638,143
Project Description: RESURFACING AND SIGNAL BACKPLATES ON SR-217 FROM SR-17 (US-45) TO LAKEVIEW RIDGE LANE											
NH	3	NH-HSIP 0016(536)	100075354	FM	6.25	01/26/2024	PREVENTATIVE MAINTENANCE LEVEL 2	\$5,014,825	\$4,721,902	\$977	\$4,720,926

Annual Listing of Obligated Projects

Project Description: RESURFACING AND SIGNAL BACKPLATES ON SR-16 (US-90) FROM EAST ABUTMENT OF FOWL RIVER BRIDGE TO HALLS MILL CREEK BRIDGE											
SAF	11	NH-HSIP 0016(536)	100075354	FM	6.25	01/26/2024	PREVENTATIVE MAINTENANCE LEVEL 2	\$5,641,678	\$67,478	\$0	\$67,478
Project Description: RESURFACING AND SIGNAL BACKPLATES ON SR-16 (US-90) FROM EAST ABUTMENT OF FOWL RIVER BRIDGE TO HALLS MILL CREEK BRIDGE											
IM	3	IM I065(512)	100069061	CN	6.337	01/28/2022	PREVENTATIVE MAINTENANCE	\$3,485,653	\$3,487,100	\$3,486,626	\$474
Project Description: RESURFACING ON I-65 FROM 0.56 MILE NORTH OF SR-158 TO 0.41 MILE NORTH OF SR-13(US-43)											
IM1	3	IM I065(512)	100069061	CN	6.337	01/28/2022	PREVENTATIVE MAINTENANCE	\$3,485,653	\$562,900	\$168,621	\$394,279
Project Description: RESURFACING ON I-65 FROM 0.56 MILE NORTH OF SR-158 TO 0.41 MILE NORTH OF SR-13(US-43)											
IM	3	IM I010(349)	100069062	CN	8.283	05/27/2022	PREVENTATIVE MAINTENANCE	\$7,439,953	\$7,439,953	\$7,439,953	\$0
Project Description: RESURFACING ON I-10 FROM 1.36 MILES EAST OF SR-193 TO THE WALLACE TUNNEL											
IM1	3	IM I010(349)	100069062	CN	8.283	05/27/2022	PREVENTATIVE MAINTENANCE	\$7,439,953	\$391,531	\$145,892	\$245,639
Project Description: RESURFACING ON I-10 FROM 1.36 MILES EAST OF SR-193 TO THE WALLACE TUNNEL											
IM2	3	IM I010(349)	100069062	CN	8.283	05/27/2022	PREVENTATIVE MAINTENANCE	\$7,439,953	\$2,483,594	\$0	\$2,483,594
Project Description: RESURFACING ON I-10 FROM 1.36 MILES EAST OF SR-193 TO THE WALLACE TUNNEL											
BRN	3	BR I065(515)	100069478	CN	1.568	07/29/2022	BRIDGE PAINTING	\$2,658,846	\$1,648,552	\$1,536,820	\$111,732
Project Description: BRIDGE PAINTING ON I-65OVER GENESEE AND WYOMING RR (BIN 1019510196)OVER SR-13 (US-43) (BIN 1019710198)NB OFF RAMP OVER SR-13 (US-43) (BIN											
BRN	3	BR I065(515)	100069460	PE	0	04/01/2022	BRIDGE PAINTING	\$80,000	\$12,000	\$10,573	\$1,427
Project Description: BRIDGE PAINTING ON I-65OVER GENESEE AND WYOMING RR (BIN 1019510196)OVER SR-13 (US-43) (BIN 1019710198)NB OFF RAMP OVER SR-13 (US-43) (BIN											
ULMB	1	CRPMB 0016(534)	100070108	PE	2.7	11/01/2022	SIDEWALK	\$140,000	\$140,000	\$11,382	\$128,618
Project Description: BICYCLE AND PEDESTRIAN SHARED USE PATHS ALONG SR-16 (US-90/AFRICATOWN BOULEVARD) FROM I-165 TO SERVICE ROAD ON EAST SIDE OF AFRICATOWN BRIDGE.											
RAA2	12	ATRP2-49- 2020-049-CN ()	100071086	CN	0.094	04/07/2023	INTERSECTION IMPROVEMENTS	\$0	\$0	\$0	\$0
Project Description: INTERSECTION IMPROVEMENTS ROUNDABOUT AT SR-188 AND IRVINGTON BAYOU LA BATRE HIGHWAY (CR-19)											
IM	3	IM I065(523)	100073448	CN	6.08	06/24/2022	TRAFFIC STRIPING	\$1,304,001	\$1,350,000	\$1,129,500	\$220,500
Project Description: BRIDGE RESTRIPIING ON I-65 NORTH BOUND AND SOUTH BOUND LANES AT MOBILE RIVER DELTA BRIDGE											
IMA	3	IM I065(523)	100073448	CN	6.08	06/24/2022	TRAFFIC STRIPING	\$1,304,001	\$0	\$0	\$0
Project Description: BRIDGE RESTRIPIING ON I-65 NORTH BOUND AND SOUTH BOUND LANES AT MOBILE RIVER DELTA BRIDGE											
RHE90	11	RHCH RR21(924)	100073585	CN	0	05/15/2022	RR CROSSING IMPROVEMENTS	\$513,928	\$81,312	\$0	\$81,312
Project Description: RR XING HAZARD ELIMINATION IMPROVEMENTS FOR INSTALLATION OF TWO CANTILEVERS WITH SIGNALS TWO BELLS AND CONCRETE PANELS ON SPRINGHILL AVE. AT ALABAMA EXPORT RAILROAD IN MOBILE; REF 2105HE DOT 304230T											
RH40M	11	RHCH RR21(924)	100073585	CN	0	05/15/2022	RR CROSSING IMPROVEMENTS	\$513,928	\$166,702	\$0	\$166,702
Project Description: RR XING HAZARD ELIMINATION IMPROVEMENTS FOR INSTALLATION OF TWO CANTILEVERS WITH SIGNALS TWO BELLS AND CONCRETE PANELS ON SPRINGHILL AVE. AT ALABAMA EXPORT RAILROAD IN MOBILE; REF 2105HE DOT 304230T											
RSH	11	RHCH RR21(924)	100073585	CN	0	05/15/2022	RR CROSSING IMPROVEMENTS	\$513,928	\$265,914	\$0	\$265,914
Project Description: RR XING HAZARD ELIMINATION IMPROVEMENTS FOR INSTALLATION OF TWO CANTILEVERS WITH SIGNALS TWO BELLS AND CONCRETE PANELS ON SPRINGHILL AVE. AT ALABAMA EXPORT RAILROAD IN MOBILE; REF 2105HE DOT 304230T											

Annual Listing of Obligated Projects

RACR	12	RACR-049-013-012 ()	100074079	CN	0.4	08/26/2022	UNCLASSIFIED	\$0	\$0	\$0	\$0
Project Description: CONCRETE PAVEMENT AT SR-13 (US-43) AND JACKSON RD INTERSECTION IN SATSUMA (READY MIX)											
RACR	12	RACR-069-000-042 ()	100073892	PE	0	10/01/2021	UNCLASSIFIED	\$0	\$0	\$0	\$0
Project Description: SOUTHWEST REGION - MOBILE AREA CONCRETE PAVEMENT PROJECTS (READY MIX)											
ST	2	STPAA 0193(507)	100074195	CN	0.04	02/15/2022	RR CROSSING IMPROVEMENTS	\$430,599	\$480,000	\$469,503	\$10,498
Project Description: RAIL AND ROADWAY REPAIR ON SR-193 AT CSX CROSSING 351-476S MP 20.5											
IM	3	IM 1165(304)	100074306	CN	5.07	12/02/2022	TRAFFIC STRIPING	\$2,321,420	\$1,768,225	\$1,623,674	\$144,550
Project Description: BRIDGE RESTRIPIING ON I-165 NORTH BOUND LANE AND SOUTH BOUND LANE (MP 0.000 TO 5.070) (BINS 015508 AND 015574).											
CR	12	CRPAA 0042(543)	100075364	CN	0.69	09/30/2022	LIGHTING	\$1,555,095	\$1,178,095	\$534,940	\$643,155
Project Description: UPGRADE ROADWAY LIGHTING LUMINAIRES ON SR-42 (US-98) IN BANKHEAD TUNNEL											
STATE	7	ST-049-110-008 ()	100075434	SP	6	07/01/2022	UNCLASSIFIED	\$0	\$0	\$0	\$0
Project Description: STANDBY TOWING AND RECOVERY SERVICES FOR THE I-10 WIDENING PROJECT LIMITS IN MOBILE COUNTY.											
HP3	12	SPR-PART3 PLMB(023)	100075766	HP	0	11/01/2022	SIGNING	\$99,356	\$0	\$0	\$0
Project Description: EVALUATE ALDOT MAINTAINED SIGN PANELS AND ASSOCIATED STRUCTURES ON I-10 WITHIN THE MOBILE MPO AREA TO ENSURE APPROPRIATE MESSAGING AND LOCATIONS.											
NH	3	NH 0042(545)	100075915	PE	0.286	04/01/2023	BRIDGE	\$440,000	\$440,000	\$41,388	\$398,611
Project Description: EXTEND WESTBOUND BRIDGE ON SR-42 (US-98) OVER BIG CREEK (BIN 018684)											
HP3	12	SPR-PART3 PLMB(023)	100076109	HP	0	04/01/2023	UNCLASSIFIED	\$192,000	\$31,289	\$31,289	\$0
Project Description: ROADWAY CONGESTION FREIGHT AND TRAFFIC STUDY FOR THE MOBILE MPO AREA TO EVALUATE EXISTING PLANNED AND FUTURE PLANNED FREIGHT/TRAFFIC IMPACTS AT INTERSECTIONS ROAD SEGMENTS INTERCHANGES AND RAIL CROSSINGS RESULTING FROM LARGE COMMERCE AND FREIGHT											
RAA2	12	ATRP2-49-2023-442 ()	100076122	PE	0	04/01/2023	WIDENING AND RESURFACING (RDWY)	\$0	\$0	\$0	\$0
Project Description: WIDENING ON SR-158 FROM 2 LANES TO 4 LANES FROM THE EXISTING 4 LANE SECTION EASTERLY FOR 1500 FT (CONTINUATION OF FY 2020 ATRIP-II PROJECT)											
RAA2	12	ATRP2-49-2023-141 ()	100076133	PE	0	04/01/2023	SAFETY IMPROVEMENTS	\$0	\$0	\$0	\$0
Project Description: ROUNDABOUT AT I-65 AND WEST LEE STREET (EXIT 10) NORTH BOUND RAMP AND SOUTH BOUND RAMP											
STATE	7	ST-049-017-006 ()	100076423	CN	0.16	04/15/2023	TURN LANES	\$0	\$0	\$0	\$0
Project Description: ADD LEFT TURN BYPASS LANES ON SR-17 (US-45) AT SMITHTOWN ROAD											
HP3	12	SPR-PART3 PLMB(024)	100077574	HP	0	11/01/2023	UNCLASSIFIED	\$191,060	\$191,060	\$52,531	\$138,529
Project Description: ROADWAY CONGESTION FREIGHT AND TRAFFIC STUDY FOR THE MOBILE MPO AREA TO EVALUATE EXISTING PLANNED AND FUTURE PLANNED FREIGHT / TRAFFIC IMPACTS AT INTERSECTIONS ROAD SEGMENTS INTERCHANGES AND RAILCROSSINGS RESULTING FROM LARGE COMMERCE / FREIGHT											
HP3	12	SPR-PART3 PLMB(024)	100077609	HP	0	10/01/2023	UNCLASSIFIED	\$99,356	\$99,356	\$7,367	\$91,989
Project Description: TRAFFIC IMPACT STUDY FOR SR-158 AT I-65											

Annual Listing of Obligated Projects

Sponsor: Altapointe Health Systems

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
UMTAC	9	UMTAC TR24()	100077681	TR	0	01/01/2024	UNCLASSIFIED	\$254,172	\$254,172	\$0	\$254,172

Project Description: SECTION 5310 TRANSIT ALTAPOINTE HEALTH SYSTEMS (RURAL) CAPITAL ROLLING STOCK (5 MV) FY-23

Sponsor: CHICKASAW

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
CVMB	12	CRSAMB 4921(252)	100073662	CN	0	11/04/2022	RESURFACING	\$216,006	\$293,778	\$190,184	\$103,594

Project Description: RESURFACING GRAND BLVD. HILL ST. 4TH ST. HOWELL ST. AND 5TH AVE. IN THE CITY OF CHICKASAW

CVMB	12	CRSAMB 4921(252)	100073957	PE	0	10/01/2021	RESURFACING	\$32,285	\$32,285	\$17,941	\$14,344
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Project Description: RESURFACING GRAND BLVD. HILL ST. 4TH ST. HOWELL ST. AND 5TH AVE. IN THE CITY OF CHICKASAW

Sponsor: CITY OF BAYOU LA BATRE

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
CVMB	12	CRSAMB 4921(251)	100073661	CN	0	11/04/2022	RESURFACING	\$285,328	\$327,240	\$202,800	\$124,440

Project Description: RESURFACING STATE DOCKS RD. FROM SHELL BELT RD. TO CITY OWNED PROPERTY POWELL AVE. FROM LITTLE RIVER RD. TO SEAFOOD HOUSE RD. AND LOTTIE AVE. FROM E. ALBA ST. TO HEMLEY RD. IN THE CITY OF BAYOU LA BATRE

CVMB	12	CRSAMB 4921(251)	100073956	PE	0	10/01/2021	RESURFACING	\$27,420	\$27,420	\$19,260	\$8,160
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Project Description: RESURFACING STATE DOCKS RD. FROM SHELL BELT RD. TO CITY OWNED PROPERTY POWELL AVE. FROM LITTLE RIVER RD. TO SEAFOOD HOUSE RD. AND LOTTIE AVE. FROM E. ALBA ST. TO HEMLEY RD. IN THE CITY OF BAYOU LA BATRE

Sponsor: CITY OF CREOLA

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
CVMB	12	CRSAMB 4921(253)	100073663	CN	0	11/04/2022	RESURFACING	\$359,742	\$363,405	\$319,041	\$44,364

Project Description: RESURFACING DEAD LAKE RD. FROM SR-13 (US-43) TO EXIT 22 OF I-65 IN THE CITY OF CREOLA

CVMB	12	CRSAMB 4921(253)	100073958	PE	0	10/01/2021	RESURFACING	\$31,456	\$31,456	\$18,110	\$13,346
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Project Description: RESURFACING DEAD LAKE RD. FROM SR-13 (US-43) TO EXIT 22 OF I-65 IN THE CITY OF CREOLA

Sponsor: CITY OF MOBILE

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
ULMB	1	STPMB 7508(600)	100052602	CN	0.49	12/02/2022	GRADE, DRAIN, BASE AND PAVE	\$8,667,771	\$14,915,466	\$1,804,857	\$13,110,609

Project Description: MCGREGOR AVENUE WIDENING FROM AIRPORT BOULEVARD TO DAUPHIN STREET AND INSTALLATION OF A ROUNDABOUT AT DAUPHIN STREET

ULMBA	1	STPMB 7508(600)	100052602	CN	0.49	12/02/2022	GRADE, DRAIN, BASE AND PAVE	\$8,559,424	\$0	\$0	\$0
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Project Description: MCGREGOR AVENUE WIDENING FROM AIRPORT BOULEVARD TO DAUPHIN STREET AND INSTALLATION OF A ROUNDABOUT AT DAUPHIN STREET

Annual Listing of Obligated Projects

ULMB	1	STPMB 4920(250)	100071557	SP	1	04/01/2023	INTELLIGENT TECHNOLOGY SYSTEMS	\$500,000	\$500,000	\$99,371	\$400,629
Project Description: TRAFFIC SIGNAL UPGRADE ALONG UNIVERSITY BOULEVARD FROM CAMPUS QUARTERS TO GAILLARD DRIVE AND ALONG OLD SHELL ROAD FROM CODY ROAD TO UNIVERSITY BOULEVARD											
RH4ME	11	RHCH RR21(925)	100073586	CN	0	05/15/2022	RR CROSSING IMPROVEMENTS	\$292,621	\$237,162	\$0	\$237,162
Project Description: RR XING HAZARD ELIMINATION IMPROVEMENTS FOR THE INSTALLATION OF BELLS GATES AND SIGNALS CONCRETE SURFACE PANELS SIGNS MARKINGS AND LEGENDS ON MAIN STREET AT ALABAMA EXPORT RAILROAD IN MOBILE; REF 2108HE DOT 304233N											
RSH	11	RHCH RR21(925)	100073586	CN	0	05/15/2022	RR CROSSING IMPROVEMENTS	\$292,621	\$55,458	\$0	\$55,458
Project Description: RR XING HAZARD ELIMINATION IMPROVEMENTS FOR THE INSTALLATION OF BELLS GATES AND SIGNALS CONCRETE SURFACE PANELS SIGNS MARKINGS AND LEGENDS ON MAIN STREET AT ALABAMA EXPORT RAILROAD IN MOBILE; REF 2108HE DOT 304233N											
RAA2	12	ATRP2-49- 2022-346 ()	100074515	PE	0	05/01/2022	SIGNALIZATION	\$0	\$0	\$0	\$0
Project Description: TRAFFIC SIGNAL UPGRADES AT VARIOUS INTERSECTIONS ON SR-16 (US-90)SR-42 (US-98) AND SR-17 (US-45) WITHIN THE CITY LIMITS OF MOBILE; SPECIFIC LOCATIONS AVAILABLE UPON REQUEST											
RAA2	12	ATRP2-49- 2022-346 ()	100075095	CN	0	11/03/2023	SIGNALIZATION	\$0	\$0	\$0	\$0
Project Description: TRAFFIC SIGNAL UPGRADES AT VARIOUS INTERSECTIONS ON SR-16 (US-90)SR-42 (US-98) AND SR-17 (US-45) WITHIN THE CITY LIMITS OF MOBILE; SPECIFIC LOCATIONS AVAILABLE UPON REQUEST											
HP3	12	SPR-PART3 APMB(023)	100075619	HP	0	10/01/2022	UNCLASSIFIED	\$160,000	\$0	\$0	\$0
Project Description: METROPOLITAN PLANNING APPLICATION FUNDS FY-2023 DEVELOP A TRAFFIC PLAN TO HANDLE SPECIAL EVENT TRAFFIC AROUND THE UNIVERSITY OF SOUTH ALABAMA											
STMB	1	CRPMB- STPMB NR23(916)	100076377	PE	0	11/01/2023	INTELLIGENT TECHNOLOGY SYSTEMS	\$32,000	\$6,659	\$0	\$6,659
Project Description: TRAFFIC SIGNAL UPGRADES IN MORE THAN 69 LOCATIONS FOR THE CITY OF MOBILE AND MOBILE COUNTY; INFORMATION ABOUT SPECIFIC LOCATIONS WILL BE PROVIDED UPON REQUEST											
ULMB	1	CRPMB- STPMB NR23(916)	100076377	PE	0	11/01/2023	INTELLIGENT TECHNOLOGY SYSTEMS	\$32,000	\$25,341	\$0	\$25,341
Project Description: TRAFFIC SIGNAL UPGRADES IN MORE THAN 69 LOCATIONS FOR THE CITY OF MOBILE AND MOBILE COUNTY; INFORMATION ABOUT SPECIFIC LOCATIONS WILL BE PROVIDED UPON REQUEST											
HP3	12	SPR-PART3 APMB(024)	100077575	HP	0	11/01/2023	UNCLASSIFIED	\$160,000	\$160,000	\$0	\$160,000
Project Description: METROPOLITAN PLANNING APPLICATION FUNDS DEVELOP A TRAFFIC PLAN TO HANDLE SPECIAL EVENT TRAFFIC AROUND THE UNIVERSITY OF SOUTH											
Sponsor: CITY OF PRICHARD											
Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
TAMB	5	TAPMB TA19(928)	100069054	CN	0	10/15/2023	SIDEWALK	\$200,000	\$200,000	\$0	\$200,000
Project Description: SIDEWALKS ALONG EASTERLING STREET FROM W CLARK AVENUE TO GARRISON AVENUE ON GARRISON AVENUE FROM EASTERLING STREET TO MAGEE STREET AND ON MAGEE STREET FROM GARRISON AVENUE TO W CLARK AVENUE											

Annual Listing of Obligated Projects

CVMB	12	CRSAMB 4921(254)	100073664	CN	0	11/04/2022	RESURFACING		\$638,218	\$706,004	\$602,140	\$103,864
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Project Description: RESURFACING SHORT LOTT RD. SUGARMILL RD. OAK CLIFF DR. CLANCEY DR. GATTI AVE. MEAHER AVE. GARRISON AVE. RICH AVE. MEADOW AVE. AND SOUTH ATMORE AVE. IN THE CITY OF PRICHARD

CVMB	12	CRSAMB 4921(254)	100073959	PE	0	10/01/2021	RESURFACING		\$65,000	\$65,000	\$24,985	\$40,015
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Project Description: RESURFACING SHORT LOTT RD. SUGARMILL RD. OAK CLIFF DR. CLANCEY DR. GATTI AVE. MEAHER AVE. GARRISON AVE. RICH AVE. MEADOW AVE. AND SOUTH ATMORE AVE. IN THE CITY OF PRICHARD

ULMB	1	CRPMB 4923(250)	100076373	SP	0	02/01/2024	UNCLASSIFIED		\$62,400	\$62,400	\$0	\$62,400
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Project Description: SEGWAYS FOR PRICHARD POLICE DEPARTMENT

ULMB	1	CRPMB 4924(251)	100076866	SP	0	02/01/2024	UNCLASSIFIED		\$448,000	\$448,000	\$0	\$448,000
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Project Description: PURCHASE OF NEW ELECTRIC BUSES IN THE CITY OF PRICHARD

Sponsor: CITY OF SARALAND

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
CVMB	12	CRSAMB 4921(255)	100073665	CN	0	11/04/2022	RESURFACING	\$415,542	\$415,542	\$296,434	\$119,108

Project Description: RESURFACING W. EVERETT AVE. RUSSELL ST. BECKMAN AVE. RUBEN AVE. PONCE DE LEON CEDAR ST. AND LUCILLE ST. IN THE CITY OF SARALAND

CVMB	12	CRSAMB 4921(255)	100073960	PE	0	10/01/2021	RESURFACING		\$53,492	\$53,492	\$18,707	\$34,785
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Project Description: RESURFACING W. EVERETT AVE. RUSSELL ST. BECKMAN AVE. RUBEN AVE. PONCE DE LEON CEDAR ST. AND LUCILLE ST. IN THE CITY OF SARALAND

RALG	12	RALG-49-2022- 442 ()	100074837	CN	0	03/15/2023	RESURFACING		\$0	\$0	\$0	\$0
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Project Description: RESURFACE SECOND AVENUE FROM SHELTON BEACH ROAD TO SR-13 (US-43) (1.6 MILES)

Sponsor: CITY OF SATSUMA

Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
CVMB	12	CRSAMB 4921(256)	100073666	CN	0	11/04/2022	RESURFACING	\$239,132	\$385,261	\$307,829	\$77,432

Project Description: RESURFACING OLD HWY 43 FROM BAKER RD. TO JUNIPER AVE. AND TWO INTERSECTIONS ON HARRISON AVE. AT THOMAS RD. AND AT NORTON DR. IN THE CITY OF SATSUMA

CVMB	12	CRSAMB 4921(256)	100073962	PE	0	10/01/2021	RESURFACING		\$31,124	\$31,124	\$20,772	\$10,352
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Project Description: RESURFACING OLD HWY 43 FROM BAKER RD. TO JUNIPER AVE. AND TWO INTERSECTIONS ON HARRISON AVE. AT THOMAS RD. AND AT NORTON DR. IN THE CITY OF SATSUMA

TA	5	TAPAA TA22(921)	100074157	CN	0	09/15/2022	SIDEWALK		\$184,360	\$184,360	\$208,239	(\$23,878)
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Project Description: SIDEWALKS ALONG OLD HIGHWAY 43 AND HARTLEY ROAD

RALG	12	RALG-49-2022- 444 ()	100074692	CN	0	10/15/2022	RESURFACING		\$0	\$0	\$0	\$0
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Project Description: WIDEN AND RESURFACE ON (SITE 1) OLD HIGHWAY 43 FROM EAST BAYOU AVENUE TO H.P. CAIN BRIDGE. (SITE 2) EAST MAPLE AVENUE FROM 3RD STREET TO PARK STREET. (SITE 3) PARK STREET FROM TAJAUCHA DRIVE SOUTH TO EAST ORANGE AVENUE (1.25 MILES)

Annual Listing of Obligated Projects

TAMB	5	TAPMB TA24(900)	100076869	CN	0	02/15/2024	SIDEWALK	\$403,720	\$403,720	\$0	\$403,720
Project Description: ADA SIDEWALK IMPROVEMENTS ALONG VAUGHN DRIVE W VAUGHN DRIVE S CREEK CIRCLE GLIBERT DRIVE W JEANETTE DRIVE AND POWERS ROAD; FY 2024											
Sponsor: CITY OF SEMMES											
Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
CVMB	12	CRSAMB 4921(257)	100073667	CN	0	11/04/2022	RESURFACING	\$316,988	\$321,070	\$384,063	(\$62,993)
Project Description: RESURFACING SEMMES COURT SEMMES DR. NORTH SEMMES DR. EAST ROWELL COURT ROWELL LANE WHITESTONE DR. AND GRAYSTONE DR. IN THE CITY OF SEMMES											
Sponsor: MOBILE COUNTY											
Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
TAMB	5	TAPMB TA21(934)	100072733	CN	0	04/15/2024	SIDEWALK	\$200,000	\$200,000	\$0	\$200,000
Project Description: 80 ADA COMPLIANT CURB RAMPS LOCATED TROUGHOUT CHESTERFIELD PLACE BROWNING PLACE SUMMERLAKE HUNTERS PARK WOODBERRYFOREST AUGUSTA PLACE CHARLANDA ESTATES BRADSHIRE AND BRADBURY UNIT ONE											
TAMB	5	TAPMB TA21(935)	100072735	CN	0	04/15/2024	SIDEWALK	\$200,000	\$200,000	\$0	\$200,000
Project Description: 78 ADA CURB RAMPS LOCATED TROUGHOUT PECAN POINTE BROOKLYNS WAY TORRINGTON PLACE RAPHAEL COURT STONE HEDGE IRONGATE RACHAEL PLACE AND CARRINGTON PLACE											
STATO	7	ST-049-888-015 ()	100074289	CN	1.955	03/15/2022	ADDITIONAL ROADWAY LANES	\$0	\$0	\$0	\$0
Project Description: ADDITIONAL LANES ON TANNER WILLIAMS ROAD (CR-70) FROM SNOW ROAD TO ZEIGLER BOULEVARD											
ST	2	CRPMB- STPMB-STPAA NR23(917)	100076376	SP	0	12/01/2023	INTELLIGENT TECHNOLOGY SYSTEMS	\$2,079,930	\$175,217	\$0	\$175,217
Project Description: REGIONWIDE TRANSPORTATION OPERATIONS PROGRAM (RTOP) CONGESTION MANAGEMENT											
ULMB	1	CRPMB- STPMB-STPAA NR23(917)	100076376	SP	0	12/01/2023	INTELLIGENT TECHNOLOGY SYSTEMS	\$2,079,930	\$419,295	\$0	\$419,295
Project Description: REGIONWIDE TRANSPORTATION OPERATIONS PROGRAM (RTOP) CONGESTION MANAGEMENT											
ULMB1	1	CRPMB- STPMB-STPAA NR23(917)	100076376	SP	0	12/01/2023	INTELLIGENT TECHNOLOGY SYSTEMS	\$2,079,930	\$1,485,418	\$0	\$1,485,418
Project Description: REGIONWIDE TRANSPORTATION OPERATIONS PROGRAM (RTOP) CONGESTION MANAGEMENT											
STMB	1	CRPMB- STPMB NR23(916)	100076377	PE	0	11/01/2023	INTELLIGENT TECHNOLOGY SYSTEMS	\$32,000	\$6,659	\$0	\$6,659
Project Description: TRAFFIC SIGNAL UPGRADES IN MORE THAN 69 LOCATIONS FOR THE CITY OF MOBILE AND MOBILE COUNTY; INFORMATION ABOUT SPECIFIC LOCATIONS WILL BE PROVIDED UPON REQUEST											
ULMB	1	CRPMB- STPMB NR23(916)	100076377	PE	0	11/01/2023	INTELLIGENT TECHNOLOGY SYSTEMS	\$32,000	\$25,341	\$0	\$25,341
Project Description: TRAFFIC SIGNAL UPGRADES IN MORE THAN 69 LOCATIONS FOR THE CITY OF MOBILE AND MOBILE COUNTY; INFORMATION ABOUT SPECIFIC LOCATIONS WILL BE PROVIDED UPON REQUEST											

Annual Listing of Obligated Projects

Sponsor: SOUTH ALABAMA REGIONAL PLANNING COMMISSION											
Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
HP3	12	SPR-PART3 PLMB(023)	100075610	HP	0	10/01/2022	UNCLASSIFIED	\$1,304,324	\$852,968	\$338,379	\$514,589
Project Description: METROPOLITAN PLANNING MOBILE FY-2023											
UMTA	9	UMTA TR24 ()	100077010	TR	0	7/25/2023	UNCLASSIFIED	\$573,173	\$458,538	\$0	\$458,538
Project Description: LEVEL OF EFFORT-SECTION 5310-MOBILE (APPORTIONMENT FY 2022)											
UMTA	9	UMTA TR25 ()	100077018	TR	0	7/25/2023	UNCLASSIFIED	\$573,173	\$458,538	\$0	\$458,538
Project Description: LEVEL OF EFFORT-SECTION 5310-MOBILE (APPORTIONMENT FY 2023)											
HP3C	12	SPR-PART3 PLMB(024)	100077556	HP	0	10/01/2023	UNCLASSIFIED	\$1,336,089	\$14,900	\$0	\$14,900
Project Description: METROPOLITAN PLANNING MOBILE FY-2024											
HP31	12	SPR-PART3 PLMB(024)	100077556	HP	0	10/01/2023	UNCLASSIFIED	\$1,068,871	\$175,030	\$0	\$175,030
Project Description: METROPOLITAN PLANNING MOBILE FY-2024											
Sponsor: THE WAVE TRANSIT											
Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
FTA9	9	FTA9 TR22 ()	1000699914	TR	0	2/1/2022	UNCLASSIFIED	\$2,900,000	\$1,450,000	\$0	\$1,450,000
Project Description: SECTION 5307 MOBILE TRANSIT OPERATING ASSISTANCE APPORTIONMENT FY 2022											
FTA9C	9	FTA9 TR22 ()	1000699915	TR	0	2/1/2022	UNCLASSIFIED	\$625,000	\$500,000	\$0	\$500,000
Project Description: SECTION 5307 REHAB/REPLACEMENT OF CAPITAL ROLLING STOCK APPORTIONMENT FY 2022											
FTA9C	9	FTA9 TR22 ()	1000699916	TR	0	2/1/2022	UNCLASSIFIED	\$37,500	\$30,000	\$0	\$30,000
Project Description: SECTION 5307 REHAB/RENOVATION OF MISCELLANEOUS EQUIPMENT APPORTIONMENT FY 2022											
FTA9C	9	FTA9 TR22 ()	1000699917	TR	0	2/1/2022	UNCLASSIFIED	\$1,375,000	\$1,100,000	\$0	\$1,100,000
Project Description: SECTION 5307 PREVENTIVE MAINTENANCE NON FIXED ROUTE ADA SERVICE AUDIT SERVICES APPORTIONMENT FY 2022											
FTA9C	9	FTA9 TR22 ()	1000699918	TR	0	2/1/2022	UNCLASSIFIED	\$39,375	\$31,500	\$0	\$31,500
Project Description: SECTION 5307 ACQUISITION/REHAB/RENOV SAFETY SECURITY APPORTIONMENT FY 2022											
FTA9C	9	FTA9 TR22 ()	1000699919	TR	0	2/1/2022	UNCLASSIFIED	\$39,375	\$31,500	\$0	\$31,500
Project Description: SECTION 5307 MOBILE BUS ASSOCIATED TRANSIT IMPROVEMENTS APPORTIONMENT FY 2022											
FTA9C	9	FTA9 TR22 ()	1000699929	TR	0	2/1/2022	UNCLASSIFIED	\$511,690	\$409,352	\$0	\$409,352
Project Description: SECTION 5339 BUS AND BUS FACILITIES APPORTIONMENT FY 2022 CAPITAL ROLLING STOCK											
FTA9	9	FTA9 TR23 ()	100069920	TR	0	5/11/2023	UNCLASSIFIED	\$3,000,000	\$1,500,000	\$0	\$1,500,000
Project Description: SECTION 5307 MOBILE TRANSIT OPERATING ASSISTANCE APPORTIONMENT FY 2023											
FTA9C	9	FTA9C TR23 ()	100069921	TR	0	5/11/2023	UNCLASSIFIED	\$625,000	\$500,000	\$0	\$500,000
Project Description: SECTION 5307 REHAB/REPLACEMENT OF CAPITAL ROLLING STOCK APPORTIONMENT FY 2023											
FTA9C	9	FTA9C TR23 ()	100069923	TR	0	5/11/2023	UNCLASSIFIED	\$38,750	\$31,000	\$0	\$31,000
Project Description: SECTION 5307 ACQUISITION/REHAB/RENOV SAFETY SECURITY APPORTIONMENT FY 2023											
FTA9C	9	FTA9C TR23 ()	100069924	TR	0	5/11/2023	UNCLASSIFIED	\$1,312,500	\$1,050,000	\$0	\$1,050,000
Project Description: SECTION 5307 PREVENTIVE MAINTENANCE NON FIXED ROUTE ADA SERVICE AUDIT SERVICES APPORTIONMENT FY 2023											
FTA9C	9	FTA9C TR23 ()	100069925	TR	0	5/11/2023	UNCLASSIFIED	\$39,375	\$31,500	\$0	\$31,500
Project Description: SECTION 5307 MOBILE BUS ASSOCIATED TRANSIT IMPROVEMENTS APPORTIONMENT FY 2023											
FTA9C	9	FTA9C TR23 ()	100069930	TR	0	5/11/2023	UNCLASSIFIED	\$573,173	\$458,538	\$0	\$458,538
Project Description: SECTION 5339 BUS AND BUS FACILITIES APPORTIONMENT FY 2023 - CAPITAL ROLLING STOCK											

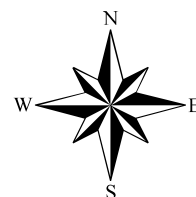
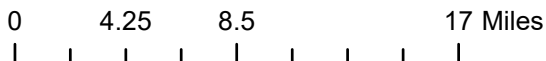
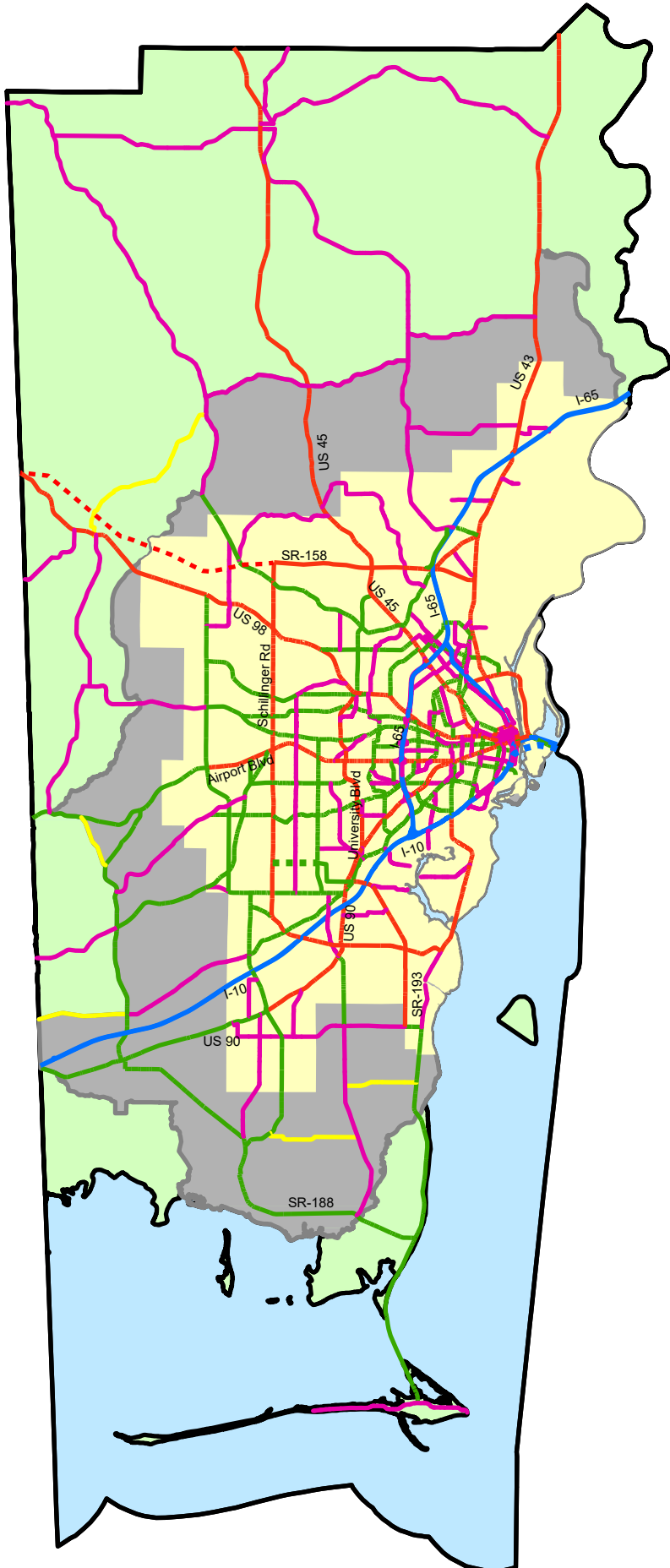
3.0 APPENDICES

3.1 Mobile Metropolitan Planning Organization Abbreviations and Acronyms

3-C	Cooperative, Continuous, Comprehensive
AADT	Average Annual Daily Traffic
AARC	Alabama Association of Regional Commissions
ADA	Americans with Disabilities Act
ADEM	Alabama Department of Environmental Management
ADSS	Alabama Department of Human Services
ALDOT	Alabama Department of Transportation
AMPO	Association of Metropolitan Planning Organizations
BRT	Bus Rapid Transit
CAC	Citizen Advisory Committee
CHSTP	Coordinated Human Services Transportation Plan
CMP	Congestion Management Process
DBE	Disadvantaged Business Enterprise
DR	Designated Recipient
EPA	Environmental Protection Agency
ERH	Emergency Ride Home
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
IIJA	Infrastructure Investment and Jobs Act
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation System
JARC	Job Access and Reverse Commute
LVOE	Level of Effort
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 st Century
MATS	Mobile Area Transportation Study
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act 1969
NCHRP	National Cooperative Highway Research Program
OFLT	Office for Freight, Logistics, & Transportation
Peas	Planning Emphasis Areas
PPP/PIP	Public Participation Plan/Public Involvement Plan or Process
PMP	Program Management Plan
POP	Program of Projects
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy of Users
SARPC	South Alabama Regional Planning Commission
SPR	State Planning and Research
TAM	Transit Asset Management
TAMP	Transportation Asset Management Plan
TAP	Transportation Alternatives Program
TAZ	Traffic Analysis Zone
TCC	Technical Coordination Committee
TDP	Transit Development Plan
TIP	Transportation Improvement Plan
TRB	Transportation Research Board
TSM	Transportation System Management
UAH	University of Alabama Huntsville
UCP	Unified Certification Plan
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled

3.2 Mobile Metropolitan Planning Organization Study Area

Mobile Metropolitan Planning Organization



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3.3 FINANCIAL DOCUMENTATION

3.3.1 Mobile Attributable Funds By Year

DRAFT 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM SURFACE TRANSPORTATION PROJECTS WITH ATTRIBUTABLE FUNDS BY YEAR

score	Sponsor/ Contract Admin	STP ATTRIBUTABLE PROJECT	TYPE WORK	ALDOT ID #	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Attributable	State Carbon
		Zeigler Forest Hill Dr to Athey Rd	Construction	A 100037215	14557017.69									\$ 14,557,017.69	\$ 103,036.54
		Zeigler Cody to Schillinger	Construction	A 100046895										\$	14,660,054.23
45.8	County/ County	1. McDonald Road, North of I-10 to Old Pascagoula Rd (Additional Lanes)	PE (2010) ROW (2018) Utilities Construction	A 100052447 A 100052448 D 100052449 P 100052450					0 4,400,000						
64	Mobile/ Mobile	2. Dauphin Street, Sage Ave to Springhill Memorial Hospital (Capacity Improvement)	PE (2012) ROW Utilities Construction	A 100052457 P 100052458 P 100052459 P 100052460					237,952 247,074 7,018,000						
41.5	County/ County	3. Three Notch Road, Schillinger Rd to McDonald Rd (Additional Lanes)	PE (2019) ROW Utilities Construction	A 100052461 P 100052462 P 100052463 P 100052464					805,160	395,952		3,959,522			
54.8	Mobile / Mobile	4. McGregor Avenue, Dauphin St to Airport Blvd (Additional Lane)	PE (2012) ROW (2018) Utilities Construction	A 100052600 A 100052600 A 100052601 A 100052602				15,003,477							
42.3	County/ County	5. Zeigler Boulevard, Schillinger Rd to Tanner Williams Rd (Additional Lanes)	PE (2012) ROW (2019) Utilities Construction	A 100055880 A 100055881 P 100055882 P 100055883		734,876				1,095,002			4,488,440		
52.8	County/ County	6. Additional lanes on CR-39 (McDonald Road) from CR-28 (Old Pascagoula Road) to CR-32 (Three Notch Kroner Road) and CR-32 (Three Notch Kroner Road) from CR-39 (McDonald Road) to McDonald Road (CR 39)	PE (2018) ROW Utilities Construction	A 100059788 P 100059789 P 100059790 P 100059791						\$ 5,808,000	\$ 2,112,000		12,680,800		
58.4	County/ County	7. Airport Blvd, Snow Road to west of Eliza Jordan Rd (Additional lanes)	PE (2019) ROW Utilities Construction	A 100068532 P 100068533 P 100068534 P 100068535				\$ 1,320,000		\$ 968,000	\$ 9,583,201				
55	Saraland/ Saraland	8. Celeste Road from I-65 to Forest Ave (Additional Lanes)	PE (2019) ROW Utilities Construction	P 100069498 P 100069499 P 100069500 P 100069501					1,600,000	800,000		10,909,200			
0	County/ County	9. Snow Road South from Jeff Hamilton Road to Airport Blvd (Resurfacing, Restoration, and Rehabilitation)	PE (2024) Construction	P 100077791 P 100077792					301,080	1,959,200					
0	County/ County	10. Snow Road North from Tanner Williams Road to U.S. 98 (Resurfacing, Restoration, and Rehabilitation)	PE (2024) Construction	P 100077793 P 100077794					707,040	4,713,600					

Congestion Management Process

SCORE	PROJECT	TYPE WORK	ALDOT ID #	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
4.99	Mobile / Mobile	Government Street CMP Corridor, 2017	PE A 100066702									
	Mobile / Mobile	Government Street CMP Corridor, 2017	Construction A 100066703		460,744							
5.34	Mobile / Mobile	Dauphin St Sage to Springhill Hosp CMP,2018	Construction P 100066705					500,000				
4.88	Mobile / Mobile	Airport Blvd Univ to Hillcrest CMP Corridor,2019	Construction P 100066707					500,000				
4.99	Mobile / Mobile	Government Street CMP Corridor, 2020	Construction A 100066703		500,000							
	Mobile / Mobile	Airport Blvd, Hillcrest Rd to Cody Rd, 2021	Construction P 100071555				500,000					
	Mobile / Mobile	University / Old Shell Road Corridor, 2022	Construction A 100071557				6,659					
	County	Mobile County RTOP Expansion, 2023	PE A 100076377					128,560				
	County	Mobile County RTOP Expansion, 2023	CN P 100076381					419,295				
	County	Mobile County RTOP Expansion, 2023	SP P 100076376						500000	500000	500000	500000
		TOTAL STP ALLOCATED		\$ 14,557,018	1,695,620	0	15,510,136	18,684,161	16,239,754	31,552,363	500,000	13,180,800
		FUNDS AVAILABLE (Federal Funds only)	Carry-over from prior years	\$ 35,722,505	30,095,143	37,168,320	46,263,480	40,030,407	30,230,275	22,874,550	206,216	8,590,245
			Special Allocation	564,549	460,125							
			Annual Allocation	8,365,107	8,308,672	9,095,160	9,277,063	\$ 8,884,029	\$ 8,884,029	\$ 8,884,029	\$ 8,884,029	\$ 8,884,029
			Total Available	44,652,161	38,863,940	46,263,480	55,540,543	48,914,436	39,114,304	31,758,579	9,090,245	17,474,274
			Balance	\$ 30,095,143	37,168,320	46,263,480	40,030,407	30,230,275	22,874,550	206,216	8,590,245	4,293,474

3.3.2 Urban Area Funding Availability Report

URBAN AREA FUNDING AVAILABILITY REPORT

URBAN AREA

FEDERAL FUNDING ONLY

URBAN AREA FUNDING TYPE

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
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100073963	RESURFACING SEMMES COURT, SEMMES DR. NORTH, SEMMES DR. EAST, ROWELL COURT, ROWELL LANE, WHITESTONE DR. AND GRAYSTONE DR. IN THE CITY OF SEMMES	PE	\$37,828	10/01/2021	Authorized	9/20/2021
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TOTALS FOR FISCAL YEAR

Prior FY Carryover	\$29,992,107
FY Apportionment	\$8,308,672
FY Special Allocation	\$3,654,067
Total Funds	\$41,954,846

Authorized Projects	\$1,733,448
Planned Projects	\$0
Total Project Funds	\$1,733,448

Unobligated Balance	\$40,221,398
Remaining Balance	\$40,221,398

100073661	RESURFACING STATE DOCKS RD. FROM SHELL BELT RD. TO CITY OWNED PROPERTY, POWELL AVE. FROM LITTLE RIVER RD. TO SEAFOOD HOUSE RD., AND LOTTIE AVE. FROM E. ALBA ST. TO HEMLEY RD. IN THE CITY OF BAYOU LA BATRE	CN	\$327,240	11/04/2022	Authorized	9/20/2022
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100073662	RESURFACING GRAND BLVD., HILL ST., 4TH ST., HOWELL ST., AND 5TH AVE. IN THE CITY OF CHICKASAW	CN	\$293,778	11/04/2022	Authorized	9/20/2022
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100073663	RESURFACING DEAD LAKE RD. FROM SR-13 (US-43) TO EXIT 22 OF I-65 IN THE CITY OF CREOLA	CN	\$363,405	11/04/2022	Authorized	9/20/2022
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100073664	RESURFACING SHORT LOTT RD., SUGARMILL RD., OAK CLIFF DR., CLANCEY DR., GATTI AVE., MEAHER AVE., GARRISON AVE., RICH AVE., MEADOW AVE. AND SOUTH ATMORE AVE. IN THE CITY OF PRICHARD	CN	\$706,004	11/04/2022	Authorized	9/20/2022
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100073665	RESURFACING W. EVERETT AVE., RUSSELL ST., BECKMAN AVE., RUBEN AVE., PONCE DE LEON, CEDAR ST. AND LUCILLE ST. IN THE CITY OF SARALAND	CN	\$415,542	11/04/2022	Authorized	9/20/2022
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100073666	RESURFACING OLD HWY 43 FROM BAKER RD. TO JUNIPER AVE., AND TWO INTERSECTIONS ON HARRISON AVE. AT THOMAS RD. AND AT NORTON DR. IN THE CITY OF SATSUMA	CN	\$385,261	11/04/2022	Authorized	9/20/2022
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100073667	RESURFACING SEMMES COURT, SEMMES DR. NORTH, SEMMES DR. EAST, ROWELL COURT, ROWELL LANE, WHITESTONE DR. AND GRAYSTONE DR. IN THE CITY OF SEMMES	CN	\$321,070	11/04/2022	Authorized	9/20/2022
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100073956	RESURFACING STATE DOCKS RD. FROM SHELL BELT RD. TO CITY OWNED PROPERTY, POWELL AVE. FROM LITTLE RIVER RD. TO SEAFOOD HOUSE RD., AND LOTTIE AVE. FROM E. ALBA ST. TO HEMLEY RD. IN THE CITY OF BAYOU LA BATRE	PE	\$27,420	10/01/2021	Authorized	9/20/2021
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100073957	RESURFACING GRAND BLVD., HILL ST., 4TH ST., HOWELL ST., AND 5TH AVE. IN THE CITY OF CHICKASAW	PE	\$32,285	10/01/2021	Authorized	9/20/2021
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100073958	RESURFACING DEAD LAKE RD. FROM SR-13 (US-43) TO EXIT 22 OF I-65 IN THE CITY OF CREOLA	PE	\$31,456	10/01/2021	Authorized	9/20/2021
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100073959	RESURFACING SHORT LOTT RD., SUGARMILL RD., OAK CLIFF DR., CLANCEY DR., GATTI AVE., MEAHER AVE., GARRISON AVE., RICH AVE., MEADOW AVE. AND SOUTH ATMORE AVE. IN THE CITY OF PRICHARD	PE	\$65,000	10/01/2021	Authorized	9/20/2021
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100073960	RESURFACING W. EVERETT AVE., RUSSELL ST., BECKMAN AVE., RUBEN AVE., PONCE DE LEON, CEDAR ST. AND LUCILLE ST. IN THE CITY OF SARALAND	PE	\$53,492	10/01/2021	Authorized	9/22/2021
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URBAN AREA FUNDING AVAILABILITY REPORT

URBAN AREA **MOBILE**

FEDERAL FUNDING ONLY

URBAN AREA FUNDING TYPE **Surface Trans MPO**

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
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100073962	RESURFACING OLD HWY 43 FROM BAKER RD. TO JUNIPER AVE., AND TWO INTERSECTIONS ON HARRISON AVE. AT THOMAS RD. AND AT NORTON DR. IN THE CITY OF SATSUMA	PE	\$31,124	10/01/2021	Authorized	9/20/2021
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TOTALS FOR FISCAL YEAR 2022

Prior FY Carryover	\$40,221,398	Authorized Projects	\$3,053,077	Unobligated Balance	\$46,263,481
FY Apportionment	\$9,095,160	Planned Projects	\$0	Remaining Balance	\$46,263,481
FY Special Allocation	\$0	Total Project Funds	\$3,053,077		
Total Funds	\$49,316,558				

100052602	MCGREGOR AVENUE WIDENING FROM AIRPORT BOULEVARD TO DAUPHIN STREET AND INSTALLATION OF A ROUNDABOUT AT DAUPHIN STREET	CN	\$14,915,466	12/02/2022	Authorized	11/1/2022
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100066705	INTERSECTION IMPROVEMENTS - CONGESTION MANAGEMENT PROCESS - DAUPHIN STREET FROM SAGE AVENUE TO SPRINGHILL HOSPITAL	CN	\$500,000	09/15/2023	Planned	
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100066707	INTERSECTION IMPROVEMENTS - CONGESTION MANAGEMENT PROCESS - AIRPORT BLVD FROM UNIVERSITY BLVD TO HILLCREST ROAD	CN	\$500,000	08/15/2023	Planned	
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100071555	INTERSECTION IMPROVEMENTS - CONGESTION MANAGEMENT PROCESS - ON CR-56 (AIRPORT BOULEVARD) FROM CODY ROAD TO HILLCREST ROAD	CN	\$500,000	08/15/2023	Planned	
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100071557	TRAFFIC SIGNAL UPGRADE ALONG UNIVERSITY BOULEVARD FROM CAMPUS QUARTERS TO GAILLARD DRIVE AND ALONG OLD SHELL ROAD FROM CODY ROAD TO UNIVERSITY BOULEVARD	SP	\$500,000	04/01/2023	Authorized	3/6/2023
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100076376	REGIONWIDE TRANSPORTATION OPERATIONS PROGRAM (RTOP) CONGESTION MANAGEMENT	SP	\$419,295	09/01/2023	Planned	
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100076377	TRAFFIC SIGNAL UPGRADES FOR THE CITY OF MOBILE AND MOBILE COUNTY (PTZ CAMERAS, REPLACEMENT OF CABINETS, DETECTION, ETC.) FOR THE RTOP PROGRAM	PE	\$6,659	09/01/2023	Planned	
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TOTALS FOR FISCAL YEAR 2023

Prior FY Carryover	\$46,263,481	Authorized Projects	\$15,415,466	Unobligated Balance	\$40,125,078
FY Apportionment	\$9,277,063	Planned Projects	\$1,925,954	Remaining Balance	\$38,199,124
FY Special Allocation	\$0	Total Project Funds	\$17,341,421		
Total Funds	\$55,540,544				

100052449	MCDONALD ROAD (CR-39) ADDITIONAL LANES FROM NORTH OF I-10 TO OLD PASCAGOULA ROAD.	UT	\$560,000	10/01/2023	Planned	
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100052450	MCDONALD ROAD (CR-39) ADDITIONAL LANES FROM NORTH OF I-10 TO OLD PASCAGOULA ROAD.	CN	\$3,840,000	09/27/2024	Planned	
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100052458	DAUPHIN STREET IMPROVEMENTS FROM SAGE AVENUE TO WEST OF I-65 AT SPRINGHILL MEMORIAL HOSPITAL.	RW	\$216,320	11/01/2023	Planned	
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100052459	DAUPHIN STREET IMPROVEMENTS FROM SAGE AVENUE TO WEST OF I-65 AT SPRINGHILL MEMORIAL HOSPITAL.	UT	\$224,613	12/01/2023	Planned	
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100052460	DAUPHIN STREET IMPROVEMENTS FROM SAGE AVENUE TO WEST OF I-65 AT SPRINGHILL MEMORIAL HOSPITAL.	CN	\$6,380,000	02/23/2024	Planned	
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URBAN AREA FUNDING AVAILABILITY REPORT

URBAN AREA MOBILE

FEDERAL FUNDING ONLY

URBAN AREA FUNDING TYPE Surface Trans MPO

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
100052462	THREE NOTCH ROAD (CR-32) ADDITIONAL LANES FROM SCHILLINGER ROAD TO MCDONALD ROAD.	RW	\$731,964	07/01/2024	Planned	
100068533	ADDITIONAL LANES WITH REALIGNMENT ON AIRPORT BLVD. (CR-56) FROM 0.28 MILE WEST OF ELIZA JORDAN ROAD TO SNOW ROAD (CR-25)	RW	\$1,200,000	03/01/2024	Planned	
100069499	ADDITIONAL LANES ON CR-41 (CELESTE ROAD) FROM FOREST AVENUE TO SHELL STREET	RW	\$1,600,000	06/01/2024	Planned	
100076381	TRAFFIC SIGNAL UPGRADES FOR THE CITY OF MOBILE AND MOBILE COUNTY (PTZ CAMERAS, REPLACEMENT OF CABINETS, DETECTION, ETC.) FOR THE RTOP PROGRAM	CN	\$128,560	12/08/2023	Planned	

TOTALS FOR FISCAL YEAR 2024

Prior FY Carryover	\$38,199,124
FY Apportionment	\$9,277,063
FY Special Allocation	\$0
Total Funds	\$47,476,187

Authorized Projects	\$0
Planned Projects	\$14,881,457
Total Project Funds	\$14,881,457

Unobligated Balance	\$47,476,187
Remaining Balance	\$32,594,730

100052463	THREE NOTCH ROAD (CR-32) ADDITIONAL LANES FROM SCHILLINGER ROAD TO MCDONALD ROAD.	UT	\$359,956	07/01/2025	Planned	
100055882	ADDITIONAL LANES ON CR-656 (ZEIGLER BLVD) FROM CR-70 (TANNER WILLIAMS RD) TO CR-31 (SCHILLINGER RD)	UT	\$904,960	12/01/2024	Planned	
100059789	ADDITIONAL LANES ON CR-39 (MCDONALD RD) FROM CR-28 (OLD PASCAGOULA ROAD) TO CR-32 (THREE NOTCH KRONER ROAD) AND CR-32 (THREE NOTCH KRONER ROAD) FROM CR-39 (MCDONALD RD) TO MCFARLAND ROAD (CR-25)	RW	\$4,800,000	11/01/2024	Planned	
100068534	ADDITIONAL LANES WITH REALIGNMENT ON AIRPORT BLVD. (CR-56) FROM 0.28 MILE WEST OF ELIZA JORDAN ROAD TO SNOW ROAD (CR-25)	UT	\$800,000	01/01/2025	Planned	
100069500	ADDITIONAL LANES ON CR-41 (CELESTE ROAD) FROM FOREST AVENUE TO SHELL STREET	UT	\$800,000	06/01/2025	Planned	

TOTALS FOR FISCAL YEAR 2025

Prior FY Carryover	\$32,594,730
FY Apportionment	\$9,277,063
FY Special Allocation	\$0
Total Funds	\$41,871,793

Authorized Projects	\$0
Planned Projects	\$7,664,916
Total Project Funds	\$7,664,916

Unobligated Balance	\$41,871,793
Remaining Balance	\$34,206,877

100052464	THREE NOTCH ROAD (CR-32) ADDITIONAL LANES FROM SCHILLINGER ROAD TO MCDONALD ROAD.	CN	\$3,599,565	08/28/2026	Planned	
100055883	ADDITIONAL LANES ON CR-656 (ZEIGLER BLVD) FROM CR-70 (TANNER WILLIAMS RD) TO CR-31 (SCHILLINGER RD)	CN	\$4,080,400	12/05/2025	Planned	
100059790	ADDITIONAL LANES ON CR-39 (MCDONALD RD) FROM CR-28 (OLD PASCAGOULA ROAD) TO CR-32 (THREE NOTCH KRONER ROAD) AND CR-32 (THREE NOTCH KRONER ROAD) FROM CR-39 (MCDONALD RD) TO MCFARLAND ROAD (CR-25)	UT	\$1,920,000	05/01/2026	Planned	
100068535	ADDITIONAL LANES WITH REALIGNMENT ON AIRPORT BLVD. (CR-56) FROM 0.28 MILE WEST OF ELIZA JORDAN ROAD TO SNOW ROAD (CR-25)	CN	\$7,920,001	01/30/2026	Planned	

URBAN AREA FUNDING AVAILABILITY REPORT

URBAN AREA **MOBILE**

FEDERAL FUNDING ONLY

URBAN AREA FUNDING TYPE **Surface Trans MPO**

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
100069501	ADDITIONAL LANES ON CR-41 (CELESTE ROAD) FROM FOREST AVENUE TO SHELL STREET	CN	\$10,909,200	06/26/2026	Planned	

TOTALS FOR FISCAL YEAR 2026

Prior FY Carryover	\$34,206,877	Authorized Projects	\$0	Unobligated Balance	\$43,483,940
FY Apportionment	\$9,277,063	Planned Projects	\$28,429,166	Remaining Balance	\$15,054,774
FY Special Allocation	\$0	Total Project Funds	\$28,429,166		
Total Funds	\$43,483,940				

8/4/2023

TOTALS FOR FISCAL YEAR 2027

Prior FY Carryover	\$15,054,774	Authorized Projects	\$0	Unobligated Balance	\$24,331,837
FY Apportionment	\$9,277,063	Planned Projects	\$0	Remaining Balance	\$24,331,837
FY Special Allocation	\$0	Total Project Funds	\$0		
Total Funds	\$24,331,837				

URBAN AREA FUNDING AVAILABILITY REPORT

URBAN AREA **MOBILE**

FEDERAL FUNDING ONLY

URBAN AREA FUNDING TYPE **Carbon Redu MPO**

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

TOTALS FOR FISCAL YEAR 2022

Prior FY Carryover	\$0	Authorized Projects	\$0	Unobligated Balance	\$1,093,970
FY Apportionment	\$1,093,970	Planned Projects	\$0	Remaining Balance	\$1,093,970
FY Special Allocation	\$0	Total Project Funds	\$0		
Total Funds	\$1,093,970				

100070108	BICYCLE AND PEDESTRIAN SHARED USE PATHS ALONG SR-16 (US-90/AFRICATOWN BOULEVARD) FROM I-165 TO SERVICE ROAD ON EAST SIDE OF AFRICATOWN BRIDGE.	PE	\$140,000	11/01/2022	Authorized	10/25/2022
100076373	SEGWAYS FOR PRICHARD POLICE DEPARTMENT	SP	\$62,400	09/01/2023	Planned	
100076376	REGIONWIDE TRANSPORTATION OPERATIONS PROGRAM (RTOP) CONGESTION MANAGEMENT	SP	\$1,485,418	09/01/2023	Planned	
100076377	TRAFFIC SIGNAL UPGRADES FOR THE CITY OF MOBILE AND MOBILE COUNTY (PTZ CAMERAS, REPLACEMENT OF CABINETS, DETECTION, ETC.) FOR THE RTOP PROGRAM	PE	\$25,341	09/01/2023	Planned	
100076868	WORKFORCE TRANSPORTATION PILOT PROJECT FY 2024 - FY 2025; MOBILE AREA CHAMBER OF COMMERCE	SP	\$500,000	09/01/2023	Planned	

TOTALS FOR FISCAL YEAR 2023

Prior FY Carryover	\$1,093,970	Authorized Projects	\$140,000	Unobligated Balance	\$2,069,819
FY Apportionment	\$1,115,849	Planned Projects	\$2,073,158	Remaining Balance	(\$3,339)
FY Special Allocation	\$0	Total Project Funds	\$2,213,158		
Total Funds	\$2,209,819				

100076374	TRAFFIC MANAGEMENT CENTER (TMC) UPGRADES AND PAN-TILT-ZOOM (PTZ) CAMERA EXPANSION - ALDOT	SP	\$225,151	10/01/2023	Planned	
100076375	INTERSTATE INTELLIGENT TRANSPORTATION SYSTEM (ITS) EXPANSION ON I-10 AND I-65	PE	\$120,000	10/01/2023	Planned	
100076381	TRAFFIC SIGNAL UPGRADES FOR THE CITY OF MOBILE AND MOBILE COUNTY (PTZ CAMERAS, REPLACEMENT OF CABINETS, DETECTION, ETC.) FOR THE RTOP PROGRAM	CN	\$489,241	12/08/2023	Planned	
100076866	PURCHASE OF NEW ELECTRIC BUSES IN THE CITY OF PRICHARD	SP	\$448,000	10/01/2023	Planned	

TOTALS FOR FISCAL YEAR 2024

Prior FY Carryover	(\$3,339)	Authorized Projects	\$0	Unobligated Balance	\$1,112,510
FY Apportionment	\$1,115,849	Planned Projects	\$1,282,393	Remaining Balance	(\$169,883)
FY Special Allocation	\$0	Total Project Funds	\$1,282,393		
Total Funds	\$1,112,510				

URBAN AREA FUNDING AVAILABILITY REPORT

URBAN AREA **MOBILE**

FEDERAL FUNDING ONLY

URBAN AREA FUNDING TYPE **Carbon Redu MPO**

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
100076380	INTERSTATE INTELLIGENT TRANSPORTATION SYSTEM (ITS) EXPANSION ON I-10 AND I-65	CN	\$1,389,461	11/08/2024	Planned	

TOTALS FOR FISCAL YEAR		2025			
Prior FY Carryover	(\$169,883)	Authorized Projects	\$0	Unobligated Balance	\$945,966
FY Apportionment	\$1,115,849	Planned Projects	\$1,389,461	Remaining Balance	(\$443,495)
FY Special Allocation	\$0	Total Project Funds	\$1,389,461		
Total Funds	\$945,966				

8/4/2023

TOTALS FOR FISCAL YEAR		2026			
Prior FY Carryover	(\$443,495)	Authorized Projects	\$0	Unobligated Balance	\$672,354
FY Apportionment	\$1,115,849	Planned Projects	\$0	Remaining Balance	\$672,354
FY Special Allocation	\$0	Total Project Funds	\$0		
Total Funds	\$672,354				

8/4/2023

TOTALS FOR FISCAL YEAR		2027			
Prior FY Carryover	\$672,354	Authorized Projects	\$0	Unobligated Balance	\$1,788,203
FY Apportionment	\$1,115,849	Planned Projects	\$0	Remaining Balance	\$1,788,203
FY Special Allocation	\$0	Total Project Funds	\$0		
Total Funds	\$1,788,203				

3.3.3 The Wave Transit System Five Year Budget

Forecast FY 2023-2027

THE WAVE TRANSIT SYSTEM
Five Year TIP Budget Forecast
FY 2023 - FY 2027

<u>Project Number</u>	<u>SEC</u>	<u>FY Year</u>	<u>Apportionment Year</u>	<u>Project Description</u>		<u>Federal</u>	<u>Match</u>	<u>Total</u>	
100069920	FTA4	5307	2023	2023	Mobile Transit Operating Assistance	TR Unclassified	\$ 2,000,000	\$ 2,000,000	\$ 4,000,000
100069921	FTA4	5307	2023	2023	Rehab/Replacement of Rolling Stock/Support Vehicles	TR Unclassified	\$ 500,000	\$ 125,000	\$ 625,000
100069922	FTA4	5307	2023	2023	Acquisition/Rehab/Renov Miscellaneous Equipment	TR Unclassified	\$ 30,000	\$ 7,500	\$ 37,500
100069923	FTA4	5307	2023	2023	Acquisition/Rehab/Renov Safety/Security/Surveillance Equipment	TR Unclassified	\$ 31,000	\$ 7,750	\$ 38,750
100069924	FTA4	5307	2023	2023	Preventive Maintenance, Non Fixed Route ADA Service, Audit/Legal Services	TR Unclassified	\$ 1,050,000	\$ 262,500	\$ 1,312,500
100069925	FTA4	5307	2023	2023	Mobile Bus Associated Transit Enhancements	TR Unclassified	\$ 75,000	\$ 18,750	\$ 93,750
							\$ 3,686,000	\$ 2,421,500	\$ 6,107,500
FTA4	5307	2024	2024	2024	Mobile Transit Operating Assistance	TR Unclassified	\$ 2,400,000	\$ 2,400,000	\$ 4,800,000
FTA4	5307	2024	2024	2024	Rehab/Replacement of Rolling Stock/Support Vehicles	TR Unclassified	\$ 300,000	\$ 75,000	\$ 375,000
FTA4	5307	2024	2024	2024	Acquisition/Rehab/Renov Miscellaneous Equipment	TR Unclassified	\$ 41,000	\$ 10,250	\$ 51,250
FTA4	5307	2024	2024	2024	Acquisition/Rehab/Renov Safety/Security/Surveillance Equipment	TR Unclassified	\$ 75,000	\$ 18,750	\$ 93,750
FTA4	5307	2024	2024	2024	Preventive Maintenance, Non Fixed Route ADA Service, Audit/Legal Services	TR Unclassified	\$ 1,250,000	\$ 312,500	\$ 1,562,500
FTA4	5307	2024	2024	2024	Mobile Bus Associated Transit Enhancements	TR Unclassified	\$ 50,000	\$ 12,500	\$ 62,500
							\$ 4,116,000	\$ 2,829,000	\$ 6,945,000
FTA4	5307	2025	2025	2025	Mobile Transit Operating Assistance	TR Unclassified	\$ 2,450,000	\$ 2,450,000	\$ 4,900,000
FTA4	5307	2025	2025	2025	Rehab/Replacement of Rolling Stock/Support Vehicles	TR Unclassified	\$ 325,000	\$ 81,250	\$ 406,250
FTA4	5307	2025	2025	2025	Acquisition/Rehab/Renov Miscellaneous Equipment	TR Unclassified	\$ 41,000	\$ 10,250	\$ 51,250
FTA4	5307	2025	2025	2025	Acquisition/Rehab/Renov Safety/Security/Surveillance Equipment	TR Unclassified	\$ 50,000	\$ 12,500	\$ 62,500
FTA4	5307	2025	2025	2025	Preventive Maintenance, Non Fixed Route ADA Service, Audit/Legal Services	TR Unclassified	\$ 1,275,000	\$ 318,750	\$ 1,593,750
FTA4	5307	2025	2025	2025	Mobile Bus Associated Transit Enhancements	TR Unclassified	\$ 41,000	\$ 10,250	\$ 51,250
							\$ 4,182,000	\$ 2,883,000	\$ 7,065,000
FTA4	5307	2026	2026	2026	Mobile Transit Operating Assistance	TR Unclassified	\$ 2,475,000	\$ 2,475,000	\$ 4,950,000
FTA4	5307	2026	2026	2026	Rehab/Replacement of Rolling Stock/Support Vehicles	TR Unclassified	\$ 250,000	\$ 62,500	\$ 312,500
FTA4	5307	2026	2026	2026	Acquisition/Rehab/Renov Miscellaneous Equipment	TR Unclassified	\$ 45,000	\$ 11,250	\$ 56,250
FTA4	5307	2026	2026	2026	Acquisition/Rehab/Renov Safety/Security/Surveillance Equipment	TR Unclassified	\$ 75,000	\$ 18,750	\$ 93,750
FTA4	5307	2026	2026	2026	Preventive Maintenance, Non Fixed Route ADA Service, Audit/Legal Services	TR Unclassified	\$ 1,300,000	\$ 325,000	\$ 1,625,000
FTA4	5307	2026	2026	2026	Mobile Bus Associated Transit Enhancements	TR Unclassified	\$ 75,000	\$ 18,750	\$ 93,750
							\$ 4,220,000	\$ 2,911,250	\$ 7,131,250
FTA4	5307	2027	2027	2027	Mobile Transit Operating Assistance	TR Unclassified	\$ 2,525,000	\$ 2,525,000	\$ 5,050,000
FTA4	5307	2027	2027	2027	Rehab/Replacement of Rolling Stock/Support Vehicles	TR Unclassified	\$ 200,000	\$ 50,000	\$ 250,000
FTA4	5307	2027	2027	2027	Acquisition/Rehab/Renov Miscellaneous Equipment	TR Unclassified	\$ 50,000	\$ 12,500	\$ 62,500
FTA4	5307	2027	2027	2027	Acquisition/Rehab/Renov Safety/Security/Surveillance Equipment	TR Unclassified	\$ 100,000	\$ 25,000	\$ 125,000
FTA4	5307	2027	2027	2027	Preventive Maintenance, Non Fixed Route ADA Service, Audit/Legal Services	TR Unclassified	\$ 1,350,000	\$ 337,500	\$ 1,687,500
FTA4	5307	2027	2027	2027	Mobile Bus Associated Transit Enhancements	TR Unclassified	\$ 75,000	\$ 18,750	\$ 93,750
							\$ 4,300,000	\$ 2,968,750	\$ 7,268,750
FTA4	5339	2023	2023	2023	Bus & Bus Facilities FY 2023 - Rolling Stock & Facility/Yard Upgrade	TR Unclassified	\$ 328,866	\$ 82,217	\$ 411,083
FTA4	5339	2024	2024	2024	Bus & Bus Facilities FY 2024 - Rolling Stock & Facility/Yard Upgrade	TR Unclassified	\$ 332,153	\$ 83,038	\$ 415,191
FTA4	5339	2025	2025	2025	Bus & Bus Facilities FY 2025 - Rolling Stock & Facility/Yard Upgrade	TR Unclassified	\$ 335,474	\$ 83,869	\$ 419,343
FTA4	5339	2026	2026	2026	Bus & Bus Facilities FY 2026 - Rolling Stock & Facility/Yard Upgrade	TR Unclassified	\$ 338,829	\$ 84,707	\$ 423,536
FTA4	5339	2027	2027	2027	Bus & Bus Facilities FY 2027 - Rolling Stock & Facility/Yard Upgrade	TR Unclassified	\$ 342,217	\$ 85,554	\$ 427,771
							\$ 1,677,539	\$ 419,385	\$ 2,096,924

3.3.4 ALDOT Spreadsheet for all TIP Fiscal Years 2024–2027

**ALDOT SPREADSHEET FOR ALL TIP Fiscal Years 2024 Through 2027 - Financial Plan
Mobile Metropolitan Planning Organization**

	2024	2025	2026	2027
Surface Transportation Attributable Projects				
Carryover From Previous Year (Federal Funds Only)				
Apportionment (Federal Funds Only)				
Funds Available to the MPO for Programming (Federal Funds Only)				
Estimated Cost of Planned Projects (Federal Funds Only)				
Balance Forward (Federal Funds Only)				
See most recent Urban Funds Report				
Other Surface Transportation Program Projects (includes Bridge projects not on NH System)				
Funds Available for Programming (Federal Funds Only)	\$247,167,000	\$247,167,000	\$247,167,000	\$247,167,000
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$32,831,540	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	13%	0%	0%	0%
National Highway Performance Program (APD, IM, Bridge projects on NH System)				
Funds Available for Programming (Federal Funds Only)	\$567,600,000	\$567,600,000	\$567,600,000	\$567,600,000
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$47,415,994	\$29,734,985	\$37,451,786	\$0
Percentage Programmed in the Tuscaloosa Area (Federal Funds Only)	8%	5%	7%	0%
Appalachian Highway System Projects				
State Funds Available for Programming (Total Funds)	\$103,875,000	\$103,875,000	\$103,875,000	\$103,875,000
MPO Area Estimated Cost of Planned Projects (Total Funds)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Total Funds)	0%	0%	0%	0%
Transportation Alternatives				
Funds Available for Programming (Federal Funds Only)	\$27,560,000	\$27,560,000	\$27,560,000	\$27,560,000
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$903,720	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	3%	0%	0%	0%
State Funded Projects				
Funds Available for Programming (State Funds Only)	\$530,000,000	\$530,000,000	\$530,000,000	\$530,000,000
MPO Area Estimated Cost of Planned Projects (Total Funds)	\$8,029,600	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Total Funds)	2%	0%	0%	0%
Transit Projects				
Funds Available for Programming (Federal Funds Only)	\$76,500,000	\$76,500,000	\$76,500,000	\$76,500,000
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$4,897,625	\$4,966,946	\$5,008,301	\$5,091,689
Percentage Programmed in the MPO Area (Federal Funds Only)	6%	6%	7%	7%

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

Mobile Metropolitan Planning Organization

	2024	2025	2026	2027
Safety Projects including Railroad				
Funds Available for Programming (Federal Funds Only)	\$70,598,000	\$70,598,000	\$70,598,000	\$70,598,000
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$796,074	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	1.13%	0%	0%	0%
Covid Relief Funds				
Funds Available for Programming (Federal Funds Only)	\$0	\$0	\$0	\$0
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%
Carbon Reduction Funds				
Funds Available for Programming (Federal Funds Only)	\$25,156,000	\$25,156,000	\$25,156,000	\$25,156,000
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$1,123,151	\$1,432,789	\$1,389,461	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	4%	6%	6%	0%
Rebuild Alabama Funds				
Funds Available for Programming (State Funds Only)	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000
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				
Funds Available for Programming (State Funds Only)	\$40,000,000	\$40,000,000	\$40,000,000	\$40,000,000
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$1,850,000	\$1,710,721	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	5%	4%	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)				
Not available in the Mobile MPO Area				
High Priority and Congressional Earmark Projects (Money still available)				
This group of projects usually results from congressional action in an annual appropriations bill; these projects and the amount available for programming annually is an unknown factor				
Funds Available for Programming (Federal Funds Only)			\$0	\$0
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)				

3.4 LINKS TO PROJECT MAPS

Maps of all project listed in this
Transportation Improvement Program (TIP)
are available for viewing on the internet at:

<http://www.mobilempo.org/Maps.html>

Paper copies of project maps may be acquired and are also available for viewing at the SARPC Transportation Planning Department in the GM&O Building at 110 Beauregard Street, Suite 207, Mobile, AL 36602, or by contacting 251-433-6541.

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3.5 SELF-CERTIFICATION OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

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1.1 PURPOSE

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

1.2 AUTHORITY

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

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

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

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

1.3 SCOPE

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

1.4 REFERENCES

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

1.5 SELF-CERTIFICATION REQUIREMENTS

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

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

1.6 CERTIFICATION PROCESS & QUESTIONS

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

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

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

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

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the largest incorporated city, and in accordance with procedures set forth in state and local law? [23 U.S.C. 134 (d)(1)(A) and (B); 49 U.S.C. 5303 (d); 23 C.F.R. 450.310 (b)] **YES**
2. For Transportation Management Areas (TMAs) only, does the MPO policy board include local elected officials, officials that administer or operate major modes of transportation, and appropriate state officials? [23 U.S.C. 134 (d)(2)(A), (B), & (C); 49 U.S.C. 5303 (d); 23 C.F.R. 450.310 (d)] **YES**
3. Does the MPO have up to date agreements such as the transportation planning agreement that creates the MPO, the financial agreement, and, if applicable, a transportation planning agreement between the MPOs, State, and public transportation operators where more than one MPO has been designated to serve an urbanized area? [23 C.F.R. 450.314] **YES**
4. Does the MPO boundary encompass the existing urbanized area and contiguous area expected to become urbanized within 20-year forecast period? [23 U.S.C. 134 (e)(2); 49 U.S.C. 5303 (e); 23 C.F.R. 450.312 (a)] **YES**
5. Did ALDOT send a copy of the boundary map to FHWA and FTA? [23 C.F.R. 450.312 (j)] **YES, as of the 2010 Census – 2020 is currently being developed.**
6. For projects located within the boundaries of more than one MPO, does the MPO coordinate the planning of these projects with the other MPO(s)? [23 U.S.C. 134 (g)(2)] **YES**
7. Does the MPO planning process provide for consideration of the 10 planning factors? [23 U.S.C. 134 (h); 23 C.F.R. 450.306 (b)] **YES**

8. Did the Long-Range Transportation Plan (LRTP) have at least a 20-year horizon at the time of adoption of the last major update? [23 U.S.C. 134 (i)(2)(A); 23 C.F.R. 450.324 (a)] **YES**
9. Did the LRTP address the following areas in accordance with 23 U.S.C. 134 (i)(2), 49 U.S.C. 5303 (f)?
- Identify projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan. **YES**
 - 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. **YES**
 - 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). **YES**
 - 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). **YES**
 - Include discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. **YES**
 - Include a financial plan that showed the public and private revenue sources that could reasonably be expected. **YES**
 - Include discussion of operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods. **YES**
 - Include discussion of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to national disasters. **YES**
 - Indicate as appropriate proposed transportation and transit enhancement activities. **YES**

10. Did the LRTP address the following minimum required areas in accordance with 23 C.F.R. 450.324 (f)?

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

11. Has the LRTP been reviewed and updated at least 5 years since the date of the last MPO Board action? **YES** 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)] **NA**

12. Has the MPO sent all updates/amendments of the LRTP to FHWA and FTA via the ALDOT's Local Transportation Bureau? [23 C.F.R. 450.324 (c)] **YES**
13. Was the TIP developed in cooperation with the State and local transit operators? [23 U.S.C. 134 (j)(1)(A); 49 U.S.C. 5303 (a); 23 C.F.R. 450.326 (a)] **YES**
14. Was the TIP updated at least every 4 years and approved by the MPO and the Governor? [23 U.S.C. 134 (j)(1)(D); 23 C.F.R. 450.326 (a)] **YES**
15. Was the TIP financially constrained and did it include only revenues that could be reasonably expected? [23 U.S.C. 134 (j)(2)(B); 49 U.S.C. 5303 (j); 23 C.F.R. 450.326 (h)] **YES**
16. Did the TIP contain a priority list of federally supported projects to be supported over the next four years? [23 U.S.C. 134 (j)(2)(A); 49 U.S.C. 5303 (j); 23 C.F.R. 450.326 (a)] **YES**
17. Did the TIP contain all regionally significant projects, as defined by 23 C.F.R. 450.104? [23 U.S.C. 134 (j)(3)(B); 49 U.S.C. 5303 (j)(2); 23 C.F.R. 450.326 (d)] **YES**
18. Was the TIP consistent with the LRTP? [23 U.S.C. 134 (j)(3)(C); 49 U.S.C. 5303 (j)(1); and 23 C.F.R. 450.326 (i)] **YES**
19. Does the TIP identify the criteria and process for prioritizing implementation of transportation plan elements (including inter-modal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs? [23 C.F.R. 450.326 (n) (1)] **YES**
20. Did the TIP include a listing of projects for which Federal funds have been obligated in the preceding year, or was this list otherwise made available for public review? [23 U.S.C. 134 (j)(7)(B); 49 U.S.C. 5304 (j)(7); 23 C.F.R. 450.326 (b) and (n)] **YES**
21. When developing the LRTP and TIP, did the MPO provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the proposed plan and program? [23 U.S.C. 134 (i)(6)(A) and (j)(4)] **YES**
22. Is the LRTP and TIP of the MPO published or otherwise readily available for public review? [23 U.S.C. 134 (i)(6) and (j)(7)(A)] **YES**

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

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

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

4. How does the MPO ensure that the TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities? **NOT APPLICABLE**

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

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

11. Does the MPO take appropriate steps to ensure its communications are available to persons with impaired vision and hearing? [49 C.F.R. 27.7 (6)(c)] **YES**
12. Does the MPO keep on file for 1 year all complaints of ADA non-compliance received and for 5 years a record of all complaints in summary form? [49 C.F.R. 27.121] **YES**
13. Have all the local governments included within the MPO's study area boundary completed an ADA Transition Plan? Please provide a table indicating the status of the transition plans and copy of the completed transition plans. **YES**

Government	Date of Completion	Status of Plan	MPO Voting Member
Mobile County	7/14/2016	Complete	Yes
Bayou La Batre	6/9/2016	Complete	Yes
Chickasaw	7/12/2016	Complete	Yes
Creola	7/14/2016	Complete	Yes
Mobile	8/30/2016	Complete	Yes
Prichard	7/14/2016	Complete	Yes
Saraland	7/14/2016	Complete	Yes
Satsuma	6/21/2016	Complete	Yes
Semmes	7/5/2016	Complete	Yes

All ADA Transition Plans are available online at:
<http://www.mobilempo.org/ADAPPlans.html>

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

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

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

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

450.334 Self-certifications and Federal certifications.


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

RESOLUTION 23-019
METROPOLITAN TRANSPORTATION PLANNING SELF-CERTIFICATION

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

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

Mobile
Metropolitan Planning Organization




Signature

William S. Stimpson
Printed Name

Mobile MPO Chairman
Title

4/26/23
Date

Alabama
State Department of Transportation



Signature

John R. Cooper
Printed Name

Transportation Director
Title

5/3/2023
Date

3.6

MEMORANDUM OF UNDERSTANDING

Alabama Department of Transportation

Statewide Procedures for FY 2024 - 2027 STIP/TIP

I. PURPOSE

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

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

II. DEFINITIONS¹

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

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

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

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

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

- N. **Revision**¹ 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

ALABAMA DEPARTMENT OF TRANSPORTATION
LOCAL TRANSPORTATION BUREAU


ROUTING SLIP

Telephone: 334-242-6028

Fax: 334-353-6550

DATE: October 3, 2022

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

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

RE: MPO Performance Measures Agreement

ACTION TO BE TAKEN:

Execute and Return
 Signature/Approval

Approval & Forward for Director's Signature
 Approval & Forward for Chief Engineer's Signature

REMARKS:

MPO Performance Measures Agreement:
SPR-PART3-PLMB(022) UT- 100073873

Performance Measures Agreement for the Mobile MPO

Legal:22-01949

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

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



3.8

JOINT AGREEMENT
BETWEEN
THE MPO,
THE TRANSIT AGENCY,
AND THE
STATE OF ALABAMA
RELATIVE TO
ALABAMA PERFORMANCE MANAGEMENT
23 CFR 450.314(h)
FOR
TRANSPORTATION PERFORMANCE DATA SHARING AND
COORDINATION

MPO Performance
Measures Agreement
SPR-PART 3-PLMB(022)
UT-100073873

ALABAMA PERFORMANCE MANAGEMENT AGREEMENT 23 CFR 450.314(h)

THIS AGREEMENT is made and entered into by and between the State of Alabama, acting by and through the Alabama Department of Transportation, hereinafter referred to as STATE; and the Mobile Metropolitan Planning Organization (MPO), hereinafter referred to as MPO, and the Wave Transit, hereinafter referred to as TRANSIT AGENCY;

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

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

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

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

1. Development of transportation performance data:

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

¹ 23 CFR Part 490, National Performance Management Measures

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

- iii. **Targets for assessing performance of the National Highway System, Freight Movement on the Interstate System and Congestion Mitigation and Air Quality Improvement Program (PM3) for the following performance measures:**
 - 1. Percent of Person-Miles traveled on the Interstate System that are Reliable
 - 2. Percent of Person-Miles traveled in the Non-Interstate System that are Reliable
 - 3. Percentage of the Interstate System Mileage providing Reliable Truck Travel Times
 - 4. Annual hours of Peak-Hour Excessive Delay Per Capita
 - 5. Percent of Non-Single-Occupant-Vehicle (SOV) Travel
 - 6. Total Emissions Reduction

- iv. **Targets for assessing performance of the Transit Asset Management (TAM) Plan for the following performance measures³:**
 - 1. **Asset Category: Rolling Stock (All revenue vehicles)**
 - a. Age- % of revenue vehicles within an asset class that have met or exceed their Useful Life Benchmark
 - 2. **Asset Category: Equipment (Non-revenue vehicles)**
 - a. Age- % of revenue vehicles within an asset class that have met or exceed their Useful Life Benchmark
 - 3. **Asset Category: Facilities (the STATE will only rate FTA funded facilities)**
 - a. Condition- % of facilities with a condition rating below 3.0 on a FTA Transit Economic Requirement Modal (TERM) Scale
 - 4. The TAM final rule requires that all TRANSIT AGENCIES that are recipients and sub recipients of 49 USC Charter 53 funds to develop a TAM Plan.
 - 5. TRANSIT AGENCIES that are a part of the Group (Statewide) TAM Plan will provide transit data by asset class (both revenue and non-revenue) and facilities conditions on an annual basis to the STATE.
 - 6. TRANSIT AGENCIES and MPOs developing their own TAM plan will provide their targets and the final report to the STATE.
 - 7. The STATE and the MPO are required to integrate the TRANSIT AGENCY performance targets into the planning documents including Statewide Transportation Improvement Plan (STIP) and Transportation Improvement Plan (TIP), respectively, and the Statewide Long Range Plan (LRP) and Metropolitan Transportation Plan (MTP).

- v. **Targets for assessing performance of the Public Transportation Agency Safety Plan (PTASP) for the following performance measures (applicable to demand response/fixed route services)⁴:**
 - 1. **Fatality by Mode**
 - a. Fatality Total
 - b. Rate of Fatalities (per vehicle revenue mile)
 - 2. **Injuries by Mode**
 - a. Injuries Total
 - b. Rate of Injuries (per vehicle revenue mile)
 - 3. **Safety Events by Mode**
 - a. Safety Event Total
 - b. Rate of Safety Events (per vehicle revenue mile)
 - 4. **System Reliability by Mode**
 - a. Miles between major mechanical failures
 - 5. The PTASP final rule requires that TRANSIT AGENCIES that are recipients and sub recipients of Urbanized Area Formula Grant Program under 49 USC 5307 develop safety performance targets within their Agency Safety Plan (ASP). Each TRANSIT AGENCY must provide the STATE and its respective MPOs its safety performance targets to assist the STATE and MPOs with capital program planning process.

³ 49 CFR 625 and 630

⁴ 49 CFR Part 673

6. STATE and MPOs are required to integrate the TRANSIT AGENCY performance targets into the planning documents including Statewide Transportation Improvement Plan (STIP) and Transportation Improvement Plan (TIP), respectively, and the Statewide Long Range Plan (LRP) and Metropolitan Transportation Plan (MTP).
- b. Those MPOs that are currently designated as being in non-attainment or maintenance for air quality⁵ will coordinate with the STATE on the collection and provision of data used in developing targets for the Congestion Mitigation and Air Quality (CMAQ) traffic congestion measures (Annual Hours of Peak-Hour Excessive Delay per capita and Percent Non-SOV Travel) and the Total Emission Reduction Measures.
 - c. The STATE will make available, by request, the transportation performance data used in developing statewide highway and transit targets to the MPO and the TRANSIT AGENCY.
 - i. The STATE will make available the transportation performance data to the MPO and the TRANSIT AGENCY, by request only, when a statewide target is established or revised, per Section 2 of this agreement.
 - ii. Where possible and practicable, the STATE will make available performance data for each MPO planning area for purposes of tracking progress towards attainment of performance outcomes for each MPO Region's required System Performance Reports, per Section 4 of this agreement.
 - iii. Notwithstanding any provision of this Agreement to the contrary, the parties agree that any safety data or information protected by 23 U.S.C. §§ 148 (h)(4) and 407 and State law shall be confidential. The parties agree that all crash and traffic data used by the parties for or in transportation improvement plans, highway safety improvement programs and strategic highway safety plans will not be disclosed to third parties without the express written permission of the STATE. The parties agree that the data shall not be referenced, disclosed, discussed or otherwise made public. The provision of the above data by the STATE shall not be considered a waiver of 23 U.S.C. §§ 148 (h)(4) and 407 or State precedent. Upon execution of this Agreement, the parties and their agents, servants, officers, officials and employees in both their official and individual capacities, agree that the data provided pursuant to the above referenced request shall not be discussed, disclosed, used, published or released without prior written consent of the STATE. If the data in any form should be disclosed, released or published in any manner without the consent of the STATE or should an attempt be made to use the data in an action for damages against the parties, their officials or employees, then access to the data shall terminate immediately. The STATE expressly reserves its right under 23 U.S.C. §§ 148 (h)(4) and 407 and State precedent to object to the use of the data and any opinions drawn from the data and to recover damages caused by the improper and unauthorized release of the data.
 - iv. The MPO and the TRANSIT AGENCY shall defend, indemnify and hold harmless the STATE of Alabama, the Alabama Department of Transportation, its officials and employees, both in their official and individual capacities, and their agents and servants from and against all claims, damages, losses or expenses thereof, including but not limited to reasonable attorneys' fees, arising out of or resulting from faults, errors, mistakes, omissions, misconduct or negligent acts or omissions of the MPO or the TRANSIT AGENCY, its subconsultants, agents, or employees caused as a result of or related to the service or work provided under this AGREEMENT. The MPO and the TRANSIT AGENCY shall ensure that its subconsultants, agents, or employees possess the experience, knowledge and character necessary to qualify them to perform the particular duties assigned by The MPO and the TRANSIT AGENCY. This indemnity is not limited by any insurance coverage required by this AGREEMENT.

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

- v. By entering into this agreement, the MPO and the TRANSIT AGENCY are not an agent of the STATE, its officers, employees, agents or assigns. The MPO and TRANSIT AGENCY are independent entities from the STATE and nothing in this agreement creates an agency relationship between the parties.
- d. If the MPO and/or the TRANSIT AGENCY chooses to develop its own target for any highway and/or transit measure, it will collect and provide the STATE with the performance target(s) and any supplemental data used in association with the MPO or TRANSIT AGENCY target setting process.
2. Selection of transportation performance targets
- a. The STATE, the MPO and the TRANSIT AGENCY will establish or revise performance targets in coordination with each other.
 - i. Coordination may include the following opportunities, as deemed appropriate, for each performance measure and target: in-person, meeting, webinars, conference calls, and email/written communication. All parties agree that email communications shall be considered written notice for all portions of this agreement.
 - ii. The MPO and the TRANSIT AGENCY will be given an opportunity to provide comment on the STATE targets no less than 30-days prior to the STATE's establishment or revision of highway and/or transit targets.
 - iii. If an MPO and/or the TRANSIT AGENCY chooses to set its own target, the MPO and/or the TRANSIT AGENCY will develop the target(s) in coordination with the STATE. The MPO and/or the TRANSIT AGENCY will provide the STATE with the opportunity to comment on performance targets no less than 30-days prior to adoption of targets.
 - b. The STATE will select statewide performance targets to meet the federal performance management requirements for highways and transit.
 - i. The STATE will provide written notice to the MPO and TRANSIT AGENCY when the STATE selects a target. This notice will provide the target and the date the STATE set the target, which will begin the 180-day time-period in which the MPO and /or the TRANSIT AGENCY (as applicable) must set a corresponding performance target.
 - ii. If the MPO and/or the TRANSIT AGENCY (as applicable) chooses to support the statewide target, the MPO and the TRANSIT AGENCY will provide written documentation to STATE that the MPO and the TRANSIT AGENCY agrees to plan and program projects that will contribute toward the achievement of the statewide highway performance target.
 - iii. If the MPO or the TRANSIT AGENCY chooses to set its own target, the MPO or TRANSIT AGENCY will provide the STATE written documentation that includes the target and the date the MPO or the TRANSIT AGENCY plans to adopt. Documentation will be provided no less than 30-days prior to the MPO or the TRANSIT AGENCY adoption of target (consistent with Section 2a).
 - c. Those MPOs currently in non-attainment or maintenance for air quality¹ and the STATE will coordinate to select single, unified targets for the CMAQ traffic congestion measures (Annual Hours of Peak-Hour Excessive Delay Per Capita and Percent of Non-SOV Travel) and to select mobile source emission reduction targets for their respective non- attainment areas of ozone.
3. Reporting of performance targets
- a. The STATE will report all performance targets to the Federal Highway Administration (FHWA) as applicable and in accordance with 23 CFR Part 490 and Federal Transit Administration

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


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

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

ATTEST:

MPO: Mobile MPO

By: 


BY: 

Title: TCC/CAC Chairman

Title: Mobile MPO Chairman

ATTEST:

TRANSIT AGENCY: The Wave Transit

By: 

BY: 

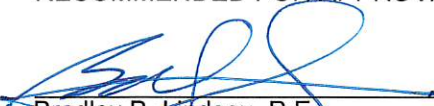
Title: Senior Transportation Planner


Title: General Manager

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

By: 
William F. Patty
Chief Counsel, Legal Bureau

RECOMMENDED FOR APPROVAL:


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


Edward N. Austin, P.E.
Chief Engineer

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


John R. Cooper
Transportation Director

The foregoing Agreement is hereby
executed in the name of the
State of Alabama and signed
By the Governor on the 10 day of
November 20 22.


Kay Ivey
Governor, State of Alabama

RESOLUTION 22-024

**METROPOLITAN PLANNING ORGANIZATION (MPO)
ALABAMA PERFORMANCE MANAGEMENT AGREEMENT 23 CFR 450.314(h)**

WHEREAS, the Mobile Metropolitan Planning Organization (MPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (amended by The Infrastructure Investment Jobs Act (IIJA) Sections 1201 and 1202, December, 2015); 42 USC 2000d, 7401; 49 USC 5303, 5304; 23 CFR Parts 450 and 500; 40 CFR Parts 51 and 93; and,

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

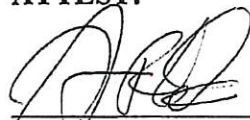
WHEREAS, the Mobile MPO, the State of Alabama, and the Wave Transit are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the performance-based planning and programming requirements established by federal law, and

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

WHEREAS, pursuant to its duties, functions, and responsibilities, the Mobile Metropolitan Planning Organization, in session this 14th day of September, 2022, did review and evaluated the aforementioned Alabama Performance Management Agreement, included in the attached pages; now,

THEREFORE, BE IT RESOLVED by the Mobile MPO that the same does hereby endorse and adopt said Alabama Performance Management Agreement.

ATTEST:



Chairman, TCC



Chairman, MPO

3.9 Livability Principals and Indicators Measurements

The details of Livability Principles and Indicators are listed on page twenty-five of the narrative. The measurement of the sustainability of the Livability Principles are included below. These measurements are collected through the US Census Bureau and other sources. The future provision of this data is dependent upon these agencies and organizations.

1) Provide More Transportation Choices

Percent of jobs and housing located within one-half (1/2) mile of transit service:

- Housing: 44.5%
- Jobs: 62.5%

Percentage of non-regional principal 1 projects within a Justice 40 Area:

- 23.33%

Source: ESRI, 2020 Census, 2022 Dataxle, The Wave Transit Note: Based on all Housing/Jobs within the Mobile MPO Study Area

2) Promote Equitable and Affordable Housing

Percent of household income spent on housing and transportation:

- Housing - 27%
- Transportation - 29%
- Housing +Transportation - 55%

Percentage of non-regional principal 1 projects within a Justice 40 Area:

- 20%

Source: ESRI Housing and Transportation Affordability Index, Center for Neighborhood Technology, Note: All of Mobile County

3) Enhance Economic Competitiveness

Percent of workforce living within a thirty (30) minute or less commute from primary job centers:

- 64.34%

Source: US Census Bureau, 2021 American Community Survey, 5-Year Estimates, Table B08012 ("Sex of Workers by Travel Time to Work") Note: Includes workers ages 16 and over who did not work at home within Census tracts that intersect the Mobile MPO study area.

4)Support Existing Communities

Percent of non-transit (5310, etc.) transportation projects dedicated to enhancing accessibility of existing transportation systems:

- 50%

Source: Mobile MPO TIP 2024-2027

5) Coordinate Policies and Leverage Investment

Percent of non-transit (5310, etc.) transportation projects where more than one funding source is utilized:

- 25%

Source: Mobile MPO 2024-2027 TIP

6) Value Communities and Neighborhoods

Percent of housing located in walkable neighborhoods with mixed use destinations located nearby:

- Recreational Facilities – 11.7%
- Retail/Services/Education – 42.5%

Source: Mobile MPO 2045 LRTP, ESRI, 2020 Census, Note: Based on all Housing and Attractions Zones within the Mobile MPO Study Area

3.10 Documentation of Public Involvement

The following items are documentation of public participation for the 2024-2027 Transportation Improvement Program. Provided is an example of the packets that were sent to various locations comprising of a cover page, sign in page, draft TIP, and comment forms. Also included are examples of informing the public where to review and comment on the draft TIP in person, online, email, or by phone. Items are in the following order:

- Packet contents (Distributed to 29 locations July 11th)
- Newspaper Receipts for Call News and Lagniappe Weekly (Advertised July 12th, 19th, and 27th)
- Transportation Department Newsletters (Sent to over 500 Contacts). The notice appeared in the newsletter on July 7th, July 14th, July 28th, and August 4th.
- July SARPC Newsletter (Sent to over 700 Contacts with a 38 percent open rate)
- Facebook Post (July 27th)

After being out for review from July 13th to August 2nd, no comments were made in the packets nor received by phone or email. There was one sign in, but it will not be exhibited as it contained personal information.

Mobile Area Transportation Study

DRAFT FY2024 -2027 Transportation Improvement Program

**Review Copy, Please
Do Not Remove From This Office**

Please discard after August 4th, 2023

Copies of this document can be obtained for a nominal copying fee (about 10¢ per page). Contact the Transportation Planning Coordinator, South Alabama Regional Planning Commission, P.O. Box 1665, Mobile, AL 36633-1665, 433-6541, FAX 433-6009.

Your comments, opinions, or other input regarding this document are welcome. Please complete one of the comment forms accompanying this report and mail it to SARPC.

Mobile Area Transportation Study (MATS)
Metropolitan Planning Organization (MPO)

DRAFT

Fiscal Years 2024 - 2027

Transportation Improvement Program (TIP)



Prepared by the
South Alabama Regional Planning Commission (SARPC)
Mobile, Alabama
In cooperation with
The WAVE Transit System
The Alabama Department of Transportation
The U.S. Department of Transportation

COMMENT FORM

DRAFT FY 2024-2027 Transportation Improvement Program

Name:

Organization:

Address:

Comments: _____

ALL COMMENTS SHOULD BE RECEIVED BY August 2nd, 2023.

Please send comments to: Transportation Planning Coordinator
South Alabama Regional Planning Commission
P.O. Box 1665
Mobile, AL 36633

Newspaper Receipts:

7870 State Street • Citronelle, AL 36522
Phone: 251-866-5998 • Fax: 251-866-5981 • email: le_als@thecalnews.com
TO VIEW LEGALS ONLINE visit www.thecalnews.com or www.alabama-publicnotices.com

TECHNICAL COORDINATING
COMMITTEE (TCC)/CITIZEN ADVISORY
COMMITTEE (CAC)
of the MOBILE METROPOLITAN
PLANNING ORGANIZATION (MPO)
MEETING

AFFIDAVIT

State of Alabama - Mobile County

SOUTH ALABAMA REGIONAL PLANNING COM
PO BOX 1665
MOBILE AL, 36633

Before me, a notary public in and for the county and state above listed, personally appeared WILLIE GRAY (PUBLISHER), who, by me, duly sworn, deposes and says that: My name is WILLIE GRAY, I am the Publisher of the Call News ("Newspaper"). The Newspaper is printed in the English language, has a general circulation and its principal editorial office in the county in which it is published, and has been mailed under a publication class mailing privilege of the United States Post Office Department for the Post Office of Citronelle, AL, where it is published at least 51 consecutive weeks a year.

I further certify that the attached notice is a true and correct copy of the notice published in said Newspaper.

Public Notice LEGAL

The Newspaper published the attached legal notice in the issues of
7/12/2023
7/19/2023

The sum charged for these publications was \$76.60 per week for 2.00 consecutive weeks, a total cost of \$153.20.

The sum charged by the newspaper for said publication does not exceed the lowest classified rate paid by commercial customers for an advertisement of similar size and frequency in the same newspaper(s) in which the public notice appeared.

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

[Handwritten signature of Willie Gray]

(Publisher)

Sworn to a and subscribed before me on this 19th day of 2023.

nd-sub scribe

July,

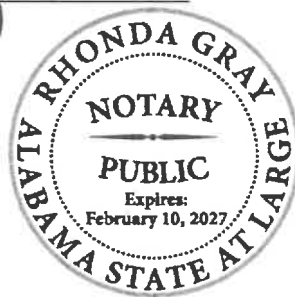
Notary Public

[Handwritten signature of Rhonda Gray]

My Commission Expires 2/10/2027

Ad ID 64141

E-mail copy
Draft FY 2024 Unified Planning Work Program
(UPWP) and the Draft 2024-2027 Transportation
Improvement Program (TIP)



The Mobile MPO Technical Coordinating Committee/Citizen Advisory Committee (TCC/CAC) will meet on Wednesday, July 26, 2023 at 10:00 am at the GM&O Building located at 110 Beauregard Street. The purpose of the meeting is to review and recommend the approval of the Draft FY 2024 Unified Planning Work Program (UPWP) and the Draft 2024-2027 Transportation Improvement Program (TIP). Copies of the proposed fiscal year 2024 Unified Planning Work Program (UPWP), which details the federally funded transportation planning activities to be undertaken in the Mobile Urban Area in FY 2024 by the Alabama DOT, the Wave Transit System, and the South Alabama Regional Planning Commission, and the proposed 2024-2027 Transportation Improvement Program will be available for public review and comment between Thursday, July 13, 2023, and Wednesday, August 2nd at the following locations. Documents are also available at www.mobilempo.org
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All Public Libraries within the study area
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The public involvement/comment period for the draft Transportation Improvement Program (TIP) will also satisfy the WAVE's public participation requirements for the Program of Projects (Section 5307 Funds). Comment forms are included with the documents at each location listed above. A copy of the documents may be purchased for a nominal copying fee from the Transportation Planning Coordinator at the South Alabama Regional Planning Commission, 433-6541. Written comments regarding the program are welcome prior to that date and should be submitted to: Transportation Planning Coordinator South Alabama Regional Planning Commission
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transportation@sarpc.org
Additional information may be obtained from the Transportation Planning Coordinator at the South Alabama Regional Planning Commission, (251)433-6541.
The Mobile MPO Policy Board will vote on the recommendations by the TCC/CAC at a meeting on Wednesday, August 9, 2023 at 10:00 am at the GM&O Building in the Board Room.
Physically challenged persons who need special accommodations should contact SARPC in advance so arrangements can be made to meet their needs.
Call News July 12, 19, 2023

**Joint MOBILE METROPOLITAN
PLANNING ORGANIZATION
(MPO) POLICY BOARD**

TECHNICAL COORDINATING
COMMITTEE (TCC)/

CITIZEN ADVISORY COMMITTEE (CAC)
MEETING

The Mobile MPO Policy Board will have a joint meeting with the TCC/CAC on Wednesday, August 9th, 2023 at 10:00 am in the First Floor Boardroom in the GM&O Building at 110 Bearegard St, Mobile, AL 36602.

The Policy Board will review and adopt the Draft FY 2024 Unified Planning Work Program (UPWP) and the Draft 2024-2027 Transportation Improvement Program (TIP).

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Lagniappe HD August 2, 2023



OFFICIAL AD PROOF

This is the proof of your ad scheduled to run in **Lagniappe Weekly** on the dates indicated below. If changes are needed, please contact us prior to deadline at **(251) 450-4466**.

Notice ID: LDDYLyuMc8dT6fJBNUg7 | **Proof Updated: Jul. 27, 2023 at 02:37pm CDT**
Notice Name: MPO Meeting August 9, 2023

See Proof on Next Page

This is not an invoice. Below is an estimated price, and it is subject to change. You will receive an invoice with the final price upon invoice creation by the publisher.


FILER	FILING FOR
Monica Williamson mwilliamson@sarpc.org (251) 433-6541	Lagniappe Weekly

Columns Wide: 1	Ad Class: Legals
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08/02/2023: Other Notice	68.40
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Subtotal	\$68.40
Tax	\$0.00
Processing Fee	\$11.84
Total	\$80.24

Transportation Department Newsletter:



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday August 4th, 2023 Volume 47, Number 4

In This Issue

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- [SOUTH ALABAMA RPO UPDATES](#)
- [PROJECT LETTING APRIL 28, 2023](#)
- [LEGISLATIVE UPDATES](#)
- [IN THE NEWS](#)
- [FUNDING OPPORTUNITIES](#)
- [JUST FOR FUN](#)

Contact Us

<http://www.mobilempo.org>
transportation@sarpc.org

Tom Piper
Transportation Planning Director
tpiper@sarpc.org

Monica Williamson
Transportation Planner
mwilliamson@sarpc.org

Anthony Johnson
Transportation Planner
ajohnson@sarpc.org

John F. "Rickey" Rhodes
SARPC Executive Director
rhodes@sarpc.org

South Alabama Regional Planning Commission
110 Beauregard St
Mobile, Alabama 36602
(251) 433-6541

The Mobile MPO will meet next Wednesday, August 9th. The agenda includes the Mobile Area Draft FY 2024-2027 TIP and the Draft FY 2024 UPWP in *Mobile MPO Updates*. Air Taxis in the near future for Alabama is *In the News*. New center for infrastructure projects in *Legislative Updates*. No chips needed in *Just for Fun*. Check out [ALGO Traffic](#) before you travel!

www.mobilempo.org

SARPC Transportation Video, this is what we do [HERE](#)

Want to know what other SARPC departments do?

- [Planning and Community Development](#)
- [Area Agency on Aging](#)
- [Employment and Economic Development](#)

Anthony Johnson, Monica Williamson, and Tom Piper

MOBILE MPO UPDATES

PUBLIC NOTICE

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Transportation Department News



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Transportation Department Staff
Tom Piper - Transportation Planning Director
tpiper@sarpc.org

Anthony Johnson - ajohnson@sarpc.org

Monica Williamson - mwilliamson@sarpc.org

Fiscal 2024 Transportation Funding Bills Await Votes House, Senate Versions Differ Slightly

After committees approved versions of a fiscal 2024 transportation funding bill, Congress is unlikely to clear the legislation before its August recess.

While leaders in the House and Senate agree on the need for approving fiscal 2024 funding for the U.S. Department of Transportation, the measures' consideration in the respective chambers has yet to be scheduled.

Congress has until Sept. 30 to advance its funding legislation for the upcoming fiscal year in order to avert a partial government shutdown.


NEW, STREAMLINED FUNDING APPLICATION PROCESS FOR INFRASTRUCTURE PROJECTS THAT RECONNECT COMMUNITIES

THE U.S. DEPARTMENT OF TRANSPORTATION (USDOT) HAS RELEASED THE FISCAL YEAR 2023 NOTICE OF FUNDING OPPORTUNITY (NOFO) FOR THE RECONNECTING COMMUNITIES AND NEIGHBORHOODS (RCN) PROGRAM, WITH UP TO \$3.16 BILLION AVAILABLE FOR PLANNING AND CONSTRUCTION PROJECTS.

THIS RCN NOFO IS A COMBINATION OF TWO MAJOR DISCRETIONARY GRANT OPPORTUNITIES: THE RECONNECTING COMMUNITIES PILOT (RCP) AND NEIGHBORHOOD ACCESS AND EQUITY (NAE) PROGRAMS.

USDOT HAS COMBINED THESE TWO PROGRAMS INTO A SINGLE NOFO TO PROVIDE A MORE EFFICIENT APPLICATION PROCESS FOR PROJECT SPONSORS. [THE NOFO CAN BE FOUND ON GRANTS.GOV.](https://www.grants.gov)

Facebook Post:

 **Mobile Metropolitan Planning Organization** July 27 · 🌐

Joint MOBILE METROPOLITAN PLANNING ORGANIZATION (MPO) POLICY BOARD
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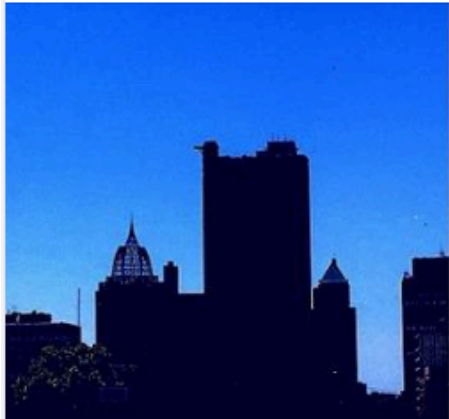
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**Mobile
Metropolitan
Planning
Organization**



MOBILEMPO.ORG
Mobile MPO
2020-2023 Transportation Improvement Program updated 5/16/2023 FY2021 Public Participati...

3.11 Minutes

Joint Mobile MPO Policy Board Meeting Technical Coordinating/Citizens Advisory Committee August 9th, 2023

MPO Members Present:

Hon. William S. Stimpson
Hon. Merceria Ludgood
Bryan Kegley
Jim Trout rep. Hon. Brandon Van Hook
Hon. Mark Barlow
Hon. Howard Rubenstein
Hon. George E McCall, Jr.
Jamon Mosley rep. Damon Dash
Edwin Perry rep Matt Ericksen
John F. "Rickey" Rhodes
Hon. Cory Penn
Rob Middleton
Aaron Dawson rep. Mark Bartlett
Scott Mosely rep. Brad Lindsey

MPO Members Not Present:

Hon. Don Nelson
Hon Barry Broadhead
Hon. Henry Barnes, Sr.
Hon. Jimmie Gardner

TCC/CAC Members Present

James Delapp
Chris Curry
Shayla Beaco
Nick Amberger
Brad Wittmann rep. Kim Sanderson
Jamon Mosley
Rep. Margie Wilcox
Edwin Perry

TCC/CAC Members Not Present

Nancy Hewston	Ricky Mitchell
Cade Kistler	John Murphy
Rhonda Gullede	James Jacobs
Jennifer Denson	Shilo Miller
Frank Williamson	Christienne Gibson
Jason Franklin	Link Fillingim
Essie Johnson	Doug Otto
Fernando Billups	Newton Cromer

Guests Present:

Kevin Harrison (Sain)
Antoinne Maiben (Transit Union)
Edith Louden (Geotechnical Eng.)
Vontra Giles (FHWA)
Sarah Sislak (ESMPO)
Jessica Mayo (ESMPO)

Staff Present:

Tom Piper
Anthony Johnson
Monica Williamson

The meeting was called to order by Mayor Stimpson.

Following a prayer and the Pledge of Allegiance, the second item on the agenda was to approve the minutes of the April 26th, 2023 MPO Policy Committee Meeting.

Motion was made by Rob Middleton with a second by Bryan Kegley. Motion was approved.

The third item on the agenda was to approve the minutes of the July 26th, 2023 TCC/CAC. Motion was made by Rob Middleton with a second by Councilmember Penn. Motion was approved.

The fourth item on the agenda was the election of vice-chairperson.

Mayor Stimpson said most of you recognize the county commission rotates the positions filled by the County Commissioners. And Commissioner Hudson actually just rolled off of this position. So that's created a vacancy for a new vice chair. So, we will open the floor for nominations.

Mayor Rubenstein nominated Commissioner Ludgood for position of Vice-Chair. The nomination was seconded by Bryan Kegley.

With on other nominations, Mayor Rubenstein moved to close nominations with a second by Councilmember McCall. Commissioner Ludgood was elected as Vice-chairperson.

The next item on the agenda was to consider adoption of the 2024-2027 Transportation Improvement Program (TIP); Resolution 23-020.

Tom Piper said every four years, we have to do a Transportation Improvement Program. This is the program or projects for the next four years for the urban area or for the study area. It covers 2024 to 2027. It's all the State projects, MPO projects, sidewalk projects, anything that has federal money, transit projects and all that. This was sent out to everyone. It was advertised on our website, in our newsletter, and we sent it out to 29 different locations around the area. We didn't get any comments back on it. That's basically it. That was also emailed to all of you so.

Mayor Stimpson asked if there was a handout that showed everything.

Tom Piper said there's copies of it over here if anyone wants to see it. It was emailed out to everyone, it's on our website, and has been in the newsletter, but we didn't want to print it. I didn't think anybody wanted a big paper copy when you can just look at it electronically. There're hundreds of projects.

Motion was made by Rob Middleton with a second by Bryan Kegley to approve Resolution 23-020.

Mayor Stimpson called for any discussion.

Mayor Rubenstein asked is Saraland's Celeste Road project still on there at the date it was previously or has that changed?

Tom Piper said that is still the same. The Celeste Road Project is scheduled for 2026.

With no other discussion, Resolution 23-020 adopting the 2024-2027 TIP was approved.

The next item on the agenda was to consider adoption of the FY 2024 Unified Planning Work Program, Resolution 23-021.

Tom Piper said this is the fiscal year 2024 Unified Planning Work Program. This is basically our budget for our department for the next fiscal year, starting in October. It's very similar to the previous one. There is one change, there's a spreadsheet here in the back. This is basically all the tasks we're doing. It's this double-sided piece of paper. So, if you look at Task 3.6.7 the complete streets and safe streets for all. That's a new task that replaced our ride share program. We did not have any participation in the Rideshare program. We haven't in years. Last year, we said we're going to evaluate this year see if we can get any participation we didn't. So, we've done away with that task and this complete street task is actually a new requirement. We are required to spend, I think 2.5% of our planning budget on this task. It is to promote complete streets and all the projects that we undertake. So that's really the only change. We do have some third-party studies, you'll see they're under 3.8. There's the Mobile area bicycle pedestrian comprehensive plan. We've hired Toole Design Group to help us with that that project. We'll have the kickoff meeting next week for that one. We've hired Neel Schaffer to help us with doing the long-range transportation plan. We've already got that one kicked off and it's being developed now we're working with them on that. We have the city Mobile transportation planning study that's for South, you know, trying to figure out how to handle the traffic that's coming from gameday and special events at the University of South Alabama. The roadway congestion for freight study, Gresham Smith is doing that for ALDOT. It's in our UPWP, but it's actually an ALDOT plan. And then there's the interstate and bridge signage study. They have decided to change that to be a new project. It's going to be a planning study at 158 and I-65 to figure out how to manage the traffic at that intersection so they're not going to do the signage study.

Motion was made by Rob Middleton with a second by Mayor Barlow.

Mayor Stimpson called for discussion.

Mayor Rubenstein asked what is the one at 158? A signage study?

Tom Piper said no, it's not a signage study. They are trying to figure out how to improve that intersection at 158 and I-65.

Mayor Stimpson asked the signage study would have been for the interstate having to do with the new bridge or just all interstate signage?

Tom Piper said it was just all interstate signage, but they decided to that in house and not as a third-party study. So, they're going to do these 158/65 study instead.

Representative Wilcox asked would you expound upon the new Complete Streets and safe streets?

Tom Piper said it's basically what it does is we are to promote complete streets and all the projects that we undertake and explain what Complete Streets are. That encompasses not just automobiles, but transit and bike ped and all modes of transportation

Representative Wilcox asked could I request that y'all look at Highway 90?

Tom Piper said, yes, the sidewalks and bike ped along the highway 90, the one you've been talking?

Commissioner Ludgood asked if it was a draft and if we were adopting a draft.

Tom Piper said we are actually adopting the final one. The final is over there on the on the table. It was emailed to the Board on Monday. We were, I think, still sending it to Commissioner Hudson. And that's why you probably have the wrong one.

The Resolution adopting the FY 2024 UPWP was approved.

The next item on the agenda was a discussion about support letters for the Mega grant for the I-10 Mobile River Bridge.

Edwin Perry said the time is here for ALDOT to submit our grant for the Mobile River Bridge project. In your packet, there are some sample letters for everybody to use as examples for sending your support for the project. Tom also emailed them prior to this meeting. Those can be put on letterhead and use those for sending your support. We ask for those letters to be sent to myself by Monday, August 14.

Tom Piper said you can send it to me as well. And I'll forward it to ALDOT if you need to do that.

Mayor Rubenstein said I have a concern. You know, I read the resolution. And, you know, we need our respective councils to approve this. That's not a lot of time between now and the 14th to get that on the council agenda, at least in my city, and get that approved.

Edwin Perry said that's why we sent the letter as well, we just sent out both as examples.

Mayor Rubenstein said so you're saying you'll be happy with just the letter as opposed to the resolution?

Edwin Perry said the letter will be perfectly fine.

Mayor Stimpson said any other questions regarding the letter of support, so that doesn't require any action other than to do it? Individually, you know, to make sure that you send a letter and as explained by Edwin and Tom to support the Mega grant. From the standpoint of funding, I don't know if you want to give us a brief update on where we are in the process.

Edwin Perry said well, right now, we've been working with the Bridge Team. That's what we're calling project one, which is the main span. We've been working on our design build agreement. We're getting very close to having that executed. But also, during that whole time of negotiations, we've been working with that team on working out scheduling and costs. They've been able to bring a lot of ideas and a lot of innovation to help bring down the cost so we can keep the project in our budget, which is one thing we're going to try to expand on with this grant and to be able to help finalize our financial plan. Also, to recently we made the selection for the second team for the Bayway portion of the project So we are about to initiate contract negotiations with as well. And we will, during that time of negotiations for that agreement, we will also work out issues on scheduling and costs to you get that worked out as we move forward to work towards our financial plan.

Mayor Stimpson asked so, how much money will be given out in this mega grant distribution is that a half a billion or a billion dollars that the government will be given out?

Edwin Perry said I can't remember the exact number. But it's very similar to what they what they passed out last year. There's several billion split between the handful of projects. We were selected, as, you

know, kind of, I guess, kind of in the runner up, where we were able to have federal assistance with us from DOT and Build America to be able to find out what areas of the grant application to improve on. And so, we feel very strong, where we're going to be able to fill in those gaps from the last go around be successful.

Mayor Stimpson asked do you know when the grants will be awarded?

Edwin Perry said they haven't committed to saying when the announcement of awards will be sent out. It was around the end of the year, first of the year, is kind of where we're hearing. But I would anticipate around first part of 2024.

Someone asked if ALDOT was asking for \$500 million.

Edwin Perry said we're asking for \$450 million.

Mayor Stimpson said and so you'd like to have the letters by Monday?

Edwin Perry said we would like them by Monday, but if, if you're a day or so late, please get them into me whenever you can. We will be putting together an exhibit to go with the application. And so, I'll just continue to edit that exhibit as we send it in. And the biggest thing has been for us to be able to finalize the narrative, which we look to submit on Wednesday. But I can throw in some edits on that exhibit. If you can't make Monday, just as soon as soon as possible.

Mayor Stimpson said so Tom, just make sure we're texting people, along with the rest of this week, make sure that people don't forget.

The next item on the agenda is the Transportation Management Area planning certification review findings from the FHWA. And I think we have Aaron Dawson with us to do that presentation.

Aaron Dawson said thank you. So, for those of you who don't know me, I am the planning and program management team lead for Federal Highway Administration, Alabama division. I've been in that position for about three years. This is my first opportunity to come to Mobile MPO meeting. Your assigned planner Vontra Giles is going to be giving a presentation about the final findings for the certification.

Vontra Giles said thank you and good morning everyone. I've been afforded the opportunity to present the findings of the 2023 certification review. I am happy to be here, the Mobile MPO has a lot of good things going on in the area. And I encourage you all if you haven't received a copy of the report to look online and go through the copy of the final report that was issued in July. We made it is non-technical as possible while still grasping a lot of the good things that are going on. And a lot of things we want to tackle before the next review. So, these are a few items I'll talk about briefly, as a result of our findings from the 2023 review. And myself and my supervisor Aaron Dawson will be here to answer any questions that you have about the report. The last review was held in 2019. The next review will be in 2027. This review was an onsite review March 28 and March 29, here at the building. It was conducted by Mr. Dawson, myself, Shontrill Lowe, another planner with FHWA and Robert Sachnin, and a representative from FTA. We also have over 10 participants, including MPO staff, the Wave Transit and others that was asked to participate in the scope of the review. This is just a brief discussion every four years that TMA, areas over 200,000 in population, are required to certify to the government that they're following the law, according to those statutes for the transportation planning process. Also, as part of the scope of that review, we are looking at the MPO planning process. We're reviewing specifically the

decision-making process that leads to the future of the transportation program in the area. As a part of this review, we're looking at the products that come out of that decision-making process. Some of those products would be the UPWP, the MTP or the long-range transportation plan, the public involvement plan, or any other auxiliary plans that involves decision making for the MPO, such as the congestion management. Also, as a part of this review, we are able to take comments at the federal government level from the local public. So, this could be anyone in the public and can also be the policy board or the technical support committees, anyone's able to provide comments during this time. This is also continuing spelled with the review was really hone in and focus on the MPO requirements, what's required by law as a recipient of those federal funds from the Federal Highway Administration and The Federal Transit Administration. We are also looking at the MPO self-certification, and making sure that their process is following the Three-C's, that it is continuing, cooperative and comprehensive, and making sure that the MPO planning process is multimodal. And we're making sure that the MPO when it receives public comment is addressing the public comments. And there's the final part of the scope of the review. These are three outcomes that are likely to come out of that review process. One is that we can find that the MPO substantially complies with the law. It could partially comply with the law, or we could find that the MPO does not comply with the law at all. So just to summarize our report, the Mobile area MPO substantially complies with the law, you're doing a really great job here. You have a lot of technical experts that are contributing to transportation planning and making decisions in this area. And I speak for myself on behalf of the federal highway division that you are providing excellent service. There were two corrective actions that were listed as a part of this review. The first corrective action would be for the MPO to provide in their TIP a description of the anticipated effect of the TIP toward achieving the performance targets identified in the Long-Range Plan. This will be due next year. The second corrective action that came out of this process will be for the MPO, to document strategies for environmental coordination efforts and that will be due in 2024. And I'll explain on the slides that there is also a list of recommendations that we issued for federal highway that came about this this process review. The first was to update the 3-C agreement by 2027. The second was to create an online archive of the MPO and the Wave agreement. The third recommendation that was for the MPO to have an indirect cost allocation plan to the UPWP by 2027. The UPWP does have indirect cost allocation plan, but the regulation states that it has to be a part of the UPWP. All transit funding programs should be listed in the annual list of obligated projects to be provided by 2027. Also, we would like to request that you add public comments to the TIP. We also asked for the MPO to include in the Long-Range plan, the environmental mitigation to improve project planning to 2027. And the last recommendation of the process of this review is for the MPO to include some sort of discussion on the safety analysis for the area. And if you've heard anything come out of the IIIJA news or memos, we are looking for a safety focus not just for the Mobile area, but statewide, so we'd like to see that reflected in your document. I know that y'all are doing it. But we want to see it written so that the public can access that information. We also noted three best practices. And we agreed in our office that they were best practices statewide. We haven't seen another area do these things. This is something that we will take to share with other cities, Birmingham Dothan, Auburn, Tuscaloosa to make sure that they are looking to Mobile when they're doing their plans, transportation decision making. The first best practice we found was the MPO newsletter. That's awesome. Not only is nobody else doing it, you are doing a good job at keeping all of your stakeholders and keeping the region and federal highway and ALDOT and the MPO policy board and all committees involved. It's great for project planning. And it also helps us in the office. And I know it helps people out in the field, too if we can't be here in person to know what's going on in. The second-

best practice that we've listed for our state is that the MPO has found creative ways to use their funding. One thing that came out of this review that we were proud of is some of the transit projects and some of the electric bus program that they've done for the city of Prichard. We think that's excellent, excellent use of funding, and it's also very creative. So, we will encourage other folks in our state to look at Mobile in some ways that they've been able to use their money in a creative way. And the third best practice that came out of this review is that the MPO has excellent visual summary report to handle listing obligated projects and that can be found on the website. So, these are the deliverables that we will have to receive from MPO, the Wave and ALDOT as a result of this planning process by next year. And when I say deliverables, I will say in quotation because we can't expect something if we're not providing any sort of education or training or clear instruction. All about those deliverables are the two corrective actions. We'll be working with the Mobile MPO staff at their request to be able to revise their TIP narrative and to create a list of defined environmental impact areas and some strategies for environmental mitigation. Does anyone have any questions about the review about any of the process about the review?

Mayor Stimpson asked any questions? Tom, you want to weigh in on?

Tom Piper said the certification review report was sent out to everyone. It's also on our websites. So, if you want to read through it, it's available, we also have printed copies available if you'd like to see it.

Vontra Giles said it's a pleasure for you to travel to the local area. And more so than that, and I've decided to travel in Finland, as a tourist, I'm always looking in the eyes of the folks that use the public transportation system. And you always want to very diligent effort, and making sure the funding in the projects that you're looking at magazines to think about. So, we will be available, feel free to contact us after our fourth week in the future.

The next item on the agenda was discussion of the STP Attributable Funding.

Tom Piper said this is the big spreadsheet you have. This is the total funding that that the MPO has that is spent at their discretion. It is what I was talking about earlier. So, this is our schedule of projects. It is scheduled out to 2028. So, you can see where all the projects fall. I just I like to go over this every meeting just so everyone can see what's going on. Down at the bottom, you see the congestion management process, the CMP. That's our non-capacity projects that we do we have funding available for the next four years for those projects. So be thinking about things like that you want to do. I know, ALDOT was interested in expanding the RTOP program for the next year. But that's, you know, intersection improvements, signal signalization, things like that. We do have a positive balance of 20 million. The way project costs are going up, I know that's not going to stay the same. We're seeing tremendous cost increases. So, I know that the funding will go down. But we do have money available to do some new projects. So, if you have something you need, have your TCC members bring it to the table and we'll consider it.

The next item on the agenda was old business.

Mr. Rhodes said Mr. Chairman, just a reminder that the SARPC annual meeting is scheduled for February 29 and March 1 at the Grand Hotel. We are looking for sponsorships as well.

The next item on the agenda was new business.

Tom Piper said I have a couple of things. One, we're kicking off the new long-range transportation plan and we'll be coming out to meet with all of our member governments to talk about future development. So, we can get a handle on where the growth is occurring, where you think you're going to need roads in the future to put in our long-range plan. We'll be contacting you soon to come meet with your folks about that; your elected officials as well as your engineers and planners. Also, we're going to do another call for projects in September for TAP funds. So, if you have any sidewalks or Bike Ped projects and things like that, that you want to apply for, look for that in September or October.

Mayor Rubenstein asked are TAP projects limited to new construction? Or is there money for refurbishing old sidewalk?

Tom Piper said we can do that as long as we are making them ADA compliant.

Aaron Dawson said I would like to add something. So, federal highway is running into an interesting situation nationwide under the new IIJA legislation, where we're having an intense buildup of sub allocated programs. What I mean by that, is projects like TAP, carbon reduction funds, PROTECT funds, safety funds, all of the direct attributable funds to the MPO. So, I would really like to encourage everybody to be on the lookout for new projects, if you have new projects, bring them up to the to the MPO) level, and see if we can spend down some of these unallocated balances. The perfect example is the PROTECT program, that is a statewide and nationwide problem, those funds are kind of building up. And we do need to get rid of them. Just as a matter of context for what we're looking at. So, we do a process every August called August redistribution. In the past, August redistribution is where we take all the nationwide federal funding, all the obligation authority that we have, we collect it all up from states that haven't used it, and we redistribute it to states who can use it. In the past, that process was meant to redistribute \$100 to \$200 million a year. This last year, we ended up with \$7 billion in redistribution. So, I would encourage anybody who has a project sponsor, to get those project ideas in and we need to start spending this money in addition to the funds that are allocated to the MPO, I would also encourage you to apply for discretionary grant programs. Tens of billions of dollars are going out the door every year from federal highway on discretionary grants. And they're going to go somewhere. So, the best way to get at that funding is to apply. So, I want to encourage you both to spend the funding that you have in some allocated programs, and look for new opportunities in discretionary grants. Obviously, programs like Mega that's reserved kind of for state level, but we are looking for local agencies, as well. And it would be a great help with them to kind of shepherd them through the federal process.

James DeLapp asked a question regarding if the extra funding had to do with the new legislation that had billions of extra money tied to it.

Aaron Dawson said that's correct. We kind of expected it. I mean, there's always going to be a natural lag, right, a two to three-year lag between when the money comes to us, and when the money gets spent. But I just want to make it clear that right now is the perfect opportunity to get those funds out.

James DeLapp said as a follow up. Are they looking at opportunities to lessen some of the requirements, to open them up and make them a little more flexible to be able to use your different things? I mean, you know, obviously, we've got a large project with the bridge we're trying to do here, regionally. And, you know, we're kind of applying in a traditional way for traditional programs. But if there's

opportunities that because of that backlog, is that something that they're amenable to or that we might be able to recommend? Because that would surely help out with those voids here that we've gotten. We're kind of following a traditional process.

Aaron Dawson said so I can't speak out of turn and, you know, USDOT, the secretary's office and Federal Highway headquarters, I mean, they're always going to be the ones that make decisions on eligibility. All I can tell you is what I've heard. And what I've heard is that, especially with the backlog and some of the sub allocated programs, they're looking at offering maximum flexibility and spending. That doesn't mean that all of a sudden, we're going to be funding, things that you've never heard of before or anything, we're not going to stray out too far outside of traditional infrastructure programs. But, you know, with the new programs that we have, there have been changes in the law writing, I imagine more commonly, were things like where we never used to do resiliency improvements, when we did emergency recovery projects, right, we would just build it back the same way. That's scrapped, that's gone. Now we can build stuff back, but in a different manner. So, there's a lot of new flexibilities, if you have questions about federal funding, if you want to talk to federal highway about any of the programs that we offer, we'd be happy to talk to you about that. We do have a discretionary grants coordinator, that's a new position in our office, that can also help with applying and walking you through the grant approval process and everything else.

Mayor Rubenstein said if I could ask, and I am not sure if you're the right person, or if Tom's the right person to ask this question. As far as the allocated projects, could we apply for these monies to move the TIP projects sooner?

Tom Piper said I would think so. Yes. If you want to apply for like your Celeste road project, if you want to apply for the discretionary program? Yeah, absolutely.

Aaron Dawson said as long as the project itself fits under that funding,

Tom Piper said well, we'd have to identify what project what program you want to apply to, like? Aaron, do you have any suggestions on what your road widening, you know, like, for adding capacity?

Aaron Dawson said the only thing that I know, in a sub allocated program that we use for adding capacity, it's very specific, and there's a lot of rules attached to it, is PROTECT funds, which are maintained by the State, not MPOs. So, you have to apply to the state. And that can be used to add capacity to a hurricane evacuation.

There was some more discussion regarding how to find out about discretionary grant programs.

Tom Piper said all of the funding is in our newsletter, there's a whole section on funding categories. And there's all of these grants, you know, the deadlines, how to apply, all that's in there every week. And there's usually a dozen of them. All of these programs, these discretionary programs are listed there and when their application period is.

Mayor Rubenstein said I'll get with you offline, we'll talk

Mayor Stimpson said that is a huge opportunity, Mr. Dawson, and thank you for sharing that. But it would appear that because of the unknowns and maybe not even knowing the right question to ask, or how to go about it, maybe we need to have a roundtable discussion, those from the various agencies that would want to sit down and be able to ask questions. I don't know who all needs to be at the table.

But I'm kind of looking at you and Edwin and Tom, so the left hand knows what the right hand is doing. So Why don't y'all discuss that and come back to us with some kind of just an opportunity to have everybody at the table. Representatives from the various cities and in the county can be there to ask questions. So that they can get answered at the same time.

Someone said this has to be done as soon as possible since we're talking about deadlines, right?

Mayor Stimpson said yes, Tom I charge you with that. Okay, trying to coordinate that.

With no other business the meeting was adjourned.

