

**Fiscal Year 2016-2019  
Transportation Improvement Program (TIP)**

**Final**

**Southeast Wiregrass Area  
Metropolitan Planning Organization (SWAMPO)**

**Dothan, Alabama Urbanized Area**



**Prepared by the Southeast Wiregrass Metropolitan Planning Organization for  
Member Local Governments in Cooperation with the Alabama Department of  
Transportation**

**September 2015**

# Southeast Wiregrass Area Metropolitan Planning Organization

FY 2016-2019

## Transportation Improvement Program for the Dothan Urbanized Area



This document is posted on the internet at

[www.dothan.org](http://www.dothan.org)

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Date adopted: 09/24/2015

Date amended

This Unified Planning Work Program was prepared as a cooperative effort of the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Alabama Department of Transportation (ALDOT), and the City of Dothan Department of Planning and Development as a requirement of Title 23 USC 134 and 135 (amended by MAP-21, Sections 1201 and 1202, July 2012). The contents of this document do not necessarily reflect the official views or policies of the U. S. Department of Transportation.

## **Southeast Wiregrass Area Metropolitan Planning Organization Policy Committee**

### **Voting Members**

Mayor Mike Schmitz, **MPO Chairman** - City of Dothan

Mr. Hamp Baxley - City of Dothan Commission

Mr. Amos Newsome - City of Dothan Commission

Mayor Jonathan Grecu - Town of Ashford

Mayor Randy Roland - Town of Cowarts

Mayor Frankie Adkins - Town of Grimes

Mayor Ray Marler - Town of Headland

Mayor Jason Reneau - Town of Kinsey

Mayor Virgil Skipper - Town of Midland City

Mayor Greg Ballard - Town of Napier Field

Mayor Fred McNab - Town of Pinckard

Mayor Joe Collins - Town of Rehobeth

Mayor Larry Whiddon - Town of Taylor

Vacant - Town of Webb

Commissioner Mark Blankenship - Dale County Commission, Chairman

Honorable David Money - Henry County Commission, Chairman

Honorable Fred Hamic - Geneva County Commission, Chairman

Commissioner Mark Culver, **MPO Vice Chairman** - Houston County Commission, Chairman

Commissioner Jackie Battles - Houston County Commission

Mr. George H. Conner - Southeast Region Engineer, Alabama Department of Transportation

### **Non-voting Members**

Mr. Clinton Andrews - Federal Highway Administration

Mr. Robert J. Jilla - Bureau Chief, Transportation Planning and Modal Programs  
Alabama Department of Transportation

Mr. Thomas Solomon - Executive Director, Southeast Alabama Regional Planning and  
Development Commission

Mr. Andres Ramirez - Community Planner, Federal Transit Administration

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Technical Advisory Committee**

Jerry Corbin, P.E. - Public Works Director, City of Dothan  
Charles Metzger, P.E. - Assistant Public Works Director, City of Dothan  
Robert Cox - Assistant Traffic Engineer, City of Dothan  
Todd McDonald, AICP - Planning Director, City of Dothan  
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Chris Champion - County Engineer, Henry County Road Department  
Justin Barfield - County Engineer, Geneva County Road and Bridge Department  
Jason Singletary - City of Headland  
Bryan Alloway - Town of Midland City  
Scott Farmer – Planner, Southeast Alabama Regional Planning and Development Commission  
John Sorrell, Manager, Wiregrass Transit Authority  
G. C. Harris – Chairman, Dothan Planning Commission  
Powell Brewton - Dothan Area Chamber of Commerce  
Art Morris - Dothan-Houston County Airport Authority, Inc.  
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Southeast Division (Troy Area)  
Matt Leverette - Pre-Construction Engineer, Alabama Department of Transportation  
Southeast Division (Troy Area)

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

To Be Determined

**Metropolitan Planning Organization (SWAMPO)**

**RESOLUTION NO. 09-24-2015-2**

**Adopting the FY 2016 – 2019 Transportation Improvement Program (TIP)**

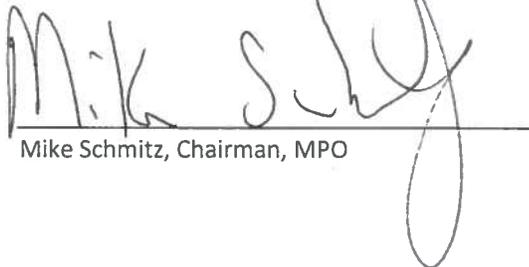
**WHEREAS**, the Southeast Wiregrass Area Metropolitan Planning Organization (MPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of amended 23 USC 134 and 135 (MAP-21, Sections 1201 and 1202, July 2012); 23 CFR 450; 42 USC 7401 et al; 40 CFR Parts 51 and 93; and

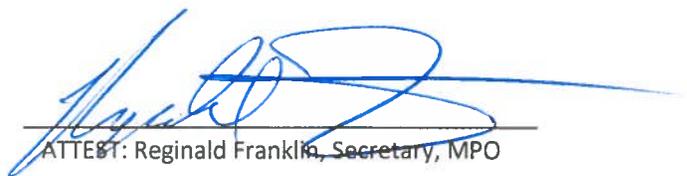
**WHEREAS**, Title 23 USC 135 and 23 CFR 450.324 et al., requires that transportation projects in urbanized areas funded by the Federal Highway Administration and the Federal Transit Administration be included in a Transportation Improvement Program (TIP) and adopted annually by the Southeast Wiregrass Area Metropolitan Planning Organization (MPO); and

**WHEREAS**, consistent with the declaration of these provisions, the City of Dothan Transportation Planning Staff, in cooperation with the Alabama Department of Transportation, has prepared the FY 2016–2019 Transportation Improvement Program (TIP); now

**THEREFORE**, BE IT RESOLVED by the Southeast Wiregrass Area Metropolitan Planning Organization (MPO) that the same does hereby adopt the FY 2016-2019 Transportation Improvement Program (TIP).

Adopted this day of September 24, 2015

  
\_\_\_\_\_  
Mike Schmitz, Chairman, MPO

  
\_\_\_\_\_  
ATTEST: Reginald Franklin, Secretary, MPO

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## **1.0 Introduction**

The FY 2016-2019 Transportation Improvement Program (TIP) is a document composed of a prioritized listing of federally funded transportation improvement projects in the Dothan Transportation Study Area. Voted on by members of the Southeast Wiregrass Area Metropolitan Planning Organization, the projects included in the TIP are derived from planned projects in the 2035 and 2040 Long Range Transportation Plan with the exception of safety, maintenance, and other special projects.

The TIP is a financially constrained (financially balanced), multi-modal implementation plan required by all metropolitan areas, under section 134 of Title 23, United States Code (USC). As a function of the transportation planning process, the TIP is required by the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) legislation and projects are not eligible for federal funding unless listed in the TIP.

### **1.1 MPO History and Organization**

A Metropolitan Planning Organization (MPO) is an organization created to carry out the transportation planning activities of a Metropolitan Planning Area (MPA). Each urbanized area in the United States with a population of 50,000 or more is required by the Federal Highway Act of 1962 to establish a Metropolitan Planning Organization [renewed by MAP-21, July 2012]. MPOs are responsible for the continuing, cooperative, and comprehensive (3-C) transportation planning process for their particular urbanized area. The agreement to implement the 3-C process to comply with regulations combining the planning requirements of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), and change of MPO membership, was most recently updated in 2009.

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, 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 or Planning 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 Southeast Wiregrass Area MPO Study Area consists of the municipalities of Ashford, Cowarts,

Dothan, Grimes, Headland, Kinsey, Midland City, Napier Field, Pinckard, Rehobeth, Taylor, and Webb, as well as portions of Dale, Geneva, Henry, and Houston Counties

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

The *Policy Committee* is the policy and decision-making board, which includes voting and non-voting MPO members. Policy Committee members are elected officials (Mayors, Dothan City Commissioners and County Commission Chairmen, and a Houston County Commission member) of the local government jurisdictions. The Policy Committee discusses, adopts, and submits projects to the Alabama Department of Transportation (ALDOT).

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

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

## **1.2 MAP-21 Regulations for the TIP**

The FY 2016-2019 TIP has been developed in accordance with the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), as adopted by Congress on July 6, 2012. MAP-21 (also P.L. 112-141) is the current federal transportation funding legislation and establishes that the metropolitan planning process be a cooperative, continuous, and comprehensive (referred to as 3-C) framework for making transportation investment decisions in metropolitan areas. Furthermore, MPOs are encouraged to consult or coordinate with planning officials responsible for other types of planning activities affected by transportation, including planned growth, economic development, environmental protection, airport operations and freight movement (MAP-21, Section 1201). The metropolitan planning process promotes consistency between transportation improvements and State and local planned growth and economic development patterns [1201(a) §134 (g)]. Also, safety and security of the transportation system are separate planning factors that are to be considered during the metropolitan planning process [1201(a) §134 (g)]. Maps of local projects are included in the TIP in accordance with SAFETEA-LU project visualization requirements to aid in project comprehension.

### 1.2.1 Consistency with Other Plans

There are general and specific directions under SAFETEA-LU (Section 6001) for the consistency requirement. In revising 23 USC 134, Section 1201(a) §134 (g)(3) states “The secretary shall encourage each metropolitan planning organization to consult with officials responsible for other types of planning activities.....economic development, environmental protection, airport operations, and freight movements....to coordinate its planning process....with such planning activities. Under the metropolitan planning process, transportation plans and TIPs shall be developed with due consideration of other related planning activities....” TIP specificity is found in 1201(a) §134(j)(3)(C): “Each project shall be consistent with the long-range transportation plan....” The latter is an implied instruction to include all plans in the TIP development process and is carried forward in FHWA interpretation of the revised 23 USC 134, and is to be found in 23 CFR 450.324. The MPO addresses this requirement by including planning and economic development personnel from the state and local level on the Technical Advisory/ Citizens Advisory Committee (TAC/CAC).

The spirit and intent of MAP-21 1201 are clear. In accordance with P.L. 112-141 policy provisions and subsequent agency interpretation, the TIP should acknowledge consistency with other plans that include transportation and land use components: Regional, Long Range, municipal and county Comprehensive and Master Plans (Airport, Seaport, Multimodal, Transit, Utility, and independent bridge authorities), Congestion Management Plans, Air Quality Conformity Determination, Freight, Bicycle/Pedestrian, Public Participation Process, and Environmental Plans.

### 1.2.2 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 those re-designated to attainment after 1990 to show that federally supported highway and transit projects will not cause new air quality violations, worsen existing violations or delay the timely attainment of the relevant National Ambient Air Quality Standards (NAAQS). The Southeast Wiregrass Area MPO area is neither in non-attainment status now, nor is it anticipating non-attainment status in the near future. However, in the event of future non-attainment status, Staff members will attend training seminars on NAAQS standards in addition to FHWA, FTA, ADEM, EPA, and ALDOT Air Quality training courses and seminars as they are made available.

### **1.3 Scope of the Planning Process**

As specified in MAP-21, Section 1201, Metropolitan Planning Organizations (MPO) shall provide for consideration of projects and tasks that meet the objectives of the eight planning factors. Title 23 CFR 450.306 lists eight factors (retained from SAFETEA-LU, Section 6001), that must be considered as part of the planning process for all metropolitan areas. The planning factors to be considered by the transportation planning process 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; and
- H. Emphasize the preservation of the existing transportation system.

### **1.4 TIP Process**

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

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

## 1.5 TIP Amendment Process and Criteria

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

Amendment means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to the projects that are included for illustrative purposes only do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving *non-exempt* projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the state in accordance with its public involvement process.

The Federal Highway Administration (FHWA)-Alabama Division and the Alabama Department of Transportation (ALDOT) have agreed that a formal TIP amendment is required for a *highway-oriented* project when one or more of the following criteria are met:

- Affects air quality conformity, regardless of the cost of the project or the funding source.
- Adds a new project, or deletes a project, that utilizes federal funds from a statewide line item, exceeds the thresholds listed below, and excludes those federally-funded statewide program projects.
- Adds a new project phase(s), or increases a current project phase, or deletes a project phase(s), or decreases a current project phase that utilizes federal funds, where the revision exceeds the following thresholds:
  - \$5 million or 10 percent, whichever is greater, for ALDOT federally-funded projects and Transportation Management Area (TMA) attributable projects.
  - The lesser amount of \$1 million or 50 percent, of project cost for non-TMA MPOs.
  - \$750,000 for the county highway and bridge program.
- Involves a change in the Scope of Work to a project(s) that would:
  - Result in an air quality conformity reevaluation.
  - Result in a revised total project estimate that exceeds the thresholds established between ALDOT and the Planning Partner (not to exceed any federally-funded threshold contained in this MOU).

- Results in a change in the Scope of Work on any federally-funded project that is significant enough to essentially constitute a New Project.
- Level of Effort (LVOE) planned budget changes, exceeding 20 percent of the original budgeted amount per ALDOT region.

Administrative modification means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas). An Administrative Modification is a minor STIP/TIP revision that:

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

For additional information, please see Appendix 3.6, pp. 83-90.

## **1.6 Financial Constraint**

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

\$1,447,732 in fiscal year 2016

\$1,447,732 in fiscal year 2017

\$1,447,732 in fiscal year 2018

\$1,447,732 in fiscal year 2019

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

\$1,847,165 in fiscal year 2016

\$1,847,165 in fiscal year 2017

\$1,847,165 in fiscal year 2018

\$1,847,165 in fiscal year 2019

The local governments have agreed to accept financial responsibility for the projects they sponsor in the TIP. This document contains projects sponsored by a number of governmental bodies. All projects sponsored by the local governments are used to determine whether cost constraints have been met. In order for projects to be included in the local TIP, they must also be in the State Transportation Improvement Program (STIP). Once ALDOT has approved the local TIP it is assumed that federal matching funds will be available for the projects. The expenditure of all Federal Highway Funds is controlled by the state.

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

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

### **1.7 Project Selection and Prioritization**

TIP project selection begins in the development of the Long Range Transportation Plan (LRTP). The LRTP identifies local transportation needs on a long-term horizon by incorporating population, socioeconomic, and employment data into a local travel demand forecast model, which shows where travel demand is expected to increase. The results of the travel demand forecast model are just one of the tools used to develop a list of specific roadway projects needed in the local area. TIP projects are not limited to those from the LRTP's list of specific roadway projects, but the few exceptions to the normal resurfacing and intersection improvement projects must be approved by consensus.

The MPO Technical Advisory / Citizen's Advisory Committee (TAC/CAC), with input from the public and other stakeholders, establishes the project selection and prioritization based on available funding and degree of local need. A major component of the project selection and prioritization process is ensuring financial constraint of the selected projects to available funding. The list of TIP projects is then incorporated into the draft TIP and presented for review

by the TAC/CAC. Again, public involvement is sought and plays a key role in project selection. Finally, the TIP is presented to the MPO Policy Board for review and adoption.

### **1.8 Level of Effort (LVOE)**

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

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

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

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

## **1.9 Public Participation**

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

## **1.10 Title VI in the Preparation of the TIP**

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

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

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

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

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

### **1.11 Air Quality**

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

## 1.12 Environmental Mitigation and Climate Change Considerations

MPOs are asked to consider the adverse environmental impacts their projects may have on both the human and natural environments. To this end, MAP-21 requires MPOs to discuss: “types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. This discussion shall be developed in consultation with federal, state, tribal representatives, and wildlife, land management, and regulatory agencies.”

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

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

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

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

### **1.13 Bicycle and Pedestrian Considerations**

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

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

Exceptional circumstances include:

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

## **ALDOT Requirements**

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

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

### **1.14 Safety Planning**

Safety Planning was comprehensively addressed in the 2035 Long Range Transportation Plan and will be comprehensively addressed in the 2040 Long Range Transportation Plan. It has also been addressed in the FY 2015 Unified Planning Work Program. MPO Staff will continue to identify facilities, establish efficiency means and performance standards, collect and maintain appropriate data, and create strategies to improve the Dothan Urbanized Area’s intermodal facilities.

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

### **1.15 Regionally Significant Projects**

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

According to 23 CFR 450.324(d), The TIP shall contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded under title 23

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

## **2.0 TELUS Project Management Tool**

### **2.1 WEB TELUS**

ALDOT utilizes the Transportation Economic Land Use System (TELUS) as a medium for information exchange between it and the Alabama MPOs. TELUS 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 TELUS is to provide user-friendly, comprehensive, and efficient tools for managing Transportation Improvement Programs (TIP), while meeting the planning and programming requirements of MAP-21. ALDOT specifically employs Web TELUS, which is a web-based version of its desktop and network-based platforms. Using the Web TELUS platform, MPOs can use web browsers as an interface to available project information. TELUS reports provide detailed project information such as Project Number, Project Description, Project Type, and Project Cost, among other items. (Adapted in part from [www.telus-national.org](http://www.telus-national.org))

### **2.2 TELUS Project Definitions**

#### **2.4.1 Surface Transportation Attributable Projects**

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

#### **2.4.2 Other Surface Transportation Program Projects**

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

#### **2.4.3 National Highway Systems**

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

#### 2.4.4 Appalachian Highway System Projects

The U.S. Congress authorized the construction of the Appalachian Development Highway System (ADHS) in the Appalachian Development Act of 1965. The ADHS was designed to generate economic development in previously isolated areas, supplement the interstate system, connect Appalachia to the interstate system, and provide access to areas within the Region as well as to markets in the rest of the nation (Appalachian Regional Commission website). This program was not continued under MAP-21. The category will remain in place until all program funds are expended.

#### 2.4.5 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

#### 2.4.6 Bridge Projects (State and Federal)

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

#### 2.4.7 State Funded Projects

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

#### 2.4.8 Enhancement Projects

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

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

#### 2.4.9 Transit Projects

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

#### 2.4.10 System Maintenance Projects

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

#### 2.4.11 Safety Projects

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

#### 2.4.12 Other Federal and State Aid Projects

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

#### 2.4.13 Congestion Mitigation and Air Quality Projects

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

#### 2.4.14 High Priority and Congressional Earmark Projects

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

#### Authorized Projects

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

## 2.3 TELUS Project Report Format

### Project Report Format (TELUS)

#### 2.3 Web TELUS Report Format

2.4.3 National Highway System Projects												
Project Family ID	Project Number	Project Description	Project Length (miles)	SCF	STS	Project Type	FY	Map ID	Conformity Year	Requirement	Federal State Other	Estimated Total Cost
1200	111004217	US-92 add lanes from SR 69 to Rice Mine Road	2.71	CN		P	2013	4004.0	NA	NA	\$27,882,767 \$6,500,857 \$0	\$34,383,624
26007	111048433	US-92 at Grades Road (SR-69) - Intersection Improvements	1.8	RW		P	2013	4018.0	NA	NA	\$197,390 \$45,367 \$0	\$242,757
	111049184		1.0	UT		P	2012	4016.0	NA	NA	\$202,451 \$60,613 \$0	\$263,064
	111048332		1.0	CN		P	2012	4016.0	NA	NA	\$250,254 \$73,385 \$0	\$323,639
26318	111048335	US-92 from US 11 to C.O. Wile south at 25th Street Underpass - Add Lanes and resurface	2.62	CN		P	2012	4005.0	NA	NA	\$570,222 \$243,331 \$0	\$813,553
30000	111054472	US-43 (SR-13, SR 69) from 12th Street to University Boulevard - Pavement Rehabilitation	0.719	UT		P	2012	4005.0	NA	NA	\$2,052,640 \$670,101 \$0	\$2,722,741
	111054473		0.719	CN		P	2014	4005.0	NA	NA	\$5,423,853 \$1,355,963 \$0	\$6,779,816
<b>Total By Sponsor</b>							<b>Federal</b>	<b>\$37,465,000</b>	<b>All Funds</b>	<b>\$46,872,660</b>		

- 1 – Sponsor, in this case, ALDOT. Sponsor must be entered into TELUS by MPO staff.
- 2 – ALDOT Project ID, a nine digit identifying number within CPMS (Comprehensive Project Management System).
- 3 – Funding code and Federal Aid program number, in this case NH – 0006 (National Highway 0006).
- 4 – Route and Termini description. Route number is US-43 plus the *from* and *to* description for the project.
- 5 – Project and funding type of the projects listed under this heading – National Highway System Projects.
- 6 – Scope or Phase of the projects. RW indicates Right-of-Way Phase, CN is Construction, UT Utility, and so forth.
- 7 – Project Status. 'P' indicates Planning, 'A' is Authorized.
- 8 – Type of work actually being performed, in this example Utility Adjustment.
- 9 – Map ID. Assigned to project maps and linked
- 10 - Year is the year opened to traffic. Air Quality Conformity would determine Exempt/Non-exempt status.
- 11 - FY or Fiscal Year 2012 is the year work will be performed.
- 12 - Funding sources and total project costs Year of Expenditure (YOE).

*This illustration is for information purposes only.*

## 2.4 Planned Project Listings

## Surface Transportation Attributable Projects

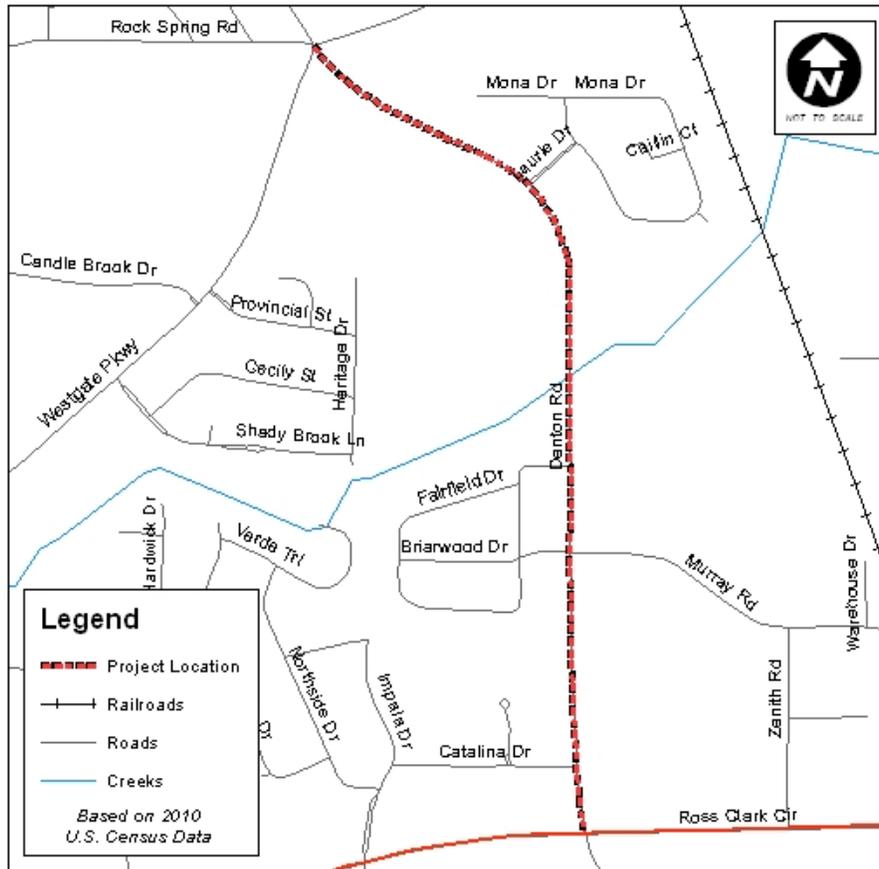
### 2.4.1 Surface Transportation Attributable Projects

Sponsor: CITY OF DOTHAN													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
1987	100008618	CR-25 (DENTON RD) ADD LANES FROM SR-210 (ROSS CLARK CIRCLE) TO WESTGATE PARKWAY	1.20	CN	P	ADDITIONAL ROADWAY LANES	2019	0		NA	\$4,330,534 \$0 \$2,230,881	\$6,561,414	
1987	100052103	CR-25 (DENTON RD) ADD LANES FROM SR-210 (ROSS CLARK CIRCLE) TO WESTGATE PARKWAY	1.20	UT	P	ADDITIONAL ROADWAY LANES	2017	0		NA	\$644,343 \$0 \$161,086	\$805,429	
<b>Totals By Sponsor</b>						<b>Federal</b>					<b>\$4,974,877</b>	<b>ALL Funds \$7,366,844</b>	
Sponsor: DALE COUNTY													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
36950	100058568	RESURFACE CR-87 (PARAMORE ROAD) FROM CR-112 TO SR-134	1.60	CN	P	RESURFACING	2016	0		NA	\$201,677 \$0 \$50,419	\$252,096	
36950	100060799	RESURFACE CR-87 (PARAMORE ROAD) FROM CR-112 TO SR-134	1.60	PE	P	RESURFACING	2016	0		NA	\$8,739 \$0 \$2,185	\$10,924	
38176	100062462	RESURFACING CR-10 FROM SR-53 (US-231) TO THE HOUSTON COUNTY LINE	3.45	CN	P	RESURFACING	2017	0	EXEMPT	NA	\$458,945 \$0 \$114,736	\$573,681	
38177	100062463	RESURFACING CR-47 FROM SR-134 TO THE HOUSTON COUNTY LINE	1.02	CN	P	RESURFACING	2017	0	EXEMPT	NA	\$701,165 \$0 \$175,291	\$876,457	
<b>Totals By Sponsor</b>						<b>Federal</b>					<b>\$1,370,526</b>	<b>ALL Funds \$1,713,157</b>	

**SURFACE TRANSPORTATION ATTRIBUTABLE PROJECTS**

MAP ID 2.4.1-1

PROJECT	DENTON ROAD LANE ADDITION				
PROJECT DESCRIPTION	WIDEN & ADD LANES ON FROM (SR-210) ROSS CLARK CIR TO WESTGATE PKWY				
TYPE	ADDITIONAL ROADWAY LANES				
LENGTH	1.2				
FUNDING PROGRAM	SURFACE TRANSPORTATION ATTRIBUTABLE PROJECTS				
PROJECT SPONSOR	CITY OF DOTHAN				
PROJECT NUMBER	SCOPE	FY 2016	FY 2017	FY 2018	FY 2019
STPOA-9450/100052103	UT	\$0	\$805,430	\$0	\$0
STPOA-9450/100008618	CN	\$0	\$0	\$0	\$6,561,414
	<b>TOTAL COST</b>	<b>\$0</b>	<b>\$805,430</b>	<b>\$0</b>	<b>\$6,561,414</b>
FEDERAL OBLIGATED FUNDS		\$0	\$644,344	\$0	\$4,330,534
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$0	\$161,086	\$0	\$2,230,880
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
<b>TOTAL OBLIGATED FUNDS</b>		<b>\$0</b>	<b>\$805,430</b>	<b>\$0</b>	<b>\$6,561,414</b>

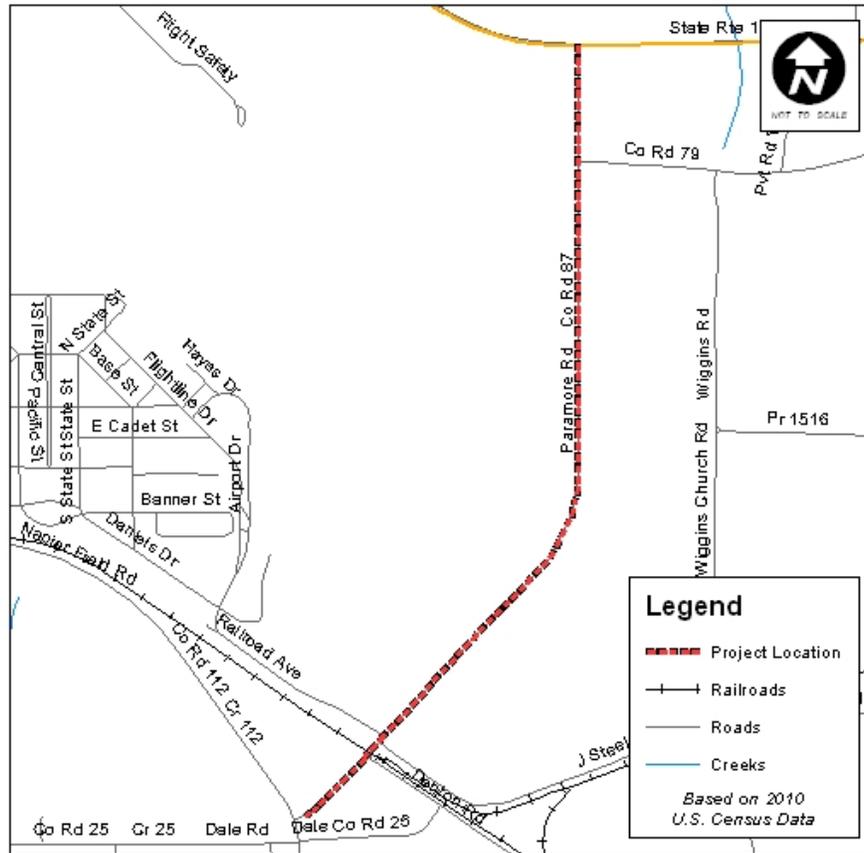


Source: Southeast Wiregrass MPO Staff

**SURFACE TRANSPORTATION ATTRIBUTABLE PROJECTS**

MAP ID 2.4.1-2

PROJECT	PARRAMORE RD (CR-87) RESURFACING				
PROJECT DESCRIPTION	RESURFACING FROM CR-112 NORTH TO SR-134				
TYPE	RESURFACING				
LENGTH	1.6				
FUNDING PROGRAM	SURFACE TRANSPORTATION ATTRIBUTABLE PROJECTS				
PROJECT SPONSOR	DALE COUNTY				
PROJECT NUMBER	SCOPE	FY 2016	FY 2017	FY 2018	FY 2019
STPOA-2314/100060799	PE	\$10,924	\$0	\$0	\$0
STPOA-2314/100058568	CN	\$252,096	\$0	\$0	\$0
	<b>TOTAL COST</b>	<b>\$263,020</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
FEDERAL OBLIGATED FUNDS		\$210,416	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$52,604	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
<b>TOTAL OBLIGATED FUNDS</b>		<b>\$263,020</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>



Source: Southeast Wiregrass MPO Staff

**SURFACE TRANSPORTATION ATTRIBUTABLE PROJECTS**

MAP ID 2.4.1-3

PROJECT	MANCE NEWTON ROAD (CR-10) RESURFACING				
PROJECT DESCRIPTION	RESURFACING FROM U.S HIGHWAY 231 TO THE DALE/HOUSTON COUNTY LINE				
TYPE	RESURFACING				
LENGTH	3.45 MI				
FUNDING PROGRAM	SURFACE TRANSPORTATION ATTRIBUTABLE PROJECTS				
PROJECT SPONSOR	DALE COUNTY				
PROJECT NUMBER	SCOPE	FY 2016	FY 2017	FY 2018	FY 2019
STPOA-2314/100062462	CN	\$0	\$573,681	\$0	\$0
		\$0	\$0	\$0	\$0
	<b>TOTAL COST</b>	\$0	\$573,681	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$0	\$458,945	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$0	\$114,736	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
<b>TOTAL OBLIGATED FUNDS</b>		\$0	\$573,681	\$0	\$0

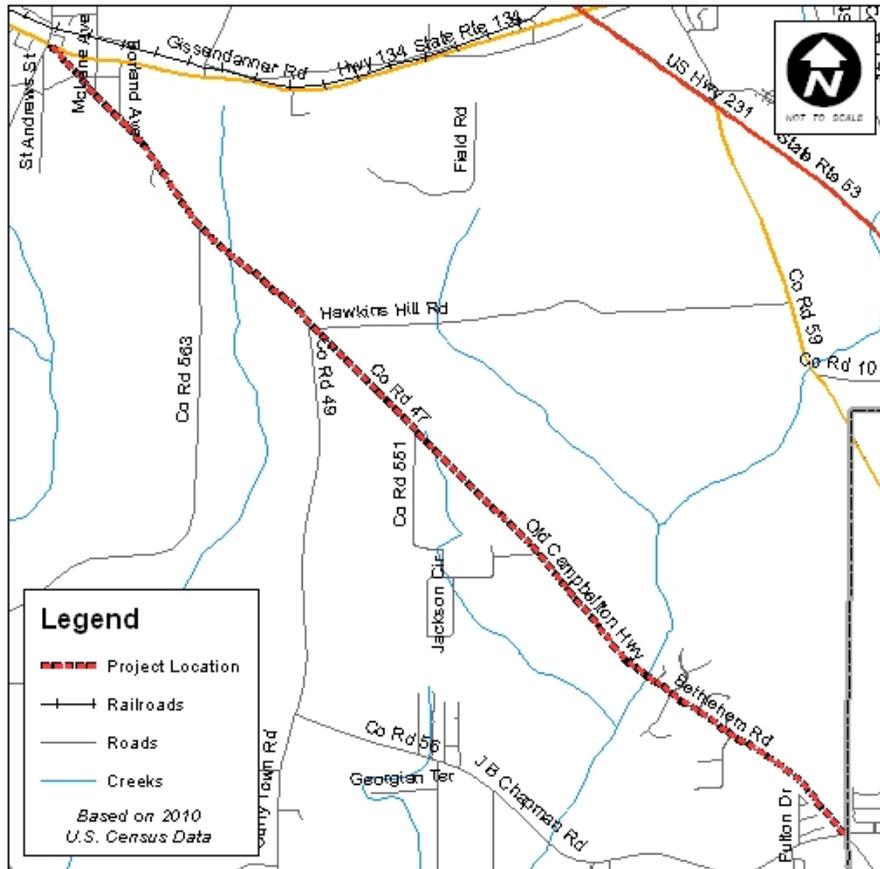


Source: Southeast Wiregrass MPO Staff

**SURFACE TRANSPORTATION ATTRIBUTABLE PROJECTS**

MAP ID 2.4.1-4

PROJECT	BETHLEHEM RD/OLD CAMPBELLTON HWY (CR-47) RESURFACING				
PROJECT DESCRIPTION	RESURFACING FROM SR-134 TO THE DALE/HOUSTON COUNTY LINE				
TYPE	RESURFACING				
LENGTH	5.19 MI				
FUNDING PROGRAM	SURFACE TRANSPORTATION ATTRIBUTABLE PROJECTS				
PROJECT SPONSOR	DALE COUNTY				
PROJECT NUMBER	SCOPE	FY 2016	FY 2017	FY 2018	FY 2019
STPOA-2314/100062463	CN	\$0	\$876,457	\$0	\$0
		\$0	\$0	\$0	\$0
	<b>TOTAL COST</b>	\$0	\$876,457	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$0	\$701,166	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$0	\$175,291	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
<b>TOTAL OBLIGATED FUNDS</b>		\$0	\$876,457	\$0	\$0



Source: Southeast Wiregrass MPO Staff

## Other Surface Transportation Program Projects

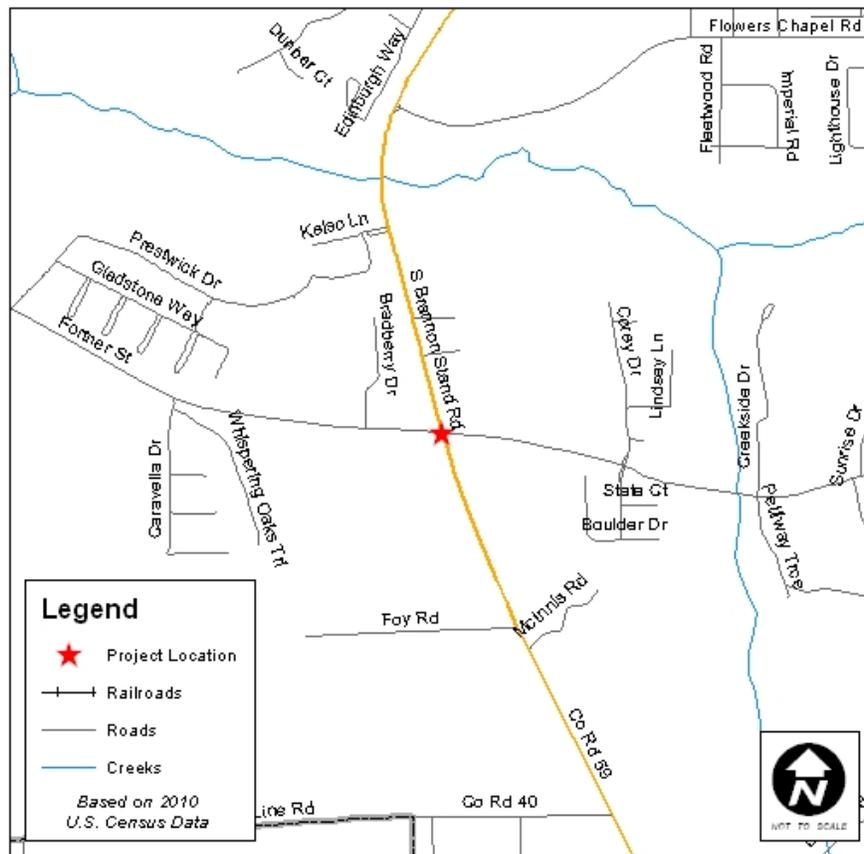
## 2.4.2 Other Surface Transportation Program Projects

Sponsor ALDOT													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
39145	100063626 STPOA 0173 ( )	RESURFACING ON SR-173 FROM JUST NORTH OF SR-134 TO NEWVILLE SOUTH TOWN LIMITS	4.59	FM	P	RESURFACING	2016	0	EXEMPT	NA	\$1,589,922 \$397,480 \$0	\$1,987,402	
36108	100044189 STPAA 0605 ( )	INTERSECTION IMPROVEMENTS TO SR-605 (BRANNON STAND ROAD) AT CR-40 (FORTNER STREET) TURN LANES	0.67	CN	P	INTERSECTION IMPROVEMENTS	2016	0			\$1,795,376 \$448,844 \$0	\$2,244,220	
<b>Totals By Sponsor</b>						<b>Federal</b>					<b>\$3,385,298</b>	<b>ALL Funds \$4,231,622</b>	
Sponsor CITY OF DOTHAN													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
34944	100061073 ACOA61073 ATRP (016)	RESURFACE BRACEWELL AVENUE FROM STONEBRIDGE ROAD TO SR-12 (US-84) CITY OF DOTHAN	0.62	CN	P	RESURFACING	2016	0			\$295,596 \$0 \$73,899	\$369,495	
34944	100061070 ACBRZ61070 ATRP (008)	BRIDGE ON BROOKSIDE DRIVE OVER QUAIL CREEK BIN # 10324 CITY OF DOTHAN	0.00	CN	P	BRIDGE	2017	0			\$458,255 \$0 \$114,564	\$572,819	
<b>Totals By Sponsor</b>						<b>Federal</b>					<b>\$753,851</b>	<b>ALL Funds \$942,313</b>	

OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

MAP ID 2.4.2-1

PROJECT	AL-605 (BRANNON STAND RD) & FORTNER ST INTERSECTION IMPROVEMENTS				
PROJECT DESCRIPTION	ADDING TURN LANES AND SIGNALS				
TYPE	INTERSECTION IMPROVEMENTS				
LENGTH	0.666 MI				
FUNDING PROGRAM	OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS				
PROJECT SPONSOR	ALDOT				
PROJECT NUMBER	SCOPE	FY 2016	FY 2017	FY 2018	FY 2019
STPAA-0605/100044189	CN	\$2,244,220	\$0	\$0	\$0
TOTAL COST		\$2,244,220	\$0	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$1,795,376	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$448,844	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$0	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$2,244,220	\$0	\$0	\$0

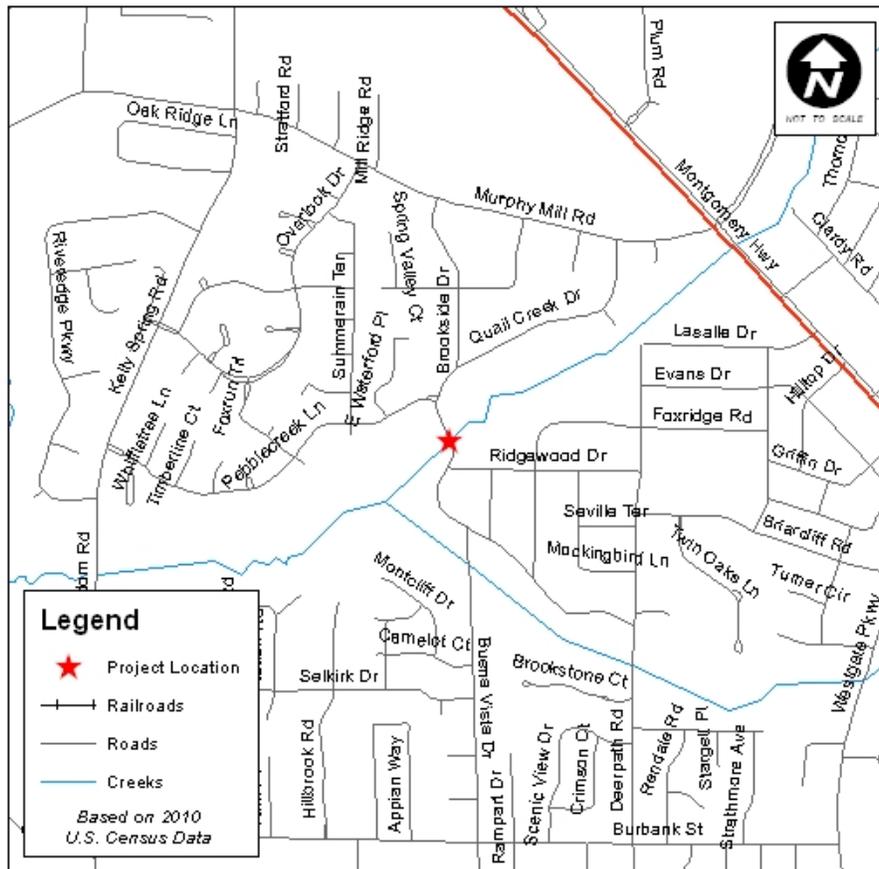


Source: Southeast Wiregrass MPO Staff

OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

MAP ID 2.4.2-2

PROJECT	QUAIL CREEK (BROOKSIDE DR) BRIDGE REPLACEMENT				
PROJECT DESCRIPTION	REPLACE QUAIL CREEK BRIDGE #10324				
TYPE	BRIDGE				
LENGTH	0 MI				
FUNDING PROGRAM	OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS				
PROJECT SPONSOR	CITY OF DOTHAN				
PROJECT NUMBER	SCOPE	FY 2016	FY 2017	FY 2018	FY 2019
ACBRZ61070-ATRP (008)	CN	\$572,819	\$0	\$0	\$0
100061070					
	TOTAL COST	\$572,819	\$0	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$458,255	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$114,564	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$572,819	\$0	\$0	\$0



Source: Southeast Wiregrass MPO Staff

OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

MAP ID 2.4.2-3

PROJECT	BRACEWELL AVENUE RESURFACING					
PROJECT DESCRIPTION	RESURFACING FROM STONEBRIDGE RD TO W. MAIN STREET (US-84)(SR-12)					
TYPE	RESURFACING					
LENGTH	0.62					
FUNDING PROGRAM	OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS (ATRP)					
PROJECT SPONSOR	CITY OF DOTHAN					
PROJECT NUMBER	SCOPE	START DATE	FY 2016	FY 2017	FY 2018	FY 2019
ATRP(016) - 100061073	CN	6/24/2016	\$369,495	\$0	\$0	\$0
TOTAL COST			\$369,495	\$0	\$0	\$0
FEDERAL OBLIGATED FUNDS			\$295,596	\$0	\$0	\$0
STATE OBLIGATED FUNDS			\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS			\$73,899	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS			\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS			\$369,495	\$0	\$0	\$0



Source: Southeast Wiregrass MPO Staff

OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS

MAP ID 2.4.2-4

PROJECT	STATE ROUTE 173 RESURFACING				
PROJECT DESCRIPTION	RESURFACING FROM JUST NORTH OF SR-134 TO NEW VILLE SOUTH TOWN LIMITS				
TYPE	RESURFACING				
LENGTH	4.59				
FUNDING PROGRAM	OTHER SURFACE TRANSPORTATION PROGRAM PROJECTS				
PROJECT SPONSOR	ALDOT				
PROJECT NUMBER	SCOPE	FY 2016	FY 2017	FY 2018	FY 2019
STPOA-0713/100063626	FM	\$1,987,402	\$0	\$0	\$0
TOTAL COST		\$1,987,402	\$0	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$1,589,922	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$397,480	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$0	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$1,987,402	\$0	\$0	\$0



Source: Southeast Wiregrass MPO Staff

## NHS/Interstate Maintenance/ NHS Bridge Projects

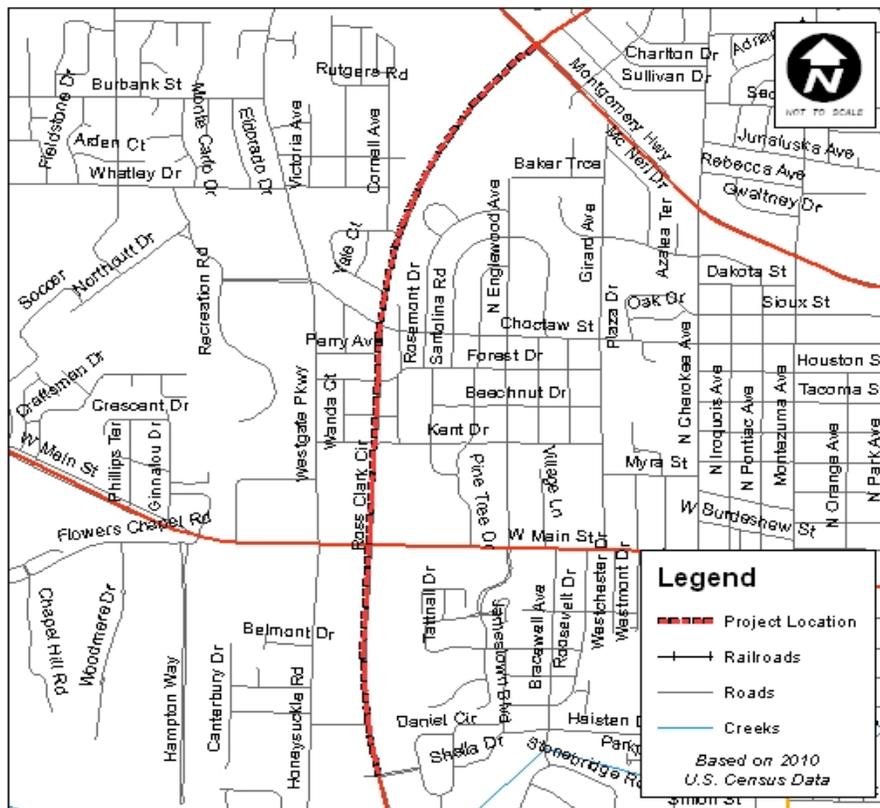
### 2.4.3 NHS / Interstate Maintenance / NHS Bridge Projects

Sponsor		ALDOT											
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
230	100038193	NH ADDING LANES ON SR-210 (ROSS CLARK CIRCLE) FROM BAUMAN DRIVE TO US-231 AND SR-12 (US-84) FROM BELAIRE DRIVE TO PINETREE DRIVE	2.20	RW	P	ADDITIONAL ROADWAY LANES	2019	0			\$6,866,319 \$1,716,580 \$0	\$8,582,899	
230	100038194	NH ADDING LANES ON SR-210 (ROSS CLARK CIRCLE) FROM BAUMAN DRIVE TO US-231 AND SR-12 (US-84) FROM BELAIRE DR. TO PINETREE DR.	2.20	UT	P	ADDITIONAL ROADWAY LANES	2019	0			\$3,546,378 \$886,595 \$0	\$4,432,973	
<b>Totals By Sponsor</b>						<b>Federal</b>					<b>\$10,412,698</b>	<b>ALL Funds \$13,015,872</b>	

NHS / INTERSTATE MAINTENANCE / NHS BRIDGE PROJECTS

MAP ID 2.4.3-1

PROJECT	U.S. 231 (ROSS CLARK CIR) LANE ADDITIONS				
PROJECT DESCRIPTION	ADDING LANES ON U.S. 231 FROM BAUMAN DRIVE TO U.S. 231 NORTH				
TYPE	ADDITIONAL ROADWAY LANES				
LENGTH	2.2 MI				
FUNDING PROGRAM	NATIONAL HIGHWAY SYSTEM				
PROJECT SPONSOR	ALDOT				
PROJECT NUMBER	SCOPE	FY 2016	FY 2017	FY 2018	FY 2019
NHF-0383 100038193	RW	\$0	\$0	\$0	\$8,582,899
NHF-0383 100038194	UT	\$0	\$0	\$0	\$4,432,973
	<b>TOTAL COST</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,015,872</b>
FEDERAL OBLIGATED FUNDS		\$0	\$0	\$0	\$10,412,698
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$2,603,174
OTHER OBLIGATED FUNDS		\$0	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
<b>TOTAL OBLIGATED FUNDS</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,015,872</b>



Source: Southeast Wiregrass MPO Staff

## Appalachian Highway System Projects

### 2.4.4 Appalachian Highway System Projects

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

# Transportation Alternatives

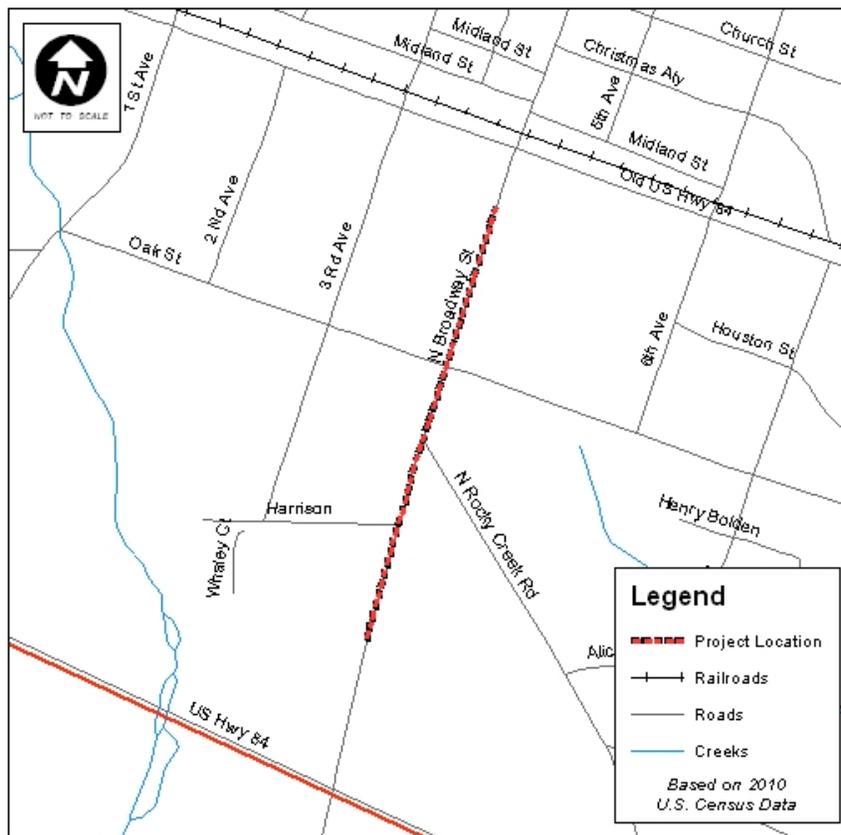
## 2.4.5 Transportation Alternatives

Sponsor ASHFORD													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
39881	100064545 TAPAA TA15	DOWNTOWN STREETScape IMPROVEMENTS IN THE CITY OF ASHFORD ALONG NORTH BROADWAY STREET	0.00	CN	P	STREETScape	2017	0	EXEMPT		\$225,228 \$0 \$56,307	\$281,534	
<b>Totals By Sponsor</b>						<b>Federal</b>					<b>\$225,228</b>	<b>ALL Funds \$281,534</b>	
Sponsor CITY OF DOTHAN													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
39873	100064537 TAPAA TA15 (922)	SIDEWALK LOCATED ALONG THE SOUTH SIDE OF WESTGATE PARKWAY, STARTING AT MORRIS SLINGLUFF EL. SCHOOL AND ENDING AT NORTHVIEW HIGH SCHOOL IN DOTHAN.	0.00	CN	P	SIDEWALK	2017	0	EXEMPT		\$383,074 \$0 \$95,769	\$478,843	
<b>Totals By Sponsor</b>						<b>Federal</b>					<b>\$383,074</b>	<b>ALL Funds \$478,843</b>	
Sponsor CITY OF HEADLAND													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
39826	100063182 TAPAA TA14 (941)	SIDEWALK CONNECTORS & DOWNTOWN ADA IMPROVEMENTS ON EAST MAIN STREET, EAST CHURCH STREET, WEST CHURCH STREET, AND SIDEWALKS NEAR THE DOWNTOWN SQUARE IN DOWNTOWN HEADLAND.	0.00	CN	P	SIDEWALK	2016	0	EXEMPT		\$145,199 \$0 \$36,300	\$181,499	
<b>Totals By Sponsor</b>						<b>Federal</b>					<b>\$145,199</b>	<b>ALL Funds \$181,499</b>	
Sponsor TOWN OF COWARTS													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
39882	100064546 TAPAA TA15	DOWNTOWN STREETScape IMPROVEMENTS ALONG JORDAN STREET IN THE TOWN OF COWARTS.	0.00	CN	P	STREETScape	2017	0	EXEMPT		\$322,966 \$0 \$80,742	\$403,708	
<b>Totals By Sponsor</b>						<b>Federal</b>					<b>\$322,966</b>	<b>ALL Funds \$403,708</b>	

TRANSPORTATION ALTERNATIVES

MAP ID 2.4.5-1

PROJECT	NORTH BROADWAY ST STREETCAPE IMPORVEMENTS				
PROJECT DESCRIPTION	NEW SIDEWALKS AND DOWNTOWN STREETSCAPE IMPROVEMENTS IN THE CITY OF ASHFORD ALONG NORTH BROADWAY STREET				
TYPE	SIDEWALK				
LENGTH	0 MI				
FUNDING PROGRAM	TRANSPORTATION ALTERNATIVES PROGRAM				
PROJECT SPONSOR	CITY OF ASHFORD				
PROJECT NUMBER	SCOPE	FY 2016	FY 2017	FY 2018	FY 2019
TAPAA-TA14(940) 10006454	CN	\$0	\$281,534	\$0	\$0
	<b>TOTAL COST</b>	<b>\$0</b>	<b>\$281,534</b>	<b>\$0</b>	<b>\$0</b>
FEDERAL OBLIGATED FUNDS		\$0	\$225,227	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$0	\$56,307	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
<b>TOTAL OBLIGATED FUNDS</b>		<b>\$0</b>	<b>\$281,534</b>	<b>\$0</b>	<b>\$0</b>

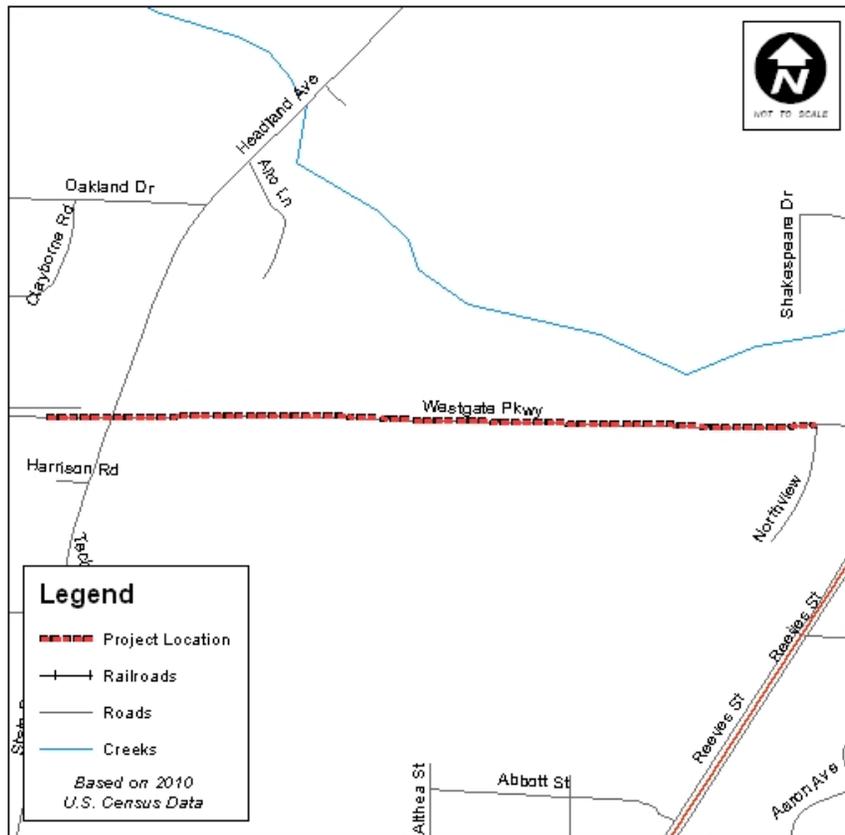


Source: Southeast Wiregrass MPO Staff

TRANSPORTATION ALTERNATIVES

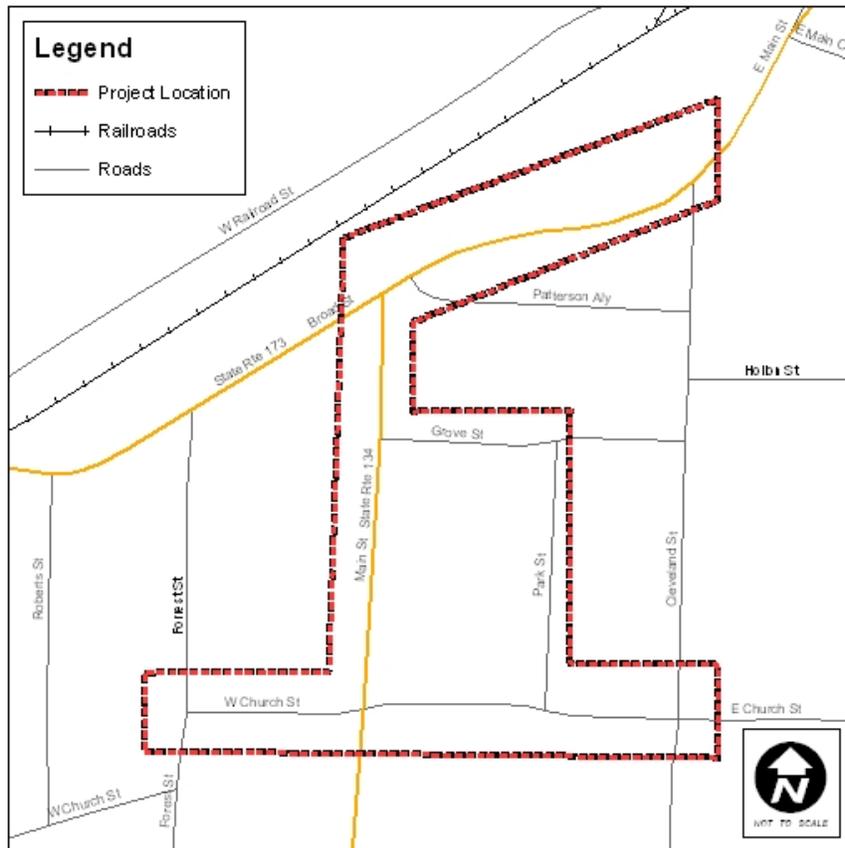
MAP ID 2.4.5-2

PROJECT	WESTGATE PARKWAY SIDEWALK IMPROVEMENTS				
PROJECT DESCRIPTION	NEW SIDEWALK ALONG WESTGATE PARKWAY FROM MORRIS SLINGLUFF ELEMENTARY SCHOOL TO NORTHVIEW HIGH SCHOOL IN THE CITY OF DOTHAN				
TYPE	SIDEWALK				
LENGTH	0 MI				
FUNDING PROGRAM	TRANSPORTATION ALTERNATIVES PROGRAM				
PROJECT SPONSOR	CITY OF DOTHAN				
PROJECT NUMBER	SCOPE	FY 2016	FY 2017	FY 2018	FY 2019
TAPAA-TA14(940) 10006453	CN	\$0	\$478,843	\$0	\$0
	TOTAL COST	\$0	\$478,843	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$0	\$383,074	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$95,769	\$0	\$0
OTHER OBLIGATED FUNDS		\$0	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$0	\$478,843	\$0	\$0



Source: Southeast Wiregrass MPO Staff

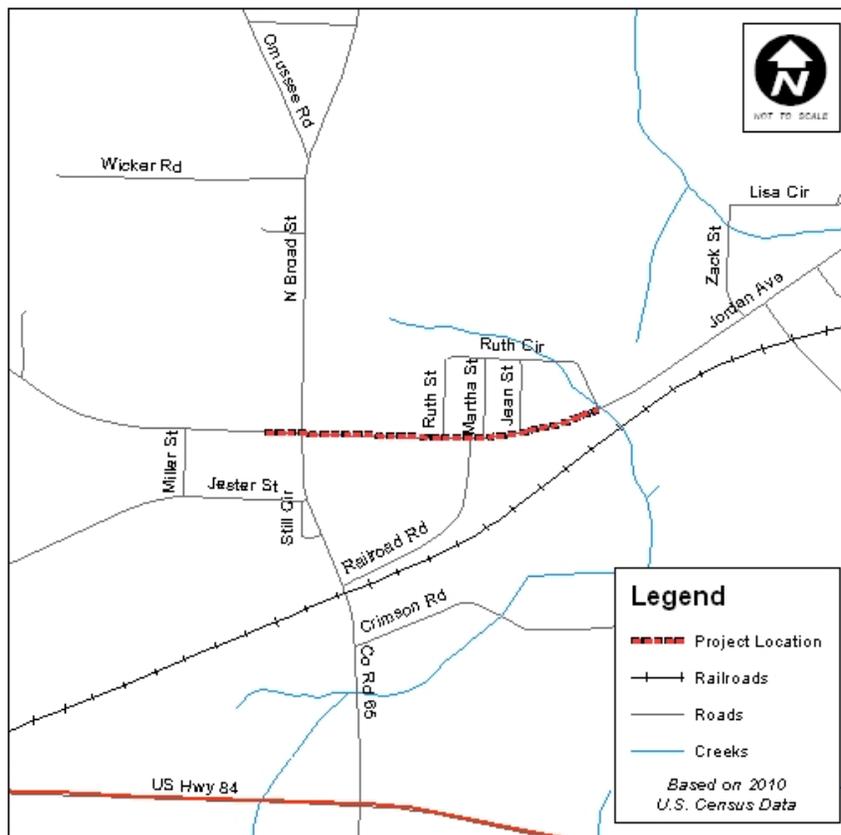
TRANSPORTATION ALTERNATIVES					
MAP ID 2.4.5-3					
PROJECT	HEADLAND DOWNTOWN SIDEWALK AND ADA IMPROVEMENTS				
PROJECT DESCRIPTION	SIDEWALK CONNECTORS AND ADA IMPROVEMENTS ON E MAIN ST, E CHURCH ST, AND W CHURCH ST AND IN THE DOWNTOWN SQUARE				
TYPE	SIDEWALK				
LENGTH	0 MI				
FUNDING PROGRAM	TRANSPORTATION ALTERNATIVES PROGRAM				
PROJECT SPONSOR	TOWN OF HEADLAND				
PROJECT NUMBER	SCOPE	FY 2016	FY 2017	FY 2018	FY 2019
TAPAA-TA14(940) 10006318	CN	\$181,499	\$0	\$0	\$0
	<b>TOTAL COST</b>	<b>\$181,499</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
FEDERAL OBLIGATED FUNDS		\$145,199	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$36,300	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
<b>TOTAL OBLIGATED FUNDS</b>		<b>\$181,499</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>



TRANSPORTATION ALTERNATIVES

MAP ID 2.4.5-4

PROJECT	JORDAN AVE STREETScape IMPROVEMENTS				
PROJECT DESCRIPTION	NEW SIDEWALK ON JORDAN AVE FROM THE WEST INTERSECTION OF RUTH CIRCLE TO THE EAST INTERSECTION OF RUTH CIRCLE				
TYPE	SIDEWALK				
LENGTH	0 MI				
FUNDING PROGRAM	TRANSPORTATION ALTERNATIVES PROGRAM				
PROJECT SPONSOR	TOWN OF COWARTS				
PROJECT NUMBER	SCOPE	FY 2016	FY 2017	FY 2018	FY 2019
TAPAA-TA14(940) 10006454	CN	\$0	\$403,708	\$0	\$0
	TOTAL COST	\$0	\$403,708	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$0	\$322,966	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$80,742	\$0	\$0
OTHER OBLIGATED FUNDS		\$0	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$0	\$403,708	\$0	\$0



## Bridge Projects (State and Federal)

### 2.4.6 Bridge Projects (State and Federal)

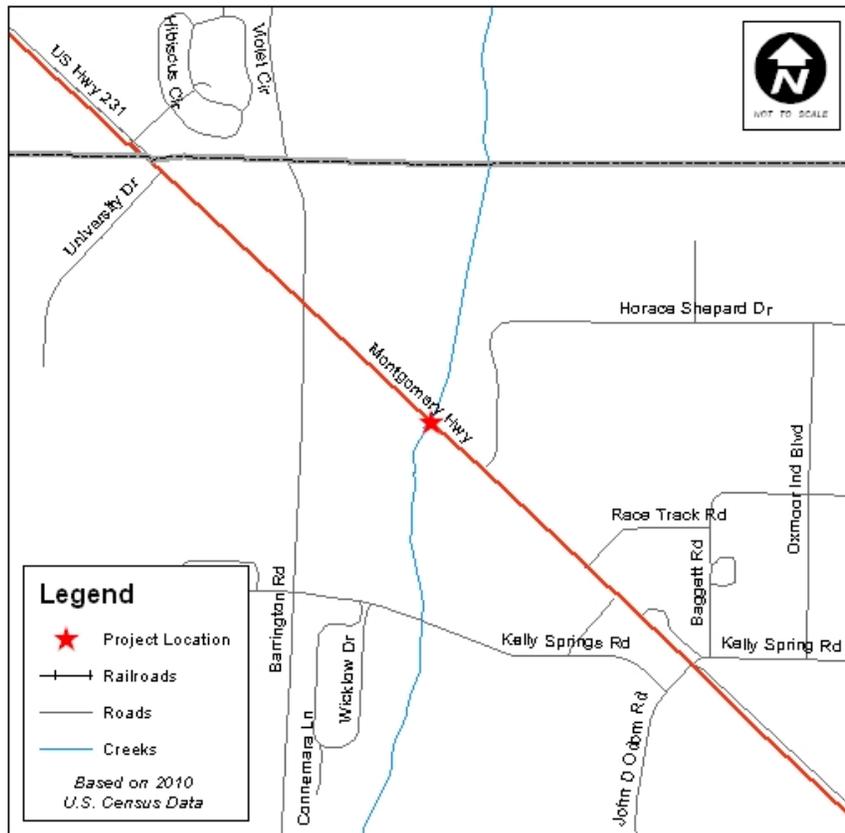
Sponsor ALDOT													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
No Records Found													
<b>Totals By Sponsor</b>						<b>Federal</b>	<b>\$0</b>	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

## State Funded Projects

2.4.7 State Funded Projects

Sponsor: ALDOT													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
38998	100063407	CULVERT EXTENSION AND SLOPE REPAIR ON SR-53(US-231) SOUTHBOUND AT MP 27.1 NORTH OF DOTHAN	0.30	CN	P	SLIDE CORRECTION	2016	0	EXEMPT	NA	\$0 \$500,000 \$0	\$500,000	
38998	100063408	CULVERT EXTENSION AND SLOPE REPAIR ON SR-53(US-231) SOUTHBOUND AT MP 27.1 NORTH OF DOTHAN	0.30	UT	P	SLIDE CORRECTION	2016	0	EXEMPT	NA	\$0 \$50,000 \$0	\$50,000	
<b>Totals By Sponsor</b>											<b>Federal</b>	<b>\$0</b>	<b>ALL Funds \$550,000</b>

STATE FUNDED PROJECTS					
MAP ID 2.4.7-1					
PROJECT	U.S. 231 (SR-53) CULVERT EXTENTION				
PROJECT DESCRIPTION	CULVERT EXTENSION AND SLOPE REPAIR ON SR-53(US-231) SOUTHBOUND AT MP 27.1 NORTH OF DOTHAN				
TYPE	SLIDE CORRECTION				
LENGTH	0.3 Mi				
FUNDING PROGRAM	STATE FUNDED PROJECTS				
PROJECT SPONSOR	ALDOT				
PROJECT NUMBER	SCOPE	FY 2016	FY 2017	FY 2018	FY 2019
ST-035-053-003/100063408	UT	\$50,000	\$0	\$0	\$0
ST-035-053-003/100063407	CN	\$500,000			
	TOTAL COST	\$550,000	\$0	\$0	\$0
FEDERAL OBLIGATED FUNDS		\$0	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$550,000	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$0	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$550,000	\$0	\$0	\$0



Source: Southeast Wiregrass MPO Staff

## Enhancement Projects

### 2.4.8 Enhancement Projects

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

# Transit Projects

## 2.4.9 Transit Projects

Sponsor SOUTHEAST ALABAMA REGIONAL PLANNING & DEVELOPMENT COMMISSION (SEARPDC)													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
39258	100063795 FTA9 TR16 ( )	SECTION 5307 TRANSIT DOTHAN OPERATING FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0	EXEMPT		\$363,443 \$0 \$363,443	\$726,886	
39266	100063809 FTA9 TR16 ( )	SECTION 5307 TRANSIT DOTHAN PREVENTIVE MAINTENANCE FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0	EXEMPT		\$120,000 \$0 \$30,000	\$150,000	
39387	100063931 FTA9 TR17 ( )	SECTION 5307 TRANSIT DOTHAN OPERATING FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0	EXEMPT		\$365,000 \$0 \$365,000	\$730,000	
39388	100063932 FTA9 TR18 ( )	SECTION 5307 TRANSIT DOTHAN OPERATING FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0	EXEMPT		\$365,000 \$0 \$365,000	\$730,000	
39390	100063934 FTA9 TR19 ( )	SECTION 5307 TRANSIT DOTHAN OPERATING FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0	EXEMPT		\$365,000 \$0 \$365,000	\$730,000	
39391	100063935 FTA9 TR17 ( )	SECTION 5307 TRANSIT DOTHAN PREVENTIVE MAINTENANCE FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0	EXEMPT		\$120,000 \$0 \$30,000	\$150,000	
39392	100063936 FTA9 TR18 ( )	SECTION 5307 TRANSIT DOTHAN PREVENTIVE MAINTENANCE FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0	EXEMPT		\$120,000 \$0 \$30,000	\$150,000	
39393	100063937 FTA9 TR19 ( )	SECTION 5307 TRANSIT DOTHAN PREVENTIVE MAINTENANCE FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0	EXEMPT		\$104,000 \$0 \$26,000	\$130,000	
39273	100063817 FTA9C TR16 ( )	SECTION 5307 TRANSIT DOTHAN CAPITAL ROLLING STOCK FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0	EXEMPT		\$128,000 \$0 \$32,000	\$160,000	
39280	100063824 FTA9C TR16 ( )	SECTION 5307 TRANSIT DOTHAN CAPITAL SUPPORT EQUIP/FACILITIES FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0	EXEMPT		\$40,000 \$0 \$10,000	\$50,000	
39394	100063938 FTA9C TR17 ( )	SECTION 5307 TRANSIT DOTHAN CAPITAL BUSES ROLLING STOCK FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0	EXEMPT		\$128,000 \$0 \$32,000	\$160,000	
39395	100063939 FTA9C TR18 ( )	SECTION 5307 TRANSIT DOTHAN CAPITAL BUSES ROLLING STOCK FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0	EXEMPT		\$128,000 \$0 \$32,000	\$160,000	

### 2.4.9 Transit Projects

Sponsor SOUTHEAST ALABAMA REGIONAL PLANNING & DEVELOPMENT COMMISSION (SEARPDC)												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
39396	100063940 FTA9C TR19 ( )	SECTION 5307 TRANSIT DOTHAN CAPITAL BUSES ROLLING STOCK FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0	EXEMPT		\$120,000 \$0 \$30,000	\$150,000
39397	100063941 FTA9C TR17 ( )	SECTION 5307 TRANSIT DOTHAN CAPITAL SUPPORT EQUIP/FAC FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0	EXEMPT		\$4,000 \$0 \$1,000	\$5,000
39398	100063942 FTA9C TR18 ( )	SECTION 5307 TRANSIT DOTHAN CAPITAL SUPPORT EQUIP/FAC FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0	EXEMPT		\$4,000 \$0 \$1,000	\$5,000
39399	100063943 FTA9C TR19 ( )	SECTION 5307 TRANSIT DOTHAN CAPITAL SUPPORT EQUIP/FAC FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0	EXEMPT		\$4,000 \$0 \$1,000	\$5,000
39296	100063840 RPTO TR16 ( )	SECTION 5311 TRANSIT SE ALA REG PLAN DEV COMM OPERATING FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0	EXEMPT		\$81,445 \$0 \$81,445	\$162,889
39297	100063841 RPTO TR16 ( )	SECTION 5311 TRANSIT SE ALA REG PLAN DEV COMM ADMINISTRATION FY 2016	0.00	TR	P	UNCLASSIFIED	2016	0	EXEMPT		\$85,306 \$0 \$21,327	\$106,633
39507	100064056 RPTO TR17 ( )	SECTION 5311 TRANSIT SE ALA REG PLAN DEV COMM OPERATING FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0	EXEMPT		\$81,500 \$0 \$81,500	\$163,000
39508	100064057 RPTO TR18 ( )	SECTION 5311 TRANSIT SE ALA REG PLAN DEV COMM OPERATING FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0	EXEMPT		\$81,500 \$0 \$81,500	\$163,000
39509	100064058 RPTO TR19 ( )	SECTION 5311 TRANSIT SE ALA REG PLAN DEV COMM OPERATING FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0	EXEMPT		\$81,500 \$0 \$81,500	\$163,000
39510	100064059 RPTO TR17 ( )	SECTION 5311 TRANSIT SE ALA REG PLAN DEV COMM ADMINISTRATION FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0	EXEMPT		\$85,600 \$0 \$21,400	\$107,000
39511	100064060 RPTO TR18 ( )	SECTION 5311 TRANSIT SE ALA REG PLAN DEV COMM ADMINISTRATION FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0	EXEMPT		\$85,600 \$0 \$21,400	\$107,000
39512	100064061 RPTO TR19 ( )	SECTION 5311 TRANSIT SE ALA REG PLAN COMM ADMINISTRATION FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0	EXEMPT		\$85,600 \$0 \$21,400	\$107,000

### 2.4.9 Transit Projects

Sponsor SOUTHEAST ALABAMA REGIONAL PLANNING & DEVELOPMENT COMMISSION (SEARPDC)												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
39298	100063842	SECTION 5311 TRANSIT SE ALA REG PLAN DEV COMM CAPITAL ROLLING STOCK FY TR16 ( ) 2016	0.00	TR	P	UNCLASSIFIED	2016	0	EXEMPT		\$104,000 \$0 \$26,000	\$130,000
39299	100063843	SECTION 5311 TRANSIT SE ALA REG PLA DEV COMM CAPITAL SUPP EQUIP/FAC FY TR16 ( ) 2016	0.00	TR	P	UNCLASSIFIED	2016	0	EXEMPT		\$40,000 \$0 \$10,000	\$50,000
39513	100064062	SECTION 5311 TRANSIT SE ALA REG PLAN DEV COMM CAPITAL ROLLING STOCK FY TR17 ( ) 2017	0.00	TR	P	UNCLASSIFIED	2017	0	EXEMPT		\$104,000 \$0 \$26,000	\$130,000
39514	100064063	SECTION 5311 TRANSIT SE ALA REG PLAN DEV COMM CAPITAL ROLLING STOCK FY TR18 ( ) 2018	0.00	TR	P	UNCLASSIFIED	2018	0	EXEMPT		\$104,000 \$0 \$26,000	\$130,000
39515	100064064	SECTION 5311 TRANSIT SE ALA REG PLAN DEV COMM CAPITAL ROLLING STOCK FY TR19 ( ) 2019	0.00	TR	P	UNCLASSIFIED	2019	0	EXEMPT		\$104,000 \$0 \$26,000	\$130,000
39516	100064065	SECTION 5311 TRANSIT SE ALA REG PLAN DEV COMM CAPITAL SUPPORT EQUIP/FAC TR17 ( ) FY 2017	0.00	TR	P	UNCLASSIFIED	2017	0	EXEMPT		\$8,000 \$0 \$2,000	\$10,000
39517	100064066	SECTION 5311 TRANSIT SE ALA REG PLAN DEV COMM CAPITAL SUPPORT EQUIP/FAC TR18 ( ) FY 2018	0.00	TR	P	UNCLASSIFIED	2018	0	EXEMPT		\$8,000 \$0 \$2,000	\$10,000
39518	100064067	SECTION 5311 TRANSIT SE ALA REG PLAN DEV COMM CAPITAL SUPPORT EQUIP/FAC TR19 ( ) FY 2019	0.00	TR	P	UNCLASSIFIED	2019	0	EXEMPT		\$8,000 \$0 \$2,000	\$10,000
<b>Totals By Sponsor</b>						<b>Federal</b>					<b>\$3,626,494</b>	<b>ALL Funds \$5,871,408</b>

## System Maintenance Projects

### 2.4.10 System Maintenance Projects

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

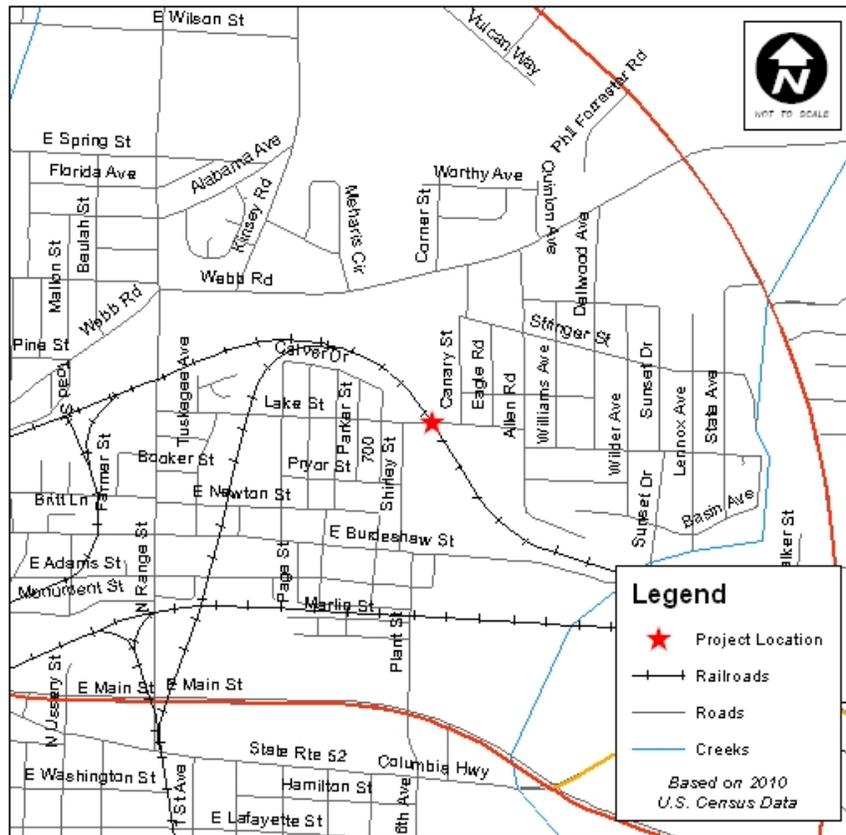
## Safety Projects

### 2.4.11 Safety Projects

Sponsor DALE COUNTY													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
36589	100063801 RHCH RR16 (908)	RAILROAD IMPROVEMENTS ON FOREST DRIVE AT CSXT RR CROSSING IN DALE COUNTY, REF 1286, PHASE XIV-R, DOT NO. 637925Y	0.00	CN	P	RR CROSSING IMPROVEMENTS	2016	0	EXEMPT		\$180,000 \$20,000 \$0	\$200,000	
<b>Totals By Sponsor</b>						<b>Federal</b>					<b>\$180,000</b>	<b>ALL Funds \$200,000</b>	
Sponsor HOUSTON COUNTY													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
36589	100063771 RHCH RR16	RAILROAD CROSSING IMPROVEMENTS AT LAKE STREET IN HOUSTON COUNTY, REF NO. 1291 (PHASE XIII-R), DOT NO. 637-956X	0.00	CN	P	RR CROSSING IMPROVEMENTS	2016	0	EXEMPT		\$180,000 \$20,000 \$0	\$200,000	
36589	100063803 RHCH RR16 (906)	RAILROAD IMPROVEMENTS AT CSXT RR CROSSING ON FURNIE JACKSON ROAD IN HOUSTON COUNTY, REF 1285, PHASE XIV-R, DOT NO. 637867F	0.00	CN	P	RR CROSSING IMPROVEMENTS	2016	0	EXEMPT		\$180,000 \$20,000 \$0	\$200,000	
<b>Totals By Sponsor</b>						<b>Federal</b>					<b>\$360,000</b>	<b>ALL Funds \$400,000</b>	

**SAFETY PROJECTS**  
**MAP ID 2.4.11-1**

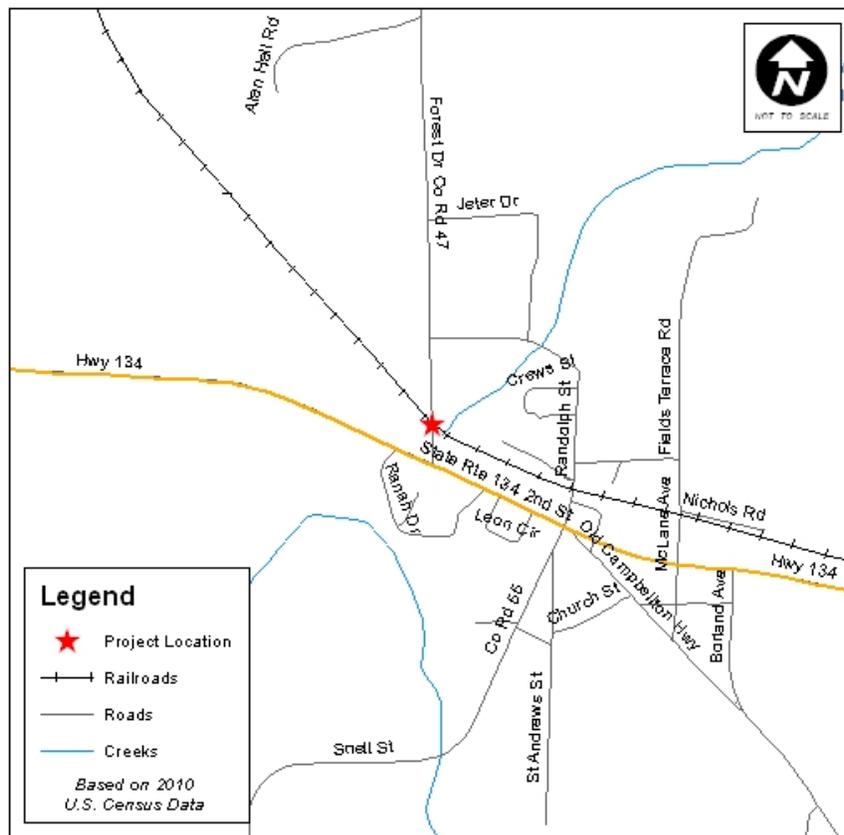
PROJECT	LAKE STREET RAILROAD CROSSING IMPROVEMENTS				
PROJECT DESCRIPTION	RAILROAD CROSSING IMPROVEMENTS AT LAKE STREET IN HOUSTON COUNTY, REF NO. 1291 ( PHASE XIII-R), DOT NO. 637-956X				
TYPE	RR CROSSING IMPROVEMENTS				
LENGTH	0 MI				
FUNDING PROGRAM	SAFETY PROJECTS				
PROJECT SPONSOR	ALDOT				
PROJECT NUMBER	SCOPE	FY 2016	FY 2017	FY 2018	FY 2019
RHCH-RR16/100063771	CN	\$200,000	\$0	\$0	\$0
	<b>TOTAL COST</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
FEDERAL OBLIGATED FUNDS		\$180,000	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$20,000	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
TOTAL OBLIGATED FUNDS		\$200,000	\$0	\$0	\$0



Source: Southeast Wiregrass MPO Staff

**SAFETY PROJECTS**  
MAP ID 2.4.11-2

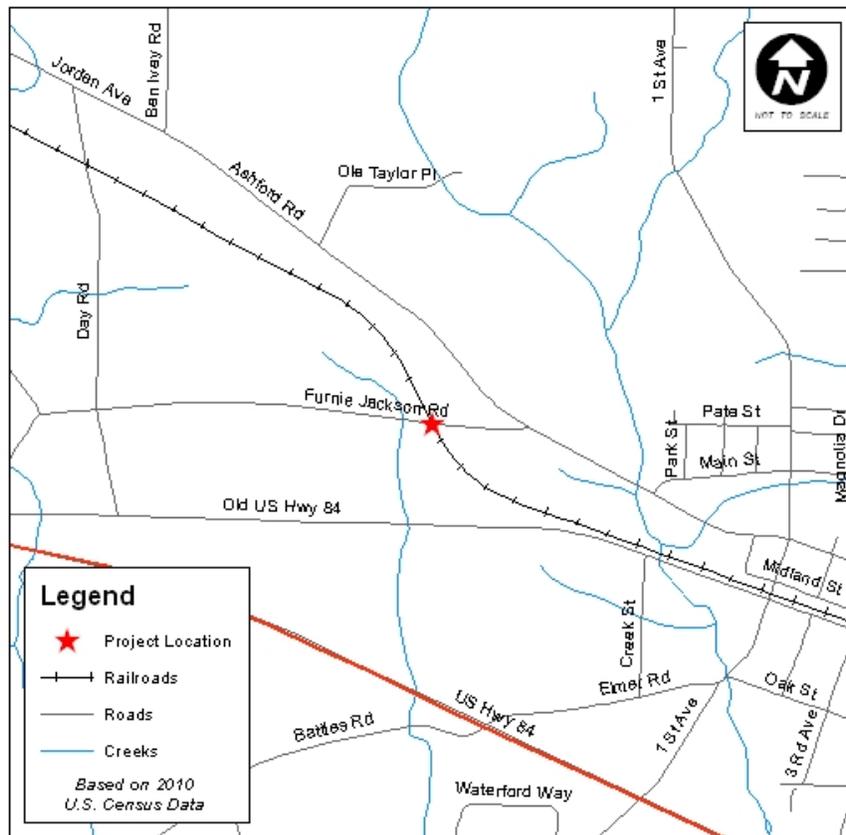
PROJECT	FOREST DRIVE RAILROAD CROSSING IMPROVEMENTS				
PROJECT DESCRIPTION	RAILROAD IMPROVEMENTS ON FOREST DRIVE AT CSXT RR CROSSING IN DALE COUNTY, REF 1286, PHASE XIV-R, DOT NO. 637925Y				
TYPE	RR CROSSING IMPROVEMENTS				
LENGTH	0 MI				
FUNDING PROGRAM	SAFETY PROJECTS				
PROJECT SPONSOR	ALDOT				
PROJECT NUMBER	SCOPE	FY 2016	FY 2017	FY 2018	FY 2019
RHC-RR16/100063801	CN	\$200,000	\$0	\$0	\$0
	<b>TOTAL COST</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
FEDERAL OBLIGATED FUNDS		\$180,000	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$20,000	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
<b>TOTAL OBLIGATED FUNDS</b>		<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>



Source: Southeast Wiregrass MPO Staff

**SAFETY PROJECTS**  
MAP ID 2.4.11-3

PROJECT	FURNIE JACKSON RD RAILROAD CROSSING IMPROVEMENTS				
PROJECT DESCRIPTION	RAILROAD IMPROVEMENTS AT CSXT RR CROSSING ON FURNIE JACKSON ROAD IN HOUSTON COUNTY, REF 1285, PHASE XIV-R, DOT NO. 637867F				
TYPE	RR CROSSING IMPROVEMENTS				
LENGTH	0 MI				
FUNDING PROGRAM	SAFETY PROJECTS				
PROJECT SPONSOR	ALDOT				
PROJECT NUMBER	SCOPE	FY 2016	FY 2017	FY 2018	FY 2019
RHCH-RR16/100063803	CN	\$200,000	\$0	\$0	\$0
	<b>TOTAL COST</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
FEDERAL OBLIGATED FUNDS		\$180,000	\$0	\$0	\$0
STATE OBLIGATED FUNDS		\$0	\$0	\$0	\$0
OTHER OBLIGATED FUNDS		\$20,000	\$0	\$0	\$0
IN-KIND OBLIGATED FUNDS		\$0	\$0	\$0	\$0
<b>TOTAL OBLIGATED FUNDS</b>		<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>



Source: Southeast Wiregrass MPO Staff

## Other Federal and State Aid Projects

### 2.4.12 Other Federal and State Aid Projects

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

## Congestion Mitigation and Air Quality Projects

### 2.4.13 Congestion Mitigation and Air Quality Projects

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

## High Priority and Congressional Earmark Projects

2.4.14 High Priority and Congressional Earmark Projects

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

## 2.4.15 Authorized Projects for FY 2015

### Authorized Projects

Sponsor: ALDOT										
Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work		Estimated Cost
BRNME	3	NHF-BRF 0210(506)	100060918	UT	BRIDGE OVER BRIDGE CULVERT ON SR-210 (ROSS CLARK CIRCLE), FROM FORTNER STREET TO BAUMAN DRIVE BIN'S #020952, #020951	0	02/01/2014	BRIDGES AND APPROACHES	█	\$70,115
99003	10	99-307-341-134-001 ( )	100063618	MC	RESURFACING 2' PAVEMENT WIDENING ON SR-134 FROM DALE COUNTY LINE TO SR-1 (US-431) (FY 2010 PHASE 1)	6.04	09/24/2010	WIDENING & RESURFACING (RDWY)	█	\$845,656
STATE	7	ST-035-053-002 ( )	100063406	PE	CULVERT EXTENSION AND SLOPE REPAIR ON SR-53(US-231) SOUTHBOUND AT MP 27.1 NORTH OF DOTHAN	0.3	03/01/2015	SLIDE CORRECTION	█	\$35,000
HSME	11	NH-HSIP 0052(509)	100062611	FM	RESURFACING AND 2' SAFETY WIDENING ON SR-52 FROM SR-12 (US-84) IN DOTHAN TO EAST OF CR-55	9.389	08/28/2015	WIDENING & RESURFACING (RDWY)	█	\$689,276
NH1ME	3	NH-HSIP 0052(509)	100062611	FM	RESURFACING AND 2' SAFETY WIDENING ON SR-52 FROM SR-12 (US-84) IN DOTHAN TO EAST OF CR-55	9.389	08/28/2015	WIDENING & RESURFACING (RDWY)	█	\$2,307,577
99046	10	99-607-234-053-501 ( )	100064472	MC	INTERSECTION IMPROVEMENTS AT SR-53 (US-231) AND DALE CR-14	0	01/29/2016	INTERSECTION IMPROVEMENTS	█	\$44,000
99046	10	99-607-351-210-501 ( )	100064475	MC	PURCHASE 16 BLUE TOAD UNITS TO BE USED ON BRIDGE PROJECT (CPMS) # 100003285 TO ASSIST WITH TRAFFIC CONGESTION MANAGEMENT (BIN #'S 20951 & 20952).	0	08/15/2015	UNCLASSIFIED	█	\$91,000
Sponsor: CITY OF DOTHAN										
Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work		Estimated Cost
DTSTM	1	STPOA 9450(602)	100008621	RW	CR-25 (DENTON RD) ADD LANES FROM SR-210 (ROSS CLARK CIRCLE) TO WESTGATE PARKWAY	1.203	01/01/2015	ADDITIONAL ROADWAY LANES	█	\$1,053,350

A1RDY	2	ACOA61072 ATRP(015)	100061072	CN	RESURFACE CHICKASAW STREET FROM CHEROKEE AVENUE TO SR-1 (US-231/OATES STREET) AND SOUTH PARK AVENUE FROM SELMA STREET TO SR-12 (US-84/MAIN STREET) CITY OF DOTHAN	2.51	11/07/2014	RESURFACING	█	\$719,463
A2BR	2	ACBR58519 ATRP(010)	100058519	CN	BRIDGE REPLACEMENT ON CR-25 (DENTON ROAD) OVER ROCK CREEK BIN # 4593	0	05/29/2015	BRIDGE REPLACEMENT	█	\$3,223,202
TAOAM	5	TAPOA TA13(916)	100061652	CN	DOWNTOWN STREETScape LOCATED N SIDE OF MAIN STREET TO N OATES STREET THEN BOTH SIDES OF N OATES STREET TO THE FRONT OF THE NEW LIBRARY EXTENSION, N SIDE OF BURDESHAW FROM N OATES ST. TO ENTRANCE OF OLD LIBRARY IN THE CITY OF DOTHAN.	0	12/15/2014	STREETScape	█	\$354,767

Sponsor: DALE COUNTY

Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost	
A2RDY	2	ACOA58578 ATRP(005)	100058578	CN	RESURFACE CR-59 FROM SR-134 (HINTON WATERS AVENUE) NORTH TO SR-27 (RAMP)	7.8	07/31/2015	RESURFACING	█	\$1,334,602

Sponsor: HENRY COUNTY

Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost	
STOAM	2	STPOA 3413(251)	100063187	CN	PATCH, LEVEL, RESURFACE AND TRAFFIC STRIPE CR-9 FROM SR-173 NORTH TO THE INTERSECTION OF CR-33 AND CR-33 NORTH TO SR-173 - HCP 34-24-13	3.896	02/27/2015	RESURFACING		\$873,921

Sponsor: HOUSTON COUNTY

Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost	
DTSTM	1	STPOA 3514(253)	100058776	CN	RESURFACE CR-45 (MEMPHIS CHURCH ROAD) FROM CR-129 (EDDINS ROAD) TO PAVEMENT JOINT SOUTH (0.043 MILE) OF CR-36 (EAST SAUNDERS ROAD)	2.089	01/30/2015	RESURFACING		\$461,713
DTMEA	1	STPOA 3514(252)	100061571	CN	RESURFACING AND TRAFFIC STRIPE ON CR-68 (TRAWICK ROAD) FROM GENEVA COUNTY LINE TO RIGHT OF WAY OF SR-52	2.758	01/30/2015	RESURFACING		\$0
DTSTM	1	STPOA 3514(252)	100061571	CN	RESURFACING AND TRAFFIC STRIPE ON CR-68 (TRAWICK ROAD) FROM GENEVA COUNTY LINE TO RIGHT OF WAY OF SR-52	2.758	01/30/2015	RESURFACING		\$739,289

DTSTM	1	STPOA 3514(251)	100061570	CN	G-TREATMENT, LEVEL, RESURFACE, PLANING, STRIPE & REPLACE GUARDRAIL ON BROAD STREET / WEBB TO KINSEY ROAD FROM BETHEL ROAD TO 0.40 MILES NORTH OF SR-52	5.75	02/27/2015	RESURFACING	█	\$1,395,014
DTSTM	1	STPOA 3514(254)	100063201	CN	G-TREATMENT, SPOT LEVEL, BINDER, & RESURFACE OMUSSEE ROAD FROM WEBB ROAD IN DOTHAN TO KINSEY ROAD / WATSON BRIDGE ROAD - HCP 35-366-12	1.558	02/27/2015	RESURFACING	█	\$511,651
DTSTM	1	STPOA 3514(250)	100061567	CN	G-TREATMENT, LEVELING, RESURFACING AND TRAFFIC STRIPE ON (CR-26) JORDON AVENUE FROM 0.09 MILES WEST OF MCEACHIN ROAD TO 0.15 MILES EAST OF RUTH CIRCLE	1.07	03/27/2015	RESURFACING	█	\$234,175
SNUME	2	STPNU 3514(255)	100063448	CN	G-TREATMENT, SPOT LEVEL, RESURFACE, AND TEMPORARY STRIPE SMITHVILLE ROAD FROM SR-1 (US-231) TO CR-33 & CR-33 FROM SMITHVILLE RD TO SR-53 - HCP 35-390-14	5.848	05/29/2015	RESURFACING	█	\$918,444

Sponsor: SOUTHEAST ALABAMA REGIONAL PLANNING & DEVELOPMENT COMMISSION (SEARPDC)

Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost
RPTO	9	RPTO TR15( )	100057009	TR	SECTION 5311 TRANSIT HOUSTON COUNTY OPERATING ASSISTANCE FY 2015	0	12/01/2014	UNCLASSIFIED	\$280,000
RPTO	9	RPTO TR15( )	100057010	TR	SECTION 5311 TRANSIT HOUSTON COUNTY ADMINISTRATION ASSISTANCE FY 2015	0	12/01/2014	UNCLASSIFIED	\$147,283
FTA9	9	FTA9 TR15( )	100057098	TR	SECTION 5307 TRANSIT, DOTHAN (SE ALA REG PLAN & DEV COMM) OPERATING ASSISTANCE FY 2015	0	12/01/2014	UNCLASSIFIED	\$1,307,152
FTA9	9	FTA9 TR15( )	100057099	TR	SECTION 5307 TRANSIT, DOTHAN (SE ALA REG PLAN & DEV COMM) PREVENTIVE MAINTENANCE FY 2015	0	12/01/2014	UNCLASSIFIED	\$150,000
JARC	9	JARC TR15( )	100063292	TR	SECTION 5316 JARC WIREGRASS TRANSIT OPERATING URBAN DHR FY 2015	0	01/01/2015	UNCLASSIFIED	\$707,672
JARCC	9	JARCC TR15( )	100063294	TR	SECTION 5316 JARC WIREGRASS TRANSIT MOBILITY MANAGEMENT URBAN FY 2015	0	02/01/2015	UNCLASSIFIED	\$64,550
JARC	9	JARC TR15( )	100063295	TR	SECTION 5316 JARC OPERATING WIREGRASS RURAL OTHER FY 2015	0	01/01/2015	UNCLASSIFIED	\$1,264,896

JARCC	9	JARCC TR15( )	100063310	TR	SECTION 5316 JARC WIREGRASS TRANSIT SUPPORT EQUIP URBAN FY 2015	0	02/01/2015	UNCLASSIFIED	█	\$1,200
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Sponsor: TOWN OF COWARTS

Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost	
TAOAM	5	TAPOA TA13(920)	100061660	CN	DOWNTOWN STREETScape IMPROVEMENTS ALONG JORDAN AVENUE, BROAD STREET, AND JESTER STREET TO CITY HALL IN THE TOWN OF COWARTS.	0	12/15/2014	STREETScape	█	\$500,000

Sponsor: TOWN OF MIDLAND CITY

Program	Table No.	FA Nbr.	Project Number	Scope	Project Description	Project Length (miles)	Start Date	Type of Work	Estimated Cost	
STTEL	8	STPTE TA14(940)	100063183	CN	SIDEWALK IMPROVEMENTS ON SR-134, CR-59 AND DELTA STREET IN THE TOWN OF MIDLAND CITY	0	12/15/2015	SIDEWALK	█	\$224,708

## 3.0 Appendices

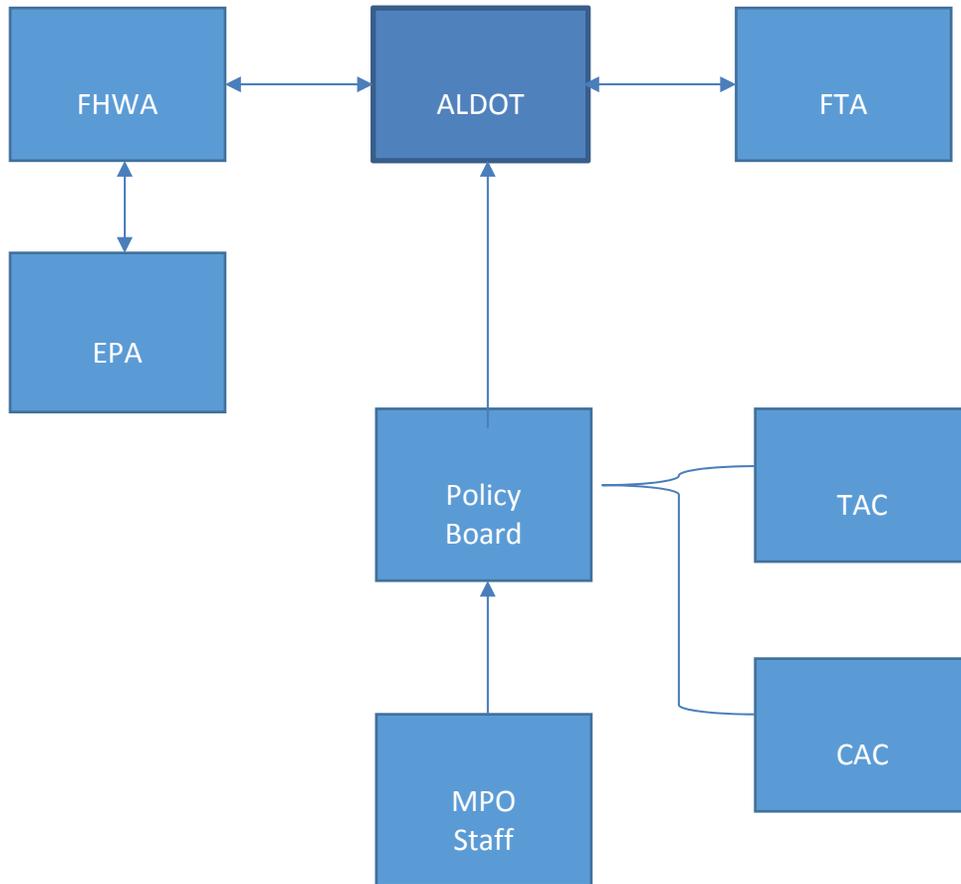
## Abbreviations and Acronyms

<b>3-C</b>	Comprehensive, Cooperative, and Continuing
<b>ADA</b>	Americans with Disabilities Act
<b>ADEM</b>	Alabama Department of Environmental Management
<b>ALDOT</b>	Alabama Department of Transportation
<b>APA</b>	American Planning Association
<b>ATPA</b>	Alabama Transportation Planning Association
<b>ATS</b>	ALDOT Technical Services
<b>AQ</b>	Air Quality
<b>BPAC</b>	Bicycle and Pedestrian Advisory Committee
<b>CAC</b>	Citizens Advisory Committee
<b>CAD</b>	Computer Aided Design
<b>CFR</b>	Code of Federal Regulations
<b>COOP</b>	Continuity of Operations Plan
<b>DBE</b>	Disadvantaged Business Enterprise
<b>DOT</b>	Department of Transportation
<b>DRI</b>	Developments of Regional Impact
<b>FAS</b>	Federal Aid System
<b>EPA</b>	Environmental Protection Agency
<b>ESRI</b>	Environmental Scientific Research Institute
<b>ETS</b>	Environmental Technical Section
<b>FAS</b>	Federal Aid System
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>FY</b>	Fiscal Year
<b>GIS</b>	Geographic Information System
<b>GHG</b>	Greenhouse Gases
<b>ITS</b>	Intelligent Transportation System
<b>LRTP</b>	Long Range Transportation Plan
<b>LVOE</b>	Level of Effort
<b>MAP-21</b>	Moving Ahead for Progress in the 21 <sup>st</sup> Century
<b>MPA</b>	Metropolitan Planning Area
<b>MPO</b>	Metropolitan Planning Organization
<b>MOVES</b>	Motor Vehicle Emission Simulator
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NEPA</b>	National Environmental Policy Act
<b>NHS</b>	National Highway System
<b>O<sub>3</sub></b>	Ground level ozone is an air pollutant resulting from chemical reactions between nitrogen and certain volatile organic compounds (VOCs) emitted through fossil fuel exhaust and other sources.
<b>PL</b>	Planning Funds
<b>PM 2.5</b>	Pollution in the form of tiny particles or droplets in the air that are two and one half microns or less in width.

<b>PPP</b>	Public Participation Plan (or Process depending on use)
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy of Users
<b>SEARP&amp;DC</b>	Southeast Alabama Regional Planning and Development Commission
<b>SIP</b>	Statewide Implementation Plan
<b>SPR</b>	State Planning and Research
<b>STIP</b>	Statewide Transportation Improvement Program
<b>TAC</b>	Technical Advisory Committee
<b>TAP</b>	Transportation Alternatives Program
<b>TAZ</b>	Traffic Analysis Zone
<b>TEA-21</b>	Transportation Equity Act for the 21 <sup>st</sup> Century
<b>TELUS</b>	Transportation Economic Land Use System
<b>TDP</b>	Transit Development Plan
<b>TIP</b>	Transportation Improvement Program
<b>TSM</b>	Transportation System Management
<b>UPWP</b>	Unified Planning Work Program
<b>USC</b>	United States Code

# Insert Study Area Document Map

### MPO Organizational Chart



## Southeast Wiregrass Area TIP Fiscal Years 2016 Through 2019 - Financial Plan

	2016	2017	2018	2019
Surface Transportation Attributable Projects				
Carryover From Previous Year (Federal Funds Only)	\$1,572,161	\$2,809,487	\$2,452,766	\$3,900,498
Apportionment (Federal Funds Only)	\$1,447,732	\$1,447,732	\$1,447,732	\$1,447,732
Funds Available to the MPO for Programming (Federal Funds Only)	\$3,019,893	\$4,257,219	\$3,900,498	\$5,348,230
Estimated Cost of Planned Projects (Federal Funds Only)	\$210,406	\$1,804,453	\$0	\$4,330,534
Balance Forward (Federal Funds Only)	\$2,809,487	\$2,452,766	\$3,900,498	\$1,017,696
Other Surface Transportation Program Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$111,298,342	\$111,298,342	\$111,298,342	\$111,298,342
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$1,885,518	\$2,253,631	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	2%	2.02%	0%	0%
NHS / Interstate Maintenance / NHS Bridge Projects				
Funds Available for Programming Statewide (Federal Funds Only)	\$425,075,248	\$425,075,248	\$425,075,248	\$425,075,248
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$10,412,698
Percentage Programmed in the Tuscaloosa Area (Federal Funds Only)	0%	0%	0%	2%
Appalachian Highway System Projects				
State Funds Available for Programming Statewide (Total Funds)	\$0	\$0	\$0	\$0
MPO Area Estimated Cost of Planned Projects (Total Funds)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Total Funds)	0%	0%	0%	0%

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Transportation Alternatives

Projects in this category are funded through annual grant applications and will not be known until late each year.

Funds Available for Programming Statewide (Federal Funds Only)	\$15,278,816	\$15,278,816	\$15,278,816	\$15,278,816
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$145,199	\$931,268	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	1%	6%	0%	0%

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Bridge Projects (State and Federal)

Funds Available for Programming Statewide (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%

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State Funded Projects

State Funds Available for Programming Statewide (Total Funds)	\$25,500,000	\$25,500,000	\$25,500,000	\$25,500,000
MPO Area Estimated Cost of Planned Projects (Total Funds)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Total Funds)	0%	0%	0%	0%

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Enhancement Projects

Funds Available for Programming Statewide (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%

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Transit Projects

Funds Available for Programming Statewide (Federal Funds Only)	\$32,000,000	\$32,000,000	\$32,000,000	\$32,000,000
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$962,194	\$896,100	\$896,100	\$872,100
Percentage Programmed in the MPO Area (Federal Funds Only)	3%	3%	3%	3%

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System Maintenance Projects

Funds Available for Programming Statewide (Federal Funds Only)	\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000
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%

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Safety Projects

Funds Available for Programming Statewide (Federal Funds Only)	\$64,958,603	\$64,958,603	\$64,958,603	\$64,958,603
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$540,000	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	1%	0%	0%	0%

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Other Federal and State Aid Projects

Funds Available for Programming Statewide (Federal Funds Only)	\$20,051,181	\$20,051,181	\$20,051,181	\$20,051,181
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Percentage Programmed in the MPO Area (Federal Funds Only)	0%	0%	0%	0%

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Congestion Mitigation and Air Quality Projects - Dothan Area Only

Carryover From Previous Year (Federal Funds Only)	\$10,902,559	\$10,902,559	\$10,902,559	\$10,902,559
Apportionment (Federal Funds Only)	\$0	\$0	\$0	\$0
Funds Available for Programming (Federal Funds Only)	\$0	\$0	\$0	\$0
Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0
Balance Forward (Federal Funds Only)	\$0	\$0	\$0	\$0

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High Priority and Congressional Earmark Projects (Discontinued but money still available via carryover)

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 Statewide (Federal Funds Only)	\$33,501,939	\$33,501,939	\$33,501,939	\$33,501,939
MPO Area Estimated Cost of Planned Projects (Federal Funds Only)	\$0	\$0	\$0	\$0

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**URBAN AREA FUNDING AVAILABILITY REPORT**

URBAN AREA		FEDERAL FUNDING ONLY					
DOTHAN							
PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized	
100008621	CR-25 (DENTON RD) ADD LANES FROM SR-210 (ROSS CLARK CIRCLE) TO WESTGATE PARKWAY	RW	\$842,680	01/01/2015	Authorized	12/14/2014	
100058776	RESURFACE CR-45 (MEMPHIS CHURCH ROAD) FROM CR-129 (EDDING ROAD) TO PAVEMENT JO	CN	\$369,370	01/30/2015	Authorized	12/29/2014	
100060759	RESURFACE CR-87 (PARAMORE ROAD) FROM CR-112 TO SR-134	PE	\$8,663	09/01/2015	Planned		
100061567	S-TREATMENT, LEVELING, RESURFACING AND TRAFFIC STRIPE ON (CR-26) JORDON AVENUE F	CN	\$187,340	03/27/2015	Authorized	2/27/2015	
100061570	S-TREATMENT, LEVEL, RESURFACE, PLANING, STRIPE & REPLACE GUARDRAIL ON BROAD STRI	CN	\$1,116,011	02/27/2015	Authorized	2/5/2015	
100061571	RESURFACING AND TRAFFIC STRIPE ON CR-68 (TRAWICK ROAD) FROM GENEVA COUNTY LINE	CN	\$591,431	01/30/2015	Authorized	1/6/2015	
100063201	S-TREATMENT, SPOT LEVEL, BINDER, & RESURFACE OMUSSEE ROAD FROM WEBB ROAD IN DI	CN	\$409,321	02/27/2015	Authorized	2/5/2015	
<b>TOTALS FOR FISCAL YEAR 2015</b>							
Prior FY Carryover	\$3,849,238	Authorized Projects	\$3,618,164	Unobligated Balance	\$1,680,814		
FY Apportionment	\$1,447,732	Planned Projects	\$8,663	Remaining Balance	\$1,572,181		
FY Special Allocation	\$0	Total Project Funds	\$3,624,807				
Total Funds	\$5,096,898						
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100058568	RESURFACE CR-87 (PARAMORE ROAD ) FROM CR-112 TO SR-134	CN	\$201,677	01/29/2016	Planned		
<b>TOTALS FOR FISCAL YEAR 2016</b>							
Prior FY Carryover	\$1,572,181	Authorized Projects	\$0	Unobligated Balance	\$3,018,893		
FY Apportionment	\$1,447,732	Planned Projects	\$201,677	Remaining Balance	\$2,818,218		
FY Special Allocation	\$0	Total Project Funds	\$201,677				
Total Funds	\$3,019,893						
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100052103	CR-25 (DENTON RD) ADD LANES FROM SR-210 (ROSS CLARK CIRCLE) TO WESTGATE PARKWAY	UT	\$644,343	11/01/2016	Planned		
100062462	RESURFACING CR-10 FROM SR-53 (US-231) TO THE HOUSTON COUNTY LINE	CN	\$458,945	11/04/2016	Planned		
100062463	RESURFACING CR-47 FROM SR-134 TO THE HOUSTON COUNTY LINE	CN	\$701,165	11/04/2016	Planned		
<b>TOTALS FOR FISCAL YEAR 2017</b>							
Prior FY Carryover	\$2,818,218	Authorized Projects	\$0	Unobligated Balance	\$4,286,948		
FY Apportionment	\$1,447,732	Planned Projects	\$1,804,463	Remaining Balance	\$2,481,496		
FY Special Allocation	\$0	Total Project Funds	\$1,804,463				
Total Funds	\$4,286,948						
<hr/>							
8/26/2015							
<b>TOTALS FOR FISCAL YEAR 2018</b>							
Prior FY Carryover	\$2,481,496	Authorized Projects	\$0	Unobligated Balance	\$3,808,227		
FY Apportionment	\$1,447,732	Planned Projects	\$0	Remaining Balance	\$3,808,227		
FY Special Allocation	\$0	Total Project Funds	\$0				
Total Funds	\$3,808,227						
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100008618	CR-25 (DENTON RD) ADD LANES FROM SR-210 (ROSS CLARK CIRCLE) TO WESTGATE PARKWAY	CN	\$4,356,779	06/28/2019	Planned		
<b>TOTALS FOR FISCAL YEAR 2019</b>							
Prior FY Carryover	\$3,808,227	Authorized Projects	\$0	Unobligated Balance	\$5,368,968		
FY Apportionment	\$1,447,732	Planned Projects	\$4,356,779	Remaining Balance	\$1,000,180		
FY Special Allocation	\$0	Total Project Funds	\$4,356,779				
Total Funds	\$5,368,968						

Certification Questions  
Statewide and Metropolitan Planning Organization  
Transportation Planning Process

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

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the largest incorporated city, and in accordance with procedures set forth in state and local law? [23 U.S.C. 134 (d)(1)(A) and (B); 49 U.S.C. 5303 (c); 23 C.F.R. 450.310 (b)]  
**Answer: Yes**
2. For Transportation Management Areas (TMAs) only, does the MPO policy board include local elected officials, officials that administer or operate major modes of transportation, and appropriate state officials? [23 U.S.C. 134 (d)(2)(A) , (B), & (C); 49 U.S.C. 5303 (c); 23 C.F.R. 450.310 (d)] **Answer: The Dothan Transportation Study Area is not a TMA**
3. Does the MPO have up-to-date agreements, such as the transportation planning agreement that creates the MPO, the financial agreement, and, if applicable, a transportation planning agreement between the MPOs, State, and public transportation operators where more than one MPO has been designated to serve an urbanized area? [23 C.F.R. 450.310 (b); 23 C.F.R. 450.314 (a) and (d)] **Answer: The MPO is in the process of getting the new finding agreement signed due to the addition of Geneva County.**
4. Does the MPO boundary encompass the existing urbanized area and contiguous area expected to become urbanized within 20-year forecast period? [23 U.S.C. 134 (e)(2); 49 U.S.C. 5303 (d); 23 C.F.R. 450.312 (a)] **Answer: Yes**
5. Did the Department send a copy of the boundary map to FHWA and FTA? [23 C.F.R. 450.312(j)]  
**Answer: Yes**
6. For projects located within the boundaries of more than one MPO, does the MPO coordinate the planning of these projects with the other MPO(s)? [23 U.S.C. 134 (g)(2)] **Answer: N/A. There isn't another MPO within 50 miles of the Dothan Transportation Study Area.**
7. Does the MPO planning process provide for consideration of the 8 planning factors? [23 U.S.C. 134 (h); 23 C.F.R. 450.306 (a)] **Answer: Yes**
8. Did the Long Range Transportation Plan (LRTP) have at least a 20 year horizon at the time of adoption of the last major update? [23 U.S.C. 134 (i)(2)(A); 23 C.F.R. 450.322 (a)] **Answer: Yes**
9. Did the LRTP address the following areas in accordance with 23 U.S.C. 134 (i)(2), 49 U.S.C. 5303 (f)?
  - Identify major transportation facilities that function as an integrated metropolitan transportation system, giving emphasis to facilities that serve national and regional transportation functions. **Answer: 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. **Answer: Yes**
  - Include a financial plan that showed the public and private revenue sources that could reasonably be expected. **Answer: 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. **Answer: Yes**
  - Include discussion of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs. **Answer: Yes**
  - Indicate as appropriate proposed transportation and transit enhancement activities. **Answer: Yes**
10. Did the LRTP address the following minimum required areas in accordance with 23 C.F.R. 450.322 (f)?
- Identify projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan; **Answer: Yes**
  - Identify existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors); **Answer: Yes**
  - Include operational and management strategies to improve the performance of existing transportation facilities; **Answer: Yes**
  - In TMA areas, consider the results of the congestion management process; **Answer: N/A**
  - Include an assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs; **Answer: Yes**
  - Describe the proposed improvements in sufficient detail to develop cost estimates; **Answer: Yes**
  - Discuss types of potential environmental mitigation activities and potential areas to carry out these activities; **Answer: Yes**
  - Include pedestrian walkway and bicycle transportation facilities; **Answer: Yes**
  - Include transportation and transit enhancement activities; **Answer: Yes**
  - Include a financial plan that demonstrates how the adopted transportation plan can be implemented **Answer: Yes**

11. Has the LRTP been reviewed and updated at least 5 years since the date of the last MPO Board action? [23 U.S.C. 134 (i)(1); 23 C.F.R. 450.322 (c)] **Answer: Yes**
12. Has the MPO sent all updates/amendments of the LRTP to FHWA and FTA via the ALDOT's Bureau of Transportation & Modal Programs? **Answer: Yes**
13. Was the TIP developed in cooperation with the State and local transit operators? [23 U.S.C. 134 U)(1)(A); 49 U.S.C. 5304 (a); 23 C.F.R. 450.324 (a)] **Answer: Yes**
14. Was the TIP updated at least every 4 years and approved by the MPO and the Governor? [23 U.S.C.134 U)(1 )(D); 23 C.F.R. 450.324 (a)] **Answer: Yes**
15. Was the TIP financially constrained and did it include only revenues that could be reasonably expected? [23 U.S.C. 134 U)(2)(B); 49 U.S.C. 5304 (a); 23 C.F.R. 450.324 (h)] **Answer: Yes**
16. Did the TIP contain a priority list of federally supported projects to be supported over the next four years? [23 U.S.C. 134 U)(2)(A); 49 U.S.C. 5304 (b); 23 C.F.R. 450.324 (a)] **Answer: Yes**
17. Did the TIP contain all regionally significant projects, as defined by 23 C.F.R. 450.104? [23 U.S.C. 134 U)(3)(B); 49 U.S.C. 5304 (c)(6); 23 C.F. .R. 450.324 (d)] **Answer: Yes**
18. Was the TIP consistent with the LRTP? [23 U.S.C. 134 U)(3)(C); 49 U.S.C. 5304 (c)(2); and 23 C.F.R. 450.324 (g)] **Answer: Yes**
19. Does the TIP identify the criteria and process for prioritizing implementation of transportation plan elements (including inter-modal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs? [23 C.F.R. 450.324 (l) (1)] **Answer: Yes**
20. Did the TIP include a listing of projects for which Federal funds have been obligated in the preceding year, or was this list otherwise made available for public review? [23 U.S.C. 134 U)(7)(B); 49 U.S.C. 5304 (c)(5); 23 C.F.R. 450.324(1)(2)] **Answer: Yes**
21. When developing the LRTP and TIP, did the MPO provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the proposed plan and program? [23 U.S.C. 134 (h)(5)(A)] **Answer: Yes, the document was available at several locations for public review as stated in the Public Participation Plan**
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 U)(7)(A)] **Answer: Yes**
23. Did the UPWP identify work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate who will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds? [23 C.F.R. 450.308 (c)] **Answer: Yes**
24. Did the UPWP document planning activities to be funded through Title 23 U.S.C. and the Federal Transit Act? [23 C.F.R. 450.308 (c)] **Answer: Yes**

25. Were the transportation plans and programs of the MPO based on a continuing, comprehensive, and cooperative process? [23 U.S.C. 134 (c)(3), 49 U.S.C. 5303 (a)(3)] **Answer: Yes**
26. If located in a Transportation Management Area, does the MPO have an up to date congestion management process? [23 U.S.C. 134 (k)(3)] **Answer: No, the Dothan Transportation Study Area is not considered a TMA**
27. Does the MPO have a documented Public Participation Plan that defines a process for members of the public to have reasonable opportunity to participate in the planning process? [23 C.F.R. 450.316 (a)] **Answer: Yes**
28. Has the MPO recently reviewed its Public Participation Plan? [23 C.F.R. 450.316 (a)(1)(x)] **Answer: Yes, The Public Participation Plan will be updated with the new MOU criteria by October 1, 2015**
29. When the Public Participation Plan was adopted, was it made available for public review for at least 45 days? [23 C.F.R. 450.316(a)(3)] **Answer: Yes**

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

1. How does the MPO coordinate the development of the Transportation Plan with SIP development? **Answer: The Dothan Transportation Study Area is not classified as an air quality nonattainment and maintenance area.**
2. How does the MPO's UPWP incorporate all of the metropolitan transportation related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA? **Answer: The Dothan Transportation Study Area is not classified as an air quality nonattainment and maintenance area, therefore there are not any activities in the UPWP addressing air quality**
3. Does the metropolitan planning process include a Congestion Management Process that meets the requirements of 23 CFR Part 450.320? What assurances are there that the Transportation Plan incorporates travel demand and operational management strategies, and that necessary demand reduction and operational management commitments are made for new SOV projects? **Answer: The Dothan Transportation Study Area is not classified as an air quality nonattainment and maintenance area, therefore a congestion management process is not required.**
4. How does the MPO ensure that the TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities? **Answer: The MPO keeps up with all projects in the Study Area by funding category. There have not been any regionally significant projects.**

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

1. Does the MPO have a signed Title VI policy statement expressing commitment to non-discrimination? [23 CFR 200.9 (a)(1 )] **Answer: The MPO complete a Title VI questionnaire every year and submits it to ALDOT**
2. Does the MPO take action to correct any deficiencies found by the Department within a reasonable time period, not to exceed 90 days, in order to implement Title VI compliance? [23 CFR 200.9 (a)(3)] **Answer: There have not been any deficiencies reported to the MPO. Should there be a deficiency to report, the MPO will do in timely manner, not to exceed 90 days**
3. Does the MPO have a staff person assigned to handle Title VI and ADA related issues? This does not need to be a full time equivalent position, but there should be at least someone at the MPO for whom Title VI and ADA is an extra duty area. [23 CFR 200.9 (b)(1); 49 C.F.R. 27.13] **Answer: The MPO has two staff people. The MPO administrator and the MPO Secretary. A vast majority of all of the planning activities are handled by the Reginald Franklin, MPO Secretary. The MPO administrator is Todd McDonald, AICP. He is also the Director of Planning for the City of Dothan Department of Planning and Development and his MPO duties come on an as needed basis.**
4. Does the MPO have a procedure in place for the prompt processing and disposition of Title VI and Title VIII complaints, and does this procedure comply with the Department's procedure? [23 C.F.R. 200.9 (b)(3)] **Answer: The MPO does not have any procedures in place for complaints but staff has an open door policy and will take the necessary steps to ensure compliance.**
5. Does the MPO collect statistical data (race, color, national origin, sex, age, disability) of participants in, and beneficiaries of the programs and activities of the MPO? [23 CFR 200.9 (b)(4)] **Answer: The MPO mainly uses Census Data for the collection of statistical data.**
6. Does the MPO conduct an annual review of their program areas (for example: public involvement) to determine their level of effectiveness in satisfying the requirements of Title VI? [23 CFR 200.9 (b)(6)] **Answer: Yes, the MPO keeps a record of all sign-in sheets for public meetings**
7. Has the MPO participated in any recent Title VI training, either offered by the state, organized by the MPO, or some other form of training, in the past year? **Answer: Yes**
8. Does the MPO have a signed Non Discrimination Agreement, including Title VI Assurances, with the State? **Answer: Yes**
9. Do the MPO's contracts and bids include the appropriate language as shown in the appendices of the Non Discrimination Agreement with the State? **Answer: Yes**
10. Does the MPO hold its meetings in locations that are ADA accessible? [49 C.F.R. 27.7 (5)] **Answer: Yes**
11. Does the MPO take appropriate steps to ensure its communications are available to persons with impaired vision and hearing? [49 C.F.R. 27.7 (6)(c)] **Answer: Yes**
12. Does the MPO keep on file for 1 year all complaints of ADA non-compliance received and for 5 years a record of all complaints in summary form? [49 C.F.R. 27.121 ] **Answer: The MPO has not**

received any complaints of ADA non-compliance. However complaints are a made in the future they will be filed for records.

13. Have all the local governments (city and county) included within the MPO's study area boundary completed an ADA Transition Plan? Please provide a table indicating the status of the transition plans (e.g. date of completion, status of plan implementation). **Answer: We are in the process of getting an update on the ADA Transition Plans for all municipalities. A table will be provided at a later date once the status of all municipalities is determined.**

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

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

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

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

1. Has the MPO implemented an equal employment opportunity program? **Answer: The MPO is housed in the City of Dothan Department of Planning and Development. The City of Dothan is an equal opportunity employer.**

MPO SELF-CERTIFICATION

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

- (1) 23 USC 134, 49 U.S.C. Section 5303, and 23 CFR Part 450.
- (2) In nonattainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR Part 93.
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21.
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity.
- (5) Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users (Pub. L. 109-59) and 49 CFR Part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects.
- (6) 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
- ~~(7) The provisions of the Americans with Disabilities Act of 1990 ((42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38.~~
- (8) Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.
- (9) Section 324 of CFR 23, regarding prohibition of discrimination based on gender.
- ~~(10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR Part 27 regarding discrimination against individuals with disabilities.~~

Southwest Wiregrass Area  
Metropolitan Planning Organization

Mike Schmitz  
Signature

Mike Schmitz  
Printed Name

MPO Chairman  
Title

6/25/15  
Date

Alabama  
State Department of Transportation

John R. Cooper  
Signature

John R. Cooper  
Printed Name

Transportation Director  
Title

6/30/15  
Date

## MEMORANDUM OF UNDERSTANDING

Alabama Department of Transportation

Statewide Procedures for FY 2016 - 2019 TIP/STIP

Revisions

### Purpose

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

### Definitions

- Administrative Modification means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas). [23 CFR 450.104]
- Amendment means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes.) Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, 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. [23 CFR 450.104]
- Betterment consists of surface treatments/corrections to existing roadway [preferably within Alabama Department of Transportation (ALDOT) right-of-way], to maintain and bring the

infrastructure to current design standards for that classification of highway. This may involve full depth base repair, shoulder-widening, increased lane-widths, correction super-elevation, as well as drainage improvements and guide rail upgrades.

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

- Public Participation Plan (PPP) is a documented, broad-based public involvement process that describes how the Planning Partner will involve and engage the public, the underserved, and interested parties in the transportation planning process, and ensure that the concerns of stakeholders are identified and addressed in the development of transportation plans and programs. Note: The Alabama MPO Public Participation Plans may be found on the individual MPO websites. A complete listing of MPO websites may be found on the following ALDOT site: <http://cpmsweb2.dot.state.al.us/TransPlan/Default.aspx>.
- Revision means a change to a long-range statewide or metropolitan transportation plan, TIP, or STIP that occurs between scheduled periodic updates. A major revision is an “amendment,” while a minor revision is an “administrative modification.” [23 CFR 450.104]
- Statewide-managed Program (Statewide Program) includes those transportation improvements or projects that are managed in the STIP, including project selection, at the ALDOT Central Office level, with possible regional Planning Partner solicitation and input. Examples include, but are not limited to HSIP, RRX, and TAP projects.
- Statewide Transportation Improvement Program (STIP) means a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53. [23 CFR 450.104]
- Transportation Improvement Program (TIP) means a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. [23 CFR 450.104]

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

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

**TIP/STIP Administration**

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

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

The federal Statewide and Metropolitan Planning regulations contained in 23 CFR 450 et al, govern the provisions of the STIP and of individual MPO TIPs, parts related to STIP and TIP revisions, and other actions taken to revise the TIP. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity, of individual programming actions. Federal Transportation Planning and Programming, Code of Regulation, 23 CFR 450.324, permits the use of alternative procedures by the cooperating parties, to effectively manage actions encountered during a given STIP cycle. The regulations require that any alternative procedures be agreed upon, and such alternative procedures be documented and included in the STIP document.

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

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

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

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

### **Revisions: Amendments and Administrative Modifications**

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

An Amendment is a major STIP/TIP revision that:

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

- Adds a new project phase(s), or increases a current project phase, or deletes a project phase(s), or decreases a current project phase that utilizes federal funds, where the revision exceeds the following thresholds:
  - \$5 million or 10 percent, whichever is greater, for ALDOT federally-funded projects and Transportation Management Area (TMA) attributable projects.
  - The lesser amount of \$1 million or 50 percent, of project cost for non-TMA MPOs.
  - \$750,000 for the county highway and bridge program.
- **Involves a change in the Scope of Work to a project(s) that would:**
  - Result in an air quality conformity reevaluation.
  - Result in a revised total project estimate that exceeds the thresholds established between ALDOT and the Planning Partner (not to exceed any federally-funded threshold contained in this MOU).
  - Results in a change in the Scope of Work on any federally-funded project that is significant enough to essentially constitute a New Project.
  - Level of Effort (LVOE) planned budget changes, exceeding 20% of the original budgeted amount per ALDOT region.

The initial submission and approval process of the Statewide Transportation Improvement Program (STIP), will establish federal funding for Level of Effort (LVOE) project groups. Subsequent placement of individual projects in the STIP that are LVOE, will be considered Administrative Modifications.

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

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

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

- Adds a project from a level of effort category or line item, utilizing 100 percent state or nonfederal funding, or an MPO TIP placement of the federally-funded, Statewide Program, or federal funds from a statewide line item that do not exceed the thresholds established by the Planning Partner.

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

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

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

#### Level of Effort Funding Categories

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

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

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

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

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

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

#### Financial Constraint

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

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

#### STIP/TIP Financial Reporting

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

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

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

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

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

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

Mark D. Bartlett  
Division Administrator  
Federal Highway Administration

5-19-2015  
Date:

Yvette M. Saylor  
Regional Administrator  
Federal Transit Administration

5-11-15  
Date:

John D. Cooper  
Director  
Alabama Department of Transportation

5/19/15  
Date:

## Public Involvement

To advertise in the **Dothan Eagle** call 334-702-6060

Sunday, August 30, 2015

### MOTORCYCLES

**Honda 2001 Valkyrie: Only 19K**, Just Tuned, Great Avon Tires, Many Accessories, Some Small Blemishes, Second Owner. \$5500  
Call: Jim @ 334-714-3898

**Suzuki S40 2007 650cc**, only 1500 miles, saddle bags, windshield, crash bar and more! \$2750.  
850-272-2504 or 850-526-7886. MINT COND.



**Trike 2002 Road King Classic**, garaged, lowered, runs well, beautiful, Vance & Hines pipes, lots of chrome,

17,300 miles, \$18,500. 88 yr. old owner  
Bill 334-762-2700 or Call: 334-714-9607

### SPORT UTILITY

**Chevrolet 2003 Trail Blazer** - 4-door, power door locks, power windows, cruise control, front & rear A/C, tilt wheel, cassette & CD player, tow package, clean car fax, excellent condition, 160K miles. Asking \$4,500 or best offer!!! Must Sell!!!! 334-726-1651.

### TRUCKS, BUSES, TRACTORS, TRAILERS

**Chevy 2011 Silverado** crew cab, 4-wheel drive, 5.3 automatic, power windows, locks & mirrors, Alloy wheels, CD player, ranch hand & brush guard, alum. tool box, white in color.  
Runs great looks good. \$19,300. 334-797-7420.



**Massey Ferguson 245 Tractor**, 6 forward speeds, 2 reverse, power steering, cranks

easy, runs great, includes Brown mower with new blades 5 1/2 ft. REDUCED! \$5300.  
850-482-5026. Leave Message.

**Peanut Picker** - 4 row KNC, good condition, \$8000. 334-790-0224.

### VANS



**Chevrolet 2012 Express 1500 Cargo Van:** Mileage 18,342 V6 engine. \$19,999. Call for more information 334-792-7746

**Toyota 2011 Sienna XLE:** White with beige leather interior, Sunroof, heated seats, 3rd row seat, all extras. Excellent condition. Garage kept. 1 owner, 85,000 miles. \$16,500.  
Call 334-687-5032 or 334-695-0912.

**Toyota 2005 Sienna XLE Minivan**, ivory and leather interior, good running condition, 7 passenger, sunroof, many options, 180k miles, good tires, one owner, non-smoking \$6250 OBO  
Call 850-263-7330 leave message.

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## LEGALS

### LEGAL NOTICES

**L414 Public Involvement Notice**  
The Southeast Wiregrass Area Metropolitan Planning Organization (MPO) is in the process of approving the Final Draft FY 2016-2019 Transportation Improvement Program (TIP). As required, the document must have a 30 day review and comment period to get public input on the plan. The public review period begins on Sunday, August 30th, 2015 and ends on Tuesday, September 29th, 2015.

Transportation Improvement Program (TIP) is a document composed of a prioritized listing of federally funded transportation improvement projects in the Dothan Transportation Study Area. Voted on by members of the Southeast Wiregrass Area Metropolitan Planning Organization, the projects included in the TIP are derived from planned projects in the 2035 and 2040 Long Range Transportation Plan with the exception of safety, maintenance, and other special projects.

The Final Draft FY 2016-2019 TIP documents and comment forms can be downloaded from our website at [www.dothan.org](http://www.dothan.org) and are also available at the following locations:

- Dothan City Hall, Department of Planning & Development, 126 N. Saint Andrews St. Room 305
- Dothan-Houston County Library (Downtown Branch), 212 West Burdeshaw Street
- Dothan-Houston County Library (Westgate Branch), 535 Recreation Drive
- Southeast Alabama Regional Planning & Development Commission, 462 N Oates St
- Wiregrass Transit Authority, 201 Depot St

### LEGAL NOTICES

Additional information about this document can be obtained from the City of Dothan Planning and Development Office, Room 305, Dothan Civic Center, from 8:00 a.m. to 5:00 p.m. or by contacting Todd McDonald, (334) 615-4410 or Reginald Franklin, (334) 615-4414. Comments can be emailed to [rfranklin@dothan.org](mailto:rfranklin@dothan.org) or sent by mail to:  
Reginald Franklin  
City of Dothan  
Southeast Wiregrass Area MPO  
P.O. Box 2128  
Dothan, AL 36302-2128

### L368 ADVERTISEMENT FOR BIDS

Separate, sealed bids for Street Resurfacing in various locations in Eufaula, Alabama, will be received by The City of Eufaula, 205 E. Barbour Street until 2:00 P.M., local time, on September 15, 2015, and then publicly opened and read aloud in at City Hall.

The information for Bidders, Form of Bid, Form of Contract, Plans, Specifications, Forms of Bid Bond, Performance and Payment Bond and other contract documents may be examined and/or obtained at no charge at the following:  
**City Hall, 205 E. Barbour Street  
Eufaula, AL 36027**

The owner reserves the right to waive any informalities or to reject any or all bids.

Each bidder must deposit with his bid, security in the amount, form, and subject to the conditions provided in the Information for Bidders.

No bidder may withdraw his bid within sixty (60) day after the actual date of the opening thereof.

Jack B. Tibbs, Jr., Mayor  
CITY OF EUFAULA, ALABAMA

### L326 NOTICE

Pursuant to notice published in the Dothan Eagle on August 23, 2015, the Board of Commissioners of the City of Dothan, Alabama, on September 15, 2015, will consider for passage and adoption at its regular meeting at 10:00 a.m. in the City Hall of said City, (126 North St. Andrews Street), an ordinance declaring that property owned by Park Avenue Church of Christ, now zoned R-A District by Chapter 114 of the Code of Ordinances and shown on the Zoning Map of the City of Dothan, Alabama, to be rezoned and classified as B-3 District. A copy of the proposed ordinance is available for public inspection at the Planning and Development and City Clerk's offices, City Hall, Dothan, Alabama.

### L358 NOTICE

Pursuant to notice published in The Dothan Eagle on August 23, 2015, the Board of Commissioners of the City of Dothan, Alabama, on September 15, 2015, will consider for passage and adoption at its regular meeting at 10:00 a.m. in the City Hall of said City, (126 North St. Andrews Street), an ordinance declaring that properties owned by multiple land owners as described in the proposed ordinance, now zoned H-I District by Chapter 114 of the Code of Ordinances and shown on the Zoning Map of the City of Dothan, Alabama, to be rezoned and classified as R-1 or A-C District.

A copy of the proposed ordinance is available for public inspection at the Planning and Development and City Clerk's offices, City Hall, Dothan, Alabama.

### L366 IN THE PROBATE COURT OF HOUSTON COUNTY ALABAMA

Case No. 2011-198  
IN RE THE MATTER OF THE ESTATE OF:

James Kenneth Floyd, Deceased

**NOTICE OF HEARING ON PETITION**

**FOR FINAL SETTLEMENT**

This cause is before the Court on the petition

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