LPA IN ALABAMA

Talking Points

ALABAMA DEPARTMENT OF TRANSPORTATION
Transportation Planning and Modal Programs
Montgomery, Alabama
Table of Contents

• 1  What is ‘LPA?’
• 2  Reason Why
• 3  Steps so far
• 4  Strengths
• 5  Weaknesses
• 6  Issues
• 7  Next Steps
• 8  Active Websites and Staff
What is ‘LPA?’

The meaning here for *Local Public Agencies (LPA)* is a reference to a federal program that allows local government agencies to assume administration or management of certain federally-funded transportation projects, or phases of projects, under state DOT oversight.
Reasons Why

- Why are we doing this?
  - FHWA wants state accountability and documentation for expenditure of federal funds in federal-aid programs.
  - The LPA PROCESS allows certain types of projects to go forward with reduced ALDOT participation.
  - There are reductions in cost to state; ALDOT man-hours would be fewer and overhead associated with project oversight, site travel, and paperwork would be less.
  - Process allows reallocation of some limited ALDOT resources.
Steps so far

• Reviewed peer state activity and what are considered to be their best practices?
• Collected sample documents and linked to active ALDOT sites.
• Obtained document sample from 5th and 7th Divisions.
• Set up Internal Workspace (ALDOT Intranet).
• Set up password protected Internet Test site.
• Continuing ad hoc meetings and discussions.
Strengths

• Shifts Process and Project oversight to the Divisions and a leading role for the Division Engineer in certification and approval.

• Participation by local agencies is primarily web-based.

• Process is streamlined to emphasize electronic communication and standardized documentation statewide.

• Requires coordination with Office Engineer.
Weaknesses

• Requires strong Division role and close cooperation with Central Office.

• May require some reassignment of responsibility within Central Office to accommodate adjusted paper and workflow.

• May cause some internal territorial dispute and reluctance to give up past prerogatives.

• Puts heavy emphasis and reliance on ALDOT inspections, testing, and oversight.
Issues

• Would there be any redundancy or activity conflict with the existing County Transportation Bureau? No – separate process.

• Could the County Transportation Bureau be restructured to accommodate a statewide, all-agency process? No – internal resistance.

• Would the Central Office be able to support a decentralized Division LPA system? Yes – Senior staff and FHWA support.
• Applications will be accepted for all projects, but restrictions do exist. 1) No Capacity projects, Interchanges, or on-system bridges.

• What types of projects would be preferred in Alabama? The list varies by state, but generally includes traditional enhancement type projects, such as Safe Routes to School, intersection improvements, bike/ped, and so forth.

• A final version of the LPA program prior to public rollout would be subject to a comprehensive, in-house legal review of the process, agency agreements, contracts, select bid documents, and all ADA, EEO, and Title VI documentation.
Next Steps

1) Internal review Central Office Bureaus and Sections.

2) Division Review by Division Engineers or their designees.

3) Document resolution and establishment of standards by LPA Administrative staff.

4) Final Legal Review.

5) The target date for availability for public use is September 2012.
Active Websites

• Internal Workspace
  http://csnts020/sites/Transportation%20Planning/

• Restricted Internet Test Site
  http://cpmsweb2.dot.state.al.us/TransPlan/LPA/

LPA Site Development Staff

Victor Jordan  Transportation Planner – Site Administrator
Phone 334-242-6830

Bryan Fair  Graduate Engineer – Site Review and Editing

Jenny Runions  Transportation Planner – Site Review and Editing

Eric Sansom  Programmer/CPMS Web Support
Phone: 334-353-6303